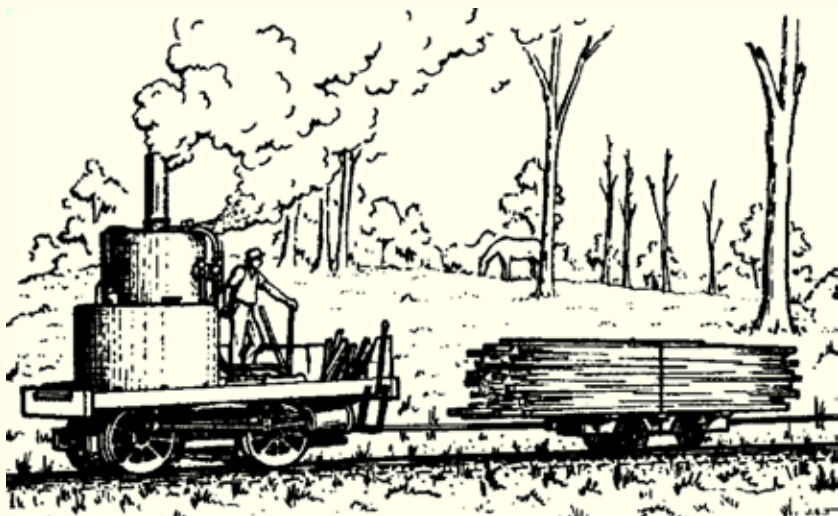


LIGHT RAILWAY NEWS

Nos 1 to 121

pdf VERSION

December 1977 — December 1997



Light Railway Research Society of Australia Inc.
July 2011

Light Railway Research Society of Australia Inc.
P.O. Box 21, Surrey Hills, Victoria 3127

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INTRODUCTION TO *LIGHT RAILWAY NEWS* pdf VERSION

From December 1977 to December 1997 *Light Railway News* was published separately to *Light Railways* magazine. It was the Society's news magazine. Since the February 1998 issue of *Light Railways* all the information previously published in *Light Railway News* is now published in *Light Railways*. This enabled a much higher quality of presentation.

Information published in *Light Railway News* included:

- o Field reports - these are reports of visits to sites of abandoned specialised railways
- o Research column - a 'help-wanted' section for those involved in historical research
- o Locomotive, rolling stock & equipment manufacturers - news of items currently under construction or recently delivered
- o Industrial Railway News - a state by state listing of reports from operating specialised railways, in which Queensland sugar tramways are a major feature
- o Heritage and Tourist Railway News
- o Meetings notices

VARIATIONS FROM PRINTED ISSUES

Over the period of its publication *Light Railway News* changed in the form of printing, and page format several times. The earliest editions were duplicated, without any illustrations. Over the years the quality of printing, and therefore ease of reading, has varied widely. The great majority of issues were printed to A5 size, which is the page size used in this edition.

This edition of *Light Railway News* has been completely reformatted to present a uniform appearance, and style of presentation.

All the content of the original issues is included in this edition, including photographs, maps, and diagrams.

The following modifications have been made to the text:

- Where items were corrected in later issues, the corrections have generally been made to the original entry, and cross-referenced to the correction. Where the correction may be contentious, the original entry has not been changed, but a cross reference has been made to the corrections. No change has been made to the original entry where the correction has been considered frivolous or pedantic.

- Where the sequence of items could be made more logical, items within an issue have been resequenced, e.g. where the printing process forced photographs to be separated from their corresponding news items, or where a stop-press item was received at the last minute and published on the last page.
- Information required for postal purposes has been deleted.
- Tables of contents have been deleted.
- Typographical errors have been corrected.
- Changes have been made to style of presentation of dates, to make them uniform.

LOCOMOTIVE WHEEL ARRANGEMENTS

The Whyte system of wheel classification is used throughout *Light Railway News*, with the exceptions outlined below (see "When the Whyte system is not used").

The Whyte system breaks locomotive wheels in to three groups:

- Leading unpowered wheels
- Driving wheels connected to each other by outside rods
- Trailing unpowered wheels.

Tender wheels are ignored.

Hence a 2-6-0 has two leading unpowered wheels, six driving wheels connected by outside rods, and no trailing unpowered wheels.

For steam locomotives without separate tenders, the following suffixes are used:

T	Tank. Water is carried in tanks on each side of the boiler.
ST	Saddle tank. Water is carried in a tank on top of the boiler.
WT	Well tank. Water is carried in a tank, or tanks, between the frames below the boiler.
BT	Back tank. Water is carried in a tank at the back of the locomotive.
CT	Crane tank. A tank (T) locomotive fitted with a crane to lift loads.
TT	Tender and Tank. Water is carried in tanks on the locomotive as well as in a separate tender.
VB	Vertical boilered locomotive.
G	Geared locomotive.

For non-steam locomotives, the following suffixes are used:

- D** Diesel locomotive, unknown transmission system.
- DM** Diesel locomotive with mechanical gearbox.
- DH** Diesel locomotive with hydraulic transmission.
- DE** Diesel locomotive with electric transmission.
- P** Petrol or kerosene locomotive, unknown transmission system.
- PM** Petrol or kerosene locomotive with mechanical gearbox.
- PH** Petrol or kerosene locomotive with hydraulic transmission.
- PE** Petrol or kerosene locomotive with electric transmission.
- BE** Battery powered electric locomotive.
- WE** Overhead wire powered electric locomotive.
- R** Railcar, usually used in conjunction with other suffixes above, e.g. DMR = diesel mechanical railcar.

Special applications of the Whyte system.

The Whyte system is modified for articulated steam locomotives with two sets of driving wheels, each coupled together with outside rods. There have been few of these locomotives on light railways in Australia, but some examples are:

- 0-4-4-0T No leading or trailing unpowered wheels, two sets of four driving wheels, each coupled by outside rods, e.g. Mallet locomotive used on Magnet tramway in Tasmania.
- 2-6-0--0-6-2 Two leading unpowered wheels, two sets of six driving wheels each coupled by outside rods, two trailing unpowered wheels. Examples are the Beyer-Garratt locomotives used on the Victorian Fyansford cement works railway; and G42, the Beyer-Garratt locomotive owned by the Puffing Billy Railway.

When the Whyte system is not used.

Where the driving wheels are not connected by outside rods, the Whyte system is not used in *Light Railway News*. Examples of these exceptions are as follows:

- B-B DH Diesel hydraulic locomotive running on two four-wheel bogies, with all wheels powered.

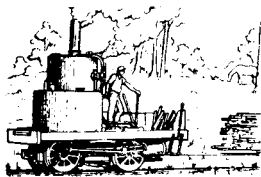
B-B WE	Overhead wire powered electric locomotive running on two four-wheel bogies, with all wheels powered.
2-2wDH	Four wheel diesel-hydraulic locomotive with two wheels unpowered, and two wheels powered.
4wDM	Four-wheel diesel-mechanical locomotive with all wheels powered, the axles being connected internally by chains or gears.
6wPM	Six-wheel petrol-mechanical locomotive with all wheels powered, the axles being connected internally by chains or gears.
4w+4wTG	Steam locomotive with geared drive, running on two four-wheel bogies. All wheels of the bogies are powered. The wheels of each bogie are not connected by outside rods, but by gears and shafts (e.g. Climax locomotive on Puffing Billy Railway), or in some rare cases, by chains (e.g. Harman locomotive on Victorian Forests Commission Tyers Valley Tramway).

4wDM 'NRT1'



4wDM 'NRT1' (Ruston & Hornsby 296058 of 1951) *William H. Collis* on the Puffing Billy Railway, at Emerald.

Photo: Frank Stamford



LIGHT RAILWAY NEWS

Published by
The Light Railway Research Society of Australia



No.1

December 1977

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WELCOME TO LIGHT RAILWAY NEWS

The Council of the LRRSA Victorian Division was recently very pleased to accept an offer by John Browning, of Brisbane, to act as a News Editor for the Society. Prior to coming to Australia three years ago, John worked as a volunteer of the Festiniog Railway and Howdenclough Light Railway in the U.K., and is currently a member of the Board of the Australian Narrow Gauge Railway Museum Society.

Light Railway News will be published six times a year, and with each issue members will receive supplements giving meeting details and news of other Society activities. LRN will largely take over the role of 'News, Notes and Comments' in *Light Railways*, as it was never possible to publish up-to-date news in LR due to delays of up to seven months between receipt and publication of news items. *Light Railways* will continue to be published on a quarterly basis, and will contain historical articles, letters, and photographs of current light railway activities

The Council sees the aims of LRN as:

- An information service for members
- A publicity outlet for preservation societies
- A means of building up Society records
- A means of stimulating interest in light railways

The real success of LRN will of course depend on the contributions received by the Editor. That's where you come in. We hope you will support this new

venture by actively contributing news items.

(Frank Stamford, on behalf of LRRSA Vic. Div. Council)

EDITORIAL

When you visit a site of light railway interest, or get news from a friend or the press remember all the other enthusiasts who would like to hear about it. While the news is still fresh, drop me a line about it at the above address. Preservation groups in particular can benefit by coverage in LRN.

The success of the next issue depends on you. The deadline for the February issue is 6 January. Get those reports rolling in!

NEW SOUTH WALES

BELBIN FAMILY. St.Ives. Sydney 2ft. gauge

Members of the Belbin family now own four steam locos. 0-4-2T John Fowler 17881 of 1929 which operated at South Johnstone Mill, currently operates at Central Park, Forrester's Beach (see cover of LR 57), 0-4-2T Perry 2714.51.1 of 1951, from Mourilyan Mill, is currently stored. 0-4-2T Baldwin 10533 of 1899, originally from Fairymead Mill, has been purchased from Bruce Macdonald of Goulburn in a dismantled state, as a long-term restoration project. The fourth loco is a Hudswell, Clarke 0-6-0 donated by CSR Ltd. and believed to be either '5' (1548 of 1925) from Macknade or *Sydney* (1838 of 1950) from Victoria Mill. The Belbins hope to eventually operate a 2ft gauge line in the Sydney area.

STOP PRESS

The Hudswell Clarke loco donated by CSR Ltd to the Belbin family is *Sydney* which is currently at Forrester's beach.

(Railway Digest, 11/77)

MINERS MEMORIAL PARK, FREEMANS WATERHOLES 3ft. 6ins. gauge

Freeman's Waterholes is a popular picnic area in the area west of Newcastle close to the West Wallsend and Cessnock coalfields. An interesting collection of colliery equipment is preserved in the open, for the picnickers to view as they nibble their sandwiches. The central feature is a winding head from an old coalmine, and a number of items of rail mounted colliery equipment are displayed. These include a drilling 'jumbo', a four wheeled battery locomotive, and other equipment which was used to load and transport the coal to the surface.

(Ian Crellin, Editor 5/77)

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY, Albion Park Gauges various.

(P. O. Box 1036 Wollongong 2500)

CSR Ltd have donated Hudswell, Clarke 0-6-0 *Cairns* (1706 of 1938) from their Victoria Mill to this group. The loco's gauge is 2 ft, as is most of the equipment owned by ILRMS.

(Tony Madden, 10/77)

TIMBERTOWN, Wauchope 2 ft gauge

A Hudswell, Clarke 0-6-0 loco, donated by CSR Ltd., has arrived here. Formerly '6' on the Macknade Mill roster, its builder's number is 1862 of 1953.

(Townsville Daily Bulletin, 9/77)

QUEENSLAND

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY, Brisbane.

(P.O. Box 270, North Quay 4000)

Gauges 2 ft & 3 ft 6 in.

The Society has acquired a number of interesting locomotives during 1977. Three large 2ft gauge four wheeled petrol locos were purchased along with a quantity of workshop equipment from the estate of Alwyn Zinn, an Ipswich railwayman who had built them himself before his untimely death in 1976. A 3ft 6in gauge four wheeled petrol locomotive formerly used at the Ipswich sawmill of Arthur Foote and Sons, arrived at one of the Society's storage sites in July. It is believed to have been built in the Forrers Foundry, Ipswich, sometime between the wars. During October, two more locos arrived, this time 2ft gauge steam engines. One was the only surviving Innisfail Tramway steamer, QR B9-1/2 Class 0-6-2'11" (John Fowler 17110 of 1927). This had been displayed in a park in Innisfail since 1964, and was donated by the Johnstone Shire Council. The second was a loco donated by CSR Ltd. This is Hudswell, Clarke 0-6-0 *Melbourne* (1701 of 1938), formerly of Victoria Mill.

(Editor 10/77)

BUCASIA PROGRESS ASSOCIATION PARK. Bucasia 2 ft gauge

An ex-Pleystowe Mill 0-6-2T (John Fowler 20764 of: 1937) was observed here in a rather sorry condition and without its funnel, in August. However, by October, it was reported to have disappeared. Further details of its disposal are awaited.

(Editor 8/77, Tony Madden 10/77)

MARIAN MILL 2 ft gauge

This season, there have been two steam locos in daily use. The Perry 0-6-2T (2601.51.1 of 1951) has been used on yard shunting duties, while the John Fowler 0-6-2T (20277 of 1934), which had been spare engine for a number of years, has been used on ballast trains.

(Editor 8/77)

MILLAQUIN MILL,. Bundaberg 2ft gauge

Three steam locomotives remain at the mill as follows:

6	0-6-2T Bundaberg Foundry	6 of 1952
8	0-4-2T Bundaberg Foundry	3 of 1952
9	0-4-2T Perry	9737.45.1 of 1945

'6' was reported in use on 28 July. On 1 September, work was being done on the front tubeplate of '8'. Apparently, the mill wishes to keep both Bundaberg Fowlers in running order in case of emergencies. '9' is out of use.

(Alan Robert 8/77, Editor 8/77, Sunshine Express 10/77)

QUNABA MILL 2 ft gauge

Qunaba Mill has remained the last all steam mill during the 1977 season. Three locos have generally been in use during the day out of the mill's more modern locos:

21901	<i>Delta</i>	0-6-2T Perry	7967.50.4 of 1950
21902	<i>Skipper</i>	0-6-2T Perry	1850.46.1 of 1946
21903	<i>Flash</i>	0-6-2T Perry	6160.48.1 of 1948
21905	<i>Jumbo</i>	0-6-2T Bundaberg Foundry	1 of 1952

The fifth loco, 0-6-2T *Invicta*, a John Fowler (11277 of 1907) was used early in the year in filming for the movie *The Mango Tree*. However, it has seen little or no use since then, and is apparently out of use.

(Alan Robert 8/77, Editor 8/77)

QUEENSLAND RAILWAYS, INNISFAIL TRAMWAY 2 ft gauge.

As many members will know, the tramway has been sold by QR to the local sugar mills, Mourilyan and South Johnstone. The rolling stock was handed over on 21.6.77, with the exception of the two Fairmont navy trolleys which have been retained by QR for regauging to 3 ft 6 in gauge.

South Johnstone Mill received the grass cutter in addition to three locos. The line between Innisfail and Harbour Jct., which provided access to the Innisfail loco depot is no longer needed, but the section from Currajah Jct. to Mourilyan including the Queensland Bridge over the South Johnstone River will no longer be used either, as all South Johnstone sugar now goes to

Mourilyan Harbour by road. The three South Johnstone locos are:

10	DL112	Mourilyan	0-6-0DM	Baguley	3390 of 1954
	DL17	Currajah	0-6-0DM	Com-Eng	AA1544 of 1960
	DL20	Pin Gin	0-6-0DM	Com-Eng	AI77111 of 1975

In August, these locos were observed running in QR livery, with *Mourilyan* having received an additional running number. Only PIN GIN had retained its nameplates, although all the locos retained their names painted on the cab rear.

Mourilyan Mill (Howard Smith Industries) received the remaining locos and rolling stock (6 locos, 110 wagons, 2 brake wagons, 3 ballast hoppers, 3 goods wagons and a poison unit). However, only four locos were retained at Mourilyan Mill, as two were sent south during July to Howard Smith's other mill - Moreton Mill at Nambour. Shortly after Mourilyan loaned another loco to Goondi. The position as observed in August was as follows:

Mourilyan Mill

	DL15	Nerada	0-6-0DM	Com-Eng	B1111 of 1956
No.6	DL16	Korabine	0-6-0DM	Com-Eng	AA1543 of 1960
No.7	DL18	Coorumba	0-6-0DM	Com-Eng	AJ2359 of 1962

DL15 is spare loco, and apart from losing its nameplates, retains its QR identity. DL16 and DL18 have been repainted in mill livery of grey and yellow, and have been renumbered.

Moreton Mill

	DL13	Innisfail	0-6-0DM	Baguley	3389 of 1954
	DL19	Kalbo	0-6-0DM	Com-Eng	H1 022 of 1958

These were in QR livery.

Goondi Mill (on loan from Mourilyan Mill)

	DL14	Johnstone	0-6-0DM	Com-Eng	B1112 of 1956
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This loco was being used as yard shunter. It was in QR livery but had lost its metal nameplates, though retaining the painted name.

(Editor 8/77, Sunshine Express 10,/77)

RACECOURSE MILL, Mackay 2 ft gauge

One problem facing sugar mills nowadays is ballast haulage. The large bogie ballast hoppers coming into increasing use are too much for a Simplex loco on anything but level track. However, main line locos are needed for cane haulage during the season, and need maintenance during the slack. To provide suitable motive power for ballast trains, Racecourse Mill has purchased three small diesel locos from a Sydney dealer. Two are 8 tonne E.M. Baldwin four wheeled diesel hydraulics, built for tunnelling work.. One

of these is 6/2612.1 of 1968. The third is a Ruston & Hornsby Type 48DLG (392120 of 1955) which formerly worked at Southern Portland Cement, Berrima, NSW and Mount Alexandra Mine, Mittagong, NSW. These locos are being completely reconditioned and modified for their new purpose in the mill workshops.

(Editor 8/77)

SUGAR INDUSTRY MUSEUM, Mourilyan 2ft gauge.

TOWNSVILLE a Hudswell, Clarke 0-6-0 (1099 of 1919) - has been donated to the museum by CSR Ltd. This loco, from Victoria Mill, has associations with the district, for it used to work at Goondi Mill. Exhibited inside the museum is a small pump trolley.

(Editor 8/77)

TANAWHA WORLD. Tanawha 2 ft gauge

This tourist attraction on the Bruce Highway south of Nambour acquired an unidentified Ruston & Hornsby loco from Moreton Mill in 1976 with the idea of operating it on a short line. (This loco had been exported second-hand from the U.K. in about 1970). It was decided that it was too heavy for the light track laid, so it was kept as a static exhibit with a view to its disposal. Instead, a passenger railcar was built for the line by a Mr. Drysdale of Woodridge, Brisbane. This is a bogie vehicle loosely based on old QR practice, with a petrol engine driving by means of a chain on to the front axle of the rear bogie which seems to be fixed rigidly on to the main frame. There is also a small passenger coach. In September, the Ruston loco was observed in the shed at the Sunshine Plantation, Forest Glen, so it appears to have been sold.

(Editor 9/77)

VICTORIA MILL, Ingham 2 ft gauge

Hudswell, Clarke 0-6-0 HOMEBUSH (1067 of 1914) has been retained at the mill as a preservation project. In August, it was observed in the shed, undergoing overhaul. All the other steam locos from Victoria (and Macknade) have been disposed of to outside bodies for preservation (see elsewhere in this issue).

(Editor 8/77)

NEW CANE LOCOS

12 new diesel locos are known to have been delivered to sugar mills during 1977. Full details will appear in LRN 2.

TASMANIA

IDA BAY RAILWAY. Ida Bay 2ft gauge

The Tasmanian Government recently purchased a 6.5 kilometre section of the Ida Bay Railway for \$81,000 so that it could be operated as a tourist venture. The Ida Bay Railway Act was passed in the State Parliament on 21.9.77, authorising the operation of the railway from the town of Ida Bay to the terminus at the Deep Hole, Southport. It is expected to be operating for the 77/78 tourist season.

(Ralph Proctor)

SECOND RIVER Tramway, Karoola (Tasmanian Steam Preservation Society) 2ft gauge

Further to the item in LR. 51, Krauss 0-4-0T '1' has been fitted with a new set of tyres. (Although this loco incorporates many parts including works plates from Krauss 5682, its mainframe is apparently that of 5800 of 1907 - Ed). Krauss 0-4-0T '2' (6067 of 1910) has been repainted and lined out. The ex-Mount Lyell ballast hopper wagon has been fitted with ex-TGR Zeehan & N.E. Dundas bogies and couplings, and work is underway on the building of a guard's van.

Recent trackwork has extended the operating distance to over 1/4 mile, and more is planned for 1978.

(Ralph Proctor)

VAN DIEMEN LIGHT RAILWAY Society Don 3 ft 6 in & 2 ft gauge

(P O Box 887, Launceston 7250)

CSR Ltd is believed to have donated a Hudswell, Clarke 2 ft gauge 0-6-0 to this group. The loco in question is either '5' from Macknade Mill (1548 of 1925) or SYDNEY (1838 of 1950) from Victoria Mill.

(Editor)

WEE GEORGIE WOOD STEAM RAILWAY INC., Tullah 2 ft gauge

A meeting was held at the Tullah Hotel on 6/4/77, which resulted in the formation of the above group, which plans to operate the John Fowler 0-4-0WT stored in the loco shed at the Tullah mine site, after some boiler repair work is carried out. (Is this loco in fact the authentic WEE GEORGIE WOOD? - Ed.)

It is believed that track will be laid to a new lake in the area, which is to be formed by a new hydro-electric dam, and it is expected that this will become a popular tourist attraction

(Ralph Proctor)

VICTORIA

EMERALD TOURIST RAILWAY BOARD 2 ft 6 in gauge

The ETRB took over ownership of the entire Puffing Billy operation from the Victorian Railways Board from 1.10.77. (The ETRB is a Statutory Authority with a majority of PBPS nominees). On 1.10.77, 7A (2-6-2T Newport 1905) hauled the last VR narrow gauge train, the 11.10 departure from Belgrave to Lakeside. (It had previously hauled the last train on the Walhalla line in 1954, and the last train between Upper Ferntree Gully and Belgrave in 1958). The inaugural train of the ETRB, hauled by a gleaming '14A'. (2-6-2T Newport, 1914), was the 2.10 departure.

'8A' (2-6-2T Newport, 1908) is undergoing a complete rebuild at Belgrave. It is expected that a new all-welded boiler will be ordered shortly at an estimated cost of \$40,000. Loco '3A' (2-6-2T Newport, 1900) was recovered from the Lord Mayor's Camp at Portsea and moved to Menzies Creek in April. It is expected that it will be moved to Belgrave shortly and will initially be used as a source of spares but a complete rebuild has not been completely discounted.

Heavy repairs are overdue for the four operating locos, due to a lack of preventive maintenance under VR. Garratt G42 (2-6-0+0-6-2 Beyer Peacock 6268 of 1926), has been taken into the workshops for boiler examination and the old firebox has been removed for scrap. The long term aim is to restore this loco to working order using PBPS labour. A small diesel loco (details not to hand) has been donated by the Melbourne & Metropolitan Board of Works but will require some attention before being put into service on ballast trains etc.

A \$200,000 grant for the year 1977-8 has been received from the State Government in response to a submission regarding a five year programme of expenditure involving major locomotive works, the regrading of Belgrave yard, new pedestrian access from the VR Belgrave station and loco maintenance facilities

(Narrow Gauge 9/77)

PUFFING BILLY MUSEUM Menzies Creek Gauges various

Outline approval has been given for the relocation of the museum to a site at Lakeside.

In March a 2ft gauge Malcolm Moore four wheeled petrol locomotive was collected from the State Electricity Commission at Redcliffs. During the same month, the 2 ft gauge ex-Pleystowe Mill 0-4-2ST (Hudswell Clarke 1559 of

1925) was steamed for the first time since its withdrawal in 1964. A 2ft gauge steam loco has been donated by CSR Ltd. This is believed to be '9', an 0-6-0 from Macknade Mill (1863 of 1953).

(Narrow Gauge 6/77, 9/77)

WESTERN AUSTRALIA

PUBLIC WORKS DEPARTMENT 2ft gauge

A 2ft gauge railway system is being used in the construction of a sewerage outlet tunnel from the new Beenyup Plant at Mullaloo to the sea, a distance of over a mile. Three George Moss battery electric locos are being used to remove spoil and take in materials.

(Western Rails 10/77)

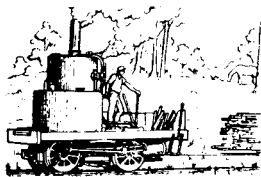
WESTERN AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION

(P.O.Box 2379 Cloverdale 6105) Gauges various)

This group was formed in April 1976 and was incorporated in October of the same year, with the aim of preserving material from the light railways of WA.. Work has started to construct a 2 ft gauge line on a farm property in the Darling Ranges near Perth, while steps are taken to find a site for a permanent and public line.

2 ft gauge diesel loco has been purchased from the Kalgoorlie Lake View mine system. It is a 'Planet' (F.C. Hibberd & Co.) built in 1938, which became redundant with the cessation of rail operations at Lake View in 1975. A number of items of rolling stock have also been acquired, of 2 ft, 18 in and 15 in. gauges

(Western Rails 8/77, 10/77)



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EDITORIAL

Response to LRN 1 was favourable, but this has not been matched by contributions by members. While I wish to thank those members who have sent in contributions, I would like to point out to the rest that I do not intend, nor will I be able, to continue to base most of the contents of LRN on my own observations, It's true to say that most people think that what happens on their own doorstep won't be of interest to others but news of progress or events in the various preservation groups will have to form the basis of future editions of LRN. Even if you feel unable to put pen to paper, a copy of your group's newsletter sent to me will enable news of your group to gain a wide currency. Most preservation groups hope to attract new members, and sooner or later visitors. By publicising your group's activities, you will be building up support.

It is very tempting to see the Society as something we pay to make use of - receiving our publications and perhaps attending meetings. However, -the Society is no more than the sum total of its members and whatever each one of us gets out of the Society has usually been put in by somebody else. Perhaps you can put something in - I would be very grateful to receive from you absolutely any news of Light Railway interest for inclusion in the next issue of LRN - particularly if your state was not represented in this issue.

VOLUNTEERS WANTED

- A letter from Ted Stuckey

Over the past seven years, the success of the LRRSA has largely depended on the work of three people:

Frank Stamford - Publications Editor

Arthur Straffen - Secretary

Steve Martin - Sales Officer

Frank, Arthur and Steve have indicated that they can no longer devote as much of their time to the affairs of the Society, and will not accept nomination again for the positions they now hold on the Council.

On your behalf, I want to express our appreciation and thanks for their work over the past years. At the same time, I want to draw every member's attention to the vacancies that will exist and ask you all to seriously consider taking an active role in the Society's affairs by nominating for one of these positions.

All the retiring council members have indicated that they will make the transition to "new management" as easy as possible and can be called on to assist if required in the event of any major problems occurring.

The LRRSA fills a valuable role covering private railway history and associated aspects of industrial archaeology. It should not be allowed to fade because of lack of support.

Will you volunteer your services?

E.G. Stuckey

NEW SOUTH WALES

ELCOM COLLIERIES PTY. LTD., AWABA STATE COAL MINE, Awaba. 1067 mm. gauge.

Awaba State Coal Mine is an underground mine located south-west of Newcastle. Elcom Collieries Pty Ltd is owned by the Electricity Commission of NSW, and the mine supplies coal for the nearby Wangi Power Station. During a visit to the mine on 28 November 1977, I inspected the mining operations and the associated mine railway system.

The coal is won by conventional mining rather than by continuous mining, which is used at most other underground coal mines in NSW. In continuous mining, the coal is cut and loaded from the coal face in one operation with a single machine (the continuous miner). Conventional mining is a system in which the coal is undercut, drilled, charged with explosives, blasted, and then loaded in separate operations.

After blasting, the broken coal at the face is loaded into rubber-tyred shuttle-cars which feed conveyor belts. The belts in turn deliver to a centrally located surge bin. From the surge bins the coal is loaded into a 20 car set of mine cars, which is spotted by using a creeper mechanism, between the rails. The loaded set is then hauled approximately 2.4 km to an unloading point and bin by a single trolleywire electric locomotive. From the bin, the coal is transported by conveyor belt up a short inclined drift to the surface. After unloading, the trolleywire locomotive pushes the empty set back to the underground surge bin and loading point.

During a normal shift, three sets of mine cars and two trolleywire locomotives are engaged on coal haulage. The trolleywire locomotive road is a single track with one crossing loop where full and empty sets cross. Four-wheeled 20 ton Jeffrey trolleywire locomotives are used. Current collection is by trolleypole and a conventional single-wire trolleywire system. I noted two trolleywire locomotives on coal haulage underground, and a third receiving attention in the surface workshops. The mine-cars are bottom-dump four-wheel cars with a capacity of 5.7 tonnes. Men and materials haulage to the production panels, which are beyond the end of the trolleywire locomotive road, is by battery locomotive. Rubber-tyred vehicles transport materials from the end of the rails to the face areas. During my visit I noted three four-wheeled battery locomotives underground. (Believed to be also built by Jeffrey - Editor)

(Anthony Weston 11/77)

CSR LTD, CONDONG MILL, Murwillumbah 610 mm gauge

Preserved outside the mill is a complete train. The loco is Ruston & Hornsby Type 40DLU 371959 of 1953, a four wheeled diesel in yellow and black livery. The other vehicles are a cane truck, a set of rail bogies, a four wheeled ballast wagon, a bogie ballast hopper, a bogie flat car, and a bogie passenger car.

(Editor, 1/78)

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY, Gauges various

Tongarra Road, Albion Park. (P. O. Box 1036, Wollongong 2500)

The museum has a developed area of 1.6 ha with about 0.30 km of 610 mm gauge track. The South Coast Model Engineering Society occupy part of this area with 3-1/2 in and 5 in gauge, ground level track.

610 mm gauge locomotives currently at the museum are Davenport 0-4-0ST 1596 of 1917 soon to run, Perry 0-6-2T 7967.49.1 of 1949 being rebuilt, and a "Leyland--Krauss" four wheeled petrol engined unit built on the frame of Krauss 0-4-0T 2179 of 1889 by Newbolds General Refractory Co. There is also

a Gemco electric loco, a Mancha battery-electric, and. a Lloyd-Hartnett petrol engined rail tractor. A petrol engined cane inspector's rail car from Victoria Mill, Qld. is, at the moment, in a disassembled state. Privately owned locos at the museum include a four wheeled petrol engined Malcolm Moore used for shunting, Krauss 0-4-OT 6611 of 1912 from Mount Bauple Mill, Qld. being rebuilt, and an incomplete Fowler 0--4 -OT (20284 of 1934) from Qunaba Mill.

About 50 items of rolling stock are at the museum comprising bogies, side tippers, skips, hoppers, a meat van from Victoria Mill, and a number of flat wagons, some of which have been fitted with seats and hand rails.

Two incomplete 762 mm gauge Shays (Lima 906 of 1904 & 2097 of 1908) from Hampton, Qld. will ultimately be rebuilt into one static exhibit. A short length of standard gauge track accommodates South Bulli No. 2, Hudswell, Clarke 0-6-OT 297 of 1888, a Corrimal coal hopper, a Newnes D wagon and a CHG brake van from Australian Iron & Steel.

Stationary exhibits consist of a vertical boiler which provides steam for a single cylinder horizontal engine, two twin cylinder winches and a Westinghouse air compressor. Stationary items recently received from the Wollongong Gas Co. comprise a Reader single cylinder engine coupling to a Weller rotary exhaustor, a Worthington twin cylinder pump and various sizes of Weir pumps.

Headquarters at the museum is the former Yallah railway station building.

(J. Reynolds 12/77)

NYMBOIDA COLLIERY, Nymboida 610 mm gauge

Two Ruston & Hornsby four wheeled diesels operate here. One is a 20DLU, 331246 of 1952, while the other is a 30DLG, 385901 of 1956. A second 20DLU, 331266 of 1952, has been dismantled for spare parts, and only the frame now remains.

(Editor, 1/78)

PEARSON BRIDGE PTY. LTD, Beaumont Road, Mt. Kuring-gai 610 mm gauge

This firm of civil engineering contractors sold two E.M. Baldwin tunnelling locos to Racecourse Mill, Qld in 1977 (see LRN1). Stored in their yard at Mt. Kuring-gai on 6 January were two E.M. Baldwin four wheeled diesel hydraulic 3 tonne tunnelling locos. They are builder's numbers 4661-1-7-72 and 4661-2-7-72 of 1972, model DH3T.

(Editor 1/78)

HIGHLANDS LIGHT RAILWAY, SOUTHERN HIGHLANDS TRANSPORT MUSEUM (P.O. Box 93, Mittagong 2575) 610 mm gauge

This short line is in a very pleasant rural setting, amid many other transport relics. Pride of place in the collection must go to Hudswell, Clarke 0-4-0WT 1423 of 1922. Built for agents Robert Hudson, this loco worked at the National Portland Cement Co. Maria Island, Tasmania and later at the Corrimall Colliery near Wollongong. It is very nicely restored in a black livery. There is also a four wheeled diesel loco by Planet (F. C. Hibberd & Co.), builder's number 2380, which is turned out in a green livery. Rolling stock includes a bogie coach built at the museum. Please note that this premises is private property, and all visits must be by prior arrangement.

(Editor 1/78)

TIMBERTOWN, Wauchope 610 mm gauge

THE GREEN HORNET, John Fowler 0-6-0T 12271 of 1910 was working the train as usual. It has no boiler lagging or plates to cover the boiler shell. This is to make the loco look "more authentic" (!). Another unusual feature is that the balloon stack is painted green. The Simplex four wheeled petrol loco (Motor Rail 4214) was by a newly constructed shed, which contained Hudswell, Clarke 0-6-0 1862 of 1952 from Macknade Mill, Qld. The oil-burning apparatus has been removed and the loco is now a wood burner. The sandboxes, turbo-generator and headlights have also been removed, and the loco was being painted green. It is expected to be in service during January. A new bogie coach is under construction incorporating improvements on the original design so that wheelchairs and prams may be accommodated.

(Editor 1/78)

WARATAH PARK, Terrey Hills 610 mm gauge

This Sydney animal park, "the home of Skippy", operates two locos on its railway. One is a four wheeled Simplex diesel (Motor Rail 11035 of 1956) formerly of Condong Mill. The other is an interesting B-B petrol loco built at the park. Under construction was a steam outline loco - the park has apparently built a number of such locos for tourist attractions in the Sydney area.

(Editor 1/78)

QUEENSLAND

NEW CANE LOCOS

The following is a list of locomotives etc. known to have been delivered to sugar mills during 1977. All are of 610 mm gauge.

BUILDER'S No.	MODEL	CUSTOMER	NAME/NO
E. M. Baldwin B-B Diesel Hydraulic			
7070-1-3-77	DH24B Mk5A	Victoria Mill	MAITLAND
7070-2-4-77	DH24B Mk5A	Victoria Mill	ADELAIDE
7070-3-4-77	DH24B Mk5A	Macknade Mill	19
7070-4-4-77	DH24B Mk5A	Macknade Mill	20
7126-1-5-77	DH24B	Pleystowe Mill	SHANNON
7135-1-7-77	DH24B Mk5A	Victoria Mill	GOWRIE
7220-1-6-77	DH32B	Farleigh Mill	FOULDEN
7244-1-8-77	DH24B	S.Johnstone Mill	6
7267-1-6-77	DH24B	Isis Mill	10
7303-1:-7-77	DH28B	Mossman Mill	DAINTREE
?	DH26B	Kalamia Mill	SEAFORTH

In addition, E.M. Baldwin are understood to have built a DH24B loco for stock

Commonwealth Engineering (Qld) 21 tonne B-B Diesel Hydraulic			
NA59112	Cattle Creek Mill	4	
Commonwealth Engineering (Qld) 18 tonne 0-6-0 diesel hydraulic			
A060113	Tully Mill	No. 18	
Plasser Australia, 4 wheeled diesel hydraulic ballast tamper			
116	KMX-06	Tully Mill	-

(Stack Talk, 70, 71, 72, 73)

ACLAND COAL CO., ACLAND COLLIERY, Acland 610 mm gauge

One of the last old-time small mines, situated on the Darling Downs. Four men work underground in a mine that was opened up about eight years ago to replace an older one. Four wheeled diesels of Jenbach design are used. Jenbach 1137 of 1952 was under repair in the shops, while outside lay the frame of Jenbach 1139 of 1952 - the loco has been cannibalised for spares. Underground, Jenbach 1138 of 1952, which arrived last year from Burgowan No.13 Colliery, was in use hauling trains of eight loaded skips of 18 cwt capacity from the coal face to the bottom of the shaft, a distance of about 0.80 km, and returning with the empties. The skips are hauled up and let

down a short inclined drift by cable. At the coal face was Bundaberg Foundry 16 of 1955. Its duties consisted of hauling one skip containing two miners, at the start and finish of the shift.

(Editor 1/78)

BURGOWAN COLLIERIES PTY LTD, BURGOWAN No.13 COLLIERY, Torbanlea 610 mm gauge

This colliery had six four wheeled diesels of Jenbach design until its closure about a year ago, when they were put up for sale at \$1,000 each. Rather surprisingly by mid-December, three had been sold. Loco details as follows:

	Jenbach	1079	1951	
2	Jenbach	1138	1952	sold to Acland Colliery
3	Jenbach	1191	1954	sold for a pleasure line at Moura
4	Jenbach	1077	1951	
5	Rusty	Bundaberg Foundry	19	1956
	Jenbach	1155	1953	sold for a pleasure line at Blackwater

(Editor 12/77)

MOSSMAN MILL 610 mm gauge

The Centenary celebrations of the Douglas Shire took place in November, and the mill took a notable part in them. John Fowler 0-4-2T IVY (15947 of 1922) which had been "preserved" in the mill yard for ten years, was repainted and placed on a semi-trailer with an old loco tender and a steel ex-Douglas Shire Tramway wagon. This formed the mill's exhibit in the Centenary procession on 6 November.

The next day, the mill put on two special excursion trains to the Mowbray River. 388 passengers were conveyed free of charge on each train which was hauled by new bogie diesel hydraulic *Daintree* (E.M. Baldwin 7301-1-7-77), and consisted of eight bogie flats (normally used for conveying "canetainers"), fitted with seats and safety rails. The first train left Mossman at 8 a.m. and returned from Mowbray River soon after arrival. The second left Mossman at 11 a.m., and passengers attended a picnic at Mowbray River before departing for Mossman at 3 p.m.

(E.M.Loveday 12/77)

QUEENSLAND PIONEER STEAM RAILWAY 1067 mm gauge

A syndicate purchased ex QR 4-6-0 PB15 class No.448 (Walkers 93 of 1908) from Pioneer Valley Park, Kuraby, during 1977. It is currently stored on private property at Redbank, near Ipswich, and has a current boiler certificate. The

group is now investigating the possibility of running the locomotive in S.E. Queensland. Anyone wishing to view the locomotive should contact M. Wagner, 10 Kiama St., Wavell Heights 4012.

(Sunshine Express 10/77)

SUGAR INDUSTRY MUSEUM, Mourilyan 610mm gauge

The museum has purchased the unique jackshaft drive John Fowler 0-4-2T (4667 of 1881) from Goulburn Steam Museum. The loco had previously been purchased in 1976 from Miller's Machinery in Melbourne where it had been since about 1917. It is believed to have been used by the contractor, Bashford, in the construction of Mourilyan Mill. Unfortunately, the boiler inspector is believed to have refused permission for the loco to be steamed at Mourilyan, which is a great disappointment, as *Townsville*, Hudswell, Clarke 0-6-0 1099 of 1919 from Victoria Mill has also been refused a boiler certificate.

(Narrow Gauge Times 6, David Mewes 12/77, 1/78)

SUNSHINE PLANTATION, Forest Glen 610 mm gauge

Many members may be familiar with the "Big Pineapple" just south of Nambour on the Bruce Highway. The main feature of this tourist attraction is a tramway circuit of about 1 km or so on which visitors travel around the 'tropical' plantation, which contains examples of many different crops grown in Queensland. A taped commentary describing and explaining the different products to be seen is played, and the driver must control the train's speed so that it is in the appropriate place at the right time. The tramway opened at Christmas 1971, and has operated very successfully since that time. Two trains each of eleven permanently coupled four wheeled carriages each seating four passengers are often in continual use.

The first locomotive at the Plantation was a Ruston & Hornsby 30DLU builder's number 371386 of 1954. This loco originally worked at the Maranoa Colliery and then at the Caledonian Colliery before being acquired for the Sunshine Plantation. It was remodelled in 1971 by George Hadley of Nambour, to give it some resemblance to a steam locomotive. It carries the name SUNSHINE PLANTATION EXPRESS and is numbered DLU30. In January 1978, it was out of use and some parts had been removed.

At some time, another 30DLU was acquired for spare parts. This loco was one of a batch of six purchased by the Victorian State Rivers & Water Supply Commission (builder's numbers 285338-43 of 1949). It carries no builder's plate, and there is evidence that its engine has been exchanged with one of the other SR&WSC locos, but it seems fairly certain to be builder's number 285338 or 285341. Very little of this loco remains now apart from the frame

and part of the engine.

The second loco to operate at the Plantation was another Ruston & Hornsby, but this time a 48DLG, 398072 of 1957. This first worked at the Berrima Colliery of the Southern Portland Cement Co, in NSW, and then at the Mount Alexander Mine, Mittagong. For running at the Plantation it received a new cab and some body alterations. It is named SUNSHINE PLANTATION SPECIAL and numbered DLG48.

The next loco is a Ruston & Hornsby 48DL which is believed to have originated with the Ministry of Defence in the UK. It was imported into Australia around 1970 for the Moreton Mill, where it received a new cab and was equipped for use on the mill tramway. However, it was never a real success here, and in 1976 passed to Tanawha World, a new tourist attraction nearby.

It was never used here as it was found to be too heavy for the kind of work envisaged. It came to the Plantation in 1977. Its cab was cut down to enable it to enter the shed, and some work was done on the gearing and engine timing which it is claimed have greatly improved its haulage power. It has now been painted green like the other locos and carries the name SUGAR CANE TRAIN No.3. The loco has had all maker's plates removed, and the editor would welcome any advice as to its identity.

The latest locomotive here arrived towards the end of 1977. It started life as a Ruston & Hornsby 48DLG, 379072 of 1954, and worked at Berrima and Mittagong like SUNSHINE PLANTATION SPECIAL. Having been acquired by the Sunshine Plantation, it was sent to the Castle Hill Works of E.M. Baldwin & Sons in Sydney, and the chassis and wheels were used in the construction of a four wheeled diesel hydraulic loco with a VM four-cylinder diesel engine. New body and cab were fitted to give it a "steam outline". It carries a brass E.M. Baldwin rebuild plate giving the number 7807-11-77, and is named SUGAR CANE TRAIN No.4. The original engine is now at the Plantation as a source of spare parts. The success of this loco has led to the decision that another loco will be dealt with in the same way. Most likely this will be DLU30.

Last but not least, *Coolum*, a John Fowler 0-6-0T (16036 of 1923) ex Moreton Mill is "preserved" on a block of concrete near the restaurant.

(Editor 1/78)

TASMANIA

TASMANIAN TRANSPORT MUSEUM SOCIETY, Glenorchy 1067mm gauge

The Society has recently been donated an 0-4-0 vertical boilered locomotive

by Chesterman's Sawmills, Sharp's Siding, in the Derwent Valley. The loco was apparently built in 1892, and worked at Southport and Geeveston before going to Sharp's Siding in about 1936. The loco is situated in the bush far from road access, and its recovery is likely to present quite a problem. (see *Light Railways* 57 p.13).

(Trolley Wire 172)

VICTORIA

EMERALD TOURIST RAILWAY BOARD 762mm gauge

The end of VR narrow gauge operations was incorrectly reported in LRN1 as having taken place on 1-10-77. In fact, the special train of this date marked the inauguration of the ETRB, but Puffing Billy continued in VR ownership until 29-10-77. The handover train was the 11.10 departure on the 29th, which was hauled out of Belgrave by 14A and 12A after a ceremony at the station, in which the General Manager of VicRail, Mr Ian Hodges, presented the Chairman of the ETRB, Mr P.Wymond, with the official green flag.

It has been decided that total reconstruction of 3A will follow that of 8A as funds become available. 6A is being retubed at present, and 7A, will follow when this is complete, though the boilers of both locos have a strictly limited life expectancy. A tender by Fabsteam Ltd for two boilers together with special die blocks at a cost of \$107,000 has been recommended to the Board by the Society.

(Narrow Gauge, 68)

PUFFING BILLY MUSEUM, Menzies Creek Gauges various

610 mm gauge Hudswell, Clarke 0-4-2ST 1559 of 1925 was steamed at the museum on 29-10-77 to mark the handover of Puffing Billy by VR. 610mm gauge Hudswell, Clarke 0-6-0 1863 of 1953 had arrived at the museum .from Macknade Mill a few days before and was steamed on 3-12-77.

(Narrow Gauge, 68)

GEE LONG STEAM PRESERVATION SOCIETY 1067mm gauge

GSPS has continued to operate at Belmont Common, while continuing to push on with its plans to establish the "Bellarine Peninsula Railway", a 16 km long line to be built on the trackbed of the VR Queenscliff line from Drysdale to Queenscliff. Some problems have recently been encountered with the Queenscliff Borough Council's opposition to GSPS operating trains over the last 2 km into the town. Meanwhile, ex TGR 4-6-2 M6 (Robert Stephenson & Hawthorn 7429 of 1951) has been undergoing restoration work at Queenscliff.

On the Belmont Common Railway, ex QR PB15 4-6-0 No. 54, which entered service in June 1976, has been sharing duties with ex SAR 4-8-0 T 251. These locos were both built by Walker's of Maryborough, being builder's numbers 99 of 1909 and 276 of 1917 respectively. T276 had to be removed from service in October for repairs to a leaking boiler plug. Hudswell, Clarke 0-4-2ST No. 6 *Wesley B. McCann* (Builder's number 646 of 1903) was used several times for boiler washout and shunting duties during September and November. A Whiting Trackmobile has been acquired from Alcoa, Port Henry. Perhaps some member will be able to supply details of this unit.

(The Commoner, 11/77)

WALHALLA & THOMSON RIVER STEAM TRAMWAY 762 mm gauge

Ron Kain announced in October that he intended to move himself and his train from Walhalla. This announcement came nine years after he came to the town, and follows many years of frustration involving opposition from some quarters in Walhalla and a lack of support from government bodies. Track only extended to the station limits, and the locomotive, a 2-4-2ST Yankee-style rebuild of an 1886 Couillet from Melbourne Gas Works had spent most of its time in the shed.

(Walhalla Improvement League Newsletter, 11/77 via Steve Martin)

DIAMOND VALLEY RAILWAY LTD, Eltham, Vic 184 mm gauge

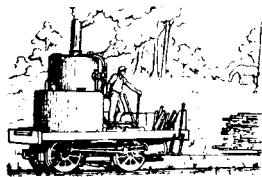
Proposals have been made for an "outer circle" track extension in Eltham Park. A new carriage shed has been erected, enabling a bigger workshop to be established in the existing building. Of great interest and value to all involved in the building or operation of a railway of any gauge of 184 mm gauge or larger, is a booklet containing a draft for a complete specification of the "formation, construction, installation and maintenance of all permanent way and associated features" for the Diamond Valley Railway Ltd.

(Diamond Rails, 5, 6)

TOORONGO VALLEY RAILWAY, Toorong Falls Road, Noojee, Vic. 260 mm gauge

This line has been built as a Tourist Attraction and is approximately 1.5 km in length at present, with a possible extension of 10 km in mind for the future. The line's first loco is a scale model of a VR 'W' class built by Miersch Engineering Co. Ltd, of Heidelberg. Consideration is being given to the construction of a 'B' class locomotive as well as a 2-8-2 or 4-6-2 steam loco and passenger cars. The line is open-every weekend and public holiday to anyone interested in railways.

(Diamond Rails, 5, 6)



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EDITORIAL

Many thanks to all those who sent in contributions for LRN 3. Please keep those reports flowing in. This issue of LRN includes two new features - Research column and members ads. I hope that they will add to the interest and usefulness of LRN.

OBITUARY - ANDREW ROBERTSON LYELL

Victorian members of the Light Railway Research Society of Australia learnt with sorrow and regret that one of their fellow members, Andrew R. Lyell, had died in hospital on 8 January after a short illness. He was 64.

Andy was an authority specialising in the history of early mining railways and tramways of Victoria, besides being an outstanding photographer and patient researcher. He was a contributor to *Light Railways* of notes and photographs.

A former Councillor and Vice-President of the Australian Railway Historical Society's Victorian Division, he was also a long-time member of the Victorian Model Railway Society. In that capacity, he participated enthusiastically in helping to create detailed working models of historic V.R. locomotives and rolling stock to operate on the elaborate model railway built by V.M.R.S. members in association with the V.R., which was one of the outstanding exhibits during the Railway Centenary Celebrations in September 1954. In

this project he was aided and abetted by his wife, who became equally skilled as a model-maker.

Andy contributed also to the Railway Centenary by the initiation and production of the commemorative brass plaque which marks the approximate site of the departure point of the first passenger train for Sandridge (Port Melbourne) on 12 September 1854. This is on the wall facing No.1 platform at Flinders Street Station, Melbourne.

Andy had a wide circle of friends in many fields - in photography, geology, the C.M.F. in which he held commissioned rank during the 1939-45 war, and his family of two sons and a daughter.

He worked as a senior photographic technician at the Prahran Institute of Technology until shortly before his death. This, and kindred Societies, is the poorer for his passing, but the richer for his friendship.

J.L.B. 2/78

RESEARCH COLUMN

The idea of this section of LRN is to enable members publicise requests for information about areas in which they are conducting research.

LAKE GEORGE MINES, NSW

A17825 Sergeant McDonald, c/- Sergeants' Mess, RAAF Williamtown, NSW 2314, is interested to know what happened to the battery electric locomotives which worked here. Two 'trammer' 5½ hp locos were supplied by Mancha in 1937 (builder's numbers 1838 & 1839), and ten 4½ ton 18½ hp locos were supplied by Atlas between 1938 and 1956. These were numbered 1 to 10 and their respective Atlas order numbers and dates of construction are as follows: 1E1665 of 1938 (two locos), E4498 of 1940, E9585 of 1943, F5690 of 1946, F8550 of 1948, G3541 of 1950, H497 of 1954, H3236 of 1956, H4515 of 1956. All these locos were of 1 ft 7¾ in gauge. Keith thinks that some of them may have gone to Mt. Lyell in Tasmania.

TASMANIA

Paul Simpson, c/- PO Box 290, Burwood, NSW 2134 writes as follows. If you have purchased a copy of the book *Tasmania Remembered* (available from LRRSA Sales Depts.), refer to page 54 on which the text refers to the loco depicted on p.55 as a Krauss product, when in fact the loco is an Orenstein & Koppel product (possibly B/n 2748 of 1898). The "radial" valve gear is quite evident in the photo and is unlike the outside Stephenson valve gear as used on the Krauss locos.

While on the subject of Krauss locos, can anyone comment on the photo on p.26 of *A pictorial history of the Railway & Tramways of Western Tasmania* where the caption states that the loco depicted in the centre photo is a Krauss product, in spite of its general appearance not being that of a Krauss. Has any reader a comment on this loco?

VICTORIA

Mike McCarthy, 30 Miller Rd, The Basin, Vic 3154, would be very pleased to hear from any member having information, photographs etc. relating to any of the tramways in the area bounded by Nar-Nar-Goon, Moe, Noojee and Tanjil Bren in Gippsland. At least 50 tramways are known to have existed in the area over the last 100 years, but the actual number is probably much higher than this.

SOUTH AUSTRALIA

J.B. Mackinnon has submitted for the interest of members a list of 2 ft gauge Loco and horse-worked lines known to have existed in the state. This list was published in *The Buffer Stop* (Journal of the S.A. Railway Modellers Assoc. Inc.)

Explosives tramway - Dry Creek to Broad Creek Wharf - horsedrawn (Bob Yuill, c/- 45 Flinders Rd, Hillcrest 5086, S.A., is researching this); Gypsum tramway - Kangaroo Island - steam; Gypsum tramways - Yorke Peninsula - all near Inneston - 1 horse worked, two with locos; Construction line - Baker Range Drain - horses & locos; Slate tramways - three quarries around Willunga; Mineral tramway near Coffin Bay; Stone tramway near Cobdogla for the Murray locks construction; Salt works lines at Price; Salt works line apparently still operating at Langhorne Creek; Brickyard at Torrensville; Glenelg fun fair had a steam hauled line, either 24 in or 18 in before 1948; Adelaide Zoo.

NEW SOUTH WALES

CENTRAL PARK RAILWAY, Foresters Beach 610 mm gauge

In January 1978, a fierce storm caused damage to the Central Coast Region. The Central Park site was awash with mud and other debris, and as a result, the track was scoured out over 70% of its length. Some sections were left suspended in mid air, while much rail was bent and forced out of gauge. Several concrete supported sections were undermined, and ditches and culverts were destroyed. Repairs have been carried out by the proprietor of Central Park, but not to a high enough standard to allow the operation of the steam loco.

A great deal of work has been done on the complete rebuilding of ex QR railmotor trailer PL121, with the replacement of much timber work and steel panelling. This vehicle, and another as yet untouched will be mounted on ex-South African Railways bogies which have been completely overhauled. Only preliminary work has so far been carried out on *Sydney*, Hudswell, Clarke 1838, which has a current NSW boiler certificate.

Len King 2/78

THE COMMONWEALTH PORTLAND CEMENT CO. LTD. Portland 1435 mm gauge

One of the last strongholds of regular steam locomotive operation in Australia. The company owns and operates a short branchline (1.5 km) from the cement works to Portland railway station on the Wallerawang - Mudgee railway.

Three locomotives now work the line but over the years the company has owned a total of six engines. Those still in service are: Number 3, Andrew Barclay 0-6-0T (B/n 1234 of 1911), Number 5, Andrew Barclay 0-6-0T (B/n 1470 of 1916) and ex-NSWGR 2605, Dubs 2-6-2ST (B/n 2794 of 1892).

A visit to the works on 23.1.78 revealed No.3 operating the branch, having come out of overhaul about a month before. In the loco shed No.5 was chocked up on blocks of wood minus its driving wheels and still undergoing overhaul. 2605 although operational, was out of steam and stored on a siding adjacent to the loco shed.

At the time of visiting, traffic was not very brisk, a total of five trips being made. The engine was in steam by 7.45 am and after taking coal and water departed light engine to the main line to pick up empties, (all rolling stock used on the line is owned by the NSW PTC.) The next trip was just before lunch, the rest being in the afternoon. These trips comprised of taking the cement hoppers, two at a time, back to the mainline and returning to the works light engine.

No.3 sports a livery of black with green tank and cab sides. No.5 is in a similar livery but with a lighter shade of green. 2605 retains the all black livery (complete with numbers) which it carried while in government ownership. It appears that no attempt is made to keep the engines clean.

David Allen 2/78

GOULBURN STEAM MUSEUM 610 mm gauge

Mr. Bruce Macdonald, founder of the Marsden Museum of Historic Engines, now the Goulburn Steam Museum, left the museum on Monday, 30 January, taking with him his own locomotives. In addition, several other steam-

powered road items owned by private individuals have been removed. Only one locomotive remained to operate the railway at the museum - *Stella* 0-6-0T Krauss 3423 of 1897 ex Gin Gin Mill, owned by the Goulburn City Council. *Stella* is in poor boiler condition with badly leaking tubes.

In a press statement appearing in the Goulburn Evening Post, the Chairman of the Goulburn Steam Museum scotched rumours of the museum closing and indicated that the museum was considering diversifying into smaller indoor displays. The new curator is Mr Bruce Krylott, a former engineer with the Cobargo Butter Works which has recently closed down after 94 years of operation.

During the last few years, the number of locomotives at Goulburn has gradually decreased. Disposals include:

- Davenport 0-4-0ST B/n 1597 of 1917 (rebuild with B/n 1517) ex Kiama Quarries, to Illawarra Light Railway Museum Society.
- *Wollondilly* Fowler 0-4-0T B/n 16089 of 1923 ex Kiama Quarries to private ownership.
- Baldwin 0-4-2T Forney Patent B/n 10533 of 1889 ex Fairymead Mill, to private ownership (see LRN 1, p.2).
- Krauss 0-4-0T B/n 6927 of 1914 ex Corrimal Coal Co, remains only, to private ownership.
- Krauss 0-4-0T B/n 6611 of 1912 ex Mt.Bauple Mill, dismantled, to private ownership. (stored at Illawarra L.R.M.S. site).
- Baldwin 4-6-0T B/n 42155 of 1916 ex R.O.D. & Racecourse Mill, sold for rebuilding for a tourist line to be opened in Queensland.
- Decauville 0-4-2T B/n 455 of 1906 ex Mulgrave Mill disposal details not known.
- Maffei 0-6-0WT B/n 3777 of 1912 (without boiler) ex Plane Creek Mill, to private ownership.
- Perry 0-6-2T B/n 5643-51-1 of 1951 ex Bingera Mill, to private ownership.
- Orenstein & Koppel 0-6-0T B/n 4241 of c.1910 ex Lake View & Star Mine, WA, to museum at Wodonga, Vic.
- Fowler 0-4-2T ex Miller's Machinery Melbourne, to Sugar Industry Museum, Mourilyan Qld. (see LRN 2, p.7)

Locomotives retained and removed by Mr. Macdonald were:

- Fowler 0-6-0T B/n 11885 of 1909 ex Gin Gin Mill.
- Hudswell, Clarke 0-6-0 B/n 1098 of 1915 ex Gin Gin Mill.
- *Jack* 0-4-0T Krauss B/n 5945 of 1907 ex Fairymead Mill.

"Perry" 2/78

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY, Albion Park Gauges various

(P.O. Box 1036, Wollongong 2500)

CAIRNS, the 0-6-0 Hudswell, Clarke (1706 of 1936) from Victoria Mill, Ingham, arrived at Albion Park on 24 February. A complete set of tubes was purchased from the mill at a discounted price, and were strapped to the tender for the journey. The engine complete but empty weighs 17.9 t. and the tender 5 t. The tender holds 4000 l. of water weighing 4 t. and an estimated 1.5 t. of coal. The boiler holds 3 t. of water giving a total weight in working order of 31.4t with a maximum axle load of approximately 7t. The loco has been shunted round to see how it handles the Albion Park trackwork, and it does with ease.

Three, possibly five boiler tubes need replacement on the Davenport.

A major step forward has been the granting of an extension to the site lease by Shellharbour Municipal Council. This is stage two of the development and involves a loop 0.5 km in length.

J. Reynolds 3/78

LEIGHTON CONTRACTORS PTY. LTD, 360 Edgar St., Bankstown. Gauge 610 mm

A visit to Leighton's storage yard at Bankstown on 3 March revealed a variety of 610 mm gauge tunnelling equipment, including a Ruston & Hornsby diesel loco. The equipment was used by Leighton's for the construction of an ocean outfall sewer tunnel at Warriewood.

In addition to the Ruston, a Lister locomotive was also apparently used at Warriewood. The Lister has since been sold. The Ruston is a small 20 hp four wheeled diesel mechanical loco, B/n 285298 of 1949 (corrected, see LRN8), Model 20DLU originally purchased by the Melbourne & Metropolitan Board of Works. Other items at the yard included two rocker shovels (used for loading broken rock at the tunnel face), nine four-wheel Granby muck cars, and two small four-wheel trolleys. Three four-wheel side-tipping trucks, minus bodies were also noted, though it is not known if these were also used at Warriewood.

Anthony Weston, 3/78

LITTLE HARTLEY FARM, Great Western Highway, near Lithgow. 610 mm gauge.

A health farm is being promoted here, replacing an unsuccessful Tourist Farm. A steam outline petrol engined loco hauls passengers on ex-canefield track.

"Perry", 2/78

PEARSON BRIDGE PTY LTD, Mt. Kuring-gai 610 mm gauge

Inspection of the two E.M. Baldwin four wheeled tunnelling locos (B/n 4661-1-7-72 & 4661-2-7-72) (see LRN 2, p.4) showed them to be, despite external appearances, in basically sound condition. Although they are not for sale, the firm retaining them for future tunnelling contracts, their market value was stated to be in the vicinity of \$2,000 each. Both locos have 4-cylinder 40hp Perkins diesel engines.

Also in the storage compound were two bogie muck cars type 1 HRST 90 B approximately 30 ft in length. They were built in 1972 by Joy Manufacturing Pty Ltd of Mascot, Sydney, under licence from Haglunds. Both have a capacity of 9 cubic metres and have a conveyor belt running down the middle of the hopper driven by a model PA23 air motor, and presumably for use in conjunction with mucker equipment (vehicles used to collect debris after the face of a tunnel has been charged). These cars are probably those reported to be (then) in use in the construction of the Tuggeranong sewerage tunnel in the ACT (See *Light Railways* 41). Also in storage is a large stack of light rails (20-30 lb) used for various tunnelling projects.

David Allen 3/78

SNOWY MOUNTAINS SCHEME, GUTHEGA HAULAGE

Adjacent to the pipelines that descend the hill from the Guthega pressure tunnel to the Guthega power station is found an inclined haulage.

Of approximately three foot gauge, the single line track rises steeply up the hill parallel to the pipes and is about 1.5 km in length. The pipelines and power station were completed in 1955 and the general condition of the trackwork suggests that the haulage has probably seen little if any service since. Most of the sleepers are well rotted, and many of the dogspikes have come loose. The rails are in good condition, the only damage being a buckle about half way up. Towards the bottom of the haulage, the permanent way is relatively free of vegetation but further up bushes and grass have begun to take over, while near the top the tracks have become invisible under the cover of grass.

The grades on the incline vary greatly, comprising of two steep sections cut in half by a long section on a very shallow rise. Electric winding gear is found at the top and at the commencement of the second steep descent. These are housed in small buildings to one side. The only rolling stock to be found on site were four welded steel four wheel trolleys with outside frames. There are no sidings on the line and the actual use of the haulage seems unclear although no doubt it played some part in the construction of the

pipelines and pressure tunnel from Guthega pondage. (Perhaps some other reader may be able to give more details). The bottom of the haulage ends in a concrete buffer stop adjacent to the power station while at the top the tracks level out and enter a building.

David Allen 3/78

QUEENSLAND

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY Gauges various

(P.O. Box 270, North Quay 4000)

Another steam locomotive has been acquired, donated by Pioneer Sugar Mills Ltd. It is *Kilrie* a Perry 0-4-2T (B/n 265 of 1925) from the 1067 mm gauge Pioneer Mill system, originally built as an 0-4-0T for the Hume Weir Construction project of the Victorian State Rivers & Water Supply Commission. After being sold at auction in 1939, it eventually came to Pioneer Mill (having worked at Mount Morgan Mines, according to some accounts). At Pioneer Mill, it was rebuilt as an 0-4-2T and in 1960, was converted to oil firing. At present, it is stored at the mill.

Editor, 3/78

QUEENSLAND COAL MINING CO. LTD, COOK COLLIERY, BLACKWATER 1067 mm gauge

Cook Colliery is located approximately 30 km south of Blackwater. It is one of two underground coal mines (the other being Leichardt Colliery) which have been opened in the Blackwater area by BHP through its subsidiary, Queensland Coal Mining. The Colliery was visited on 22 February.

Both Cook and Leichardt Collieries have 1067 mm gauge rail systems for the transport of men and materials underground. At Cook Colliery, coal is brought from the face to the surface by rubber-tyred shuttle cars and a system of belt conveyors. Access to the coal seam being mined at Cook Colliery is by a drift (Inclined tunnel) which contains a belt conveyor and rail track. The drift is on a gradient of 1 in 3.25 and intersects the seam approximately 200 m below the surface. The drift continues down a short distance to a second seam which is not being mined at present.

Men travel down the drift in a set of cars lowered by a drift winder. Near the bottom of the drift they transfer to four-wheel diesel personnel cars built by Fox. Materials trolleys are lowered down the drift in a similar way and are then hauled by Fox four-wheel diesel locomotives. Two locos and three personnel cars were noted underground as well as at least one personnel car

on the surface.

Anthony Weston 3/78

MILLAQUIN MILL, Bundaberg 610 mm gauge

All three steam locos, 6 Bundaberg Foundry 6 of 1952, 0-6-2T, 8 Bundaberg Foundry 3 of 1952, 0-4-2T and 9 Perry 9737.45.1 of 1945, 0-4-2T, will all be available on standby for the 1978 season. The Perry loco has been substantially retubed during the 1977-8 slack season but the locos are not receiving substantial maintenance. One loco is being repainted for exhibition in the "Pioneer section" of the Bundaberg Field Days to be held on 26-27 April. It is planned to transport the loco to the site, jack it just clear of the ground and have it in steam for the two days.

Alan Robert 3/78

QUNABA MILL 610 mm gauge.

The situation regarding the locos during the slack was as follows:

Invicta 0-6-2T Fowler 11277 of 1907 out of use.

Jumbo 0-6-2T Bundaberg Foundry 1 of 1952 - cylinders rebored, new pistons and rings, valves refaced, all running gear overhauled.

Delta 0-6-2T Perry 7967.50.4 of 1954 and *Skipper* 0-6-2T Perry 1850.46.1 of 1946 - many new frame rivets, complete overhaul of running gear, replacement bushes etc.

Flash 0-6-2T Perry 6160.48.1 of 1948 being fitted with a new boiler! This was lowered into position on 3.3.78, having been stored at the mill for some time. Qunaba had to call on all its resources plus help from elsewhere to assemble a team for the large amount of rivetting required, and the opportunity was taken to carry out rivetting work on the other locos as well.

Alan Robert 3/78

ROCKY POINT MILL, Woonlgoolba . 610 mm gauge

The mill planned to hold celebrations to mark the Centenary of the sugar industry in the district during 1978 but at the moment this scheme is suspended after a poor season in 1977, and pending some indication of the prospects for 1978. In connection with the planned celebrations, the mill is restoring the one and only locomotive to have worked on its tramway. The loco, a diminutive Fowler 0-4-0WT, B/n 16249 of 1923 (corrected, see LRN8), was used until the end of the 1951 season when the mill changed over to road transport. The mill negotiated a loan of "their" engine from Gilltraps Auto Museum at Coolangatta, where it had been on display for some time. Unfortunately the condition of the boiler was too poor to consider any

restoration to working condition. However the possibility of some other form of propulsion has been looked into.

Owned by W. Heck & Sons Pty Ltd, the mill still uses rail-based bins for processing operations; the usual four-wheel bins are conveyed to the mill to the various farm sidings by road vehicles for loading and return to the mill, to be placed on the tracks in the mill yard. They are then hauled by tractor over a short tramway through the unloading tippler to the despatching area.

"Perry" 3/78, Editor 3/78

SOUTH AUSTRALIA

MILE END RAILWAY MUSEUM - Adelaide

As well as 18 locomotives and railcars from main-line railways, the museum has a number of former industrial locomotives as follows:

Peronne 0-6-0T Andrew Barclay 1545 of 1919 (1067mm gauge) ex Broken Hill Associated Smelters, Port Pirie.

4 4-6-0 Baldwin 41242 of 1914 (1067 mm gauge) ex BHP Iron Knob-Whyalla.

Four wheel petrol loco by Malcolm Moore ex S.A..Harbours Board, Price (1067mm gauge) Two Ruston and Hornsby diesels from the Waratah Gypsum Company's 610mm gauge line from Stenhouse Bay to Marion Lake. One is B/n 187078 of 1938, a four-wheel diesel of model 44/48 hp. The second is B/n 393981 of 1956, an 0-4-0 diesel of model LHT (82½ hp). Also on show is an explosives van which was used on the Dry Creek tramway.

The last industrial loco used to work in Barry's Brickyard, Torrensville. It has a 4 hp four-stroke Moffat-Virtue engine and was converted from 610 mm gauge to operate on the 18 in gauge miniature railway at Mile End.

R.Sanders 1/78, Editor 3/78.

PICHI RICHI RAILWAY, Quorn 1067 mm gauge

(P. O. Box 504, Port Augusta 5700)

This railway began operations in 1974, running on the former SAR 3 ft 6 in line from Quorn to Stirling North. Initially trains ran the five miles to "Summit", while it is hoped that in 1978, trains will run as far as Woolshed Flat, 10 miles from Quorn. Trains operate on long weekends and on certain days in the school holidays.

The line has three ex-WAGR W class 4-8-2 locos, W916, W933 & W934 built by Beyer, Peacock (B/n 7393, 7410 & 7411 of 1951), of which the first is not yet restored to running order. Ex-SART class T186, a 4-8-0 built by James Martin in 1909 (B/n 198) was put into service in September 1976, following overhaul

by the SAR. Currently under restoration is NJAB 1, an ex-SAR and CR steam rail motor donated by the Northern Territory National Trust in 1975. The engine unit was built by Kitson in 1905 (B/n 4356), and is a 2-2-0WT. Also to be restored is Brill Railcar 106, recently purchased from SAR. There is a large collection of ex-SAR rolling stock, including the recently acquired former Eyre Peninsula Commissioner's Train.

Naturally, a great deal of track work has had to be carried out, including the replacement of over 5000 sleepers, and the relaying of many curves with 50 1b or 60 1b rail. Fortunately, the construction of the new running shed and workshops was financed under the Regional Employment Development Scheme.

Interstate visitors are welcome on working bees, and accommodation is available in narrow gauge sleeping cars at Quorn, though advance booking at P.O.Box 96, Blackwood 5051 is advisable.

Richard Atkinson 2/78

STEAMTOWN PETERBOROUGH PRESERVATION SOCIETY 1067 mm gauge

Formed in 1977, this group plans to preserve the line between Peterborough and Quorn when it is closed by SAR. Ex-SAR T class 4-8-0 T199 (James Martin 201 of 1912) is to be removed from a local park and restored to working order. In addition a Pmr class Pacific built in 1950 has been purchased from WAGR.

Richard Atkinson 2/78

TASMANIA

IDA BAY RAILWAY, Ida Bay 610 mm gauge

The railway appears to be well supported. A total of three bogie wagons have been rebuilt as passenger carriages, of which two are ex TGR Zeehan & North east Dundas tram bogies of 1896. A balloon loop has been constructed at each terminus of the line where the complete train is turned for the return journey.

*Australian Gems & Crafts Magazine, Feb-March 78 via Ruth Kerr,
Ralph Proctor, 3/78*

SECOND RIVER TRAMWAY, Karoola 610 mm gauge

(c/- 12 Melbourne Street, Launceston 7250)

Work on the guards van continues at a steady rate, with the roof completed and the ex-TGR look-outs permanently fitted in position. Krauss No.2 (B/n 6067 of 1910) is having a new copper boiler tube fitted, and repairs to the

sanding gear. Rails are being welded together in 72 ft lengths for the next main line extension. The welding generator is powered by a Marshall single cylinder portable steam engine in the rear of the loco shed.

Ralph Proctor 3/78

DON RIVER TRAMWAY (Van Diemen Light Railway Museum Society) 610 & 1067 mm gauges

(P.O. Box 887, Launceston 7250)

Macknade No.5, the 610 mm gauge Hudswell Clarke 0-6-0 donated by CSR, (B/n 1548 of 1925) arrived at the Don site early in February. Repairs to the firebox of 1067 mm gauge Fowler 0-6-0T 5265 of 1885 have been carried out, and in addition some stays have been replaced and a partial retubing has commenced. Work has continued on ex-TGR Pacific MA2 (Stephenson & Hawthorn 7421 of 1951) for a boiler test. *Heemskirk* ex-Emu Bay Railway 4-8-0 built by Dubs in 1900 (B/n 3856), which has been rusting away on the seafront at Burnie for some time has been acquired by VDLRS, but transport to Don has yet to be arranged. The only locomotive authorised to operate on the Don River Tramway at present is Ruston & Hornsby 1067 mm gauge four-wheel diesel 279571 of 1949, model 40DL, and this only on works trains. However, this has not deterred the VDLRS for they have hired 2-6-0 CCS23 from Australian National Railways (Beyer, Peacock 4415 of 1902) to operate on the tramway on steam days.

*Mercury 15.2.78, Advocate 13.2.78,
Steam Echoes No.13/14, all via R. Proctor.*

WEE GEORGIE WOOD STEAM RAILWAY INC., Tullah 610 mm gauge

Members have recently been busy preparing a loco shed/workshop area near the main highway in Tullah in which to house the steam loco. They will commence track laying soon, with 61 lb rail.

Ralph Proctor 3/78

VICTORIA

ALEXANDRA & DISTRICT HISTORICAL SOCIETY 1029 mm & 610 mm gauge

Efforts are being made to restore the 3 ft 4½ in gauge Day's tractor ex Ruoak Timber Company (see LR44). Also under restoration is the 610 mm gauge Kelly & Lewis 0-6-0 diesel (B/n 4271 of 1935), as plans are being formulated to construct a tourist line utilising this loco and a Malcolm Moore four wheel petrol loco (B/n 1049 of 1943), ex-SECV Yallourn, which was obtained from

the Gippsland Folk Museum at Moe recently. The Society also hopes to obtain a Krauss loco one day, similar to those that operated prior to 1935 on the Rubicon Lumber and Tramway Company tracks at Alexandra.

Paul Simpson 2/78

GEELONG STEAM PRESERVATION SOCIETY 1067 mm & 610 mm gauge

(P.O. Box 166, Belmont 3216)

Christmas and New Year season running on the Belmont Common Rail way was very successful, with - trains being handled by ex-SAR 2-8-0 T251 and ex-QR railmotor RM76. Negotiations towards the establishment of the Bellarine Peninsula Railway have been progressing satisfactorily, and there is a prospect that the entire length of track between Queenscliff and Drysdale may be regauged at one go. GSPS now has the tenancy of the Departmental Residence at Queenscliff station.

Details of the 610 mm gauge Day's tractor at Belmont Common (see LR 59) are to hand. Two such tractors were operated by Cheetham Salt to haul salt from the salt pans at Moolap to the refinery, and bagged salt to the VR siding at Whittington, on the Geelong-Queenscliff line. They have been out of use for about 20 years. One was obtained by GSPS about 6 years ago, while the other may have gone to an Illawarra LRMS member.

The Commoner Jan 78, Neil F. Murray, 2/78

WALHALLA & THOMSON RIVER STEAM TRAMWAY 762 mm gauge

Speaking in February, Ron Kain said his locomotive would be operating again at Easter. There was no hint in his conversation that he or his railway would be leaving Walhalla, although he did mention continuing local opposition.

Ruth Kerr 3/78

former WHISTLE STOP 762 mm gauge

It was reported in LR 48 that the "Whistle Stop" amusement park in Frankston had its equipment auctioned October 1974, but that the Couillet 0-4-0T B/n 861 of 1886, was withdrawn from sale when the reserve price of \$30,000 was not met. Reports indicate that the loco is still unsold and now resides in the suburb of Red Hill.

Paul Simpson 2/78

WESTERN AUSTRALIA

BUNNING BROTHERS, Manjimup 1067 mm gauge

Martin built 2-6-0 B/n 178 of 1898 was still stored at Bunnings workshops, Manjimup in January 1978. Originally SAR Y 176, she was purchased by Bunnings in August 1937. She was converted to Yx 176 (Belpaire firebox) in 1956. Another locomotive still at Manjimup in Bunnings Workshops Yard, "THING", can be described as a combination of locomotive parts, from WAGR G class and SAR Y class locos. These two types were to a similar design originally based on the Beyer, Peacock C class 2-6-0 design introduced on the TGR in 1885. No.131 has been uncovered on "THING's" buffer beam which would make it an ex-WAGR G class purchased by Bunnings from Commonwealth Railways North Australia Railway in 1946-7. The tender is a four-wheel example with the number 7 being discernible in the rust on the rear (possibly ex-SAR U 7). This locomotive is being painted by a local group for possible inclusion in a Timber Museum.

L.G..Watson, 2/78

BUSSELTON JETTY TRAMWAY 1067 mm. gauge

Since the decline of Busselton Jetty as an export outlet and the condemning of the same for locomotive use in 1973, the general impression was that the railway line would fall into disrepair and eventually be pulled up. The main jetty length of 2 km is well lit with mercury vapour lights installed in 1963. The rail jetty joins the main jetty approximately 0.5 km out, to make the form of a Y. Further out, where the ships tie up, the tracks separate into 2 parallel tracks serving each side of the jetty. The line used is short 45 lb/yard material with one safety rail provided. The Busselton Apex Club have constructed a small lightweight train to take tourists for a run to the end of the jetty. The locally built locomotive could be described as an 0-4-0 powered by a petrol engine, and there are 2 small four-wheel coaches giving the train a capacity of 16 persons. A third coach may be added later. The entire train is painted bright yellow with red and white striped roof. Trips are run on weekends and public holidays starting at 10 am and running regularly throughout the day.

L.G. Watson 2/78

HAWKER SIDDELY, Manjimup 1067 mm gauge

S.S.M.2, Beyer Peacock 4-6-0, B/n 5475 of 1911, is preserved in front of Hawker Siddely's Mill offices at Manjimup. Originally known as *The Hewer* she is currently being repainted black by a local concern. She was purchased new by the Timber Hewer Co-operative Society, who were later bought out by

the government-owned. State Saw Mills, who sold out to Hawker Siddely on 1.7.1961.

L. G. Watson 2/78

MILLARS, Jardee 1067 mm gauge

Ruston & Hornsby four wheel diesel B/n 404982 of 1957 Type LBT (31½ hp) is used to shunt at Millars operation at Jardee south of Manjimup. This loco is ex Public Works Department, Perth Narrows Bridge Construction.

L.G. Watson 2/78

PEMBERTON 1067 mm gauge

S.S.M.7, Martin 2-6-0 B/n 117 of 1895 is preserved opposite the Pemberton Tourist Bureau. She is ex WAGR 53, acquired by State Saw Mills from Commonwealth Railways, North Australia Railway where she was number 69. After S.S.M. 7 finished operation during the 1960s at Pemberton, she lay unused at Pemberton Mill loco shed for many years.

L.G. Watson 2/78

PINJARRA STEAM & HILLS RAILWAY PRESERVATION SOCIETY 1067 mm gauge

(P.O.Box 197, Pinjarra 6208)

Dubs built 4-6-0 B/n 3495 of 1895 was acquired by the PS&HRPS from Millars, Australia on 27.11.77. The locomotive, G71, *Menzies* had been stored in the shed at Yarloop since boiler failure in May 1973. It and its six-wheel tender were moved to the Pinjarra steam depot by road transport. The PS&HRPS hope to run the veteran eventually, but its mechanical condition at the moment can only be described as very poor.

L.G. Watson 2/78

MEMBERS ADVERTISEMENTS

WANTED Back issues of *Light Railways* Numbers 16, 17, 18, 19, 20, 21, 23, 24, 25, 26, 28, 29, 30, 31 & 36. Paul Simpson, C/- P.O. Box 290, Burwood NSW 2134.

IMPORTANT NOTICE

ALL MEMBERS PLEASE NOTE SITUATIONS VACANT

A position exists within this Society for a keen, interested and enthusiastic member to take over the position of Honorary Secretary. The present incumbent has held the post for about eight years and wishes to hand over

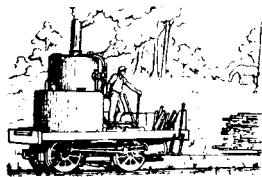
to someone with more energy.

Essential duties include attending Council meetings, recording the minutes and circulating them to other Council meetings. Keeping Society correspondence up to date is the chief passtime, hence the ability to write, or preferably type, a readable letter is required.

A minimum of about one hour per month on Society business is involved; there is no maximum and we would all benefit, and be delighted (not to say astounded) if an ideas person full of new proposals and the energy to implement them came along.

This is a splendid opportunity for someone to move into an interesting and possibly influential position within the society. The post is vacant, this is my third annual resignation and this time I mean it.

A.J. STRAFFEN



LIGHT RAILWAY NEWS

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No.4

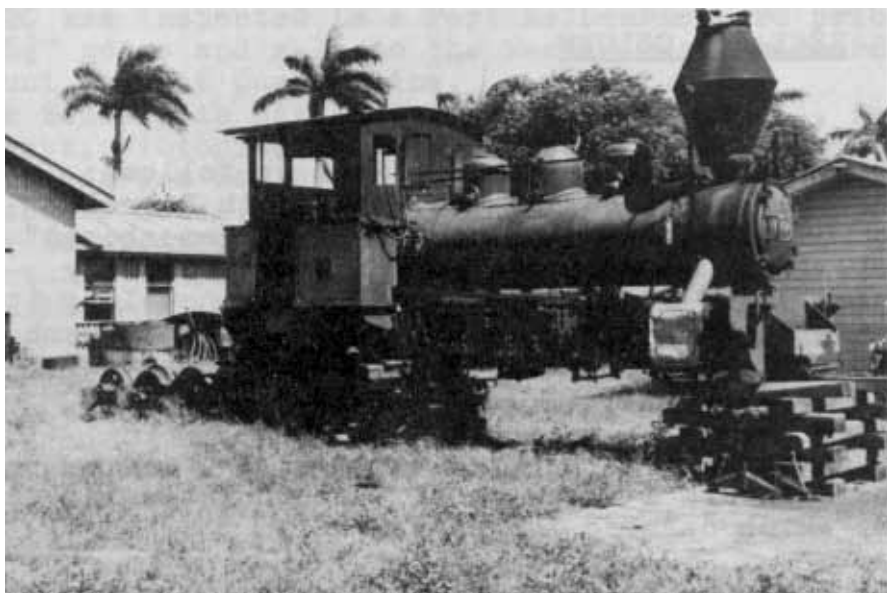
June 1978

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SKIPPER, Perry Engineering 0-6-2T 1850.46.1 of 1946 undergoing heavy maintenance at Qunaba Mill, 3 March 1978.

Photo Alan Robert.



Millaquin Mill's 11903, E.M. Baldwin B-B DH 6456-1-11-75 of 1975, hauling the mill's grass cutter, a tractor mounted on a four-wheeled wagon chassis. 3 March 1978

Photo Alan Robert.

EDITORIAL

Welcome to the new-look version of *Light Railway News*. LRRSA Council has agreed to allow this printing process to be continued for a trial period of three issues to gauge support for the publication. Your Editor would be very pleased to hear of any comments, together with any suggestions for improvements.

Unfortunately, the amount of news available for publication this time has decreased somewhat. A "faithful few" have enabled the news section to assume reasonable proportions. Just because a line has already been featured in LRN does not mean that future news will not be welcomed. Even if little or no change has occurred in the situation since the last published report, a further report may still be useful, and could help to fix the date of a loco movement, for example. Don't worry if you feel your prose is not good enough for publication. The Editor considers it to be within his competence to improve spelling or grammar where appropriate! The success of LRN depends on you.

RESEARCH COLUMN

TASMANIA

H.J.W. Stokes of P.O. Box 25, Canberra, ACT 2600 writes as follows: Mr. Simpson is quite correct in his belief that the North Farrell Tramway loco pictured on pages 55, 57 & 58 of *Tasmania Remembered* is an Orenstein & Koppel. It is in fact the former Magnet Tramway No. 2 which spent its later years at Tullah. I don't know how long it survived at work after the Fowlers arrived, but its abandoned frame could still be seen at Tullah in the early 1960s. (Now in the possession of the Van Diemen L.R.S. - Ed.)

The loco in the picture at the Silver Spray Mine on p. 26 of *A Pictorial History of the Railways & Tramways of Western Tasmania* was Kerr Stuart 742 of 1900, which carried the name SPRAY.

While on the subject of *Tasmania Remembered*, I should like to draw readers' attention to the photo of the couple on the fettler's bike which appears on the front cover and again on p. 50. According to the caption this was taken at Guildford on the Emu Bay Railway, but I am almost certain that it was in fact taken at Kelly Basin on the North Lyell Railway. From the position of the shadows the photo was taken in a southerly direction, which would be correct for Kelly Basin, but not true of Guildford. On the extreme left of the photo can be seen the shadow of a building which would be the right place for the Kelly Basin goods shed, whereas there was no building in an equivalent location at Guildford. Furthermore, if the photo had been taken at Guildford, the water tank should be visible at the far end of the platform. Finally, I should mention the evidence that first started me thinking about the photo - the rather rusty and grass-grown state of the track and the numerous broken bricks which were always a feature of Kelly Basin.

BLACKWOOD, VICTORIA

G.P.Newton of 4 Melrose Avenue, East Malvern 3145, Victoria writes of a pair of wheels found in the bush near Blackwood. These are relics of a tramway system used to haul Blackwood logs from the forest to a sawmill; the evidence of the tracks and mill still exist. He would be happy to arrange a visit to the site with interested members.

BENDIGO TRAMWAYS

John L. Buckland of 7 Burwah Avenue, East Brighton, Vic 3187, writes, in a letter too long to quote in full, of his interest regarding the fate of the standard gauge steam tram motors which were displaced in 1903 with electrification.

Five were Baldwin 0-4-0ST tramway motor type engines imported in 1891 (Builder's numbers 12241-5), presumably numbered 1-5. Three similar locos were supplied in 1892 by the Phoenix Foundry, Ballarat (Builder's numbers 315-7, later duplicated on three AA class 4-4-0s for the Victorian Railways), and presumably numbered 6-8.

The fate of seven of the motors after January 31, 1903, when steam traction ceased, is given below:

One Baldwin (No. 2?) to the standard gauge tramway from Cave Hill Quarry, Lilydale, operated by David Mitchell Estate Limeworks, for firewood haulage. One Baldwin converted to 5 ft 3 in gauge, worked at Warrnambool on some project (apparently not the harbour breakwater construction) and in 1920 was inspected in a Port Melbourne yard prior to reconversion to 4 ft 8-1/2 in gauge and sale to the Mackay Harbour Board, Queensland for their Mount Bassett Quarry line.

One Baldwin to Hayden's tramway (3 ft 6 in gauge), Barwon Downs in the Otways, Victoria. Later to State Rivers & Water Supply Commission of Victoria and was used on the Hume Reservoir Construction project, based at Ebdon, North-Eastern Victoria, from 1927. One Baldwin to Gunn's Tramway at Crossover, on the Noojee line in Victoria, where regauged to 3 ft 6 in.

One Phoenix (No. 7) also to David Mitchell Estate, Lilydale. One Phoenix to Tasmanian P.W.D. for use on Marrawah Tramway after regauging to 3 ft 6 in where it operated as SPIDER.

One Phoenix to Lee & Sons Tramway, Smithtown. Regauged to 3 ft 6 in.

What became of the other motor? Can any member/reader add anything to the above?

SNOWY MOUNTAINS SCHEME, GUTHEGA

(see LRN 3 p.5)

Anthony Weston supplies further information, as follows: The incline running parallel to the pressure pipelines from the Guthega pressure tunnel to the Guthega power station appears to have been used in the construction of the pressure pipelines. According to one source, 24 ft. long pipe sections weighing approximately 9 tons were transported up the hill on the incline and placed in position by man handling. I do not know whether the incline was also used in conjunction with the construction of the Guthega pressure tunnel.

The whole Guthega project included the construction of the Guthega dam (and diversion tunnel), pressure tunnel, pressure pipeline and power station. Descriptions of the project indicate that light railways played a part in the construction of each of these works.

I visited the Murray 1 power station of the Snowy Mountains Scheme on 13 December 1972 and inspected the lower end of an incline similar to that at Guthega, though of wider (perhaps standard) gauge. The incline commenced about 30 m. above the level of the roadway at the power station and ran parallel to the pressure pipelines up the hill behind the power station. I did not walk up the incline so I do not know how far it extended up the hill. The Murray 1 power station and pressure pipelines were completed in 1967 and at the time of my visit in 1972, the incline appeared to be disused.

References

Snowy Mountains Hydro-electric Authority, 'Engineering Features of the Snowy Mountains Scheme' Dann, H.E ., and others, 'The Investigation, Design, Construction and Commissioning of the Guthega Project of the Snowy Mountains Scheme', The Journal of the Institution of Engineers, Australia, June 1957. 'Guthega Project', Commonwealth Engineer, February 1955.

BOOK REVIEWS

Directory of Australasian Railway & Tramway Societies - 1978.

Published by the editors, Brian M. Coleman and Robin E. Quaife, and available from D.A.R.T.S., 5 Highgate Grove, Ashburton, Vic 3147.

This directory lists, by states or territories, the model engineering societies, tramway and railway museum societies and related organisations in Australia and New Zealand.

Details of the various groups vary from a name and address for some to a most comprehensive coverage of others. From the reviewer's point of view, it would seem obvious which of these groups took an interest in providing the necessary information!

This booklet, with a suitable index at the end, provides an invaluable guide for the enthusiast whose interests lie within the subjects covered, and would be most useful when travelling interstate to make contact with the group(s) of his (or her) choice. Meeting and opening times and dates are given where possible, and in some cases a map directing one to the location is shown, and state and territory maps showing all the groups would prove useful in planning a journey. In this way, the booklet lives up to its title 'directory' extremely well.

There is an adequate selection of photographs, illustrating some of the groups mentioned, and although page numbers directing one to the group to which they refer are included, the reviewer would have preferred to have

seen them included in that section or adjacent to it. Obviously block-making costs have had a hand in their placement.

Recommended.

(RFE.)

Preserved Railway and Tramway Rolling Stock in Australia.

First Edition 1.7.1977.

Compiled by Peter L. Charrett, and published by the Association of Railway Enthusiasts (ARE), Box 4810, Mail Exchange, Melbourne, Vic 3001.

This booklet manages to pack a wealth of information into its 118 pages, and covers locomotives held for special purposes, railway museums, both static and operating, tourist lines, locomotives owned by individuals and organisations, locomotives 'preserved' and 'retained', and a similar coverage for trams. Also included is an interesting alphabetical list of Australian locomotive and rolling stock builders, and two indexes - one by builder and builder's number, the other by location or organisation.

This is a booklet for the real enthusiast, with builder's details, rolling stock details, numbers, date of purchase, transfer and retention, and a whole host of other interesting snippets. Where appropriate, locations have been given in detail which will enable the enthusiast to easily locate his favourite item. Peter expresses in his introduction that changes are continually taking place, and to have tried to keep up to date with it all would have meant the book would never have been published, but there's still plenty to go on with until the next edition appears.

The reviewer does not envy Peter his task in keeping track of all the items one little bit, and he is to be congratulated on the excellent effort he has made with this first edition. Now that Peter has got it started, it's up to us to fill in the missing details, and keep him advised of what is going on, wherever it may be in Australia.

One cannot be critical of the areas where information is not included due to its non-availability, or where there is a conflict of opinion in identity, at the time of compilation. However, the reviewer would have preferred to have seen more illustrations included, and this may be possible with the next edition.

Highly recommended.

(RFE.)

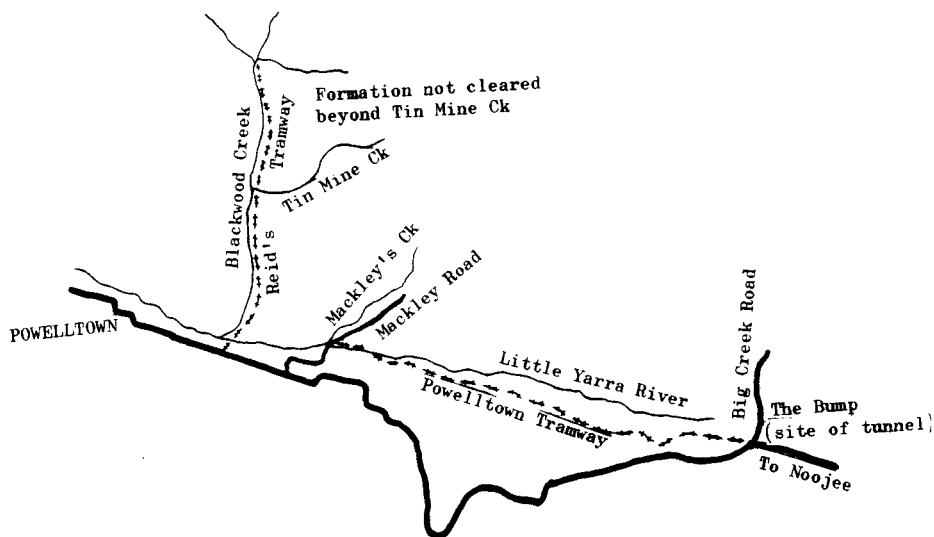
LRRSA POWELLTOWN TRIP. SUNDAY 23 APRIL 1978

Seventeen people in ten vehicles participated in the first trip to be

organised by the Victorian Division for almost four years. The starting point was Yarra Junction station, from where the convoy headed towards Powelltown, stopping at the sites of Gladysdale, Black Sands, Three Bridges and Gilderoy stations.

Gladysdale has been somewhat damaged in recent years due to new clearing on the site, and the trestle bridge just beyond Gladysdale no longer exists, only a few abutments remaining. The low cutting on the Yarra Junction side of Hazeldene Road at Gladysdale has also been obliterated. The remains of cattle grids still exist where the tramway crossed the Little Yarra Road between Gladysdale and Black Sands, on the south side of the road, but they take some finding.

Little has changed at Black Sands station site in the past few years, and the formation of the branch tramway to the Black Sands Creek area is quite visible. On the east side of Black Sands the formation has been bulldozed for some distance where there is now a tip.



At Three Bridges the site of the three trestle bridges which gave the station its name are easy to find, but very little remains of the bridges themselves. The site that the station occupied can be easily found, as it is immediately opposite the old Three Bridges school, which is now used as a barn.

Gilderoy station site is located in a cleared paddock immediately to the east of Gilderoy Road, and fronts onto the Little Yarra Road. A grotesque oak tree grows close to the site of the station waiting shelter. This tree was

damaged in the 1939 fires. Earthworks of the loading bank to the west of the station, where sawn timber from Worlley's tramway used to be transshipped can be clearly seen.

The walk along Reid's Tramway as far as Tin Mine Creek was completed without difficulty, the distance being 1-1/2 miles each way. Beyond Tin Mine Creek the formation has not been cleared, and we did not visit this section. This tramway was very well graded, and follows a valley filled with many large tree-ferns. Originally it was laid with steel rails when owned by the Little Yarra Sawmilling Co. - a subsidiary of the Victorian Hardwood Co. - but when taken over by Reid the VHC removed the steel rails for use on the Powelltown line, and Reid replaced them with wooden rails. Whether locomotives were used on the line in its steel railed days is an interesting question; the grades certainly would have allowed for them. At Tin Mine Creek are the fairly well preserved remains of a long trestle bridge.

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The party then went down Mackley Road, which is built on the formation of the Powelltown Tramway, and had lunch at a remote spot in the bush, where the walk along the bush section of the Powelltown line commences. This is a two mile walk to the Tunnel site, and includes detours around two large trestle bridges. One of these detours included a very slippery steep section which provided the only difficulty in the whole walk. The two trestle bridges have been partially dismantled but are still interesting to see. It is best to make the walk from Mackley Creek to the Tunnel, so that the up-hill part of the walk is completed first. The return journey is then easy because it is all downhill!

On the way back along Mackley Road, a stop was made at the site of the 'big bridge', the famous high-curved trestle which appears in many photos. The site of this is very difficult to find, and the only remains readily visible from the road are abutments. The wreckage of the bridge in the valley is completely obscured by foliage and trees.

The last part of the trip was a visit to the Upper Yarra Historical Society Museum at Yarra Junction, which has many interesting photographs, as well as the Malcolm Moore tractor which was used on the bush section of the Powelltown tramway, and subsequently used at Powelltown mill.

A most enjoyable day was had by all, and it was good to see that a number of members' wives participated.

Frank Stamford

ERRATUM - PICHI RICHI RAILWAY - LRN 3 p.8

The wheel arrangement of the engine unit of rail motor NJAB1 is 2-2-0WT,

not 0-4-0WT.

NEW SOUTH WALES

CITRA CONSTRUCTIONS LTD.. Burroway Road,, Homebush Bay.

1000 mm. & 1067 mm. gauges

At Citra's Homebush Bay storage yard there are three small diesel locomotives and a number of four-wheel trucks. The four-wheel diesel-mechanical locos were built by S.A. des Anciens Etablissements Billard & Cie. (Billard) of Tours, France. They have Citra plant numbers 11E1 - 11E3 and are the Billard T75P VM model. When first noted at Homebush Bay in May 1974, they were all 1000 mm gauge, but a visit on 3 March 1978 showed that one loco had been overhauled and regauged to 1067 mm gauge. Builder's numbers and other details are summarised below:

11E1 4wDM Billard T75P VM 224 1000 mm. gauge

11E2 4wDM Billard T75P VM 227 1067 mm. gauge

11E3 4wDM Billard T75P VM 228 1000 mm. gauge.

They are powered by a Panhard 4HL four-cylinder diesel engine which has an output of 75 cv. (55 kW) at 2000 r.p.m. The engine drives through a mechanical gearbox and roller chains. The locomotives are fitted with water exhaust scrubbers which remove harmful gases from the exhaust and allow them to operate underground.

The locomotives were apparently used at some time on tunnelling work in Tasmania. They were last used on the construction of the Carcoar Dam, which is a concrete-arch span on the Belubula River in the central west of NSW. Work on the dam commenced in February 1969, and construction work was completed in December 1970.

Anthony Weston 4/78

THE ELECTROLYTIC REFINING & SMELTING COMPANY OF AUSTRALIA LTD, Port Kembla. 610 mm gauge.

The Electrolytic Refining & Smelting Company of Australia Ltd. operates a copper smelter and refinery at Port Kembla. A compact 610 mm gauge railway system is centred around the reverberatory furnaces at the works. These furnaces are charged with blister copper and copper scrap to produce a refined copper for casting into anodes, and subsequent electrolytic refining. The railway system is worked by four small four-wheel diesel locomotives and a variety of four-wheel and bogie rolling stock.

During a visit on 10 April, 1978, two diesel locomotives were in use. One

was shunting four-wheel trucks with feed for the reveratory furnaces and another was transferring bogie trucks loaded with copper anodes to the tankhouse for electrolytic refining. The diesel locomotives are the 'Hudson-Hunslet' type built by the Hunslet Engine Co., Leeds, UK, for sale by Robert Hudson Ltd, Gildersome, Leeds, UK. Locomotive details are summarised below:

1	4wD	Hunslet	4577	1953
2	4wD	Hunslet	4578	1953
3	4wD	Hunslet	4580	1955
4	4wD	Hunslet	4582	1955

Anthony Weston 4/78

GREENS MOTORCADE PARK, Leppington. 610 mm gauge.

This tourist attraction has a short railway with a petrol engined steam outline locomotive. Numbered X759 it is a '4-4-2T', and was built by John Dunlop, of Waratah Park, Terrey Hills. (see LRN 2, p.4)

Anthony Weston 4/78, Editor

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY, Albion Park Gauges various.

P O. Box 1036, Wollongong 2500

A petrol engined Malcolm Moore loco tractor arrived at Albion Park on 25 February. It was purchased from Fairymead Mill, Queensland, where it carried the number 123. Weighing in at 4 tonnes, it is fitted with a Fordson engine of 4 cylinders, designed to run on petrol and kerosine. Of 610 mm. gauge, its two axles are chain-driven.

Another 610 mm gauge locomotive to be acquired by ILRMS is the Ruston & Hornsby four wheeled diesel from Leighton Contractors, Bankstown (see LRN 3, p.5). This is builder's number 285298 of 1949 (corrected, see LRN 8), and was obtained along with other equipment mentioned in LRN 3.

ILRMS Review 55 via R. Henderson, Anthony Weston 4/78.

TARONGA PARK ZOO 610 mm gauge?

John Dunlop of Waratah Park, Terrey Hills, built a locomotive for a line here. However, this may well have now closed, as an advertisement in the *Sydney Morning Herald* of 8 April 1978 offered for sale 'a train, ex Sydney Zoo, loco, 3 carriages.'

Anthony Weston 4/78.

SOLE BROTHERS PARKLAND PTY LTD, Wild Australia, Dunmore. 610 mm gauge

There is a line at this tourist attraction with a rather primitive petrol locomotive and a number of four-wheel passenger cars. The locomotive appears to have been built originally as a 2-2-0, but an additional leading truck has been added, presumably in an attempt to prevent derailments, which must have been a fairly frequent occurrence before, judging by the construction of the loco. Some attempt has been made to make it look like a steam loco.

Editor.

Private collections. Sydney Metropolitan Area. 610 mm gauge

The following items are to be found in the private collections of two Sydney enthusiasts. They are not available for public viewing at present.

Torpedo 0-4-2T Hunslet 1187 of 1915 ex Inkerman Mill, Qld., and Queens Beach Park, Bowen, Qld.

0-6-0DM Kelly & Lewis 5957 of 1936 ex Ruook Timbers, Alexandra, Vic.

Chiverton 0-6-2T Perry 6776 of 1938 ex Kalamia Mill, Qld., and Jaycee's Park, East Ayr, Qld.

Perry Perry 5643.51.1 of 1951 ex Bingera Mill, Qld., and Goulburn Steam Museum

4wDM Motor Rail 20560 of 1955 ex Maritime Services Board, NSW.

4wDM Ruston & Hornsby 387892 of 1956 ex Charles Brand, UK, an unknown operator in Southern Africa, and Gin Gin Mill, Qld.

4wDM Jenbach 2216 of 1958 ex Excelsior Colliery, NSW.

2-2-0PM Fairmont trolley ex Fairymead Mill, Qld, and possibly originally ex Beaudesert Shire Tramway, Qld. (regauged from 3 ft 6 in).

Editor

QUEENSLAND

BP SUGAR INN. Bruce Highway, Childers. 610 mm gauge.

The former Isis Mill number 10, an 0-4-2 built by Sharp, Stewart & Co. Ltd, Atlas Works, Glasgow, UK, in 1898 (Builder's number 4432) has been put on display at this service station. This locomotive was formerly Tasmanian Government Railways G2, which came to Isis Mill in 1935, and was rebuilt from a tank engine to a tender engine in 1950. Some attempt has been made to clean the loco before painting, but the side rods, boiler cladding and tender are missing, making it rather a sorry sight when compared to its

operating condition. It now sports the BP colours of Red, Green & Yellow.

Editor 5/78

THE MILLAQUIN SUGAR CO. PTY. LTD., MILLAQUIN MILL. Bundaberg. 610 mm gauge

A visit on 11 May revealed little activity around the loco shed, inside which were four diesel locos as follows:

11901	B-B DH	E.M. Baldwin	5317-1 -11-73 of 1973
11903	B-B DH	E.M. Baldwin	6456-1 -11-75 of 1975
11904	0-6-0DH	Clyde	57-159 of 1957
11905	0-6-0DH	Clyde	65-441 of 1965

Also present was a four wheeled petrol engined navy trolley. Outside the shed were two steam locos, both in rather poor external condition:

8	0-4-2T	Bundaberg Foundry	3 of 1952
9	0-4-2T	Perry	9737.45.1 of 1945

The other steam locomotive was to be found round the back of the mill, resplendent in clean paint after being exhibited at the Field Day at the end of April (see LRN 3 p. 7);

0-6-2T	Bundaberg Foundry	6 of 1952
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At about 4.15 pm, a navy train arrived at the shed, consisting of a four wheeled diesel hydraulic trolley hauling a wagon. The trolley appeared to have been possibly made at the mill, and managed to carry a large number of men, who seemed to be hanging on at every conceivable perch in spite of a relative lack of seating capacity.

Editor 5/78

THE MILLAQUIN SUGAR CO. PTY. LTD., QUNABA MILL. 610 mm gauge

Further to the report in LRN 3, a visit on 12 May found work in connection with the fitting of the new boiler to FLASH (Perry 0-6-2T 6160.48.1 of 1948) continuing. DELTA (Perry 0-6-2T 7967.50.4 of 1950) has been fitted with brand new tanks, and the other two Perrys are to receive new tanks also. An unusual visitor to Qunaba was an E.M..Baldwin bogie diesel, Millaquin Mill's 11902 (Builder's number 6104-1-8-75 of 1975). This was to be stationed at Qunaba for about a week on weed poisoning train duties. Millaquin's and Qunaba's tramway systems are interconnected, but worked separately.

Editor 5/78

JOE HAWKES, Airlie Beach 610 mm gauge

Proserpine Mill's Bundaberg Fowler (0-6-2T Bundaberg Foundry 8 of 1953) has been moved to the home of Joe Hawkes, near the water front at Airlie Beach. The locomotive had been stored out of use at the mill for a number of years, and it was the wish of the Proserpine management that it should remain in the district. It is believed that Joe also acquired an old Ruston & Hornsby diesel from Proserpine Mill, probably during 1977. This four wheeled diesel, builder's number 179872 of 1936, 18/21 hp. type had been lying at the mill in a derelict state for some time, and it is apparently the intention to rebuild it for service on the Ansett Transport Industries tramway on Hayman Island.

J.Nichols 5/78, P. Chengody 5/78, Editor.

TASMANIA

IDA BAY RAILWAY

A visit was made here on 6 March, during the long weekend, but a ride was not possible as the four scheduled trips were fully booked, and the bookings for each day of Easter were nearly filled also. The train departs from the depot at 10am, 12 noon, 2pm, and 4pm, arriving at the 'Deep Hole' about 40 to 45 minutes later. The train departs on the return journey at 11am, 1pm, 3pm, and 5pm.

The locomotive normally used is one of the Malcolm Moore four-wheelers that has recently been fitted with a diesel engine and a 2-way mobile radio. One regular use of the radio is for the driver to advise the Depot of his impending crossing of the road, in sufficient time for an attendant to display red flags and stand by at the crossing. However, on the above-mentioned day, another Malcolm Moore loco with its V8 petrol engine was being used by special arrangement with a vintage Ford Car Club that was having an outing there that day.

The superstructure of the three carriages appeared to be just a tubular frame, including the small gates for each cross bench seat. There is a roof too. It seems that when the weather is windy and it gets cold or rains whilst on a trip, the driver would be the only person protected, by the enclosed cab of the loco.

The station platform at the depot is made up of several lengths of round logs lined up on the outside of the balloon loop, on a downhill section. Earth and gravel filling up to the top of the logs completes the platform.

It was noted that the section of track from the Depot to the limestone

quarry that is not being used is still intact although covered over where it crosses a forestry road.

Chas. W. Goodwin 4/78.

VICTORIA

EMERALD TOURIST RAILWAY BOARD 762 mm gauge

Puffing Billy 'went walkabout' on 30 January, with the appearance of ETR 2-6-2T 6A (Newport, 1901) and 610 mm. gauge museum loco Pleystowe No.4 (Hudswell, Clarke 0-4-2ST 1559 of 1925) at North Wharf, Melbourne. This was in connection with a Cavalcade of Transport to celebrate the Australia Day unveiling of the transport mural at Spencer Street Station. The locomotives were conveyed and exhibited on low-loaders, one of which was by courtesy of the Readymix Group.

Of the ETR's NA class 2-6-2Ts, 6A's retubing is now completed, while 7A (Newport, 1905) and 12A (Newport, 1910) have been relegated to stand-by use because of a need for mechanical attention. 14A (Newport 1914) is in operating condition, but is next in line for retubing, with seven tubes now plugged. No wonder that major efforts are being made to completely restore 8A (Newport, 1908) to be in 'as new' condition for next summer, while work has been done on reboring and resleeving the cylinders of 3A (Newport, 1900). The diesel locomotive donated by the Melbourne & Metropolitan Board of Works is Ruston & Hornsby 296058 of 1951, a four wheeled diesel mechanical of type 48DL, which was originally purchased as a 3 ft gauge machine by the State Electricity Commission of Victoria. It is to receive a cab discarded from a Clyde diesel at a CSR mill in Queensland, and new wheels.

Restoration and re-assembly of car 26NAB commenced at the Emerald Car Shops during February. It is to be fitted with guards equipment and re-coded NAC. This will mean that both car sets will have passenger vans at each end, and will obviate the need to use NC vans on passenger trains.

Extensions to the locomotive workshops at Belgrave have been completed, and a temporary extension is to be added to the Belgrave loco running shed pending the provision of a permanent new running shed.

Narrow Gauge 3/78

GEELONG STEAM PRESERVATION SOCIETY 1067 mm gauge.

(P.O. Box 166 , Belmont 3210)

Ex-SAR 2-8-0 T251 (Walker's 276 of 1917) was taken out of service on 29 January, after holes in the ashpan had let through burning pieces of coal, causing fires along the track. While professional repairs to the ashpan were

in hand, ex-QR 4-6-0 PB15 454 (Walker's 99 of 1909) returned to traffic in February and March, although holes, though smaller, were found in its ashpan, too. Former cane loco KLONDYKE, a Perry 0-4-2T builder's number 271 of 1927, ex Pioneer Mill, Qld., Mount Morgan Mines, and the State Rivers & Water Supply Commission of Victoria Hume Weir project, is nearing the stage of restoration where a steam test may soon be made.

Work has been going on on ex-SAR carriage No 450, with work concentrated on the roof. Meanwhile, two ex-Fyansford Cement Works four-wheel open trucks were placed on the main line and were loaded with sleepers. Rail motor RM76 has been withdrawn from service, pending clutch replacement and starter motor repairs.

The Commoner 3/78

MELBOURNE ZOO. Royal Park. 610 mm gauge.

There is a small circuit here with a diesel loco built by Day's Engineering. Painted black and white stripes, it is named ZEBRA EXPRESS. Although its wheel arrangement is 4-4-0, it bears some resemblance to the VR S-class Pacifics. A VR poster dating back at least to the 1950s shows the loco in what appears to be a VR-like livery, and carries the caption 'Come to the zoo by train' Perhaps some member may be able to supply further details of its history.

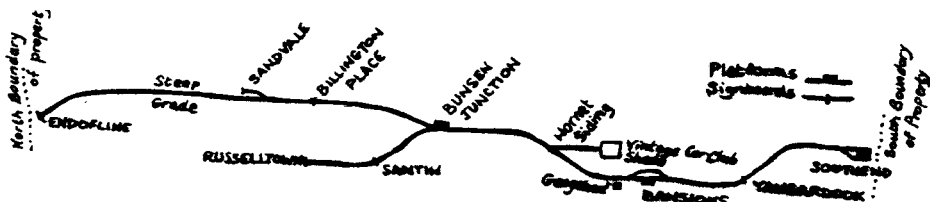
Editor.

PUFFING BILLY MUSEUM, Menzies Creek. Gauges various

See EMERALD TOURIST RAILWAY BOARD

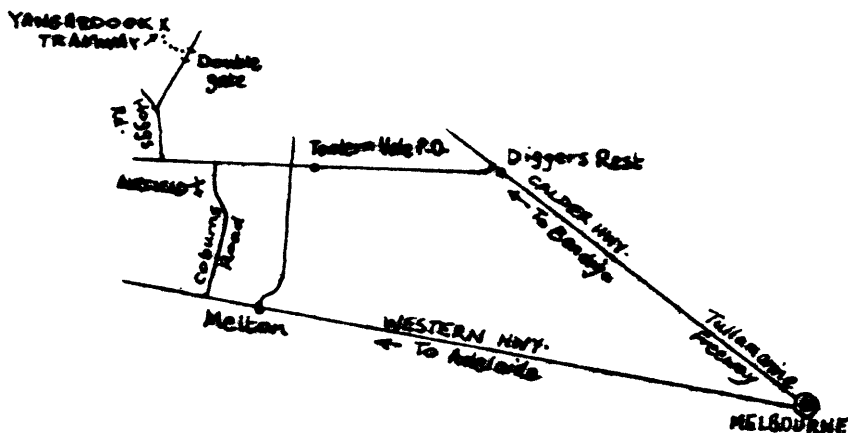
YANGARDOOK TRAMWAY Hoggs Road. Toolern Vale 610 mm gauge

In addition to four-wheeled petrol mechanical Malcolm Moore 1090 of 1943, a Motor Rail four wheeled diesel mechanical (9979 of 1953) has been obtained, from Racecourse Mill, Qld. Other rolling stock includes a handpump trolley, and ex-NSWGR rail-bike-with-outriggers, three coal skips from Wonthaggi Mine, two roller-bearing trolleys from Oatlands Army Depot, one of which has been converted to a four-seater passenger carriage, about half a dozen coal-skip underframes from Wonthaggi Mine, one of which has been



made into a guard's van, and two cane truck underframes from Racecourse Mill.

The main station on the line is Bansions, which is the front verandah of Jim Baines' house, and there is a total of 1225 yards of track, the main line being 1050 yards long. The track is laid with 20 lb/yard rail laid on sleepers which



are half 7 ft. red-gum 5 in x 3 in fence posts. The gradients follow the lie of the land, with a 1 in 18 grade at one place. It is possible to free-wheel the entire line by trolley in the north-south direction.

The line runs through beautiful bush country along a ridge at the top of a hill, and is open to passengers at weekends. Just park at the double gate and walk up to the railhead.

Jim Baines 8 4/78, Regional News-Gazette, 28.7.77 via Jim Baines.

WESTERN AUSTRALIA

BUSSELTON JETTY TRAMWAY 1067 mm gauge

After LRN 3 went to press, the news was received that storms had done severe damage to Busselton Jetty, on 4 April. The future of the Jetty tramway described on page 11 of LRN 3 is unknown.

Rusty Rails 4/78

KALGOORLIE-BOULDER LOOPLINE RAILWAY 1067 mm gauge

A group is proposing to run a tourist service on three miles of track from

Boulder to Trafalgar. Initial rolling stock will be ex-WAGR 17-seat Wickham cars. If running is successful, then it is hoped to convert a Gemco-Funkey diesel loco from 610 mm gauge. A steam loco may eventually be used.

The Commoner 3/78

WESTERN AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION

Gauges various

(P. O. Box 237, Cloverdale 6105)

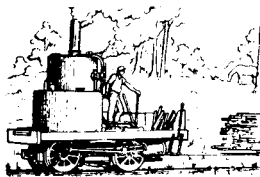
Work parties have been held to continue restoration work on the Hibberd diesel from the Lake View & Star 610 mm gauge system at Kalgoorlie. Some members have purchased three of the bottom discharge hoppers once hauled by the loco at Lake View. Two of these vehicles have brakes, and the third is to be stripped down and converted to an experimental passenger vehicle. If this is successful, another will be similarly treated, but the last will be retained in original condition.

Rusty Rails 4/78

BRITISH DIESEL SPARE PARTS

Individuals or groups who own British-built diesel locos or rolling stock may be interested to know of a British enthusiast who deals in light railway equipment including spare parts: Alan Keef Ltd , Cote, Bampton, Oxfordshire OX8 2EG, UK.

Stack Talk 4/78



LIGHT RAILWAY NEWS

Published by
The Light Railway Research Society of Australia



No.5

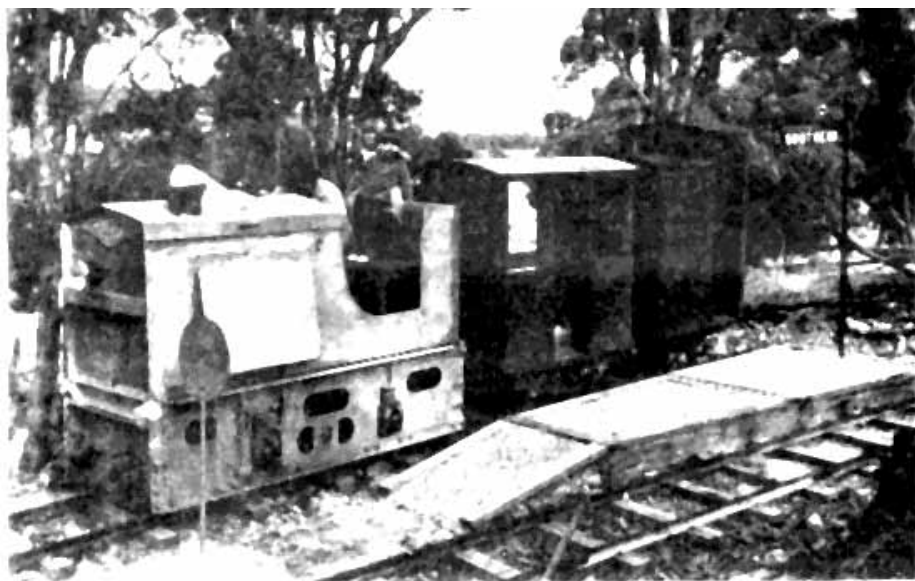
August 1978

Hon. Editor: John Browning, P.O.Box 111, INDOOROOPIILLY, Qld. 4068

Hon. Secretary, LRRSA NSW Division: R. Mason, P.O. Box 290, BURWOOD, NSW 2134

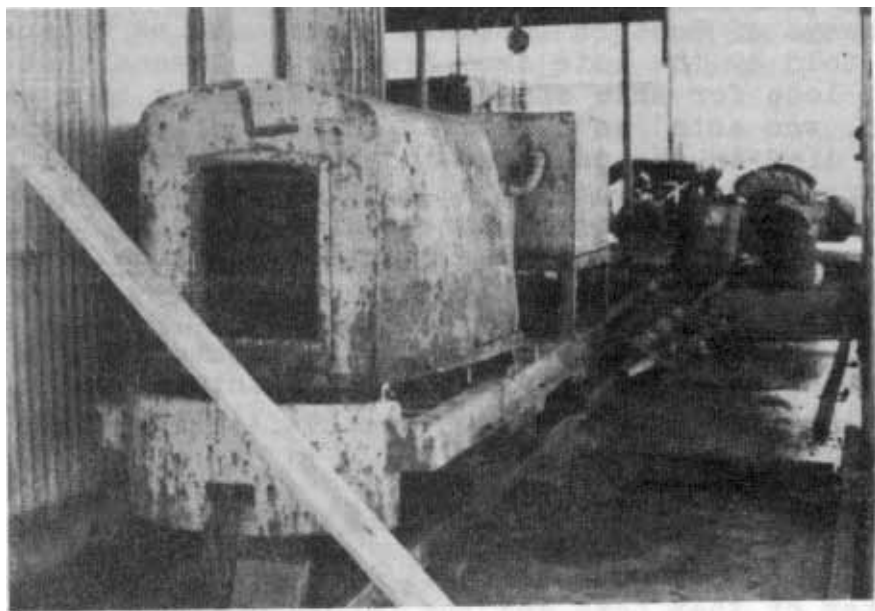
Hon. Secretary, LRRSA Vic Division: A. Straffen, P.O. Box 21, SURREY HILLS, Vic 3127

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Locomotive and train at Southend, Yangardook Tramway, Toolern Vale, Victoria.
Loco is Malcolm Moore 1090 of 1943.

Photo Jim Baines



A rather battered four wheeled petrol locomotive in the shed at a saltworks near Langhorne Creek, South Australia. 18 June, 1978.

Photo Lee Rodda

EDITORIAL

In spite of appeals for information, the response from LRRSA members in supplying news has been disappointing. A fair number of industrial operators (some previously little known), and some private preservation schemes have been featured in past issues, and it is hoped that this will continue. However, it is particularly difficult to understand that so little news of the more major preservation operations has been received. Only three or four of the major societies have supplied any official information. Surely there must be members who could supply regular news from Puffing Billy, Zig Zag, Hunter Valley, Pichi Richi and Thirlmere to name but a few. No railway preservation project should feel that its activities are of no relevance to LRN. It's up to you, the members, to halt and reverse the decline in the news content of LRN, otherwise this publication, which has received wide praise, may wither away.

Readers will have noted that our cover now features photos. The editor would be pleased to receive any photos suitable for publication in future issues. The range of subjects suitable is as wide as the scope of the contents of LRN.

RESEARCH COLUMN

TASMANIA

E.J.Milbourne of 190 Main Road, Austins Ferry, Tasmania 7011 writes as follows: "During the first fortnight of June I visited Zeehan and whilst on the West Coast walked into Kelly Basin along the embankment of the North Mount Lyell Railway. Mr. Stokes' comments in LRN 4 concerning the picture on the front cover of *Tasmania Remembered* appear correct as apart from the evidence he gives for assuming the picture to have been taken at Kelly Basin, the contour of the hills visible in the picture matches the hills visible from the old station site. Although almost entirely overgrown, the location of the yards is easily identified and some relics remain including about forty metres of track still in position.

The loco pictured on p. 26 of *A Pictorial History of Railways and Tramways of Western Tasmania* interests me because some years ago, I was told by the late Arch Edwards of Zeehan that he had helped prepare that loco for sale after it had lain idle in a shed for several years. Arch, who acted as caretaker/curator of the locos at the Zeehan Museum only died in the past few months. Like other old Zeehanites he always referred to the Spray Mine by that name. The appearance of the name 'Silver Spray Mine' in the booklet referred to raises the question of the correct title. Mines Department publications refer to the mine simply as 'Spray Mine'.

Keith McDonald believes that this locomotive was named LUCKIE before becoming Zeehan Tramway No.2. It eventually went to South Australia and is now preserved at Redcliffs, Victoria.

NEW SOUTH WALES TIMBER TRAMWAYS

Mr Ray Cooper of 59 Randall Street, Wauchope, NSW 2446, the Station Master of that town and the Deputy Chairman of the 'Timbertown' museum is currently researching the logging tramway which ran from Kendall to Lorne in northern NSW. Ray would be interested to hear from any member who has information on the tramway or the B class Climax which operated there. In addition, Ray has offered to provide information on this or any NSW north coast tramway to members so interested.

QUEENSLAND

Your editor would be interested to hear of any information concerning the fate of two small diesel locos which were sold by the Haughton Sugar Company, Invicta Mill, Giru to Simsmetal Pty Ltd. The locos arrived at

Simsmetal's Northgate depot in Brisbane in 1973 and were later sold. The locos concerned are both 2 ft gauge four-wheeled diesels, Ruston & Hornsby 354040 (Model 20DLU), and Bundaberg Foundry 11, both of 1953.

BENDIGO TRAMWAYS, VICTORIA

Thanks to Bruce Macdonald of Goulburn, NSW, it is now possible to distinguish quite positively, and therefore identify, the parentage of former Bendigo Tramway steam motor dummies of 0-4-0T type, which were the subject of an enquiry by John Buckland in LRN 4.

The basic, though minor, differences between the Baldwin originals and the Phoenix Foundry copies can be summarised as under:

Part	Baldwin	Phoenix
Steam chest cover (rectangular)	10 bolts in semi-circle and central socket for lubricator feed.	12 bolts around perimeter and absence of lubricator inlet in raised section.
Frame support for rear end of slidebars	Radial top corner of single stretcher extending across frame.	Square top corner and both rivetted/bolted to main frame on either side.
Crosshead	Four bolts	Six bolts
Steam dome	Relatively short and large diameter with line of rivets visible around perimeter at top.	Taller and narrower and no rivets visible at top of dome barrel.

These distinctive features are plainly visible in several of the photographs available which prove conclusively that the Hume Dam, Mackay Harbour Board and Tasmanian PWD *Spider* on the Marrawah Tramway were definitely Baldwin products, while those at Crossover (Gunn's Mill), one at Lilydale, and probably Lee's Tramway at Smithton, Tasmania were Phoenix Foundry built.

The whereabouts of the other two Baldwin motors now remains to be resolved.

It was only recently discovered thanks to the enquiries of George Bond that the ex-Bendigo motor acquired by the Mackay Harbour Board in 1920, for service on its standard gauge Mount Bassett Quarry line was one that had been previously regauged from standard to 5 ft 3 in gauge for use on the extension of Warrnambool Harbour breakwater, circa 1912, and prior to sale to the Queensland operator, was restored to 4 ft 8½ in gauge.

SOUTH AUSTRALIA

Keith McDonald of 7 Dean Avenue, Raymond Terrace, NSW 2324 supplies

additional information on narrow gauge tramways.

The gypsum tramway on Kangaroo Island was owned by the Commonwealth Salt Co., later named Australian Salt Co. They owned two 0-4-2T Kerr Stuart locos numbered 1 & 2 and carried builder's numbers 1053 of 1910 and 1290 of 1915. Gauge was 2 ft 6 in. They were scrapped in 1941. To replace these locomotives, a 10/20 hp tractor was converted to run on rails, but its date of scrapping is unknown.

The South Australian Mines Dept. had five 0-4-0 Battery-electrics of 2 ton and 5 hp type, Mancha builders numbers 3578-3582 inclusive of 1953. Broken Hill Associated Smelters had Mancha 'Hercules' 40 hp 0-4-0 Battery electrics builders numbers 2688-2691 inclusive of 1947.

The Adelaide Cement Co., Kleins Point, near Stansbury had two Fordson locos of 1926 and 1940 vintage, possibly built by Malcolm Moore. They were sold to the Department of Marine & Harbours in 1954, going to Franklin Harbour and Price respectively as numbers 2 & 3. In addition to these two locos, the DoM&H had two more locos in 1968. No. 1 was a Ruston & Hornsby 48hp loco, builders number 244869 of 1946, which was used at Price until 1964, and then went to the store at Glanville. No.4 was another 1926 Fordson which came from the SAR in 1951 and was used at Franklin until 1964 and then went to Price.

The SA Gas Company had a 3 ft 6 in gauge loco built by the Sentinel Wagon Works in 1925, which was converted to diesel in 1948 and was stored in 1968. BHP Rapid Bay had two 3 ft 6 in gauge Bo-Bo electrics built by Perry Engineering in 1941 These were laid aside in 1957 and scrapped in 1967. Identical locos worked at Iron Knob near Whyalla.

The SA Engineers & Water Supply Dept. had three Baguley 0-4-0ST locos on 3 ft 6 in gauge, These were purchased in 1923 and were builders numbers 2025-2027. All were sold in 1940. There were also several petrol and kerosine locos. Three Fordson (Malcolm Moore?) locos were retained in 1968, but had not been used since 1956.

The Waratah Gypsum Co. at Ridleyton had five 2 ft gauge locomotives in store in 1968. Two were Ruston & Hornsby locos now at the Mile End Museum in Adelaide (see LRN 3). The other three were built by Vulcan Iron Works, USA. Two came from the Marion Bay line in 1930 and were builders numbers 3549 (8 ton, Caterpillar engine) and 3550 (7 ton). The third was another 7 ton machine, 4182 of 1935. (There had also apparently been three Malcolm Moore locos - Ed.)

ICI, Dry Creek, had four locos on its 2 ft gauge tramline, Ruston & Hornsby 179875 of 1936 was sold to Solar Salt Ltd. in 1958. Ruston & Hornsby 179876 of 1936 went to Fairymead Mill, Queensland, in 1956. Two Malcolm Moores

went to Moreton Mill, Queensland, in 1956. One became JOE and the other *Dutchy*.

NEW SOUTH WALES

THE COMMONWEALTH PORTLAND CEMENT CO. LTD Portland 1435 mm gauge

(see LRN3 p. 3)

The current depressed state of the building industry means that demand for cement is low, and the Portland works is operating at minimum capacity, it was stated in a letter written to the Financial Editor of the *Sydney Morning Herald*. The writer predicted a gloomy future for workers at Portland and Blue Circle's other plants when work on a new 750000 tonne-per-year cement plant is completed this year.

Sydney Morning Herald March 16th & April 4th via John R. Horne.

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY, Albion Park Gauges various

(P.O.Box 1036, Wollongong 2500)

Retubing of *Cairns* (0-6-0 Hudswell, Clarke 1706 of 1936) had progressed well by June, with only beading over in the firebox remaining to be done. A new smokebox was manufactured and welded into place and the smokebox ring bolted on. Engine and tender were repainted and all cab fittings bolted into position. The locomotive was then inspected, and given a ticket for 1100 kPa (160 psi). Steam was raised on Monday, 3 July, and the loco became the first steam loco to run at the Albion Park Museum. Some cautious running was undertaken as the track had not previously experienced a loco of this weight and axle load. A few track deficiencies and tight clearances were noted.

Five suspect tubes have been replaced in the Davenport (0-4-0ST 1596 of 1917), and a hydraulic test carried out using mains pressure. 1035 kPa was attained and some leaks were evident. In tightening down the regulator to stop a leak, a flange broke and the test had to be abandoned. Repair and strengthening of the regulator flange will be required before further testing of the boiler can be undertaken.

Ruston & Hornsby 285298 from Leighton Contractors has been made presentable with panel beating and painting and it runs most weekends.

The Mancha battery loco (B/n unknown) is operational and as well as inaugurating night running, it was the first powered vehicle to run on the

partially completed electric tramway track.

A steel framed, bogie passenger carriage has been constructed for the Society by a local engineering firm. As delivered it consists of underframe and superstructure and will be clad and lined by the Society.

Another local firm has donated a diesel powered 3m³/min air compressor which has powered pneumatic tools used in retubing the locos and in track extensions.

A water column has been erected in the loco compound and work is proceeding at a furious rate to connect it to the meter at the front boundary fence. The vertical boiler has been inspected and its ticket renewed.

The Society has made good progress in the past financial year and this is due in no small part to assistance from local industry. It is estimated that \$10,000's worth of assistance was given in the past year.

J. Reynolds 6/78 & 7/78.

ZIG ZAG RAILWAY CO-OP. LTD. 1067mm gauge

A number of washaways affected the Co-op following heavy rains on 19 & 20 March. This meant that great efforts had to be made to allow train operations at the weekend four days later, a task some felt was beyond completion in less than three weeks.

The NSW government has made a cash grant of \$21,800 to finance the purchase and overhaul of a Plasser Track Tamper. The unit was to be transported from Northam in Western Australia to Sydney for overhaul at the Co-op's expense. In addition, two West Rail ballast wagons have been purchased.

Service vehicles normally attached to passenger trains are to be painted the passenger livery of chocolate & cream. Other service vehicles are to be grey.

Zig Zag Railway Newsletter 5/78 via Rob Henderson.

QUEENSLAND

APEX PLAYGROUND. Musgrave Street. West Bundaberg 1067mm. gauge

"Preserved" here is Tulloch 0-4-0DH Builder's number 002 of 1958 ex Millaquin Mill. This would be the first example of a sugar mill diesel suffering such a fate.

Stack Talk, 6/78

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY Gauges various

P. O. Box 270, North Quay 4000

The Society took part in the annual Redbank Museum Field Day organised in the ARHS Queensland Division on May 27th. South Johnstone No.5 loco (0-4-2T Hudswell, Clarke 1705 of 1938 built for John Fowler and allocated Fowler B/n 22752) was exhibited on the back of a low loader as it had in the previous year's Field Day. It is hoped that this loco will also be exhibited in the Warana Festival procession in September.

External restoration of a number of locomotives, using pneumatic tools for scraping down has been progressing well. Attention is being concentrated on *Melbourne* (0-6-0 Hudswell, Clarke 1701 of 1938) ex Victoria Mill, and *R.D.Rex* (0-4-2T Perry 7650.49.1 of 1949) ex Douglas Shire Tramway and Mossman Mill. It is hoped to have a locomotive in steam by the end of the year.

Arrangements for the transport of 1067 mm. gauge *Kilrie* from Pioneer Mill (see LRN 3 p.6) have been halted by the mill, but the reason is not known at present.

ANGRMS Newsletter 6/78, Stack Talk, 6/78, Editor

HAUGHTON SUGAR CO., Invicta Mill. Giru 610mm gauge

Negotiations have reached an advanced stage which could result in a growers' co-operative (to be formed) constructing an extension of the tramline from the terminus at Claredale to Dalbeg, a distance of 46km, according to the company's annual report.

The Australian July 6th.

MOSSMAN MILL 610 mm. gauge

The mill's tramway colour scheme has been changed, Both locomotives and 'canetainers' are being painted yellow instead of blue above the frame, and blue instead of yellow below. In this way, safety is improved while the attractive colour combination is retained.

Stack Talk 6/78

MOUNT ISA MINES HOLDINGS LTD, Mount Isa 1067mm & 610mm gauge

A large amount of tramway equipment was included in one of Australia's largest ever auctions held at Mount Isa between 25 & 28 June. Obsolete equipment was for sale and the arrangements were handled by F.R. Strange Pty Ltd. Among the items detailed in the catalogue were four Com-Eng locomotives, one of 22 tons and 3 of 12 tons. Many overseas buyers from nearby countries as well as Australian buyers were attracted. 1067 mm.

gauge ComEng diesel EC4585 of 1964 passed through Brisbane en route for Bougainville Copper during July. Carrying plant number 2792 and painted with Lot No.31, this machine is rated at 220 hp and has a Caterpillar D333A engine. It was purchased by Mount Isa Mines from contractors Monier, McNamara & Hardeman in 1969.

F R. Strange Pty Ltd. 6/78, Ray Ellis 7/78, David Mewes 7/78.

OAKLEIGH COLLIERY, Rosewood 508mm gauge

One of a dwindling number of collieries in the area, this still retains an underground tramway system. Seen at the surface on 9 May was a 20 hp Jenbach four wheeled diesel. It was in a deep red livery and seemed to be in good condition, It was builder's number 2260 of 1960.

Editor.

SOUTH AUSTRALIA

Saltworks near Langhorne Creek 610 mm gauge

In the low country on the northern edge of Lake Alexandrina at the mouth of the Murray lie a number of natural brine lakes. One of these, about 1 square kilometre in area, supports a small salt works supplying crushed and bagged salt to local properties. In late summer when the lake has dried, the salt is harvested by forking the hard crusts into 2 ft gauge side-tipping skips for haulage to the works stockpile.

The track extends from the crusher shed and unloading chute, dividing by a crude stub point into two spurs to the east and south along embankments which partition the lake. From these, light temporary track sections are laid down along the dried bed of the pans.

The motive power is a four wheel petrol-mechanical tractor, with a side-valve V8 engine driving through an automotive-type gearbox and differential, and chain drive to the rear axle. The chassis is unsprung and the bodywork rudimentary.

Any further information on this or other similar SA lines would not only be much appreciated by your editor for publication in LRN, but also by the writer, c/- P. O. Box 87, Kingswood 5062.

Lee Rodda 7/78

TASMANIA

THE MOUNT LYELL MINING & RAILWAY CO. LTD. Mount Lyell Mine. Queenstown. 610 mm & 900 mm gauge

The Mount Lyell Mine is an underground copper mine with a number of separate orebodies served by a 610 mm. gauge underground railway system. The main function of the system is the transport of ore on the 11 level from underground loading points to the ore concentrator plant on the surface. The mine was visited on 26 May 1978, and an inspection was made of railway operations in the tunnel yard, where ore trains emerge from the two haulage tunnels and are unloaded adjacent to the concentrator plant.

The ore haulage trucks are four-wheel, bottom dump ASEA units with a 7 tonne capacity. The trucks are normally made up in trains of 16 to 18 units hauled by electric trolleywire locomotives. The main type of electric locomotive used is the ASEA four-wheel 9 tonne dual battery/trolleywire loco, but there are also four-wheel 15 tonne 'Gemco' and 10 tonne English Electric trolleywire locomotives at the mine. The ASEA locos are each fitted with a single pantograph and the others with a trolleypole

During my visit a train of ore trucks with a four-wheeled van and with an ASEA loco at each end was unloaded, and an empty train departed from the tunnel yard double-headed by two 'Gemco' locos. Two English Electric locos and a number of four-wheel battery locos were noted on sidings in the yard. There was also quite a variety of rolling stock in the yard, including at least one 'Hagglund' truck.

Plans for the installation of a new 900 mm. gauge haulage system on the 17 level have been deferred, and it is understood that the locomotives and trucks intended for use on this system were stored at the mine, (see *Light Railways* No.51, p.20).

(With the announcement in June that the Federal Government's subsidy will continue for only another three months, the future of the mine and its tramway system seems precarious - Ed.)

Anthony Weston 7/78.

SECOND RIVER TRAMWAY, Karoola 610 mm gauge

(c/- 12 Melbourne St., Launceston 7250)

A further extension to the main line was added during July when another 150 feet of track was laid. Krauss loco No.2 (B/n 6067) has been fitted with a Pyle-National turbo generator, and wiring of the lighting circuits is underway.

Ralph Proctor 7/78

WEE GEORGIE WOOD STEAM RAILWAY INC., Tullah 610mm gauge

During June, it was noted that the boiler from the 2 ft gauge Fowler 0-4-0WT was in the Emu Bay Railway Workshops at Burnie for a complete overhaul. Some sections of the outer firebox just above the foundation ring had been cut out and new plate will be welded in.

It is understood that tracklaying at Tullah has begun on this narrow gauge tourist project,

Ralph Proctor 7/78

VICTORIA

EUREKA TRAMWAY, Clunes 610 mm gauge

Brian Peart owns this small preservation project. His first loco was *Rusty*, a Ruston & Hornsby four wheel diesel from Moreton Mill. This loco, of Type 40DL, builder's number 223725 was built in 1944 for the British Ministry of Supply. It was returned to Ruston & Hornsby however, and was despatched to the Melbourne & Metropolitan Board of Works in June 1947. Having been purchased by Moreton Mill in 1948, it was acquired by Brian in 1976. Since arrival in Clunes, it has been repainted and has received a car alternator for lighting.

The second loco, as yet not operational, was obtained, engineless, from Moreton Mill in May 1977. It is Malcolm Moore *Dutchy* which worked at ICI, Dry Creek, South Australia before coming to Moreton in 1956.

Brian has also built a couple of motor trolleys, one of which can be easily transported by car on expeditions to Queensland!

Brian Peart 8/77, 7/78.

GEELONG STEAM PRESERVATION SOCIETY Gauges various

P. O. Box 166, Belmont 3210

Ex-SAR 4-8-0 T251 (Walkers 276 of 1915) operated over the Easter period, before being placed on standby on 30 April for small boiler repairs in preparation for a boiler inspection.

Ex-QR PB15 454 (4-6-0 Walkers 99 of 1909) returned to service on 30 April after repairs to ashpan, injectors, and firehole door.

By the end of May, little work remained to be done to ex-TGR 4-6-2 M6 to put it into steamable condition. Work recently completed included the overhaul of boiler fittings, replacement of boiler tubes and some stays. This loco is stored at Queenscliff.

Ex-Fyansford Cement Works 0-4-2ST *Wesley B. McCann* (Hudswell Clarke

646 of 1903) is second standby at present, but motion and eccentric gear is due for overhaul.

Ex-Fyansford Cement Works 0-6-0ST *Arthur T. Middleton* (Vulcan Iron Works 2539 or 2541 of 1916) is in store pending axle box work and the replacement of a split tube.

Australian Standard Garratt G33 on display at the ARHS Victorian Division's North Williamstown Museum was due to receive a fresh coat of paint from GSPS members. This locomotive will be loaned for use on the Bellarine Peninsula Railway. With a wheel arrangement of 4-8-2+2-8-4, this locomotive is the last of its ill-fated breed in existence.

All the above locos are of 1067 mm. gauge, but GSPS has recently acquired a four-wheel road/rail 'trackmobile' of 914 mm gauge from Alcoa. No.T02 or 37, it was built by Whiting Corporation, Harvey, Illinois, USA, Serial No. 2TMA 883, Engine No. R3J169401.

The Commoner 5/78, Peter L. Charrett 7/78

MELBOURNE & METROPOLITAN BOARD OF WORKS. East Malvern 762mm & 610 mm gauge

Apart from those locos previously reported in *Light Railways*, the following have been noted at East Malvern on the South Eastern Sewer: In July 1970, No. 14 built by Geo. Moss and No. 030 built by Baldwin. In December 1971, No. 027 and No. 029, both 0-4-0D

In April 1977, out of use No. 37 4wDH E.M. Baldwin 5366.5.1974 Model DH4T/5 engine No 699627, and two internal-combustion front end muck loaders built by Scoma of Italy, numbers 93 and 113 of 1975.

Peter L. Charrett 7/78.

MELBOURNE UNDERGROUND RAILWAY CONSTRUCTION 1067 mm gauge

One of the contractors on the Melbourne Underground construction, Codelfa (or is it Cogefar?) is using a 1067 mm gauge railway to haul spoil from the underground construction to the surface at the Jolimont lines exit in Flinders Street.

Codelfa is believed to be using six locomotives for hauling trains. The following locomotives were seen in use on 9 June 1978:

26/1	0-4-0D	Caterpillar engine	working
26/7	0-4-0D	Caterpillar engine	parked
	0-4-0D	Caterpillar engine	parked

26/2	0-4-0D	Caterpillar engine	working
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26/	0-4-0D	Caterpillar engine	working
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One worker thought that they may have been built by Baldwin, but there were no builder's plates or identification. All were of similar build.

Peter L. Charrett 7/78

GIPPSLAND FOLK MUSEUM, Moe 610 mm gauge

On 30 June 1978, three of the side tipping skips were still on display here. It is probable that the other three skips went with the Malcolm Moore locomotive (see LRN 3 p.10). The timber bogies also appear to have gone.

Peter L. Charrett 7/78

WONTHAGGI STATE COAL MINE HISTORICAL PARK

Although the coal mines at Wonthaggi closed about ten years ago, there are still some remains of their tramways left.

South Dudley.

Some attempt has been made here to preserve the remains of the buildings. As well some 610 mm gauge track has been laid across the site of the former 1600 mm gauge tracks and around some mullock heaps. A notice here says "Train Rides 2pm - 4pm Saturday/Sunday". When seen in May 1978, the track was overgrown and did not appear to have been used for some time. A circular for Easter 1977 advertised "skip rides" (amongst other attractions). Scattered around the area in various states of rust were five four wheel "carriages" (probably converted skips) with the numbers in weld on the end of them - 631, 528, 11.65, and five open frame skips. There was one four wheel wooden box skip locked away in the rescue station.

South Wonthaggi Coal Mine

The area here had been worked out after the other areas, and there was still track in situ out of use. There were many four wheel steel bins with wooden underframes lying around rusting along with the remains of a few wooden bins.

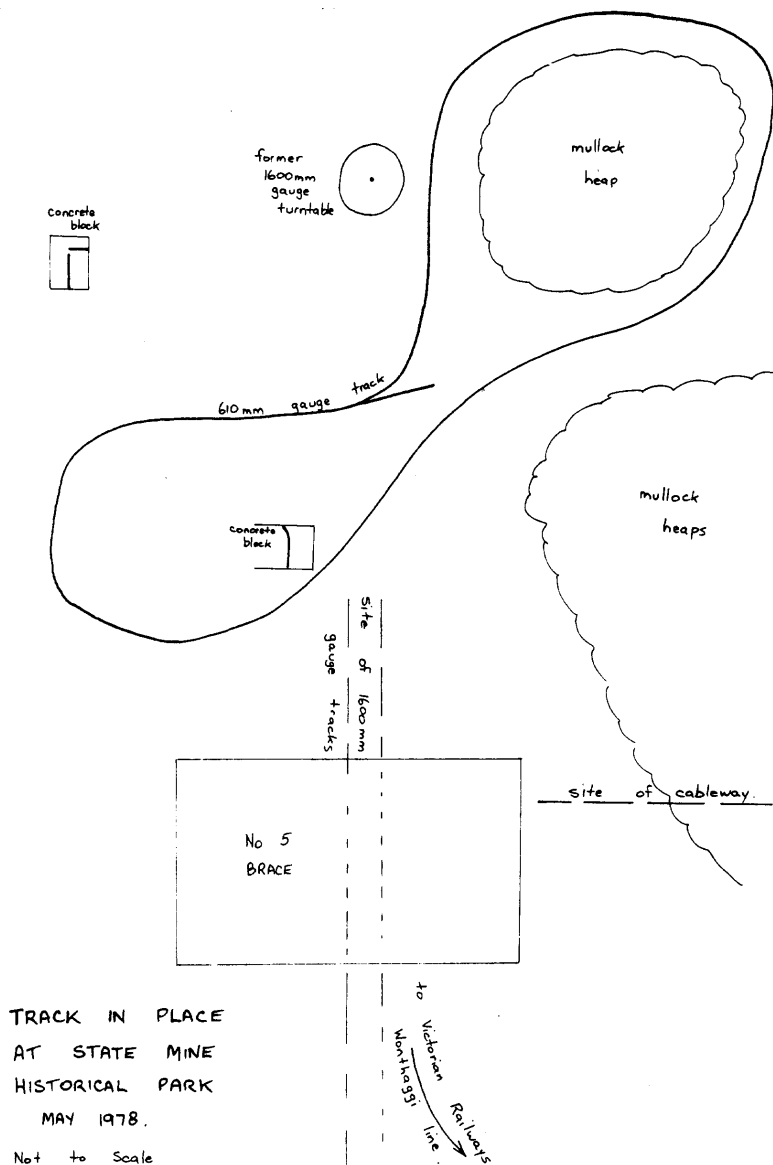
Kirrak Coal Mine

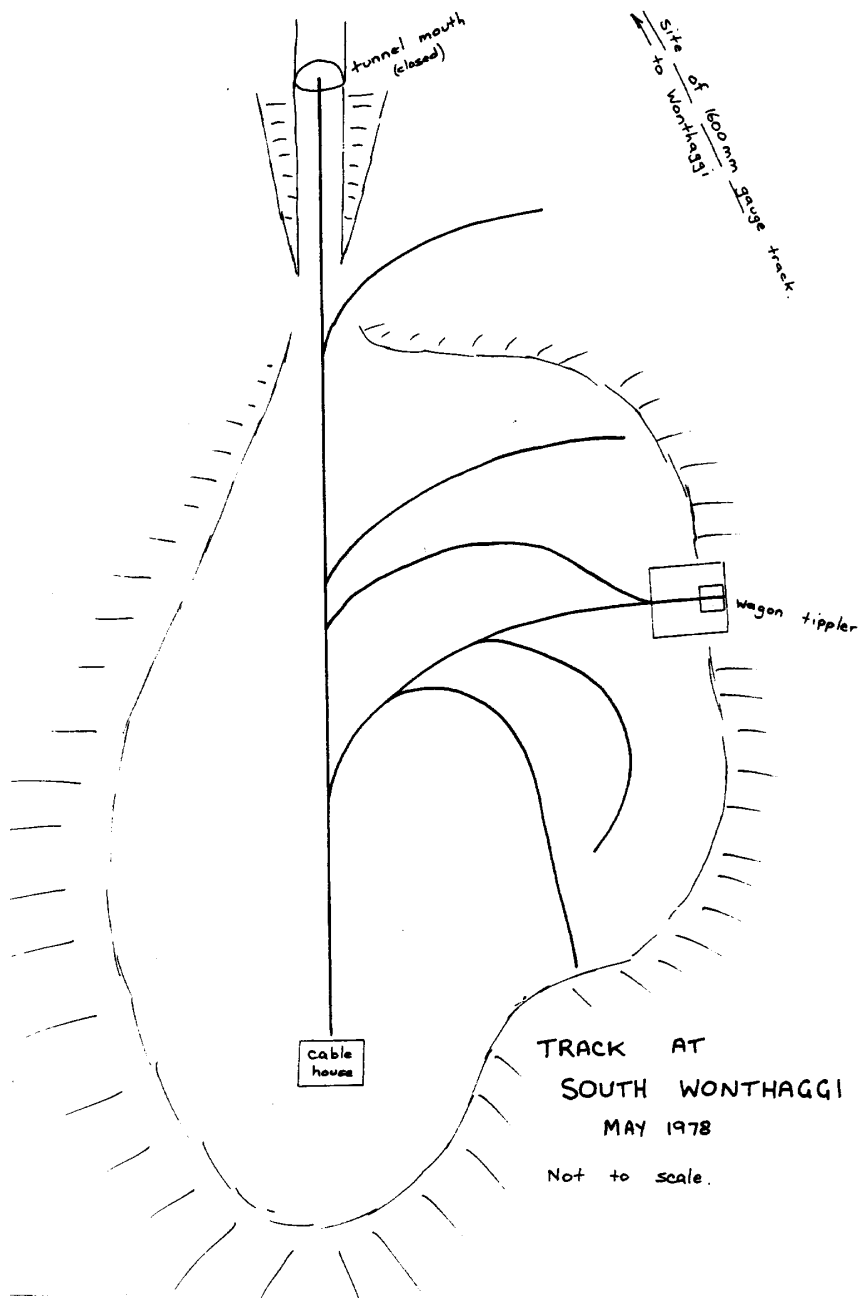
All the track here was gone, but the Brace still remained. There were many wooden underframes without wheels, some remains of steel bins and one open frame.

North Dudley

The area here had not been worked here for many years. Two former hopper wagons, formerly belonging to the Victorian Railways had been raised up to provide an overhead loader. The numbers of these wagons were O 246 and O 253, and the last date on them being 5.57.

Peter L. Charrett 7/78





NEWS FROM THE SALES DEPARTMENT

RAILWAY SCENE No. 2/77 Price 95c.

This issue features 'Industrial Steam in England' as the lead article, and is basically a concise listing of "steamy" locations in Britain. A short summary of loco workings and approximate times of usage are included.

Other articles are: Diesel locomotives in China
Lines de la fer de Halouze (France)
The Silesian sand railway (Poland)
News - Literature etc.

STACK TALK No. 73 Price 95c.

Features: Milling around (Sugar Mill happenings),
Switzerland
South Johnstone No. 5 goes on display
Scale drawing (Johnstone Shire Council Car No.1)
Index to articles 1977.

NARROW GAUGE & SHORTLINE GAZETTE Jan/Feb 1978 Price \$2.65

Full of interest to admirers of the US scene, both model and prototype.

Articles include: Fine scale mill complex
A Tweetsie Reminiscence
Ore processing - Part 2
An innovative concept
plus much more.

In stock once more are the following:

RUSTON & HORNSBY LOCOMOTIVES Price \$3. 90

92 pages of facts, figures and photos.

DAY'S TRACTORS Price 80c.

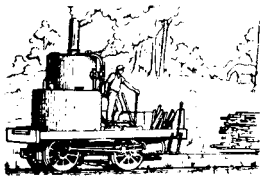
Short resume of rail tractors built by Day & Sons. Includes several photos and two drawings.

Scale drawing - SHAY Price 40c.

The drawing shows side and front elevations of one of the two 3ft gauge Lloyd Copper Co. (NSW) Shays that later went to Powelltown in Victoria.

Please note: Stocks of the last two items are limited.

TASMANIA REMEMBERED is now out of print.



LIGHT RAILWAY NEWS

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No.6

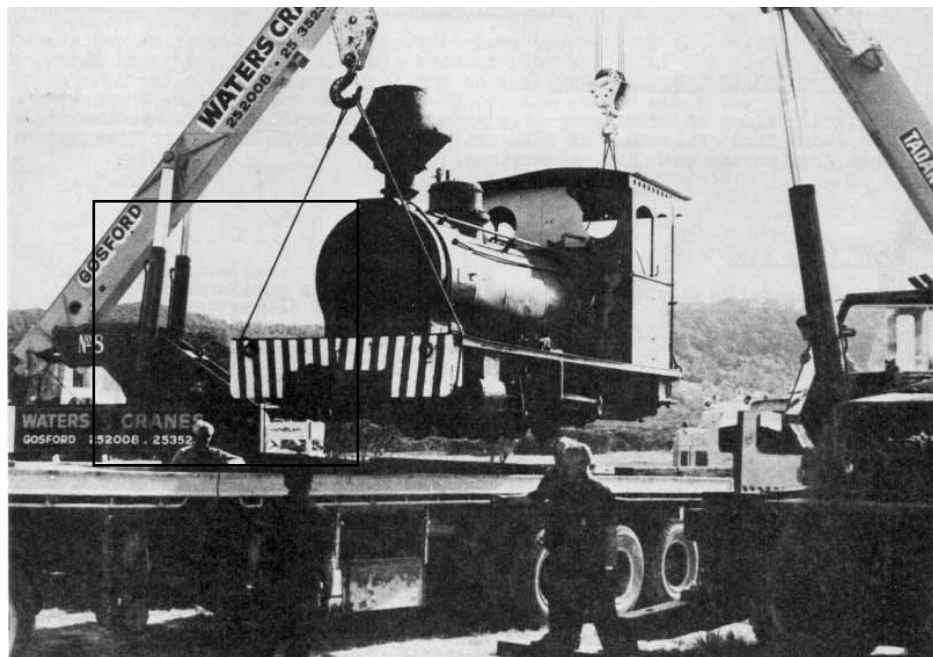
October 1978

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Sydney, (Hudswell, Clarke 0-6-0 1838 of 1950) is loaded aboard a semi-trailer at Forrester's Beach on Thursday 18 August for transport to its new home west of Sydney. More details inside.

Photo: B. Belbin

EDITORIAL

I wish to thank all those who have contributed news for this issue of LRN, and hope that if you have enjoyed reading this issue, you will be encouraged to send in information too.

The issue has been raised as to whether LRN should include details of “main line” preservation projects. My own feeling is that LRRSA members will tend to be generally interested in all preserved and private railways, and that in any case, there is a gap that needs to be filled as no other publication seems to aim for a comprehensive coverage of preservation projects. I would welcome members’ thoughts on this issue,

The deadline for the inclusion of items in LRN is now about one week into the month prior to publication.

RESEARCH COLUMN

BASALT QUARRIES LTD, Woy Woy,

Craig L. Wilson of 22 Jackson St., Pennant Hills, 2120 NSW, is researching the above firm (who owned ex Wallaroo and Moonta No.2) and would like to hear from anyone with any information.

BHP. Iron Knob.

Following Keith McDonald’s notes on South Australia published in LRN 5, Craig L. Wilson writes that in 1927, BHP introduced several Fordson tractors converted for rail use to transport the ore from the quarry face to the loading bins at the quarry. They replaced compressed air winches and horses

FOOTSCRAY

Darryl Grant of 4/43 Kent Road, Box Hill, Vic 3128 writes as follows:

Some relics of what was presumably an industrial light railway system in Footscray, Melbourne, were noticed recently on the north side of Ryan St., just south of the railway line between Footscray and South Kensington stations. Narrow gauge tracks of approximately 3 ft gauge are set in the roadway for a distance of almost 100 metres. At the western (Footscray) end is a small turntable, almost buried under the asphalt, from which two tracks, also buried, cross Ryan Street and disappear under the opposite kerb. The rails are grooved street tramway rail, laid unusually with the groove on the outside of the rails, not the inside as is usual. Perhaps some reader of LRN may be able to throw some light on the history of this relic.

KAISER ENGINEERS, Snowy Mountains Scheme

Keith McDonald of 7 Dean Avenue, Raymond Terrace 2324 NSW has been researching into the locomotives used in the Snowy Mountains Scheme and is particularly keen to find out more about their disposal. A list of locos used by Kaiser Engineers is shown below, and Keith would be very glad to hear of what happened to them. Theiss Brothers and Utah Construction also used many locos, and it may be possible to print lists of these in a later issue.

Plymouth 0-6-0DH 6139

Plymouth 0-4-0DH 6156

Goodman 0-4-0BE 10 ton - 6395, 6396, 6400, 6401, 6404, 6405, 6412, 6413, 6414 all of 1954

Goodman 0-4-0WE 20 ton - 6408, 6409, 6410 all of 1954.

SORRENTO TRAMWAYS

A group of people living in Sorrento have become very interested in the steam tram that ran in Sorrento between 1890 and 1920. The group is interested in restoring and placing on display an engine of the type used. The engines were Baldwin 0-4-0STs. Any reader who knows of the existence of an engine of the above type, or who can offer any other information, is asked to contact P.R.Collins at P.O.Box 55, Sorrento, 3943 Victoria.

S.A. HARBORS BOARD.

The following drawings were done in the late 40's, early 50's, for the S.A. Harbors Board workshops, to manufacture various replacement parts which presumably were not readily available otherwise. They might possibly be of use to someone with access to workshop facilities, to make up spares.

For 1926 (approx.) Malcolm Moore/Fordson tractor: drawings of various forged and fabricated transmission gears and sprockets.

For Ruston & Hornsby 40DL: drawing of cast iron L.H. or R.H. brake shoe.

Copies are available on request from Lee J. Rodda, P.O.Box 87, Kingswood 5062, SA.

OVERSEAS SIDELINE

NATIONAL RAILWAY MUSEUM, York 610 mm. gauge

Ex-TGR Beyer-Garratt K1 has been placed here on loan by the Festiniog Railway, who had stored it after the closure of Beyer Peacock with a view to its eventual restoration and use. The 0-4-0+0-4-0 compound loco (Beyer Peacock 5292 of 1909), the first Garratt to be built, was on display in the museum. It is to be repainted, according to some reports, in "photographic

grey" livery.

NEW SOUTH WALES

AUSTRALIAN IRON & STEEL PTY LTD. Collieries Central Office, Wollongong.

An advertisement in the December, 1977 issue of *Australian Mining* offered for sale a 4 ft 8½ in (1435 mm) gauge Ruston & Hornsby diesel locomotive, and four 3 ft 6 in (1067 mm) gauge E.M. Baldwin diesel personnel cars. The diesel loco would be R&H 326064 of 1952, Model 88DS, which has been used for shunting at Metropolitan Colliery, Helensburgh. The personnel cars would probably have been used at one or more of the AIS collieries.

Anthony Weston 7/78

HUNTER VALLEY STEAM RAILWAY & MUSEUM 1435mm gauge

(P. O. Box 125, Broadmeadow 2292)

This group has gathered together an impressive collection of locomotives which are stored at a closed colliery in Newcastle, to which public access cannot be allowed, although Society members are able to carry out restoration and maintenance work as required

The Society's aim is to reopen the 43 mile Glenreagh to Dorrigo line near Coffs Harbour. The line was closed in December 1972 and is scenically outstanding, running through National Park and State Forest for most of its length.

A list of the group's locomotives appears below. A substantial amount of rolling stock is also preserved.

1	JUNO	0-4-0ST	Andrew Barclay	1739	1923	ex Commonwealth Steel
2		0-6-0ST	Avonside	1916	1922	ex J. & A. Brown
3		0-6-0ST	Kitson	2236	1878	
4		0-4-0T	Porter	5685	1915	ex Commonwealth Steel
	Corby	0-4-0ST	Peckett	2047	1943	ex Tubemakers
	Badger	0-6-0ST	AIS		1943	ex Aust. Iron & Steel
14		0-8-2T	Avonside	1559	1908	ex Peko-Wallsend
ROD 20		2-8-0	North British	22042	1918	ex J & A. Brown
ROD 24		2-8-0	Great Central Rly		1918	ex J & A. Brown
27		0-4-0ST	Avonside	1415	1900	ex J & A. Brown

1052	0-4-0CT	Hawthorn Leslie	3035	1914	ex NSW PTC
1904	0-6-0	Beyer Peacock	1646	1877	ex NSW PTC
1923	0-6-0	Beyer Peacock	1890	1879	ex NSW PTC
2408	2-6-0	Dubs	2631	1891	ex Electricity Commission.
2414	2-6-0	Dubs	2636	1891	ex Electricity Commission.
2535	2-6-0	Beyer Peacock	2322	1883	ex Aust. Iron & Steel
3028	4-6-0	Beyer Peacock	4471	1904	ex NSW PTC
3046	4-6-4T	Beyer Peacock	5140	1908	ex NSW PTC
3090	4-6-0	NSWGR		1912	ex NSW PTC
5069	2-8-0	Beyer Peacock	4374	1902	ex NSW PTC
5132	2-8-0	Beyer Peacock	5074	1908	ex NSW PTC
5353	2-8-0	NSWGR		1913	ex NSW PTC
5920	2-8-2	Baldwin	75583	1953	ex NSW PTC
6039	4-8-4 4-8-4T	+ Beyer Peacock	7541	1956	ex NSW PTC

There are also four smaller crane locos, one an- 0-4-0 with vertical boiler built by Appleby ex Hexham Engineering, 1061 a steam coal grab built by Harman in 1918, 1075 an 0-4-0 with vertical boiler built by Grafton Crane Co. in 1923, and a diesel crane built by Taylor & Hubbard, all ex NSW PTC. The above items represent an outlay of \$86,454 by the group. It is intended that all exhibits will be preserved in authentic colours and condition.

Keith Jones 8/78

LACHLAN VINTAGE VILLAGE; Forbes 610 mm & 1435mm gauge

(see LR 57 p.15-18)

Services on the Britannia Steam railway here were due to be taken over by a Fowler loco, *Alice*, around the beginning of August. This loco is one of two ex-Tully Mill 0-4-2Ts, believed to be 16339 & 16341 of 1925 acquired by Lachlan Vintage Village. The loco has received new boiler tubes, smokebox, bearings, boiler lagging and water tanks, at a cost, reportedly, of \$4,000. *Alice* will replace ex-Bingera Mill *Ralf* (0-6-2T Bundaberg Fowler 4 of 1952) as the working loco. *Ralf* has evidently been in rather poor condition for some time. Since the Village was officially opened in 1975, approximately 100,000 passengers have been carried, and revenue from the railway now runs at \$10,000 per annum.

One of the Village's standard gauge locos is reported to be on display at the entrance to the site. This is believed to be ex-NSWGR 1919, a Beyer, Peacock

0-6-0 (1761 of 1878).

Lachlan Vintage Village Press Release, Len King 9/78, Editor.

PARRAMATTA PARK STEAM TRAMWAY 1435 mm gauge

The Steam Tram & Railway Preservation (Co-op) Society Ltd operates this tramway on the third Sunday of every month. Locomotives currently in use are 103A Baldwin Steam Tram 0-4-0T (11676 of 1891), ex NSW Government Tramways, and claimed to be the only one of its type still operating in the world, and 1022, Vulcan Iron Works 0-4-0ST (2506 of 1916) ex NSWGR. Under restoration is 2, Robert Stephenson 0-6-0ST (2994 of 1899) ex Commonwealth Portland Cement, Portland. There is also a historic collection of rolling stock.

Peter Stock 7/78

RAILWAYTOWN. Broken Hill 1067 mm gauge

(see LR49 p. 19-24)

This museum has been given a grant of around \$45,000. Three locomotives, several wagons and a four-wheel passenger carriage comprise the collection at present. All the locomotives are ex-Silverton Tramway Co. and are:

Y1	2-6-0	Beyer, Peacock	2971	1888
W24	4-8-2	Beyer, Peacock	7553	1951
"SAM" 26	0-6-0DH	Andrew Barclay	391	1953

The Commoner 7/78

STEAM TRAINS PTY. LTD. Kurrajong 610 mm

The group who formerly operated the steam loco at Forresters Beach (see LRN3 p.3), removed their property from there on 17 August, following a breakdown in the operating agreement between Steam Trains Pty Ltd and the proprietors of Central Park. Restoration work will be carried on at private property at Kurrajong, west of Sydney.

Because of gently sloping land at Kurrajong, preparations had to be made to give a level site for storage, and this was undertaken by members of the group. About 250 ft of track was assembled, one short length for each carriage, and one long straight to take both locomotives, the four ex South African bogies for the cars, and the two ½-ton bogies from the Hudswell Clarke tender. The track consists of 201b rail (which originally saw service at Taronga Park Zoo) screwed to hardwood sleepers. It was supplied and laid by John Dunlop, assisted by members of the group. A large "platform" was built over a bad dip in the access road. This is approximately 100 ft long and constructed with layers of 6 ft ex-pier timbers.

Four articulated transports were used to carry the equipment from Forresters Beach to Kurrajong, two tri-axes and two twin-axle semis. A 13-ton crane first loaded ex-QGR rail motor trailer PL122, which contained all seats from both carriages, along with timber, sheet steel and other materials. PL121 - partially restored - was the next to become airborne, loaded onto the second of the twin-axle sets. This car held larger and heavier pieces of timber, made into a false floor to carry smaller parts. (The original floor had been stripped out for replacement).

The crane was then chained to the buffer beam of the Fowler 0-4-2T (17881 of 1929), and using the slewing action, was able to haul the loco along the siding. The Hudswell Clarke 0-6-0 *Sydney* (1838 of 1950) was also moved in the same way. This enabled the tender to be hauled into a more accessible position so that it could be loaded, minus its bogies, which were then placed in the coal space. When the second 13-ton crane arrived, it combined with the first to lift the Fowler onto the same trailer as the tender. Some anxiety was experienced when the trailing truck hung down low, but this was remedied. *Sydney* was then brought further forward in the siding by the crane, and loaded without difficulty onto the fourth trailer.

On the morning of 19 August, the vehicles and their loads safely arrived at Kurrajong, and within a few hours all the stock was placed on the rails. The new site has excellent security and all facilities necessary for continuation of the restoration programme. There is power, a workshop with welder and other tools and free use of a truck and tractor for lifting and moving equipment.

It is stressed that the current storage site is not open to the public. It is hoped that the result of final negotiations now taking place will be that an operating line will be established along an exciting route at the St.Ives Showground.

Bruce Belbin, Len King 8/78

TIMBERTOWN, Wauchope 610mm gauge

(see LRN 2 p.4)

Hudswell Clarke 0-6-0 1862 of 1952 was ready to be placed into service at the end of the August/September school holiday period. A new headlight has been fitted to the loco. When it replaces *The Green Hornet*, Fowler 0-6-0T 12271 of 1910 as the operating loco, the Fowler's wheels will go to the NSW PTC shops at Broadmeadow for reprofiling. The new coach is now in use.

Len King 9/78

QUEENSLAND

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY 610mm gauge

(P.O. Box 270, North Quay 4000) (see LRN 5 p.6)

ANGRMS have been invited to take part in celebrations marking the opening of the new Brisbane cross-river rail link on 18-19 November. A short tramway is to be operated near to the river adjacent to Stanley Street, and it is hoped to have ex-Pleystowe Mill No.5 (0-6-2T Bundaberg Fowler 5 of 1952) in steam to haul passengers. The loco is being repainted in mill colours of Hawthorn Green and Red.

Stack Talk 76

BUNDABERG TOURIST TRAMWAY PRESERVATION SOCIETY

This new society has been set up in Bundaberg to preserve some of Queensland's railway history, and an application has been made for the transfer of 14 acres of Crown Land adjacent to Baldwin Glen to the Council for leasing to the Society. It is hoped that about 3 km of track will be laid around the area's perimeter. The first loco to be acquired by the group is the unique *Felin-Hen* 0-6-2T (Baldwin 46828 of 1917) which has suffered bad neglect after being placed in a park at the entrance to the city some years ago. Built for the United States Transportation Corps in World War I, it later passed into the ownership of the Penrhyn Slate Quarries in North Wales where it hauled slate, before being sent to Australia in 1940 to work at Fairymead Mill. Here it was fitted with modified tanks and a spark arrestor, and was converted from a 2-6-2T by having the leading truck removed. The BTTPS plan to restore the loco to working order.

Bundaberg News-Mail 28.8.78 via Alan Robert.

CSR LTD. Victoria Mill 610mm gauge

(see LRN 1 p.5)

Homebush, Hudswell Clarke 0-6-0 1067 of 1914 has been completely overhauled at the mill for retention as a working preservation project. It has been repainted in the Grey, Yellow & Black colour scheme last used for steam locomotives at the mill. *Homebush* was expected to be in use on 19 August when it was to haul passengers between Lucinda and Halifax in connection with a local school centenary.

Stack Talk 76

ROYAL NATIONAL ASSOCIATION Brisbane 610 mm gauge

Moreton, Krauss 0-6-0T 4867 of 1901 ex Moreton Mill was placed on display in the historical precinct at the Brisbane Exhibition Grounds during July. The loco had been "Preserved" in a park at Nambour before being stored at the property of Gordon Simpson, M.L.A who had plans of operating a tourist tramway venture at Yandina.

Stack Talk 76

SOUTH AUSTRALIA

EDITHBURGH PLATEWAY.

A few miles east of Stenhouse Bay lies the quiet fishing port of Edithburgh, once a busy centre exporting bagged wheat and salt, with the help of a mile or so of 3 ft 6 in gauge lines, from the town centre and foreshore down to the jetty. In May 1977, little remained apart from one standard flat truck on the jetty, and a few rails still in the roadside.

However, outside a small private museum in the main street, a most unusual plateway waggon, like a large, flat-topped dray, stood on a couple of iron rails of around 1800 mm gauge. These were in the form of a shallow angle with the guiding lip on the inside edge. Apparently there were once some miles of this track laid to bring bagged salt from local lakes. Unfortunately, the museum itself was closed at the time and no further details were recorded, but this would be well worth investigation on a future visit.

Lee Rodda 9/78

MILE END RAILWAY MUSEUM (SA) INC., Adelaide Gauges various

(see LRN 3, p.7)

Ex-SAR narrow gauge 2-6-0 Y97 (Beyer, Peacock 3147 of 1889) is being repainted in Hawthorn Green livery, while ex-SAR broad gauge units Railcar 8, F255 (4-6-2T Perry 255 of 1922) and 504 (4-8-4 Armstrong Whitworth 637 of 1926 (corrected - see LRN8)) have also been undergoing restoration work. A new steam loco is to be constructed for the 18 in gauge operating line, for which a new section car has been constructed by members.

Mile End Railway Museum Newsletter 6/78, 9/78

PICHI RICHI RAILWAY PRESERVATION SOCIETY 1067mm gauge

(see LRN 3 p.8)

The breaking of SA's three-year drought in dramatic style on 3-5 June meant that 50 members were stranded in Quorn for several days. Water was actually

seen flowing under local bridges, to the great delight of certain railway photographers. The railway dam at Quorn filled, now containing 8,000,000 gallons! Little serious damage was done to the Pichi Richi track, maintenance on the drains proving to have been well worth while.

Some trains have been run onto the Hawker line for the reclamation of track materials. Four miles of this line are retained by PRRPS. T 186 handled the work trains. The work of loading the trains with track materials has been done by beneficiaries of a state Unemployment Relief Scheme. A special members' train was also run on the Hawker line on the weekend of 15-16 July.

On the weekend of 29-30 April, the Third Field Squadron of the Royal Australian Engineers (formerly CMF), assisted the Society by placing new bridge timbers on the Saltia bridge, and in upgrading track on Curve 42. A triangle has been installed at Woolshed Flat, and T186 became the first loco ever to turn there on 21 May. A great deal of track work has been done between Pichi Richi and Woolshed Flat, and as a result, the first regular trains to Woolshed Flat were due to be run in the August/September school holiday. This running was to coincide with the centenary of Quorn township, and between 31 August and 9 September, twelve public trains were due to run plus a Quorn Reunion special and a Hawker line work train.

Boiler certificates have been renewed on the Society's three operational locos, 4-8-0 T186 (Martin 198 of 1909), and 4-8-2s W933 & W934 (Beyer Peacock 7410/1 of 1951). Work on the 2-2-0WT Rail Motor NJAB1 (Kitson 4356 of 1905) is progressing steadily, and this is to be a high-quality restoration job. Brake van G.B.4891, the Society's first piece of rolling stock has received an overhaul, and car 403 is nearing the end of its repaint and reroofing. Car *Lincoln* is in the shops and will be returned to service in near original condition with longitudinal seating and centre toilets.

The next major program is for the provision of more covered storage for rolling stock. While on the subject of buildings, the PRRPS has been given control of the ex-National Fitness Council camp at Woolshed Flat, formerly CR ganger's quarters.

Richard Atkinson 8/78

WARATAH GYPSUM, Stenhouse Bay. 610 mm gauge

On a trip to the southern foot of Yorke Peninsula in May 1977, a visit was paid to Stenhouse Bay, where until the 1960s the Waratah Gypsum Company operated a line to bring salt the three miles from Marion Lake for shipment. The company, having turned to road haulage for a few years, had then just recently abandoned the site altogether, and the land was reverting to the State as an enlargement of Innes National Park.

Little could be seen of the former system, but on a length of rails in front of the old company office, loco No. 301 stood at the head of a line of skips. This massively proportioned bar-framed 0-4-0 diesel was one of three from the Vulcan Iron Works (U.S.A.) to work the line. Before being put on display, its engine and bonnet panelling had been removed, and replaced by a sheet metal shroud of similar outline to the original.

Lee Rodda 9/78

TASMANIA

DON RIVER TRAMWAY (Van Diemen Light Railway Society Inc.) 610mm & 1067mm gauge

P O. Box 887, Launceston 7250

2-6-0 CCS23 (Beyer Peacock 4415 of 1902) was donated to the VDLRS by ANR during June. Previously, the loco had been hired on five occasions from the Government Railways at a cost of around \$2,000.

Heemskirk, ex-Emu Bay Railway No 8 (4-8-0 Dubs 3856 of 1900) was removed from its resting place at Hilder Parade, Burnie by slewing the ANR Western line to connect with a temporary track laid down to where the loco stood. A local diesel shunter was then able to remove the loco. It has been placed in store at the old EBR loco shed to be prepared for towing over ANR metals to Don Junction.

MA2 was being worked on with a view to its being operable for the summer. All valves and fittings are being overhauled on this Pacific, Robert Stephenson & Hawthorn 7421 of 1951. Work on the Fowler 0-6-0T (5265 of 1887) is continuing slowly, restoration of the tubeplates requiring specialist attention. 610 mm gauge Hunslet 0-4-2T (1844 of 1936) has been dismantled for boiler washout and inspection.

Steam Echoes 15 & 16.

ELECTROLYTIC ZINC COMPANY OF AUSTRALASIA LTD, Hercules Mine, Williamsford 610 mm gauge

I visited Williamsford on 24 May 1978, and inspected the bottom of the incline to the Hercules Mine, which is a small, underground lead-zinc mine. Ore is brought down the 2 ft (610 mm) gauge, double track incline in two large bogie trucks, which are operated in balance. Near the bottom of the incline, ore is dumped from the trucks and loaded into small skips for transport by aerial ropeway to the mill at Roseberry. At the bottom of the incline, the tracks curve round and end in a few sidings. At the time of my visit, the incline and aerial ropeway were working, and there was a passenger car and a small

underground battery locomotive (minus battery) at the bottom of the incline.

Anthony Weston 7/78

MOUNT BISCHOFF. 914 mm gauge

Mount Bischoff is about one kilometre north of the township of Waratah, and is the site of abandoned open-cut and underground mine workings. Tin mining commenced at Mount Bischoff in 1873 and continued until 1947. Since 1947, tin mining in the area has only been small scale. I visited the open cut workings on 22 May, and saw at least three 3 ft (914 mm) gauge, four-wheel bottom dump trucks in varying states of repair, as well as the remains of small narrow-gauge box or end-dump trucks. There was also a 3 ft gauge truck, similar to those at Mount Bischoff, located in the grounds of the public library at Waratah. These 3 ft gauge trucks were apparently used on the railway which transported ore from the mine workings to the mill in Waratah. The railway used steam, electric and petrol motive power at various periods up to 1947.

Anthony Weston 7/78

VICTORIA

ATKINSON-HOLLAND THOMSON YARRA TUNNEL PROJECT, East Warburton. 762mm gauge?

An auction was due to be held at East Warburton on 12 & 13 September of equipment used on this project. The rail equipment to be sold comprised:

10 - Baldwin 12 ton locos	47 Moore side tipping muck cars, 7 cu. yd
6 - Baldwin 8½ ton locos	19 Flat cars.
2 - Elmco Model 40H muckers	9 Rail cars - 40 ft
	Rail line, steel, RSJ

Sunday Sun 3/9/78.

BURRENGEEN PARK Marysville. 1067mm gauge

A 1067 mm gauge 0-6-0 internal combustion Day tractor with a Fordson engine is "preserved" in Burrengeen Park, Marysville, together with two timber bogies supporting a large timber log. The engine has been painted blue, but no other attempt has been made at restoration, and the locomotive is open for children to clamber all over.

I do not know where the locomotive came from, but the following are some thoughts: my records say that Anderson's tramway near Marysville was 914

mm gauge. The line closed about 1968 and did have a locomotive fitting the above description, except for gauge. The Marysville Historical Society was trying to establish a permanent display featuring this tractor, which was seen at the mill in 1967. The Goodwood Timber and Trading Co., Noojee, was 1067 mm gauge, and did have an 0-6-0D Day-Fordson built in 1936 which was sold after closure in 1939. Brimbonga sawmill, Warburton, had one tractor built by Day, which was abandoned in the bush, and was said to be scrapped by 1972. Unknown gauge.

Peter L. Charrett 7/78

GEELONG STEAM PRESERVATION SOCIETY 1067 mm gauge

P.O Box 166, Belmont 3210 (see LRN 5 p.9)

GSPS has been granted \$100,000 to establish a narrow gauge tourist railway on the disused Drysdale to Queenscliff line. The grant is on a two-for-one basis, which means the Society must raise \$50,000, of which Bellarine Shire and Queenscliff Borough Council will contribute \$34,000. The Society hopes to have the 3 km section from Queenscliff to Laker's Siding operating by Christmas. VicRail will lease the rail reserve to the Society long-term, at nominal rent. The section of line from Drysdale to South Geelong has been retained by VicRail ready for any possible extension of the line in the future.

Locomotive M6 (4-6-2 Robert Stephenson & Hawthorn 7429 of 1951) was steamed at Queenscliff station on June 22-23. PB15 454 (4-6-0 Walkers 99 of 1909) is currently running the passenger services at Belmont, while locos T251 (4-8-0 Walkers 276 of 1915) and No. 6 (0-6-0ST Vulcan Iron Works 2539 or 2541 of 1916) are awaiting boiler inspection.

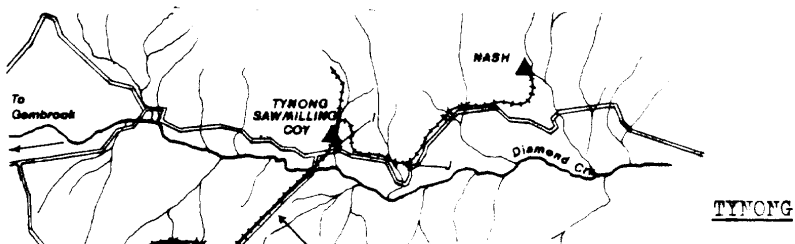
Moves have been made towards obtaining ex-Fyansford Cement Works 0-6-0ST No.5 (the sister engine to No.6 above) from Jubilee Park, Ringwood, with a view to restoration to running order. A deposit has been placed on NSWGR BOB cars owned by the ARHS ACT Division, which will be converted to 1067 mm gauge for use on the Bellarine Peninsula Railway if an appeal to raise the necessary finance is successful. Meanwhile, work has been done on salvaging parts from the interiors of derelict VR Tait cars at Newport Workshops. Two broad gauge oil tanker wagons have been donated by BP Australia for conversion to narrow gauge.

Geelong Advertiser 26.6.78, Bellarine Peninsula Echo 28.6.78 via N.F Murray, The Commoner 7/78

MELBOURNE ZOO. 610 mm gauge

(see LRN 4 p. 12)

A brief visit here in July 1978 brought the disappointing discovery that

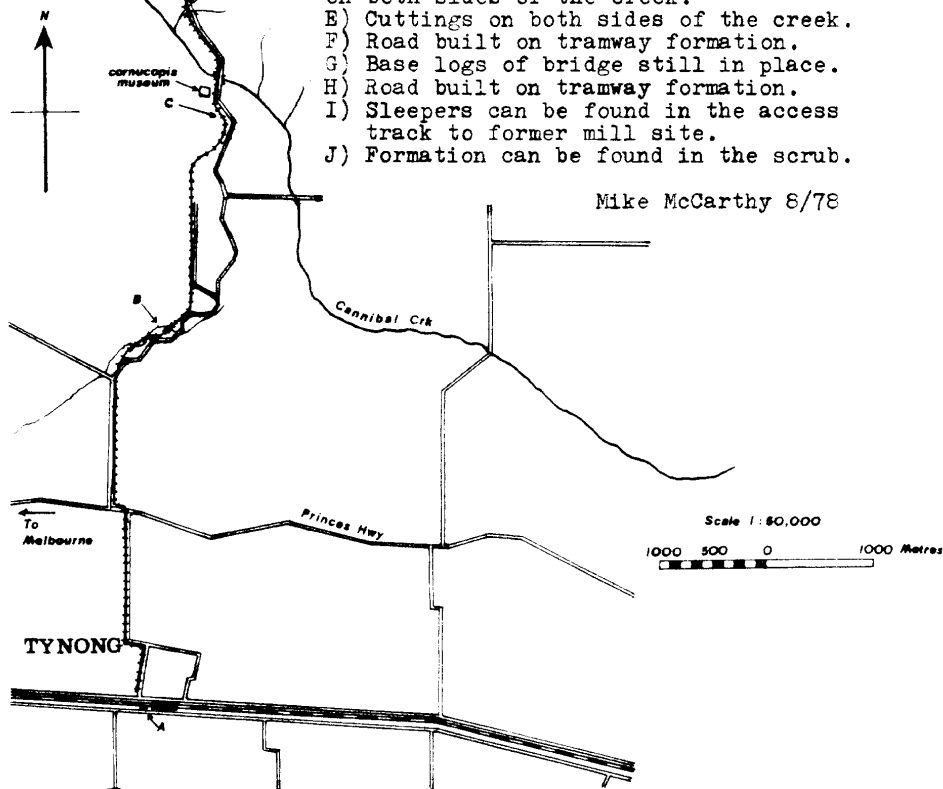


In 1913 the Tynong Sawmilling Coy. constructed a tramway from the Company mill on the Diamond Creek to a point just short of the Tynong Railway Station. A few years later H. Nash extended the tramway to his mill about 2 kilometres away.

The tramway ceased operating about 1920, however fifty eight years later some remains can still be found at the following points:-

- A) The dam used for watering horses can still be found on the South side of the railway.
- B) Formation visible.
- C) Formation can be found in the scrub.
- D) Cuttings and bridge timbers can be found on both sides of the creek.
- E) Cuttings on both sides of the creek.
- F) Road built on tramway formation.
- G) Base logs of bridge still in place.
- H) Road built on tramway formation.
- I) Sleepers can be found in the access track to former mill site.
- J) Formation can be found in the scrub.

Mike McCarthy 8/78



the 2 ft gauge miniature railway which was a feature for so many years, had been lifted. The formation was grassed over, although the tunnel, the girder bridge, and, surprisingly, the semaphore signal, were still in place.

A “train ride” had appeared in the amusements compound, being a fairly tight circle of apparently 2 ft gauge, on which a 4-2-0 petrol contraption chased its tail of two open trolleys.

Lee Rodda 9/8

TYNONG

In 1913 the Tynong Sawmilling Co. constructed a tramway from the Company mill on the Diamond Creek to a point just short of the Tynong Railway Station. A few years later H. Nash extended the tramway to his mill about 2 kilometres away.

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- A The dam used for watering horses can still be found on the South side of the railway.
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- E Cuttings on both sides of the creek.
- F Road built on tramway formation.
- G Base logs of bridge still in place.
- H Road built on tramway formation.
- I Sleepers can be found in the access track to former mill site.
- J Formation can be found in the scrub.

Mike McCarthy 8/78

EMERALD TOURIST RAILWAY 762 mm gauge

(see LRN 4 p.11) ETRB_LRN003

On 19 August, Puffing Billy's two millionth passenger was carried. This day was also significant in that locomotive 14A was released to service in VR “Canadian Pacific” Red livery. This is as an experiment to determine the feasibility of a variety of colour schemes.

The PBPS “Image” Committee has recently made recommendations about various aspects of locomotive appearance. Regarding paint colours, the following recommendations were made:

3A - Baldwin Green - Light Ivy Green with Gold lining (this livery was not

actually carried by this loco, but represents that applied to the original Baldwin locos, 1A & 2A), or as an alternative, VR Green livery - Two-tone Green with White lining.

6A - VR Green livery.

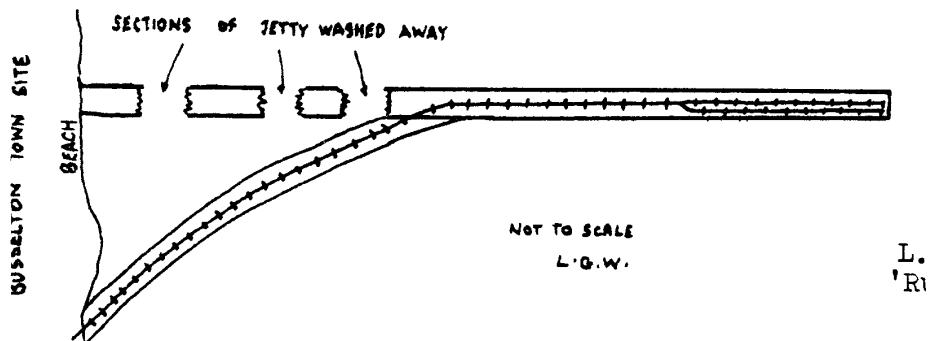
7A - VR Red livery - Canadian Pacific Red and Chocolate with White lining

8A - VR Black livery - all over Black.

12A & 14A - VR/PBPS livery - Black with Red headstocks, valances and handrails.

In addition, it was recommended that as the locomotives are preserved on an "operating museum" railway, it is desirable that each NA be restored to the historical configuration appropriate to the historical period represented by the colour scheme.

After the return of 6A to service in March, a special test train of 13 vehicles was pulled by double headed 6A and 12A to check draft gear performance. During the run, steam was shut off on 12A, but 6A was able to carry on regardless! 14A has been retubed and received a valve machinery overhaul; a new bunker and cab end plate were fitted. Progress on the reconstruction of 8A has been slowed by a delay in boiler construction. New wheels were obtained for the Ruston diesel (296058 of 1951), which were pressed on the



axles by the Tramways workshops at Preston.

Narrow Gauge 70

WESTERN AUSTRALIA

BUSSELTON JETTY TRAMWAY 1067 mm gauge

(see LRN 4 p. 13)

Since Cyclone Alby's damage to the jetty, operations have ceased, although the railway is still complete. Contrary to popular belief, the rail jetty was not washed away, the crossbracing to enable it to take heavier loads of rail vehicles saving it, although rail alignment has shifted in some places. The walking jetty was the part that suffered due to the weather and was washed away in three places.

In fact, rail trolleys and Kalamazoos have been used on the rail to ferry debris, volunteer workers and equipment in the cleaning-up operation.

L G. Watson, 7/78, Rusty Rails 7/78

ANACONDAS REDROSS NICKEL MINE. Widgiemooltha. via Kalgoorlie.

A disposal of plant was due to be held on 2-3 August. Included for sale was a Gemco 3½ ton underground locomotive (battery electric?) and three Granby 66 cubic foot trucks built by Gemco, as well as other underground equipment such as bidders that operate on rail tracks.

Rusty Rails 7/78, David Whiteford 8/78

L. WHITEMAN, MUSSEL POOL. Caversham. 610 mm. gauge

Two steam locomotives of this gauge are situated at a private park at Caversham, WA. Named "Mussel Pool" and owned by Mr L. Whiteman, the founder of a leading brick works in the Swan District, the park has been in the news recently as Mr. Whiteman wishes to hand the park over to the Government as a State recreation area.

The locomotives were purchased by Mr Whiteman during the 1960s. Both came from the Kalgoorlie area. The smaller one is a Krauss built 0-4-0WT locomotive (B/No,2181 of 1889). Originally from Victoria, it came to Western Australia to work with the East Murchison United Gold Mines before being sold to Western Machinery Co., Kalgoorlie, where it stayed until 1963. In that year, it was taken to Midland Workshops (WAGR), and stored until 1975, when Mr. Whiteman took delivery of it at Caversham. Unfortunately, the condition of the little loco is derelict, as it is virtually boiler, frame, wheels, and half the cab, with many parts missing. On the last inspection it was still unpainted, and presented a sorry sight,

The second locomotive is a Mallet 0-4-4-0T, originally from the Magnet Tramway of Tasmania. Two Mallets were purchased from the Island State during the 1930s by WA gold mine, Great Boulder Ltd., Kalgoorlie. Only one was used in WA, and included many parts of both. Its state at Mussel Pool is nearly complete, and it is painted red and blue. (Believed to be Orenstein & Koppel 2609 of 1907 according to my records - Ed.)

The park also contains many other items, such as early tractors, portable

boilers, steam shovels etc.

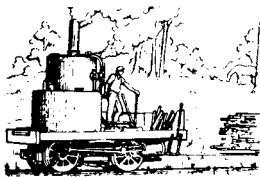
L. G. Watson, 7/78

**WESTERN AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION
INC. Gauges various.**

(P.O.Box 237, Cloverdale 6105)

The three hoppers mentioned in LRN 4 were acquired from a metropolitan scrap dealer on 24 April 1978. They are in fact side discharge vehicles, and represent some of the modern equipment from Lake View & Star. These 610 mm gauge large capacity wagons are in quite reasonable condition, and are fitted with roller bearings, coil spring suspension, and Lake View & Star's link pin coupling system. Two have the added feature of handbrake and platform for brakeman at one end where the brake wheel could be operated. It is thought that these wagons were used at the end of a typical LV&S train in the capacity of brake van. Another modification on one of the braked wagons was the provision of a caged bracket for a tail light. A plate stating the builder to be Malcolm Moore of Melbourne is exhibited on a wagon side, and as with most LV&S equipment, a canary yellow paint scheme predominates.

L.G. Watson 7/78



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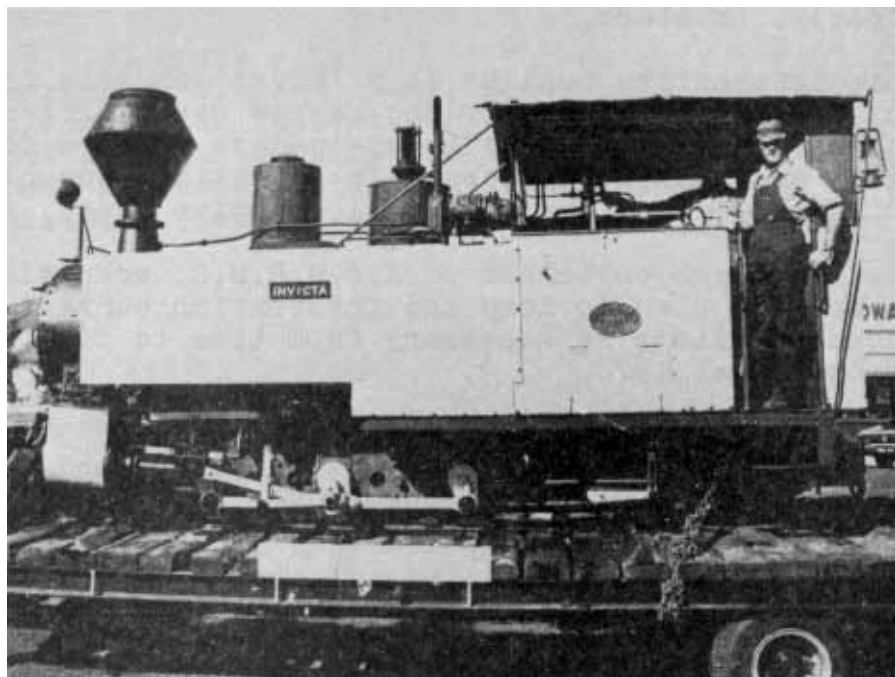
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Cairns (Hudswell Clarke 0-6-0 1706 of 1938) in operation at the Illawarra Light Railway Museum Society's Albion Park site on 12 August.

Photo: I.L.R.M.S.



Qunaba Mill's *Invicta* (John Fowler 0-6-2T 11277 of 1907) displayed by members of the Bundaberg Tourist Tramway Preservation Society in Bundaberg's Harvest Festival in October.

Photo: Bundaberg News-Mail

EDITORIAL

One of the purposes of LRN is to inform readers of places of Light Railway interest around Australia so that they can become better known and be visited by enthusiasts. In spite of the many reports which have been published about locations not known to more than a handful of enthusiasts, very few "follow-up" reports by readers who have visited these locations have been received. There are many details awaiting recording and publication about all aspects of light railway operation. Whatever your interest is, why not send in details for publication? In particular, any changes from the situation last recorded in LRN should be notified so that everyone can be informed for future reference.

One problem facing the editor in dealing with some reports is the lack of precise detail about locomotives in some correspondents' news. Wheel arrangement and basic information about engine and transmission in the case of internal combustion locos is invaluable. Also builder's number should

be given wherever possible. This makes it much easier for researchers to trace locomotives which may have moved around during their lifetime. While on the subject of loco details, readers will note how I have used the convention commonly used in Britain to distinguish between small internal combustion locos. For example, 0-4-0DM means a four-wheeled diesel-mechanical loco with wheels connected with coupling rods, while 4wDM means a four-wheeled diesel-mechanical with wheels connected by chains or similar.

I wish to extend to all readers best wishes for Christmas and for the New Year.

BOOK REVIEW

AUSTRALIAN SUGAR INDUSTRY LOCOMOTIVES

56pp. duplicated inc. 18 diagrams of diesel locomotive types and eight area maps. Compiled by John Browning and David Mewes. The Australian Narrow Gauge Railway Museum Society, Brisbane.

This informative booklet is a 'First' in this field as it provides an invaluable reference for the narrow gauge (2 ft or 610 mm) railway enthusiast for it contains up-to-date rosters for all Queensland Sugar Mills and Bulk Sugar Terminals operating locomotives, including builders, builder's serial numbers and locomotive types, fully annotated.

Its compilers on behalf of A.N.G.R.M.S. acknowledge the assistance of others and plan to keep the information current by the issue of amendment lists as necessary from time to time. The information listed is at August 1978.

As a guide for those interested in the over 300 locomotives - now alas almost wholly diesel - used by the Queensland sugar industry on almost 2000 miles (3200 km) of 610 mm gauge track by 28 mills and the four bulk sugar terminals, this booklet is invaluable.

The scale of operations on these tramways (i.e. railways) is surprising: trains or up to 1000 tons are hauled on the Victoria Mill (CSR) system of 150 miles served by 20 mainline locomotives. The longest haul involves a round trip of 70 miles from the mill!

The cane tramways work during the winter 'crush' for six months each year from June to November, after which both locomotives, rolling stock and track receive heavy maintenance.

In addition to the mills themselves, the booklet lists the locomotives used at the four bulk sugar terminals served by rail; there are useful notes on the locomotive builders, their classification and numbering practices, and there are indexes to the maps, the mills and the locomotive drawings which are

scaled 3.5 mm to the foot.

What may surprise some readers is the sophistication of many of the operations which now employ radio-controlled brake wagons activated from the locomotive (continuous brakes are not yet in vogue) and quite a number of mills employ radio control, ballast tampers and other machines for track maintenance.

At the give away price of \$1.50 plus 40c. for postage and packing, this is indeed a bargain. Copies are available from Ray Ellis, A.N.G.R.M.S. Sales Officer, 152 Copperfield Street, GEEBUNG 4034 Queensland or the L.R.R.S.A. (see sales list).

JLB 10/78

NEW SOUTH WALES

E.M.BALDWIN & SONS PTY LTD. Castle Hill, NSW.

Four locomotives are known to have been on order, or delivered by this manufacturer during 1978. 610 mm gauge B-B DH 7240-1-4-78 of 1978 left Baldwin's in April for South Pacific Sugar Mills, Fiji. It was probably the same loco which was pictured in the *Fiji Times* of 12 June, being unloaded from a boat at Lambasa Mill. A 1067 mm gauge 4wDH flameproofed 20 tonne loco was delivered to Bellambi Coal in April. A 610 mm gauge 4wDH 12 tonne loco was delivered to CSR Ltd., Goondi Mill in August. A 1067 mm gauge B-B DH 40 tonne loco is on order by Australian Iron & Steel Collieries. This flameproofed loco will be Baldwin's first underground bogie loco.

A.R.H.S. Bulletin Supplement 11/78, Industrial Railway Society Bulletin 247, Keith McDonald 8/78.

CENTRAL PARK RAILWAY. Forresters Beach 610 mm gauge

(see LRN 3 p.3)

Proprietor Kevin Ruby completed track relaying at Forrester's Beach in the first week of September. The 'Simplex' loco, Motor Rail 4wDM 11023 of 1955 was in use on 4 September. However, the John Fowler 0-6-0DM 16830 of 1925 does not seem to be used much. The track on which the Steam Trains Pty Ltd locos had been stabled had been lifted, and no signs of their tenancy remained. (see LRN 6 p.6)

Len King 9/78

STEAM TRAINS PTY LTD. 610 mm gauge

(see LRN 6 p.6)

After a long wait, approval in principle has been given for the St.Ives

Showground railway project by the NSW Minister of Lands. Ku-ring-gai Council is to reaffirm its approval granted in 1976. Approvals have still to be obtained from the Department of Main Roads and Police Department.

The line will be approximately 1.7 km in length and run through bushland at the rear of the Showground. The line will be constructed in 23 kg rail spiked to treated wooden sleepers in blue metal ballast. The sharpest main line curve will be 36 metres radius and the steepest grade 3%. It is hoped work can commence in 1979.

NSW Digest, 11/78

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY, Albion Park. Gauges various

(P.O. Box 1036, WOLLONGONG 2500)

Cairns Hudswell Clarke 0-6-0 1706 of 1938 was steamed every weekend following its first steaming in early July, principally to enable drivers in training to log the required hours. It was soon discovered that the sight of a loco in steam attracted passers-by on the adjacent Illawarra Highway. This was capitalised on by placing a donation box in a prominent position on top of the firebox, and offering footplate rides. In this way a small but significant income is provided. However, such activities with *Cairns* were brought to an abrupt halt when the Department of Labour and Industry revoked the boiler ticket. The reason would appear to be discrepancies in the records regarding thickness of the firebox tubeplate. A DLI boiler inspector is scheduled to inspect the boiler in the near future and it is hoped that the situation will be speedily resolved.

The Davenport 0-4-0ST (1517 of 1915/1595 of 1917) has been given a ticket for 689 kPa (100 psi) and was steamed for the first time on Saturday 14 October. It is a rough rider with a touchy regulator. The former characteristic is probably due in part to its high centre of gravity and to its being less than 2 ft gauge - most probably 60 cm. A less than armchair ride is experienced when the loco runs through check rails and across points. Difficulty has been experienced in packing the piston and valve rod glands and steam still leaks at these points. Special white metal seals are required and the services of a professional steam fitter have been obtained to overcome this problem,

Shay locomotive No.2 (Lima B/n 2097 of 1908), which until recently was generally referred to as a relic, has lately taken on the appearance of a locomotive. Timber framework for an American style cab has been bolted into position, and the name of the original owners, A. & D. Munro, has been lettered-in white on the sides of the bunker. No.2 is resting on 2 ft gauge bogies in the work compound, while the remains of No.1 (Lima B/n 906 of

1904) and parts of both locos are stored elsewhere at the museum. Both locos were recovered from Palm Tree, Qld in 1974, and worked on the 2 ft 6 in gauge Munro's Hampton Tramway (see *Light Railways* 61)

The frame of the Perry 0-6-2T 7967-49-1 of 1949 was recently lowered onto its wheels, and with members holding coupling rods into position, was shunted briefly by the Ruston diesel. The Perry had been stripped for a particularly thorough job of restoration. Unfortunately, other priorities have meant that work on the loco has all but ceased in the past few months.

Tongue and groove floorboards have been laid in the passenger saloon car referred to in LRN 5 p.5 and work is proceeding on wall and roof cladding. Seating will be courtesy of J.Hills, Wollongong, who donated a former government 31 seater bus minus engine. Modifications to the bogies to improve ride quality have been undertaken but have yet to be trialled.

The Society participated in the Model Train '78 exhibition held in the Keira Boys' High School hall over the weekend of 26 and 27 August. Society members manned a stall inside and outside member Richard Youl operated his 2 ft gauge half-size Birney tramcar on 85 m of portable track and overhead. A set of car batteries with appropriate charging and back up equipment provided the power. It was a successful weekend, particularly from a financial point of view.

The Ruston diesel (4wDM 285298 of 1949) has been painted green and recently spent several hours propelling an improvised but effective track cleaning vehicle around the electric tramway at Albion Park. Work is well advanced for overhead wiring for the tram.

John Reynolds 9/78, 10/78

SYDNEY LIGHT RAILWAY SOCIETY LTD 610 mm gauge

P.O . Box 105 PANANIA 2213)

The 610 mm gauge light railway that formerly operated at the Southern Highlands Transport Museum, Colo Vale (see LRN 2, p.4) has now ceased operations and the track has been lifted and stored pending removal.

The operating group of the Highlands Light Railway is to form a new company, Sydney Light Railway Society Ltd, to take over the assets of the ELR. The line will be relocated to a new site at Menangle which affords greater public access, longer trackage, and an easier grade.

Present rolling stock consists of 1 0-4-0WT Hudswell Clarke 1423 of 1922 built for agents Robert Hudson and ex National Portland Cement, Maria Island, Tasmania and Corrimall Coal Co., NSW, and 2 4wDM F.C.Hibberd 2380 of 1941 ex NSW; Public Works Department. In addition there are two bogie carriages which use regauged 20 in bogies ex Balls Head Coal loader wagons.

It is intended to run a regular tourist railway-when established. Also operating at the same location will be the NSW Steam Preservation Society Co-op who are moving their equipment from Ingleburn. A possible name for the new enterprise could be Menangle Steam Park.

Paul Simpson 11/78

T.A. MELLEN PTY LTD, Picnic Point. 610 mm gauge

The electrical contracting firm of T.A. Mellen Pty Ltd. of Villawood, NSW, have been awarded a contract to lay cables for the Electricity Commission of NSW over a difficult route between Picnic Point substation and the City of Sydney.

Although the majority of the cable laying involved the digging of trenches along various main streets and the provision of several special bridges over creeks etc., one mountain side section adjacent to Henry Lawson Drive between Salt Pan Creek and Little Salt Pan Creek proved that a tunnel was required and so work commenced on a 100 metre tunnel some 3 m diameter approximately.

As work on the tunnel face proceeded, a 610mm (2 ft) gauge railway was progressively laid down, the track, 20 lb/yard in 3 metre lengths carrying a Gemco 'Trammer' 0-4-0BE built by George Moss Pty Ltd. of Leederville, WA. The loco would haul a single Gemco 22 cubic feet side tip wagon from the workface to the Liverpool end of the tunnel for dumping of the spoil.

The track, loco and wagon were removed during September 1978 when the tunnel was completed. This rolling stock appeared to be ex Metropolitan Water, Sewerage & Drainage Board equipment possibly purchased at the MWS&DB surplus equipment auctions.

Paul Simpson 11/78

QUEENSLAND

ANSETT TRANSPORT INDUSTRIES LTD. Hayman Island. 610 mm gauge

The loco working trains from the jetty and helipad to the main resort area was Ruston & Hornsby 4wDM 285339 of 1949, Type 30DLU. This loco is painted black and red and is ex Victorian State Rivers & Water Supply Commission. A second Ruston & Hornsby, apparently a new arrival, was also seen. This is 4wDH 179872 of 1936, type 18/21 hp. It started its working life at the British War Department's Corsham Depot before coming to Proserpine Sugar Mill, where it was derelict by 1972. It left the mill in 1977 to be rebuilt at Airlie Beach by Joe Hawkes (see LRN 4, p.10). It had received a new engine and radiator and was painted green, but was not yet in service and was lacking

bodywork. A third locomotive, apparently a 'Simplex' Motor Rail 4wPM with a four-cylinder Standard car motor was also observed. Its identity is unknown. The island has had a 2ft gauge railway system since at least 1950, and further details of its locomotives and rolling stock would be welcome.

George Bond 8/78, Editor.

AUSTRALIAN NARROW GAUGE MUSEUM SOCIETY 610 mm gauge

(P.O. Box 270, NORTH QUAY 4000) (see LRN 6, p.7)

On the weekend of 18-19 November, the Society operated its first steam trains on the occasion of the opening of the Brisbane cross-river rail link. The Society was invited to take part in the 'Rotary Railway Revel' by operating a tramway adjacent to the south bank of the Brisbane River in South Brisbane. Twenty 8-yard panels of track were prefabricated from new sleepers and ex-Australian Army rail. The locomotive used was Pleystowe Mill No.5 (Bundaberg Foundry 'Bundaberg Fowler' 0-6-2T 5 of 1952). This locomotive had previously been partially dismantled and was in good condition so a decision was made to prepare it for boiler test and to repaint it in mill colours of Hawthorn Green and Red. Work started in June to prepare the locomotive and was delayed by members' work commitments at weekends and by the absence of some boiler washout plugs. When new ones were made, difficulty was experienced in getting them to seat properly. However, the locomotive passed a hydrostatic test in early November and was given a ticket for full pressure (180 psi). It was steamed for the first time since 1965 on 11 November. Track was moved onto site and bolted together in the week following. The loco was hurriedly reassembled by craning into position the cab and tanks. In the meantime, a four-wheeled carriage from the now closed Children's Adventureland at Samford, was obtained and modified for use. Rolling stock was moved onto site on 17 November.

When the locomotive was steamed the following morning, the only problems encountered were briefly experienced injector blockages caused by debris washed out of the tanks. The loco worked without any further difficulties for two days, operating from 1 to 11 pm on 18 November, and 10 am to 8 pm on 19 November, covering more than 26 miles and hauling more than 1400 passengers. This trouble-free operation reflected the care it received at Pleystowe Mill and the work which went into its overhaul.

The Society displayed South Johnstone No.5 (Hudswell Clarke 0-4-2T 1705 of 1938 built as John Fowler 22752) in the Warana Procession of 30 September and the Wynnum Spring Fair Procession on 14 October. In these events, the locomotive whistle was blown by using a supply of compressed air from a small compressor on the float.

Editor 11/78

GIBSON & HOWES PTY LTD. BINGERA MILL 610 mm gauge

On a visit on 27 August, *St.Kilda*, an E.M. Baldwin rebuild of an-ex Snowy Mountains scheme 0-6-0DM was seen without its name, seemingly lost as a result of a slack season repaint. This loco is now an 0-6-0DH and carries Baldwin rebuild number 6-2179-1-6-67 of 1967. Three locos were seen dismantled and under overhaul near the workshop. These were Hibberd 'Planet' 4wDM 3919, a Bingera-rebuilt Ruston & Hornsby Type 48DL (4wDM 387893 of 1955), and an unidentified Malcolm Moore 4wDM with a Perkins 4-cylinder engine. The other locos were around the mill with the exception of three stationed at Wallaville (the site of the old Gin Gin Mill), and one at McIlwraith for working the light lines in that area. The Wallaville locos are *Thistle* 0-6-0DM Com-Eng A1207 of 1955, *Invicta* 0-6-0DM Com-Eng A1513 of 1956 and a Malcolm Moore converted from 4wPM to 4wDH. The McIlwraith loco is another Malcolm Moore 4wDM. The long haul from the mill to Wallaville has been the scene of many unsuccessful attempts to introduce a 'Locotrol' operation using Baldwin B-B DHs. However, it seems that the problems have at last been overcome for on 17 August, *Oakwood* and *Givelda* (E.M. Baldwin 5800-1 -5-75 & 5800-2-6-75 both of 1975) were seen acting as 'master' and 'slave' locos at either end of trains on this line.

Stack Talk 77, Sunshine Express 11/78, Editor.

ISIS CENTRAL SUGAR MILL CO. LTD, ISIS MILL 610 mm gauge

Because of poor weather conditions, only a very short crushing season was forecast for 1978. As a result, there was plenty of time to spend on the maintenance of the mill's loco fleet. Loco 9 Clyde 0-6-0DH 75-812 of 1975, of model HG-3R had previously received cylindrical auxiliary sand reservoirs on each side of the radiator grille. The other six Clyde locos, all the smaller DHI-71 type have received the same treatment this slack. These locos are as follows:

3	0-6-0DH	Clyde	55-66	1955
4	0-6-0DH	Clyde	56-113	1956
5	0-6-0DH	Clyde	58-191	1958
6	0-6-0DH	Clyde	59-204	1959
7	0-6-0DH	Clyde	61-220	1961
8	0-6-0DH	Clyde	64-385	1964

PVC blinds were being fitted to these locos on 27 August, and in addition, every locomotive had been repainted in the mill colours of grey, light yellow, red, and green.

Two brake wagons had arrived from E.M. Baldwin a few weeks before. Brake wagon No.1 was coupled to loco 6, which was to work to Goodwood during the crush. No.2 was coupled to Baldwin loco 10 (B-B DH 7267-1 6-77 of 1977) which was to work to Farnsfield. Both brake wagons carried the same builder's number on the control console (7937-1-7-78), and are of type BV24 (24 tonnes). One will be B/n 7937-2-7-78.

The mill's other two locos are Fowler diesels. Loco 1 (20776 of 1935) and 2 (4110019 of 1950) were seen near the mill. Both were rebuilt by the Bundaberg Foundry, in 1955 and 1954 respectively.

One of the old steam locos still lies derelict. This is a Sharp, Stewart 0-4-2 (4619 of 1900), formerly 9 on the mill's roster. It started life as a Tasmanian Government Railways 0-4-2T (see LRN 4, p.9). It recently came into the possession of the Childers Lions Club, and has reportedly been purchased by someone in Sydney. Hopefully, it may one day be restored to operating condition.

Stack Talk 77, Alan Robert 10/78, Editor.

THE MILLAQUIN SUGAR CO. PTY LTD, MILLAQUIN MILL Bundaberg 610 mm gauge

(see LRN4, p.9)

No fewer than four navvy linecars were seen in the loco shed on 27 August. All had recently received a repaint and were yellow in colour. One is diesel engined with a hydraulic transmission and belt drive onto both axles. It is normally stationed at the mill. There were also three basically similar petrol engined units built on cane truck frames. The Kohler 12 hp engine drives onto the rear axle via a hydraulic drive. Only one of these units has previously been regularly seen at the mill, so the other two must presumably be stationed at out-depots. By the end of October, the mill's two remaining Bundaberg Fowlers, 0-6-2T 6 and 0-4-2T 8 (Bundaberg Foundry 6 & 3 of 1952) had been put to work at Qunaba Mill to cover loco failure there. This left 9, Perry 0-4-2T 9737-45-1 of 1945 mouldering away by the loco shed.

Stack Talk 77, Alan Robert 10/78.

THE MILLAQUIN SUGAR CO. PTY LTD. QUNABA MILL 610 mm gauge

(see LRN 4, p.9)

The three Perry 0-6-2Ts, 1 *Delta* (7967-50-4), 2 *Skipper* 1850-46-1) and 3 *Flash* (6140-48-1) have all received new, larger tanks. During August and September, *Delta* and *Flash* were seen in operation along with 4 Jumbo (0-6-2T Bundaberg Foundry 1 of 1952), renumbered since last season. Millaquin's Bundy Fowler 6 (0-6-2T Bundaberg Foundry 6 of 1952) was also seen at

Qunaba during this period, where it had been apparently sent for repairs. It received new piston rings, and was sent for a trial run on 28 August. However, by 30 October, the position had completely changed. *Delta*, *Skipper* and *Jumbo* were all out of action, reportedly withdrawn for the rest of the season with boiler troubles. Working alongside *Flash* were Millaquin's 6 and also 8 (0-4-2T Bundaberg Foundry 3 of 1952).

Meanwhile *Invicta* 0-6-2T John Fowler 11277 of 1907 is out of use and its boiler ticket has expired. It was exhibited during October in the Bundaberg Harvest Festival Procession by the Bundaberg Tourist Tramway Preservation Society.

Stack Talk 77, Len King 9/78, Alan Robert 10/78, Bundaberg News-Mail via Alan Robert.

MORETON CENTRAL SUGAR CO., MORETON MILL, NAMBOUR 610 mm gauge

On a visit on 16 August, all the mill's main-line locomotives were seen in service, including the ex-Innisfail Tramway locos, which remain in QR livery (see LRN 1, p.4). However, *Sandy*, a Malcolm Moore 4wPM (1051 of 1943), the last petrol-engined Malcolm Moore in sugar mill service, and the main character in a children's storybook (*Sandy the Cane Train* recently re-released in a new edition by Angus & Robertson), was seen dumped out of use without its gearbox. Steam loco *Eudlo* John Fowler 0-6-0T 16207 of 1925 remains out of use in the mill yard. A new deviation of the Valdora tramline was almost complete at the time of visit. It cuts out a difficult and lightly laid upland section with a more direct line, laid in 601b rail.

Stack Talk 77

MOUNT MORGAN MINES 1067 mm gauge

One electric locomotive was seen in use over 400 yards of track on 15 September, hauling QR wagons of lime. Power supply is by 600v. overhead supply, with trolley collection.

Len King 9/78

SUNSHINE PLANTATION, Forest Glen 610 mm gauge

(see LRN 2, p.7)

The fire which destroyed the main building on the night of 10 September did not prevent operation of the railway, although the first train of Monday 11 September, which ran at 10.30 am, operated from the depot rather than the station, as police searched for clues to the identity of the burglars/arsonists.

Len King 9/78

SOUTH AUSTRALIA

MILE END RAILWAY MUSEUM (SA) INC. Gauges various

(see LRN 6, p 8)

A 1000 ft circuit of 18 in track runs around the museum complex. There is also about 800 ft of sidings. One steam loco is used at present, an 0-4-2 built by Clarrie Hall of Mildura and now owned by John Norris. Internal-combustion locos are a 4-2-0 powered by an Austin car engine and built at the Museum, and a four-wheeled petrol loco with a Moffat/Virtue 4-stroke 4 hp engine converted from 2ft gauge and formerly ex Barry's Brickyard, Torrensville. There is also a 4 wheeled section car built recently by I. Thomas, R.& R. Sanders and R. Humphries. Another 0-4-2 steam loco is under construction. Much of the rolling stock consists of ex 2ft gauge equipment.

Rob Sanders 8/78

STEAMTOWN PETERBOROUGH PRESERVATION SOCIETY 1067 mm gauge

(see LRN 3, p 6)

It is reported that two W class 4-8-2s and a Pmr 4-6-2 have been purchased from WAGR for use in South Australia, and it is believed that these will be going to Peterborough.

Rusty Rails 11/78

TASMANIA

SECOND RIVER TRAMWAY Karoola 610 mm gauge

(C/- 12 Melbourne Street, LAUNCESTON 7250), (see LRN 5 p.9)

The wiring of electrical lighting on Krauss loco No. 2 0-4-0T 6067 of 1910 was completed and tested early in November. Exterior work on the guard's van being built in Launceston is now completed and external painting in green is underway. Further ballasting of the line will be carried out over the next few weeks.

Ralph Proctor 11/78

WEE GEORGIE WOOD STEAM RAILWAY INC., Tullah 610 mm gauge

(see LRN 5 p.9)

The re-conditioned boiler of the Fowler 0-4-0WT was returned to Tullah during the first week of November and placed into position on the underframe. The work was carried out at the Emu Bay Railway Co. workshops

at Burnie and included complete re-tubing. The boiler has also been lagged and painted. The Society hopes to have the mechanical work and fittings replaced on the loco by Christmas, when it is expected to raise steam again. Several lengths of track have been laid in position, and work has included culvert installation and the construction of a railway/road crossing.

Ralph Proctor 11/78

VICTORIA

ALEXANDRA & DISTRICT HISTORICAL SOCIETY 1029 mm & 610 mm gauge

(P.O. Box 21, ALEXANDRA 3714) (See LRN 3, p.9)

The Society has presented a proposal to the Alexandra Shire Council to construct a 2 ft gauge tourist tramway in the Alexandra area. A committee of Shire Councillors and members of the Historical Society to consider a proposal to locate the railway in Leckie Park on the north side of UT Creek and leading to the site of the Society's museum at the railway station has been established.

Restoration of the 3 ft 4½ in gauge 0-6-0PM Day's Tractor is reaching finalisation. On 11 July, the motor was cranked over and after several attempts burst into life after a lapse of some 30 years or more. Painting has proceeded to a stage where only the frame and wheels remain to be painted. As the loco has six inch wide wheels, it is possible a wooden railway will be laid for it to run on, once it has been determined how wooden rails are bent for curves.

The 2ft gauge Kelly & Lewis 0-6-0DM 4271 of 1935, the first diesel loco to be built in Australia, has reached a stage where the Dorman diesel motor has been stripped down to free the four seized pistons, after which the motor and loco can be reassembled, enabling it to be operated again. This will be for the first time since the loco was stored away in the late 1940s.

In April, the Society took delivery of 2 ft gauge Malcolm Moore 4wPM 1049 of 1943, which had previously been used by the SECV at Yallourn, and had been on display at the Gippsland Folk Museum, Moe. Eight dump trucks were obtained from the same source. A top overhaul has been carried out on the Ford V8 motor, and it should be operating by the time that this is in print.

It is intended to construct passenger coaches on timber bogies for operation on the railway.

Ian Bowering, the railway Project Manager would be pleased to hear from anyone interested in Alexandra's project, particularly anyone who can assist physically in the restoration and railway work.

Alexandra & Eildon Standard, OHB, FS, 9/78, Paul Simpson 11/78.

EMERALD TOURIST RAILWAY 762 mm gauge

(see LRN 6 p.13)

(P.O. Box 156, BELGRAVE 3160)

Of the NA class 2-6-2Ts, 12A and 14A were in service in late October, while 6A had to be withdrawn for a few days for welding of some minor cracking which appeared in the boiler backplate. 7A's overhaul has turned out to be even more extensive than previously planned. First the cab and side tanks were removed for complete rebuilding and tubes were removed. After this, further boiler problems were discovered which have resulted in it being sent to Fabsteam Engineering for repair. 7A is not now expected to be back in service before the end of February. Wheel sets have been fitted to 8A and driving axle brasses have been machined, preparatory to the arrival of the first new boiler from Fabsteam which is now expected before Christmas. Work has ceased on 3A pending completion of work on 8A. Meanwhile, the last crown stays have been removed from the boiler shell of Garratt G42.

Detailed planning for the commencement of Belgrave Station redevelopment is in progress. A temporary station will be constructed at Belgrave East Loop for use while work is in progress. Advice is awaited regarding possible government finance before redevelopment work can commence. During November, work on the new walkway between broad gauge station car park and narrow gauge station should be completed.

About 9 miles of track have been purchased from the VR Sea Lake to Kulwin line. The rail is 601b and in excellent condition. Other acquisitions from VR have been several ornamental lamp stands from the Daylesford line, and negotiations are in progress for the purchase of a railway house at Merton for re-erection at Emerald. This would enable the releasing of car 14NB from accommodation duties, and its eventual return to passenger service.

Puffing Billy Preservation Society.

GEELONG STEAM PRESERVATION SOCIETY 1067 mm gauge

(see LRN 6, p.11)

(P.O. Box 166, BELMONT 3210)

Work has now officially begun on The Bellarine Peninsula Railway. On 10 August, six men employed under the Subsidised Youth Employment Training Programme commenced work on resleepering and regauging the Queenscliff to Laker's Siding section.

Loco M6 (4-6-2 Robert Stephenson & Hawthorn 7429 of 1951) steamed into Queenscliff Station on 16 September. This was after a replacement main internal steam pipe was fitted and repair work done to the top row of

superheater elements. Boiler lagging and cladding work was also carried out.

Loco 6 *Wesley B.McCann* (0-4-2ST Hudswell Clarke 646 of 1903) has recently been return to service on the Geelong Common line. Loco 4 *Arthur T. Middleton*, the Vulcan Ironworks 0-6-0ST of 1916 needs quite extensive repair before re-entering service. It is hoped that it might be able to appear in the Gala Day Parade in Geelong on 3 November, continuing on board a load loader for delivery at Queenscliff. T251, the Walkers 4-8-0 (276 of 1915) is out of service awaiting the return of its regulator valve after repairs. In the meantime, painting work has been carried out on boiler, cab sides and cab interior.

A further locomotive has been acquired and was delivered to Queenscliff in September. It is a Malcolm Moore rail tractor built in 1946 and was purchased from Upton Engineering, Corowa, NSW. It has a Fordson petrol/ kerosine engine. Wagon C552 has been purchased from the Tasmanian railway system and should arrive by ship shortly. The Society is taking steps to purchase two WAGR steam locomotives as follows:

S547	<i>Lindsay</i>	4-8-2	WAGR Midland Workshops 1947
V1209		2-8-2	R. Stephenson & Hawthorn 7778 1955 (built for Beyer Peacock 7735 1955)

Prices are \$7800 and \$8500 respectively.

Fencing is being commenced of a security compound 610 ft by 102 ft at Mannerim. A steel framed structure 165 ft by 38 ft has been obtained for use as a carriage shed and is now at Mannerim. Another shed, like the first a victim of Freeway construction in South Melbourne has been obtained for use as a heavy workshop. It is 40 ft by 150 ft and contains a five ton capacity electric travelling crane. An enormous structure some 600 ft long had to be purchased to obtain the workshop building, but within 15 minutes this had been sold at a handsome profit to the Society. A large amount of removable fittings were salvaged from the building, which will enable the workshops to be fitted out to a very high standard.

The Commoner 9/78

WESTERN AUSTRALIA

KALGOORLIE-BOULDER LOOPLINE RAILWAY 1067 mm gauge

Good support has been received for the re-opening of the Boulder to Trafalgar section of the former Kalgoorlie/Boulder suburban network. Two

Wickham rail motors have been acquired, one from Westrail and the other from Coolgardie Tourist Bureau. One will be used as an 8-passenger capacity power car, and the other as a 9 passenger capacity trailer. It is hoped to obtain a lease of the still intact line between Golden Gate, Boulder, Kamballie and Trafalgar, last used in 1973.

Western Rails Winter 1978.

METROPOLITAN BRICK CO. PTY LTD, Maylands 610 mm gauge

A 2ft. gauge railway is still operated by this company in a near city suburb near the banks of the Swan River. The line was established in 1927 with the commencement of the company's Maylands operation. Originally man powered, a rope was brought into use for winch operation on the main line workings and up the incline into the works. As the main line extended, so was the winch rope but in 1951, two F.C.Hibberd 'Planet' 4wDMs were bought and by the end of 1952 the winch haulage was reduced to the incline only. Four-wheel side-tip wagons are in use on the tramway, and the trains travel over ex-WAGR rail. The 'Planets' are now out of use and the remains lie very derelict near the railway. The locomotives used today are two 4wPMs with Holden engines that were constructed in the company's Maylands workshop. Recently, instead of storing the locomotives in the loco shelter on the main line or in a siding, they are now kept in a disused tunnel under Johnson Road. This tunnel is one of two; one is still in use while the other has been bricked up at the clay pit end and has a heavy door placed across the other to protect the locos. Trains run almost every day, Monday to Friday, though there is no working schedule. This is a very interesting line and is the lone survivor of many such claypit tramways that existed in WA.

David Whiteford 9/78

PINJARRA STEAM & HILLS RAILWAY PRESERVATION SOCIETY 1067mm gauge

(see LRN 3, p.12)

(P.O.Box 197, PINJARRA 6208)

This Society operates the Hotham Valley Railway between Pinjarra and Dwellingup. It was formed in 1974 and incorporated in October 1975. The first steam-hauled passenger train ran to Dwellingup on 12 September 1976. There were many advantages enjoyed by the scheme. The branch could be operated without interfering with the Westrail main line, the area is only 50 miles from Perth, and near the holiday area of Mandurah, the line passes through picturesque country, and suitable locomotives, rolling stock and servicing facilities were available from Westrail.

Locomotives at present on the line are as follows:

W903	<i>Marrinup</i>	4-8-2	Beyer Peacock	7380	1951	ex WAGR 7/77
W920	<i>Sir Ross McLarty</i>	4-8-2	Beyer Peacock	7397	1951	ex WAGR 7/76
W945	<i>Banksiadale</i>	4-8-2	Beyer Peacock	7457	1951	ex WAGR 7/77
G71	<i>Menzies</i>	4-6-0	Dubs	3495	1895	ex Millars 11/77

There are also two coaches, Dining Car AV426 and Sleeper Car AQM 287, the latter of which is owned by the Lions Club of Pinjarra. Apparently WAGR coaching stock is used on trains which operate at least one Sunday a month. At present, W920 and W945 double head trains up the range.

W920 was sent to the Westrail Workshops for overhaul, but a team of fitters and boilermakers has now been recruited to prepare the other locomotives. It is hoped to have G71 in service in vintage condition with copper chimney flange and pipes, brass steam dome and headlamp in approximately two years.

Western Rails Winter 1978.

WESTERN AUSTRALIAN GOVERNMENT RAILWAYS. Perth 610 mm gauge

Upon the demolition of some of the old Perth carriage sheds in August/September, a short length of what appeared to be 2 ft gauge track became one of the casualties. This track ran beside the 1067 mm gauge carriage siding, and small trolleys were used on it to aid in the servicing of stock. No sign was seen of the trolleys that operated on the line upon the demolition of the sheds.

David Whiteford 9/78

WESTERN AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION INC. Gauges various

(P O. Box 237, CLOVERDALE 6105) (see LRN 6, p-14)

Plans have been drawn up for the construction of a 2 ft gauge coach to be made from one of the Association's Lake View & Star wagons. They envisage a vehicle 6 ft wide by 6 ft high by 12 ft long and incorporating bench seating.

Work has been proceeding on the restoration of the 2 ft gauge Hibberd 'Planet' diesel loco ex Lake View & Star. Parts of the frame have been scraped back to bare metal and primed, and work has been done to restore the water pump and small starting engine. It is planned to remove the loco's roof for panel beating.

It has been decided to end the Association's project to assist in the preservation of ex WAGR 1067mm gauge 4-6-2 Pmr 721 at the old Northam

Railway Station. This locomotive, North British Loco 26565 of 1949, had been mostly covered by protective primer by Association members but it has now been decided that a greater priority must be given to the Association's own equipment.

Rusty Rails 8-9/78, 10/78

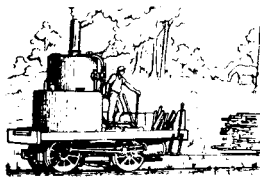
OVERSEAS

NATIONAL RAILWAY MUSEUM, York. UK 610 mm gauge

(see LRN 6, p.3)

On 24 August, K1 was on display, almost fully restored. It was painted in a light grey body colour, with black edging and white lining, the traditional 'photographic' livery. The smokebox and funnel were black, the buffer beams and the outside balance weights on the wheels were red, as was the number plate background. At the time, not all the motion was assembled. The loco was on a standard gauge well waggon, which in turn was standing on what is known as turntable 'A' (the northernmost of the two turntables). It was well positioned for photography and looked very smart.

W.A.Pearce 11/78



LIGHT RAILWAY NEWS

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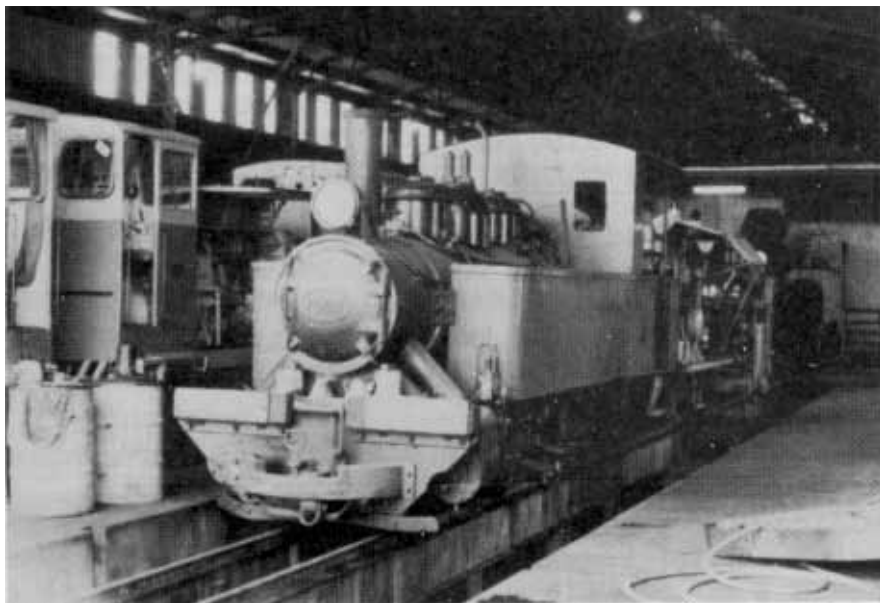
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February 1979

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Marian Mill's 0-6-2T Perry 2601.51.1 of 1951 in the loco shed for the weekend together with other members of the loco fleet. 15 July 1978.

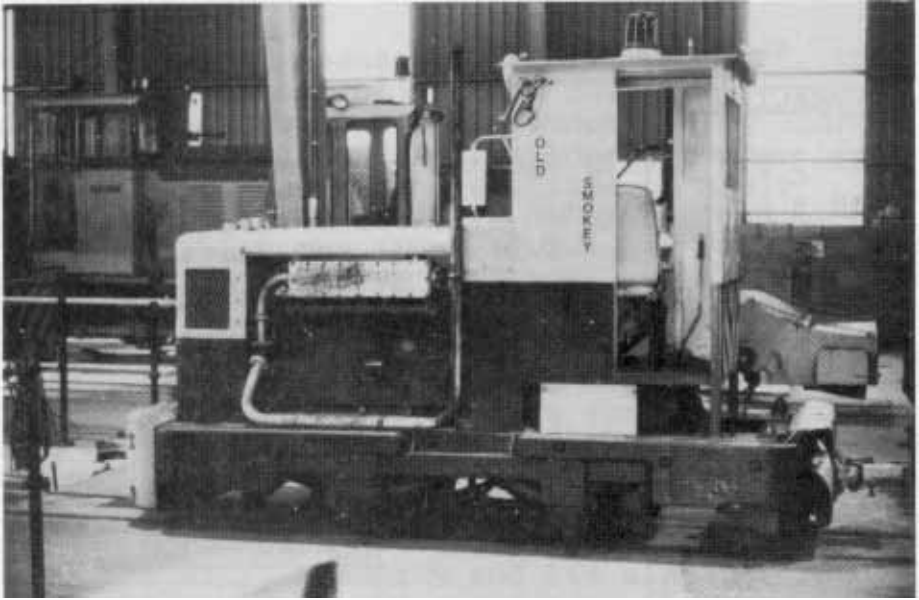


Photo - B.J. Webber

Old Smokey, Racecourse Mill's newly rebuilt Ruston & Hornsby diesel (392120 of 1955) photographed in the spacious new loco shed. 30 September 1978.

Photo - B.J. Webber

EDITORIAL

Firstly, may I apologise to readers for the change in paper size experienced with LRN 7. This was due to a mental lapse on my part, at a time when pressure of work was rather too great for comfort.

Secondly, I wish to point out that one of the most-reported items received by me relates to a locomotive situated approximately 12,000 miles away at the National- Railway Museum in York. It's good to know that our far-flung correspondents are supporting LRN, but what about you people back home? Don't leave it all to someone else to write in about.

The deadline for this issue of LRN was 2 January, and for the next issue it will be 7 March.

RESEARCH COLUMN

SORRENTO TRAMWAYS

(see LRN 6, p.3)

John Buckland writes that there are only two of the type of 0-4-0ST Baldwin engines similar to those which used to work at Sorrento left in Australia, both preserved. They are:

Sandfly Baldwin 7860 of 1886 on the station platform at Port Augusta, S.A.

Kia Ora Baldwin 7111 of 1884 much rebuilt, at the ARHS museum, Bassendean, W.A.

CORRECTIONS

LRN 3, p.7 Rocky Point Mill. Fowler 16429 should be 16249.

LRN 3, p. 4 Leighton Contractors /LRN 4, p.8 I.L.R.M.S.

Ruston 285289 should be 285298

LRN 6, p.8 Mile End Museum. Armstrong Whitworth 645 should be 637.

LRN 7 p.9 30 September should read 10 September.

Thanks to Peter L. Charrett, and *Perry*.

NEW SOUTH WALES

E.M. BALDWIN & SONS PTY. LTD. Castle Hill.

(see LRN 7, p.3)

The 1067mm gauge 40 tonne B-B DH loco mentioned in the last issue was completed early in 1978. The Bellambi Coal Company loco stated as having been delivered in April was in fact delivered in the first week of July, and numbered 'D3'. A second loco has been supplied to the Sunshine Plantation, Queensland (which see for further details).

Stack Talk 78, Editor

COALEX PTY. LTD., Lithgow Valley Colliery, Lithgow. 1067mm gauge

A quick visit to this mine on 20 December revealed that it has recently closed, and that demolition of surface structures has already commenced. A 1067mm gauge railway was formerly used for the transport of men and materials underground. Some trackwork remained on the surface, and some locos and rolling stock were stored, out of use in two 'loco sheds', and out in the open.

An E.M. Baldwin 4wDH loco (6-2350-6-68 of 1968) was in its shed. Two 4w battery-electric locos numbered 4 and 5 were located in another building. The above three locos appeared trafficable, Three more locos were sitting in the open. These were a Hunslet 0-6-0D (4059 of 1950), a North British 0-4-0D (27297 of 1952), and a 4w battery electric loco numbered 3, carrying a

Gibson Battle builder's plate. The Hunslet and North British locos have been out of use since at least 1973. All locos except the Gibson Battle 4wBE carried roughly painted numbers in the range 601 to 606. There were also some items of rolling stock remaining, mainly four-wheel minecars adapted for a variety of uses. (In April 1976, there were four battery electric locos here, all Gibson Battle products. In addition to locos 3, 4 & 5 listed above, there was also a similar loco numbered 2 - Ed.)

Anthony Weston 12/78

BRIAN PINE. Penrith South. 610 mm gauge

The former Isis Mill number 9, Sharp Stewart 0-4-2 4619 of 1900, (see LRN 7, p.7) has been purchased by Mr Brian Pine, a LRRSA member. It is expected that the loco will be on a property at Luddenham (near Penrith) by the time this issue of LRN reaches members.

From various notes appearing in past issues of *Light Railways*, the following brief history of the locomotive has been compiled

Isis number 9 was originally built as an 0-4-2T locomotive by Sharp, Stewart & Co., of Glasgow, Scotland in 1900 as builder's number 4619 for the Tasmanian Government Railways - to be utilised on their 18 mile North East Dundas Tramway, with its 1 in 25 grades and numerous 1½ - 2 chain radius curves. The locomotive was a replacement for the original G1, which was destroyed in a boiler explosion in Zeehan Yard on 17 May, 1899. Following the closure of the North East Dundas Tramway in 1932, this second G1, together with its sister, Sharp, Stewart 4432 of 1897, were purchased by Isis Central Sugar Mill becoming number 9 (and 10) on the Mill's locomotive roster. The only immediate alteration made by the mill was the fitting of diamond spark arrestor chimneys. Doubtless the steep grades and winding curves around and over the hilly terrain which surrounds the Cordalba mill site would have made the two locos feel at home! After some twenty years as tank engines with the mill, number 9 and its sister were converted to tender-type engines, presumably to extend their operational range. In retrospect, it is interesting that this major undertaking took place as the mill was dieselising and it was only a few seasons more before the two locomotives were finally withdrawn from service. Towards the end of the 1960 season, number 9 developed a rent in the boiler near the dome. By welding, the mill kept the locomotive in service until the end of the season but it failed to pass the boiler inspector at his next visit in March 1961, when the boiler was condemned. Number 10 followed a year later.

'Perry' 12/78

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY Albion Park Gauges various

(P O.Box 1036, WOLLONGONG 2500) (See LRN 7, p.4)

Two further locomotives have been obtained by the Society, and were delivered to the site on 1 December. The first is the ex-Corrimal Colliery *Burra*, an 0-4-0ST built to 2 ft. gauge by R.& W. Hawthorn Leslie of Newcastle-upon-Tyne in England in 1923, receiving builder's number 3574. After many years work at Corrimal, the loco was taken to the Australian Iron & Steel Port Kembla Steel Works for restoration in late 1967, and was placed on display at the A.I. & S. Port Kembla Visitors' Centre in 1968. The Society now owns this loco, and also another Hawthorn Leslie product formerly displayed at the Visitors' Centre, standard gauge *Wallaby*. This loco was built in 1913 (B/n. 2988) for G.& C. Hoskins of Lithgow for the No.2 blast service, and is an 0-4-0ST which last saw use in 1963.

The Society's new carriage was hurriedly finished off to a state in which it could be brought into traffic on 19 November. The vehicle was needed for the Kaiser Refractories childrens Christmas party, held at Albion Park. Train rides were provided by the Davenport 0-4-0ST hauling the coach up the grade in a southerly direction, with return trips handled by the Ruston & Hornsby diesel (285298 of 1949) or the 'Leyland-Krauss' petrol loco, *Newbold*. The 2ft gauge electric tram made its debut at the museum and proved popular. A special running day for the Davenport was due to be held on 16 December for those who contributed to its purchase appeal.

On Monday 13 November, the Society's Yallah station building was severely damaged by an arsonist. Valuable Society property was destroyed, but the fire brigade was able to save part of the structure. It is felt that the station building will now have to be moved inside the security compound and other measures aimed at security taken before there will be any point in attempting restoration. In the meantime, a former government bus body now serves as headquarters on site.

It appears that some tubes will have to be removed from *Cairns*, Hudswell Clarke 0-6-0 1706 of 1938, to enable inspection of the tubeplate to take place in order to discover its thickness. Hopefully, then the boiler ticket may be reinstated, although possibly at reduced pressure.

ILRMS Review 11-12/78 via Rob Henderson, 'Perry' 12/78.

STEAM TRAINS PTY. LTD. Kurrajong 610mm gauge

(see LRN 7 p.3)

Since the completion of temporary site facilities at Kurrajong, which include

power, water, shed and annex, and toilet, work has resumed on *Sydney*, Hudswell Clarke 0-6-0 1838 of 1950, and the ex-Queensland railmotor trailer. On removal of the footplate from *Sydney's* tender, it was found that some of the mainframe cross members had rusted out, although the mainframe itself was still sound. It is intended to turn the tender on to its side to carry out repairs to the corroded sections as well as stopping leaks in the water tank. Descaling of the underframe and rustproofing will also be carried out. Much of the loco itself has been chipped back and primed, and all brass fittings have been removed for thorough cleaning.

The group is proposing to have two open, bogie gondola type passenger cars approximately 24 ft long constructed by outside interests, as it is envisaged that the second railmotor trailer will not be restored in time for the opening of the St.Ives railway which is hoped to be in about 1980. These cars would augment the capacity of the first railmotor trailer which is about 40 people.

David Allen 12/78

JOHN LYSAGHT (AUSTRALIA) LTD. Newcastle and Cringila 1435mm gauge

Four standard gauge steam locomotives were at one time operated by John Lysaght (Australia) Limited at either their Newcastle or Cringila works, and all have been preserved:

N.S.W.Rail Transport Museum Thirlmere

Kathleen, an 0-4-0ST, built by the Avonside Engine Co. Ltd, of Bristol, England, (B/n. 1862 of 1921), originally saw service at Newcastle, but was transferred to Cringila in December 1964 to replace *Marian* (see below). It was donated, together with *Alison* (see below) to the NSWRTM following displacement at Cringila. Originally moved to Enfield for display purposes in October 1972, the two engines were subsequently moved dead, and attached to each other to the museum's current site at Thirlmere in July 1975.

Alison, also an 0-4-0ST loco, but built by Andrew Barclay, Sons & Co., of Kilmarnock, Scotland (B/n. 1738 of 1923), commenced duty with Lysaghts firstly at Newcastle, being transferred to Cringila seven years later. It was donated to the NSWRTM with *Kathleen* (see above).

Lake Macquarie Locomotive Society, Edgeworth

This live steam miniature railway group have an ex-Lysaghts loco preserved at their site. It is *Marjorie*, an 0-4-0ST built by the Clyde Engineering Co. of Granville, NSW (B/n. 462 of 1938). After working all its life at Newcastle, this loco was withdrawn from service in June 1972.

Hunter Valley Steam Railway & Museum (see LRN 6, p.4)

Marian, another 0-4-0ST from the Andrew Barclay stable (B/n.2224 of 1948) was withdrawn after only 14 years service at Cringila and was subsequently placed on a short length of track on open display at the Lysaghts Recreation Centre, Figtree Oval. Following approaches by the HVSR&M, Lysaghts agreed to exchange *Marian* for suitable playground equipment. After preparatory work by Museum members, *Marian* was removed by low loader from its display site on Saturday 25 November, and by the predawn hours of the following day, the locomotive had arrived at the Museum's storage and restoration area in the Newcastle district.

'Perry' 12/78, HVSR&M Newsletter 12/78.

QUEENSLAND

THE AUSTRALIAN ESTATES CO. LTD. Kalamia Mill 610 mm gauge

E.M. Baldwin soundproofed cabs have been fitted to two of the ComEng diesels here, the first of their type to have been so treated. The locos concerned are *Airdmiilan*, AH3068 of 1963, and *Delta*, FD5094 of 1965, both 0-6-0DH. Another cab is at the mill for fitting to Com-Eng 0-6-0DM *Chiverton*, C1030 of 1958. Com-Eng 0-6-0DM *Kalamia*, A1409 of 1955 is spare loco, and *Seaforth*, Baguley/Drewry 0-6-0DM 2514 of 1954 is out of use.

Stack Talk 78.

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY 610 mm gauge

(P O.Box 270, NORTH QUAY 4000)

The Society has made an approach to establish its museum and operating railway on the Woodford - Wamuran section of the old Kilcoy branch. The line would be situated about half way between Brisbane and the Sunshine Coast in beautiful country, and includes a range section in State Forest. The proposal has been well received locally, but negotiations are still in the early stages.

Stack Talk 78, Editor

AUSTRALIAN SUGAR INDUSTRY MUSEUM Mourilyan 610 mm gauge

(see LRN 2, p.7)

John Fowler 0-4-2T 4667 of 1882 is on display in a maroon livery. It is reputed to be Mourilyan Mill No.1, and to have worked there from 1883 to 1921. It arrived at Mourilyan from Goulburn Steam Museum on 4 January 1978. Another item on display is a four wheeled petrol rail trolley powered by

a 350cc. J.A.P. engine. It has been painted in the South Johnstone Mill colours of Yellow and Green, so it may have originated from there. There are several photographs of tramway interest displayed.

Stack Talk 78

BRAMPTON ISLAND 762 mm gauge

A tramway about 2 km in length connects the jetty with the tourist complex, with both passengers and freight being carried. Rolling stock noted on a visit in October was two tankers, five flat wagons, and four passenger cars, all four wheeled. The locomotive seen was an F.C.Hibberd 'Planet' 4wDM, builder's number 3475 of 1950. This had been apparently recently painted in a new colour scheme to replace the blue usually seen in publicity material. The new colours are black undergear, hood and cab sides, yellow footplate, headstocks and cab roof, and white exhaust stack. (My records show an identical loco, 3476 of 1950 here also. Can any member shed light on the origin of these locos, said to have come 'from a mine in NSW'? - Ed.)

BUCASIA PROGRESS ASSOCIATION PARK. Bucasia 610mm gauge

(see LRN 1, P.3)

The disappearance of John Fowler 0-6-2T 20764 of 1935 (not 1937 as shown previously), recorded in this publication 14 months ago, has apparently become known to its owners, the local Apex Club, only recently. When last observed, in August 1977, the loco was in poor condition and painted in multicoloured hues. Basic colour scheme, however, was red tanks and cab below waist level, green cab front and yellow cab sides above waist level, yellow underframe, and white smokebox with a face painted on the smokebox door. Anyone having any information about the fate of this locomotive is urged to contact the Apex Club or the Queensland Police at Mackay.

Len Heaton via David Mewes 10/78

FARLEIGH CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD, Farleigh Mill. 610 mm gauge

A 24-tonne E.M. Baldwin brake wagon arrived during 1978, carrying builder's number 7901-1-6-78 of 1978. An interesting recent discovery is that one of the mill's Motor Rail 'Simplex' 4wDM locos (7369 of 1939) spent the first ten years of its existence working for the Glasgow Corporation Housing Department in Scotland.

Stack Talk 78, Editor

CSR LTD. Goondi Mill 610mm gauge

(see LRN 1, p.4)

This mill was the only one to receive a new locomotive in 1978. Numbered '6', it is E.M. Baldwin 4wDH 8002-1-8-78 of 1978, Model DH12.0.4.0., and is fitted with a GM 125 hp engine. It is unusual in not having side rods and is to be used as yard shunter. The fact that it carries number 6 is rather confusing as up until now, *Adelaide Clyde* 0-6-0DH 56-90 of 1956, transferred from Victoria Mill in 1976, has been known as No.6, although never carrying this number.

Es-Innisfail Tramway DL14 *Johnstone*, Com-Eng 0-6-0DM B1112 of 1956 was returned to Mourilyan Mill at the end of the 1977 season. Sister engine DL15 *Nerada*, B1111 of 1956, still in QR livery, was loaned by Mourilyan to Goondi to act as yard shunter during the 1978 season until the arrival of the new loco. Subsequently, it was retained by Goondi as spare loco until the end of the season. The remains of *Bullett*, John Fowler 0-6-0DM 18808 of 1930 were cut up during August.

Stack Talk 78, David Mewes 10/78.

CSR LTD. Hambledon Mill. Edmonton 610mm gauge

4, Clyde Model DHI-71 0-6-0DH 56-86 of 1956, was fitted with an E. M. Baldwin built soundproofed cab during 1977. However, the other Clyde locomotives at the mill are fitted with fold-down cabs to enable them to pass beneath a low railway bridge at Redlynch. It is believed that a fold-down design of soundproofed cab is being prepared by E.M. Baldwin for fitting to these locos.

MARIAN MILL CO-OPERATIVE SOCIETY LTD. Marian Mill 610 mm gauge

(see LRN 1, p.3)

The two steam locomotives have again seen use during 1978. Perry 0-6-2T 2601.51.1 of 1951 has continued as yard shunter. It is not allowed to leave the yard, as it has no spark arrestor, and has started several fires when leaving the confines of the yard. John Fowler 0-6-2T 20277 of 1934 has continued to work on heavy track maintenance work, mainly ballasting.

A tramline extension of 3½ miles on the Kuttabul tramline to Narpi has been opened. Further extensions have been discussed, to be developed from Mirani West. These would be conditional on the mill being allowed to share the Queensland Railways bridge across the Pioneer River at Mirani.

Stack Talk 78, David Mewes 10/78

HAUGHTON SUGAR CO. Invicta Mill, Giru 610 mm gauge

(see LRN 5, p.7)

The mill has taken delivery of a new ballast tamper, Plasser 133 of 1978. The locomotives are to be repainted in a Yellow livery to replace the former Cream. *Selkirk*, E.M. Baldwin B-B DH 6750-1-8-76 was delivered in this livery in 1976, and *Northcote*, Com-Eng 0-6-0DH AH4091 of 1965 was repainted in yellow during 1978. Preparations are well under way for the \$4 million tramline extension from Steepy Banks (Clare) towards Milaroo and Dalbeg which it is hoped will be completed by 1980/81.

Stack Talk 78.

LIONS PARK, Brandon 1067mm gauge

Airdale, an Avonside Engine Co. 0-6-0T (B/n. 2043 of 1930) is to be found here. This ex-Pioneer Mill locomotive is painted in a yellow and red colour scheme.

Stack Talk 78

CSR LTD Macknade Mill 610 mm gauge

Model HG-3R Clyde 0-6-0DHs 11 and 12 (65-383 and 65-434 both of 1965) were fitted with E.M. Baldwin soundproofed cabs during 1978. The two Clyde Model DHI locos, 16 and 18 (DHI.1 and DHI.5, both of 1954) received similar treatment during 1977. '3', a Motor Rail 'Simplex' 4wPM: 3365, lies partially dismantled in the sand shed, having lost its engine. Outside was observed the grass cutter with a radiator from a Fowler petrol loco.

Stack Talk 78, Editor.

MOSSMAN CENTRAL MILL CO. LTD. Mossman 610 mm gauge

(see LRN 5, p. 7)

A new locomotive colour scheme is being introduced to replace the former livery of light blue with light yellow buffer beams and running boards. An experimental livery had been applied to *Daintree* (E.M. Baldwin B-B DH 7303-1-7-77 of 1977) when it was new, this being light yellow with light blue running boards. The same light yellow was also applied to some of the mill's bogie 'canetainers'. however, it has been decided to use a bright yellow in future. The new livery will be a bright yellow with black main frames and pale blue buffer beams and running boards. The same bright yellow will be adopted for canetainers. The only locomotive which had received the new livery in September was *Mossman* Com-Eng 0-6-0DH B1719 of 1957.

A 'five year plan' of improvement and upgrading of the tramway system has recently been completed. This was a reversal of a previous policy which

had aimed at the elimination of the tramway system and its replacement by road transport.

Stack Talk 78, David Mewes 10/78

MULGRAVE CENTRAL MILL CO. LTD, Gordonvale 610 mm gauge

Apparently sabotage was the cause of a major breakdown at the mill on 10 October. A tramway wheelset was placed in a bin of cane, which caused serious damage to the number one mill. A number of steel objects had been through the mill during the previous week including a motor vehicle differential. The No.1 mill was bypassed for the rest of the season.

One strange locomotive at the mill is used by the navvies and is generally known as 'THE PIE CART'. It is supposed to have been built by the mill around 1960, and is reminiscent in shape of a European steam tram motor. It is a four-wheeled diesel powered machine with a Ford 4-cylinder engine. The appearance of its underframe, however, suggests that it may have been built on the chassis of an earlier locomotive.

Stack Talk 78, Editor

PIONEER SUGAR MILLS LTD. Inkerman Mill 610 mm gauge

All the locomotives here have lost their former individual liveries in exchange for yellow with green trim, with the exception of Baguley 0-6-0DM 3354 of 1951, stored out of use, and *lyah*, E.M. Baldwin B-B DH 6558-1-6-76 of 1976, still in orange-red livery. A massive 20-tonne capacity bogie ballast hopper built by Com-Eng Aresco was noted. This vehicle, measuring 5998mm long x 2313mm wide x 2770mm high, has wheels only 310 mm in diameter.

Stack Talk 78, David Mewes 10/78

PIONEER SUGAR MILLS LTD. Pioneer Mill 1067mm gauge

The Clyde 0-6-0DH locos here were formerly painted in individual colours, but now all are painted yellow with the exception of the top of the engine cowling which retains the former colour used. The Walkers 0-6-0DH, 583 of 1968, which was purchased from the Aramac Shire Council Tramway in 1976 has been painted yellow also, but does not carry a name. Oil-burning Perry 0-4-2T *Kilrie* (265 of 1927) is still stored out of use.

Stack Talk 78.

PLANE CREEK CENTRAL MILL CO. LTD, Plane Creek Mill. Sarina 610 mm gauge

E.M. Baldwin B-B DH 6890-1-10-76 of 1976 has had its number altered from 'B12' to 'D12'. The original numbering was in error; all the locos are referred to as having the prefix 'D' even though the others do not carry it. The mill's

tramline system has mile posts installed for the information of operating staff. In addition, on the Koumala line to the south, the names of creek and gully crossings are also signposted.

Stack Talk 78

PROSERPINE CO-OPERATIVE SUGAR MILLING ASSOCIATION 610 mm gauge

Proserpine Mill.

A new yard layout has been implemented, which has resulted in a spacious and efficient operation, and obviates the former need to enter the mill yard from the south through the back streets of the town.

This mill has a highly mechanised and efficient tramway maintenance organisation. A ballast regulator has recently been acquired to assist in this, built by Com-Eng Aresco, and carrying builder's number BR 683 of 1978. It has a Ford four-cylinder diesel engine. Five Com-Eng Aresco bogie ballast hoppers similar to that described at Inkerman Mill have also been purchased. A petrol navvy car built by George Moss in Perth has been returned to the makers for modifications.

Stack Talk 78, David Mewes 10/78

PROSERPINE SHIRE COUNCIL PARK. Main Street, Proserpine 610 mm gauge

A British War Department First World War Hunslet 4-6-0T is in a park in Proserpine, and used to work at the Sugar Mill. Proserpine Mill had two such engines, *Fritz*, Hunslet 1219 of 1916, and *Digger*, 1317 of 1918. These locomotives were withdrawn from service in the 1950s, and one of them, usually said to be *Digger*, is the one placed in the park, though it probably contains parts from both. The engine is quite well cared for, a contrast to many others 'preserved' in parks and playgrounds.

Stack Talk 64, 78

RACECOURSE CO-OPERATIVE SUGAR ASSOCIATION LTD, 610mm gauge Racecourse Mill. Mackay

(LRN 1, p.4)

A new locomotive shed has been built which has set a standard of excellence against which the facilities of other mills will be judged in future. In fact the whole Racecourse tramline system, while only modest in terms of extent and locomotive power at present is extremely well-run and immaculately maintained. The new shed has sufficient capacity for at least 16 locos (present main-line fleet is only 7 locos). There are four roads, two with

full length inspection pits, and another with three individual pits, including one with a hydraulic wheel drop. Two roads are serviced by a 5-tonne capacity travelling crane.

Of the three locos obtained from Pearson Bridge last year, two have been rebuilt and have been named, while the third was still being reconditioned in September. Details are as follows:

<i>Leo</i>	2-2wDH	E.M.Baldwin	6-2612-1-10-68	1968	Model DHC8M/ML
	2-2wDH	E.M.Baldwin	6-2612-2-11-68	1968	Model DHC8M/ML
<i>Old Smokey</i>	4wDM	Ruston & Hornsby	392120	1955	Model 48 DLG

Note that the Baldwin locomotives are driven on the rear axle only, but it is planned to convert them to four wheel drive.

Tamper (Australia), now trading under the name of Canron Railgroup, built a prototype Ballast Regulator which was demonstrated at Racecourse during 1978, and subsequently acquired by the mill. Its worksplate carries the details Canron 1775577 of 1978 Model BESM1.

Following the completion of the Goonyella Railway, the mill employed a number of the Thursday Islander navvies and began a programme of track upgrading, which is now coming to an end. During 1977, all cane crushed was transported on the tramline for the first time ever, and accidents were at a record low. A programme of tramline extensions is continuing to serve farmers situated a long distance from delivery points.

Stack Talk 78, ARHS Bulletin Supplement 11/78, David Mewes 10/78

HOWARD SMITH INDUSTRIES PTY LTD, Mourilyan Mill 610 mm gauge

(see LRN 1, p.4)

Ex-Innisfail Tramway DL14 *Johnstone*, Com-Eng 0-6-0DM B1112 of 1956, has been absorbed as part of the mill's working loco fleet. Its identity is now '8' and it has been repainted in mill livery of yellow and grey.

Blocking the line on the now disused Innisfail Tramway Queensland Bridge across the South Johnstone River was *Townsville*, Hudswell Clarke 0-6-0 1099 of 1919 ex Victoria Mill. This loco is being stored on behalf of the Australian Sugar Industry Museum, Mourilyan. Among other interesting items stationed to block the bridge were four 0-4-2T locomotive chassis used as mill roller transporters. These are the remains of John Fowler 12025 of 1910, 12961 of 1912, 20713 of 1935 and Hudswell Clarke 1556 of 1925.

Stack Talk, 78, Editor

CSR LTD. Victoria Mill 610 mm gauge

(see LRN 6, p.7)

The loco shed has been considerably enlarged, with the old loco water tank and sand drying shed having been demolished to make way for the extension. A shed was noted under construction in September where the *Homebush* (Hudswell Clarke 0-6-0 1067 of 1914) will be housed. This loco has been steamed frequently for the benefit of visitors and for local events.

All the mill's Clyde HG-3R locomotives have now been fitted with E.M.Baldwin soundproofed cabs. Details as follows:

<i>Centenary</i>	0-6-0DH	Clyde	64-381 1964	new cab fitted 1977
<i>Ingham</i>	0-6-0DH	Clyde	64-382 1964	new cab fitted 1977
<i>Canberra</i>	0-6-0DH	Clyde	65-433 1965	new cab fitted 1978
<i>Lucinda</i>	0-6-0DH	Clyde	65-436 1965	new cab fitted 1977
<i>Perth</i>	0-6-0DH	Clyde	69-682 1969	new cab fitted 1978

During the 1978 season, a number of locomotives were spare on the afternoon and night shifts. Two Drewry 0-6-0DM locos were spare (by rotation) even on the busy morning shift. The mill has 21 locos used on cane haulage.

Stack Talk 76, 78, David Mewes 10/78

SUNSHINE PLANTATION. Forest Glen 610mm gauge

(see LRN 7, p.9)

A second locomotive has been supplied by E.M. Baldwin. On visit on 10 December, it was seen in the shed, having been delivered only a few days previously. Like *Sugar Cane Train* No.4 (4wDH Ruston & Hornsby 379072 of 1954 rebuilt by E.M. Baldwin 7807-11-77 in 1977), it has been rebuilt on the chassis of a Ruston & Hornsby diesel. This time, the loco rebuilt was Ruston & Hornsby 398072 of 1957, formerly DLG48 *Sunshine Plantation Special*. It has been allocated the rebuild number 8350-1-12-78 of 1978 by E.M. Baldwin, and is similar in design to the first loco rebuilt, but with a number of detailed differences. The loco, as yet unnumbered and unnamed, has been painted yellow with black 'boiler'. The cab, body, engine and other parts of DLG48 lay near the loco shed. *Sugar Cane Train* No.3, an unidentified Ruston & Hornsby was in the shed also, while *Sugar Cane Train* No.4 worked trains. *Sunshine Plantation Express* (Ruston & Hornsby 371386 of 1954) is displayed out of use and without its gearbox. The chassis of another Ruston & Hornsby (285338 or 285341 of 1949), stripped for spare parts, has been removed from the shed/workshops area, but is believed to be still on site.

Rebuilding of the main building, destroyed by fire on 10 September, on a considerably larger scale than before, was progressing well. It believed that the new building has now been officially opened.

Editor 12/78

VICTORIA

CODELFA. Melbourne Underground Railway Construction 1067mm gauge

(see LRN 5, p.10)

The railway used in the Melbourne Underground construction finished hauling muck to the surface in about August - September. Six 0-4-0DH locos were observed parked in the yard at the Princes Bridge line in Flinders Street. They are numbers 26-1, 26-2, 26-3, 26-5, 26-6, and 26-7. 26-3 which was off the tracks still had a builder's plate on it - Com-Eng builder's number EC4596 of 1965. This was last known in use on the Melbourne & Metropolitan Board of Works Cardinia Creek Reservoir construction. (A 914mm gauge was used in the construction of the tunnel by Kalora Constructions). All have Caterpillar diesel engines. Numbers 26-1 and 26-2 are of similar appearance to 26-3, and would appear to have been also built by Com-Eng. 26-7 had been repainted, and was the only one in the shed.

Peter L. Charrett 11/78

SANDHURST TOWN MANAGEMENT PTY LTD, Eaglehawk 610 mm gauge

(see LR 66, p.21)

Locomotive power on the line at this attraction will continue to be diesel during 1979, in the shape of Ruston & Hornsby 0-4-0DM 305328 of 1954, model LHT. Perry 0-6-2TT 7967.50.3 of 1950 has been fully restored to operational condition, but will be unable to be used until trackwork has been brought to an acceptable standard. Also here are two Hudswell Clarke 0-6-0s. 1553 of 1925 is stored in the shed, apparently in good order, while 1555 of 1925 is on display at the gate, repainted but in very poor condition and without a tender.

Brian Roberts (Manager, Sandhurst Town) 12/78, Editor

WALHALLA & THOMSON RIVER STEAM TRAMWAY 762mm gauge

(see LRN 3, p.10)

When visited in August, the Tramway was still in operation, operating within the station limits on Sundays. The steam loco is normally kept in the loco shed. A 1067mm gauge loco is reputed to be in pieces in Walhalla and

to have come from a (north Queensland?!) timber mill! (Will some member please clarify this - Ed.) Other rolling stock seen at Walhalla were a steam-operated concrete mixer, five NQ wagons badly rusted and numbers indistinct, an NKS trolley, a 4w pump trolley, four frames including 12 NBH and a NU body resting on a NQ.

Peter L. Charrett 11/78

WESTERN AUSTRALIA

KALGOORLIE-BOULDER LOOPLINE RAILWAY 1067mm gauge

(see LRN 7, p.12)

Basically due to the work and leadership of Brian Smith and Mike Wheeler, two Westrail employees, the Kalgoorlie-Boulder Preservation Group was formed some time ago to restore to operation the former Brown's Hill Loop line on the Golden Mile, Kalgoorlie, as a tourist attraction.

In order to raise some revenue towards the realisation of the project, which is scheduled to have its official opening in March, 1979, when steam traction will be employed, the line had its initial operation on 18 November using a petrol-engined 'locomotive' developed from a reconditioned Ford V8 motor hauling two tiny passenger 'carriages' with a total capacity of 18. These were former Wickham railcars which run between Boulder and Kamballie stations, each Saturday/Sunday.

The address of the preservation group is C/o Kalgoorlie-Boulder Tourist Bureau, Hannan Street, Kalgoorlie 6430.

J.L.Buckland 11/78

OVERSEAS

NATIONAL RAILWAY MUSEUM. York 610 mm gauge

(see LRN 7, p.1)

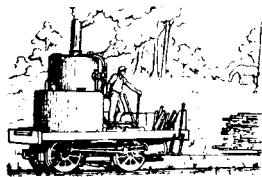
Work carried out on the restoration of Tasmanian Garratt K1 has been done to a very high standard. Livery of photographic grey (a slightly yellowish shade of grey in this case) has been adopted because the Museum authorities have been unable to discover the details of the original livery carried by the locomotive. Perhaps some reader may be able to shed light on this matter, as the Museum is still anxious to obtain any information.

Because the locomotive is too large for the Festiniog Railway loading gauge, there are no plans for reconditioning the boiler and returning the engine to service at this stage, although this does not mean that the loco

could not be operated some day on a line with more generous clearances.

Australians who feel aggrieved at the fact that K1 has been preserved abroad might remember that it was only the foresightedness of Beyer, Peacock & Co. way back in 1947 which ensured that the locomotive was saved at all. K1 and sister engine K2 (Beyer Peacock 5292 and 5293 of 1909) were the first Garratts ever built, and differed from all subsequent examples in having cylinders inboard on the four-wheeled engine units. The two were out of use from the 1930s, and parts of K2 were used to make good K1 for its return to Manchester in 1947 for exhibition at Beyer Peacock's Gorton Works. The locomotive was purchased by the Festiniog Railway in 1966, and was moved to York in 1976.

John Ritter 12/78, Editor.



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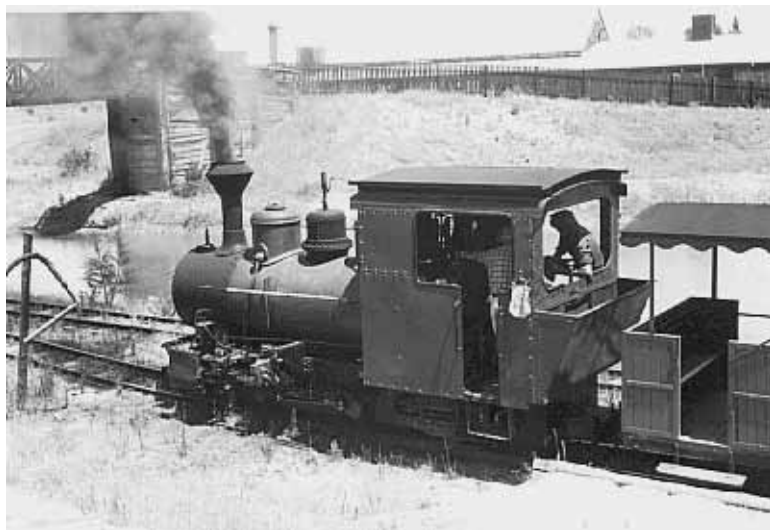
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With the city of Brisbane in the background, 0-6-2T Bundaberg Fowler 5 of 1952 prepares to move off for a day's work beside the Brisbane River on the first A.N.G.R.M.S. running day, 18 November 1978.

Photo - J. Browning



What happened to the tanks? Lachlan Vintage Village at Forbes has this John Fowler 0-4-2T, believed to be 16339 of 1925. It was photographed at the head of its train on 16 January 1979.

Photo - J. Browning.

EDITORIAL

No need to take up space here except to thank all those who have contributed to this issue. I look forward to a similar response for *Light Railway News* 10, for which the deadline for the receipt of items will be 4 May.

LRRSA NATIONAL CONFERENCE

This conference was held at Booth Lodge, Kallista, Victoria from 26 to 28 January, and was attended by eight Council members from Victoria and NSW, the editor of *Light Railway News*, and two other members interested in assisting with publications. The conference was chaired by Phil Jeffery, Society Vice president. Discussions centered on the Society's future publications policy, and the following decisions were made by unanimous consent.

Light Railways will continue publication in its present form, and it was decided that the editing and production of the next six issues will be handled by a number of teams of volunteers in three different states. General articles and letters are requested for inclusion in some of these issues and should be sent to The Editor, *Light Railways*, PO Box 21, SURREY HILLS 3127.

Contributions will then be forwarded to the appropriate editor.

Light Railway News will continue publication as a separate magazine six times a year, and the decision to use full commercial printing was made, involving the publication of more photographs. This magazine will be offered to LRRSA members as an optional extra to their subscription. Preservation Societies will be offered regular space and their contributions will be published under their own insignia. Supporting Preservation Societies will be offered the magazine at better than trade discount, so they can offer it to their members at an attractive subscription rate. A diary of Preservation Society activities will be included in each issue, and book reviews will be encouraged, especially of publications of the supporting Preservation Societies. Classified and display advertisements will be permitted. In brief, the aims of LRN will be to provide a wide circulation national publication to publicize the activities of the Preservation Societies and the LRRSA, to promote the interchange of ideas between Preservation Societies, and to publish news of operating light railways (such as sugar tramways) and reports of visits to the remains of defunct light railways. Contributions to LRN are always wanted, and should be sent to the editor (address on cover).

Other publications which the Society currently has under way were discussed and include Tramways of the Wombat State Forest, the Powelltown book, a sequel to Tall Timber and Tramlines and a list of locomotives of the private railways of Victoria (other states to follow).

The conference discussed the possibility of computerising various Society records, including membership addresses, indexes, locomotive lists, and word processing to aid editing.

It was decided that work should continue on the development of a programme to produce the lists of locomotives of the Private Railways of Australia, and that a preliminary Victorian list should be published as soon as this programme is working, to be followed as quickly as possible with lists covering Tasmania, Queensland and other states as data becomes available.

The conference achieved everything which it set out to do, and those attending considered it very successful. It was decided to hold a further conference during the Australia Day weekend next year and the NSW Division has been invited to host this. It was decided that this conference should be wider, with representatives from Preservation Societies supporting LRN being invited.

The conference was held in two formal sessions from 9.00am to 12.30 on Saturday and Sunday morning. Useful discussions and slide shows were held on Friday and Saturday evening, and on Saturday afternoon, the party adjourned to Powelltown for a walk along the formation of the Powelltown

tramway west of the tunnel. This was followed by a visit to the Upper Yarra Historical Society's very interesting museum at Yarra Junction.

The excellent accommodation and meals provided at Booth Lodge in a delightfully scenic area within earshot of Puffing Billy made a significant contribution to the success of the conference.

Those present at the conference were : Allan Watson, John Browning, Ray Ellis, Frank Stamford, Phil Jeffery, Ted Stuckey, Mike McCarthy Steve Martin, John Buckland, Arthur Straffen and Arthur Winzenreid.

FES/JB

OVERSEAS TOURS FOR NARROW GAUGE ENTHUSIASTS

The Association of Railway Enthusiasts, which has gained a reputation for its overseas tours, has several planned in its 1979-80 programme which look particularly interesting from the narrow gauge aspect. These include a five week tour departing in August covering the mountainous narrow gauge lines of Switzerland and Austria; a three week tour departing on 28 December visiting sugar tramways and palm oil railways in Indonesia and the Philippines, as well as the state railways of Malaysia (including Sabah) and Indonesia; and a five week tour in May/June 1980 visiting preserved railways in the U.K., Holland, West Germany and the four Scandinavian countries, as well as seeing the Rainhill Trial re-enactment depicting the history of British Railway transport.

Further details of these tours which can be well recommended, are available from ARE Overseas Tours, 15 Milton St., HEATHMONT 3135.

FES

BOOK REVIEWS

DESTINATION STH BRISBANE

An illustrated history of the Southside railways of Brisbane, by John Kerr and John Armstrong. 120 pp 210 x 295 mm with 162 b & w and 10 colour illustrations. Australian Railway Historical Society (Queensland Division), GPO Box 682, BRISBANE 4001. Price \$5.00 post free

To mark the occasion of the opening of the Merivale Bridge - the long-planned cross-river direct linking of the Southside suburban railways of Brisbane with the rest of the system, the ARHS Queensland Division has launched its most ambitious publication.

Entitled *Destination Sth Brisbane* the book is a joint production of the two authors who are well known researchers and recorders of Queensland railway

and tramway material. While this reviewer was familiar with most of the lines covered, the amount of detailed information included in the thoroughly readable text has been an eye-opener.

For LRRSA members there is included brief mention and illustrations of the long-vanished Belmont Tramway and the Beaudesert Tramway, besides Lahey's Canungra logging line, itself the subject of LR 54.

Brisbane's Southside system was in many respects unique. It was for over 80 years the 'poor relation', if not in the declining days of the steam engine an operating museum of the Queensland Railways, restricted as it was largely to engines no heavier than the ubiquitous B15 Con and PB 15 and genuine antique carriages, no two of which ever seemed quite alike!

Other highlights of the Southside which are remembered with affection were the famous fiveways series of level crossings with major roads (three originally including long-vanished double track tramways) at Woolloongabba and the equally famous Southport Expresses, with the unusual triangular exchange of through carriages at Ernest Junction with trains to and from Tweed Heads.

The Southside too, is unique in another respect as the northernmost terminal of the so-called Uniform Gauge Railway linking Brisbane with the other mainland State capitals (temporarily one hopes, Adelaide excepted) on the 4 ft 8½ in (1435mm) gauge. This 69 mile line, though owned by the Queensland Railways, and partially staffed by them, has always been operated by New South Wales, which has provided the rolling stock and locomotives.

There are small criticisms one might mention, but the copiously illustrated and detailed account of the history of Brisbane's Southside railways is well worth the asking price for the illustrations alone.

Copies are available from LRRSA Sales or ARHS Sales Centres for \$5.00 posted (or \$6.00 after 30 April 1979).

JLB

AUSTRALIAN STEAM

by A.E. Durrant, published by A.H. & A.W. Reed Pty Ltd. 128 pp. 164 x 242 mm; hardbound. Recommended retail \$8.95.

In his foreword the author asks "how can we justify this volume, written by a 'bloody Pommie bastard' with but a couple of years' residence in a country already well stocked with steam enthusiasts?". He answers his own question by claiming that an independent outsider is better placed to compare the merits of one state's locomotives with those of another. He is well qualified to make such comparisons, for he has already written many other books on subjects such as the locomotives of Eastern Europe, Indonesia, Mallet

locomotives and Garratt locomotives.

In this reviewer's opinion, the book's best feature is the comparison of Australian locomotives with well known overseas types designed for similar jobs. Revealing comparisons are also made with similar locomotives in other states.

The author puts forward the argument that Australia would have been better off with a national standard gauge of 3 ft 6 in, claiming that a great mistake was made in choosing 4 ft 8 ½ in for the Transcontinental line. To convince those readers who had not already come to the same conclusion he presents very convincing evidence that 3 ft 6 in was and still is fully capable of handling all the traffic it would have been called upon to haul in a national system.

The book commences with a general description of the geography and population distribution of Australia, and the cause of the gauge muddle. It then has seven chapters dealing with each state, and Commonwealth Railways. A potted history is given of the major locomotive classes of each system, but in a work of this size, summarization is essential, and minor classes are ignored. Unfortunately the early Victorian Railways' types are not mentioned by class, only by wheel arrangement. The final chapter supposedly deals with private railways, and is largely limited to those which provided a public service. Victorian private railways are dismissed in seven lines; timber tramways do not rate a mention, even the Powelltown line which was a public tramway.

There appear to be very few errors in the text, and most of these are of a very minor nature. But the two page map of Australia contains many inconsistencies, e.g. the Port Hedland - Marble Bar line (closed in 1951) is shown, but not the Wiluna, Laverton, Hopetoun - Ravensthorpe, or Cooktown - Laura lines; and Woodside (closed in 1954) is shown as the terminus of Victoria's South Gippsland line, but not a solitary branch is shown off the Dandenong - Orbost line.

The text is supported by a large number of well selected and well printed photos. Unlike many railway books, this one is not dry and boring. It is very well written and most thought provoking. Highly recommended.

FES

THE GREAT STEAM TRAINS OF AUSTRALIA

by David Burke. 160 pp 210 x 290 mm with end papers. Profuse illustrations in b & w and colour. Rigby Limited, Adelaide 1978.

David Burke is already well known as an author of railway-oriented books and this is undoubtedly his best. He has obviously done his homework and

produced a most readable and informative documentation of the beginnings of the main inter-capital express train services.

The coverage provided by the illustrations provided for the several passenger trains dealt with is comprehensive and diverse; some reproductions of old woodcuts from the *Sydney Mail* and the *Australasian Sketcher* and other contemporary sources, being new, or almost so.

While one may regret the substitution of kilometres for miles, this reviewer is revolted at the metrication of well-loved and remembered steam locomotive specifications, such as wheel diameters etc., which is as inexplicable as it is unwarranted.

That apart, plus a few "blues" mainly in captions, this is a book to read and enjoy and learn from. Apart from the shortcomings mentioned and some quite ghastly colour reproductions, about which the less said the better, this is the best book yet published in Australia covering the railways in general, or some aspects of them. Queenslanders and Western Australians, however, may be disappointed at the omission from the book of coverage of their premier trains even the Westland, which did rate an inter-capital connection - from an otherwise excellent document.

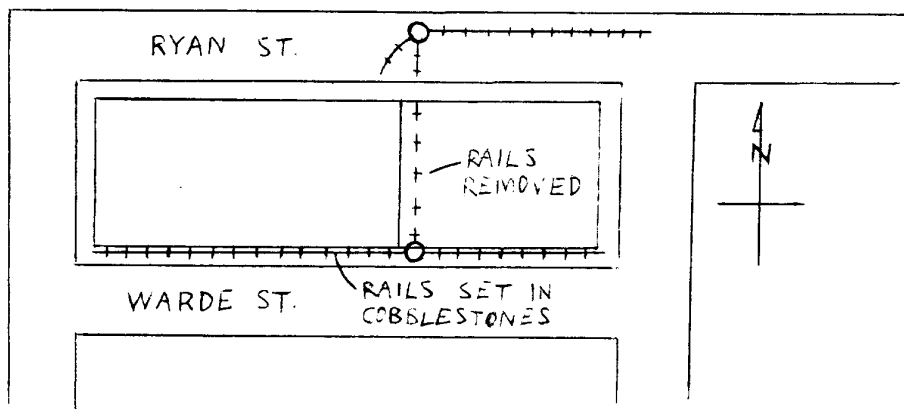
JLB

RESEARCH COLUMN

FOOTSCRAY

(see LRN 6, p. 2)

NOT TO SCALE



The map below shows further findings by Darryl Grant of 4/43 Kent Road, BOX HILL 3128

One of the tracks crossing Ryan Street appears to have run through what was presumably an old factory, of which only the foundations remain, to another wagon turntable set in the footpath on the northern side of Warde Street, the next street south of Ryan Street. The rails of this track are missing. From this turntable, rails run east and west the full length of Warde Street, set into the cobbled footpath. Whether or not there were any other turntables is difficult to determine, as parts of the footpath have been dug up or covered over. All rails are groove rail, laid correctly with the groove on the inside, unlike those in Ryan Street.

The gauge would be nearer 2 feet 6 inches rather than the 3 feet stated in the previous report.

CORRECTION

LRN 8, p.7 CSR Ltd., Goondi Mill. John Fowler 18808 is believed to have been built in 1929.

NEW SOUTH WALES

AUSTRALIAS INTERNATIONAL MINING AND EXPLORATION EXHIBITION 79, R.A.S. Showground, Sydney.

This exhibition was held from 12 to 17 February 1979, and featured a large variety of mining equipment. Australian manufacturers of underground locomotives and personnel cars were represented.

George Moss Pty Ltd of Perth ("Gemco" products) exhibited a 610 mm gauge 10 tonne four-wheeled battery-electric loco. This firm is also now offering a 15 tonne flameproof four wheeled battery electric for use in coal mines.

The Titan Manufacturing Co. Pty Ltd, of Newcastle, had a 14 man four wheeled battery personel car of 1067mm gauge on show.

Vale Engineering Pty Ltd of Moss Vale had a 17 tonne flameproof four-wheeled battery-electric loco and a 14 man four-wheeled battery personnel car, both of 1067 mm gauge and for use in coal mines.

All the above vehicles were fitted with thyristor controllers, which are now becoming more common in larger battery locomotives.

E.M.Baldwin & Sons Pty. Ltd., of Sydney, had a stand at the exhibition but no locos on display.

Anthony Weston 2/79

E.M.BALDWIN & SONS PTY LTD, Castle Hill.

(see LRN 8, p.2)

A number of interesting observations have been made here during the past few months. In October, awaiting delivery were Pearson Bridge four-wheeled diesel-hydraulic locos 4661-1-7-72 and 4661-2-7-72 of 1972 (see LRN 3, p.5). These two locomotives had been refurbished and after delivery were to be hired to the Metropolitan Water, Sewerage and Drainage Board for use on their 610 mm gauge tracks at an unknown location. They were despatched on 28 November.

Two 1067 mm gauge four wheeled diesel man riding cars ex Australian Iron & Steel numbers 26 and 35 respectively (2368-5-1-68 and 2368-14-1-68 of 1968) have been stored in Baldwin's yard for some time. They have been purchased by Huntley Colliery to replace two existing Baldwin four wheel battery-electric man-riding cars, and are to be reconditioned before delivery.

Undergoing repairs in October was South Bulli 1067 mm gauge four-wheeled diesel-hydraulic man-riding car number 19 (3652-7-4-71 of 1971). By 28 November, this had been joined by numbers 14, 15, 17 and 18 (3652-2-12-70 of 1970, and 3652-3-2-71, 3652-6-4-71, and 3652-5-3-71 of 1971 respectively).

The 1067 mm gauge 40 tonne B-B DH loco was not delivered until late 1978 or early 1979, as it was undergoing dyno trials. It carries the builder's number 7744-1-9-78 of 1978, and road number 19. It will work on materials haulage at the Australian Iron & Steel Pty Ltd's Corrimall Colliery.

A 610 mm gauge canefields bogie diesel was seen under construction for Fiji in December, as well as a 25 tonne four-wheel diesel-hydraulic flameproofed mining loco under order from Peko for one of their northern mines. A new man-riding car was observed on 28 December. This was of 1067 mm gauge and of model 150H. The builder's number noted was 8170.

Craig Wilson 1/79, 3/79, David Allen 2/79, Anthony Weston 2/79, Stack Talk 79.

BHP LTD Gauges various

Rosters have been received for the following collieries owned by BHP.

Stockton Borehole Colliery

1067mm gauge	3 Huwood Hudswell 0-6-0DM locos, 100hp, builder's numbers 1005, 1006, 1007 of 1956. All laid aside. 1 Jeffrey 10 ton 0-4-0 Battery loco B/n. 9018. 11 BHP built 10 ton 0-4-0 battery locos. 1 BHP 10 ton 0-4-0 battery loco ex AIS 36, for surface use only.
610mm gauge	1 Jeffrey 7 ton 0-4-0 battery loco. B/n. 9015

(both laid aside) 1 BHP 7 ton 0-4-0 battery loco

Burwood colliery (closed by fire January 1979)

1067mm gauge 2 Goodman 20 ton 0-4-0 trolley wire locos B/n. 5403 & 5404 of 1943 (transferred to Lambton Colliery)
1 Goodman 10 ton 0-4-0 trolley wire loco B/n. 5743 of 1943. Ex Glen Davis Shale Oil Co. Written off.
6 Jeffrey 10 ton 0-4-0 battery locos B/n 8111 8113 of 1938, 8132-8134 of 1939. 8132-8134 to Lambton Colliery.
17 BHP 10 ton battery locos
660mm gauge 1 Jeffrey 7 ton 0-4-0 battery loco. Written off.
1 BHP 7 ton 0-4-0 battery loco built 1949. Written off.

John Darling Colliery

1067mm gauge 2 Goodman 20 ton 0-4-0 trolley wire locos, B/n. 5407 - 5408 of 1943. Written off.
15 Jeffrey 10 ton 0-4-0 battery locos B/n. 8156-8162, 8191-8196, 8201-8202 of 1940. Two of these written off.
1 Jeffrey 3 ton 0-4-0 battery loco B/n. 7932 of 1936. Written off.
2 BHP 10 ton 0-4-0 battery locos built 1946.
762mm gauge 5 BHP 10 ton 0-4-0 battery locos. 2 built 1949. All written off.

Lambton Colliery

1067mm gauge 4 Goodman 20 ton 0-4-0 trolley wire locos, B/n. 5403 - 5406 of 1943. 5403-5404 ex Burwood Colliery. All written off.
2 Greenwood & Batley 8 ton 0-4-0 battery locos. One to Pelton Colliery on loan. One to BHP Steelworks for scrap.
6 Jeffrey 10 ton 0-4-0 battery locos. B/n. 4487 of 1917, 7948 of 1936, 8127 of 1939, 8132 - 8134 of 1940. (8132 - 8134 ex Burwood Colliery)
12 BHP 12 ton 0-4-0 battery locos.

Elrington Colliery (was owned by BHP with Hebburn)

1067mm gauge 7 Atlas 7 ton 0-4-0 battery locos. Two to Huntley Colliery, Two to Stockrington No.2 Colliery, One preserved at Miners' Memorial Park, Freeman's Waterholes. Two unaccounted for.

Macquarie Colliery (under development - not yet in full production)

1067mm gauge 5 BHP 10 ton 0-4-0 battery locos.

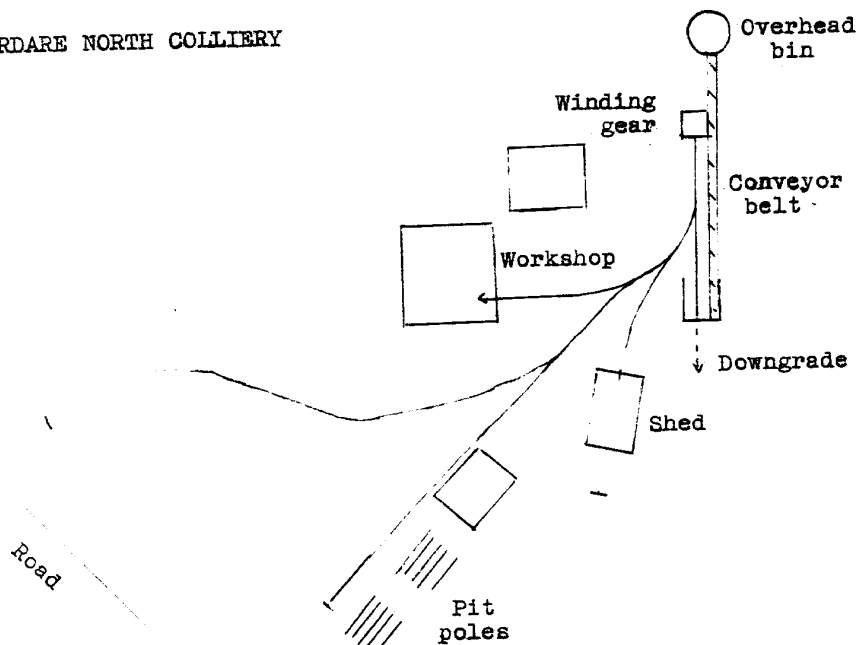
At present, the above mines use 1067mm 0-4-0 battery locos of 10 ton which are built by Jeffrey or BHP (the types are indistinguishable). Current numbers of locos as follows: Stockton Borehole 12, John Darling 14, Burwood 20, Lambton 18 and Macquarie 5.

Keith McDonald 2/79.

COAL AND ALLIED INDUSTRIES LTD, Aberdare North Colliery

Serving the Aberdare North Colliery is a small tramway of approximately 915mm gauge (3 ft). Coal is transported by conveyor belt up out of the mine to an overhead bin for road transport while the tramway appears to be used for maintenance and personnel transport. The shaft being of a considerable downgrade, the tramway works on cable haulage. Apart from various flat cars etc., there was a man-riding trailer approximately 25 ft long in an open-ended

ABERDARE NORTH COLLIERY



Not to scale

DA 2/1/79

David Allen, 2/79

shed. This vehicle had transverse seats and a small pantograph, probably for communication purposes.

David Allen, 2/79

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY. Albion Park Gauges various.

(P.O.Box 1036. WOLLONGONG 2500) (see LRN 8, p.4).

Regular public 'Open Days' are to be held on the second Sunday of the month at the Society's Albion Park site, and train rides will be available. An additional attraction will be operations on the adjoining South Coast Model Engineering Society's tracks. Opening times will be from 11 a.m. to 5 p.m. The first open day, on 11 February, was a great success, with an attendance of around 650. CAIRNS (Hudswell Clarke 0-6-0 1706 of 1938) was given a temporary ticket, and both it and KIAMA (Davenport 0-4-0ST) handled trains, with CAIRNS doing most of the work. Richard Youl's 2 ft. gauge Birney 'trucker' tram operated as well, after a new, heavier overhead wire had been donated by Metal Manufacturers and installed on site.

Previously, a running day had been arranged for those who had subscribed to the Davenport purchase fund. Some troubles had been experienced with KIAMA, which culminated with the fire having to be dropped late in the afternoon with blocked injectors. Regulator leaks in the locomotive had become worse, and it was decided to remove the dome cover to make an inspection on 20 January. There were some fears that the main steam pipe might be holed, but in fact the trouble was solved with the fitting of a new regulator valve gasket.

The 2 ft gauge Malcolm Moore rail tractor has been cleaned back, primed and repainted in a rich buttercup yellow. The engine and gearbox is being overhauled by apprentices at Cleary Bros, Port Kembla.

A Garratt NSWGR 60 class stoker motor has been mounted on the side of one of the Shay locos (762mm gauge Lima 2097 of 1903), in place of the missing propulsion unit. The cab is now completed.

The bogie passenger carriage has now been finished off externally in medium brown below sill level and ivory above. Some track extensions have been put in hand.

A spare Davenport boiler was recently retrieved from a property at Douglas Park where it had been used some years ago to power a sawmill. The boiler came from a sister loco to KIAMA, which formerly worked at the Menangle Sand Co. The boiler and some 18 in gauge 180 degree tip wagons were donated by Mr Mick Cleary along with a 500 gallon diesel tank which will be built into a four-wheel tank wagon for fire fighting and general use.

ILRMS Review 60, ILRMS 1/79, 3/79.

LACHLAN VINTAGE VILLAGE. Forbes 610 mm gauge

(see LRN 6 p.5)

A John Fowler 0-4-2T believed to be 16339 of 1925 was working on the 'Britannia Steam Tramway' at the village on 16 January, although the line seemed rather poorly patronised. The loco had to be brought into service hurriedly during 1978 because of the need to do heavy work on 0-6-2T Bundaberg Fowler 4 of 1952, which had worked all trains since the village's inception in 1975. The John Fowler loco carries no name or worksplates and is painted maroon. It has also apparently lost its side tanks. The explanation of this is that the tanks needed replacement and it was thought more economical to fabricate small replacement tanks which fit inside the cab on either side of the firebox. (See LRN 10). The displaced coal bunker capacity is now in a small rear bunker.

It was reported that the Bundaberg Fowler loco needed work on the firebox tubeplate. On 16 January, the loco was positioned near the station in full view of the Newell Highway, in a blue livery. By 29 January, it had been removed to the workshop area. The second John Fowler 0-4-2T, 16341 of 1925, does not seem to have had any major work carried out on it, and stands out of use on a siding,

Editor 1/79

MINERS MEMORIAL PARK. Freemans Waterholes 1435mm and 1067mm gauge

(see LRN 1, p 2)

Mounted in the coal miner's park at Freeman's Waterholes is ex J.& A. Brown ROD 2-8-0 number 23 (Great Central Railway, 1918). Along with the loco are several four wheel non-air coal hoppers, a four-wheel ex J.& A. Brown brake van and a small hand pump trolley. These vehicles have been assembled to make a small train. Adjacent to the loco is a lower quadrant signal. The whole collection is enclosed behind a 6 foot security fence. Apart from a coat of black oil on the loco, no restoration work has been carried out on the exhibits. The 1067mm gauge battery loco previously reported as being here is now known to have come from Elrington Colliery, and was built by Atlas.

David Allen 2/79, Keith McDonald 2/79

SIMSMETAL Mascot 1435mm gauge

Seen in Simsmetal scrapyard at Mascot, Sydney on 7 January was a standard gauge 165DS Ruston & Hornsby diesel shunter. The loco had been stripped of all identification, cab parts, transmission and gearbox and was in derelict condition. The remains of a pale yellow and grey colour scheme were

carried. The loco had been cut up within the week. (My records show Ruston & Hornsby 310085 and 313393 of 1952 supplied to Public Works Department of NSW, numbers 82 & 83. At B&H Disposals, Silverwater, February 1973, and transferred to Simsmetal, Mascot in 1974. Have both locos been scrapped, or has the one above been cannibalised for the other ? - Ed.)

Len King via David Allen 2/79

SOUTH MAITLAND RAILWAYS PTY LTD 1435mm gauge

A visit to the loco depot at East Greta was made on 2 January. Although mining and hence coal trains were not due to resume until 16 January, one double-header had run on the day of the visit, and were due to run on January 3, 4, 5 & 7 also, no doubt to remove stockpiled coal. Three of the line's Beyer Peacock 2-8-2Ts were in steam, two off the train, and one on standby. In the adjacent workshop, number 30 stood resplendent in a fresh coat of black paint, with the familiar SMR Pty Ltd in yellow on the tank sides.

David Allen 2/79

QUEENSLAND

BUCASIA PROGRESS ASSOCIATION PARK, Bucasia. 610mm gauge

(see LRN 8 p. 7)

The mystery of the disappearance of John Fowler 0-6-2T 20764 of 1935 ex Pleystowe Mill from the above location has been cleared up. Apparently the Progress Association wanted to dispose of the locomotive, which was regarded as a dangerous eyesore, and a local scrap dealer was induced to take the loco away. Unfortunately, it seems that no one thought to inform the loco's owners, the Apex Club, or interested preservationists, of the loco's impending disposal.

Len Heaton via David Mewes, 2/79

FARLEIGH CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD, Farleigh Mill 610 mm gauge

(see LRN 8, p. 7)

A TV news report of 8 February showed damage to the Farleigh tramway system caused by floods over the previous week. A large part of the St.Helen's Creek bridge on the Wagoora tramline had been carried away, and replacement spans were reported to be likely to cost \$100,000

Stack Talk 79

CSR LTD, Victoria Mill. 610 mm gauge

(see LRN 8, p.12)

Preserved Hudswell Clarke 0-6-0 *Homebush* (1067 of 1914) featured in a number of public appearances over the winter months. The first occasion was on 19 August, when the special event was the 60th anniversary of the Lucinda State School. This got off to an ignominious start at around 8 am when about a mile past Braemeadows on the line to Lucinda, a fusible plug blew. *Ingham*, a Clyde 0-6-0DH (64-382 of 1964) had to be sent out from the mill hurriedly to rescue the train, which consisted of *Homebush*, and a bogie passenger carriage which had been previously donated by the mill to the Halifax kindergarten and was borrowed back for the season. *Ingham* handled special trains between Lucinda and Gentle Annie Creek while the fusible plugs were refilled at the mill and pressure was raised again. By about 1 pm, *Homebush* was able to take over until 5.30 pm when the fire was dropped, and *Ingham* hauled the train back home.

Further runs with *Homebush* were on 30 August, when CSR officials were taken for a tour of the mill area, and on 16 September, when short trips were run in *Ingham* for the Maraka festival. *Homebush* has been placed in a specially built shed at the mill in a new park area near the mill offices but is to be retained in working order.

Thermit welded rail has made its appearance on the mill system with seven or eight lengths welded together and transported to site on specially modified bogies. A new line car arrived about December. It is numbered V5, and is similar to the existing four VW powered units built in *Ingham* by Hansen's Motor & Engineering Works, and numbered V1 to V4.

Stack Talk 79

THE MILLAQUIN SUGAR CO. PTY LTD, Qunaba Mill 610 mm gauge

(see LRN 7 p.8)

The two of Qunaba's three Perry locomotives taken out of service towards the end of the 1978 season will be out of use for the foreseeable future. These were 1 *Delta* (0-6-2T Perry 7967.50.4 of 1950) and 2 *Skipper* (0-6-2T 1850.46.1 of 1946). The remaining Perry, to continue in service, 3 *FLASH* (0-6-2T 6140.40.1 of 1948) received a new boiler at the start of 1978.

On 14 December, 4 *Jumbo* (0-6-2T Bundaberg Fowler 1 of 1952) was up on blocks behind the shed, and two other Bundaberg Fowlers were inside. The first, numbered 5, was Millaquin Mill's 6 (0-6-2T Bundaberg Fowler 6 of 1952), before being transferred to Qunaba during 1978. At first this was thought to be for repairs, but the transfer is now apparently permanent. Qunaba's

new number 6 was formerly Millaquin Mill's 8 (0-4-2T Bundaberg Fowler 3 of 1952), and was transferred from Millaquin late in the 1978 season.

Invicta (0-6-2T John Fowler 11277 of 1907) remained out of use at the Mill, resplendent in new paint of maroon and yellow applied by members of the Bundaberg Tourist Tramway Preservation Society.

Stack Talk 79

MOUNT ISA MINES HOLDINGS LTD, Mount Isa 1067mm gauge

(see LRN 5 p. 7)

A further Mount Isa mining loco has passed through Brisbane on its way to Bougainville. A four-wheeled diesel-hydraulic loco carrying the number 790 was observed at the yard of Rivers Trading, Northgate, during February. This loco is believed to be Com-Eng HD51101 of 1967, a 20 ton 280 hp loco. It was loaded on board ship for dispatch to Bougainville Copper on 27 February.

George Bond, Ray Ellis 2/79.

ROYAL QUEENSLAND BUSH CHILDRENS HEALTH SCHEME, Leslie Wilson Home, Rowes Bay, Townsville 610 mm gauge

Invicta, a Hunslet 4-6-0T First World War veteran, has been placed here in retirement by the local Lions Club. Built in 1916 with builder's number 1215, it worked in France before being brought to Australia by the Engineering Supply Co., and being sold to Bingera Mill. In 1956, it was sold to the Haughton Sugar Company's *Invicta* Mill at Giru, where it was apparently fitted with the cab and side tanks of sister engine Hunslet 1226 of 1916. This, the first *Invicta*, had worked at *Invicta* Mill until worn out, and the new engine acquired its name and number plates along with the tanks. The second *Invicta* worked on until 1964, and was placed in the grounds at Rowes Bay in 1967.

ARHS Bulletin Supplement 12/78, Stack Talk 64.

SOUTH JOHNSTONE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD, South Johnstone Mill, 610 mm gauge

(see LRN 1, p.4)

Malcolm Moore 4wDM locos 12 and 17 are now out of use and will provide spare parts for 13. These three are examples of the well-known type built for the Australian Army in 1943, and with their petrol engines replaced by diesel. The ex-Innisfail Tramway locos, Com-Eng 0-6-0DM *Pin Gin* A157111 of 1975 and *Curraiah* AA1544 of 1960, and Baguley 0-6-0DM *Mourilyan* 3390 of 1954, are now in mill yellow livery and carry only numbers, 7, 8 and 10 respectively. The out-depot at Silkwood has been enlarged so that the two locos normally stationed there can be accommodated under cover. The loco stationed at

Japoon out-depot still has to sit in the open.

Stack Talk 78.

SOUTH AUSTRALIA

STEAMTOWN PETERBOROUGH PRESERVATION SOCIETY 1067mm gauge

(see LRN 7, p.9)

It is confirmed that two W class and one Pmr have been purchased from WAGR for this project. Identities are:

W901	4-8-2	Beyer Peacock	7378	1951
W907	4-8-2	Beyer Peacock	7384	1951
Pmr720	4-6-2	North British	26564	1950

These locos were prepared for transport at Westrail's Midland works workshops, and one loco was despatched from Perth on 5 February.

Mile End Railway Museum Newsletter 216, Network, Ray Ellis 3/79

PICHI RICHI RAILWAY PRESERVATION SOCIETY 1067 mm gauge

(P.O. Box 504, PORT AUGUSTA 5700) (see LRN 6 p.8)=

Train services were extended through to Woolshed Flat on 5 September. On 7 September, a carriage was derailed between Woolshed Flat and Pichi Richi, due to a collapsed culvert. Trains were running normally, however, by 10 September. On 27 to 29 January, the new Saltia bridge had track laid on to it, thus once again linking up the rails from Stirling North through to Quorn, on the line's Centenary Year.

The locos in use during the latter part of 1978 were 4-8-0 T186 (James Martin 198 of 1909), and 4-8-2 W933 (Beyer Peacock 7410 of 1951). Work has been proceeding on the overhaul of 4-8-2 W934 (Beyer Peacock 7411 of 1951), and the restoration of the "Coffee Pot", 2-2-0WT motor NJAB1 (Kitson 4356 of 1905). A further locomotive has been made available to the Society. This is ANR's NB30, to be placed on permanent loan to the Society by ANR. This 140 hp 0-6-0DH was built around 1957 on the chassis of NB30, an 0-6-0ST built by Vulcan Iron Works (USA), B/n. 2533, in 1916. While in its original form as a steam loco, NB30 used to work as shunter at Quorn, so its return in its new form is appropriate. It is planned to take delivery of the loco via the loading ramp at Stirling North, and then through the pass.

Operating periods during 1979 will be at Easter weekend, May school holidays, Queen's Birthday weekend, August school holidays and Labour day weekend. Because of the uncertainty about the future of the Quorn -

Peterborough line, permission has been gained to run special trains on 2-3 June from Quorn to Peterborough and return,

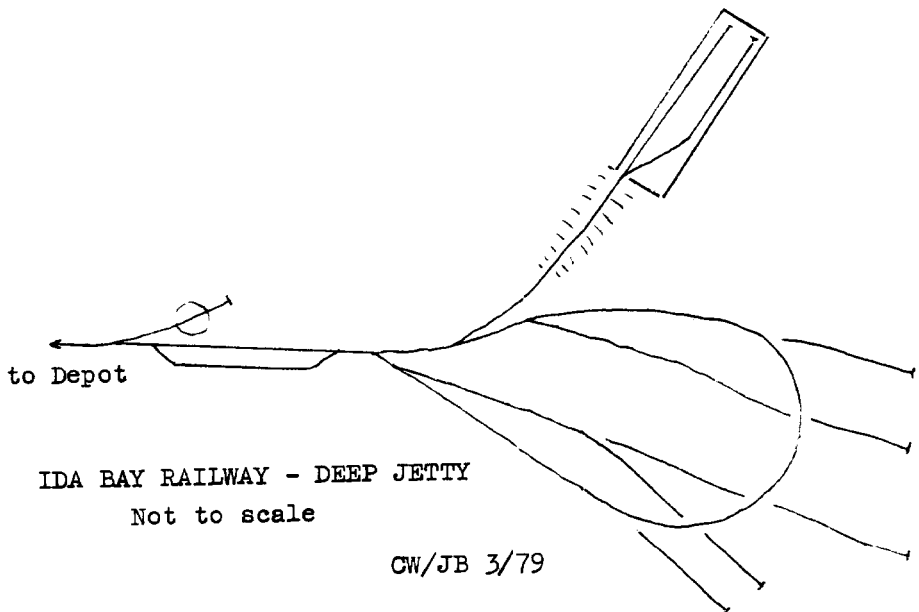
Pich Richi now boasts Australia's only qualified female fireman, Mrs Meg Atkinson. Two other women are currently training for the ticket.

Richard Atkinson 2/79, Ray Ellis 3/79

TASMANIA

IDA BAY RAILWAY 610 mm gauge

The railway was visited on 20 January. Due to almost continuous rain, the two-hourly schedule of round trips soon ran late, with the 2 pm trip taking

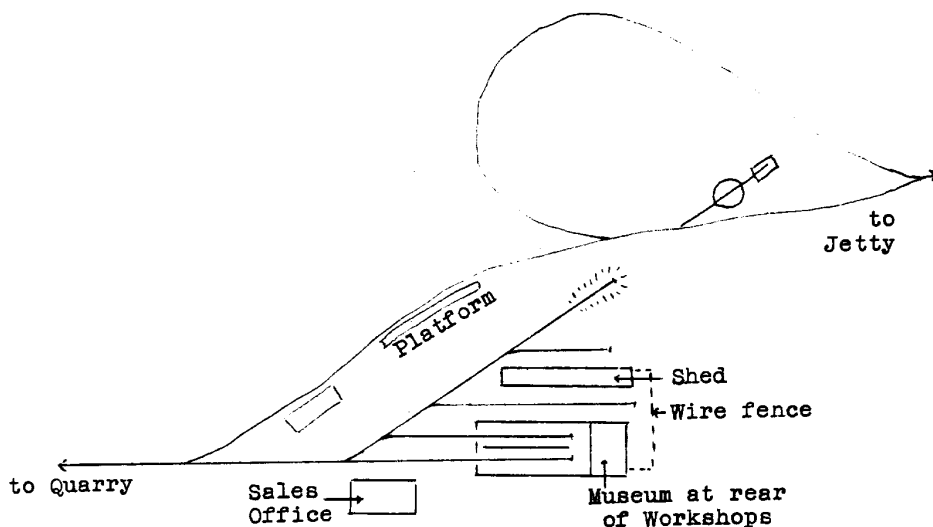


2¼ hours, with only a ten minute layover at the jetty terminus which was used to good purpose to restock the loco's much depleted supply of sand.

The train now consists of four bogie passenger carriages, two of which are fully enclosed. Passenger loads varied from about 6 on the 10 am trip to about 40 on the 12 noon trip, the latter group fully occupying the enclosed cars due to the driving rain.

The following locos were noted (all builder's numbers taken from Editor's records.) All the locos are Malcolm Moore four-wheelers, originally built with Ford V8 engines in 1943 for the Australian Army:

- 1 B/n. 1010 frame and body panels only.
- 2 B/n. 1017 petrol engined. On standby at the depot.
- 3 B/n. 1038 petrol engined. Parked 100 yards west of depot.



IDA BAY RAILWAY - DEPOT

Not to scale

CW/JB 3/79

- 4 B/n. 1052 open cab. Out of service, dismantled.
- (5) B/n. 1056 diesel engined. In service

The railway is little changed otherwise from Commonwealth Carbide days, the major alteration being the provision of balloon loops at either end to avoid the necessity of turning the locomotive.

Craig Wilson 3/79

VAN DIEMEN LIGHT RAILWAY SOCIETY INC., Don River Tramway 1067 mm & 610 mm gauge

(P.O.Box 887, Launceston 7250) (see LRN 6 p.9)

A Tasmanian Government grant of \$5000 has been allocated to the Society recently to enable restoration work and the provision of facilities to be undertaken. In addition, an annual tourism grant of \$5000 per year for the next three years has been provisionally allocated.

A further CCS loco, CCS25, has been donated to the Society by ANR. This brings the Society's steam roster up to ten as follows:

3 ft 6 in gauge:

0-6-0T John Fowler 5265 of 1887. Donated by the Transport Commission in 1971. Under restoration at Burnie.

MA2 4-6-2 Robert Stephenson & Hawthorn 7422 of 1951. Donated by TGR, 1974. Semi-dismantled at Don awaiting boiler inspection.

MA4 4-6-2 Robert Stephenson & Hawthorn 7421 of 1951. Donated by TGR, 1974. Stored at Don.

H7 4-8-2 Vulcan Foundry 5922 of 1952. Donated by TGR, 1975. At Launceston awaiting transport to Don.

Heemskirk 4-8-0 Dubs 3856 of 1900. Donated by Burnie Council and Emu Bay Railway Co, 1977. At Burnie awaiting transport to Don.

CCS23 2-6-0 Beyer Peacock 4415 of 1902. Donated by ANR in 1978 (previously hired to VDLRS). Under restoration at Launceston.

CCS25 2-6-0 Beyer Peacock 4417 of 1905. Donated by ANR, 1978.

2 ft gauge:

Lune River 0-4-2T Hunslet 1844 of 1936. Purchased from Australian Commonwealth Carbide Co., 1972. At Don dismantled for boiler inspection.

9 0-4-0T Krauss 5988 of 1908. Donated by Electrolytic Zinc, 1972. Externally restored at Don.

5 0-6-0 Hudswell Clarke 1548 of 1925. Donated by CSR Ltd. 1977. External restoration under way at Don.

Steam Echoes 17.

VICTORIA

ALEXANDRA AND DISTRICT HISTORICAL SOCIETY. Alexandra. 1029 mm and 610 mm gauge.

(P. O. Box 21, ALEXANDRA 371 4) (see LRN 7, p.10).

Near the old railway station at Alexandra is a structure bearing the nameboard "The Little Loco". Inside are housed two locos previously operated in the district. Largely restored is a 3 ft 4½ in gauge Day's 0-6-0PM, painted red. At the rear of the shed is Australia's first diesel loco, 2 ft gauge Kelly & Lewis 4271 of 1935, which has had its engine removed for restoration. Currently stored at the hospital is 2 ft gauge Malcolm Moore four-wheeled petrol loco B/n.1049 of 1943 from the State Electricity Commission, Yallourn. This has a fully enclosed cab which has been added at some stage of its life.

Editor 1/79

CODELFA. Melbourne Underground Railway Construction 1067 mm gauge

(see LRN 8, P.13)

Five four-wheeled diesel locos were still at the Jolimont site on 22 January. 26-5 appears to be a Plymouth loco, while 26-7 may be of Baldwin manufacture, or possibly Com-Eng. 26-1 and 26-2, while not identical to 26-3, which carries Com-Eng builder's number EC4596 of 1965, are sufficiently similar to be very likely of ComEng manufacture.

David Mewes, Editor 1/79.

GEELONG STEAM PRESERVATION SOCIETY 1067mm gauge

(P. O. Box 166, BELMONT 3210) (see LRN 7, p.11)

Regauging of the Bellarine Peninsula Railway has not proceeded according to schedule, and partly due to this, the earlier cost estimates have had to be raised considerably, by a further \$84,000, according to a local newspaper report, and the Victorian Government has been asked to provide the additional funds required. The entire section from Queenscliff to Laker's Siding was relaid by early February, and was then packed by a tamping machine on loan from Tamper Australia. The unit was at Tamper's for conversion to 2 ft gauge for a Queensland Sugar mill, and was made available at minimal cost to the Society. By 7 March, regauging had been completed to the Portarlington - Queenscliff road crossing. A sleeper removing and replacing machine has been acquired from VR, and proved useful.

Pmr721, an ex-WAGR 4-6-2 (North British 26565 of 1949) has been purchased by some Society members from the City of Northam (see LRN 7, p.13). However, local objections to the purchase have halted any move for the time being. On the other hand, moves to the Town of Katherine, NT, with a view to preserve a North Australia Railway Nfb 2-6-0 (ex SAR Yx) have proved unsuccessful. Two more locos have arrived at Queenscliff. These are 4 *Arthur T. Middleton* (Vulcan 0-6-0ST of 1916), and T251 (4-8-0 Walkers 276 of 1915). Both these were delivered after being exhibited on road vehicles, at the Geelong Gala Day on 3 November, and the Transport Cavalcade in Melbourne on 29 January respectively. It was hoped that 6 *Wesley B. McCann*, (0-4-2ST Hudswell Clarke 646 of 1903) would arrive in similar fashion after the Melbourne Moomba parade in March. *Klondyke* (0-4-2T Perry 271 of 1927) has been steam tested, and reassembly is progressing at Belmont. PB15 454 (4-6-0 Walkers 99 of 1909) has handled trains at Belmont. The Malcolm Moore 4wPM entered service at Queenscliff on 10 January. It was being repainted at Queenscliff on 20 January. Apparently to be named *Major*, the following

information is found on its maker's plate: Attach Ser. No.2. Model 47. Type 1. Job No.C396. 13.12.46. It was built to work at Hume Weir in 1946, before being sold to Upton Engineering at Corowa, NSW.

\$200,000 has been requested from the State Government to pay for the transportation of rolling stock from Tasmania apparently purchase from ANR. A substantial number of carriages have been purchased, judging by the transportation costs envisaged.

The Commoner 11/78, 1/79, Bellarine Peninsula Echo 7/3/79. via Dick Hope, Editor 1/79.

MELBOURNE & METROPOLITAN BOARD OF WORKS. Dandenong Valley Trunk Sewer Construction. 762 mm gauge.

(see LRN 5, p. 10)

Work is currently in progress on construction by tunnelling of a 25 km. trunk sewer to service Melbourne's outer eastern suburbs, between Carrum and Bayswater. It is being built in five sections as follows:

Section 1 Carrum to Hammond Road, Dandenong, (4 km), built by cut and cover method. Begun in 1973 and completed in 1975.

Section 2 Hammond Road to Jolly Road (6 km), was tunnelled through wet, soft ground by a 'Mesco' tunnel boring machine, compressed air being used where necessary.

Section 3 Jolly Road to Ferntree Gully Road (8 km), tunnelled through hard rock with a 'Robbins' boring machine ('mole').

Section 4 Ferntree Gully Road to Boronia Road, Wantirna, (8 km), as for Section 3.

Section 5 Wantirna Road to Bayswater. Route to be finalised.

Tunnel diameter (lined) varies between 3.5 m at Carrum down to 1.6 m at the Bayswater end. 2 ft 6 in gauge railways have been used on sections 2, 3 & 4, and will presumably be used on section 5.

On Sunday, 25 February, the Board held a public inspection day at the Ferntree Gully Road access site. A display at the entrance included route maps, rock samples and some very interesting scale models showing tunnel construction methods. A 25 m poppet head straddles an 8.5 m diameter by 33 m deep access shaft. After the shaft was sunk, the first section of the tunnel was excavated by traditional rock mining methods to enable the 'mole' to be assembled. As the 'mole' moved along, rail tracks were laid to facilitate haulage of men and materials to the work site, enabling the progressive extension of conduits, phone cables, lighting etc. A laser beam projector was used to ensure that the tunnel centre line remained on its planned course. The tunnel on the Dandenong Road side of the shaft (Section 3) has been

concrete-lined and is thus practically complete. Lining is in progress on the Bayswater side.

Muck removal trains were run on sections 2, 3 & 4, 24 hours a day, six days a week between the 'mole' and the shaft. Each of the two trains used consisted of three trucks hauled by an E.M. Baldwin diesel loco. The railway is currently used in connection with the concrete lining of the tunnel in section 4. On display in the short section below ground level was one of the four wheeled Baldwin locos (number 032), one muck truck and a concrete agitator car. On the sidings above ground were two small four-wheeled battery locos (numbers 026 and 037), the battery box from loco 030, and a small number of sundry wagons. It is believed that there were three other locos there recently, but these have since been taken to the Board's Thomson River Dam site, north of Erica.

M.M.B.W. Notes via Steve Martin.

STATE ELECTRICITY COMMISSION OF VICTORIA. Rubicon 610 mm gauge

This four-mile long tramway runs along the side of the raceway of part of the Rubicon-Royston hydro-electric power complex, ending in a mile-long inclined plane with cable haulage. At the top of the haulage, in its shed, was observed the battery electric bogie railcar. At the small power station about half-way along the line is kept a tiny double ended four wheeled battery electric railcar. In a shed nearby was seen 26C/4, a Malcolm Moore four-wheeled petrol loco, believed to be B/n. 1003 of 1943. Lying outside the shed was that rarity on mainland 2 ft gauge railways, a snow plough. The tramline runs on top of the mountain, and is used for maintenance. It can be reached by car by a steep road which leads from near the foot of the haulage.

Editor 1/79

PUFFING BILLY PRESERVATION SOCIETY, Puffing Billy Museum, Menzies Creek. Gauges various.

(see LRN 4, p.11)

On 21 January, Hudswell Clarke 2 ft gauge 0-4-2ST 1559 of 1925, ex Pleystowie Mill number 4 was observed in steam at the museum. It had been fitted with a miniature Williamson coupler similar to those used at many sugar mills. Also fitted with this type of coupler was a bogie flat wagon which seemed to be an item of ex Innisfail Tramway rolling stock, apparently obtained from Mourilyan Mill. It is believed that a passenger carriage is to be built on this vehicle. The Malcolm Moore 4wPM which came from the State Electricity Commission, Redcliffs, has been dismantled, and it is believed it may be fitted with a diesel engine. Late in the afternoon, with the arrival of

the loco's driver, the purpose of the saddle tank being in steam became clear. It was to pull Hudswell Clarke 0-6-0 1863 of 1952 ex Macknade Mill number 6, out of the shed, and to position it over the pit in the museum yard. The tender engine has been converted back to coal firing, and Westinghouse brake equipment is being fitted. The pump is fixed on the left side of the smokebox, and an air reservoir had been placed on the left running board. The sand boxes have been removed, and the loco was painted in a white undercoat.

Editor 1/79

UPPER YARRA HISTORICAL SOCIETY MUSEUM, Yarra Junction 1067 mm gauge [sic should be 914 mm gauge]

A Malcolm Moore six wheeled petrol-mechanical loco is displayed on the platform of the former Yarra Junction Railway Station, which is now the local museum. The loco formerly worked on the Powelltown Tramway. Inside the museum, there are many historical photographs of local timber tramway scenes.

Editor 1/79

WOMBAT GULLY TRAMWAY. Leneva 457 mm gauge

(R.M.B. 1049A, WODONGA 3690)

This is a light railway built by some enthusiasts on private land, 'Cloverdale', Leneva, near Wodonga. Open days are on the last Sunday of the month, from 1pm to 5pm. There is a steam loco and a petrol loco built by members for use on the 1 ft 6 in gauge tracks.

Two buildings have recently been purchased. One, the old gang shed from Beechworth station will be used by the works section, and the second, a wooden portable will be used for the Museum section. A large lathe has been purchased from the NSWGR, and this will be used for the machining of wheels, axles and other items. A large number of 2 ft gauge wheelsets and bearings have been donated by a local brickworks. Restoration has recently been completed on a rare end tipping skip from the Daylesford area, believed to date from around 1870. Construction has begun on a new bogie coach, number 6, which will have a guard's compartment and seat 18. Bogies formerly used under coal hoppers at the Balls Head loader at Waverton, NSW, will be regauged from 20 inch gauge as soon as the new lathe is operational,

D. J. Steinhauser 11/78

WESTERN AUSTRALIA

HOTHAM VALLEY TOURIST RAILWAY W.A. (INC) 1067 mm gauge

(P. O. Box 197, PINJARRA 6208) (see LRN 7, p. 12)

The Hotham Valley Tourist Railway, previously the Pinjarra Steam & Hills Railway Preservation Society, has commenced discussions with the State Department of Tourism, including an exploration of the Society operating over the closed line between Dwellingup and Tullis. A third W class 4-8-2 loco has been acquired for the railway. This is W908, Beyer Peacock 7385 of 1951.

Pinjarra Steam Express 12/78-1/79, ARHS Bulletin Supplement 2/79.

KALGOORLIE-BOULDER LOOPLINE RAILWAY 1067 mm gauge

(see LRN 8 p. 14)

Since the start of operations on 18 November, the Loopline had carried well over 1000 passengers by February. An official opening was to be held during March, by which time it was hoped that trains would be running from Golden Gate to Trafalgar. At the same time, the Eastern Goldfields Historical Society Museum will be opened at Boulder station. Trains will run every Saturday and Sunday from 1.30 pm to 5.00 pm.

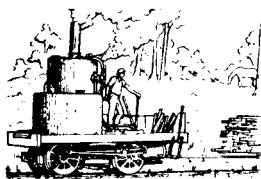
WA Railway Institute Magazine 1/79, Goldfields Express 7/2/79, via David Whiteford.

WEST AUSTRALIAN HARBOUR & LIGHT DEPARTMENT, Wyndham 1067 mm gauge

(See LR 59)

It is reported that three locomotives still work on the Wyndham port railway. Apparently all the other locos are out of use. The locos still used are NW15 & NW16, ComEng four-wheeled diesels, B/n. GB1045 & GB1046 of 1960, and NW17, a Gemco Funkey four-wheeled diesel built in 1964.

David Whiteford 3/79.



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Timbertown's 0-6-0 Hudswell Clarke 1862 of 1953 pictured at Timbertown Station earlier this year.

Photo - Timbertown Wauchope



Alexandra & District Historical Society have beautifully restored this Day's rail tractor which runs on power kerosene. Behind it is an early Australian diesel built by Kelly and Lewis.

Photo: Ian Bowering

EDITORIAL

The issue on 16 May of four railway stamps featuring steam locomotives highlights the increasing interest being shown in railways in Australia and the importance of the preservation societies in encouraging and developing this interest, as three of the locomotives featured are operated by preservation societies. Let us hope that another issue will follow, giving due consideration to a fair representation of gauges, states of origin, and private locomotive builders of Australia. *Light Railway News* has its part to play in the growth of interest in railways in Australia. The changes outlined in the last issue will soon be implemented, involving it even more in railway preservation. But this will only succeed with the support of LRRSA members, Please continue to provide the editor with whatever news of Light Railway interest you come across. The interest is contagious - by informing others, you will be sparking off their interest, and so our enthusiasm will remain alive through spreading to others.

LRRSA PUBLICATIONS

THE BEECH FOREST RAILWAY

The Society's best selling publication *West Otways Narrow Gauge* which dealt with the VR's 2 ft 6 in gauge Beech Forest - Crowes railway and its timber tramways, has been out of print for several years.

The author, Norm Houghton, has since completely rewritten the text, and greatly expanded the section dealing with the VR line. Production of this well researched and extremely interesting history is to commence shortly. The new book will be presented in the same style as *Sawdust and Steam*.

We are anxious to obtain high quality black and white photographs of the Beech Forest Railway, particularly pictures showing regular trains. Colour slides of high pictorial merit may also be considered for inclusion.

Any readers able to assist in lending such photos or slides should write or ring Frank Stamford, 9 McGregor Street, CANTERBURY Vic 3126; phone (03) 830 1640.

SAWDUST AND STEAM

The above book, dealing with the VR's Forrest railway and the mining and timber tramways of the east Otways is now almost sold out. Soft cover copies are already sold out but some hard cover copies are still available at \$6.95 plus postage of 70 cents. Should you desire a copy you should write to the Sales Department immediately.

BOOK REVIEWS

TIMBER, SPUDS AND SPA

By Murrell Osborne, published by the Australian Railway Historical Society, Victorian Division; 60 pp. 170 x 230 mm, card covers. \$3.95.

Subtitled "A Descriptive History and Lineside Guide of the Railways in the Daylesford District 1880-1978" this is a tightly written, well researched history of the Carlsruhe - Daylesford - Creswick North railway. Daylesford, lying in the shadow of Wombat Hill, was in its heyday an important town relying for its prosperity on gold, timber and tourists. By 188 (sic) it had seven trains a day, four to Ballarat and three to Woodend. The book covers all facets of the railway's history, including train services, safe working, station descriptions, track layouts, maps, tickets, and a very good selection of well printed photographs. Reproductions of timetables, tickets, and gradient profiles are included. Minor criticisms are that apparent physical connections between

timber tramways and the VR are shown on some of the track layouts, although gauge differences would have made this impossible; and the conversion into decimal currency of money figures included in direct quotes from the *Victorian Railways Magazine* of 1929-30. In the selection of typeface, cover design and general layout this book is very professionally presented. Very highly recommended.

FES

POTATOES PASSENGERS AND POSTERITY

A History of Puffing Billy's Railway by Marc Fiddian, published by the author. 144 pp. 135 x 208 mm, card covers \$8 95.

The text of this book covers the history leading up to the Gembrook line's construction, early train services, a brief description of the towns through which the line passes, attempts to close the line, broad gauge proposals, the revival of the line under the PBPS, and a brief outline of the other three VR narrow gauge lines.

Some aspects of the text were particularly interesting. I found the early history leading up to the line's construction, and the sections dealing with the many closure attempts and the subsequent re-opening well handled by the author. Unfortunately some irrelevancies in the text detract from its overall worth, e.g. several reference to the New York underground.

Seventy-eight photographs are included, all of which are poorly printed, and some of which are irrelevant or superfluous; for example two almost identical photos of Wright station, and photographs of the Belgrave, Emerald and Gembrook football grounds.

FES

NOTES AND CORRECTIONS

Regarding the John Fowler at Lachlan Vintage Village (LRN 9, p.11), Len Heaton writes that all the Fowlers at Tully Mill had tanks inside the cab beside the boiler and a coal bunker across the rear of the cab. These tanks were separate to, but connected by a balance pipe with the main tanks. Tully No.1 (John Fowler 16337) ran with a locally constructed tender in the early 1950s. By 1955, it was lying idle, and the chassis was used for a diesel powered welding plant.

LRN 9 p.8 BHP LTD should be THE BROKEN HILL PROPRIETARY CO. LTD.

LRN 9 p.9 Glen Davis Shale Oil Co. should be National Oil Pty Ltd, Glen Davis.

LRN 9 p.9 Aberdare North Colliery: should this gauge be 1067mm ?

LRN 9 p.14 Mount Isa Mines Holdings Ltd. Operations at Mount Isa are carried

on by Mount Isa Mines Ltd, a wholly-owned subsidiary of Mount Isa Mines Holdings Ltd.

LRN 9 p.17 Electrolytic Zinc. Full name is Electrolytic Zinc Co. of Australasia Ltd.

LRN 9 p. 21 W 908 is of course HVR's *fourth* W class loco.

Thanks to Tony Weston

Tony Weston also writes that he has found some Australian-built diesels which predate Kelly & Lewis 4271 of 1935 (LRN 9, p. 17). These were three 3 ft gauge locos supplied in 1930 by Armstrong Holland Ltd of Sydney to the NSW Water Conservation & Irrigation Commission. Further details will appear in a future issue of *Light Railways*.

NEW SOUTH WALES

GOULBURN STEAM MUSEUM . 610 mm gauge

(see LRN 3, p 4)

The Museum's remaining steam locomotive, *Stella* 0-6-0T Krauss 3423 of 1896, is to be withdrawn from service shortly for general overhaul. *Stella* has long needed heavy overhaul, as well as axle box attention, and as the locomotive will be due for boiler examination in August, the work is now essential. Negotiations are under way for the loan of a petrol locomotive for the time the Krauss will be out of action. There is the remote possibility of an 0-6-2T Perry loco being utilised but the excessive axle load for the track, and the need to relay the run round facility near the Crookwell Road to suit acts against this.

"Perry" 4/79

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY Albion Park. Gauges various

(P. O. Box 1036. WOLLONGONG 2500) (see LRN 9 p.10)

Work at the Albion Park Museum site has concentrated on consolidation and tidying up the museum area during the last couple of months.

The open sided shed over the stationary engines and boiler has been completed and painted, and although making natural light photography of these exhibits more difficult, has improved the general aspect as well as the weather protection. The remainder of the engines and a winch have been painted and burnished and will be put "on line" in the next week or two.

The alignment of the future main line, from the junction with the present running line, to Yallah station, has been pegged out and scrub trees cleared

prior to ballasting with blue metal, donated by a local quarry. A culvert to carry the line over the drain which bisects the Museum area, has been dug out and the timber formwork and reinforcing completed ready for concrete pouring, and is planned for completion by the end of April.

Trackwork at the north end of the existing alignment has extended the running line along its future continuous circuit by another 30 metres continuing the ILRMS main line standard of 45 lb/yard rail. The 150 metres or so, so far laid in this size rail and well ballasted and packed has given little trouble but the much earlier track laid in 30 lb rail has required progressive resleepering, and spiking where old pre-used spikes installed in the early days have bent or pulled under the recent heavy usage. This trackwork also required lifting and packing where a number of holes appeared, and still has more switchback tendencies than the main line extension.

For a number of years rail removed from Corrimal and other sources has lain in haphazard piles where dumped on arrival at Albion Park, alongside the running line, and has not presented a very pleasant sight particularly to the recent visiting public, as well as accelerating corrosion in the piles. In March a rail storage rack was erected alongside the main line away from the main area, formed by laying lengths of 60 lb rail parallel on sleeper posts, suitably braced. All the useable rail in the haphazard piles has been moved to the rack and the remainder cut up for scrap. This strip vacated will be shortly levelled with soil and grassed, and already presents a greatly improved appearance.

The ex-CSR Meat Van, in use as a mobile booking office, and positioned on the tramway connecting spur on Open Days, has been refurbished and painted in brown and ivory to match the passenger carriage.

The Open Day held on 15 May was the fourth to be held since regular public opening commenced in February. Attendance at these Open Days has averaged 600. May's Open Day was a special Benefit Day for the Illawarra Society for Crippled Children. In addition to providing free rides for the children and nursing staff, a cheque was presented from public fare revenue by the ILRMS and the South Coast Model Engineering Society, whose site adjoins that of the ILRMS.

Tony Madden 4/79

TIMBERTOWN, Wauchope 610 mm gauge

(see LRN 6, p .6)

Timbertown, an operating logging museum of the 1880/1910 era, incorporates a 2 km. 610 mm gauge railway which encircles the site. Since the official opening in December 1976, all revenue services were operated by a John Fowler 0-6-0T locomotive, B/n. 12271 of 1910, hauling originally

two locally built carriages, but since 1978, three cars. Now carrying the name *The Green Hornet*, the loco bears little resemblance to its condition when used in cane haulage at CSR's Goondi and Victoria sugar mills, as it had to be completely rebuilt following its removal from a park at Lucinda Point. Now fitted with shorter side tanks and an unlagged/unsheeted boiler, the loco works without a tender (added by CSR to extend the operating range), whilst the fuel used is forest oak wood.

The passenger cars are bogie vehicles, of semi-toastrack appearance, but actually with 2 and 1 seating, having an off-centre aisle, and are fitted with hand brake levers. Two cars each seat 26 passengers, whilst the newest seats only 23, but has provision at one end for wheelchair passengers. Before the construction of the third car, it was necessary for up to 26 trips a day to be operated to cater for 1300 passengers, but this situation is now eased.

Laid with 30 lb new rail on a well ballasted formation, the route abounds with grades as steep as 1 in 30, and numerous curves as the line meanders through picturesque bushland settings. There are two timber bridges, the longest being "S" shaped and some 128 metres long.

Although certified to operate at 140 lbs psi (approx. 965 kPa), the Fowler's safety valves were set to blow at 100 lbs psi (approx 690 kPa), because of the light load hauled. The unlagged boiler presents an unusual sight and leads to operational difficulties with the heat from the boiler raising the temperature of the water carried in the side tanks, thus affecting operation of the injectors.

Timbertown was fortunate to be amongst the organisations to receive one of the Hudswell Clarke 0-6-0 locomotives from CSR Ltd. The loco was number 6 on the Macknade roster, B/n.1862 of 1953. It had been completely retubed by the mill prior to the 1976 season, the last worked at Ingham. After arrival at Timbertown in September 1977, the loco was converted from oil to wood firing, whilst such "modern" improvements as a steam turbo-generator and electric headlight were removed. Unlike the Fowler, the Hudswell Clarke has retained its lagging and boiler sheeting, and in fact also retains its Macknade road number.

Restoration work was almost completed during the December/January school holidays, which was extremely fortunate for its services were suddenly required when the Fowler had to be taken out of service on Sunday 25 February when it was found to be dropping brass filings whilst engaged on a work train prior to the commencement of the day's activities. It had been intended to commission the Hudswell Clarke after the busy Christmas holiday period, thus allowing the Fowler to receive a much needed overhaul, as well as reprofiling of its wheels but this was done slightly earlier than anticipated.

Following minor work (refitting of sandboxes), number 6 was trialled late

on Monday 26 February, and entered revenue service the follow morning. In the following days, the crews gained confidence in the loco with its steam brake (the Fowler only had a hand brake) and its greater pulling power, although the lifting vacuum injectors caused some problems initially.

At present the Fowler is on blocks, pending completion of repairs, which could take some time. In the meantime, Timbertown is interested in increasing its motive power fleet, so that the Fowler may in the future be relegated to a display on a logging train.

Per-way work is carried out outside museum hours, and normally a small Simplex four wheeled petrol locomotive, Motor Rail 4214, is used. This loco was obtained from CSR Ltd's Harwood Mill in New South Wales after its short tramway was closed. The unit has had no restoration work carried out on it and presents a sorry appearance although it is quite functional.

Most recent railway acquisition is a 3 ft 6 in (1067 mm) gauge foot-operated fettler's three-wheel trike, obtained from Queensland Railways. It is proposed to convert this to 2 ft gauge for use at Timbertown.

(It is planned to include in a future Society publication a detailed article on the Timbertown complex and its railway, which will be fully illustrated.)

"Perry" 4/79, Timbertown News Release.

MEGALONG VALLEY RAILWAY Blackheath 610 mm gauge

A visit to this location in mid-April revealed slow progress is being made, Covered shelter in the guise of a galvanised shed has been constructed, enclosed at the sides, but open at each end for sidings to pass through. The two Perry 0-6-2Ts, 2382 of 1941 and 6634.52.1 of 1952, formerly numbers 6 & 7 of North Eton Sugar Mill, are stored under cover, together with what appears to be the body of a former Melbourne cable tram trailer. One shed road extends out the back to provide an inspection pit which is simply the track supported on pole stumps. One set of ex-P.T.C. points has been regauged for use on the railway and could because of its length, be regarded as a "high speed" turnout. There is now about 300 metres of "main line", all of which is laid in 60 lb. rail or heavier reclaimed P.T.C. rail. A water column, obtained from the P.T.C., awaits erection. Although one of the locos is serviceable, the other requiring partial retubing, there is little evidence that it has been operated for some time, judging by the rusting of the track. A discussion with the owner, Mr Keith Duncan, disclosed that he has had some difficulty with the local Council in gaining approval for his development proposal and in gaining a decentralisation grant (which, he says, ultimately went to the Zig Zag railway at Lithgow). He is also seeking the use of a small petrol or diesel locomotive for use on construction and work trains. Because

of his other commitments, and limited volunteer help, progress is slow. As mentioned earlier, the locomotives are under cover at least, and so should not deteriorate.

Two names have been "written" by a welder on the cab steps of the older of the two Perrys. On the driver's side is 'TOM BAGLEY' and on the fireman's side is 'LES SCOTT'. Perhaps these gentlemen were crew during the loco's North Eton days. Can any reader shed light on this?

Dick Hope 10/76, "Perry" 4/19

QUEENSLAND

AMALGAMATED SUGAR MILLS PTY LTD, Pleystowe Mill 610 mm gauge

This mill has been re-equipping with 6 tonne capacity cane bins, and has purchased 600 for the 1979 season, bringing the total number of this type in the mill's fleet to 1800. This has enabled 1400 of the smaller 3.2 tonne capacity to be sold to Cattle Creek Mill. It is believed that Pleystowe has now converted completely to the new type of bin, which is the same design as that used at nearby Racecourse mill, and is fitted with Willison Automatic Couplers.

Len Heaton 4/79

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY 610 mm gauge

(P.O.Box 270 NORTH QUAY 4000) (see LRN 8 p.6)

The Society was informed earlier in the year that it would have to vacate its Rocklea, Brisbane storage site during the year because of pending redevelopment. With the lease of a suitable depot area and the assurance of a run of at least 1/2 mile, the Society has decided to embark on the transportation of the equipment previously stored at Rocklea to its proposed museum site at Woodford. Negotiations are proceeding to obtain access to further sections of the old Wamuran-Woodford section of QGR branch line upon which the Society hopes to run trains in due course. With the installation of security fencing in a few weeks time, seven steam locomotives and many items of rolling stock will be moved to Woodford. Already some wagons and track materials are on site. The Society received an invitation at the beginning of April to take part in the Rocky Point sugar mill's centenary celebrations on 21 April. The final stages in the restoration of the Society's ex-Condong Mill Ruston & Hornsby four wheel diesel (279567 of 1949) were quickly completed so that the loco could be used to run a passenger train at Rocky Point. This work included cleaning of the cab interior and priming, overhaul of the fuel

system, brake adjustments, and top coats of paint. The loco was finished in the livery it had at Condong in the early 1960s, golden cream with green cab interior and ballast weights and red buffer beams. After being used at Rocky Point, the loco was exhibited at the ARHS (Qld. Division) Field Day at Redbank on 12 May, before being transported to Woodford.

During 1977, three petrol engined locomotives were acquired, together with some workshop equipment, from the estate of Alwyn Zinn, a resident of Ipswich who had constructed them in his back yard! The first loco, built in 1971, is powered by a Ford Prefect engine and weighs 2.8 tons. It was in the process of being rebuilt as a "steam outline" loco when its builder died. The second loco, built in 1972, is powered by a Ford V8 engine, and weighs 3.75 tons. This loco, like the third, is of conventional "diesel" appearance. The third, weighing in at 4.9 tons, is powered with a Leyland Cub engine, and incorporates such refinement as air brakes, air operated clutch and air horn. All three locos are four wheelers, with the rear axle only being powered. In early May, they were removed from their place of building to storage in Brisbane

The Society's Wickham line car (four wheel petrol B/n.7084 of 1955) ex Hambledon Mill, has been moved to Woongoolba for restoration to working order by Tom Hurley.

Editor.

CATTLE CREEK CO-OPERATIVE SUGAR MILLING ASSOCIATION. Finch Hatton 610 mm gauge

As recorded above, Pleystowe Mill has sold 1400 of its obsolete 3.2 tonne capacity cane bins to Cattle Creek Mill. This has made possible the complete withdrawing and sale of Cattle Creek's entire former bin fleet, which was a very motley collection of various shapes and sizes, mostly built on old whole stick cane trucks. The old bins will be readily sold to local farmers for fowl runs, cattle yards etc.

Len Heaton 4/79, Editor.

FARLEIGH CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD., Farleigh Mill

(see LRN 9 p.12)_610 mm gauge

Nine spans of the St.Helens Creek tramway bridge were washed away in floods as reported in LRN 9. The former timber structure will be replaced by a steel and concrete structure which will cost \$200,000, double the previous estimate, and will be ready for the start of crushing in June.

Stack Talk 80

THE HAUGHTON SUGAR COMPANY LTD. Invicta Mill. Giru 610 mm gauge.

(see LRN 8, p. 8)

Tenders close on 25 May for the construction of 47 kilometres of track for the Upper Burdekin Co-operative Association Limited. This line, known as the Clare-Dalbeg Tramway Extension will be worked as part of the Invicta Mill tramway system, and will replace road haulage. The tramway will run from the present terminus of the Invicta tramline, at Steepy Banks, south of Clare, to Milaroo and Dalbeg. The contract is for main line ballasted track to be laid on formation constructed by others. Rails, precast concrete sleepers and ballast to be used in the construction will be supplied by the principal. Completion is due for the 1980 season, when 200,000 tonnes of cane will be transported on the new line. Cane will be hauled in excess of 90 kilometres from Dalbeg to Giru, making this the longest haul on a cane tramway in Queensland. It is anticipated that additional locomotives for the extension will be ordered shortly.

Stack Talk 80, ARHS Bulletin Supplement 4/79, Courier-Mail 28/4/79, Editor.

MARIAN MILL CO-OPERATIVE SOCIETY LTD., Marian 610 mm gauge

(see LRN 8 p.8)

Marian's two steam locomotives will remain in use during 1979. The Perry 0-6-2T 2601.51.1 of 1951 will be used regularly on yard duties, while the John Fowler 0-6-2T 20277 of 1934 will be used as required, presumably mainly on ballast trains.

Len Heaton 4/79

W.H. HECK & SONS PTY LTD, Rocky Point Mill, Woongoolba 610 mm gauge

(see LRN 3, p.7)

Although there has been no locomotive operation here since 1950, tramway developments are nevertheless taking place, with construction of a new yard for full and empty bins, which are transported to and from the mill on road trailers. There has even been some talk of the acquisition of a diesel locomotive to shunt the expanded yard layout. Currently, the bins are shunted by a fleet of tractors.

The deferred Centenary Celebrations took place on 21 April, and were well attended. On the tramway side, a great deal of work had gone into the restoration of John Fowler 0-4-0WT 16249 of 1923. This locomotive had been returned from exhibition at Gilltrap's Museum at Kirra Beach, where it had deteriorated very badly. It was completely dismantled and restored by Tom Hurley, a mill employee. This work included the construction of a completely

new cab. Unfortunately, the boiler was too far gone to be restorable to operating condition, but the overall effect was very pleasing with the loco painted green with polished brass bands and steam dome top. The Australian Narrow Gauge Railway Museum Society was invited to participate, and with the help of the mill was able to send its newly restored Ruston & Hornsby diesel (279567 of 1949) and the small passenger carriage used at South Brisbane in November. Passengers were carried a total of one kilometre there and back in a train consisting of steam locomotive, diesel locomotive and carriage. More than 350 passengers were carried. It is not known whether the steam loco will be remaining at Rocky Point or if it will have to be returned to Gilltrap's Museum.

Stack Talk 80, Editor.

MASSEY-FERGUSON (AUSTRALIA) LTD. Geebung 1067 mm gauge

This company operates a private siding adjacent to Sunshine station to enable rail dispatch of farm machinery from its Brisbane factory. The sidings are shunted by a four-wheel petrol locomotive built by Malcolm Moore in Melbourne in 1954. This 5 ton machine, classified as L48 by its makers was built to the order of McKay Massey-Harris, predecessors of Massey-Ferguson. The locomotive is in first-class condition, being housed under cover, and is kept very clean.

Editor.

PROSERPINE CO-OPERATIVE SUGAR MILLING ASSOCIATION Proserpine Mill, 610 mm gauge

(see LRN 8, p 10)

The tramline to Kelsey Creek, to the west of Proserpine was cut at Waterson during floods early in the year, when the bridge across the Proserpine River there was carried away. The decision has been taken to build a new line direct to Waterson along the south bank of the river, thus eliminating a crossing of the QGR on the level, as well as the river crossing. The 3.7 km line is expected to cost \$120,000 part of which will be recouped from insurance payments. The new line will cross the QGR main line by means of an underpass, to be built by the mill under QGR supervision.

Stack Talk 80

PROSERPINE SHIRE COUNCIL PARK Main Street. Proserpine 610 mm gauge

(see LRN 8, p.10)

The First World War veteran Hunslet 4-6-0T here has been placed under a

shelter. Apart from losing some boiler cladding at the front, it is kept in quite reasonable condition.

Trevor Bentley 4/79

QUEENSLAND SALT PTY LTD, Bowen 610 mm gauge

This salt works is one of a very small number in Australia which use a tramway system for the harvesting of sea salt for a few weeks each year. (Others are at Laverton, Vic. and Langhorne Creek, S.A. Are there any more? - Ed.) On 29 April, 35 tip wagons were seen in line, freshly painted, with one more nearby, also newly painted but dismantled. The four locomotives were seen stored in the shed, all painted bright yellow. These are as follows (details from Editor's records): Ruston & Hornsby four wheel diesel mechanicals 174142 of 1935, 285340 and 285343 of 1949, and Motor Rail "Simplex" four wheel diesel mechanical 8653 (of 1941 ?)

Trevor Bentley 4/79

TASMANIA

Proposed railway for Cataract Gorge, Launceston

A proposal for a narrow gauge steam railway on the eastern side of the famous Cataract Gorge was submitted to the Launceston City Council during February. The line will be one kilometre in length, and would take 12 months to build. It is proposed to fire the locomotive on L.P.Gas, and the line is expected to be of 610 mm gauge.

Launceston Examiner via Ralph Proctor 3/79

IDA BAY RAILWAY, Lune River 610 mm gauge

(see LRN 9, p. 15)

During February the service was being run with the diesel loco and four carriages. However, one trip was noted running with two carriages and the standby loco (powered with a Ford V8 petrol engine).

Ralph Proctor 3/79

SECOND RIVER TRAMWAY Karoola 610 mm gauge

(c/- 12 Melbourne Street, LAUNCESTON 7250)

(see LRN 7, p.9)

A new terminus for the tramway is being built at the present time, adjacent to the Second River Road. The old siding has been dismantled and a set of 40 lb. points put in, so that a new crossing loop can be built. Work also continues on fitting out the interior of the guards van, which should be in service later

this year. During December an "Enthusiasts' Day" was held with both Krauss locos in steam, these being:

- | | | |
|---|---------------|---|
| 1 | 0-4-0T Krauss | 5662 1907 - boiler, worksplates and other parts |
| | | 5800 1907 - mainframes |
| 2 | 0-4-0T Krauss | 6067 1910 On loan from Launceston Museum. |

Double headed trains were run and there was also some night running.

Ralph Proctor

VAN DIEMEN LIGHT RAILWAY SOCIETY INC., Don River Tramway 1067 & 610 mm gauge

(P.O.Box 887, Launceston 7250) (see LRN 9 p.17)

Services are run on Sunday afternoons when the museum is open using railmotor DP12 or 102 hp diesel U2, both hired from the Australian National Railways. Steam traction is used for special occasions. Locomotive U2 is interesting as it is one of 20 100 hp 10 ton locos built for use on the Victorian S.E.C.'s Kiewa hydro-electricity scheme to 3 ft gauge about 1950. The scheme was curtailed with the Commonwealth-State agreement to support the Snowy Mountains scheme, and it is believed that very few of the locos saw any service at all at Kiewa. In the late 1950s, six were extensively rebuilt by the TGR to become the U class, while another two were converted to metre gauge for the Thai Government Railways at Launceston. Others of these locomotives were dispersed throughout Australia.

ARHS Bulletin Supplement 3/79, Editor,

WEE GEORGIE WOOD STEAM RAILWAY INC., Tullah 610 mm gauge

(see LRN 7 p. 9)

On 11 February, the Fowler 0-4-W0T was steamed and given a run on the rails at Tullah. Many Tullah residents were in attendance to witness the great event. By next summer, the Society hopes to complete 3.5 km of track which will take *Wee Georgie* around Tullah village. Driver of the train was Bill Winskill who drove for a number of years on the line from Tullah to Farrell Junction. The English comedian after whom the loco was named died on 20 February at the age of 83. It had been hoped that he would be at the opening ceremony later this year as a guest of honour. A 1067 mm gauge carriage is being rebuilt to 610 mm gauge proportions at Rosebery to run on the line.

Advocate via Ralph Proctor 3/79'

VICTORIA

ALEXANDRA AND DISTRICT HISTORICAL SOCIETY. Alexandra 1029 & 610 mm gauge.

(P.O.Box 21, ALEXANDRA 3714) (see LRN 9 p.17)

The restoration of the 3 ft 4-1/2 in. gauge Day's 0-6-0PM (or should it be 0-6-0KM as the engine is designed to run normally on power kerosene) has now been completed. The Society believes that the locomotive was originally built as an International Farm Tractor in the early 1920s and was converted to a rail tractor by W.Day and Sons in the late 1920s. It was bought in 1940 by Ruook Timbers Pty Ltd for use on their timber tramway from Nos. 4 and 5 mills in the Rubicon Range.

The Society would like to hear from any reader who could provide further details of the history of the loco. Photos of it in operation would also be most welcome, as to date none has been located. This has meant that the roof, which was not present when the loco was received has had to be replaced with one of a typical, rather than prototypical, appearance. The Society also believes that the tractor is the only Day's Rail Tractor in operating condition and would welcome comments on this. (A similar, although smaller Day's tractor is "preserved" in a park in nearby Marysville (see LRN 6, p. 10).

As indicated in LRN 9 the engine of Kelly and Lewis 4271 of 1935 has been removed. In order to do this, both the radiator and bonnet had also to be removed thus leaving a rather bare chassis and cab. The diesel engine has been dismantled in order to try to free seized pistons. Because of the unavailability of parts this operation has proved extremely difficult, and at the end of April the pistons were still stuck.

Work is also proceeding on the Malcolm Moore loco B/n 1049 of 1943. After overhaul of valves, this loco is now fully operational.

Restoration of the bodywork is now under way and to facilitate this the cab has been completely removed. Because of the poor visibility from the cab, the small perspex windows are to be replaced by larger glass ones. The doors are also being modified to include larger opening windows. The loco is being repainted green (it was yellow when received) with black under-frame, the same as the Kelly and Lewis. Painting of the bare loco, minus cab, is virtually complete.

Ian Bowering, President of the Historical Society, has been largely responsible for this project, and he is very keen to meet any LRRSA members visiting Alexandra. He can be contacted at the above address, or at the Alexandra Hospital.

Ian Bowering 5/79.

GEELONG STEAM PRESERVATION SOCIETY 1067 mm gauge

(P O Box 166, BELMONT 3216)

(see LRN 9 p.18)

May 19th was the day scheduled for the start of operations on the Bellarine Peninsula Railway, to coincide with the Centenary of the Queenscliff Railway. Trains were to operate between Queenscliff and Laker's Siding from the afternoon of the 19th.

In preparation for this, it was planned to end operations at Belmont on 15 April. Due to a lack of space at Queenscliff, it was decided that No.6 (Hudswell Clarke 646 of 1903) should remain at Belmont until the end of the line, and so it did not take part in the Moomba Parade. PB15 454 (Walkers 99 of 1909) and the carriage stock were to be transferred from Belmont to Queenscliff after Easter.

Pacific M6 (Stephenson & Hawthorn 7429 of 1951) was in service on 25 and 26 February. The first day was used as a test run in preparation for the visit of Digby Crozier, Minister for Development, Decentralisation and Tourism, the next day. The loco was then due to be stripped for boiler inspection, due in April. T251 (Walkers 276 of 1915) has had attention to the regulator to get it ready for the opening

In April, it was announced that a further grant of \$100,000 had been made available by the State Government to enable regauging to continue to Drysdale as originally programmed. A press report revealed that a group of six GSPS members had tendered for a locomotive identical to M6, ten carriages and a self-propelled rail car from Tasmania. It is not known whether funds will be made available to transport these items from Tasmania should the tenders be successful,

GSPS Newsletter 3/79, Bellarine Peninsula Echo 11/4/79 via Dick Hope.

WALHALLA & THOMSON RIVER STEAM TRAMWAY, Walhalla 762 mm gauge

(see LRN 8, p.13)

It is confirmed that a locomotive originating from Queensland has been delivered to Walhalla. It is claimed to be of 3 ft 6 in gauge and it is planned to rebuild it as a 2-4-2T. The loco is currently stored in the shed at Walhalla. Its identity is unknown to your editor, but there is some slight evidence to suggest that it may be a John Fowler loco sold from Mount Morgan mines some years ago. This would be one of the 3 ft gauge Fowlers which worked on the Warburton Timber Company's Tramway.

On the Block 2, Editor 1/79

WESTERN AUSTRALIA

HOTHAM VALLEY TOURIST RAILWAY INC. 1067 mm gauge

(P. O. Box 197, PINJARRA 6208) (see LRN 9, p. 21)

The HVR's W945 *Banksiadale* ran special trains in Perth from 10 February to 10 March, in connection with the "Festival of Perth".

For the same period, G71 *Menzies* was exhibited outside City Station in a maroon livery, although it has not yet been restored to operational condition.

Latest acquisition is a 1903 built 6-wheel self propelled steam crane which was constructed by Balmforth & Co., Luton. Latterly this machine worked at WAGR's Forrestfield wagon depot on compressed air. Formerly classified as No.26, it has a 5 tonne capacity and weighs 12 tonnes.

Pinjarra Steam Express 2-3/79, ARHS Bulletin Supplement 2/79

KALGOORLIE-BOULDER LOOPLINE RAILWAY 1067 mm gauge

(see LRN 9 p.21)

A joint official opening of the historic railway loopline and Eastern Goldfields Historical Society Museum in Boulder was due to be held on Sunday 8 April. The official opening ceremony was to be at noon, and celebrations were to last most of the day.

Kalgoorlie Miner 14.4.79. via David Whiteford,

NORTH WEST WHALING COMPANY. Carnarvon 1067 mm gauge

(see LR 50, 56, 59)

Cyclone Hazel on 12-13 March caused extensive damage to the North West Whaling Company's Babbage Island jetty at Carnarvon.

A photograph in the *Daily News* showed the tramway rails and jetty decking in a tangled mess at the jetty head. No damage was reported in the press to any rolling stock still stored on the jetty but there seems to be some doubt as to what stock may have been on the jetty at the time. The jetty is largely used by the Company for servicing prawn boats.

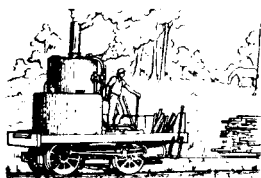
(Is the jetty and its tramway still in the hands of the W.A. Harbours and Lights Department, or has it been disposed of to "private enterprise"? - Ed.)

Daily News 14.3.79, David Whiteford.

Denham jetty 1067 mm gauge?

Cyclone Hazel on 12-13 March washed a prawning vessel into the local caravan park 50m. from the beach. The railway lines on the jetty were unserviceable, according to the *West Australian*. It is assumed that small man-powered trolleys are used at Denham to service the prawning vessels.

West Australian 15.3.79, David Whiteford.



LIGHT RAILWAY NEWS

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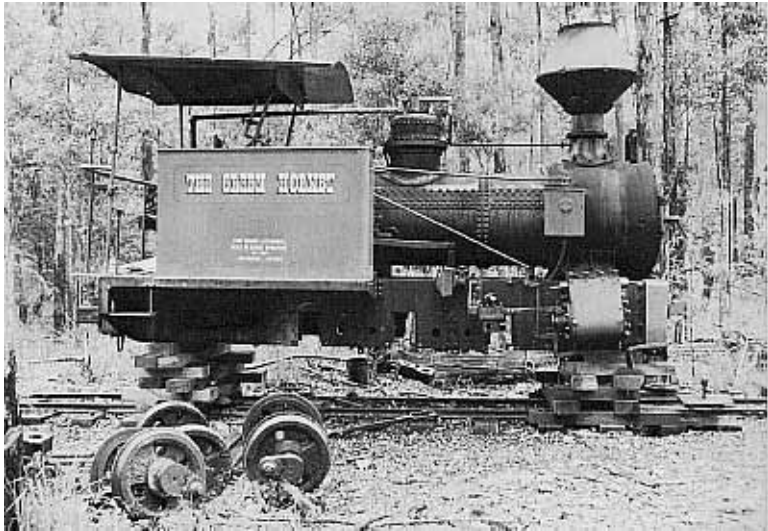
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0-4-0ST Davenport locomotive, ex Kiama, on the Illawara Light Railway Museum Society's railway.

Photo: ILRMS



The Green Hornet (John Fowler B/No. 12271 of 1910), 610 mm gauge loco awaiting overhaul at Timbertown Wauchope. February 1979.

Photo: Timbertown Wauchope



The Racecourse Sugar Mill fleet, 30 September 1978.

Photo: B.J. Webber

EDITORIAL

This is a transitional edition of *Light Railway News*. It is the first issue to be fully commercially printed, and was edited in Brisbane, typed and designed in Melbourne, and printed in Newcastle! The logistics of this exercise were sufficiently daunting for us to have a 'trial run' with this issue, before actively involving the preservation societies in the magazine, and before launching a publicity campaign to increase its circulation.

It is intended to make LRN Australia's national railway preservation magazine, such as *Trolley Wire* is for the tramway societies. Over the past six months much 'back-room' work has been done to gauge the level of support we can expect from the preservation societies, and to date ten preservation societies have agreed to participate in the production of LRN by making regular news contributions, and submitting articles and photos for publication. Each participating society will nominate its own Contributing Editor. A Diary of Activities will be included in each issue giving name, address, subscription details and activities of each participating society. All news contributions from participating societies will be published under their own logo.

We are looking for a new name for *Light Railway News*. Probably a fairly snappy title with an explanatory subtitle would be the best.

Light Railway News will not be exclusively a railway preservation magazine. It will also include news of industrial light railways (e.g. sugar tramways, tunnel construction railways etc.) and pleasure and tourist railways.

We are always looking for contributions of news and photos from our own members. Even in its present form LRN has had good support from the preservation societies, to make it a complete success we need more support from our own members

BOOK REVIEWS

NORTHERN OUTPOST

by John Kerr, published by the Mossman Central Mill Company Limited, 154pp., 193 x 269 mm, hardbound.

This book is a sugar mill history, and as such is far more than the publications put out by other mill companies in recent years, often amounting to little more than expanded glossy brochures. *Northern Outpost* is the story of the Mossman Mill, but also of the background to settlement on the Mossman and to the north, attempts to start a sugar industry on Cape York Peninsula, the

men who worked in the industry, and the technology harnessed to it, as well as the relationship between the mill and the local community. The Mossman Mill Company is to be congratulated for taking on a venture such as this, and the author is to be congratulated for a comprehensive but readable layman's account, which goes a long way to providing an understanding of pioneer days in North Queensland and the operations of the sugar industry.

Naturally, the story of the tramlines associated with the mill will be of prime interest to readers of this review, and two chapters out of the fifteen deal exclusively with the mill tramway and the Douglas Shire Tramway, which connected with it, while much more of tramway interest can be found in other parts of the book. The treatment of the tramway history is quite well done and readers will find reference, in addition to the mill and Council tramways, to the operations of W.A.Frost, who used his own locomotives for local contract haulage on the mill tramway, as well as to the tramway at the abortive Vilele Plantation on the Bloomfield River, and an intriguing reference to a short tramway on the Lockhart River Aboriginal Mission, established in 1965.

Some aspects (possibly controversial?) seem rather glossed over, for example the mill's takeover of the Shire Tramway in 1959 (just why was a validating Act of Parliament required more than a year later?). There are a number of irritating inaccuracies such as the ascribing of 1937 as the last year of steam construction at John Fowler's (it was 1935), describing the mill's first diesel as being named *Mowbray* on arrival (it was *Mossman* at first), and increasing the confusion about the spelling of the name (which is definitely not Welsh) *Faugh-a-Ballagh* (the steam loco) and *Faugh a Balough* (the diesel) by using two different versions of each, while Bill Frost's third loco is correctly described as a Jung in one place, and then as a Krauss in another. More than twenty of the sixty eight photographs are directly related to the tramways, but reproduction is rather variable, and it would have been easy to include a photo of each of the mill's steam locos and to provide some indication of dates in the captions. There are some useful maps, including a tramline map, but interpretation of these is difficult if no scale is given.

In spite of some imperfections, the book fills a gap in histories of light railway interest and is at all times readable and interesting, even in the sections of 'potted' biographies and descriptions of technical advances. It is well produced and almost free of typographical error. Hopefully, the book will stimulate others to produce more work on the relatively neglected topic of Queensland Sugar Mill history. Excellent value at the price, this book is recommended reading.

(*Northern Outpost* is available from The Sales Officer, Australian Narrow Gauge Railway Museum Society, 152 Copperfield Street, GEEBUNG,

Queensland 4034, at \$9.00, postage and packing included).

RAILWAYS IN THE PILBARA

Written by John Joyce and Allan Tilley. Published by J.G A. Publications.

The authors of this book, John Joyce and Allan Tilley, are well known as excellent photographers, and for their photographic tributes to steam in Western Australia, Indonesia and Thailand. Once again these gentlemen have excelled themselves with an excellent book on the railways of a region which is very much in the news in recent years.

The Pilbara region of Western Australia has been the home of no less than seven railways and tramways covering three gauges - 2 ft, 3 ft 6 in, and 4 ft 8 ½ in. All have played an important part in developing the mineral resources of this interesting, if somewhat stark area.

Three chapters are devoted to the 'historic lines' - the Roebourne - Cossack Tramway, the Whim Well Tramway, and the Port Hedland-Marble Bar Railway. Each has its charm, and there is evidence of much research to present all known facts on the three lines, their locomotives and rolling stock.

If your interest lies in the 'big time' mineral lines, there is ample to keep you satisfied in the four chapters dealing with the railways built by Hamersley, Goldsworthy, Mt Newman and Cliffs Robe River. Hamersley Iron made history in 1977 by purchasing the former GWR 'Castle' class loco *Pendennis Castle* from the UK, later presented to the local railway historical society. Two pages are devoted to this famous loco and its exploits both in the UK and Australia.

The book is well illustrated with a good collection of photos from a variety of sources, including many from the authors' own cameras. Each line is represented by a map, and the Hamersley chapter includes 'station' layouts.

Highly recommended.

RFE

(*Railways in the Pilbara* is available from LRRSA Sales at \$8.95, postage and packing included).

NEW SOUTH WALES

HUNTER VALLEY STEAM RAILWAY & MUSEUM 1435 mm gauge

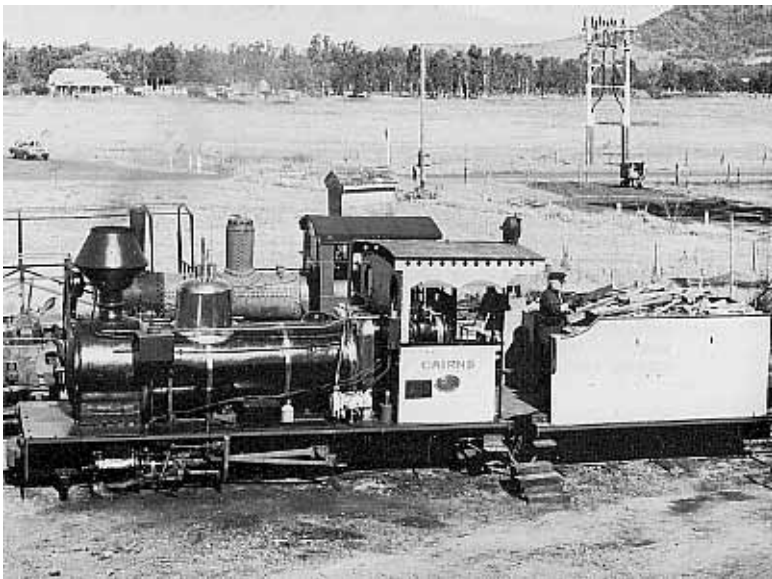
(see LRN 8 p.5)

(P.O. Box 125, BROADMEADOW 2292)

In addition to the many locomotives previously recorded in previous issues, the Society owns a substantial amount of rolling stock. There are 48 items of coaching stock and 64 items of goods stock, much of it stored,

along with the locomotives at a site in the Newcastle area which is not open to the public, but which is accessible to Society members for maintenance work. Latest additions to the wagon stock were L1202, a bogie water tank wagon, and L1329, a 'KF' type 4 wheel flat wagon. The Society intends to set up its operating railway on the 43 mile Glenreagh to Dorrigo line near Coff's Harbour, which was closed by the NSWGR in 1972. As part of the effort to keep the closed line in reasonable condition, a working bee was to be held during Easter to remove vegetation from the track. Equipment from the Civic Perway Workshops has been acquired by the Society, comprising not only workshop equipment but also building materials.

Keith Jones 3/79



ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY, Albion Park.

Cairns 610 mm gauge Husdwell Clarke 0-6-0 loco in work compound raising steam at the Illawarra Light Railway Museum Society, The Davenport loco is in the background.

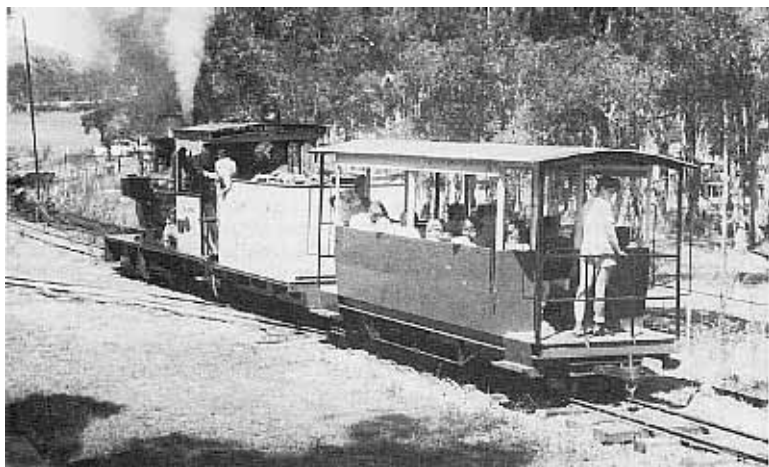


Photo: ILRMS

Cairns passes the yard spur on the way to the Tongarra Road terminus on an open day in 1979.

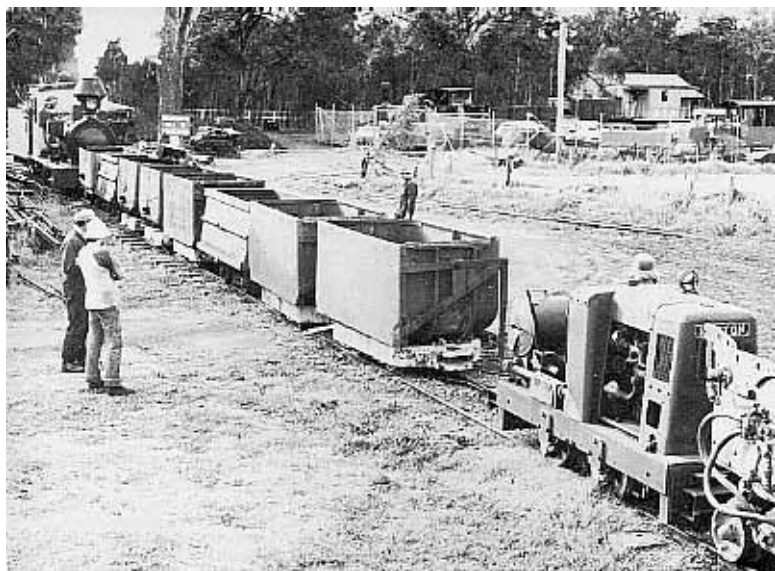
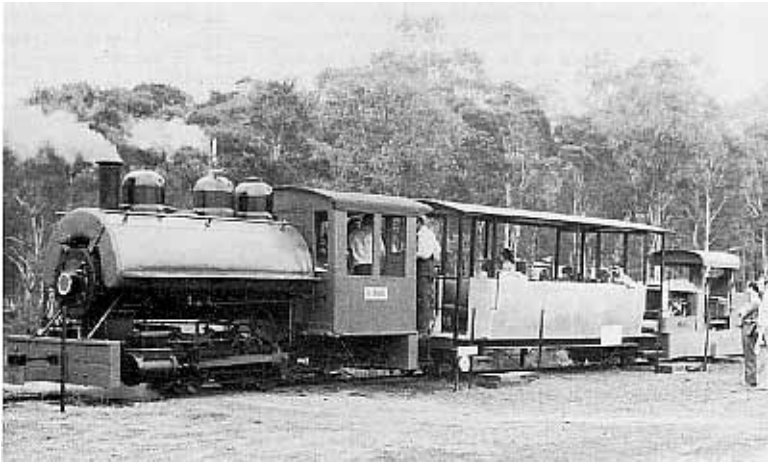


Photo: Peter Neve

Cairns and Ruston Hornsby diesel loco shunting Leighton wagons on 22 July 1978.



Davenport loco, new coach and petrol locomotive *Newbold*, on the Illawarra Light Railway Museum Society railway.

Photo: ILRMS

QUEENSLAND

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY 610 mm gauge

(see LRN 10, p.8) (P.O. Box 270, NORTH QUAY 4000)

Three steam locomotives have been delivered to the Woodford site where the Society is establishing its depot for the first part of the development of what will be known as the 'Durundur Railway'. First to arrive, on 27 June was 0-6-2T *Airdmillan* (John Fowler 20763 of 1935), followed on consecutive days, by 0-4-2T *R.D.Rex* (Perry 7650.49.1 of 1949) and 0-6-2 B9½ 11 (John Fowler 17110 of 1927; tender 17112). Much work had gone into the construction of an unloading dock so that locos can be pulled off a low loader without using a crane to unload, and also storage track had been constructed.

Of the three petrol locos constructed by Alwyn Zinn, the third has been stored at the home of a member in Brisbane. The first two have been sold to Lou de Clifford, of Hall's Gap, Victoria, for use on a tourist venture, and left Brisbane on 17 May.

Editor 7/79

AUSTRALIAN RAILWAY HISTORICAL SOCIETY (QUEENSLAND DIVISION) 1067 mm gauge

(G.P.O. Box 682, BRISBANE 4001)

Plans have been announced for the establishment of a working railway and museum to be sited at Beenleigh. This will be set up with the assistance of Beenleigh Rum, and it is hoped that a two mile railway will eventually be established from the Distillery to Beenleigh. Already the Society has a steam crane and match wagon, and 'Red Fred', a railmotor and trailer. In addition, the Society has been promised 4-6-0 PBI5 738 (Walkers 385 of 1926). Before the plans can go ahead, the membership will be asked to approve of the plan at the forthcoming Annual General Meeting.

ARHS (Queensland Division) 6/79

BRISBANE TRAMWAY MUSEUM SOCIETY, Ferny Grove 1067 mm gauge

This Society has acquired its second electric locomotive. On 27 June, delivery was taken of a Goodman four-wheeled trolley wire loco (6035 of 1950), which is on long-term loan from the Australian Narrow Gauge Railway Museum Society. It joins steeple-cab four-wheeled electric Baldwin 59540 of 1926, which was donated by the Southern Electricity Commission of Queensland in 1975. Both locos were used at the Bulimba powerhouse of the SEAQ. It is hoped that the two locos may eventually be operated at Ferny Grove, where a tramway museum (standard gauge) is being developed and should open to the public for regular running soon.

Editor 6/79

FARLEIGH CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD Farleigh Mill 610 mm gauge

(see LRN 10, p.9)

Experiments and investigations are under way to assess the suitability of 'Locotrol' being put into operation on the mill's North Coast tramline. Mill executives have inspected this type of operation as used at Bingera Mill (see LRN 7, p.7). In this form of operation, a 'master' locomotive, usually at the head of a rake of bins, is used to control a 'slave' loco by means of radio signals, the 'slave' loco being either in the rake or at the rear. A further 10 km of track on the North Coast line will be relaid in 601b/yard track this year. During 1978, \$372,722 was spent on Rolling Stock maintenance, and \$528,738 on tramline maintenance.

Sunshine Express 6/79

W.H. HECK & SONS PTY LTD, Rocky Point Mill, Woongoolba 610 mm gauge

(see LRN 10, p.10)

It is reported that the John Fowler 0-4-0WT (16249 of 1923) will be returned to Gilltrap's Museum at Kirra Beach. It was lent by the Museum to the mill for restoration as a part of the mill's Centenary celebrations, as described in LRN 10. It is believed that the locomotive will be exhibited *inside* a building when it returns to Gilltrap's.

R. Gough

7/79



John Fowler B/No.16249, 610 mm gauge 0-4-0T loco at Rocky Point Sugar Mill Centenary celebrations. 21 April 1979.

Photo: John Browning

SOUTH AUSTRALIA

MILE END RAILWAY MUSEUM (SA) INC. Gauges various.

(See LRN 7 p.9)

After nine months' work, the repaint of 3 ft 6 in gauge 2-6-0 Y97 (Beyer Peacock 3147 of 1890) has been completed. The locomotive is now Hawthorn Green, black below the running boards, matt black smokebox, and polished

brass work. The cab interior has been painted the standard light green, with matt black firebox and silver roof. On the carriage side, work has been done on the exterior of BE42 and 294 and on the interior of Centenary Car 376 and Railcar 41.

Mile End Railway Museum Newsletter 6/79

PICHI RICHI RAILWAY PRESERVATION SOCIETY 1067 mm gauge (P.O. Box 504, PORT AUGUSTA 5700)

(See LRN 9 p.15)

The 1979 season began at Easter, with Friday 13 April seeing a works train being worked to Woolshed Flat by 4-8-2 W933 (Beyer Peacock 7410 of 1951). The next day was set down for the official opening to Woolshed Flat, and three trains were run. W933 departed at 10.00 a.m. with the first regular train of the season. The afternoon train left Quorn at 2.00 p.m. followed by 4-8-0 T186 (Martin 198 of 1909) hauling cars *Flinders* and *Wandana* carrying invited guests to the opening ceremony. Mr K.A.Smith, Chairman of Commissioners of ANR performed the ceremony. The two trains crossed at Woolshed Flat, the first time that this had been done by the Society. Both trains then returned to Quorn, and the festivities continued into the night. On Sunday, two regular trains ran, and one was operated on Monday morning. All were operated by W933 hauling up to 300 passengers in eight cars (a Society record). The May school holiday running was also very successful, with six trains operating over the Adelaide Cup weekend (19-21 May) and two more were run the following week. All were worked to Woolshed Flat by W933.

On 24 May, the Society took delivery of its fourth operating loco NB30. This 0-6-0DH constructed on the chassis of a Vulcan Iron Works 0-6-0ST of the same number (2533 of 1916) had been made serviceable by ANR at Port Augusta, and was delivered to Stirling North on a standard gauge Q wagon (for transfer of narrow-gauge stock). The loco then proceeded to Quorn under its own power. Thus NB30 is the first loco across the all-new Saltia bridge. On Saturday 26 May, NB30 returned to Stirling North hauling a W wagon (bogie open), to collect car 114 (formerly *Wanilla*) and hand crane 4887 both ex Port Lincoln. On the run to Quorn, the train must have amused passing motorists with its tiny little loco producing vast quantities of white smoke, an orange carriage also producing smoke (from the wood stove), followed by a seemingly very unstable dinosaur-like creature which seemed to be always reaching for the telegraph lines, and an open wagon in the rear, with two very cold 'guards' standing in it to act as brakemen. Car 114 is a prized possession of the Society, being unique among Pichi Richi stock in

having 6-wheel bogies. This car was formerly a 'pullman-type' sleeping car, but arrived fitted as a Per-way Kitchen/dining car. Crane 4887 is a five ton capacity, hand operated crane and should be a useful acquisition.

On 12 April, 4-8-2 W934 was steam tested and received a certificate for another year. This enabled the lagging and cladding to be replaced. Another heavy inspection should not now be needed for another five years. Overhaul was completed by the end of May. W934 will probably bear the brunt of traffic for the next couple of years. W933 will continue in service until its boiler certificate expires in November, after which it will receive a major boiler inspection and light overhaul. After the completion of work on W934, attention switched to NB30. Most fittings and mechanical components need attention, and once this work is completed, the unit should prove reliable. Work on the 'Coffee Pot' (2-2-0WT NJAB1, Kitson 4356 of 1905) is progressing slowly. Arrangements are in hand to have its hydrostatic test using the Society's own steam driven pump.

On 2 and 3 June, a memorable event was the operation of steam trains on the Quorn-Peterborough line, possibly for the last time, and certainly so while it remains under ANR control. W933 and W934 handled Saturday's long train of sitting and sleeping cars, while on the Sunday T186 made the trip from Quorn to Peterborough and return. On Queen's birthday weekend (16-18 June), six trains were operated to Woolshed Flat by W933. Future operating periods will be the August-September school holidays and the October long weekend (25 August to 2 September and 6-8 October).

Richard Atkinson 6/79

STEAMTOWN PETERBOROUGH PRESERVATION SOCIETY 1067 mm gauge

(see LRN 9 p. 14)

On 24 June, the locomotives acquired from WAGR were observed at Peterborough. These are 4-8-2s W901 and W907 (Beyer Peacock 7378 and 7384 of 1951), and 4-6-2 Pmr720 (North British 26564 of 1950). Their condition is rather derelict in appearance, but the tender of the Pmr has been undercoated. In addition, standard gauge cars AR50, ARB12, AF24, AF25 and AF49 have been purchased from ANR. All are on standard - gauge bogies, but ANR is to supply suitable narrow gauge bogies and retain the standard gauge ones.

Richard Atkinson 6/79

TASMANIA

VAN DIEMEN LIGHT RAILWAY SOCIETY INC., Don River Tramway 1067 and 610 mm gauges

(P.O. Box 887, LAUNCESTON 7250)

(see LRN 10 p.12)

It was announced recently that VDLRS will be eligible to obtain a permit to operate passenger trains on the Tasmanian railway network. These would be special excursions run at weekends or public holidays. The Society was successful in several tenders when ANR recently sold off a number of locomotives and carriages. \$11,000 worth of stock was purchased including two steam locomotives, one of the State's oldest carriages, a diesel railcar and trailer and several other passenger cars. No further details of these items are available at present.

The Advocate 12/5/79 via Jim & Dick Hope

AUCTION OF TASMANIAN ROLLING STOCK

More than \$35,000 was realised when ANR put out to tender a quantity of Tasmanian locomotives and rolling stock during May. \$11,000 worth of equipment was purchased by the Van Diemen Light Railway Society (which see for more details). Other successful tenderers included the Tasmanian Transport Museum (four items), Municipality of Kingsborough (five items), Geelong Steam Preservation Society (six items), Wee Georgie Wood Steam Railway Inc. (two items), and the Hotham Valley Railway (seven items). Six other items of rolling stock went to private buyers. It is hoped that readers will submit full details of the sales for inclusion in the next issue of LRN.

The Advocate 12/5/79 via Jim & Dick Hope

VICTORIA

ALEXANDRA AND DISTRICT HISTORICAL SOCIETY, Alexandra 1029 and 610 mm gauge

(P.O. Box 21, ALEXANDRA 3714)

(see LRN 10 p. 12)

The proposal to build a 2 ft gauge railway in Leckie Park has been unsuccessful, as was a proposal to acquire the VR Alexandra-Cathkin railway for conversion to 2 ft gauge. However, a proposal to build a line from the Railway Station along the old trackbed to the Fraser Park Road Junction is being investigated. Negotiations are proceeding for the purchase of just

over a mile of 2 ft gauge track complete. Meanwhile, some surplus point materials and rail were obtained from Ruook Timbers Pty Ltd shortly before the company was purchased by J.L.Gould Sawmills Pty Ltd. A turntable has been purchased from VR for use as a bridge, and a garage hoist has been obtained for a smaller bridge.

A. & D.H.S. Annual Report via Ian Bowering 6/79

BELLARINE PENINSULA RAILWAY 1067 mm gauge

(see LRN 10, p.12)

(P.O. Box 166, BELMONT 3216)

Passenger trains operated for the first time on the railway in connection with the Centenary of the Geelong-Queenscliff railway on 19-20 May. Public response was overwhelming with hundreds of people turned away disappointed due to a shortage of carriage stock. VR gave special permission for trains to be operated between Queenscliff and Laker's Siding and 27 trips were run, bringing in a return of about \$3,500. Over 6,000 people attended, of which 2,000 were able to be accommodated on the trains. The two trains consisted of 4-8-0 T251 (Walkers 276 of 1915), South Australian carriage 86 and van 5588, and 4-6-2 M6 (Stephenson & Hawthorn 7429 of 1951), ex Tasmanian van BBL6, in a new coat of green paint, and VZ112, a van recently acquired from WAGR. A photograph featured in the local press showed T251 at Queenscliff Station, while behind it were 4-6-0 PB15 454 (Walkers 99 of 1909) and 0-6-0ST 4 (Vulcan Iron Works, built in 1916). It is hoped that permission may be obtained from VR to operate monthly until legislation is passed by the Victorian Parliament to allow the Society to operate trains in its own right.

PB15 454 had been the last loco to operate passenger trains at Belmont Common, this being on 16 April. Locos remaining at Belmont are 0-4-2ST 6 (Hudswell Clarke 646 of 1903), which requires fitting of firebars and a new spring hanger, and 0-4-2T *Klondyke*, (Perry 271 of 1927), whose restoration is substantially complete, and which has already been test run. Other items also remain behind at Belmont for the time being, including railmotor RM76.

By the end of April, regauging of the track between Queenscliff and Drysdale had reached the halfway mark, while design and plans for the workshop was soon to be submitted for the issuing of a permit for construction.

*Geelong Advertiser 21 May 79 via Neil F.Murray,
Bellarine Peninsula Echo 23 May 79 via Dick Hope,
GSPS Annual Report 1978-9, Royce Jowett 6/79*

EMERALD TOURIST RAILWAY 762 mm gauge

(P.O. Box 156, BELGRAVE 3160)

(see LRN 7, p.10)

A number of problems have been experienced with two of the three NA class 2-6-2Ts currently in service. 14A developed a leaky steam pipe joint in the smoke box, while 6A has developed some tube problems. This meant that 12A had to come to the rescue in order to handle the May school holiday traffic.

The overhaul of 7A has become more protracted as more items requiring attention were discovered. Work done includes the casting and machining of a new rear cylinder cover, fitting of a complete set of main and pony truck bearings and a refurbished set of springs. These parts and many others have been robbed from 8A, on which work will be resumed on completion of 7A. 7A's smokebox was refitted to the boiler, which was replaced in the frames, and all fittings and mountings connected up for steam testing. Lagging the boiler and the fitting of the cab was to be carried out at Emerald, with the target date for the loco's return to traffic now being before the September school holidays. 8A is not expected to be in service for a year at least. Its new boiler was delivered in March with that for 3A to follow.

An appeal has been launched for the return of Garratt G42 to service. It is expected that restoration of this 2-6-0+0-6-2 loco (Beyer Peacock 6268 of 1926) will cost around \$150,000 and it is planned to obtain one third of this through donations from Society members. It is considered that should the project succeed, it will be necessary to obtain at least one and preferably two similar units to satisfy operating requirements!

The walkway to connect the VR's Belgrave station and the Puffing Billy station is now complete, and greatly improves convenience to passengers.

Narrow Gauge 73, 74

PUFFING BILLY PRESERVATION SOCIETY, Puffing Billy Museum Menzies Creek. Gauges various

(P.O. Box 156, BELGRAVE 3160) (see LRN 9, p.20)

Approval in principle has been given for the establishment of an experimental museum presence along the old right-of-way beyond Lakeside.

2 ft gauge Hudswell Clarke 0-6-0 (1863 of 1952) is being repainted in a deep maroon colour, similar to its early CSR colour scheme. The 3 ft 6 in gauge Fyansford Garratt (2-6-0+0-6-2 Beyer Peacock 6935 of 1938) is also being repainted, and similar treatment is planned for the 0-4-2T Abt loco from Mount Lyell (North British 24418 of 1938) and W22 *Justin Hancock*, the

Silverton 4-8-2 (Beyer Peacock 7418 of 1951).

Several additional items have been donated to the museum. These include a Day's 0-4-0 petrol loco and skips donated by the Geelong Steam Preservation Society and Cheetham Salt (2 ft gauge), 800 feet of new 401b rail, and four 3 ft gauge flat cars.

Narrow Gauge 73, 74

LOU DE CLIFFORD, Halls Gap 610 mm gauge

Mr de Clifford is developing his extensive native gardens to enable them to be opened to the public. It was considered that the best way to provide controlled access would be by means of a narrow gauge railway, and to this end a considerable amount of track materials and rolling stock have been obtained. Two petrol locomotives built by Alwyn Zinn of Ipswich (see LRN 10, p.8) have been purchased from the Australian Narrow Gauge Railway Museum Society, and left Brisbane on 17 May. Rail and a number of canetrucks for conversion to carriages have been obtained from a sugar mill. It is hoped that the railway may be operating by the end of the year.

Editor 6/79

WESTERN AUSTRALIA

HOTHAM VALLEY TOURIST RAILWAY INC. (see LRN 10 p.14) 1067 mm gauge

(P.O. Box 197, PINJARRA 6208)

Since the start of operations in September 1976, the total number of passengers carried has been 18,617, while locomotive mileage has been 2242. During 1978, the Society acquired a Wickham railcar, which was later sold to the Kalgoorlie-Boulder Loopline Railway (see LRN 10, p.14). In addition, the Society has three ganger trolleys, while a further three are on loan. 3,000 school children have visited the depot at Pinjarra by arrangement with the Education Department. This visit and inspection of rolling stock is carried out as part of a district tour following transport to Pinjarra by *Australind*. A 16 mm sound film entitled *Rebirth of Steam* has been produced with financial assistance from Alcoa of Australia. In addition a souvenir booklet has been produced with the co-operation and assistance of the West Australian Department of Tourism. The line from Pinjarra to Dwellingup, which forms the section operated as The Hotham Valley Railway, is still owned by WAGR and sees one goods train weekly. From Dwellingup to Boddington, the line is closed but is still in position. The Society has undertaken a feasibility study on the future of the HVR, particularly in view of any possible closure by WAGR.

This has looked at the possibility of operating from Pinjarra to Tullis, beyond Dwellingup, and also at coaching stock needs. A reply is now awaited from the State Government.

Pinjarra Steam Express 4-5/79, HVTR Inc.

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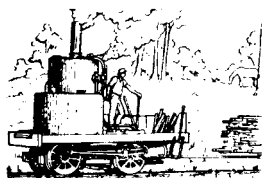
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LIGHT RAILWAY NEWS

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No.12

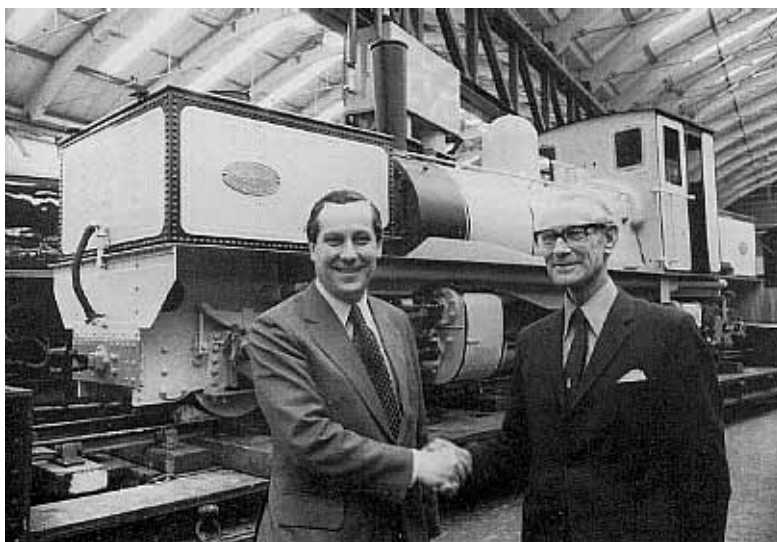
October 1979

Hon. Editor: John Browning, P.O. Box 111, INDOOROOPIILLY, Qld 4068

Hon. Secretary, LRRSA: E.G. Stuckey, P.O. Box 21, SURREY HILLS, Vic 3127

Hon. Secretary, LRRSA NSW Division: R. Mason, P.O. Box 290, BURWOOD NSW 2134

THE FIRST BEYER GARRATT IN THE WORLD:



Tasmanian Government Railways North East Dundas Tramway K class 0-4-0-0-4-0 Beyer Garratt No.1 (Beyer Peacock 5292/1910) forming the central attraction at the National Railway Museum, York, is officially placed on loan to Dr Coiley, the Keeper of the NRM, by Mr John Routley, representing the Festiniog Railway, on 9 April 1979.

(Photo: Yorkshire Post, per Ron Cox, Narrow Gauge Railway Society)

EDITORIAL

It is indeed sad to read that the proposal to establish a 610 mm gauge steam railway in the Launceston Cataract Gorge reserve has been abandoned due to opposition by environmental groups.

One cannot be critical of the efforts of the environmentalists, as their job these days is difficult enough with the onslaught of development, though it would appear that somebody has not done their homework in this instance, as it has been proven on a number of occasions overseas that a narrow gauge railway, in many cases, can be a very effective means of crowd control in national parks, forests, etc., where it is necessary to maintain the environment.

Experience has shown that although the establishment of the railway can have a minor initial impact on the flora (for preparation of the roadbed) and fauna, this is soon overcome and both return to normal. It is understood that a walking track already exists in the area in question and from reports it would seem a simple matter to convert the walking track into a suitable roadbed (if some-what curving). The area is currently used as a means of access from the main road to a pleasant picnic area, and if a narrow gauge railway was a means of expelling the petrol burning monster altogether (access for motor vehicles exists from other parts), then all the better!!

Once the authorities agree to allow the general public into the area, it is usually much more difficult to control them, witness to this being the major problems now being experienced by Yellowstone National Park in America which is, from current reports, in a bit of a quandary as to what to do next! Admittedly a narrow gauge railway is not always the best solution, or practicable, but it can cope (if properly organised) with crowds, and the big advantage is that they are kept within a controlled atmosphere, but can still enjoy the delights such areas have to offer.

Maybe Launceston's problems are worthy of deeper study and investigation???

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NEW SOUTH WALES

F. J. WALKER LTD, BYRON BAY JETTY TRAMWAY 1435mm gauge

This tramway parallels the Casino - Murwillumbah railway (PTC NSW) from Byron Bay railway station to the F. J. Walker Ltd abattoir, a distance of about 2 km. The line was formerly owned by the North Coast Steam Navigation Company (NCSN Co.) and was used to service company vessels at the jetty. The present tramway was opened about 1929 when the new jetty replaced the original structure (refer to map). Some of the old siding which once led to this jetty still exists but it appears that most of the area has been remodelled since the demolition of this jetty. The company went into liquidation in 1954 and the new jetty has been demolished some time since that date.

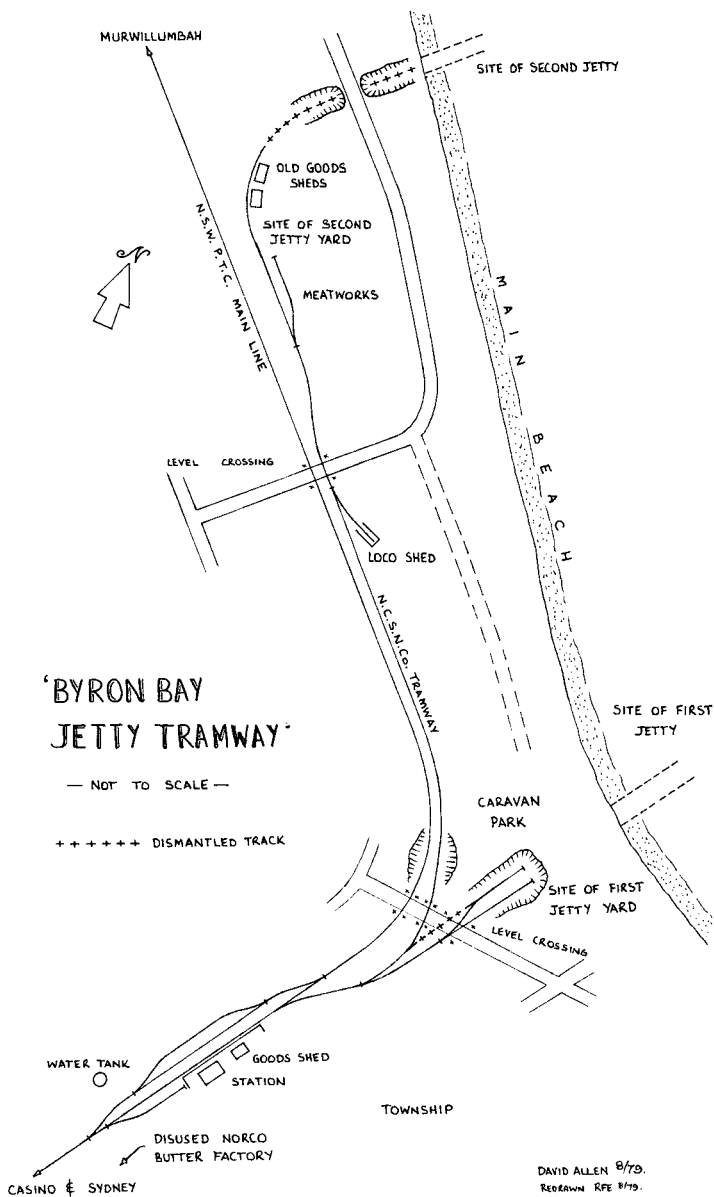
Sole motive power on the line is a 4-wheel Simplex petrol loco, B/No. 2129, powered by a 4-cylinder, 40 hp (30 kw) Dorman petrol engine with a 2-speed gearbox and chain drive to both axles. The loco has an open-sided centre cab and carries a two-tone red livery, being housed in a small timber loco shed near the meatworks. The loco was introduced to service in 1923.

Under NCSN Co ownership, a passenger service from the station to the jetty was provided using ex-NSW Government Tramways end loading 4-wheel electric trailer No. 37C and enclosed cross bench bogie steam trailer No. 74B, C2 type, both built by Hudson Bros. and both are now preserved by the Steam Tramway & Railway Preservation Society at Parramatta Park, Sydney. Remains of old wagons near the meatworks suggest that the company operated wagons of its own in addition to the Government stock that ran on the line.

Today the line is operated to serve the meatworks, but at the time of inspection (6/79) there was no Government stock present, and along with the overgrown state of the track, suggests that the majority of traffic is now handled by road.

The map shows only existing line and visible formation. To my knowledge, what is shown is all that remains of Byron Bay's once extensive yard. Little remains of the old jetty trackwork while I am unsure of just how much of the later jetty's yard remains as I did not enter the meatworks but I suspect it is little more than what is shown. A short section of the formation to the site of the second jetty has been removed due to roadwork.

The historic background has been obtained from several sources (cited below), but accurate information is scarce and tends to be conflicting, particularly regarding dates. Perhaps a reader has, or knows of, photos of workings (particularly of the passenger trams) on and around the jetties which could possibly be published.



Bibliography:

ARHS Bulletin No. 88, February 1945 (a good short history, which concentrates on the first jetty, along with a diagram of the full extent of the tramways)

NSW Tramcar Handbook, PT 2, p.86 (Tramcar technical details)

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY

Donations over \$2 Tax Deductable.

MUSEUM: Tongarra Road, Albion Park.

(open 2nd Sunday. each month)

(CORRESPONDENCE: P. O. Box 1036, Wollongong. 2500)

Due probably to excellent weather the Albion Park Museum Open Days continue to be a popular attraction with steam train passengers averaging somewhat over 500 and the electric tramway about 80% of this amount.

Cairns (H-C 0-6-0 ex-CSR Victoria Mill) still handles the bulk of train working, as it handles more easily than *Kiama* (Dav. 0-4-0ST ex Quarries P/L Kiama), and has more public appeal. A steam line has been installed from the stationary engines to *Kiama's* "spot" and whilst on standby it now powers several engines and pumps leaving the vertical boiler not so breathless as when endeavouring to run eight pumps, engines, and winches by itself.

Boiler and pressure vessels were inspected in July and certificates renewed without any problems. Other news on non-operational units varied however. The spare Davenport boiler obtained from the Menangle area is reported to be in at least as good condition as the one in use, but the front tubeplate of *Burra* (HL 0-4-0ST ex-Corrimal Colliery) is badly corroded and will need replacing. The firebox of "Tully No.6" (Perry 0-6-2T ex-Tully Mill) has cracks between several stays and the edge of the lapped joints and the best means of repairing these is being sought from the Division of Inspection Services (ex-DLI). A result of the trial steaming after the inspection was that *Cairns* and *Kiama* ran double-headed for the first time. The smaller *Kiama* made its presence heard hauling *Cairns* in steam but with regulator shut, up the grade to the Tongarra Road terminus but due to its tendency to slipping had to be jockeyed cautiously. *Cairns* has reverted to something like its original appearance by having its front "wing-like" sandboxes removed and looks a much more handsome loco. Running plate sandboxes will be fitted in due course.

After many forgotten months the Cane Inspectors Railcar (ex-CSR Victoria Mill) has been tackled by a group of Junior Members with assistance as required to start straightening the badly bowed frame. New running-gear parts are being made as required and it is hoped this unit will see service again in the not too distant future. The engine unit has been almost rebuilt by a Member at home.

Restoration of a Hampton Shay to static display is well advanced, with the timber boiler lagging under way and cladding expected to be fitted shortly. Until suitable undergear can be located or built-up it remains on two "shop bogies".

Museum trackwork has recently concentrated on improvement and consolidation works. The yard spur was lifted in part to allow replacement



of the sagging timber culvert with donated pre-cast concrete sections. A sympathetic local resident owner of a backhoe greatly eased the task of excavating the required space, placing the concrete sections and back filling. New ballast and sleepers were placed and the rails relaid. At the same time the opportunity was taken to dismantle the frog of the junction turnout which was very worn (ex-Corrimal), and gave a lot of trouble especially with *Kiama*. The worn rails at the

0-4-0ST
Davenport
locomotive in a
bushland setting.

"crossing" of the frog were built up with suitable welding and reprofiled, the old running blocks dispensed with and the frog assembled on new baseplates. It now gives no trouble. At the same time the Society experimented with fitting a sprung checkrail on the curved approach to the points to more positively accommodate the smaller back-to-back spacing of *Kiama's* wheels, and still guide the wider wheeled vehicles. This has been sufficiently successful to merit the same arrangement being fitted to the points of the future main line junction to "Yallah".

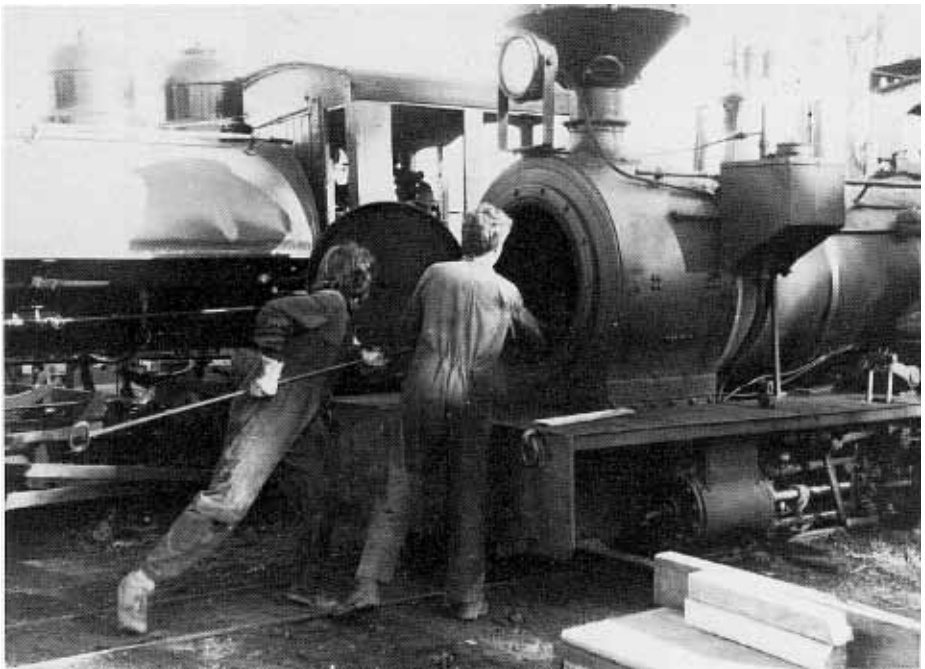
Matters of general advancement include the screening of the yard from the highway by attaching green painted corrugated sheeting to the chain-wire fence, the wiring, trial and painting ready for use of a 50t hydraulic press obtained for a nominal sum last year, to be used mainly for straightening

Cairns,
Hudswell
Clarke 0-6-0
locomotive, by
night.



vertical kinks in some of the stock of 45 lb rails, the erection of a steel pole next to the loco facilities carrying two mercury vapour floodlights and single and three-phase power, and the purchase of an electric saw and heavy duty drill to relieve the wear and tear on Members' privately owned equipment.

The infant Sales Department has blossomed and now sells a small selection of books, postcards, badges etc., with the one item so far produced by the Society, a car sticker featuring *Burra*, and also home produced honey, cakes and the inevitable tea, coffee and soup, as well as Street's Ice Cream products per the medium of their fitted out caravanette delivered to the Museum in time for each open day. A lady Member has been co-opted into taking charge of these sales as Society Sales Officer which she handles capably as well as making the cakes for sale. The section of "Yallah" station used as the canteen which suffered only mainly smoke damage in last November's arson attempt

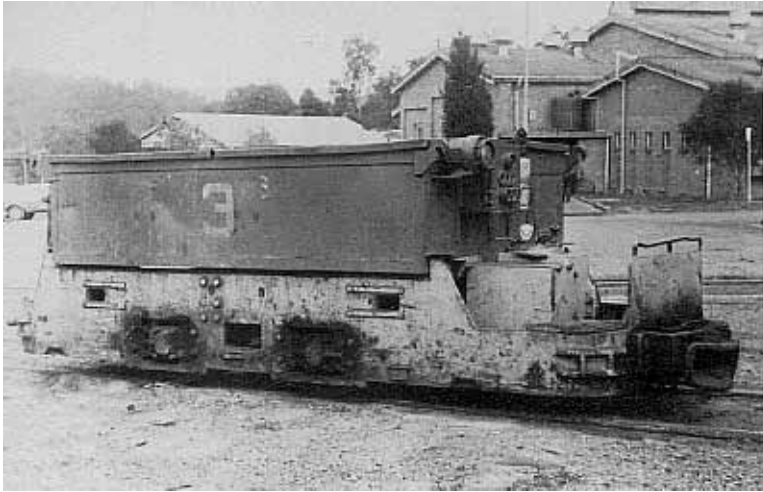


has been repainted and suitably fitted-out for its new role.

Cleaning the boiler tubes of *Cairns*.

J & A BROWN AND ABERMAIN SEAHAM COLLIERIES LTD

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Jeffrey 10 ton four-wheel battery-electric locomotive.



Jeffrey 20 ton overhead electric loco.



Lola, Atlas 10 ton four-wheel battery-electric locomotive, out of use.

All photos: Keith McDonald

QUEENSLAND

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY 610mm gauge

(P.O.Box 270, NORTH QUAY 4000) (see LRN 11, p.6)

The remaining four locomotives formerly stored at Rocklea were successfully transferred to the Woodford site during July. This move was achieved with little difficulty, and the job was done on very advantageous terms by Aitkin Transport Ltd. There are now eight locomotives on the Woodford site as follows:

5	4wDM	Ruston & Hornsby	279567	1947	arrived 13 May
Airdmillan	0-6-2T	John Fowler	20763	1935	arrived 27 June
R. D. Rex	0-4-2T	Perry	7650.49.1	1949	arrived 28 June
B9½ 11	0-6-2	John Fowler	17110	1927	arrived 29 June
Pyramid	0-6-0T	Hudswell Clarke	1521	1924	arrived 16 July
5	0-4-2T	Hudswell Clarke	1705	1938	arrived 17 July
Melbourne	0-6-0	Hudswell Clarke	1701	1938	arrived 18 July
5	0-6-2T	Bundaberg Foundry	5	1952	arrived 19 July

The two tenders, from B9½ 11 (carries John Fowler number 17112), and *Melbourne*, arrived on 17 July. Hudswell Clarke 1705 was built under sub-

contract from John Fowler, and carries Fowler plates 22752.

The site at Woodford is not yet open to the public, but visitors or other interested people may make arrangements to visit the site by writing to the address above.

A number of smaller items were due to be cleared from the site at Rocklea in early August, leaving the site vacant. Thanks are due to the Queensland Transport Terminal and Mack Trucks who so generously made this space available. There are still a number of locomotives and other equipment stored at other sites, but there are no immediate plans to move these at present.

During July, Society members were occupied in lifting a quantity of 60 lb rail from a now closed power house in Brisbane. This rail was obtained through the good offices of the Brisbane Tramway Museum Society.

The Bundaberg Fowler has already been steamed at Woodford, and the next task in hand will be to lay some of the newly salvaged rail so that a short demonstration line can be established.

Editor

AUSTRALIAN RAILWAY HISTORICAL SOCIETY (QUEENSLAND DIVISION), Beenleigh 1067 mm gauge

(GPO Box 682, BRISBANE 4001) (see LRN 11 p.6)

Following the approval of the projected Beenleigh Museum project at the recent Annual General Meeting of the Society, the first item of rolling stock was transported to Beenleigh on 26 July. This has been placed on loan by the Australian Narrow Gauge Railway Museum Society. It is generally known as 'Foote's loco', and is a petrol-engined machine constructed on an ex-QGR 'T'wagon frame for use at Foote's Sawmill and Joinery Works in Ipswich. It probably dates from the 1920s and quite possibly was constructed by the Forrers Foundry in Ipswich, which is believed to have produced some similar machines for Gladstone Meatworks, and some smaller versions for a local colliery. However, the loco at 'The City Joinery' of Arthur Foote Ltd was rebuilt in later years with engine and bonnet from an International truck. A massive water tank over the rear axle provides ballast for traction. The locomotive is to be restored to working order at Beenleigh, and may well be the first operational loco at the new project.

Editor

BULLENS AFRICAN LION SAFARI & ZOO, Yatala 610 mm gauge

A new development here is to be the construction of a railway line. The park is situated just off the Pacific Highway between Brisbane and the Gold Coast. A yellow locomotive was observed here in June, and closer (but still

distant!) examination in July revealed that the loco appears to be a petrol-engined steam outline '0-4-2T'. General appearance seems to indicate that it may well have been built by John Dunlop, who had a similar locomotive under construction at Sydney's Waratah Park in 1978, (see LRN 2 p.4). This development raises the possibility that Bullens may be developing similar lines at their other parks. It is believed that some years ago, they purchased two Malcolm Moore four wheeled petrol locomotives from Australian Army surplus equipment. Surely some reader may be able to shed some light on this?

David Mewes 7/79, Editor

CATTLE CREEK CO-OPERATIVE SUGAR MILLING ASSOCIATION, Cattle Creek Mill, 610 mm gauge

Finch Hatton. (see LRN 10 p.9)

A derailment analysis was carried out during the 1978 season, and showed that one derailment occurred for every 3949 tonnes of cane hauled. It is expected that the recent purchase of 1400 bins from Pleystowe Mill will improve the efficiency of the transport system with their added and uniform carrying capacity, roller bearings and link and pin couplings. A new yard loop consisting of two lines, each 200 metres long, has been constructed in the mill yard to accommodate the Pleystowe bins, as they are designed to operate in one direction only. An investigation is to be made into the use of brake wagons in cane haulage on the mill's system.

Stack Talk 81

FARLEIGH CO-OPERATIVE SUGAR MILLING ASSOCIATION, Farleigh Mill 610 mm gauge

(see LRN 11, p. 7)

In addition to the improvements to the North Coast line (to Wagoora) outlined in the last issue of LRN, it has been decided to upgrade the older lines around the mill, which suffered badly from wet weather, and also from farmers who used the tramline as a headland! Extensions to the loco shed will be made during 1979.

Stack Talk 81

ISIS CENTRAL SUGAR MILL CO. LTD, Isis Mill 610 mm gauge

(see LRN 7, p. 7)

Isis Sugar Mill is relaying part of the old Queensland Government Railway line from Cordalba to Booyal as part of a major expansion programme of tramway facilities to cane farms. The new line will run for approximately 2.4

km along the old QGR formation before branching into the nearby cane farms. About 20.8 km of track is due to be laid within the next three or four years, and about half of this, including the section along the QGR formation, is expected to be ready for the 1980 crushing season.

The Queensland Government Railway branch from Isis Junction was extended from Cordalba to Dallarnil in 1913 and closed in 1955. The Dallarnil section was purchased by the Isis Sugar Mill for £65,000 and was to be converted to 610 mm gauge for the conveyance of sugar cane from cane farms in the Happy Valley area. In the event, the mill decided to carry the cane by road and the rails were lifted and used for other purposes, including the mill's (then) new tramway to Goodwood, opened in 1959.

Mention of Cordalba and the QGR reminds one of the mixed gauge (610 mm and 1067 mm) connection which connected the sugar mill with Cordalba station on the QGR. To operate the 1067 mm section, the mill initially tried the ex Belmont Shire Tramway (Brisbane) tramway motor, an 0-4-2T built by Baldwin (B/No. 35935) in 1911 and purchased by the mill in late 1914 or early 1915. It was not successful at the mill and was sold by them to the State Rivers and Water Supply Commission of Victoria in June 1921 for use on the Hume Reservoir construction. It was then the practice to employ one of the 610 mm gauge steam locos to haul the 1067mm gauge wagons on the mixed gauge connection until 1944 when the mill purchased an ex-QGR B13 class 4-6-0 No.185 from the Beaudesert Shire Tramway which had recently closed. This loco was built by Dubs (B/No. 1751) in 1883 and had been sold to the Shire in 1939. No. 185 worked the mixed gauge connection until it was condemned in March 1961 and had been scrapped before the 1961 crushing season. 610mm gauge locos again maintained the service until the QGR branch from Isis Junction to Cordalba was closed in 1964.

Bundaberg News-Mail 18/8/79 per Alan Robert, Editor 8/79

Trials were due to commence in early June of two Clyde DH1-71 0-6-0DH locomotives specially fitted up to work in multiple. As recorded elsewhere in this issue, Isis 4 (Clyde 0-6-0DH 56-113 of 1956) was hired to Millaquin Mill from 11 to 14 July.

Sunshine Express 7/79, Alan Robert 7/79.

THE MILLAQUIN SUGAR CO. PTY. LTD. Millaquin Mill, Bundaberg 610 mm gauge

(see LRN 7, p . 8)

On Tuesday 10 July, Baldwin bogie diesel 3 (6456-1-11-75 of 1975) caught fire when grass and trash was ignited by hot brake blocks. The crew had time to cut off the load and draw forward and then proceeded to fight the fire with

extinguishers until the arrival of the Fire Brigade. A fuel line burnt through and around 400 litres of diesel fuel was added to the flames. Damage to the loco made the fitting of a new Caterpillar engine and torque converter necessary.

As an immediate replacement, Qunaba Mill's 6 (Bundaberg Foundry 0-4-2T 3 of 1952) was transferred to Millaquin for the rest of the day. In the meantime, arrangements were made to hire Isis Mill's 4 for the rest of the week. This loco (Clyde 0-6-0DH 56-113 of 1956) arrived by road transport on 11 July, and was returned at the weekend in time for the start of the Isis crush that Monday. The fire-damaged loco was repaired and back on the road by Monday 16 July.

Alan Robert 7/79

NORTH ETON CO-OPERATIVE SUGAR MILLING ASSOCIATION, North Eton Mill 610 mm gauge

Tramline work for the slack season was restricted to work on the main lines, but a number of sections were completely resleepered, lifted, and packed with crushed metal ballast. Very little damage resulted to the tramlines as a result of heavy rain during the wet season. Locos generally gave a good performance during 1978 although there were some breakdowns. The mill's current roster consists of:

D1	6wDM	Bundaberg Foundry	10	1953	built under licence from Jenbach, Austria ditto
D2	6wDM	Bundaberg Foundry	13	1954	
D3	0-6-0DM	Commonwealth Engineering	A2128	1958	
D4	0-6-0DH	Commonwealth Engineering	FB3169	1963	
D5	0-6-0DH	Commonwealth Engineering	FB3170	1963	
D6	0-6-0DH	Commonwealth Engineering	FB4383	1965	
D7	B-B DH	E. M. Baldwin	6780-1- 8-76	1976	
	4wDM	Motor Rail	21503	1953	
	4wDM	E.M.Baldwin	4-473-3- 63	1963	

Stack Talk 81, Editor

TASMANIA

AUCTION OF TASMANIAN LOCOMOTIVES AND ROLLING STOCK 1067 mm gauge

(see LRN 11, p. 12)

As reported in LRN 11, the ANRTasmanian Division disposed of all remaining steam locos and passenger rolling stock, and details of their disposal is as

follows:

Steam Locos

MA class 4-6-2 No. 3 (Robt. Stephenson & Hawthorn 7426/1951, ex M6) to Kingborough Municipality.

M class 4-6-2 No. 3 (Robt. Stephenson & Hawthorn 7423/1951) to Don River Tramway (VDLRS)

M class 4-6-2 No. 4 (Robt. Stephenson & Hawthorn 7424/1951) to Don River Tramway (VDLRS)

H class 4-8-2 No. 2 (Vulcan Foundry 5950/1951) to Tony Coen and David Flecker of Hobart

H class 4-8-2 No. 5 (Vulcan Foundry 5953/1951) to Hillwood Strawberry Farm

H class 4-8-2s Nos. 3, 4 and 8 were scrapped.

Passenger Carriages

Don River Tramway (VDLRS) - AAL 9, AAR 2, BBLs 11 and 12, SPs 6 and 7, SS 7, SSD 2 (8 cars)

Tasmanian Transport Museum Society - AAL 10, SP 4 (2 cars)

Geelong Steam Preservation Society - AAR 1, AAR 4 (probably), BBL 10, SPs 5 and 8 (5 cars)

Hotham Valley Railway - SSSS 1, SSD 2 (2 cars)

Kingston Apex (to form part of a static railway display) - ACS 1 (1 car)

"Wee Georgie Wood", Tullah - SP 9 (probably) (1 car)

SS1 - 6 and 8 - 9 were purchased by the Geelong Steam Preservation Society, Kingston Apex, and Hotham Valley Railway, but which vehicles went to which group is not yet known. The recipient of SP1 is also not known.

Three carriages were not sold and will presumably be scrapped, whilst one carriage has been sold for non-railway use.

Railmotors

Don River Tramway (VDLRS) - DP 22

Tasmanian Transport Museum Society - DP 15

Geelong Steam Preservation Society - DPs 28 and 29

Railmotor Trailers

Don River Tramway (VDLRS) - PT 3

Tasmanian Transport Museum Society - PT 4

"Wee Georgie Wood", Tullah - PT 5

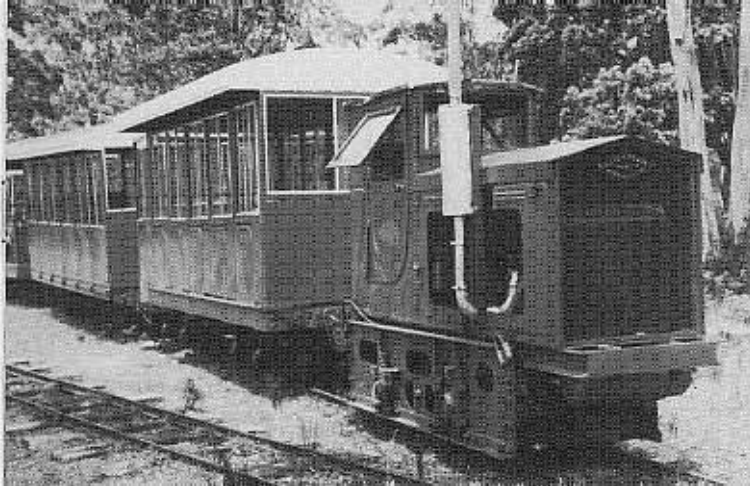
Five railmotors and one railmotor trailer were not sold, three railmotors were sold for non-railway use, as was one of the trailers and disposal of one

railmotor is not known.

Tasmanian Rail News 6/79

IDA BAY RAILWAY

Malcolm Moore diesel locomotive, converted from petrol, with extended engine bearer frames. (Malcolm Moore 1056 of 1943, 610 mm gauge). 24 December



1978.

Photo: Lee Rodda

PROPOSED RAILWAY FOR CATARACT GORGE, LAUNCESTON

(see LRN 10, p. 11)

The proposal to establish a 610 mm gauge steam railway on the eastern side of the Launceston Cataract Gorge reserve has now been abandoned due to some opposition by environmental groups.

Ralph Proctor, 8/79

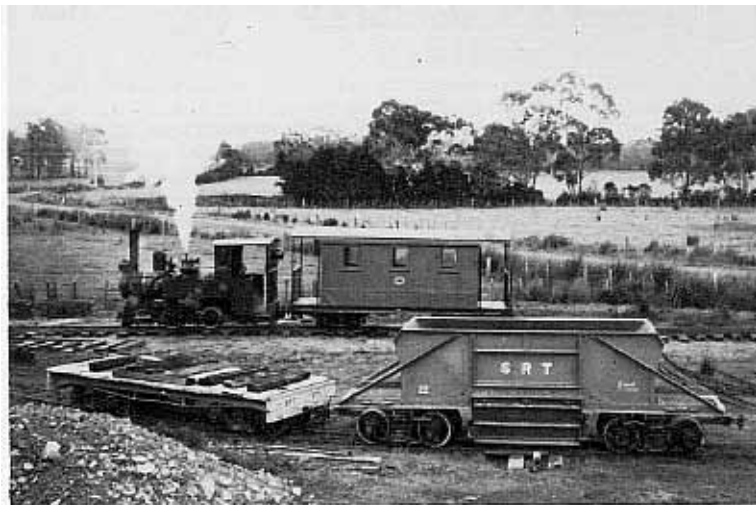
SECOND RIVER TRAMWAY KAROOLA 610 mm gauge

(c/- 12 Melbourne Street, Launceston 7250) (see LRN7, p.9)

All the trackwork associated with the new terminal layout near the loco shed has now been completed, with only ballasting work to be done. The bodywork of the newly constructed guards van is now completed and should be at Karoola late in September.

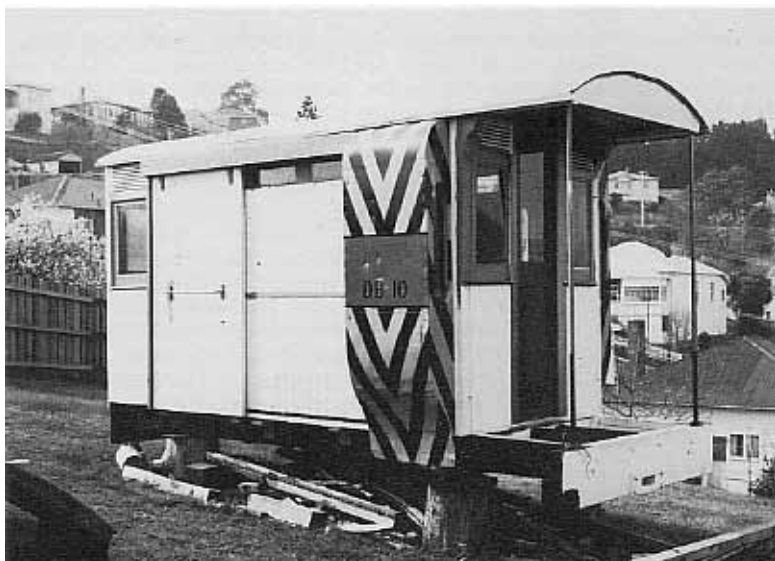
Ralph Proctor, 8/79

New yard layout at Karoola, under construction, June 1979. Krauss No.1 loco and



bogie rolling stock.

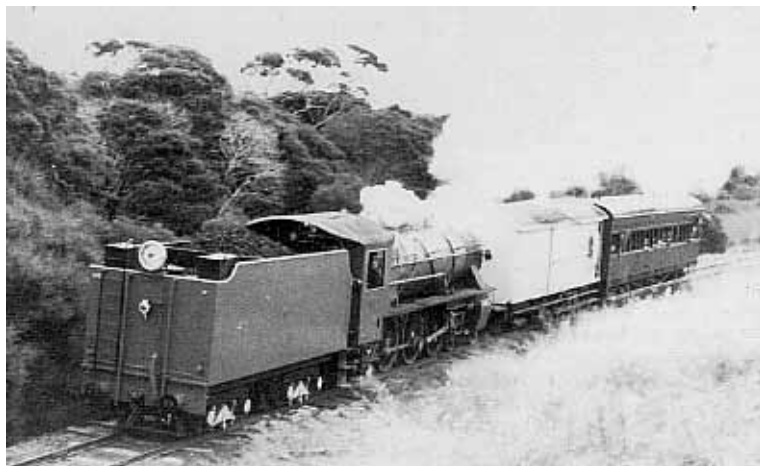
Two foot gauge guard's van built by Ralph Proctor for Second River Tramway, July 1979.



Both photos: Ralph Proctor

VICTORIA

GEELONG STEAM PRESERVATION SOCIETY, Queenscliff



Ex TGR M class 4-6-2 No.6 (Robert Stephenson & Hawthorn 7429/1951) returning tender first from Laker's Siding to Queenscliff, on 19 May 1979, the occasion of the Queenscliff Railway Centenary, and the reopening of this section of the line by the Geelong Steam Preservation Society following conversion to 1067 mm gauge. The train consists of ex-WAGR bogie Z brake van and ex TGR second class carriage BBL 6.

Photo: Lindsay Bamford

WESTERN AUSTRALIA

HOTHAM VALLEY TOURIST RAILWAY INC. 1067 mm gauge

(P.O. Box 197, Pinjarra 6208) (see LRN11, p.15)

The HVR is currently taking steps to increase its passenger stock. Negotiations are presently being undertaken with Westrail for the purchase of ten 'Albany Express' coaches. The HVR was also a successful tenderer for the purchase of coaches from ANR Tasmanian Division (see elsewhere in this issue) and these vehicles have been inspected by Society members accompanied by a senior Westrail Engineer, who acted as adviser on the safety and mechanical aspects of these coaches.

Painting of W 903 *Marrinup* (4-8-2 Beyer Peacock 7380/1951) is progressing steadily and it is hoped that the loco will emerge from the loco shed in pristine condition in time to haul the HVR Third Anniversary trip in mid-September.

In conjunction with "Back to Yarloop" week being held in early September, two steam-hauled trains will be running to Yarloop on 2/9. The HVR train will be hauled by 4-8-2 W 945 (Beyer Peacock 7457/1951) *Banksiadale*, and Bunbury Tourist Association's *Leschenault Lady* will make the trip from Bunbury to Yarloop. Other attractions will include trips in an open wagon behind Millar's (owners of Yarloop) Clyde 0-6-0DH (Model HG-3R, B/No. 61-241/1961) to the timber mill, the mill will be open for inspection as will be the historic workshops which the National Trust plans to restore as a museum. The Editor would be pleased to receive some photos of this event for inclusion in a later issue of LRN.

Pinjarra Steam Express 6-7/79

DIRECTORY

(Listings in this section are available to all preservation societies contributing to Light Railway News)

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY

Tongara Road (near Station Road), Albion Park Rail, NSW 2527

Secretary: Tony Madden, P.O. Box 1036, WOLLONGONG NSW 2500

Meetings: 7.45 pm, Monday 8 October and 3 December 1979; A.I.&S. Visitor's Centre, Springhill Road, CONISTON. (Near steelworks gate). All welcome.

Work Parties: Every Saturday at Museum, mid morning to dark.

Trains run: the second Sunday every month, 11.00 am to 5.00 pm (held jointly with SCMES live steamers). Admission free. Train and tram rides 20 cents.

Annual subscription: Full \$8.00; Junior \$2.00

Phone enquiries: (042) 95 1776 (Operations manager)

Aims: Preservation of local and national items of light railway interest, and operation, where possible on the museum's 2 ft gauge railway

LIGHT RAILWAY RESEARCH SOCIETY OF AUSTRALIA

Secretary: E. G. Stuckey, P.O. Box 21, SURREY HILLS Vic 3127

Meetings: 8.00 pm, Thursday 11 October and 13 December; Room 334 Victorian Railways Institute Flinders Street Station building. All welcome

New South Wales Division: Secretary: R. Mason, P.O. Box 290, BURWOOD 2134

Meetings: 7.30 pm Wednesday 24 October- and 12 December 1979: Conference Room, Rechabite House, 85 Campbell Street, SURRY HILLS.

Annual subscription: \$5.00 (Light Railway News extra \$4.80)

Phone enquiries: (03) 830 1640 (Frank Stamford) (02) 771 3929 (Paul

Simpson)

LIGHT RAILWAY NEWS

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EDITORIAL

Thanks to Ray Ellis who assisted me in editing LRN 12 during the crucial period, I was taking a brief holiday in the UK. Ray has kindly agreed to become Assistant Editor of LRN. He will deal with the wider gauges (1067 mm gauge upwards) as a general rule. I will edit material relating to the narrower gauges, and in addition will deal with diesel and electric industrials. The Editorial address will remain as at present.

Plenty of news this time, but much of it has come to us second hand, through the pages of other enthusiast journals. It is good to see this increasing interest in preserved and industrial railways, but we would like to hear about these things first - as I am sure you would. Don't leave it to the other bloke - it doesn't take much to put in a brief report.

SWAP SHOP

(This column is open to publicise Society needs. Perhaps your Society has just the thing . . .)

Illawarra Light Railway Museum Society are looking for 11/16 in W. fishbolts/nuts and 45 lb rail four- or six-hole angle formed and flat fishplates. Also sleeper or soleplates for 45 lb rail (if these were ever made).

Van Diemen Light Railway Society require a boiler-tube expander suitable for the 1-1/2 in tubes and 1-1/4 in ferrules for their 0-6-0T Fowler.

SUBSCRIPTIONS TO *LIGHT RAILWAY NEWS*

The Light Railway Research Society of Australia offers subscriptions to *Light Railway News* to its own members only, at a special rate of \$4.80 p.a. (June 1979 to April 1980 issues). The basic membership fee of the LRRSA is \$5.00 which includes the cost of our quarterly historical journal *Light Railways*.

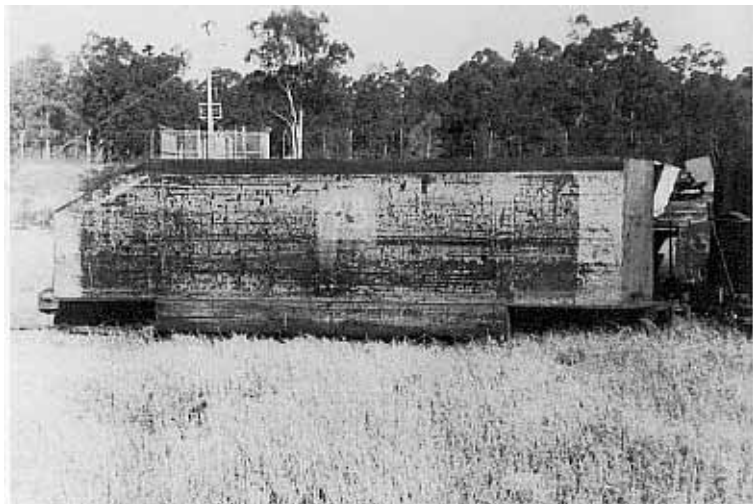
For further details write to: Hon. Secretary, LRRSA
P.O. Box 21, SURREY HILLS Vic 3127

Front cover: Hotham Valley Railway, W920 and F class diesel A1A-A1A, coast downhill upon returning to Pinjarra from Dwellingup in August

Photo: L. Watson

NEW SOUTH WALES

BROKEN HILL PROPRIETARY CO. LTD Stockton Borehole Colliery, Boolaroo 3 ft 6 in gauge



Stockton Borehole Colliery, Boolaroo NSW; 3 ft 6 in gauge 10 ton bogie coal wagon.

Photo: Keith McDonald

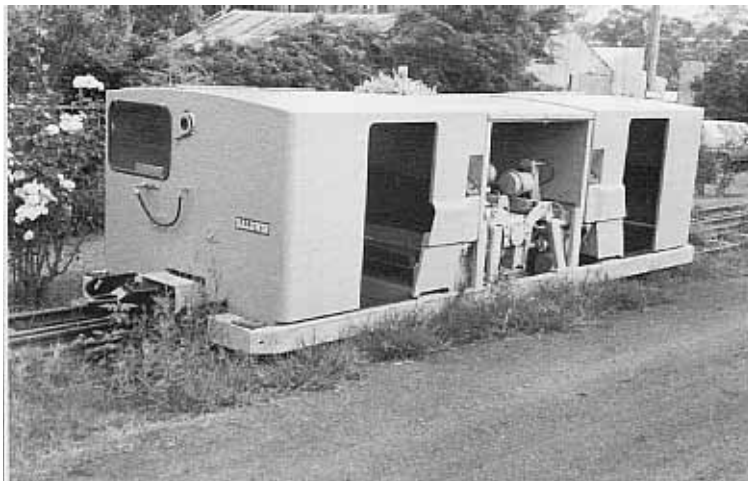
CENTRAL PARK RAILWAY, FORRESTERS BEACH

(see LRN 7 p. 3) 610 mm gauge

It would appear that regular operations here have ceased. In July, the track was seen to be rusty and covered with grass. The locomotives (Motor Rail 4wDM 11023 of 1955 & John Fowler 0-6-0DM 16830 of 1925), were still present, along with the passenger cars (converted cane trucks).

Railway Digest 8/79 via Rob Henderson

E.M. BALDWIN & SONS, Castle Hill



E.M.

Baldwin & Sons, Castle Hill, NSW; brand new 3 ft 6 in gauge man-riding car, model 150H, builder's number 8170-1-12-78. Photographed in December 1978.

Photo: D. Allen

GOULBURN STEAM MUSEUM

(see LRN 10 p. 4) 610 & 1435 mm gauge

In spite of the urgent need for boiler work, *Stella*, 0-6-0T Krauss 3423 of 1896 has continued in service into 1979, particularly to meet the needs of increasing motor-coach parties. However, it has been joined by a diesel companion in the shape of a "Planet", F.C. Hibberd 4wDM 2380 of 1941, formerly used at the Southern Highlands Transport Museum (see LRN 7 p. 5). This loco, and a 16-seat bogie passenger carriage arrived at the Museum in April or May. Unfortunately, there has been some difficulty in finding a local firm or organisation capable of carrying out the work necessary on *Stella*.

The Museum took delivery on 18 May of a former Southern Portland Cement (now Blue Circle), privately owned RH class four wheeled cement hopper wagon. This has been donated by a Bowral-based Rotaract Club, and was completely restored by them.

Railway Digest 7/79 4 9/79 via Rob Henderson

HUNTER VALLEY STEAM RAILWAY & MUSEUM

(See LRN 11, p. 5) 1435 mm gauge (PO Box 125, Broadmeadow 2292)

Recent acquisitions by this group are two buffet cars, RBS 2135 and RFV

693, and mail van KP 732.

In connection with the society's move to the Dorrigo branch in northern NSW, a Glenreagh - Dorrigo Rail Line Promotional & Liaison Committee has been set up and includes representatives of the society, PTC, local council and tourist bodies and the local press. To this end, the North Coast Regional Advisory Council has allocated a sizeable amount of money for a feasibility study into the commercial aspects of the Dorrigo railway being operated as a regional tourist attraction.

By popular choice, and in line with the society's pending move to Dorrigo, the name of the society will be changed to the Dorrigo Steam Railway and Museum, and is expected to have been incorporated in September this year.

Railway Digest 7/79 via Rob Henderson

J.A. BROWN & ABERMAIN SEAHAM COLLIERIES LTD Stockrington Colliery 3 ft 6 in gauge

Stockrington Colliery near Minmi, NSW, 3 ft 6 in gauge ten ton four-wheel



battery-electric loco.

Photo: Keith McDonald

LACHLAN VINTAGE VILLAGE, Forbes

(see LRN 9 p.11) 1435 mm gauge

Early July saw a most unusual movement of railway equipment to this location. Utilising portable track some 1200 feet long in sections of 40 feet, three locomotives and six carriages were to be conveyed from the NSW PTC

line, along Bathurst Street, Forbes, on the weekend of 7-8 July. The whole movement was to take place in a carnival atmosphere as about 50 volunteers were to lift and shift the sections, to enable the train to move about 600 ft. per hour. The cavalcade was to be hauled by *Rosie* 5367, a Clyde 2-8-0, builder's number 122 of 1914, and the other two locomotives involved were to be Beyer Garratt 6024 (4-8-4+4-8-4, Beyer Peacock 7544 of 1956) and 3026T (4-6-0, Beyer Peacock 4469 of 1903). It is apparently planned to build a standard gauge line around the perimeter of the village and to use this stock to haul visitors. It is not clear what advantage this operation would have over the existing narrow gauge line at the village.

In spite of the wide advance publicity given to this most extraordinary movement, no reports have been received of the actual event. It would be most interesting to learn how the operation functioned in practice.

Western Magazine 25/6/79 via John R. Horne, Railway Digest 7/79

NEWCASTLE COLLIERY TRAGEDY

Two miners were killed when they were crushed by an underground locomotive in a colliery near Newcastle on 10 October. They were working on the roof of a shaft with pneumatic tools and wearing earplugs at the time of the accident.

Courier-Mail 11/10/79

RICHMOND VALE RAILWAY MUSEUM 1435 mm gauge

Following the decision of the Hunter Valley group to move to Dorrigo, two former HVSR&M members plan to establish a co-operative and develop the Richmond Vale colliery between Wallsend and Kurri as a tourist attraction embracing railway, electrical and mining museums. Cessnock City Council has agreed to develop the mining museum whilst a private syndicate will be responsible for the establishment of the electrical museum in an abandoned power house at the colliery.

It is planned to lay a short railway link line from Richmond Vale to Weston to join the South Maitland Railways and it is hoped that this will give them right-of-way to South Maitland and eventually Hexham, and to operate a passenger service. To provide the motive power, the group in conjunction with the Cessnock City Council is negotiating with Coal and Allied Industries for the purchase of two locomotives currently in storage at Hexham - former J. & A. Brown Kitson 2-8-2Ts No. 9 *Pelaw Main* (Kitson 4567 of 1908) and No. 10 *Richmond Main* (Kitson 4798 of 1911). Negotiations are also proceeding for the purchase of some passenger carriages and representative coal hoppers.

Railway Digest 7/79 via Rob Henderson

SIMSMETAL, MASCOT 1435 mm gauge

(see LRN 9, p. 12)

The report of a Ruston & Hornsby 165DS 0-6-0DM shunter being scrapped here may have been premature. A Ruston of this type, believed to have been the one reported as being scrapped, was seen at the yard in October (builder's number 310085 or 313393 of 1952). Although stripped of most fittings, it has been fitted with an International diesel engine, suggesting it may be used for shunting purposes.

Two other locomotives are operated at the yard. The first is a Yorkshire Engineering Co. Ltd. 0-6-0DE, builder's number 2617 of 1957. This loco carries a green livery with yellow buffer beams, and is currently jacked up on blocks in the yard. The second loco is a Mercedes Benz powered 0-4-0DM built by Tulloch Ltd for use at their Rhodes plant in Sydney. It was acquired by Simsmetal in 1973 and carries a green and white livery.

David Allen 9/79, 10/79

SOUTH MAITLAND RAILWAYS PTY LTD 1435 mm gauge

(see LRN 9 p.12)

This, the last fully steam operated commercial railway in Australia, has been the scene of upgrading to assist in the development of Pelton Colliery, owned by Newcastle-Wallsend Coal Mining Co. Although initial ballast for the upgrading of the Pelton branch in the vicinity of Bellbird was conveyed by road, the contractor later made use of rail which involved the SMR in an unusual operation - the haulage of ballast, a commodity the SMR had never hauled before under contract. This resulted in the SMR operating full ruling loads of 11 BBW bogie ballast hoppers during July. An interesting sidelight to this operation was the interest expressed in the steam locos working the ballast trains by the contractors staff who made good use of free rides on the returning empty ballast trains!!

The SMR now operates no non-air trains, the last non-air train conveying loco coal being lifted from Aberdare on 21/9/1978. There are still one or two reminders of non-air days in the form of 4-wheel brakevans still in regular service and they made a strange sight during last winter trailing a train of large bogie hoppers with smoke trailing from the stove funnel.

Railway Digest 8/79 via Rob Henderson

STEAM TRAINS PTY LTD, KURRAJONG 610 mm gauge

(See LRN 8, p. 4)

Work still progresses with the arrangements for the establishment of what will be known as "Ku-ring-gai Valley Railway", at St. Ives showground, Sydney.

Meanwhile, work continues at Kurrajong on the restoration of equipment stored there by the group. Work has concentrated on SYDNEY, Hudswell Clarke 0-6-0 1838 of 1950, ex Victoria Mill, Ingham, Queensland. The superstructure of the loco has been stripped to bare metal, and primer applied. One leaf of a spring was found to be broken, and has been replaced. Much work has been done on the loco's tender. The tender body was separated from the frame, and large sections were removed from the bottom and front, where wastage and corrosion had taken place. The interior was stripped back to bare metal preparatory to priming and bituminising. The bogies were completely dismantled for overhaul. Extensive wear and broken parts were found, including broken and corroded springs, and worn axle block guides, hornblocks, and the spreader beam. Larger component parts have been steam cleaned, shot blasted, and treated against corrosion at Borg-Warner's plant at Parramatta, and Borg-Warner will also replace top plates, straighten bent sections, and rebuild worn surfaces.

PL121, the ex-railmotor trailer, is almost complete. Small fittings remain to be bolted on, the chassis was cleaned back, and all surfaces treated; flooring still has to be purchased, but materials for the seats are on hand. Work will soon commence on the second trailer, PL 122.

David Allen 9/79, Len King 9/79

SULPHIDE CORPORATION, COCKLE CREEK 1435 mm gauge

A Bo-Bo diesel-electric, built by Goninan in 1964, is used to transfer concentrate wagons from a siding near Sulphide Junction, Newcastle, to the company's works. The loco is of General Electric design, unnumbered, and painted predominantly green. Weighing in at 73 tonnes, the locomotive is normally used on weekdays.

Railway Digest 10/79 via Rob Henderson

UNION COAL MINING CO. PTY LTD, NYMBOIDA 610 mm gauge

(see LRN 2 p. 3)

This mine, taken over by the NSW Miners Federation, after the collapse of Nymboida Collieries Pty Ltd in 1975, closed in August when the local Koolkhan power station closed down. Three Ruston & Hornsby four-wheeled diesels had been here - 331246 of 1952 and 385901 of 1956 operational, and 331266 dismantled for spare parts. The Miners Federation has since been granted a mining lease at Warkworth in the Upper Hunter Valley.

The Australian 20/10/79, Editor

WYNDHAM ESTATE WINE CO. BRANXTON 610 mm gauge

A narrow gauge railway is being installed here to give visitors a tour of the vineyards and winemaking operations. The first stage of the project involves about 1.6 km of track, which will be extended at a later date. The track and train, described as a "sugar-cane train", have been obtained from Queensland, and development of the first stage will cost \$40,000. Your editor would be pleased to receive any further details of this operation, including locomotive and rolling stock.

Railway Digest 8/79 via Rob Henderson

ZIG ZAG RAILWAY

P. O. Box 196, HORNSBY, NSW 2077

1067 mm gauge

(See LRN 5 p. 6)

In October 1869, John Whitton (Engineer in Chief, NSW Railways) saw his masterpiece, The Great Zig Zag, brought into use. Acclaimed as one of the engineering marvels of the 19th Century, the 6 km formation, featuring three magnificent viaducts, tunnels and extraordinary earthworks, linked the western part of NSW to the seaboard, until 1910 when ten tunnels were bored to provide a double track solution to the saturated single track Zig Zag. In that year, the track was lifted and nature reclaimed its former domain.

In 1975, after seven years planning and construction, tourist trains began to operate over a 1.6 km section of track from Bottom Points (adjacent to the PTC's Main Western Line) to Top Points, featuring a journey over two of the three viaducts and through one of the tunnels, not to mention spectacular views of the valley below as the train climbs a 1 in 40 grade.

To operate this tourist venture, the following locomotives are either in service or under restoration:

Ex Queensland Railways:

DD17 class	4-6-4T	No.1046	(Ipswich Shops 205 of 1950)
DD17 class	4-6-4T	No.1047	(Ipswich Shops 206 of 1951)
DD17 class	4-6-4T	No.1049	(Ipswich Shops 208 of 1951)
AC16 class	2-8-2	No.218A	(Baldwin 69453 of 1943) originally built for the United States Army Transportation Corps during World War 11
BB18¼ class	4-6-2	No.1072	(Walkers 540 of 1956)
C17 class	4-8-0	No.934	(Clyde 501 of 1949)

Ex South Australian Railways (Peterborough Division):

400 class	4-8-2+2-8-4	No. 402	Beyer Garratt (Beyer Peacock 7624 of 1953 built under sub-contract by Franco Belge 2975 of 1953)
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At present 1047 provides the motive power with engines 1046 and 1072 undergoing restoration.

For passenger services, five bogie cars (302, 303, 305, 404, 405), one 12 wheel bogie car (390) and one brake van (GB 5575), all ex South Australian Railways (Peterborough Division) are used. Nine ex NSW PTC cars are also on the register, including three sleeping cars providing sleeping and dining facilities for members and on-site caretaker's residence. Several goods vehicles (ex South Australian Railways, Silverton Tramway Co. and Clyde Engineering, NSW) are also in use. Storage and restoration work is undertaken in a large compound at Bottom Points.

Vehicular access to the Zig Zag is by Bell Road which runs to Lithgow from Sydney via Windsor and Richmond. The Zig Zag turnoff is well signposted and located some 5 km before Lithgow. The drive to Top Points station is along the former permanent way and over the third viaduct. Plans are in hand to eventually extend the railway along this formation to meet Bell Road.

Trains operate every Saturday, Sunday and Public Holidays throughout the year and there is ample picnic, light refreshment and toilet facilities available.

Zig Zag Rly. Co-op. 10/79, Editor 10/1979

QUEENSLAND

THE AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY

Incorporated in Queensland as a Non-Profit Company

P.O. Box 270, NORTH QUAY, QLD, 4000.

(see LRN12)

The Rocklea, Brisbane, storage site was finally cleared of all Society equipment during August, as the remaining items were removed to Woodford. The most noteworthy items were the chassis of *Maria*, Jung 0-4-0WT B/n. 530 of 1904, moved to a member's house in Woodford on 11 August, and Hunslet four wheeled diesel-mechanical B/n 2660 of 1941, and a four-wheeled petrol trolley ex Proserpine Mill, which arrived at the Woodford site on 25 August.

Early November sees the celebrations to celebrate the Centenary of the Caboolture Shire, and the Society was to be fairly heavily involved in these. Locomotives were due to appear in parades at Woodford and Caboolture, on 3 and 10 November respectively, and in addition, the first Open Days were due to be held at Woodford on 3, 4, and 11 November. This will involve the running of the Society's Bundaberg Fowler locomotive (B/N. 5 of 1952), along a short section of track laid on the old QGR formation. A small platform with

"WOODFORD" nameboard has been constructed, and children's rides will be given. It is hoped that regular open days will be held on the first Sunday of the month and on public holidays from December onwards.

Quite a lot of civil engineering work has gone on at the site, with the widening out of the cutting formerly at the head of the old QGR triangle. Fill from this job has been used to widen the formation both along the triangle and on the old main line formation adjacent to it. Work will soon be put in hand to complete a security compound and provide permanent sidings for the secure storage of stock.

AUSTRALIAN RAILWAY HISTORICAL SOCIETY (QUEENSLAND DIVISION), BEENLEIGH 1067 mm gauge

(GPO Box 682, BRISBANE 4001) (see LRN 12 p. 9)

During the first weekend in September, additional rolling stock and items of equipment for the workshops were moved from various parts of south-east Queensland to the site at Beenleigh.

The machine tools moved from storage at Richlands included a 48 ins Horton centre lathe, a Herbert turret lathe (formerly at Ipswich railway workshops), and a Herbert No. 5 vertical mill, all of which will be included in the proposed workshops at Beenleigh and will form valuable editions to the Society's growing collection of machinery and tools.

The cab from B18-1/4 class 4-6-2 No. 843 (Ipswich Shops 149/1936) was moved from Redbank to Beenleigh where some thought is being given to converting it into a souvenir stand. 843 was one of seventeen locos which were retained by Queensland Railways from 23 November 1970 following the end of steam, for working special trains. The loco ran its last tour to Toowoomba on 26 October 1975 and was scrapped at Ipswich workshops on 8 April 1976 and the cab purchased by the Society.

From Ipswich Railway Workshops came "Red Fred", the famous 'red' railmotor RM 55 built at Ipswich Shops in 1930 and written off in 1966 and donated to the Society. It has been stored in the Boiler House at Ipswich Workshops since then. Accompanying it was combined passenger and luggage railmotor trailer PL 72 built at Ipswich Shops in 1931 and written off in 1967. It has also been stored at Ipswich with "Red Fred". It was recently planned to restore PL 72 and send it to the Normanton - Croydon Railway for use with railmotor RM 74, but it would appear that this proposal has now been scrapped.

Sunshine Express 9/1979, Editor 10/79

BULLENS AFRICAN LION SAFARI & ZOO, YATALA 610 mm gauge

(see LRN 12 p. 10)

A rather closer examination of the locomotive observed here has revealed it to be a "4-4-4T" with petrol engine. Of rather massive construction, the locomotive bears the legend *Safari Express* on the "tank" sides. The trailing truck of the loco appears to be a bogie originating from Condong sugar mill, while the steel toastrack carriage is mounted on similar bogies. The railway the train runs along is of very light construction, using what could be surplus contractor's materials. There is about a mile of track with a balloon loop at each end. The ride experienced was surprisingly good, but the track is laid on what appears to be potentially rather swampy ground, so track conditions may deteriorate without regular maintenance.

Editor 9/79

BUNDABERG SUGAR CO. LTD, FAIRYMEAD MILL 610 mm gauge

It is reported that a new 26-tonne bogie diesel is on order from E.M. Baldwin for the 1980 season. When it arrives, a smaller loco may be transferred to another of the mills in the Bundaberg Sugar Group.

Stack Talk 83

GIBSON & HOWES PTY LTD, BINGERA MILL 610 mm gauge

(see LRN 7, p. 7)

The Locotrol system used on the line from the mill to the site of the old Gin Gin mill at Wallaville is proving most trouble-free. The locos concerned are all 26-tonne E.M. Baldwin B-B diesel hydraulics built in 1975. *Oakwood* is B/n 5800-1-5-75, *Givelda* 5800-2-6-75, and *Delan* 58003-7-75. *Oakwood* is equipped as a 'master' loco, while either of the other two can act as 'slave'. The slave is controlled by radio, and is normally marshalled about two-thirds of the way down the loaded rake. *Oakwood* has a second set of controls above the normal control console, and a microprocessor is fitted to translate commands from these controls to be transmitted to the slave. The state of the functions of the 'slave' are also monitored by the micro-processor, and a panel of indicator lights displays the state of the functions in both locos.

Com-Eng 0-6-0DH *Tegege* (B/n FD4799 of 1966) has at last been repainted yellow to correspond with the rest of the Bingera fleet. It had kept its orange paint ever since delivery.

Stack Talk 83

ISIS CENTRAL SUGAR MILL CO. LTD, ISIS MILL 610 mm gauge

(see LRN 12, p.10)

The trials of multiple running reported in the last issue were so successful that they have been made a permanent arrangement. In September, the two locos concerned were seen coupled permanently together. They are:

7	0-6-0DH	Clyde 61-220 of 1961
and 8	0-6-0DH	Clyde 64-385 of 1964

Loco 8 leads the loaded train, but the twin unit may be controlled from either cab. Fourteen air hoses linking the units duplicate the loco functions exactly, except for the throttle control, which may be operated separately. This is the first example of multiple-unit operation on a cane tramway (as distinct from Locotrol), but the 2 ft gauge QGR Innisfail Tramway had a number of locos fitted up for multiple unit operation before the line was sold to local sugar mill interests.

Stack Talk 83, Editor

KITCHENER MINE, STANNARY HILLS 610 mm gauge

This mine has reopened in the last few months, and will be producing silver-lead and tin ores. Much of the equipment around the mine seemed to be hired from Victorian sources. Two thousand feet of tramway inside the mine is in working order. One ton iron dump trucks were seen, and under construction were some two ton side tipping ore trucks, on cane truck frames from Tully Mill all-steel trucks. Three items of battery electric rolling stock were observed, two conventional locos, and one with a small front end scoop for loading trucks.

Stack Talk 83

MARIAN MILL CO-OPERATIVE SOCIETY LTD., MARIAN MILL 610 mm gauge

(see LRN 10 p. 9)

A rather surprising addition to the loco stock here observed in August was a Gemco-Funkey four-wheeled diesel, built by George Moss in Western Australia under licence from Funkey, South Africa. The loco is fitted with an unglazed cab and was obtained second-hand from Western Australia. It was one of possibly three locos of this type advertised for sale earlier in the year, possibly coming from Lake View & Star, Kalgoorlie. On trying out their loco, Marian Mill is reported to have been so pleased with it, they tried to buy the others, but found they were already sold. Two locomotives which seemed to tally with a description of this type were seen on a railway wagon at Mile

End, South Australia around August. Where have they gone to? Your editor eagerly awaits further information.

Stack Talk 83, Bob Gough 9/79, Keith McDonald 9/79

THE MILLAQUIN SUGAR CO. PTY LTD, QUNABA MILL 610 mm gauge

(see LRN 9 p.13)

The two steam locomotives transferred from the Millaquin Mill last year have received names as follows:

5	<i>Dobbin</i>	0-6-2T	Bundaberg Foundry 6 1952
6	<i>Nipper</i>	0-4-2T	Bundaberg Foundry 3 1952

Three locomotives have been used on the day shift, with two at night. The locos used during this season have been the two above with:

4	<i>Jumbo</i>	0-6-2T	Bundaberg Foundry 1 1952
3	<i>Flash</i>	0-6-2T	Perry 6160.48.1 1948.

These seem to have been rotated fairly frequently. The other three locos have remained out of use behind the loco shed. There have been fairly persistent reports that this year may well be the last year of regular steam operation at Qunaba, which is the last mill to employ steam on mainline cane haulage on a regular basis.

Stack Talk 83

MORETON CENTRAL SUGAR CO, MORETON MILL, NAMBOUR 610 mm gauge

(see LRN 7 p. 8)

A park has been constructed at the entrance to the mill, where an old barracks used to stand until recently. Newly placed in the park are two of the mill's locos. After many years lying out of use, John Fowler 0-6-0T *Eudlo* (builder's number 16207 of 1925), has been cleaned up and painted green with yellow cab roof. Malcolm Moore 4wPM *Sandy* (builder's number 1051 of 1943), withdrawn from service last year, has been painted yellow and fitted with a new cab roof, painted green.

Stack Talk 83

SOUTH AUSTRALIA

MILE END RAILWAY MUSEUM (SA) INC. Various gauges

(see LRN 11 p. 10)

Work has been proceeding on the restoration of ex Central Australian Railway NM class 4-8-0 No. 34 (Thompson 58 of 1927) and work on the boiler has revealed very bad rusting which will mean the boiler will never see a fire again. *Peronne* the ex Broken Hill Associated Smelters (Port Pirie) 0-6-0T (Barclay 1545 of 1919) is once again receiving some attention. Recent information from the UK has proved that the three original 0-6-0Ts at Port Pirie were not ordered by the British War Dept. during World War 1 as had been thought, but were ordered by BHAS. The rumour would appear to have started as their works numbers followed a series of narrow gauge 0-6-0WTs built for operation in France during WW1 and also that they carried names commemorating European battlefields.

Mile End Museum Newsletter, 9/1979 Editor, 10/1979

PICHI RICHI RAILWAY PRESERVATION SOCIETY 1067 mm gauge

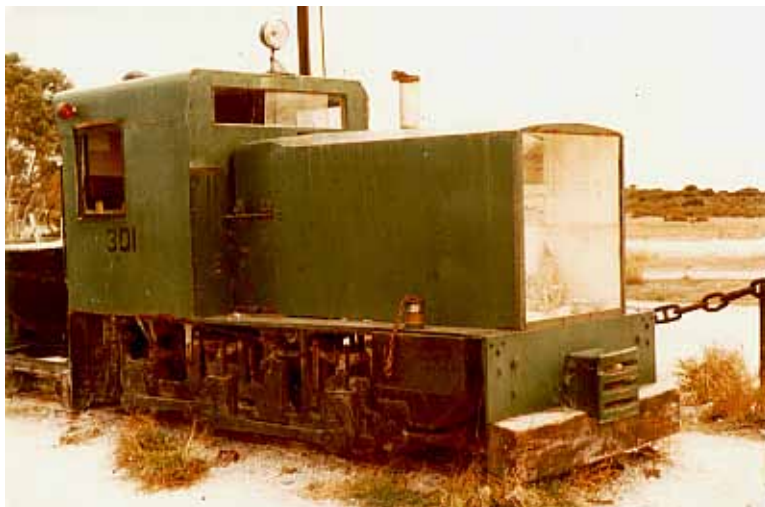
(see LRN11 p. 10) (PO Box 504, Port Augusta 5700)

On 31 August the Society took delivery of two of four vans purchased from the ANR Central Australia Railway in the form of relay brake van NHRB 56 and employee's sleeping van NEA 51 which arrived at Port Augusta from Maree. To take delivery of these vehicles, it was necessary to lay a temporary connection of 1067 mm gauge over the 1435 mm gauge at Port Augusta. This was accomplished successfully, but diesel loco 0-6-0 NB 30 sent down to collect the two cars failed, and resulted in the two vans having to be man-handled over the crossing - a sure example of quick thinking and co-operation on the part of members present! Eventually NB 30 was got going, but failed again on the way to Quorn, and in the end had to be 'rescued' by T class 4-8-0 No. 186 the following day!

Another arrival on the line on 28 August was the newly purchased inspection motor car MIC 126 also obtained from the ANR.

Pichi Richi Patter 10/1979

STENHOUSE BAY



Vulcan 0-6-0 petrol loco preserved at Stenhouse Bay, S.A.

Photo: Lee Rodda

TASMANIA

IDA BAY RAILWAY, Lune River 610 mm gauge

(see LRN 10, p.11)

This line was closed during the winter. It is believed that the former operator has given up his lease of the line. It is not known at this stage if a new lessee has been found, but in any case, extensive resleepering is believed to be necessary.

A.R.H.S. Bulletin Supplement 9/79

TASMANIAN TRANSPORT MUSEUM SOCIETY, GLENORCHY 1067 mm gauge

(see LRN 2 p. 8)

The Society has been most fortunate to have been able to purchase the body of former Tasmanian Main Line Co. 4-wheel saloon carriage A17, which was moved to the Museum on 18 April. The vehicle was taken over by the TGR on 1 October 1890 and given the classification A +, the plus sign being used to denote ex TMLR stock. It was then transferred to the isolated Bellerive - Sorrell Railway which was operated exclusively with centre-coupler ex-TMLR

locos and rolling stock, and after the line was closed in 1926, the body of the vehicle was purchased by a Bellerive resident and remained in his backyard until purchased by the Society. Despite its age, the body is in remarkably good condition.

Earlier the same month ANR diesel unit V13 originally built for the Mt. Lyell Railway was used to place ex Hobart Tramcar No. 141 on site. Since abandonment of the Hobart tramway system in 1960, the car has been stored variously in the loco roundhouse and carriage shed at Hobart prior to its removal to the Museum on 6 April.

Editor, 10/1979

VAN DIEMEN LIGHT RAILWAY SOCIETY INC., DON RIVER TRAMWAY 1067 mm gauge

(see LRN 11 p.12) (PO Box 887, Launceston 7250)

CCS class 2-6-0 No. 23 (Beyer Peacock 4415 of 1902, rblt. 1928) which has been a frequent visitor to the Don River Tramway was donated to the Society in June 1978 and travelled under its own power from Launceston to Don on 12 April.

Saloon carriage AAL 8 which was restored in 1971 by the TGR for their Centenary Celebrations as a museum car and lately stored at Don has recently been touring the State through the courtesy of ANR as a travelling education museum in conjunction with the Tasmanian Education Dept. and the Queen Victoria Museum, Launceston.

Editor, 10/1979

VICTORIA

CASTLEMAINE & MALDON RAILWAY PRESERVATION SOCIETY

P.O. BOX 246. CASTLEMAINE, VIC. 3450

Negotiations to preserve the 16 km railway are proceeding steadily. The right-of-way will be leased by the Shire of Maldon, and permissive occupancy of the Maldon station has already been granted.

Trains will run under the Tramways Act, suitably amended for a tourist operation. The Society will become incorporated before entering into an eighteen month initial stage of establishment and operation.

After insurance matters have been finalised, a lease will be taken out on the track, and work will get under way in earnest. It is almost three years since a train ran on the line, but fortunately the dry climate has slowed down the usual takeover by vegetation, and the track remains relatively clear.

Two steam locomotives were purchased from VicRail on 29 August 1979.

These were J class 2-8-0 No. 549 (Vulcan Foundry 6095 of 1954) at Ararat, and K class 2-8-0 No. 160 (Newport Workshops of 1940) at North Bendigo. E class 0-6-2T No. 371 (David Munro 14 of 1892) will also be purchased as soon as the first stage of development is completed.

Tait carriages have been offered to the Society, and enquiries have also been made regarding surplus PL, E and W type carriages. A 102 hp Walker diesel railcar was purchased by the Society last year, and is at present stored at Newport.

A fund raising program is under way, and membership is continuing to increase. Next year will see the return of steam to Maldon and the preservation of a broad gauge branch line in Victoria.

V. Findlay 29/9/79

EMERALD TOURIST RAILWAY (PUFFING BILLY) 762 mm gauge

(see LRN 11 p.14) (PO Box 156, Belgrave 3160)

The major overhaul of 7A has finally been completed after twelve months in the workshops. After running trials in late August in undercoat, the loco finally emerged from shops in the lined green livery of the VR of the early part of this century.

The rebuild of 8A will now proceed. The new boiler for 3A arrived in June, and has been placed upon the mainframe pending the start of work on her.

Passenger/guard's car 26 NAC was expected to be in service by the end of the year, enabling two such vehicles to be included in the consist of the two trains. This car has been restored in the Emerald shops.

Major formation deterioration has been discovered on the up side of 'Landslide'. A speed restriction has been applied while repair work including a slight deviation is carried out.

Narrow Gauge 75

GEELONG STEAM PRESERVATION SOCIETY

REGISTERED NON-PROFIT ORGANISATION, Licensed by the Attorney-General under Section 24 of the Companies Act (Victoria).

P.O. Box .166, Belmont, Victoria 3216

(see LRN 11)

Regauging of the Bellarine Peninsula Railway is progressing at a steady rate towards Drysdale. Resleepering has been completed through to Drysdale and all spikes removed on the rail to be moved from 1600 mm (5 ft 3 in) to 1067 mm (3 ft 6 in) gauge. Approximately 1.6 km (1 mile) of track remains to be completed early in October and should be completed by mid November. There will then remain the yard at Drysdale to regauge and siding to be laid

for the workshops and depot.

Pressure is being placed upon the relevant Victorian Government departments to ensure that the necessary legal arrangements are finalised in time for regular operations to commence during December. Trains will operate between Queenscliff and Laker's Siding, a distance of 4.8 km (3



Bellarine Peninsula Railway: M6 (Robert Stephenson & Hawthorns Ltd, 7429/1951) departs Queenscliff on Sunday 9 September 1979.

Photo: P. Martin



Belmont Common Railway, last day of operation, Easter Monday 16 April 1979. PB15 No.454 (Walkers 99 of 1909) departing station; whilst No.6 (Hudswell Clarke 646/1903) -left, and 'Klondyke' (Perry 271/1927 -centre, look on.

Photo: R. Jowett

miles). Easter 1980 should see the commencement of regular operations through to Drysdale.

Following the success of operations during the Centenary of the line in May, an approach was made to the Victorian Railways for permission to operate on a similar basis during the spring school vacation. A flagman was supplied by the V.R. to control road traffic at the two P.C.R. level crossings near Laker's Siding. Trains were operated on Saturdays/Sundays 1/2 and 8/9 September. The first train departed at 10 am each day followed by others at 40 minute intervals until 5 pm. Locomotive M6 hauled all trains on their 30 minute return journey from Queenscliff to Laker's Siding.

During the first weekend, 1,714 passengers enjoyed a ride, with 2,016 the following weekend. No major problems were encountered except for late on Saturday 8 September when one trip was cancelled. M 6 was steaming badly due to some dirt which had become mixed with otherwise good coal. The patronage and public interest in the railway during the two running weekends certainly proved the great potential which the B.P.R. possesses as an operating museum railway.

The passenger rolling stock fleet on site is steadily increasing. Shipping arrangements have been finalised for the vehicles obtained in Tasmania. Three wooden bodied carriages have so far crossed Bass Strait and a fourth is scheduled to arrive at Queenscliff by mid October.

In 1972, the G.S.P.S. purchased an historic carriage ABL 9 from the Tasmanian Government Railways. It remained stored in Tasmania and after the formation of the Van Diemen Light Railway Society, mutual agreement was reached that ABL 9 should remain in Tasmania. It had been built in 1903 and was the only clerestory roof carriage remaining intact in Tasmania. The agreement early in 1974 required the V.D.L.R.S. to provide a suitable replacement vehicle as a swap within five years. A former first class saloon carriage AAL 9 was agreed upon, although still required for traffic by the T.G.R. Arrangements were made to obtain it once released by T.G.R. but before it could be secured, the Australian National Railways swallowed up T.G.R. When all passenger services were withdrawn and the rolling stock put up for tender, AAL 9 was included in order to comply with A.N.R. policy. Fortunately, the V.D.L.R.S. were able to obtain it and make it available to the G.S.P.S. to fulfil the long standing agreement.

Through the A.N.R. tenders, the G.S.P.S. obtained five steel bodied passenger carriages and an articulated diesel railcar DP 28. A society member purchased similar car DP29 for use on the B.P.R. The carriages are AAR 1, AAR 4, BBL 10, SP 5 and SP 8. Negotiations were also made with V.D.L.R.S. to obtain ABL 14 and BBL 5 from the Don River Tramway as well as Camp 164, a former AB type clerestory roof carriage. ABL 14 and BBL 5 are both "dog-box" type wooden carriages similar to BBL 6 which the Society acquired in 1972 along with ABL 9. BBL 6 was transported to Queenscliff from Tasmania early in 1976 with locomotive M 6.

AAL 9 arrived at Queenscliff in late August and entered traffic in time for the first weekend of operation in September. Transport delays prevent ABL 14 and BBL 5 arriving before that weekend, but they arrived during the following week and ABL 14 entered service the following weekend. BBL 5 requires substantial body restoration before it will enter traffic. Camp 163 is due at Queenscliff by mid October and the steel carriages and railcars will follow at approximately weekly intervals until the end of the year.

Two items of rolling stock have also been purchased from Westrail. These are VZ 112, a bogie brake van built at Midland Workshops in 1912, and VW 5112, a bogie camp car, originally built in 1909 as AF 13, a second class suburban dogbox car designed to carry 60 passengers. It was taken out of service in 1966 and converted into a camp car. Both these vehicles were used to convey spare parts for the V class also purchased from Westrail.

VZ112 arrived at Queenscliff in April and was used during the Centenary celebrations. It is intended that the goods compartment of this vehicle will be set up with the derailing equipment and act as a mobile breakdown van. VW 5112 arrived on the Centenary weekend and in its current form provides sleeping accommodation for four persons and dining, kitchen and shower facilities and will be used for accommodation by members at weekends. Both vehicles have since been painted in the yellow livery applied to Westrail service vehicles.

On the locomotive side, transport proposals are being finalised for the two locomotives purchased from Westrail, S 547 and V 1209. The tender for S 547 arrived at Queenscliff by road in early October and the V class tender should follow in a similar fashion. The two engine units are likely to be moved east early in 1980.

WOMBAT GULLY TRAMWAY, LENEVA 457 mm gauge

(see LRN 9 p. 21) (R.M.B.1049A, Wodonga 3690)

Further details are to hand of the railway operated on the last Sunday of the month at "Cloverdale", on the Beechworth Road, Leneva, about six miles south of Wodonga. The locomotive, called *Anna*, was built by Dennis Steinhauser and is an ingeniously contrived 0-4-0T resembling a tiny Krauss or Koppel which has a combination of geared, chain and rod drive. Highlight of the year for the group is the annual Easter rally, when *Anna* hauls three carriages and a brakevan accommodating about 25 children. These have been held since 1975.

Jack Elliot/JLB 9/79

WESTERN AUSTRALIA

HOTHAM VALLEY TOURIST RAILWAY INC., 1067 mm gauge

(see LRN 12 p.16) (PO Box 197, Pinjarra 620S)

The "Back to Yarloop" day on 2 September saw the operation of the largest train ever organised by the Society. Ten coaches, including some AZ cars fitted with Hotham Valley Railway coach sideboards, were run from Perth, and beyond Pinjarra, W class 4-8-2 No. 945 *Banksiadale* (Beyer Peacock 7457 of 1951) made a fine sight working 13 cars (including three added at Pinjarra) and ZJ brake van to Yarloop. On arrival at Yarloop, the *Leschenault Lady*, hauled by G class 4-6-0 No. 123 *Koombana Queen* (Dubs 3507 of 1891) was already in attendance.

Further to the report in last issue of LRN, Westrail have agreed to the lease of

ten coaches to the HVR. These comprise seven AZ 1st. class corridor sleepers built in 1929, 1st. class corridor sleepers AQZ 420 (convt. from ARS in 1958) and buffet car AQL 290 which formerly operated on *The Mullewa* service to the town of the same name.

Pinjarra Steam Express 8-9/1979

MILLARS, YARLOOP



Clyde Model HG, Serial No.61-241 (of 1961) at Yarloop, W.A., in May 1979. Owned by Millars Australia, this locomotive was purchased from B.H.A.S., Port Pirie, in May/June 1973, replacing Dübs built 4-6-0 Menzies.

Photo: N. Watson

WESTRAIL CENTENARY CELEBRATIONS, GERALDTON

On 28 July Westrail celebrated the centenary of the opening of the first section of railway in Western Australia, the 53 km line from Geraldton to Northampton, opened on 16 July 1879.

Honoured guest at the celebrations was the *Leschenault Lady* Vintage Train from Bunbury which operated a special passenger service from Geraldton to Narngulu between 28 July and 2 August. The train was hauled by G class 2-6-



Westrail
Centenary
Celebration
Vintage
Train at
Geraldton
platform,
July 1979.

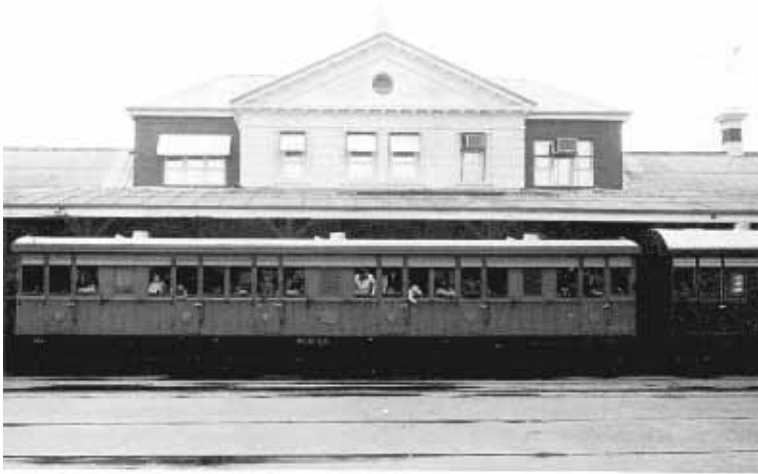
*Photo: L.G.
Watson*

0 No. 233 *Leschenault Lady* (James Martin 174 of 1898) and train comprising ex suburban compartment brake van AU 210, compartment cars ACM 238, ACM 33, ACL 406, ACL 407, ACL 410, and ZA combined passenger brake van ZA 183.

This unusual operation required the conveyance of firewood (for lighting up) from Bunbury and a wagon load of coal from Griffin Coal Mine, Collie,

whilst 233 did not make the journey on its own wheels (as did the carriages) and was conveyed on QUA flat wagon from Bunbury to Geraldton.

L. G. Watson, 9/1079



Ex Midland Railway Co. coach at Geraldton station in July 1979.

Photo: L.G.Watson

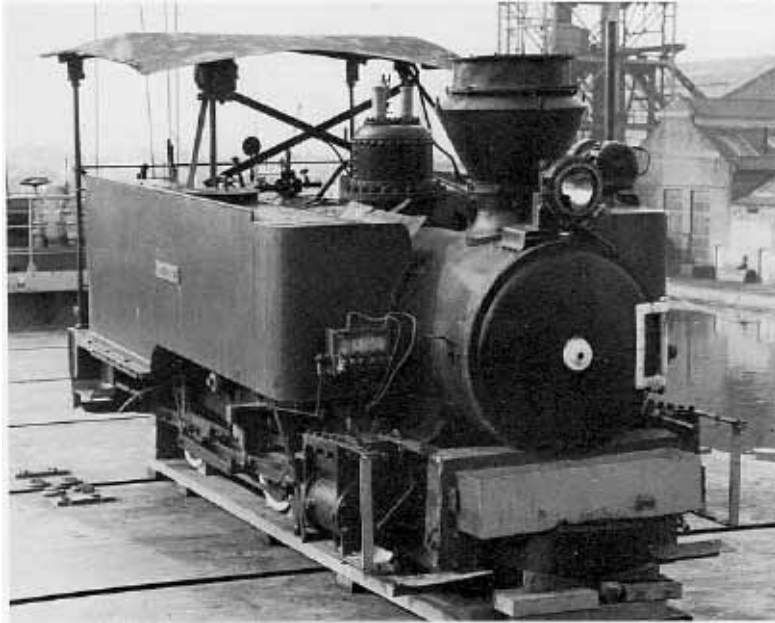
OVERSEAS

PAPUA NEW GUINEA

COISEL PLANTATION PTY LTD, SORAKEN AND KUNUA, NORTH SOLOMONS PROVINCE 610 mm gauge

This company, a subsidiary of Burns Philp, operates tramlines at plantations at Soraken and Junua. The tramways were originally constructed with materials from Robert Hudson Ltd of Leeds, and date back to the 1920s at least. After 1945, the lines were reconstructed with materials from Queensland. Two Hunslet 12 tonne diesels were acquired in 1977, one for each plantation. The one at Kunua is Hunslet builder's number 7532, a four-wheeled diesel mechanical of 43h.p. Also at Kunua is the derelict remains of a Lister diesel. The ride at Kunua is rather rough as the rail is only 12 kg/m. (241b/yd) with 3 ft sleeper spacing.

(Editor's note - we are pleased to publish herewith our first report of an overseas light railway in our region of the world. Similar reports would be welcomed.)



UNITED KINGDOM

The first Fowler 2 ft gauge loco to be returned to the U.K. for preservation, and currently the only Fowler steam loco in the U.K. It is ex Natal Estates Ltd, Mount Edgecombe, South Africa, 0-4-2T Saccharine after unloading at Goole Docks, 19 April 1979, on route to the Alford Valley Light Railway, near Aberdeen, Scotland.

Photo: Ron Cox (N.G.R.S.)

DIRECTORY

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY

Margaret Street, Woodford Queensland

Secretary: David Mewes, P.O. Box 270, NORTH QUAY Qld 4000

Meetings: Fourth Thursday each month, January to November at Room 19, Archibald Court, 21 Adelaide Street, Brisbane, commencing 8.00 pm

Work parties: Every Sunday at Woodford

Open Days: First Sunday of month and public holidays.

Annual subscription: Not fixed for 1980, but tentatively \$8.00 Full and \$5.00 Junior

Phone enquiries: (07) 273 2014 (David Mewes)

Aims: Preservation of equipment from narrow gauge railways (mainly 2 ft gauge) Development and operation of Durundur Railway at Woodford as an operating museum railway.

CASTLEMAINE & MALDON RAILWAY PRESERVATION SOCIETY

P.O. Box 246, CASTLEMAINE Vic 3450

Secretary: Vance Findlay (Address as above)

Annual subscription: \$5.00

Phone enquiries: (03) 29 2804

Aims: To operate steam-hauled tourist trains on the 5 ft 3 in gauge Castlemaine- Maldon Railway.

GEELONG STEAM PRESERVATION SOCIETY

Queenscliff railway station, Victoria

Secretary: Royce Jowett, P.O. Box 166, BELMONT Vic 3216

Work parties: every weekend based at Queenscliff station.

Trains run: Bellarine Peninsula Railway scheduled for reopening on regular basis from November 1979. Weekends and public holidays.

Annual subscription: Adult \$8.00, Pensioners and children 14 and under 18 \$5 00

Phone enquiries: (03) 743 6770

Aims: Collection of 3 ft 6 in gauge locomotives carriages and railcars from throughout Australia. Operation of Bellarine Peninsula Railway as an operating museum railway. 16 km (10 miles) of track between Drysdale and Queenscliff. Line regauged from 5 ft 3 in following closure by Vic Rail.

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY

Tongara Road (near Station Road), ALBION PARK RAIL NSW 2527

Secretary: Tony Madden, P.O. Box 1036, WOLLONGONG NSW 2500

Meetings: 7.45 pm, Monday 3 December 1979, A.I.S. Visitors Centre, Springhill Road, CONISTON (near Steelworks gate). All welcome.

Work parties: Every Saturday at Museum, mid-morning to dark.

Trains run: Second Sunday every month, 11.00 am to 5.00 pm. Admission free. Train and tram rides 20c.

Annual subscription: Full \$8.00; Junior \$2.00

Phone enquiries: (042) 95 1776 (Operations manager)

Aims: Preservation of local and national items of light railway interest, and operation where possible on the Museum's 2 ft gauge railway.

LIGHT RAILWAY RESEARCH SOCIETY OF AUSTRALIA

Secretary: E.G. Stuckey, P.O. Box 21, SURREY HILLS Vic 3127

Meetings: 8.00 pm, Thursday 13 December 1979 at Ashburton Uniting Church Hall, Ashburn Grove, Ashburton

New South Wales Division: Secretary: R. Mason, P.O. Box 290, BURWOOD NSW 2134

Meetings: 7.30 pm Wednesday 12 December 1979 at Conference Room, Rechabite House, 85 Campbell Street, SURREY HILLS

Annual subscription: \$5.00 (*Light Railway News* extra \$4.80)

Phone enquiries: (03) 830 1640 (Frank Stamford), (02) 771 3929 (Paul Simpson)

Aims: Research into operating and closed light railways in Australia. Publication of quarterly historical journal *Light Railways*, publication of books, maps, drawings etc.

ZIG ZAG RAILWAY CO-OP LIMITED

Site of the Great Zig Zag, near Lithgow NSW

Postal: P.O. Box 196 HORNSBY NSW 2077

Secretary: Ian Thornton

Meetings: 7.30 pm at Transport Institute, Devonshire Street Central (Opposite Central station) on 22 January 1980.

Work parties: Every Saturday and Sunday, also Public Holidays.

Trains run: every Saturday, Sunday and Public Holidays,

Annual subscription: \$10.00

Phone enquiries: (063) 51 4826

Aims: To eventually extend the railway from Top Points to the Bell Road and on to Clarence. Restoration of locomotives and carriages is a continuous activity.

PUBLICATIONS

MAPS OF VICTORIAN TIMBER TRAMWAYS - NEW SERIES

The LRRSA has obtained the permission of the Department of Defence to superimpose timber tramways on its 1:50 000 series maps. The first of these is the 'Neerim' map, covering the area between Powelltown and Noojee, showing tramways originating from Powelltown, Noojee, Neerim, Neerim

South and Warburton. The map measures 760 mm x 550 mm (30 in x 22 in) and shows as accurately as possible the relationship between roads, creeks and tramways.

Another new map to be produced by the Society covers the area from Gooding on the VR Walhalla line, to Bell's Incline Camp on the Thomson Valley Tramway, and includes gold mining tramways around Walhalla. It shows the routes of many tramways not previously recorded, and is produced to a scale of 2-1/2 in = 1 mile (1:25344). It measures 1000 mm x 700 mm (39 in x 28 in).

Both maps are dyeline printed in black only, and are available at \$2.85 each, incl. postage, from LRRSA Sales, 35 Oakern Road, MOUNT WAVERLEY Vic 3149.

TALL TIMBER AND TRAMLINES An illustrated introduction to Victoria's timber tramways, reprinted as a result of many requests for this popular publication. 61 photographs dating from the 1870s to the 1940s, six maps, 60 pages
Price \$4.10

Available from:

LRRSA Sales

35 Oakern Road

MOUNT WAVERLEY Vic 3149

LIGHT RAILWAY NEWS

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EDITORIAL

We are now well into the third year of LRN, and this has seen us come from a duplicated newsletter to a high-quality magazine. Thanks to all who have assisted in this rapid progress. Please let us know what you see whenever you visit a preserved, industrial or pleasure railway, or railway museum.

Our new format requires a steady supply of good quality black and white photographs. Very few have been received recently. Postcard size will do, and the main requirement is a reasonable amount of contrast. You can help publicise your favourite preservation line by sending in photos of it for publication.

CORRECTION

David G..Bailey points out that the caption on the lower photo on page 11 of LRN 13 should refer to the loco illustrated as being a Clyde Model HG-3R, that is a Diesel **H**draulic Model "**G**" 300 hp **R**igid Frame.

MEMBERS ADVERTISEMENT:

John Peterson would like current information on the status of light railways in Fiji, Nauru, and particularly Ocean Island, and any other railway in this area of the Pacific, and would also appreciate names and addresses of contacts in these areas. Please write to John, C/- Niue High School, Nieuve, South Pacific.

NEW SOUTH WALES

CENTRAL PARK RAILWAY, FORRESTERS BEACH 610mm gauge

(see LRN 13 p.9)

The previous account of operations having ceased here appears to have been premature, with the arrival of four additional locomotives during the first week of October. These are all Ruston & Hornsby 4-wheel diesel mechanicals of Model 20DLU, weighing 3 tons each. Four out of a batch of eleven supplied for use in the construction of Sydney's Eastern Suburbs Railway in 1951, they did not see much, if any, use before the project was discontinued (temporarily at least) and the locomotives disappeared. Builders' numbers are 304453,

Front cover: Bellarine Peninsula Railway locomotive M6 rolls to a stand at Drysdale with the first public passenger train to arrive, Sunday 9 December 1979.

Geelong Advertiser Photograph

304455, 304457 and 304460. They were purchased from Thornton Spares (a scrap dealer), near Newcastle, and one was operating within a week of arriving at Forrester's Beach. The other three were being cleaned up at the time of the visit, with two more to be put into operating order, and the other to be kept as a source of spare parts. These small locos should be much easier on the track than were the other locomotives to have operated here.

Len King 11/79, Editor

HUNTER VALLEY STEAM RAILWAY AND MUSEUM

P.O. BOX 125, BROADMEADOW NSW 2292

(See LRN13)

This Society has been successful in its appeal to raise the necessary finance for the purchase, transport and securing of spare parts for 0-6-0ST *Badger* (AI&S 5 of 1943) from Australian Iron & Steel Ltd, Port Kembla. Remaining locomotive appeals now cover Z 19 class 0-6-0 No.1904 (Beyer Peacock 1646 of 1877), X 10 class 0-4-0 crane tank No.1052 (Hawthorn Leslie 3035 of 1914 - fitted with 7 ton crane), Z 25 class 2-6-0 No.2535 (Beyer Peacock 2322 of 1884) ex AI&S at Coniston, and 0-4-0ST *Marion* (Barclay 2224 of 1948), also ex Coniston. The crane tank is ex NSW PTC whilst 1904 is currently stored at Enfield after its intended owners, the Oberon-Tarana Steam Train Co. Ltd, failed to get their project off the ground.

Another appeal which has recently been finalised is that for the purchase of second bogie water tank, L 1202, which is currently being stored at Clyde Wagon Works. L 1202 has hook drawgear and rather than have two special match trucks come up from Sydney and then go back, the Society has applied for several more wagons to add to their collection that can also act as match trucks for transition between hook drawgear and automatic drawgear. After several years of negotiation, the Society has also been successful in securing two four wheel oil tank wagons. The Shell Co. of Australia donated their wagons SCA 002 and SCA 112 to the Museum and SCA 111 to the New South Wales Rail Transport Museum. All three wagons have been standing idle at Shell's Parramatta terminal for some years. Minor repairs to the two wagons have been carried out to allow them to be transported by rail to Cockle Creek for collection by the Society.

Because of the continuing amount of work in a wide range of activities in the Newcastle area, the Society regrets that it will not be able to move its construction train to Glenreagh in December as was originally hoped. One of the major jobs is the weatherproofing of every vehicle prior to moving to Dorrigo as it is expected the collection will need to stand in the weather there for at least two years before undercover storage can be provided or the

labour found to carry out this very necessary task.

HVSR&M Newsletter 10/79 per Keith Jones

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY

Donations over \$2 tax deductible.

MUSEUM:: Tongarra Road. Albion Park. (open 2nd Sunday, each month)

CORRESPONDENCE: P. O. Box 1036, Wollongong 2500.

(See LRN12)

Attendance at Museum Open Days showed a serious but predicted fall in November/December due to hot weather and the counter attraction of the beaches. December visitors numbered only 50% of the peak winter months and although the tourist influx during the coming holiday period should boost figures, attendances will probably remain lower until about March. An extra Open Day is planned for Sunday, 27 January 1980, to catch a few tourist dollars and show the museum in full operation to the visiting delegates to the L.R.R.S.A. Convention being held in Sydney, and the NSW Division Members joining them on an organised coach tour visiting Albion Park and other venues of light railway interest that day. The museum is also continuing its support of local under-privileged children's charities by holding a benefit day and outing on Sunday, 10 February 1980, a regular Open Day, for the Tawara Special School, Shellharbour. These handicapped children will be guests for the day and the school will receive a cash donation from public fare revenue.

After years of preparation of suitable Memorandum and Articles by our Committee and our helpful honorary solicitor, Peter Daly, the Certificate of Incorporation of the Society arrived at his office and the I.L.R.M.S. is now a company limited by its members' guarantee as from December 1979.

Main line track extension was held up for a month due to the derailment twice on one weekend of *Cairns* (H-C 0-6-0 ex-CSR) at the entrance to the yard. Much sweating, swearing and packing saw her back on the road and the cause traced to the deterioration and poor alignment at the first yard points and start of the loco road. Originally the points had been installed temporarily with blades too short and angled as these were all that were available at the time. New ones were made but never found time to be fitted. Most of the sleepers under the points, where an unavoidable road crossing occurs, were covered in gravel and had quietly rotted away. Between Open Days the offending section was pulled up, dug out and relaid with the new blades, new lead rails, sleepers (good used), and reballasted to the sleepers and boarded between the rails, as well as rebuilding and resiting the point lever and rodding to the present system of lever parallel to track using a 90 degree crank, to allow stock clearance whilst still employing only standard-

gauge sleepers for crank/lever attachment. Main line extension then proceeded onto the curved approach to "Yallah" from the culvert and by the time this is in print should be past the station platform. Progress is slowed by the necessary continuous use of a heavy "Jim Crow" for curving the rail, and the heat holding up the best work until after 5 p.m. Screened blue metal for top ballasting (the roadbed was laid and levelled with scalplings - a mixture of irregular rocks and dust) was donated by local quarry proprietor John Cleary, who has helped the Museum in diverse other ways.

A quantity of point parts and fishplates (some ex-Marrawah Tramway) has been collected and despatched courtesy of A.N.L. to us by our friends at the Don River Tramway in Tasmania, the V.D.L.R.S.

The museum was recently offered a concrete water tank, installed in 1939 by the Defence Department at Fort Drummond, Coniston, and removed by the present tenants, WIN TV Channel 4. This arrived at the museum, was suitably grooved, received short lengths of RSJ, was set flush in the ground under our steam loco road, and is now an inspection pit, a much needed utility for getting between frames. etc.

The Perry boiler (0-6-2T ex-Tully Mill No.6) was the subject of a detailed repair quotation by a local firm when we heard it might qualify for grant assistance from the Cultural Arts Committee of the NSW Premier's Department. Somewhat shocked by the quoted price of \$33,000 for removal/renewal of inner firebox and front tubeplate which would almost buy a new all welded boiler, we decided to shelve the project until we have time to tackle most of it ourselves or can persuade a suitable sympathetic firm to take the job on at a more realistic cost to us. *Burra* (H-L 0-4-OST ex-Corrimall Colliery) has been stripped after closer boiler examination showed the thinnest part of the tubeplate to be still 9/16 - 5/8 in. thick (built 3/4 in.) - on which basis *Cairns* was finally granted a full pressure certificate. The remainder of the boiler/firebox is in excellent order except for a few bottom tubes and is being prepared for a hydrostatic pressure test. Meanwhile, the rest of the loco is being thoroughly overhauled and will possibly become the I.L.R.'s third operating loco by the end of 1980.

The museum recently acquired, through the good offices of Dr John Radcliffe (President of AETM, St Kilda, S.A.) a former horse-hauled 2 ft gauge covered "Explosives" van, once used at the S.A. Government magazines at Dry Creek. We have recanvassed the roof and repainted the body and frame and the wagon only awaits the fitting of suitable couplings.

The museum is now in telephonic communication with the outside world per a new Telecom installation, as well as having the nucleus of its own internal phone system, using salvaged vintage colliery equipment.



Tube cleaning,
Cairns.

Photo: I.L.R.M.S.

The Telecom phone was thought to be a necessity as during the week our Operations Manager who is retired is often on site by himself as are other workers occasionally and would be a long way from help in an emergency. The number is not listed in the directory for security reasons, enquirers being directed to the Op.Manager's home number.

The I.L.R.M.S. has finally been granted an Interim Development Order by

Richard Youl's half-size Birney car running at the 'Model Train Show 78' on 26 August 1978.

*Photo:
I.L.R.M.S.*



the NSW Minister for Planning & Environment, which makes the site use legal at last and hopefully, Shellharbour Council who own the land, will shortly decide to let us proceed with stage two development, including completion of the track loop.

Four members who have now had the requisite time assisting in the operation of a boiler will shortly be examined by the NSW D.I.R.T. (ex DLI and they should have left it thus), Boiler Attendants Examination Board for their Boiler Attendant's Certificates (Restricted - Locomotive Type) and provided they pass should soon after be applying for Locomotive Driver's "Permits".

LACHLAN VALLEY RAILWAY, COWRA 1435 mm gauge

(The Secretary, 2 Jendi Avenue, Bayview 2104)

Although this group 'operates' on something more than a 'light railway' e.g. the NSW PTC, the editor receives reports from correspondents on occasions and it is felt that on occasions a point could be stretched to allow the LVR to be included in our pages.

Our correspondent visited Cowra loco depot on 30 October and found ex NSWGR 59 class 2-8-2 No.5917 (Baldwin Lima Hamilton 75580 of 1952) and C30T class 4-6-0 No.3026 (Beyer Peacock 4469 of 1904; rblt. from 4-6-4T 1928) in the shed and yard respectively. Also present were several goods wagons, two 4-wheel water gins, nine various passenger cars (mostly reconditioned) and a guards van. A three road engine shed was under construction by the LVR.

5917 was expected to go to Sydney on a fan trip on 8-9 December, hauling 3026 dead, and then on to Newcastle with 3026 eventually going to the South Maitland Railways workshops at East Maitland for repairs to its boiler and firebox.

Len King 11/79

MEGALONG VALLEY RAILWAY, BLACKHEATH 610mm gauge

(see LRN 10 p.7)

Further progress has been made with the establishment of this line, with reports that both locos are now in operating condition, a 100,000 litre water tank installed, preliminary earthworks completed, and about 400 metres of track laid. Enough sleepers are available to complete the 2.5 km line planned, but more rail is still required. No passenger rolling stock is available yet, but it is expected that this will be constructed on old cane trucks, and the body of a former Sydney C class tram has been obtained for restoration and mounting on 2 ft gauge bogies.

Railway Digest 11/79 via Rob Henderson

STEAM TRAINS PTY LTD, KURRAJONG 610mm gauge

(see LRN 13 p.16)

At Kurrajong, site of the rolling stock to be used on the Ku-ring-gai Valley Railway, work commenced on rail motor trailer PL122 on 17 November. Sundry materials were removed, the seats from PL121 were taken out of storage and PL122's seats were unbolted. These parts were then placed under roofing iron to await collection by the Geelong Steam Preservation Society.

Five members then removed the ceiling, leaving wood slats visible in various condition. Extensive dry-rot and other damage was found in roof timber and struts, with rusting of sections of the steel frame. Where the roofing felt had torn away, bitumen paint was applied to stop further external deterioration. Two corners of the sub-chassis have rotted away and will need extensive work. Most lower panels of cladding can be used again, but the ends, doors and floor will have to be replaced.

Restoration continues on *Sydney*, Hudswell Clarke 0-6-0 1838 of 1950. Restoration of the cab is virtually complete, with cab exterior and boiler repainted in blue, running board and smokebox black. Concrete has been broken away from the smokebox interior so that wasted metal can be removed from the front below the door, and the steel replaced to give a neat appearance, whereas now it is a patchwork quilt of bits and pieces.

Some work has also been done on the John Fowler 0-4-2T 17881 of 1929. Rusted out lower corners of the cab were replaced, larger holes were cut in the tank tops for access, and some chipping out of rust was done inside. The tanks will have to be removed for the sheeting on the backs has rusted through and replating is necessary.

Len King 11/79

QUEENSLAND

ALMA PARK ZOO, KALLANGUR 1067 mm gauge

Placed on display on 22 December was a "copy of a 19th century American train" which it is hoped will eventually run on a 2.5 kilometre line around the zoo. The locomotive is a four-wheeled diesel hydraulic, built in the USA by Plymouth and formerly used by Evans Deakin Industries Ltd, Rocklea, before being purchased in 1977 by Bill Williams, proprietor of Alma Park. It is believed to have been built originally to 2 ft 6 in. (762 mm) gauge for use by Utah Construction Company on its Snowy Mountains Scheme contracts. Builders number is thought to be 6124. There are thirteen coaches constructed on wagon bogies (one per carriage). Twelve of them are "Cinderella coaches" in style, while the last, the guard's vehicle, is more box-like in appearance. The locomotive has been given a "steam outline" and carries the wording "Mohawk and Hudson River Railroad".

The Courier-Mail 22/12/79, Editor

THE AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY

Incorporated in Queensland as a Non-Profit Company
P.O. Box 270, NORTH QUAY Qld 4000
(see LRN13)

The Society had a very successful week in November in connection with the Centenary celebrations of the Caboolture Shire. On Saturday, 3 November the Society's ex-Condong Mill Ruston & Hornsby four wheeled diesel (279567 of 1947) was placed on a tilt-tray truck, kindly loaned by TAC Hire Services of



Australian
Narrow
Gauge
Railway
Museum
Society
'Pleystowe
No. 5',
Bundaberg
Fowler 5
of 1952, at
work on the
Durundur
Railway,
Woodford,
Qld, 4
November
1979.

*Photo:
Phillip Barker*

Brisbane, to appear in a parade organised by the people of Woodford. The following Saturday, 10 November, saw the ex-South Johnstone Mill Hudswell Clarke 0-4-2T (1705 of 1938) on a low loader provided by Alzino Brothers of Caboolture to take its place in the procession held at Caboolture.

Running at Woodford took place as planned on 3, 4 and 10 November. The ex-Pleystowe Mill Bundaberg Fowler (5 of 1952) ran on about 170 yards of prefabricated 20 lb track, laid temporarily on the main line formation. Several hundred people rode on the train, and roadside signs attracted quite a reasonable casual trade.

With the heat of summer, some slowing down in progress is to be expected, but there is still plenty to be done. Currently, storage track is being laid in the cutting at the head of the triangle, where the stock on site can be placed in storage. Then a connection will be made to the main line formation, after which the temporary track there will be replaced in 60 lb materials. A water supply has now been put on site.

It has not proved possible to begin running on regular open days as forecast in the last report. This is because certain formalities requested by the Caboolture Shire Council for planning permission, particularly in relation to car parking facilities, have to be satisfied. It is hoped that regular public running will begin soon.

The Society's annual barbecue was held at Woodford on Sunday, 16 December. Good numbers were present, and special members' trains were run with the Ruston diesel.

AUSTRALIAN RAILWAY HISTORICAL SOCIETY (QUEENSLAND DIVISION)

Beenleigh 1067 mm gauge

(GPO Box 682, BRISBANE 4001) (See LRN 13 p.17)

This Society has recently released plans of its proposed development of the "Beenleigh Railway" which shows it to be compact and practical and within the capabilities of the Society, in this its first excursion into the railway preservation movement.

Details of equipment so far received have been given in previous issues of LRN, but the Society is continuing to make approaches to various firms and organisations for equipment and steam locomotives, and has had some measure of success.

The Society's proposed line begins from the southern end of the Shire car park in Beenleigh where it is intended to situate a turning angle, the inner leg of which will eventually form a complete return circle through the proposed parkland as agreed with the Albert Shire Council. The main station will be laid out here, Queensland Railways' Beenleigh station being only some three

minutes away. This station will be the site of a comprehensive interlocking display, the supply of the equipment already agreed upon with QR. It will be stored by them until it is required.

Leaving the station, the line proceeds along the formation of the old South Coast line to Southport and Tweed Heads, crosses the first of two typical QR wooden trestles on a curve, passes through a substantial cutting and then crosses another wooden bridge. These were intended to be rehabilitated by the Albert Shire Council, and, although a considerable task, negotiations are underway at present on a number of fronts to assess the best method to approach this work.

The southern end of the second bridge forms the limit of Phase One of the development from the Beenleigh Distillery and a crossing loop will be installed here. The site will eventually become the junction for the back road through the park which commences in the main station yard at Beenleigh. Continuing on past some attractive scenery, the line swings under the main road (the Pacific Highway) and enters the Distillery property on the embankment of the old siding to the Distillery.

Within the Distillery will be the workshops, engine shed, rolling stock display, station and sales area. This will enable passengers to inspect the Distillery and both schemes will complement each other.

Depending on land ownership and space required, the workshops and engine shed may be situated up from the proposed historic village where the Society's museum, suitably old fashioned to blend in with the planned development of the village, will be located. Plans for this part of the scheme have not yet been fully finalised as these schemes tend to evolve slowly, dependant on finance, acquisitions and local conditions.

The Society is currently leasing a large tin shed in the Distillery complex and this is used for restoration work and is the centre of present activities. The whole scheme has great possibilities and readers will undoubtedly view its progress with interest.

Sunshine Express 11/79

BUDERIM ZOO & KOALA PARK, TANAWHA 610 mm gauge

Three former sugar mill locomotives are to be seen at this attraction on the Bruce Highway, south of Nambour. These were in a rather poor state some years ago, but have been repainted and cleaned up. The locos are:

0-4-0ST	Hudswell Clarke	853	1908
0-4-0T	Krauss	5869	1907
0-4-0PM	Purcell	999A	1922.

The Hudswell Clarke, formerly 2 *Kanaka* of North Eton Mill, has had its saddle tank removed. The Krauss was formerly *Dulce*, used in the construction of the Burrinjuck Dam, NSW, and then at North Eton Mill. The two steam locos are painted red and green. The petrol loco, built in Australia, was formerly used at Moreton Mill, and is painted yellow.

Editor 12/79

CSR LTD, HAMBLEDON MILL, EDMONTON 610mm gauge

(See LRN 8 p.7)

A new loco livery of green and yellow has been adopted, replacing the former colours of grey and yellow. Locos seen repainted in this livery in mid-August were:

1	0-6-0DH	E.M.Baldwin	4413-2-8-72	1972
3	0-6-0DH	Clyde	64-316	1964
4	0-6-0DH	Clyde	56-86	1956

In addition, 3 has been fitted with a new low-profile cab to permit operation under the QR bridge at Redlynch, replacing a folding design previously carried. The four other locos fitted with the folding cab may be similarly treated in due course.

Stack Talk 84

DOUGLAS SHIRE COUNCIL, PORT DOUGLAS 610 mm gauge

Faugh-a-Ballagh John Fowler 0-6-0T 8733 of 1900, placed in a park here in 1967, has been substantially rebuilt and repainted, as has also a passenger carriage preserved with it. In mid-August, the Douglas Shire Council was constructing a mesh enclosure to protect these items.

Stack Talk 84

W.H.HECK & SONS PTY LTD, ROCKY POINT MILL, WOONGOOLBA 610mm gauge

(See LRN 11 p.7)

As predicted, John Fowler 0-4-0WT 16249 of 1923 was returned to Gilltrap's Museum, Kirra Beach, on 18 December. However, the other steam loco formerly on display at Gilltrap's was moved to Rocky Point for restoration later the same week. This is *Maroochy* Hudswell Clarke 0-4-2T 1078 of 1914, ex Moreton Central Mill, Nambour.

Bob Gough 12/79

MORETON CENTRAL SUGAR CO, MORETON MILL, NAMBOUR 610mm gauge (See LRN 13 p.20)

A visit on 11 December showed quite a lot of activity for the "slack". A

navvy gang was seen on the Petrie Creek line, involved in relaying in 60 lb rail, and resleepering on curves. Their train, consisting of a wide variety of service vehicles, was headed by E.M.Baldwin B-B DH *Coolum* (5565-1-10-74). At the River Depot, the bridge gang was seen returning from delivering track materials on the Coolum line, their loco being the former Innisfail Tramway (and Aramac Shire Tramway) Com-Eng 0-6-0DM, *Kalbo* (H1022 of 1958). The lifting bridge over the Maroochy River here, normally down during the crush, was in the raised position and had to be lowered to allow *Kalbo* to pass.

In tow was an interesting steel bogie flat wagon, recently built at the mill. Nearby, E.M.Baldwin 0-4-0DH *Valdora* (6-1258-5-6-65) was seen on the line between Bli Bli and River Depot, possibly on weed killing duties. At the mill, the other locos were seen around the mill yard, and a new loco shed was under construction. The locos have had to stand in the open for some years now, after mill expansion had swallowed up the old shed. The new shed will be an extension of the old bin repair shop, with two roads, and a pit beneath each road. The bin repair facilities, it would appear, will be housed in a lean-to being constructed off the main loco shed. Tramline extensions to the Dunethim Rock line, along the south bank of the Maroochy River, are programmed in the long term to enable the rail transport of cane from the Yandina area.

Editor 12/79

MOSSMAN CENTRAL MILL CO. LTD, MOSSMAN 610mm gauge

(See LRN 8 p.9)

The new loco livery of bright yellow and light blue has been applied to all the locos normally used for cane haulage, the exceptions being 1 *Mowbray* 0-6-0DM Baguley 3378 of 1954, and 4wDM Malcolm Moore 1042 of 1943.

Ivy John Fowler 0-4-2T 15947 of 1922 previously preserved in the mill grounds was completely stripped down in a shed near the loco shed in mid-August, and its boiler was being hydraulically tested. It is believed that it will be retained in working order for use on special occasions.

Stack Talk 84

RACECOURSE CO-OPERATIVE SUGAR ASSOCIATION LTD, Racecourse Mill, Mackay 610mm gauge

(See LRN 8 p.11)

During August, E.M.Baldwin 2-2wDH 6-2612-2-11-68, now named *Road Runner*, was seen being converted to 4wDH by means of the addition of outside chains to power the leading axle. Outside sandboxes were also being fitted.

The programme of tramway extensions and upgrading was continued in 1979 with a start on tramway extensions in the Sunnyside area, where there has previously been some long distance cartage by road. This involves two bridges and some eight kilometres of track. In addition, a deteriorated bridge at Bakers Creek was to be replaced. During 1978, 742,310 tonnes of cane were crushed, almost all of it hauled on the mill's tramway system.

Sunshine Express 11/79

SOUTH AUSTRALIA

MILE END RAILWAY MUSEUM (SA) INC. Various gauges

(See LRN 13 p.20)

Another Glenelg Railway Co. carriage has been discovered by the Museum. This car surfaced at Tranmere where it had been used as a home until the present owner decided to remove it. The car, No.24 (SAR 232) was originally a first class car and was only 39 ft long and had an all canvas inner roof which had been repainted red and blue grey, with gold flowers as trimming. The Museum was lucky enough to obtain both the doors and both the footplates, which are inscribed 'GLENELG RAILWAY CO,' and also several glass louvres with G.R. on them. Also obtained was a length of 'bridge' rail.

A narrow gauge (1067 mm) all steel louvre van, V 1990, was obtained from the ANR recently. This van, built about 1900, is the second oldest, and the oldest preserved. It had been in use on the Gladstone - Wilmington line. Because of its height, it had to be placed on well wagon WL 8200 for the journey down to Adelaide. It has been placed behind T class 4-8-0 (Walkers 278 of 1917) and the water tank 5506, making a nice looking ex SAR narrow gauge train. V 1990 will be used for the storage of paint, thus relieving broad gauge N 251 of its duties.

Mile End Museum Newsletter, 12/79

VICTORIA

EMERALD TOURIST RAILWAY (PUFFING BILLY) 762 mm gauge

(P.O. Box 156, Belgrave 3160). (See LRN 13 p.22)

NA class 2-6-2Ts 14A (in two-toned green livery), and 7A (maroon) were in operation and hauling large loads on Sunday, 4 November. At Menzies Creek, a four-wheeled motorised work trolley and wagon were in use to carry and place concrete pipes for water reticulation from a building being erected on the platform. G class Garratt G42 (2-6-0 + 0-6-2 Beyer Peacock 6268 of 1926),

removed from the museum at Menzies Creek, stands on a siding along the line from the workshops at Belgrave. Owing to some vandalism, the loco will be moved nearer to Belgrave station.

Len King 11/79

GEELONG STEAM PRESERVATION SOCIETY

REGISTERED NON-PROFIT ORGANISATION, Licensed by the Attorney-General under Section 24 of the Companies Act (Victoria).

P.O. Box 166, Belmont, Victoria 3216

(see LRN13)

BELMONT COMMON RAILWAY

As readers will know, operations have ceased here, and the GSPS have concentrated their efforts on the BPR (see below). Some items still remain here, however, and on 3 November our correspondent found *Klondyke*, the 0-4-2T (Perry 271 of 1927) ex Victorian State Rivers & Water Supply Commission, Hume Weir construction, and Pioneer Sugar Mill, Queensland, in the workshop and had just been finished painting in a royal blue livery, with the straw coloured lining still to be added. The loco has been fully restored and is in operating condition. *Wesley B. McCann*, the 0-4-2ST (Hudswell Clarke 646 of 1903) ex Wallaroo & Moonta Mining & Smelting Co., South Australia and Australian Cement Ltd, Fyansford, is presently stored in the works, fully operable. Also remaining at Geelong and stored in the compound at the end of the line are ex Queensland Railways 'red' railmotor RM76 (Ipswich Workshops of 1934) and passenger/luggage trailer PL127 (Ipswich Workshops of 1937). In an excellent gesture of inter-Society co-operation, Steam Trains Pty Ltd of Kurrajong, NSW, have donated 12 sheets of window glass and all the seats from their two ex Queensland Railways passenger/luggage trailers PL121 and PL122 to the BPR for eventual use in their PL127.

Len King 11/79

BELLARINE PENINSULA RAILWAY 1067 mm gauge

A visitor to the BPR on 3 November found the members' working party busily regauging the 5 ft 3 in gauge to 3 ft 6 in at Drysdale, leaving only a large curve nearer Queenscliff to be regauged by the work scheme group. Regauging of main line to Drysdale has been completed but remains to be consolidated.

At Queenscliff, T class 4-8-0 No.251 (Walkers 276 of 1917) ex South Australian Railways, was in the temporary workshop, and had recently had its main steampipe replaced. It later passed its boiler inspection after a new tube had been fitted, and was expected to be steam tested and perform a light engine trial early in December.

M class 4-6-2 No.6 (Robt.Stephenson & Hawthorn 7429 of 1951) and PB15 class 4-6-0 No.454 (Walkers 99 of 1909) ex Tasmanian and Queensland Railways respectively, stood parallel at the station throat. PB15 454 is currently awaiting its boiler inspection, with new firebars to be cast and fitted and the spring hangers to be adjusted. M 6 is serviceable and performing well.

The station track was full of ex-Tasmanian carriages in various stages of restoration or as delivered from the southern State. ABL 14, AAL 9 and BBL 5 require the roof vents refitted, AAL 9 is being repainted and having window re-glazing and internal work, BBL 5 is having a lot of work being done on it both inside and out, and 450 (ex SAR) is being refitted with newly re-upholstered seats.

The station buildings at Queenscliff have been repaired and repainted and look attractive. The turntable at Daylesford, central Victoria, has been purchased from the Victorian Railways but is still at that site. It will be installed at Queenscliff whilst a triangle will eventually be laid at Drysdale.

It was recently found that Section 36 of the Tramways Act as it currently stands, could prevent the Society from charging the public for rides on the railway and a deputation from the Bellarine Shire Council met the Minister for Local Government to discuss the problem. The deputation submitted a proposal to the Minister whereby the Tramways Act, which comes under the Minister's jurisdiction, would be amended to overcome the problem. Some support for such amendments has also been forthcoming from other Ministers, and it is expected the necessary legislation to amend the Act will be passed during the current session of Parliament.

A special members' train, the first passenger train to traverse the whole line since 1976, was expected to be run on Saturday, 8 December, but this time the train will be operating on the "correct" gauge. Train operations on a regular basis, between Queenscliff and Laker's Siding, are expected to commence as from Saturday, 15 December, and will run every Saturday, Sunday and Public Holiday. It is hoped that the Society will be able to operate each day between Christmas and New Year and some midweek days during January.

*The Echo 17/11/79 per Dick Hope, Len King 11/79,
Monthly Notice of BPR 12/79*

SANDHURST TOWN MANAGEMENT PTY LTD, EAGLEHAWK 610mm gauge

(See LRN 8 p.13)

A visit on 1 November saw no operation of the railway, laid with 80 lb rail and widely spaced sleepers. Ruston & Hornsby 0-4-0DM 305328 of 1954 was coupled to the ex-Brisbane tram 146. Perry 0-6-2TT 7967.50.3 of 1950 still shows a sign "This loco in operating condition", but parts were missing from

the motion and obviously no work had been carried out for a long time. Hudswell Clarke 0-6-0 1553 of 1925, formerly Macknade No.4, was in a similar condition, but there was nobody on the site who could give information as to whether the boiler had been tested. All stock is stored under cover, except for the parts of four 4-wheel motorised trolleys, three at least of 2 ft gauge (probably ex CSR Victoria & Macknade Mills - Ed.). Hudswell Clarke 0-6-0 1555 of 1925, on display by the gate, stands derelict and vandalised.

Len King 11/79

STATE ELECTRICITY COMMISSION OF VICTORIA YALLOURN 900 mm gauge

On the ABC T.V's Gippsland news on Thursday, 29 November, it was announced that the "temporary" railway at the first site at the S.E.C's brown coal open cut was to be replaced by a conveyor belt. The other two levels were to be replaced progressively by November 1980.

(Perhaps some member would like to make a detailed report on operations here before it is too late - Ed.)

John Peterson 12/79

WALHALLA & THOMSON RIVER STEAM TRAMWAY, Walhalla 762 mm gauge

(See LRN 10 p.13)

The 0-4-2ST loco (yet to have a front truck fitted) was operating over the 300 yards of railway in fine form on Tuesday, 6 November. The locomotive, supplied in 1886 by the French company of Decauville (Builder's number 43 of 1886) to the Metropolitan Gas Company in Melbourne as an 0-4-0T, was in fact built by Couillet in Hainault, Belgium (B/No.861 of 1886). Placed out of use in the 1930s, it was eventually purchased by Ron Kain and rebuilt as a Yankee-style saddle tank.

Having disappeared around a small bluff, the loco is put into forward gear and full open regulator. With loud "W" class whistle blasts, the loco charges into sight hauling its one bogie open gondola, with a capacity of 28 seated people. Bringing the loco and wagon to a halt is done simply by reversing the gear. The cab is painted dark blue, with the boiler and saddle tank black, running board edged in red, and motion polished steel. The wagon has varnished bodywork, with varnished slatted seats. The brick-built station building is virtually complete, with the awning to be completed, and the toilet facilities and sales/ticket office to be finished.

Timbers are on hand for the rebuilding of the trestle bridge across the river near the loco depot and station, then work can commence on the rebuilding

of the line along the Thomson River valley for 2-1/2 miles on the old formation.

Len King 11/79, Editor

WESTERN AUSTRALIA

BUNBURY TOURIST ASSOCIATION

LESCHENAULT LADY



Easter 1978, G233 2-6-0 leads G123 4-6-0 and Vintage Train around a culvert deviation, and back to Bunbury from Donnybrook.

Photo: N. Watson

HOTHAM VALLEY RAILWAY

PINJARRA, W.A.

It seems to be the year for "Back to" celebrations in Western Australia for, following the success of the "Back to Yarloop" trip, the Society also participated in the "Back to Collie" celebrations in October by running a special train consisting of W class 4-8-2 No.945 *Banksiadale* (Beyer Peacock 7457 of 1951) and both Westrail and Society -owned stock to Collie on 6 October.



W945 hides
W920 and
most of the
train as it
negotiates
the sharp
radius
curves
found on
the way to
Dwellingup
from Pinjarra
*Photo: L.
Watson*

Also in October, on the 28th, the Westrail Social Clubs chartered a train from Westrail and chose as their destination Dwellingup and requested the use of two W class between Pinjarra and Dwellingup - in this case W 903 *Marrinup* (Beyer Peacock 7380 of 1951) doubleheaded with W 945 and was the first occasion that a tour was run to Dwellingup without W 920 *Sir Ross McLarty* (Beyer Peacock 7397 of 1951).

Another first for the Society was the running on 21 October of two trains on the one day, with three locos in steam. On this occasion W 903 was officially named by Murray Shire Council Chairman, Sam Giles, and worked a VIP special to Dwellingup on this its first trip in service with the Society. The normal Sunday train from Perth followed the special worked by W 920 and W 945.

The Society recently and successfully tendered for the purchase of some of the ANR's Tasmanian coaches and these included SS class Nos.1, 4, 5, 8 and 9, SSS class No.1 and a DP railcar No.21. The steel coach underframes originally were fitted to wooden bodied cars supplied by the English Bristol Carriage Co. and entered service early this century. The existing light steel bodies on a light steel frame were constructed in 1955-56 in the case of SS class and 1964 for the SSS. Both types were used in loco hauled suburban service sets in Hobart until 1974. Some modification to the vehicles will be necessary to adapt them for service in WA. During the trip by Society members and consultants to Tasmania, the Society successfully arranged the swap of their SS 5 with the Kingsborough Council for their SSD class No.1 which is basically an SS type fitted with a guard's compartment at one end. Inspection of the railcar DP 21 revealed many shortcomings and it was therefore decided not to proceed with the purchase of this vehicle. After a journey by sea from Tasmania, courtesy of ANL (three vehicles free and the rest at reduced price), the vehicles all arrived at Pinjarra by special train on 24 November.

Restoration work continues on the locos and rolling stock. G 71 in maroon livery remains a favourite but problems are encountered in finding a suitable replacement boiler, and it will indeed be unfortunate if this historic 4-6-0 (Dubs 3495 of 1897) will not be able to run again.

For those with an interest in carriages, the running numbers of the recently leased AZ class sleeping cars from Westrail are 433, 434, 435, 436, 438, 439 and 440.

Pinjarra Steam Express 10-11/79, Here and There 11/79

KALGOORLIE - BOULDER LOOPLINE RAILWAY 1067 mm gauge

(See LRN 10 p.14)

This group has leased buffet car AYS 460 *Colgoola* from Westrail for

preservation at Boulder station. *Colgoola* was last used on the *Albany Progress* service and will find a renewed life as an exhibit and refreshment car at Boulder. 460 received its name when it was in use on express services to Kalgoorlie but in later years has not carried the name.

David Whiteford 11/79

LEONORA - GWALIA MUNICIPAL TRAM 1067 mm gauge

Leonora Municipal Tram No.1 is undergoing restoration at the Eastern Goldfields Technical College for eventual display at Leonora. This electric tram was first used in 1908 but ended service in 1915 when fire destroyed the tramway powerhouse. In 1958 the four-wheel bogie was scrapped and the body used as a backyard bedroom. Its owner, Mr Gordon Leaney, has donated the tram to the Leonora Tourist Committee.

David Whiteford 11/79

WESTRAIL CENTENARY CELEBRATIONS



G233 rolls tender first with train through Utakarra on return to Geraldton with the official train in July 1979.

Photo: L.G. Watson

OVERSEAS

PAPUA NEW GUINEA

BOUGAINVILLE COPPER LTD, PANGUNA, NORTH SOLOMONS PROVINCE 1067 mm gauge

(See LRN 9 p.14)

It appears that a drainage tunnel is being constructed to drain the massive

open-cut mine. Photographs made available by Bougainville Copper show an orange battery-electric loco (possibly Gemco), and a rail mounted drill and muck-loader. It is not known if the diesel locomotives sent here from Mount Isa are also at work in this tunnel, or if other work, possibly underground mine development, is also taking place.

Michael R. Pearson 12/79



Gemco 4w Battery Electric loco with face loader at the pit drainage tunnel entrance.

Photo: Bougainville Copper Ltd, courtesy Michael R. Pearson.

COISEL PLANTATION PTY LTD, SORAKEN, NORTH SOLOMONS PROVINCE 610mm gauge

(See LRN 13, p.24)

The total length of tramline here is about 20 km. The tramline is used to bring in cocoa and coconuts to the fermentary and drier. As at Kunua, the line is in poor condition, with derailments common. As well as a 12 tonne Hunslet acquired in 1977, there are also two Listers.

Michael R. Pearson 10/79

MINIATURE RAILWAYS

STRETTON MINIATURE STEAM RAILWAY, STRETTON, W.A. 184 mm gauge

This 7 1/4 in gauge line has been established at Stretton, between Corrigin and Wickepin in the Eastern wheatbelt. A gala day was held in October run by the Corrigin Historical Society. One of the locomotives is *Nellie*, an 0-4-2T ex Castledare railway.

David Whiteford 11/79

DIRECTORY

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY

Margaret Street, Woodford Queensland

Secretary: David Mewes, P.O. Box 270, NORTH QUAY Qld 4000

Meetings: Fourth Thursday each month, January to November at Room 19, Archibald Court, 21 Adelaide Street, Brisbane, commencing 8.00 pm

Work parties: Every Sunday at Woodford

Open Days: First Sunday of month and public holidays.

Annual subscription: Not fixed for 1980, but tentatively \$8.00 Full and \$5.00 Junior. \$160.00 life.

Phone enquiries: (07) 273 2014 (David Mewes)

Aims: Preservation of equipment from narrow gauge railways (mainly 2 ft gauge) Development and operation of Durundur Railway at Woodford as an operating museum railway.

CASTLEMAINE & MALDON RAILWAY PRESERVATION SOCIETY

P.O. Box 246, CASTLEMAINE Vic 3450

Secretary: Vance Findlay (Address as above)

Annual subscription: \$5.00

Phone enquiries: (03) 29 2804

Aims: To operate steam-hauled tourist trains on the 5 ft 3 in gauge Castlemaine- Maldon Railway.

GEELONG STEAM PRESERVATION SOCIETY

Queenscliff railway station, Victoria

Secretary: Royce Jowett, P.O. Box 166, BELMONT Vic 3216

Work parties: every weekend based at Queenscliff station.

Trains run: Bellarine Peninsula Railway scheduled for reopening on regular

basis from November 1979. Weekends and public holidays.

Annual subscription: Adult \$8.00, Pensioners and children 14 and under 18 \$5 00

Phone enquiries: (03) 743 6770

Aims: Collection of 3 ft 6 in gauge locomotives carriages and railcars from throughout Australia. Operation of Bellarine Peninsula Railway as an operating museum railway. 16 km (10 miles) of track between Drysdale and Queenscliff. Line regauged from 5 ft 3 in following closure by Vic Rail.

HOTHAM VALLEY TOURIST RAILWAY W.A. INC

P.O.Box 197, Pinjarra WA 6208

Secretary: Colin Taylor (address as above)

Meetings: 8.00 pm, 1 February and 4 April at Scouts Hall, St.Kilda Road, Rivervale

Work parties: Every Sunday at Pinjarra.

Trains run: Second and fourth Sundays in May, June and July. Every Sunday in August, September and October,

Annual subscription: \$8.00

Phone enquiries: (09) 447 1412 (John Purcell)

Aims: To preserve and operate steam hauled trains on the scenic 24 km branch line from Pinjarra to Dwellingup.

HUNTER VALLEY STEAM RAILWAY AND MUSEUM

P.O. Box 125, Broadmeadow NSW 2292.

Secretary: Keith Jones (address as above)

Annual subscription: \$20.00

Phone enquiries: (049)53 2736 (6.00 to 10.00 pm)

Aims: To reopen Glenreagh to Dorrigo Railway, operate steam hauled museum trains, establish large static display of steam and railway items.

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY

Tongara Road (near Station Road), ALBION PARK RAIL NSW 2527

Secretary: Tony Madden, P.O. Box 1036, WOLLONGONG NSW 2500

Meetings: 7.45 pm, Monday 11 Feb. (tentative), A.I.S. Visitors Centre, Springhill Road, CONISTON (near Steelworks gate). All welcome.

Work parties: Every Saturday at Museum, mid-morning to dark and some weekdays/Sundays at museum..

Trains run: Second Sunday every month, 11.00 am to 5.00 pm. Admission free. Train and tram rides 20c, working steam engines, souvenirs, refreshments, children's swings, picnic barbecue area..

Annual subscription: Full \$8.00; Junior \$2.00

Phone enquiries: (042) 95 1776 (Operations manager)

Aims: Preservation of local and national items of light railway interest, and operation where possible on the Museum's 2 ft gauge railway.

LIGHT RAILWAY RESEARCH SOCIETY OF AUSTRALIA

Secretary: E.G. Stuckey, P.O. Box 21, SURREY HILLS Vic 3127

Meetings: 8.00 pm, Thursday 14 February at Ashburton Uniting Church Hall, Ashburn Grove, Ashburton

New South Wales Division: Secretary: R. Mason, P.O. Box 290, BURWOOD NSW 2134

Meetings: 7.30 pm Wednesday 27 February at Conference Room, Rechabite House, 85 Campbell Street, SURRY HILLS

Annual subscription: \$5.00 (*Light Railway News* extra \$4.80)

Phone enquiries: (03) 830 1640 (Frank Stamford), (02) 771 3929 (Paul Simpson)

Aims: Research into operating and closed light railways in Australia. Publication of quarterly historical journal *Light Railways*, publication of books, maps, drawings etc.

WESTERN AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION INC

P.O. Box 237, Cloverdale WA 6105

Secretary: David Whiteford (address as above)

Annual subscription: \$4.00 (\$1.00 joining fee)

Phone enquiries: (09)277 7249 (Secretary)

(09)274 1547 (Vice-chairman)

Special events: Annual dinner, April or May

Outings to centres of railway interest

Aims: Preservation and/or operation of light railway rolling stock and equipment, the preservation of archival material and research into light railways of Western Australia.

ZIG ZAG RAILWAY CO-OP LIMITED

Site of the Great Zig Zag, near Lithgow NSW

Postal: P.O. Box 196 HORNSBY NSW 2077

Secretary: Ian Thornton

Meetings: 7.30 pm at Transport Institute, Devonshire Street Central (Opposite Central station) on 22 January 1980.

Work parties: Every Saturday and Sunday, also Public Holidays.

Trains run: every Saturday, Sunday and Public Holidays,
Annual subscription: \$10.00
Phone enquiries: (063) 51 4826

Aims: To eventually extend the railway from Top Points to the Bell Road and on to Clarence. Restoration of locomotives and carriages is a continuous activity.

LIGHT RAILWAY NEWS

News of Australian Preserved and Industrial Railways

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CONTRIBUTIONS. TO LRN SHOULD BE SENT TO:

Mr J. Browning, P. O Box 111, INDOOROOPIILLY Qld 4068

EDITORIAL

In the August 1979 edition of LRN we stated that it was the intention to make LRN Australia's national railway preservation magazine. Ten preservation societies approached by us about this concept were enthusiastic about the need for such a magazine, but only one Society has made a serious attempt to sell the publication to its members. Over half the members of that Society have expressed a wish to subscribe to LRN.

Sales of LRN to other preservation societies have reached only about 2 - 3% of their membership

Support from preservation societies in the form of contributions for publication have been most encouraging, but without sales LRN is not viable. In the current financial year LRN has made a loss of approximately \$1200. With the expectation of a further loss of \$1000 next year the LRRSA Council has reluctantly decided that it must withdraw support for a national



Front cover and above: 2 ft gauge Haine St.Piere B/No. 461 of 1894 ex Peak Hill Gold Mine, at Meekatharra, WA, 1979. (See Peak Hill).

Photo: P. Bindon

preservation magazine, as losses of this magnitude threatened the Society's other activities.

Light Railway News will continue publication in the form of an eight page printed news letter, and will be available only to members of the LRRSA.

The Council recognizes the excellent work of the editor, John Browning; and Assistant Editor, Ray Ellis in producing a publication of such a high standard, against tight deadlines which they have always met. We hope that LRRSA members will continue to support them by submitting contributions to LRN.

(Frank Stamford, President, LRRSA)

MEMBERS ADVERTISEMENT

FOR SALE: JENBACH MINING LOCOMOTIVE

B/n 2316 of 1958. 610 mm gauge; 4 ton; 4wDM. Type JW20 (20 hp). Two speeds forward and reverse; exhaust scrubber; flameproofed electrical equipment. Wheels badly worn. Loco has been dismantled for restoration. Engine head reconditioned. New axle spring sets. All parts on site. Buyer also receives complete spare parts catalogue and running/maintenance manuals, produced by Jenbacher Werke in 1973 (in English). Price \$350.

Write to Paul Simpson, P O Box 105, PANANIA 2213, N. S. W.

CORRECTION

Michael Menzies advises that T251 has not had its main internal steam pipe replaced or even touched. At its annual inspection recently, a tube was replaced. The main internal steam pipe of M6 has been replaced, but in 1978.

NEW SOUTH WALES

COAL & ALLIED INDUSTRIES LTD, CHAIN VALLEY COLLIERY, DOYALSON 1067 mm gauge

George Moss Pty Ltd of Perth recently delivered a 15 tonne "Gemco" flameproof battery loco to this mine. It is fitted with thyristor controls and is the first "Gemco" loco to be delivered to Coal & Allied.

The Miner Newspaper February 4-17, 1980, via Anthony Weston

GOULBURN STEAM MUSEUM 610 mm gauge

(see LRN 13 p.9)

The F.C.Hibberd 4wDM B/n 2380 of 1941, and bogie passenger carriage have been on *hire* from the former Colo Vale group. The loco was purchased by the Goulburn Steam Museum on 11 February 1980 but the bogie carriage remains

on hire for a further six months. The carriage is required for eventual use at Menangle later this year by the Sydney Light Railway Society (see LRN 11 p.5).

Paul Simpson 2/80

HUNTER VALLEY STEAM RAILWAY AND MUSEUM

P.O. Box 125, BROADMEADOW, NSW 2292

(see LRN 14)

The decision has been made to commence the movement of equipment to the Dorrigo-Glenreagh line. After some items have been moved by road to Dorrigo, the reconstruction train will go to Glenreagh to enable work to be done to reopen the line so that equipment can be moved in by rail from Newcastle to Dorrigo. Further weatherproofing work will be done to the stock to prevent further deterioration before the line is restored to good order and public services can commence.

The first steps in this programme were made during January when 0-4-0ST *Juno* (Andrew Barclay 1739 of 1923) was steamed at the Newcastle storage site to marshall vehicles into position to form the construction train. In addition, 2-8-0 5069 (Beyer Peacock 4374 of 1902) was positioned for boiler exam and mechanical repairs. This loco will be the one used on the reconstruction train. It was expected that the first loco at Dorrigo will be 0-4-0ST *Corby* (Peckett 2047 of 1943), which was due to be transported so as to be able to take part in the Dorrigo show on 25 and 26 January. She was receiving a full repaint during January in preparation for the journey.

0-4-0 Crane tank 1068 is to be purchased for the museum, being the 30th locomotive acquired. It was built by R. & W. Hawthorn, Leslie & Co. Ltd. in 1923, builder's number 3564. It is currently stored at the Cardiff Locomotive Workshops in Newcastle.

On 2 January, it was learned that a bogie tank wagon had been donated to the museum by Emoleum (Australia) Ltd. This is a most pleasing acquisition, as unlike most such vehicles it has not been modernised and retains plain bearings, riveted tank and frame and even spoked wheels. Formerly owned by Mobil Oil, its number is MOA142.

Early loads of equipment to arrive at Dorrigo during December were three water columns from Taree loco depot and 69 tons (!) of firebricks.

Keith Jones 1/80

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY

MUSEUM: Tongarra Road, Albion Park. (open 2nd Sunday, each month)

CORRESPONDENCE: P.O. Box 1036, Wollongong 2500

(see LRN 14)

Two recent major events at Albion Park were the Australia Day weekend visit on Sunday, 27 January, by delegates to the L.R.R.S.A. Annual Convention in Sydney, who were joined on their coach by a number of NSW Division members. The I.L.R.M.S. decided to make this day an additional public Open Day, in order to show the official guests the Museum in full operation, with the exception of the stationary boiler, the latter being due to a staff shortage. This day also saw the first steam hauled operations on the main line extension to "Yallah" station, completed only the previous day. This was also the first time for double headed working, using *Kiama* (Dav.0-4-0ST) and *Cairns* (H-C 0-6-0). On this occasion passengers were still loaded at the Tongarra Road terminus, trains only stopping at "Yallah" to reverse. As the Open Day had not been publicised as broadly as usual, it was gratifying that over 400 members of the visiting public were carried.

The second event of note was the Museum's second Charity Day held on Sunday, 10 February, when the guests and beneficiaries were the pupils of Tawara School, Shellharbour, who are handicapped. Courtesy of various manufacturers the Museum were able to provide refreshments as well as free rides for the children and a cash donation of \$100.00, presented on behalf of the Museum by two Councillors. A party of members of the Sydney Tramway Museum at Loftus, arriving in one of their restored double-decker buses, helped to make the day's attendance an all time record, and of course were particularly intrigued by ILRMS Treasurer, Richard Youl's 2-ft gauge half-scale Birney tramcar. Traffic arrangements were altered so that visitors could either ride the tram or walk to "Yallah" to board trains, which operated the "we" pattern begun the previous Open Day with the opening of the extended main line, but no longer loading at the entrance and stopping short of the entrance road crossing to reverse.

The Museum's second passenger carriage was completed to underframe stage free by Allied Constructions using ex-Ruoak Timber bogies purchased some time ago by the ILRMS, and Society made swivelling equipment, and was delivered to the site in early January, where it was rapidly painted and received the shell of the former 1918 International bus body, purchased several years ago for this purpose. The short body will form the centre saloon section for the intended "California car" tram-style body now being built on the new frame. In December, two additional wagons arrived from South Australia, a further covered "Explosives" van and an open wagon derived by removing the top half of a similar unit in times past. When restoration is completed these items will form a neat demonstration train of the type.

Tony Madden 2/80

Kiama and Cairns head a double-headed train on the Illawarra Light Railway



Museum Society's railway, into Yallah station on the first day of operation of this section, 27 January 1980.

Photo: D. J Mewes

LACHLAN VINTAGE VILLAGE, FORBES 610 and 1435 mm gauge

(see LRN 13 p.10)

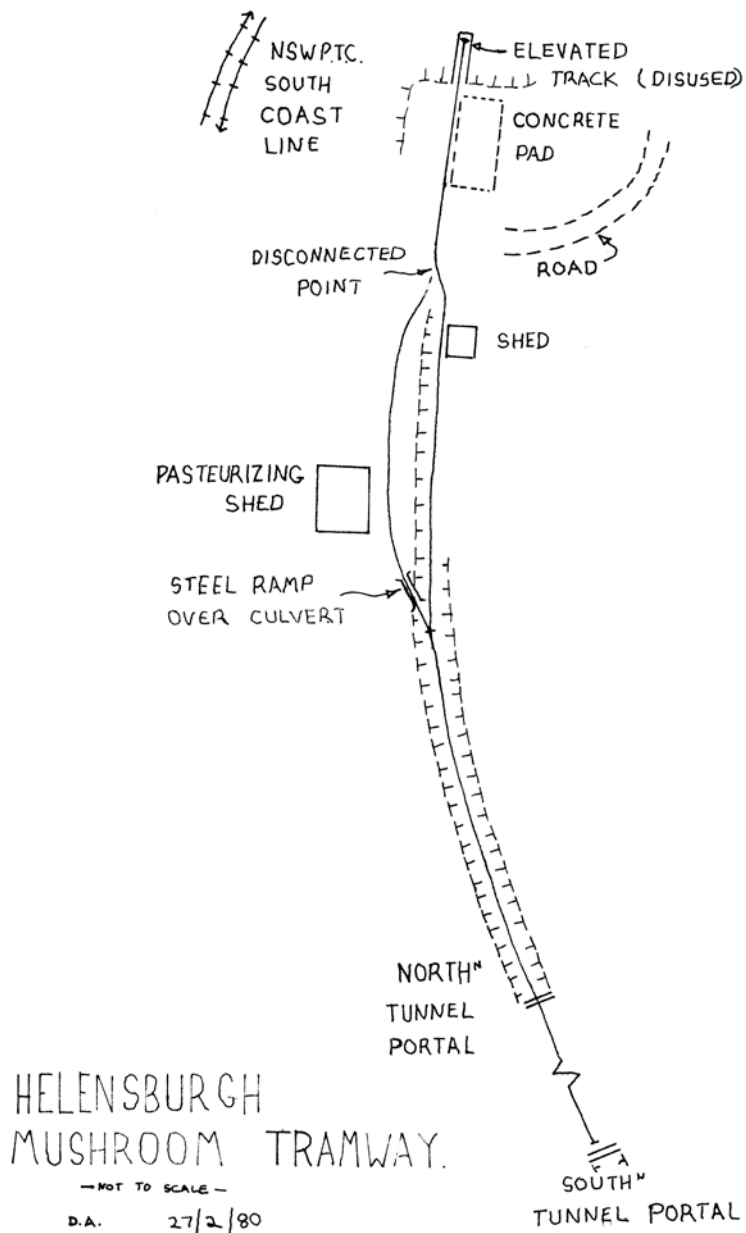
An advertisement in the *Sydney Morning Herald* of 12 January 1980 called for tenders to operate this "\$1.5 million tourist complex", and lists "operational steam locomotives" amongst its various attractions (presumably referring to the 2 ft gauge system). Tenders closed on 31 January, and it will be interesting to see whether any individual or organisation can make a success of this ill-fated project.

Sydney Morning Herald 12/1/80 via Paul Simpson

LILYVALE MUSHROOMS, HELENSBURGH 610 mm gauge

On 28 January, the NSW Division of the L.R.R.S.A. paid a visit to the mushroom tramway located at Helensburgh, located 46 km south of Sydney. Mushrooms are grown in the old Helensburgh No.2 tunnel which was abandoned by the N.S.W.G.R. in 1914 when the South Coast Railway was deviated to easier gradients.

The tramway is used to transport bags of pasteurised straw and peat, in which the mushrooms grow, and boxes of picked mushrooms. Most of the tramway is laid on the old railway formation, the total length being about 1/2 km, the majority of which is in the tunnel. The trackwork consists basically of

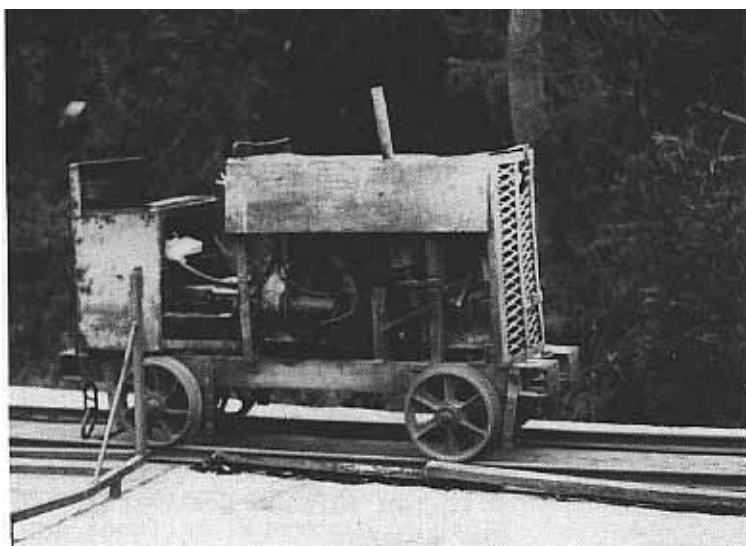


portable mine track, that is short lengths of rail welded to 3 plate steel sleepers and this is set in concrete.



Diesel loco at Lilyvale Mushroom Farm, Helensburgh NSW

Photo: D.J. Mewes



Petrol loco at the same location

Photo: D.J. Mewes

Facilities at the terminus are as shown in the diagram. The line serving the pasteurising shed is laid above the old cutting and is reached by short sharp gradients at each end.

Motive power consists of two home made four wheel chain drive locos. One is a petrol loco, the other is powered by a Toyota diesel engine. Rolling stock consists of five four-wheeled extended wheelbase trolleys which carry the trays used in moving the bags of straw and peat and the boxes of mushrooms. Additionally there are three long wheelbase flat wagons and one derelict skip.

A shorter tramway exists at Lilyvale No.6 tunnel 4 km to the south, and a loco can be transferred by road to this tramway when required. A third tramway at Helensburgh No.3 tunnel is not currently in use.

David Allen 2/80



Looking along the Lilyvale Mushroom Farm tramway, from the north portal of the Helensburgh No 2 tunnel

Photo: D.J. Mewes

SIMSMETAL, MASCOT 1435 mm gauge

(see LRN 13 p.15)

A site inspection here on 12 December revealed only two locos, the Yorkshire Engineering 0-6-0DE (2617 of 1957), and 83, Ruston & Hornsby 0-4-0DM (313393 of 1952 Type 165DS). Both locos were in the Simsmetal livery

of Orange roof, White body and Blue base, a colour scheme they have had for many years. Mr Barry Clarke of Simsmetal confirms that 82, Ruston & Hornsby 0-4-0DM 310085 of 1952 was cannibalised for parts for 83, and subsequently its remains were cut up in November 1979, together with the Tulloch 0-4-0DM of 1958, thus leaving only two locos to work the sidings.

Paul Simpson 2/80, David Allen 2/80

ZIG ZAG RAILWAY

P. O. Box 196, HORNSBY, NSW 2077

(see LRN 13)

The Zig Zag Railway is most fortunate in that its operations are not dictated to by Bush Fire Restrictions. As such, we operate on every weekend throughout the year, together with week day running during selected school holiday periods.

Since the Railway commenced operations during October 1975, the Society has carried in excess of 200,000 passengers. For the year following the inaugural trip, ex Queensland DD17 4-6-4 No.1046 provided the motive power until restoration work on sister engine 1047 was complete to allow this latter engine to take over. For a brief time, both engines were in service together, providing the unique spectacle of Double Heading DD17's. 1046 is currently completing a thorough overhaul thanks to the tireless devotion of several members. During February, engine 1047 received a complete repaint.

The Society is the proud owner of a Track Tamping Machine acquired from Western Australia, the use of which has enabled a very professional ballasting operation to have been undertaken, not only improving the look of our trackwork but providing better riding qualities for our patrons.

Restoration work on ex SAR Carriage No.390 is well advanced, all side panels having been replaced by aluminium sheathing and interior rebuilding well underway.

Although not Railway Activities, the Society, during June and July 1979, operated two "Aerial Adventures" to Central Australia using Qantas 747B Jumbo Jets, both of which were completely booked out. Success has inspired a desire for a similar trip to Cape York via the Whitsunday Passage during March or April 1980.

Plans are presently being formulated for the construction of a shed to provide cover for our locomotives and rolling stock to enable all year round restoration and protection from Lithgow's temperamental climate. An appeal has been started for funds to assist in the construction, and any enquiries or assistance should be directed to P.O. Box 187, Lithgow 2790.

Stephen Halgren 2/80

QUEENSLAND

THE AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY

Incorporated in Queensland as Non-Profit Company

P O Box 270, NORTH QUAY. 4000

(see LRN 14)

The summer heat has brought about a slowdown of work at Woodford, but progress has continued. Work has continued on the laying of storage tracks and, in addition, a 60 lb point has been laid out and partially prepared for laying as the link from the main line to the storage area.

Permission has now been received to begin regular public running and this will take place on the first Sunday of the month and on Public Holidays. A special running day was to be held on 2 March, and it was expected that guests from the Brisbane Tramway Museum Society, the A.R.H.S. Queensland Division, and the residents of the Caboolture War Veterans' Home would be present.

The Society has recently purchased two water tanks from the Moreton Central Mill, and it is hoped that they will be dismantled during the Easter period. One will be installed at Woodford. A recently-demolished railway bridge, being replaced in connection with the electrification programme in Brisbane, has been acquired, and has yielded bridge beams and timber decking suitable for use as sleepers.

During January, the regulator valve of the ex-Pleystowe Mill Bundaberg Foundry 5 of 1952 was removed for machining to correct a leak.

AUSTRALIAN RAILWAY HISTORICAL SOCIETY QUEENSLAND DIVISION, BEENLEIGH 1067 mm gauge

(GPO Box 682, Brisbane 4001) (see LRN 14 p.14)

The first steam locomotive for the museum project has been acquired. It is D17 855, a 4-6-4T built for suburban service at Ipswich Workshops in 1938 (B/n.155). It is currently displayed in a park at Murgon by the local Chamber of Commerce, but it is expected to be returning soon to a location rather closer to its former haunts. Meanwhile, work has been going on at Beenleigh. The Gardner motor of RM55 has been started and restoration is proceeding on its timberwork. Much restoration has been done also on the petrol locomotive *Tiny*.

Editor 2/80

THE HAUGHTON SUGAR COMPANY LTD, INVICTA MILL, GIRU 610 mm gauge

(see LRN 10 p. 9)

By mid-November, work was well advanced in the construction of the Steepy Banks-Dalbeg extension of the tramline, being built by the Upper Burdekin Co-operative Association Ltd. The existing line 40 km in length was built from the mill in 1964-5 to a high standard and includes a 120 metre 13-span concrete bridge over the Haughton River. The new line represents the first major positive reaction to the fuel crisis; the farmers around Millaroo and Dalbeg have found the cost of road transport to the railhead at Steepy Banks to be such that they have agreed to a levy for the construction of the \$4 million line.

From the existing railhead the line follows the Burdekin River for a few kilometres before entering an area of fairly rugged country. Here the magnitude of the construction task becomes readily apparent as very impressive earthworks have been necessary to protect the line from the big floods which regularly occur. Earthworks were still under construction at the time of the visit, but a 200 metre pre-stressed concrete bridge over a large creek was nearing completion. In other sections, tracklaying was virtually complete except for final ballasting.

Bob McKillop 1/80



Invicta Sugar Mill, Giru Qld: 200 metre 13 span pre-stressed concrete bridge on the new 610 mm gauge tramway to Dalbeg.

Photo: Bob McKillop



Invicta Mill, Giru: Concrete sleepers laid out between Clare and Millaroo.

Photo: Bob McKillop

MARIAN MILL CO-OPERATIVE SOCIETY LTD, MARIAN MILL 610 mm gauge

(see LRN 13 p. 19)

Further details are to hand about the Gemco-Funkey 4wDM loco obtained by the mill second-hand last year. It was indeed one of a number of 2 ft gauge diesels which worked at the Lake View and Star Mine, Kalgoorlie. Built in 1965, the loco has a Gardner 112 bhp engine coupled to epicyclic gearbox and chain transmission. Following closure of the mining operations on the Golden Mile in 1975, the Gemco-Funkey and a "Planet" were stored at Finniston until disposed of in 1979. The Planet has gone to the Kalgoorlie-Boulder Loopline Preservation Group (which see for further details).

Brian Smith 1/80, L.G.Watson 2/80

THE MILLAQUIN SUGAR CO. PTY LTD, QUNABA MILL 610 mm gauge

(see LRN 13, p. 20)

Official confirmation has been received that Qunaba will be dieselised in 1980. It is proposed to reorganise the loco fleets of the other mills in the Bundaberg Sugar group (Millaquin, Bingera, Fairymead), to make one loco available for Qunaba. In addition, a four wheel chain drive mining diesel is to be obtained from the Giru area, which will be refurbished for cane haulage work. (Could this be a loco used by the contractor on construction of the Steepy Banks Dalbeg tramline? Ed.) The three Bundaberg Fowler locos will be retained on standby for Millaquin and Qunaba, and have been receiving

attention in the shed. The remaining steam locos have been removed by crane to a short length of isolated track. Although Perry 0-6-2T *Flash* (6140.40.1 of 1940) had received a new boiler at the start of 1978, serious problems of leakage around the firebox door have meant that the loco had to be withdrawn along with the other Perrys.

An ABC News team visited the mill during October and spent a day filming operations, also paying a visit to Millaquin Mill. Their efforts have gone into a "Weekend Magazine" segment 9 minutes in length, which was completed by early February, but which had not yet gone to air in Queensland at least at the time of going to print.

Alan Robert 2/80, Editor

SUNCOAST PIONEER MUSEUM, MUDJIMBA BEACH 610 mm & 1067 mm gauge

A John Fowler 0-4-2T, until recently in open storage nearby, has been placed unrestored on display at this museum, where it presents rather a sorry sight. It is *Petrie*, Fowler 19930 of 1933, which was originally delivered to Babinda Mill, but was sold to Moreton Mill, Nambour in 1960. Formerly acquired for Cox's Museum, Maroochydore, about 10 years ago, this relatively modern locomotive has deteriorated markedly. Also on display at the museum, under cover, is a 3 ft 6 in gauge Rail Ambulance which is in quite fair condition. Previously on display at the Ebbw Vale Glideway service station at Ipswich, this vehicle worked at Charleville until the 1950s, dating back to about 1920.

Editor



Petrie, John Fowler 0-4-2T (B/No.19930 of 1933) on display at the Suncoast Pioneer Museum, Mudjimba Beach, December 1979.

Photo: D.J. Mewes

VICTORIA

GEELONG STEAM PRESERVATION SOCIETY

REGISTERED NON-PROFIT ORGANISATION

Licensed by the Attorney General under Section 24 of the Companies Act, (Victoria).

P O Box 166, Belmont, Victoria 3216

(See LRN 14)

Regauging of the Bellarine Peninsula Railway was completed through to Drysdale in mid-November. The track gang which had been employed since August 1978 was laid off on 30 November 1979. Their last few weeks were spent completing the redogging and fettling of the track between Mannerim and Drysdale. Locomotive M6 worked a number of weekday ballast trains to keep the gang supplied with metal. Estimated time for construction work from Laker's Siding to Drysdale had been 42 weeks with no allowance for poor weather. The actual time taken was only 2 weeks longer.

On Sunday, 25 November, M6 operated a ballast train which members discharged near the Mannerim bridge. The empty wagons were then pushed through to Drysdale and M6 became the first Society locomotive to steam into Drysdale, just three years since the last train ran on 6.11.1976. The whistling of the locomotive as it approached the town drew quite a crowd to the station. The Shire of Bellarine had donated a 1,000 gallon steel tank which they loaded onto a flat wagon the previous Friday. The flat wagon and tank were hauled back to Queenscliff on the return journey to allow them to be prepared for use in weed spraying the track.

A major development was the granting by Vicrail of permission to operate between Queenscliff and Drysdale subject to the use of a flagman at level crossings. Attempts to amend existing Victorian legislation to enable the Society to operate the line have been continually delayed by public service lethargy. We now intend to draft separate new legislation to cover the long term operation of the line. The requirement to use a flagman at level crossings could have created a problem of both cost and an inability of Vicrail to supply one as frequently as we would require. Agreement was reached with Vicrail for Society crews to act as the flagman. This great continuing co-operation from Vicrail enabled arrangements to be quickly made for regular operations to commence

A test run was operated from Queenscliff to Drysdale on Saturday, 8 December 1979, conveying members and friends. The trip was an enjoyable reward for the great deal of work put into the project during the past three years. The following day, a train load of invited guests enjoyed the first 'official' trip through to Drysdale and return. The train on both days was hauled by M6

and created considerable interest during the journey and whilst at Drysdale.

Quite an amount of work remains to be carried out at Drysdale. Trackwork in the station yard is to be completed, the platform facing reinstated and a station building provided. Railway facilities will then be complete, leaving the development of a museum complex on the surrounding land to be undertaken during the next few years.

Re-opening of the 11.5 km (7 mile) section from Laker's Siding to Drysdale is planned for later this year. Meanwhile, regular train operations commenced on Saturday, 15 December 1979, on the 4.5 km (3 mile) Queenscliff to Laker's Siding section. Trains operate every Saturday, Sunday and Public Holiday, commencing at 12 noon on Saturdays and 10 am on Sundays and Public Holidays. The last train departs Queenscliff at 5 pm on each day.

During eleven running days in December, 4,235 passengers were carried. January 1980 saw 10,874 passengers travel on 16 running days, bringing a progressive total of 20,839 passenger journeys at 31 January 1980. Previous passengers travelled on trains run during the Centenary weekend in May 1979, and in September during the school holidays.

The Belmont Common Railway is yet to see its last locomotive in steam. *Klondyke* and No 6 still reside there (See p 5, LRN No 14, Feb. 1980). *Klondyke* (Perry 271 of 1927) has undergone a lengthy restoration spread between a number of other restoration and maintenance jobs over several years. For quite some time it consisted of little more than a frame with cylinders and boiler attached gathering dust in the shed at Belmont. During the latter part of 1979 a small dedicated team devoted themselves to the task of completing the restoration of *Klondyke*.

The result of their fine efforts was publicly aired when *Klondyke* was paraded through the streets of Geelong in steam as an exhibit in an annual street procession held every November. The loco looked immaculate, complete with polished brass dome and attracted special applause from the thousands of people lining the procession route. *Klondyke* returned to Belmont for some final finishing touches and safe undercover storage with No 6 until similar space is available for them on the Bellarine Peninsula Railway.

Michael Menzies 2/80

WESTERN AUSTRALIA

BRISBANE & WUNDERLICH LTD, BELMONT 610 mm gauge

(see LR 59, p.21)

The old tramway incline leading from the clay drying pits to the discharge

bins at this pipe works was removed during November/December, coinciding with the completion of an overhead conveyor belt over the new main road, Daly Street. The conveyor is the successor to a winch hauled tramway which ceased operations in 1975. Temporary transport arrangements for the clay since 1975 was in the form of a front end loader. The conveyor was constructed because of a reorganisation of main roads in the area of Belmont. Some of the old tramway rolling stock (standard triangular side tip hoppers) still lies in the company's yard.

David Whiteford 12/79

CARNARVON ROTARY CLUB 1067 mm gauge

Following the damage to the Busselton Jetty suffered as a result of Cyclone Alby in 1978, the Busselton Apex Club's "Jetty Lady" train (see LRN 3 p.11) could not be used. It has now been purchased by Carnarvon Rotary Club at a price of \$2,000. The train consists of a rail wheeled mini-moke and two coaches, and will presumably be used on Carnarvon Jetty. Track at the head of Carnarvon Jetty is intact (although exact condition is unknown), and the bridges from Babbage Island to the mainland are intact, although minus rails.

The West Australian (Country Edition) 13.2.80, David Whiteford 2/80, L.G.Watson 2/80

HAINAULT TOURIST MINE, KALGOORLIE 610 mm gauge

On display here is "Planet" 0-4-0DM F.C.Hibberd 2011 of 1937. Formerly used at the Lake View and Star Mine, Kalgoorlie, it was placed on display at the Hainault mine in the early 1970s.

L.G.Watson 2/80

HOTHAM VALLEY TOURIST RAILWAY W.A. INC.

P.O. Box 46, GREENWOOD 6024

(see LRN 14)

On Sunday 21 September Hotham Valley Railway's loco W903 was officially named *Marrinup* by the President of the Murray Shire Council, Sam Giles. Overhauled and repainted by H.V.K. volunteers, this locomotive was making its first visit to Dwellingup where the ceremony was performed. The occasion was notable for the presence of 3 locos in steam in that town for the first time since the tourist railway commenced operations. It was also the first time H.V.R. had operated 2 trains on one day. From Pinjarra W903 hauled sleeping cars AQZ420 and 424, also buffet/saloon AQL290, plus Westrail brake van Z221, as a VIP special, preceding the normal Sunday train from Perth which was handled by W920 (*Sir Ross McLarty*) and W945 (*Banksiadale*) beyond Pinjarra.

Marrinup is the name of the scenic brook running down the valley through

which the bushland railway climbs from Pinjarra to Dwellingup. It was also the name of a sawmilling town situated on the brook from 1910 until 1930.

John Purcell 2/80

KALGOORLIE - BOULDER LOOPLINE PRESERVATION GROUP

P O Box 24, BOULDER, W.A. 6432

(see LRN 14)

Since commencing operations on 18.11.78, and running Sundays and Public Holidays, there have been over 8,000 passengers carried. The trip takes about one hour commencing at Boulder City, running to Golden Gate, from where the train runs back through Boulder City to Kamballie, before returning to Boulder City, a total of 6 km.

The railway reserve is leased from Westrail for a trial period of 2 years, and up to now services have been handled by two Wickham fourwheeled rail cars. The motor car is Wickham 5135 of 1950 of Type 40, built by D. Wickham & Co. Ltd. Ware, U.K. It is powered by a Ford V8 Pilot motor and was purchased by W.A.G.R. on 6.7.1950. The trailer car is Wickham 3941 of 1946, Type 40. Originally powered with a Ford V8 Pilot motor, it was fitted with a Perkins 4-cylinder diesel by W.A.G.R. It was purchased by the Midland Railway of Western Australia on 1.11.46 passing into W.A.G.R. ownership in 1964. It is currently leased from Coolgardie Ghost Mining Town Tourist Bureau. It is hoped that the service using these vehicles may be operated on some weekdays soon.

Locomotive haulage is to be introduced in the future. With this in mind, a "Planet" 4wDM locomotive, recently donated by Kalgoorlie Mining Associates, is currently being regauged from 2 ft gauge by VickersKeogh in Kalgoorlie free of charge. This loco was built in 1962 by F.C.Hibberd & Co.. in England for Great Boulder Mines, where it was used on ore transfer duties. Later it was at Kalgoorlie Lake View as reserve for a Gemco-Funkey now at Marian Mill, Queensland. Builder's Number is not known at present. It is planned to convert three H wagons to excursion cars with a sun roof and back-to-back seating for loco haulage. In addition, track-recorder car AL88 has been leased from Westrail for use as covered accommodation.

Buffet car AY5460, leased from Westrail for use at Boulder was incorrectly named *Colgoola* in LRN14. Apparently the correct name was *Albany*. As the car *Boulder* was preserved by the Great Southern Steam Association at Albany, an exchange of names seemed logical, so a joint renaming ceremony was held recently.

Bryan Smith 1/80, David Whiteford 2/80, L.G.Watson 2/80

KUNUNURRA 1067 mm gauge

Observed in a park opposite the post office during 1979 was the 0-6-0 petrol locomotive formerly NW3, once known as *Kaiser*, which worked at Wyndham Jetty (see LR 59). Observed at Wyndham derelict in 1966, the loco had gone, presumably to its present location, by 1974. Of uncertain German manufacture (Deutz? Ed.), it was marketed as a "New Century" locomotive by Ironside, Son & Dyckerhoff, and dates back to 1912.

Peter Bindon (Asst.Curator of Archaeology, W.A.Museum) 2/80, Editor



Kaiser, 3 ft 6 in gauge 'New Century' petrol loco of 1912, preserved at Kununarra WA, 1979. This loco was first used at Broome, and subsequently at Wyndham. (see p.14).

Photo: P. Bindon

SHIRE OF MEEKATHARRA 610 mm gauge

Standing on a short length of track outside Meekatharra Power Station is a diminutive 0-4-0T locomotive. It is believed to have worked at the Peak Hill Gold Mine and was noted derelict there in 1965.

Although the cylinder and motion are missing from the right hand side, the loco appears to be in a fair condition, as one would expect in such a dry climate as is experienced in Meekatharra. The locomotive is believed to be Haine St Pierre 461 of 1894, but no further details are to hand at present.

Peter Bindon (Asst.Curator of Archaeology, W.A.Museum) 2/80, Editor

PILBARA HISTORICAL SOCIETY SEVEN MILE CAMP, DAMPIER 1067 mm and 1435 mm gauges

The most interesting and varied collection of exhibits may be seen here. There is one 3 ft 6 in gauge loco, PW22, a Motor Rail 4wDM "Simplex" (14033 of 1957) ex Port Sampson Jetty, which is exhibited with the toast rack passenger vehicle from the same location. In addition, there are three standard gauge locomotives. Pride of place must go to *Pendennis Castle*, the ex-Great Western Railway 4-6-0 obtained from England a few years ago. It was built at Swindon Works in 1924. There is also a General Motors Bo-Bo F7 diesel-electric ex Mount Newman 5450, and previously ex Western Pacific Railroad, while the final loco is an Alco Bo-Bo S2 diesel-electric switcher, formerly Hamersley Iron 007 *Mabel* and previously ex Spokane, Portland and Seattle Railroad.

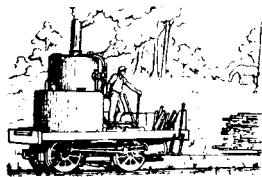
L.G.Watson 2/80

MINIATURE RAILWAYS

COLEMAN & SON PTY LTD, HYDE PARK, SYDNEY 457 mm gauge

Interstate visitors to the L.R.R.S.A. Conference at the end of January were surprised to observe an 18 in gauge line operating in the middle of Sydney. This was here as a temporary attraction in connection with the Festival of Sydney. However, the line was quite lengthy, comprising several hundred yards of trackage, including two interconnecting loops and a sizeable shed in which were stabled ten cars and three locomotives. Semaphore and colour-light signals were an operational part of the system. Locomotives on show were a shrunk-down 38 class Pacific, powered by a motor mounted in the tender but powering the driving wheels, a freelance "4-4-0", which apparently is a rebuild of an earlier 2 ft gauge loco, and an 0-4-0T, of narrow gauge rather than main line proportions. All the locos had been built by the owners, and in addition, there are another two 38s available for use. All the locos are powered by petrol motors. The equipment is used widely in the Sydney area at shows and other events, and has been an attraction at the Sydney show for the last thirteen years.

Editor 1/80



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DEADLINE for next issue: 22 June 1980

NEW SOUTH WALES

E. M. BALDWIN & SONS PTY LTD, Castle Hill

(see LRN 9, p. 8)

The following personnel cars have been delivered in recent months, (both 1067 mm gauge):

8642-1-10-79 1979 Coal & Allied Industries Ltd, Aberdare East 37

8899-1-1-88 1980 Coal & Allied Industries Ltd, Liddell 38

Keith McDonald 2/80

HUME COLVILLE, Barham 610 mm gauge

In July 1979 the engineless four-wheel Malcolm Moore Petrol loco *Dutchy* was dispatched to its new owner. Mr Hume Colville of Barham NSW by Brian Peart of the Eureka Tramway, Clunes Victoria, who had obtained it from the Moreton Mill, Nambour Queensland in 1977. (see LRN 5., p.9)

Brian Peart. 3/80

LOCOMOTIVE AND MAN-RIDING CAR MANUFACTURERS

A number of previously little known manufacturers have been investigated recently. They have all produced 1067 mm gauge units for colliery work.

VERNIER ENGINEERING PTY LTD, Wollongong

Have built a number of 14 man personnel cars powered with Perkins 6/354 engines of 75 hp. The following have been delivered:

Australian Iron & Steel	Wongawilli Colliery	Nos 104-112
Queensland Coal Mining	Cook Colliery	Nos MC6 and MC7
Australian Iron & Steel	Nebo Colliery	Nos 113 - 115
Australian Iron & Steel	Kemira Colliery	Nos 116-117

NEIL MOXOM PTY LTD, Moss Vale

In 1967 they converted a Hunslet diesel from mechanical to hydrostatic drive for Coal Cliff Collieries. At the same time the loco was re-engined with a Perkins 6/354 engine. Shortly afterwards two Commonwealth Engineering 0-4-0 diesels of 15 tons (builder's Nos J1032 and J1033 of 1958) were regauged from 3 ft and flameproofed for Coal Cliff Collieries. These had been built for Thiess Brothers for Snowy Mountain Scheme tunnelling work and became Coal Cliff numbers 7 and 6 respectively.

Two 4wDH locos were designed and built in 1968 equipped with Rolls Royce C8NFL engines of 205 hp. They were to be Coal Cliff Nos 8 and 9, and weighed 25 tons. Later a 20 ton 4wDH was designed for Elcom Collieries Ltd, fitted with the Cummins N855C engines. Three were supplied in 1979 as D3, D4 and D5, and operate at Elcom's Newvale No.2. Newvale and Munmorah Collieries respectively. In addition three 15 ton battery locomotives have been built for Coal Cliff Collieries.

DOMINO INDUSTRIES GROUP PTY LTD, Charmhaven near Wyong

One Personnel car has been supplied to Coal & Allied Industries for Wallarah Colliery.

Keith McDonald 4/80

STEAM TRAINS PTY LTD. KURRAJONG 610 mm gauge

(see LRN 14. p13)

Work on the Ku-ring-gai Valley Railway's rolling stock is progressing well. The brasswork of *Sydney* (Hudswell Clarke 0-6-0 1838 of 1950) has been replaced, and this sets off the blue paintwork very well. The patched metal around the base of the smokebox has now been replaced and this has vastly improved the appearance of the engine. The tender bogies, which had been dismantled, have now had all the worn and broken parts replaced or reconditioned and are now ready for assembly.

The ex-Queensland rail-motor trailer PL121, the second to be restored, has now had major structural repairs carried out. The footings of the body frame

which were rusted out in some sections have been cut out and replaced by new steelwork welded in. Rotted sections of the wooden chassis sub-frame have also been replaced. The double doors area of the luggage section of the car has been remodelled, leaving single doors, as this car will be entirely made over to passenger accommodation, the guard's compartment being housed in car PL122 which has already been restored. The remodelling has also encompassed the sealing off of the inter-carriage connecting door at this end of the car (this being of no use) thus enabling a higher seating capacity.

David Allen 4/80

WYNDHAM ESTATE WINE CO, BRANXTON 610 mm gauge

(see LRN 13, p.17)

A locomotive and two carriages were observed on the newly constructed tramway here at the end of December. The locomotive is a steam outline "2-4-2T" with petrol engine, built in Sydney, and could well have been constructed by John Dunlop, who has built a number of other such machines, some of which have received mention in past issues of LRN. There are two carriages, each seating 24. and these are fairly substantial end-platform bogie carriages. (Perhaps someone can confirm the gauge of this line, for it has been suggested that it may not be exactly 2 ft. -Ed.)

Harry Wright 3/80

QUEENSLAND

AUSTRALIAN SUGAR INDUSTRY MUSEUM, MOURILYAN 610 mm gauge

(see LRN 8, p6)

Ex Victoria Mill Hudswell Clarke 0-6-0 *Townsville* (builder's No. 1099 of 1919) was noted adjacent to the Queensland Bridge at Mourilyan during November. The locomotive was stored there by Mourilyan Mill for the Australian Sugar Industry Museum (see LRN 8, p.11). *Townsville's* condition was poor with smashed glass and holes smashed through the thin sides of the tender. However the locomotive was noted in the early part of this year stored under cover adjacent to the museum, so it is to be hoped that it will eventually be restored and displayed.

C.J.Hart 4/80, I.L.Stokes 4/80

AUSTRALIAN NARROW GAUGE MUSEUM SOCIETY, Durundur Railway. Woodford 610 mm gauge

(see LRN 15. p.4)

During the Easter period, two water tanks purchased from Moreton Mill

were dismantled by Society volunteers. The water tanks were made up from cast iron square panels bolted together and despite the fact that they had been in position for many years, they were fairly easy to deal with. Transport to Woodford still has to be arranged, however.

Another useful task carried out by Society members has been the removal of several truckloads of timber from a dismantled road overbridge purchased from the QR. A large quantity of suitable timber for sleepers was recovered. The Society operated trains over the Easter period and it is planned to run over the Labour Day long weekend on May 4th and 5th. The Society will also be taking part in the AMRA Model Railway Show on this weekend, and the following weekend will see participation in the ARHS (Qld Div.) Field Day at Redbank. The Society will be displaying its newly restored four-wheel petrol engined Wickham trolley, builder's number 7084 of 1955. This vehicle has recently been restored by members Tom Hurley and Bob Gough, and after the Field Day it will be transported to Woodford.

The venue for Society monthly meetings held on the fourth Thursday of the month has been changed to the new ARHS rooms on the first floor of Desmond Chambers, 303-309 Adelaide Street, Brisbane. Visitors are welcome.

CSR Ltd, Macknade Mill 610 mm gauge

(see LRN 8, p.8)

Macknade Mill manufactured a poison spraying unit from an out of use molasses gin obtained from Victoria Mill. This was done during October 1979 and was observed to be in use by December. It has been painted purple with white lettering.

C.J.Hart 4/80

CSR Ltd, Victoria Mill, 610 mm gauge

(see LRN 9, p.13)

During the 1979 slack season modifications were carried out to the cab of *Moore* (0-4-0DH Malcolm Moore DH-112-GT-1 of 1956). Modifications were carried out to the cab windows, and eaves were fitted to the cab sides. The rear steps were modified, and front steps and handrails added. *Hobart* {E.M. Baldwin 0-6-0DH 4413-1-7-72 of 1972) was stationed at McKell's Depot for most of the 1979 crushing, but was replaced by *Canberra* (Clyde 0-6-0DH 65-433 of 1965) for the last few weeks.

A number of loco accidents took place during the seven day period in August. On 17 August *Brisbane* (E.M.Baldwin B-B DH 5423-1-9-74 of 1974) collided with a loaded haulout which drove into its path. The haulout tractor was destroyed but miraculously no one was killed. Because the rear bogie of

Brisbane became detached the loco had to be returned to the mill on a low loader. *Victoria* (Baguley-Drewry 0-6-0DM 2404 of 1953) retrieved the loco's brake wagon (BV2) when it had been rerailed. On 22 August Clyde 0-4-0DH *Canberra* collided with another haulout, this time on the Stone River line, and although the loco was derailed, damage was only superficial. Probably the most serious accident took place early on 24 August. With several hundred tons of sugar in tow *Wallaman* (E.M.Baldwin B-B DH 6400-3-4-76 of 1976) ran into facing points which had been mysteriously set to a midway position. The crew jumped clear, and the loco came to rest on its side. Again a bogie came adrift and the loco arrived back at the mill soon after 7 am on a low loader. *Townsville II* (E.M.Baldwin B-B DH 6400-2-4-76 of 1976) took over the sugar run to Lucinda until *Wallaman* returned to service on 31 August. Baguley-Drewry 0-6-0DMs *Seymour* and *Herbert* (2392 and 2394 of 1952), which had only been used intermittently during the crushing prior to the accidents were brought into service while the other units were under repair.

Preserved Hudswell Clarke 0-6-0 *Homebush* (1067 of 1914) was steamed on 13 September and made a run with the passenger carriage to the end of the Nyanza line. The passenger carriage had been brought to the mill from the Halifax Kindergarten on 22 August, and is now permanently at the mill on display with *Homebush*. In exchange the mill has made a very good replica which has been permanently given to the kindergarten to replace the original coach which had been placed at the kindergarten before the *Homebush* Preservation scheme had been implemented. On 14 September *Homebush* was used to take a rake of bins from the Cook's Lane horse line to the mill, and on the following day *Homebush* and the carriage were used to make short excursions from Herbert Street in Ingham, as part of Maruka week festivities. On 20 September local district school children were taken for an excursion run on a couple of the lines near the mill. During December a start was made on extending *Homebush's* shed at Victoria, to enable it to accommodate the carriage.

THE HAUGHTON SUGAR COMPANY LTD, Invicta Mill, Giru 610 mm gauge

(see LRN 15, p.12)

Work was completed on the Clare-Dalbegg Tramway on 10 March, and loan funds for the 46 km tramline totalling \$3.8 million were handed over to the Upper Burdekin Co-operative Association Ltd, which constructed the line, by the Queensland Government at the end of March. This represents three-quarters of the required funds, which will be paid for out of a levy on growers whose cane is transported over the line. The remaining finance was provided by the Haughton Sugar Co.

Among the major engineering works were two bridges which cross two large creeks just before they enter the Burdekin River. The Landers Creek Bridge (see back cover of LRN 15) has eleven 15 m spans, while the Expedition Pass Creek bridge has nine 15 m spans. Each is 13m above river bed level and are piled into the sand to a depth of up to 12m. The bridge beams are paired and were cast by Humes Ltd in Townsville and trucked to site before being bolted together. The deepest cutting is 15 m deep and the largest fill 15 m high. About 12 km of the line was constructed through difficult country, with the rest relatively flat on levee type soil adjacent to the Burdekin River.

An earth formation was built about 4 m wide. and on top of this went 15 mm of crushed metal ballast, with concrete sleepers laid out on top. The rail, second-hand, and of various weights, was taken to the mid-point of the line, welded to 65 m lengths, and transported on bogies 9 m apart to be laid onto the spaced sleepers. After laying every second joint on alternate sides was welded on site, and top ballast laid. Two second-hand E.M. Baldwin locomotives were used by the track laying contractors: Roberts Construction (Pacific) Pty Ltd (which see for further details). A tamping machine (the mill's? - Ed) packed the whole of the route, with ballast laid to cover sleepers and bridge deckings. 45 lb and 80 lb rail came from the QGR a few years ago. while 60 lb and 71.5 lb rail. rolled in 1916 and 1880 respectively was obtained in 1979 from Ardlethan to Narrandera in NSW. (Elsewhere on the mill's tramline is 42 lb rail from the Cooktown - Laura line).

Maximum grade is 0.5% against loaded trains, and 1% against empty ones. There are ten cane loading loops on the line. The tramway will be maintained and operated by the Invicta Mill.

*J.L.Wassmuth (Upper Burdekin Co-op Association Ltd) 3/80,
Queensland Country Life Canelander 3/4/80*

LEO PARK, TREBONNE, near Ingham 610 mm gauge

Ex Victoria Mill's John Fowler 8-1/2 in x 12 in 0-6-0TT *Perth* (builder's No.8766 of 1900) was moved from the Ingham Kindergarten on 1 September 1979, after a stay of 16 years. The loco was moved to Solari's Engineering on Townsville Road, Ingham. According to the *Herbert River Express* the locomotive will be placed in the proposed Leo Park at Trebonne after extensive refurbishing is carried out by members of the Lyons and Leo Clubs. By 25 November the tender had little or no work done on it. Some rusted side tank panels had been cut out, the roof panelling had been removed, and most of the paint had been chipped off the loco. *Perth* was still at Solari's in March.

C.J. Hart 4/80

MARIAN MILL CO-OPERATIVE SOCIETY. 610 mm gauge

(see LRN 15, p. 13)

Another second-hand diesel locomotive has been purchased. This is an E.M. Baldwin four-wheel diesel-hydraulic loco of Model DHC 15T. It is a fifteen tonne 150 hp loco fitted with a Caterpillar 333 engine, and was purchased from Roberts Construction (Pacific) Pty Ltd in March 1980. Formerly named *Marriott*, it was used for track laying on the Clare-Dalbeg tramline by Roberts Construction (which see for further details).

Simon J. LeBars (Roberts Construction (Pacific) P/L) 4/80

Len Heaton via D. J. Mewes 4/80

THE MILLAQUIN SUGAR CO. PTY LTD, Millaquin Mill, Bundaberg 610 mm gauge

(see LRN 12. p.11)

During a visit in April, a second-hand diesel tunnelling locomotive was seen being rebuilt in the Millaquin shed. This is an E.M. Baldwin four-wheel diesel-hydraulic loco of Model DHC 15T. A fifteen tonne loco fitted with a Caterpillar 333 engine, it was one of two recently sold by Roberts Construction (Pacific) Pty Ltd to sugar mills. Formerly named *McDonald*, it was used for track laying work on the recently completed Clare-Dalbeg tramline by Roberts Construction (which see for further details). The locomotive arrived in March, and it is believed that when rebuilding is complete it will be sent to Qunaba Mill.

Simon J. LeBars (Roberts Construction (Pacific) P/L) 4/80

Bob Gough 4/80

NORTH QUEENSLAND ROLLING STOCK TRANSFER

A rather unusual rolling stock transfer involving no less than four sugar mills took place during December 1979. The remaining cane bins from Mossman Mill, now entirely replaced by bogie "canetainers" had been sold to Babinda Mill. These 212 bins were transported by road to sidings at the northern extremity of CSR's Hambledon Mill tramline at Double Island, north of Cairns. From there they were hauled by a Hambledon loco via Redlynch, Brinsmead Gap and the mill to a temporary connection with the Mulgrave Mill tramline. From here they were transferred over Mulgrave metals by a Mulgrave diesel to Babinda territory, to be hauled for the rest of their journey by a Babinda loco. The total distance travelled was over 80 kilometres on the tramline.

Durundur Railway Bulletin, I.L.Stocks 4/80

ROBERTS CONSTRUCTION (PACIFIC) PTY LTD, Clare-Dalbeg 610 mm gauge

Roberts Construction were responsible for track construction on the Clare-Dalbeg tramline being built for the Upper Burdekin Co-operative Association Ltd as part of the tramline of the Haughton Sugar Company's Invicta Mill, Giru (which see for further details of the line).

Two locomotives were used by Roberts Construction for ballast trains and other construction duties. The locomotives were two out of four originally purchased by the Holland R.U.C. Joint Venture for construction of the Molonglo Tunnels, associated with a sewage treatment system in Canberra in 1973. These locomotives were built to 762 mm gauge (2 ft 6 in) and were E.M. Baldwin 4wDH Model 15T, builders numbers 4529-1-1-73, 4529-2-1-73, 4529-3-1-73 and 4529-4-1-73. After the completion of the Molonglo contract in 1974 they were stored at John Holland's yard in Sydney until June 1979. Two were then purchased from the Joint Venture by Roberts Construction (who had equity in the Joint Venture) and sent to E.M.Baldwin & Sons Pty Ltd, Castle Hill, for regauging to 610 mm (2 ft) gauge. Track laying was basically completed by the end of January, and the locomotives were removed from the site.

During March 1980, the two locomotives were disposed of to sugar mills. One, *Marriott*, was sold to the Marian Mill Co-operative Society, Marian Mill, and the second, *McDonald* was disposed of to the Millaquin Sugar Co. Pty Ltd. and is believed to be destined for use at Qunaba Mill (see LRN 15, p.13). It is not known which of the original batch of four were used by Roberts Construction, but it may be possible to discover the identities of the locos from engine numbers.

J.L.Wassmuth (Upper Burdekin Co-operative Association Ltd) 3/80

Simon J.Le Bars (Roberts Construction(Pacific) Pty Ltd) 4/80

TASMANIA

IDA BAY RAILWAY, LUNE RIVER 610 mm gauge

(see LRN 13, p.21)

The Ida Bay Railway did run last summer, the lease having been taken up by the Ida Bay Railway Pty Ltd. The two proprietors, R. Ludby and J. Mollinour, were on site in September 1979 and officially took over in November. These two gentlemen are not railway buffs as such but are consummately interested in developing the line into a successful well paying, on-going tourist attraction.

The railway was in a very run down condition when they took over but a lot of tidying up and improvements have been made already with a lot more intended to be done. The trackwork is in need of attention as reported in LRN 13 and \$16,000 of government funds are being sought towards track improvement. If the money is forthcoming, track maintenance will be undertaken in the slack season starting at the end of April and continuing as trade and weather permits through to the end of August. A huge question mark hangs over the future should this assistance fail to eventuate.

The diesel engined loco with extended superstructure is currently used for motive power but the loco is terribly out of balance, the engine and half the gearbox being forward of the leading axle, and this leads to "hobby horsing" if not driven carefully. The new lessees have welded a rack at the back of the loco and placed about one hundredweight of loco bearings on it to improve the balance. Both intact petrol engined locos are currently housed in the workshop and it is hoped to remotor one of these with a Perkins diesel in the near future, this to become the main loco. The Perkins motor will fit within the original superstructure and thus the outline will be retained as is. The passenger carriages are being repainted in brighter colours with one open carriage almost completed.

There are two railcars on site, one privately owned and the other belonging to the railway. The railway one is in the process of being rebuilt with a view to being used. It is believed that the privately owned railcar is also to be refurbished.

The timetable as it currently stands is thus:

	Weekdays			Weekends		
Dec 10-Mar 3	10.30	12.30	14.30	10.30	12.30	14.30 16.30
Mar 4-Jun 15	11.30	14.30		10.30	12.30	14.30
Jun 16-Aug 25	Tue, Thur	11.30*		11.30	14.30	
Aug 26-Sep 10	11.30	14.30		11.30	14.30	
Sep 11-Dec 9	Tue, Thur	11.30*		11.30	14.30	

*Bookings also every day

Stephen Cox 3/80

VICTORIA

JIM BAINES, YANGARDOOK TRAMWAY, HOGGS ROAD, TOOLERN VALE 610 mm gauge

(see LRN 4,, p.12)

Jim has recently purchased a bogie carriage for the tramway. Mounted

on two bogies from the Rubicon Tramway, it was constructed by Dennis Steinhauser of Leneva, near Albury, NSW. Dimensions are about 16 ft long, and 6 ft wide, and the vehicle is fitted with handbrake and verandah platform ends.

Brian Peart 3/80

LOU DE CLIFFORD, HALLS GAP 610 mm gauge

(see LRN 11. p.15)

The tramway being developed by Lou de Clifford around his extensive native gardens, was expected to be open during April. Over half a mile of track had been laid by March, with a combination engine shed/kiosk having been constructed. There are two four-wheel petrol locomotives built by Alwyn Zinn in Ipswich, Queensland, which were obtained from the Australian Narrow Gauge Museum Society. The larger of these, originally fitted with a V8 engine. has now been given a Fordson four cylinder diesel and will be "steam outlined" soon. Five four-wheel passenger carriages have been constructed on cane truck frames.

Brian Peart 3/80

BRIAN PEART, EUREKA TRAMWAY, Service Street, Clunes 610 mm gauge

(see LRN 5, p.9)

A 2 ft gauge steam outline locomotive is under construction for the tramway. It will be an 0-4-0T incorporating a pair of 6 in x 9 in cylinders from steam winches and a small boiler already on site. The machine will be fitted with slide valves and inside Stephenson link motion and is expected to weigh around five tons.

Two tons of 60 lb rail have been purchased for projected track extensions. It is planned to build a 16 metre long flat car on a pair of ex-Rubicon tramway bogies.

Brian Peart 3/80

OVERSEAS

PAPUA NEW GUINEA

BOUGAINVILLE COPPER, PANGUNA, North Solomons Province 900 mm gauge

(see LRN 14. p.20)

The tramline is confirmed to be of 900 mm gauge. There are three Gemco battery locos and two Com-Eng 4wDH believed to be builder's numbers

EC4585 of 1964 and HD51101 of 1967 ex Mount Isa Mines. Early in 1980 the tunnel being driven was 3288 metres to the face, and three locos were working inside. Just outside the tunnel mouth there is a large locomotive workshops, and there are yards on the bank of the Jaba River.

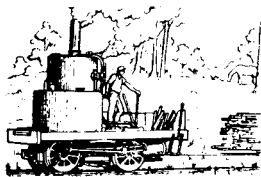
Michael R. Pearson 3/80

JAPANESE MILITARY RAILWAY REMAINS. BOUGAINVILLE 610 mm gauge

(see *Light Railways* 64, p.28)

Further investigations around Buin have led to the discovery of no less than seven derelict locos. Five are four-wheel diesel-mechanical built by Kato works. The other two drive on to only one axle, but it is unknown if they are diesel or petrol engined. Apart from the loco illustrated in *Light Railways* 64, almost all moveable parts have been removed from the locos. The line from Buin to Kara on which they apparently operated was about 12-13 km long. First constructed in 6 kg rails it was later upgraded to 12 kg to take locomotives. The line was constructed using Japanese labour, and security was tight in relation to it during the war. Reports have been received of another dump of Japanese locos at North Bougainville, but these are yet to be investigated.

Michael R. Pearson 4/80



LIGHT RAILWAY NEWS

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DEADLINE for next issue: 22 August, 1980.

A MESSAGE FROM THE PRESIDENT.

The Council has attracted some criticism because of its decision to revert to low-cost printing of *Light Railway News*.

This decision was not taken lightly. It was a matter of absolute necessity. During the 1979-80 financial year LRN incurred a loss of \$862. In that year only five issues were published in the fully printed format, and three of those ran to only sixteen pages. If all six issues had been fully printed this loss would have been around \$1500.

Sales of LRN to non-members were very disappointing, and actually declined with each issue. Only two preservation Societies (Australian Narrow Gauge Railway Museum Society, and Castlemaine & Maldon Railway Preservation Society) made a concerted effort to sell LRN to their members. In fact some of the larger preservation societies took only five or ten copies.

It was therefore obvious that a satisfactory market did not exist for LRN at the price which we had to charge, while the loss in 1980-81 was expected to be about \$1800.

Continued publication of LRN in its fully printed format would have bankrupted the Society. Because of its losses an acute cash shortage is being experienced by the Society at the present time.

With the publication of *Timber and Gold* and other forthcoming books it

is expected that the financial position of the Society will have returned to a satisfactory position by the end of this year.

CORRECTIONS.

LRN 13 p.24 and LRN 14, p.21

Correct title is Choisel Plantation Pty Ltd. The Hunslet locomotives are 3.5 tonne machines, not 12 tonne.

LRN 16 p. 2-3

Contributor is I.L.Stocks.

LRN 16 p.3-4.

Contributor is C . J. Hart . 4/80.

LRN 16 p.8.

Rather obviously, Brian is building a steam locomotive (not steam outline).

RESEARCH COLUMN.

Traction Engine Type Locomotives.

Mr B. Henderson of 28 Church Path, Merton Park, London SW19 is compiling a list of rail locos which used traction engines or steam wagons as the main components. Mr Henderson would like details of the Aveling & Porter loco of about 1866 supplied for 3 ft 6 in gauge in Queensland and any other such locos known to members. Mr Henderson offers assistance with Fowler, Ransomes, Marshall and Clayton & Shuttleworth works records.

NEW SOUTH WALES.

GOULBURN STEAM MUSEUM. 610 mm gauge.

(see LRN 15 p.10.)

As most LRN readers will be aware, Goulburn Steam Museum's sole steam locomotive, a 2 ft gauge Krauss (B/n. 3423 of 1896) named *Stella*, was withdrawn from service mid-way through last year for a general overhaul. This work is now well advanced, with the locomotive almost completely stripped as at May 1980. New tubes, sufficient to re-tube *Stella* and two museum agricultural steam appliances have been received and a start on

fitting the new tubes to the Krauss was expected to commence in late May. Wheels and axle boxes are receiving attention, whilst two new brasses will have to be made. The majority of the overhaul is being carried out in the open - the frame and side-tanks are currently jacked up at the western end of the museum compound, but with the discontinuance of the use of Marsden Weir as a source of Goulburn's water supply, the former pumping building is being used as a workshop. Certain machining jobs are being carried out by tradesmen in a local workshop, whilst a volunteer boilermaker is assisting the Museum Manager, Mr Alex Kryloff, with all work relating to the boiler, firebox and associated parts. No hold-ups have been experienced since work commenced in February last, and as the work is generally being carried out as a part time venture, it is obviously slow. Mr Kryloff, however, is anxious to have *Stella* returned to service at the Museum for Goulburn's "Lilac City Festival" during the October long-weekend.

Meanwhile, services over the one kilometre railway are being maintained with a Planet four-wheeled diesel unit which came originally under lease from the Highlands Light Railway group at Colo Vale in May 1979. Early this year, this unit was purchased outright by the museum. The Planet (F.C.Hibberd & Co. B/n. 2380) has now been provided with a cab-like structure, and, except for a spate of vandalism earlier this year when the radiator was holed by slug-gun enthusiasts, the unit has been performing very well in the light museum service.

L.Oberg, P.Neve, 5/80.

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD. 610 mm gauge.

(see LRN15)

Public attendance at the Museum Open Days continues at almost maximum train occupancy levels, except for the March Open Day which was a complete disaster due to pouring rain and a cold spell. Only about a dozen passengers were carried and it brought home to members the urgent need for completely weatherproof rolling stock and accommodation areas, particularly for winter operations which were very fortunately all held on dry days last year. In February, members were pleased to arrange a special weekday steaming of the Museum's two working locos and the tram, for the making of a short film by a visiting Melbourne crew, for inclusion in the *BHP Report Series*, and this is expected to be put to air in April or May.

Progress around the site has mainly been on ancillary items, although a very welcome load of 41 lb/yd point frogs and blades and a man-powered trike arrived from the V.D.L.R.S. in Tasmania, courtesy of ANL. The trike has been fully restored and until the novelty wears off provides a distraction from

work for our Junior Members.

The deliberately fire damaged "Yallah" station has finally been attacked and with new roof and wall framing, new roofing iron, and a good cleaning out, is now well on the way to full use again. Very fortunately most of the materials have been donated or supplied at a special price.

A screw type handbrake has at long last been made up from scratch and fitted to the Davenport, so no more charging off up the yard belching showers of hot water as soon as the reversing lever is moved after a long stand raising steam or on standby, when pressure is not quite up to holding her on the steam brake.

Restoration of the "adopted" saloon section for the second carriage steadily advances. Several new frame sections have been laminated and installed, weatherproof plywood sheet obtained for panelling replacement and turnbuckles and rodding for trussing the carriage work are in the making.

The tram line has been extended about 20 m past Yallah and passengers now leave the tram and cross the main line at the picnic area vehicle crossing, protected by a new lifting barrier and walk along a fenced path parallel to the line back to Yallah for steam trains, this system being safer than the previous changing arrangements across the tracks at Yallah.

MARITIME SERVICES BOARD OF N.S.W., COFF'S HARBOUR 1435 mm gauge

The Board has terminated its operations at Coffs Harbour, and has disposed of the two locomotives used to maintain harbour facilities. Number 1, a four-wheel diesel-mechanical of eight tons, and built by Motor Rail, Simplex Works, Bedford, England, builder's number 9021 of 1952, has been donated to the Hunter Valley Steam Railway & Museum, and will be moved to Dorrigo, together with 16 steel framed bogies and 21 wooden framed rail trucks. Number 3, an 18 ton four-wheel diesel-mechanical "Planet", built by F.C. Hibberd, Park Royal, London, England, builder's number 3715 of 1954, has been donated to the Richmond Vale Preservation Co-operative Society Ltd.

Keith Jones 5/80

QUEENSLAND

ANSETT TRANSPORT INDUSTRIES LTD, Hayman Island 610 mm gauge.

(see LRN 7, p.6)

During May, the resort's tramway was very busy. The tramline links the jetty, the helipad and the hotel and there are three locomotives. Passenger services

are handled by two Ruston & Hornsby 4wDMs which have recently received "facelifts" in the resort workshops. They have similar black and red bodywork, and could loosely be described as "steam outline" in appearance. Normally they work week and week about, but at the time of the visit, 179872 of 1936 was out of service with a defective horn, leaving 285339 of 1949 to work the passenger trains. There are five coaches and two baggage cars which can accommodate standing passengers. As many as 20 or even more return trips were operated each day, many fully loaded, for passengers connecting with scheduled boat and helicopter services and also to serve the resort's own sight seeing and fishing trips.

The third loco is built on the chassis of a Motor Rail "SIMPLEX" loco of unknown origin. It has recently been rebuilt into what might be best described as a "platform" loco, consisting mainly of a cab and flat deck, and has a petrol-engine. It is regularly used for service trains.

George Bond 5/80.

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY, Durundur Railway, Woodford. 610 mm gauge.

(see LRN 16, p.3)

Some of the Society's steam locomotives have been stored at the Brisbane Tramway Museum Society's Ferny Grove site in Brisbane, and in preparation for the opening of the Tramway Museum in June, some of these were given a coat of paint to improve their appearance. The locos at Ferny Grove at present are:

<i>Pioneer</i>	0-6-0T	John Fowler	8047	1898
	4-4-2T	Borsig	6345	1907
	0-6-2T	Krauss	6854	1914
<i>Lily</i>	4-6-0T	Hunslet	1229	1916
<i>Alison</i>	0-6-2T	John Fowler	16194	1923
<i>Miallo</i>	0-6-2T	John Fowler	20276	1934

These will be moved to Woodford in due course. The Rugby engined rail car from Pleystowe Mill has been moved to private property at Woodford.

The ARHS (Qld Division) Field Day at Redbank was postponed because of bad weather until August, so until then Wickham 7084 is being stored in Brisbane. Two of the ex-Douglas Shire four-wheeled wagons are being sent out to Woodford Prison to be worked on by prisoners. Recently discovered during preparatory work for the new Brisbane Airport was a small wooden wagon of about 1 ft 10 in gauge, which has been donated to the Society.

Major efforts at Woodford have been put into track laying, with the points onto the main line being installed, and several lengths of 60 lb. rail being laid

to extend the running track. In addition, large amounts of siding trackage have been laid. The water tanks have been delivered from Nambour, and a fair quantity of the timber reclaimed recently has been cut up into sleepers.

R.Ellis, 5/80.

BUNDABERG & DISTRICT TOURIST TRAMWAY & PRESERVATION SOCIETY 610 mm gauge.

(P.O.Box 930, Bundaberg 4670.)

(see LRN 6 p.7)

The Society operated a display at the Bundaberg Agro-Trend field day on 1-2 May. John Fowler 0-6-2T 11277 of 1907 *Invicta* was loaned by the Qunaba Mill and Society members laid 70 metres of track for the loco to operate on hauling a cane truck. Although it was not possible to carry passengers, the display was an improvement on previous years when the loco was displayed on a low loader. *Invicta* was returned to Qunaba by road on 6 May.

The Society's loco *Felin-hen*, Baldwin Loco Works 0-6-2T 46828 of 1917, is stored on a member's property at Steindl Street.

Editor 5/80, Alan Robert 6/80.

BUNDABERG SUGAR CO. LTD, Fairymead Mill. 610 mm gauge.

(see LRN 13 p.18)

The new 26 tonne bogie Baldwin was expected to be delivered here at the end of May. It will probably be numbered 80, denoting its year of construction, in accordance with the Fairymead numbering scheme. It is to replace E.M. Baldwin 0-6-0DH 71, transferred earlier in the year to Bingera Mill (which see for further details).

Editor 5/80.

BURGOWAN COLLIERIES PTY. LTD, Burgowan No.13 Colliery, Torbanlea. 610 mm gauge.

(see LRN 2 p.6)

Only two Jenbach type locos now remain at this closed mine. Between September 1979 and May 1980, No.5, *Rusty*, Bundaberg Foundry 4wDH 19 of 1956, was removed, leaving only Jenbach 4wDM's 1 and 4 (1079 and 1077 of 1951).

Editor 5/80.

GIBSON & HOWES PTY LTD, Bingera Mill. 610 mm gauge.

(see LRN 13 p.18)

Com Eng 0-6-0DH *Burnett* has been transferred to Millaquin Mill (which see for further details), for eventual use at Qunaba. To replace it, a former Bingera

loco has been returned from Fairymead, where it had been since 1975. Still in Fairymead maroon and yellow livery and with Fairymead number, this is 71, E.M. Baldwin 0-6-0DH 3875-1-7-71 of 1971. From 1971 to 1975, it had been *Bingera's Oakwood*.

The main section of the Mcllwraith tramline, formerly laid in light rail and worked by Malcolm Moore locos, has been relaid in heavier rail to enable main line working locos to work through. However, some branches remain laid in light materials.

Editor 5/80.

THE HORNIBROOK GROUP Bulimba 1067 mm gauge.

A 3 ft 6 in gauge Motor Rail "Simplex" 4wDM, 11205 of 1965, is stored at the Hornibrook depot in Brisbane, between contracts. The loco is a cabless 5 ton machine, and is painted yellow with the name *Hornibrook*, on the engine covers. It is used on bridge contracts to haul pre-stressed concrete beams from the river bank to where required. It is believed that it will eventually be loaned to the Australian Railway Historical Society (Queensland Division), Beenleigh Railway Museum.

Editor 7/80.

ISIS CENTRAL SUGAR MILL CO. LTD, Isis Mill. 610 mm gauge

(see LRN 13 p.19)

Progress on the mill's new tramline was observed during May, by which time it extended from a junction south of Cordalba for about 7 km. About the first 3 km of track is laid on former QGR trackbed and runs through attractive country. Trackbed has been prepared for another 3 km beyond the railhead, extending to the Burnett Highway, about 1 km south of the Gregory River. The new line is well engineered with welded rail and gravel ballast. 60 lb and 80 lb rail was seen. The track is laid using fishplates but most of these are later removed and the joints are welded using a specially constructed mobile welding unit. On 9 May, two bogie ballast hoppers arrived at the mill from Spannsteel Engineering, Bundaberg. Not so massive as examples at some of the northern mills, these vehicles are painted yellow.

Loco 8 (Clyde 0-6-0DH 64-385 of 1964) was in the shed having a new soundproofed cab fitted onto it. After the successful multiple-unit operation of last year, the former number 7 (Clyde 0-6-0DH 61-220 of 1961) has had its cab removed completely to operate as a permanently-coupled slave to 8, and is now officially regarded as part of 8.

Editor 5/80

MARIAN MILL CO-OPERATIVE SOCIETY LTD, Marian Mill. 610 mm gauge.

(see LRN 16 p.5)

During May the position of a Railway Maintenance Engineer was advertised. Duties would involve the Maintenance of approximately 110 km of 2 ft gauge railway and the construction of a 30 km extension in the near future .

Weekend Australian 17-18.5.80.

THE MILLAQUIN SUGAR CO. PTY LTD, Millaquin Mill, Bundaberg. 610 mm gauge.

(see LRN 16 p.5)

Work has continued on the rebuilding of the ex-Roberts Construction Baldwin 4wDH. This work had not been finished in late June, but it was expected to be done in time for the start of crushing at Qunaba on 7 July. A second loco, apparently also destined for Qunaba, was seen in the Millaquin shed during May. This was *Burnett* (ComEng 0-6-0DH AH2967 of 1963) which was transferred from Bingera Mill earlier in the year, and had been overhauled and repainted at Millaquin.

Editor 5/80.

THE MILLAQUIN SUGAR CO. PTY LTD, Qunaba Mill. 610 mm gauge.

(see LRN 15, p.13)

It appears that only one steam loco may see occasional service in 1980. It is understood that No.4 *Jumbo*, (Bundaberg Foundry 0-6-2T 1 of 1952) will be on standby. In May, one Baldwin 4wDH, and the other *Burnett*, a ComEng 0-6-0DH from Bingera would be transferred from Millaquin (qv). All other Qunaba steam locos were stored on an isolated section of track. These were (in order);

No. 5	<i>Dobbin</i>	0-6-2T	Bundaberg Foundry	6	1952
No 6	<i>Nipper</i>	0-4-2T	Bundaberg Foundry	3	1952
No 3	<i>Flash</i>	0-6-2T	Perry	6160 48 1	1948
No 1	<i>Delta</i>	0-6-2T	Perry	7967 50 4	1950
No 2	<i>Skipper</i>	0-6-2T	Perry	1850 46 1	1946
	<i>Invicta</i>	0-6-2T	John Fowler	11277	1907

Invicta had been loaned to the Bundaberg & District Tourist Tramway & Preservation Society (qv) at the Agro-Trend Field Day at the beginning of May.

Major track work alterations were in progress around the mill. A balloon loop, which will encircle the loco shed was under construction. It is believed that the steam locos will be disposed of during the latter half of 1980. The

method of disposal has not yet been decided, but numerous enquiries and offers to purchase have been received. It is understood that advertisements will appear nationally, in due course.

Editor 5/80, Alan Robert 6/80.

MORETON CENTRAL SUGAR CO., Moreton Mill, Nambour. 610 mm gauge.

(see LRN 14 p.16)

In line with a general program of improvements, some of the locos have been repainted in a bright yellow with red buffer beams and connecting rods, and grey engine and radiator grilles.

As the mill tramway enters Nambour at the opposite end of the town from the mill, an operating headache has been the movement of cane over the tramway along the centre of Howard Street and across the Bruce Highway to the mill. Howard Street yard, where the tramway enters town, is the point to which cane is brought over the tramway initially. It is then brought up to the mill in a shuttle service up Howard Street. For the 1980 season, Locotrol will be used to operate the shuttle service, with *Bli Bli* (E.M. Baldwin 0-6-0DH 6-1257-6-7-65 of 1965) as the master loco and *Moreton* (Clyde 0-6-0DM 63-289 of 1963) as the slave. MORETON now carries prominently on the cab side the warning "DANGER Keep Clear. This locomotive is remotely controlled." In addition, the two smaller Baldwin locos have been permanently coupled back to back and will be operated in multiple, this being achieved by means of eleven air hoses. These locos are 0-4-0DHs *Valdora* (6-1258-5-6-65 of 1965) and the former *Maroochy* (6-1064-1-11-64 of 1964). It will be possible to drive from either cab. Although the start of the crush was only about a week away, the twin locos were not yet ready for use, for large sandboxes were still to be fitted to *Maroochy* and the engine of *Valdora* was still being installed after overhaul. The multiple-unit equipment was complete, however.

Meanwhile, track work was being done at Howard Street yard, with some relaying in progress. The vast amounts of wrecked bins and old trucks have almost completely been cleared away. Road vehicles bring loaded bins to Howard Street yard, and a newly-installed and possibly unique feature at the unloading point was a four way stub point!

Editor 5/80.

NORTH ETON CO-OPERATIVE SUGAR MILLING ASSOCIATION, North Eton Mill. 610 mm gauge.

(see LRN 12, p.13)

A ComEng diesel, a ballast tamper and four ballast wagons were

transported about 40 km by road from the mill to Septimus during April or May. Flood damage to the bridge across the Pioneer River at Mia Mia meant that equipment could not travel by rail to the site of the track upgrading in the Septimus area.

Brian Weber 5/80.

ROTARY CLUB, Blackwater. 610 mm gauge

Photographs have come to hand of a railway operated for the benefit of children at Blackwater. There appears to be one locomotive, kept with its train in a shed which doubles as a "tunnel". The loco appears to be a Jenbach mining loco, fitted with a canopy and a "funnel" and with the "Rotary International" symbol on the front. It is painted blue and yellow and the side carries the name *Rotarylander*. Two Jenbach locos are supposed to have gone to Blackwater for this project. Both of these are small 4wDM's, 1155 of 1953 from Burgowan No.13 Colliery, Torbanlea (closed 1976) and 1196 of 1953, from Golden Plateau Gold Mine, Cracow (closed 1976). The loco shown on the photo appears rather lighter in construction than the Burgowan loco, but this could be merely because all ballast weights have been removed. There is supposed to be a similar pleasure railway with a Jenbach at Moura, but no details have come into the Editor's hands.

Rodney Shaw 6/80, Editor.

TAMPER (AUST.) PTY LTD, Coopers Plains 610 mm gauge.

A 2 ft gauge ballast tamper is available for hire by sugar mills on a contract basis. Formerly a 3 ft 6 in gauge machine, this was used on the Bellarine Peninsular Railway early in 1979 before conversion in Melbourne. It has been hired for use at the Bundaberg mills, Isis Mill, Farleigh Mill, Inkerman Mill and for the Clare-Dalbeg tramway construction (see LRN 16, p.4-5), and was recently returned to Brisbane for overhaul. It is builder's number 4375678, type SVT-JWL. A new machine of type SVT-JWL has recently been supplied to South Johnston mill.

Tamper (Aust.) Pty Ltd

TASMANIA

IDA BAY RAILWAY PTY LTD, Lune River. 610 mm gauge.

(see LRN 16, p.6)

The above company, of which the two principals are Joseph Molyneux and Russell Ludbey, is the lessee of the railway, which is actually owned by the Tasmanian National Parks and Wildlife Service. Disaster struck the line

recently when the diesel engined Malcolm Moore (1052 of 1943) “blew up” when it shook its oil pressure pipes to pieces and seized. This necessitated the use of petrol engined 1017 of 1943, a very expensive proposition. The Company, which has taken a 50-year conditional lease from December 1979, is pressing the Tasmanian Government to fulfil its commitments by assisting in the upgrading of track and locomotives.

The Mercury 30.4.80, Jim Shugg 5/80.

VICTORIA

TRIPLE T-BONES LEECHES & VESTIGIAL REMAINS

- being a factual account of the recent LRRSA Thomson Valley Weekend.

During the long weekend of 8-10 March, some 34 active (??) members of the LRRSA explored the remains of some of the timber tramways of the Thomson Valley area, basing themselves at the MMBW camp near Erica.

We made our various ways to the camp on the Saturday morning and settled in to comfortable two-bed sleeping quarters. The afternoon was given over to a bus tour and foot inspection of works on the Thomson Valley dam site. Outlet tunnels were walked through, surge chambers examined and narrow gauge spoil railways closely investigated, although unfortunately rides thereon were not available. The site of the dam wall itself, with bedrock exposed and dotted lines painted on it to locate the dam was particularly interesting.

Saturday evening introduced us to the catering policy of the canteen, where, accustomed to catering for the hefty appetites of hefty construction workers, thick soups, multiple steaks, lashings of vegetables, sweets and incidentals are the order of the day. No distinction is made between he-men who hurl 50-ton bulldozers around the bush and delicate, sedentary railfans (many of whom displayed appetites out of all proportion to their physical bulk). The evening was devoted to films and slides of the MMBW and Thomson Valley tramways presented by Geoff Maynard and Mike McCarthy.... some of us managed to stay awake!

Sunday morning gave us the first of the tramway walks. The Forest Commission has been active in recent years in clearing a number of tramway formations and creating excellent, well-graded walking tracks. The mini buses carried us through Erica to the site of Collins Siding - the transfer point on the VR Moe Walhalla railway and the Forest Commission Tyers Valley tramway. During the four mile stroll we saw the occasional abandoned log bogie, ancient bridgework and a few sleepers in situ. Unfortunately the Climax

and Harman have long departed. Back on the buses we returned through Erica and headed north up the Thomson Valley to the Cascade Creeks. The tall trestle over the South Cascade is now nothing but an untidy heap of logs at the bottom of the gully, but North Cascade, a few miles further on is quite a different story. Mr. Baker, the Forest Commission officer for the area met us and guided us to the old Ezard's tramway formation above the road. Following this to the horseshoe bridge over the creek we were delighted to find much of it is still standing, and steel rails are in place on the decking.

A barbecue lunch gave us the energy to stroll a further mile or so up the road to the site of Sharps Number 1 mill and a set of totally unexpected cattle pens in the middle of the bush.

With drizzly rain setting in we returned to the camp and after another gargantuan meal, watched another excellent slide presentation. (Is it really fair, though, to refer to a photo of the Climax loco in an undignified inverted position following a derailment as something of an anti-climax?)

Monday dawned bright and sunny and following a typical construction worker's hearty breakfast we again headed north along the Thomson Valley to the site of Ezard's Number 1 mill. Little remains except a huge pile of sawdust and large bearer beams, so the walk along the tramway towards Erica was commenced. This time we had the services of Mr. Peter Darbaneze, the Ranger of the Baw Baw National Park, to assist us. This particular tramway is by far the most scenic of those seen during the weekend, being cut along the sides of steep hills and affording extensive prospects of panoramic vistas. Imagination worked overtime imagining log trains swinging around the numerous sharp curves and through small cuttings. There are several interesting bridges in a good state of preservation, extensively embellished with rusty, moss-covered dogspikes.

At Finns Road we re-embussed and went down to the Eastern Tyers River at the site of O'Shea and Bennett's mill for a cut lunch. The mill is located close by the diversion weir which provides the M.M.B.W. camp with its water supply. All in all it was a very pleasant setting in which to enjoy Val Maynard's excellent sandwiches.

Following lunch, about 30 of us together with probably double that number of friendly leeches, took part in a "bush bash" along what we thought was the tramline connecting this mill with The Narrows. The direction we took on this walk had several members puzzled and it was confirmed after, that we had, in fact, found a previously unknown tramway. This was probably the biggest mass (30 tramway nuts and 50,000 leeches) discovery of a tramway in the history of Sidorodromarcheology!

Following that walk, we de-leeches once again, and bussed back to the

M.M.B.W. camp arriving at 3.01 pm, one minute behind schedule! We then said our goodbyes and headed for home.

Overall, the weekend was a great success. It was pleasing to see so many of the members able to take advantage of the tour, and particularly gratifying that members from as far away as South Australia and Queensland should make the effort to participate. Mike McCarthy put an immense effort into planning the whole event while Geoff and Mrs Maynard co-ordinated activities at the site most efficiently. Mike and Geoff are also to be congratulated on their rapidly increasing ability to drive buses!

It was also pleasing that senior officers of the Forest Commission and National Parks should go out of their way to help us and take a real interest in our activities.

Finally, the leeches passed a vote of thanks for the unexpectedly lush lunch they enjoyed on the Monday. They suggested we make the tour an annual event.

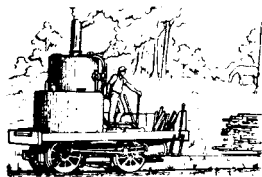
WESTERN AUSTRALIA

WESTERN AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION INC. Mt.Helena. 610 mm gauge

(see LRN 7, p.13)

The last items of rolling stock from the old Brisbane & Wunderlich tramway at Belmont (see LRN 15, p.14) have been acquired by the Association. On 12-13 March, the two remaining side tipper wagons were taken to the Association's "depot" at Mont Helena. A total of four wagons from Belmont are now owned by W.A.L.R.P.A.

David Whiteford 5/80.



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PHILATELY - NAURU

To commemorate the participation of the Republic of Nauru in the London International Stamp Exhibition at Earls Court from 6 to 14 May 1980, Nauru issued a set of postage stamps to mark the 10th Anniversary of the Nauru Phosphate Corporation on 6 May. The three stamps depict locomotives of the Nauru Phosphate Corporation, and its predecessor, the British Phosphate Commission. The stamps depict:

- 8c. Early steam locomotive (2 ft. gauge Orenstein & Koppel 0-4-0T)
- 32c. Electric locomotive of the 1930s
- 60c. Clyde diesel-hydraulic model DHI-71 No.4

The stamps were designed by Julian Vasarhelyi and are based on photographs of the locomotives. To commemorate the London 1980 International Philatelic Exhibition, the stamps were issued in a miniature sheet which features a map of Nauru with the route of the 3 ft. gauge phosphate railway. (see *Light Railways* 40)

Bob McKillop 7/80

LOCOMOTIVE AND ROLLING STOCK MANUFACTURERS

HANSENS MOTOR & ENGINEERING WORKS, Ingham, Qld.

This builder has supplied a number of 4wPM railcars for the use of navvies at sugar mills. Powered by a VW industrial motor, the cars are equipped with four gears in one direction and three in the other, and are capable of hauling

one or two wagons, and in addition can put on a fair turn of speed. Output to date has comprised the following :

12	1972/3	CSR Ltd, Victoria Mill (Trebbonne Depot)	V3
34	1972/3	CSR Ltd, Victoria Mill (McKell's Depot)	V4
56	1972/3	CSR Ltd, Victoria Mill	V2
78	1972/3	CSR Ltd, Victoria Mill (Halifax Depot)	V1
90	1972/3	CSR Ltd, Macknade Mill	M1
1112	1972/3	CSR Ltd, Macknade Mill	M2
1314	1975	Plane Creek Central Mill Co. Ltd	
1516	1976	CSR Ltd, Hambledon Mill	
1718	1977	The Racecourse Co-operative Sugar Association Ltd	
1920	1978	CSR Ltd, Victoria Mill	

Hansen's Motor & Engineering Works, D.J.Mewes & Editor 8/80.

NEW SOUTH WALES

BRUCE McDONALD, ex GOULBURN STEAM MUSEUM LOCOMOTIVES

The Australian for Thursday, 25 September, carried a notice of a liquidation sale to be held on 8 November, 1980. Equipment currently stored at the Old Brickworks site, Yarralumla, A.C.T., is to be auctioned on that date.

Included in the sale are "Railway Engines" currently owned by Bruce McDonald ex-Goulburn Museum.

They are:

- Hudswell Clarke 0-6-0 B/N 1098 of 1915.
- John Fowler 0-6-0T B/N 1185 of 1909.

The Krauss 0-4-0T *Jack*, also operated by Mr McDonald, will not be for sale as this locomotive is not owned by him but is held in trust.

The Auctioneers for the sale are P.O.Pickles, 655 Pacific Highway, Killara, 2071, and a colour catalogue for the auction is available from them at \$4.00.

Editor, per A.Winzenried.

HUNTER VALLEY STEAM RAILWAY & MUSEUM 1435 mm gauge

(see LRN 15 p.6)

Two more former industrial locomotives were moved into storage at Dorrigo during July. Andrew Barclay 0-4-0ST *Marian* (2224 of 1948) ex John Lysaght left Newcastle on 11 July and arrived at Dorrigo on 13 July. The "Simplex" 4wDM (Motor Rail 9021 of 1952) was then picked up from Coffs Harbour, and delivered at Dorrigo later the same day.

Negotiations are continuing with a view to obtaining the Dorrigo Glenreagh branch, and reopening and operating it as a working museum.

Keith Jones 7/80

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD, Albion Park. 610 mm gauge

(P.O.Box 1036, Wollongong 2500)

(see LRN 17, p.2)

The 0-6-0 Hudswell Clarke loco *Cairns* (1706 of 1939) was withdrawn from traffic on 11 May when a hot box developed in one of the tender axle boxes. Prior to entering traffic in July 1978, the loco underwent a thorough overhaul, but the tender was only subjected to routine inspection. Over the winter months the bogies have been removed from the tender, the frames and springs renovated, and the wheels sent to a local engineering firm where worn journals have been built up prior to returning. New bearing brasses for the tender are also being manufactured.

Opportunity has also been taken to overhaul the body of the tender. New footplate members have been fitted, the main frame, which was bent in some previous accident, straightened and the layers of paint stripped back. The original colour scheme was revealed during this project and detailed notes were made of the linework and the shaded initials "C.S.R. Coy Ltd" made in a style typical of the 1920s and 30s. Both this loco and the 0-4-0ST Davenport (1517/1595 of 1917) *Kiama* passed their boiler inspection during July, as did the vertical boiler which provides steam to the collection of stationary units.

The ability of several members to work at the museum during some weekdays has resulted in the restoration of many small items of rolling stock such as side tip wagons, mining skips and work vehicles. In addition our large stock of spares has been gradually sorted into separate store areas.

The restoration of the body of the c.1918 International bus is advancing. Waterproof plywood side panels have been fitted, new centre door and bulkheads constructed, the body frame has been trussed with turn buckles, new flooring fitted and work is now progressing on the construction of crown light window frames to replace the rotted original items. This saloon will form the centre section of a "California" style bogie carriage similar in style to the one which operated on the Goondah to Burrinjuck 2 ft gauge tramway in southern N.S.W. between 1908 and 1928.

Only a few minor items of carpentry need to be carried out on the restored "Yallah" station before external painting can take place. The interior has been lined, lighting and power point outlets provided, stoves placed in the main waiting room as well as the sales office, and vintage "Refreshment Rooms", "Booking Office" etc. signs fitted.

The main platform has been extended to a length of 30 metres, picket fences erected, seats provided and ornamental light standards have been

obtained to complete the scene. Work is progressing on the restoration of a penny weighing machine for the station complex.

On the electric tramway, a second terminal track at Tongarra Rd., as well as an ornamental centre bracket pole were completed in time for the August 10th open day. On that day a second 2 ft gauge electric tramcar entered traffic to assist the Birney car transporting visitors from the car park to the steam train station. The new tram is a cross bench, single truck, toastrack car which seats 21 adults on seven cross seats. This tram is expected to be the main item of interest at the Annual Wollongong Model Show on the weekend of 23-24 August when it carries visitors along a 200 metre length of track at Wollongong High School.

Last year approval was gained from the Minister for Planning and Environment for the rezoning of the museum site so that the current "permissive occupancy" arrangement could be converted to a lease. The Shellharbour Council has informed the museum that the legal arrangements have almost been finalised and a lease of the entire 40 acre site can be approved in the near future. This will enable the long planned track extensions to be made, hopefully, during 1981.

Ken McCarthy 8/80

QUEENSLAND

AMALGAMATED SUGAR MILLS PTY LTD, Pleystowe Mill 610 mm gauge

(see LRN 10, p .6)

All the mill's Clyde Model HG-3R 0-6-0DH locos have received new E . M. Baldwin cabs in the last two years. *Palmyra* and *Victoria Plains* (63-273 of 1963 and 66-490 of 1966) were fitted with theirs in 1979, while *Pleystowe* and *Palms* (64-321 of 1964 and 70-708 of 1970) received theirs earlier this year. In addition, all except *Palmyra* have been embellished with twin chrome exhausts! It is expected that the two Clyde Model DHI-71 locos will get their new cabs in 1981. This mill is one of those which still employs "prongers" at some locations on the tramway system, in particular on the steeply-graded crossing of the Pioneer River behind the mill. A "pronger" is a steel spike which is fixed to the coupling at the rear of the last bin in a rake, and which drags along between the rails. The idea is that in the event of a breakaway, the pronger will stick into the ground, and prevent the getaway bins from doing too much damage to themselves or to any third parties in the vicinity. Loads are strictly limited on the approaches to the Pioneer River crossing, which descends the river banks. The crossing itself is in fact two sharply curving

low-level bridges, which connect a small island to either bank.

D.J.Mewes & Editor 8/80

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY, Durundur Railway, Woodford. 1067 mm & 610 mm gauge

(see LRN 17 p.4)

A 3 ft 6 in steam loco has been donated to the Society by Pioneer Sugar Mills Ltd, Pioneer Mill. This is Perry 0-4-0T *Kilrie* (Builder's number 265 of 1927). It was rebuilt as an oil-burner at the mill, at the same time receiving a trailing axle, and is believed to have last worked in 1975.

Wickham petrol rail car (7084 of 1955) was exhibited in the A.R.H.S. field day at Redbank on 23 August, and has since been moved to Woodford. Preparatory work has begun on Hudswell Clarke 0-6-0 *Melbourne* (1701 of 1938) with the intention of preparing it for boiler inspection.

Further lengths of track have been laid to extend the main line, and the remaining lengths of 601b rail have been stacked at the lineside for ease of handling in future. Two Douglas Shire Tramway engines have been sent to H.M.Prison, Woodford, for restoration work to be done on them by prisoners.

Editor 8/80

CSR LTD, Goondi Mill 610 mm gauge

(see LRN 8, p.7)

All the Clyde locomotives now have Baldwin soundproofed cabs. The last to receive one, earlier this year, was Clyde 0-6-0DH 56-90 of 1956. In the process, it lost the name, *Adelaide*, its former Victoria Mill identity, and will now be known as number 6. E.M. Baldwin 4wDH 8002-1-8-78 has been renumbered 7. A new 10-tonne 4wDH from E.M. Baldwin was expected at the end of August. No.4 *Simplex* a four ton Motor Rail 4wDM, which is believed to have come from Hambledon Mill in 1964, has been disposed of for scrap. A connection has been restored onto the South Johnstone Mill tramway at Wangan. This enables cane from Goondi to go over the South Johnstone line and on to Mourilyan Mill for crushing in times of bad weather or other unusual circumstances.

D.J.Mewes & Editor 8/80

CSR LTD, Hambledon Mill, Edmonton 610 mm gauge

(see LRN 14 p.16)

Three more locos were fitted with soundproofed cabs during the last slack season, and have appeared in the new green and yellow livery. Clyde HG-3R locos 8 and 9 (64-379 of 1964 and 65-435 of 1965) have been fitted with

low profile cabs by the mill to permit them to operate under the QR bridge at Redlynch, for which service they had previously been fitted with fold-down cabs. Clyde DHI-71 loco 5 (58:190 of 1958) also previously fitted with a fold-down cab, has received a conventional soundproofed cab of Hockey Engineering P/L design, fitted by Buchan Street Engineering of Cairns. This leaves 6, Clyde DHI-71 (56-96 of 1956), as the only main-line loco in the old grey and yellow livery, and it also has a fold-down cab, but this will be replaced with a conventional cab at the end of the season. The Clyde DHI-71 locos no longer work at Redlynch, and the out-depot there, where a DHI-71 used to be stationed, was closed from the end of the 1978 season. It is believed that steam loco Hudswell Clarke 0-6-0 1549 of 1925 will be removed from its position in the mill grounds for restoration and proper display.

D.J.Mewes & Editor 8/80

CSR LTD, Kalamia Mill 610 mm gauge

(see LRN 8, p.6)

The mill's remaining main line locos have received E.M. Baldwin soundproofed cabs. ComEng 0-6-0DM *Chiverton* (C1030 of 1958) was fitted with one in 1979, while spare loco ComEng 0-6-0DM *Kalamia* (A1409 of 1955) was fitted with one earlier this year.

D.J.Mewes & Editor 8/80

FAIRYMEAD SUGAR COMPANY PTY LTD 610 mm gauge

(see LRN 17 p .4)

The new E.M. Baldwin 26-tonne B-B DH arrived in June and carries builder's number 8988-1-6-80. It is number 80 in the mill's roster, and is finished in the normal Fairymead colours of Yellow and Maroon.

Editor 8/80

THE FARLEIGH CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD 610 mm gauge

(see LRN12 p. 10)

Both the "Simplex" 4wDM diesels have been equipped with cabs and painted yellow. Motor Rail 7369 of 1939, previously used in the Victorian SEC's Kiewa scheme in the 1950s and before that in housing projects in Glasgow, Scotland, was purchased by the mill in 1959, and has become UNIT 26 SEAFORTH SIMPLEX. Motor Rail 21623 of 1957, which came new to the mill, has become UNIT 27 CALEN SIMPLEX. Calen and Seaforth are two depots on the mill's north coast line, where it is believed the locos are sometimes stationed in the slack season.

D.J.Mewes & Editor 8/80

GIBSON & HOWES PTY LTD, Bingera Mill 610 mm gauge

(see LRN 17, p.4)

E.M. Baldwin 0-6-0DH 3875-1-7-71, recently returned to Bingera after a five-year stint at Fairymead Mill, has been repainted in Yellow livery and has been given the name *Manoo*.

Editor 8/80

THE HAUGHTON SUGAR CO. LTD Invicta Mill, Giru 610 mm gauge

(see LRN 16, p.4)

The mill's Clare-Dalbeg extension is a fine work of engineering, and sets new standards for sugar mill tramways. In some ways, it is reminiscent of the new coal lines built in Queensland in recent years, with substantial earth works, fine bridges, heavy rail and ballasted track. The ten sidings on the line are only numbered as yet, but next year they will receive names following a competition to select them among local school students. Only two locomotives are scheduled to work over the line during the 1980 season. A ComEng 0-6-0DH (usually *Haughton*, AH3878 of 1964) is stationed at Clare, some 34 km from the mill, and works the 106 km round trip to Dalbeg and return in an 8-hour shift. Meanwhile, E.M. Baldwin B-B DH *Selkirk* (6750-1-8-76 of 1976) works from the mill as far as Millaroo and return, a distance of about 132 km in a shift. All the remaining locos work in the 40 km section between the mill and the old terminus at Steepy Banks. It appears that an expansion in the loco fleet would be needed to handle any significant increase in cane tonnages hauled.

D.J.Mewes & Editor 8/80

HOWARD SMITH INDUSTRIES PTY LTD Mourilyan Mill 610 mm gauge

(see LRN 8, p.11)

Com-Eng 0-6-0DM B1111 of 1956, formerly DL15 *Nerada* of the Innisfail Tramway, appeared in mill livery during 1979 as number 9. In an attempt to save some of the high capital costs of rolling stock (a four wheel cane bin now costs in excess of \$1,000), new bins are being built here with steel underframe but timber corner stanchions and bin framework, and wire mesh. It is hoped that these vehicles will require less maintenance than the all steel type.

D.J.Mewes & Editor 8/80

MARIAN MILL CO-OPERATIVE SOCIETY LTD 610 mm gauge

(see LRN 17, p.5)

Plans for major track extensions have been drawn up and will involve a programme of work lasting for years. The first stage will be a crossing of the

Pioneer River at Mirani over the Queensland Government Railway bridge, and lines to Mount Martin Plains and up the trackbed of the old QR branch towards Langdon.

Further development will take tramlines to Gargett and up the former Owens Creek branch to Pakula. Some of the new work will be in use next year, and in anticipation of this, two 32 tonne E.M. Baldwin B-B DHs have been ordered. These developments threaten the future of steam operation on the tramway.

0-6-2T Perry 2601-51-1 has been used in recent years for shunting the road cane depot at the mill, where cane from west of Mirani (45% of the cane crushed at the mill) has been delivered. The new plans envisage that as much of the road cane as possible be diverted to rail, and where this is impossible, the cane will be delivered by road vehicles to depots on the lines west of Mirani. This will eliminate the need for a loco to shunt the road cane at the mill. It is also likely that spare diesel power will be available to take over navy duties from 0-6-2T John Fowler 20277 of 1934. However, the mill intends to retain both steam locos in the foreseeable future for standby duties. Both locos have been active during the 1980 season.

The E.M. Baldwin 4wDH tunnelling loco obtained from Roberts Construction was seen in the loco shed during August, being rebuilt. This involves, among other things, being equipped with the cab removed recently from a Clyde HG-3R loco at Pleystowe Mill. The Baldwin carries E.M. Baldwin rebuild number 8860-1-8-79, dating from when it was regauged from 762 mm gauge for use on the Clare-Dalbeg tramway construction project.

D.J.Mewes & Editor 8/80

MILLAQUIN SUGAR COMPANY PTY LTD, Millaquin Mill. 610 mm gauge

(see LRN 17 p.5)

Bundaberg Foundry 0-6-2T builder's number 1 of 1952 has been transferred from Qunaba Mill to act as a standby in case of diesel breakdown at either mill. It was seen outside the loco shed in August, and still carries its Qunaba identity, 4 *Jumbo*.

Editor 8/80

MILLAQUIN SUGAR COMPANY PTY LTD, Qunaba Mill 610 mm gauge

(see LRN 17, p.5)

Apart from the six out-of-use steam locomotives listed in the last report, the mill's motive power is dieselised. Seen in the loco shed during a weekend in August was ComEng 0-6-0DH *Burnett* (AH2967 of 1963), transferred from Bingera via Millaquin Mill earlier in the year, carrying the number 21907.

Outside the shed, under repair, was the rebuilt E.M. Baldwin tunnelling loco. Given the Baldwin rebuild number 8860-2-8-79 when regauged from 2 ft 6 ins gauge for Roberts Construction, this has been equipped with cab, running boards and normal height hood with other accessories for cane haulage, such as headlights.

However, the very low position of the engine and radiator make it appear rather an unusual looking cane loco, and may have attributed to its having been given the name *Beetle*. It also carries a number, 21908.

Editor 8/80

MOSSMAN CENTRAL MILL CO. LTD 610 mm gauge

(see LRN 14, p. 17)

The mill's plans to return their steam loco to working order have met with a setback. *Ivy*, John Fowler 0-4-2T 15947 of 1922 had been stripped down for boiler inspection, but the boiler was unable to meet the requirements of the Department of Machinery & Scaffolding, and was condemned. The mill is now seeking a replacement boiler, and the locomotive remains dismantled.

Com-Eng 0-6-0DH *Cook* (builder's number AL3372 of 1964) has been fitted with a fully enclosed air conditioned cab at the mill. In addition, sister engine *Faugh-a-Ballough* (builder's number AL4190 of 1965) has received a raised and partly soundproofed cab after it was involved in a collision which necessitated cab repairs. There is now no cane brought to the mill in the old four-wheel bins. All cane is now conveyed in the bogie "canetainers".

D.J.Mewes & Editor 8/80

THE MULGRAVE CENTRAL MILL CO. LTD, Gordonvale 610 mm gauge

The Mill's former dark blue livery is to be modified as a safety measure. A horizontal yellow line at waist level was introduced a couple of years ago, and it has now been decided that the entire cab should be yellow. This policy has already been applied in the case of locos 8 and 9 (Com-Eng 0-6-0DM A1926 of 1958 and 0-6-0DH FC3473 of 1964 respectively). These have had their cabs raised twelve inches as a part of soundproofing. Details of the origins of the interesting 4wDM used by the navvies and referred to as "the Pie Cart" have been discovered. It was built at the mill in 1956 and was designed to be able to work on track covered by water to some depth. This was apparently with a particularly flood-prone branch on the Little Mulgrave line in mind. An old petrol-engined navvies' trolley was seen by the navvies' shed. This was one of the three stored here a few years ago. The other two have recently been sold to the local Apex Club, who have cannibalised one and use the other on portable track to give "train rides" at local events.

A tramway extension, about six kilometres long, has been built from Barbagallo Road, on the east bank of the Mulgrave River, to connect with Richardson's horse line at Deeral landing. Cane from this area was formerly delivered to Babinda Mill's tramline via the bridge across the river at Deeral landing, and was taken by Babinda loco to the connection with the Mulgrave line south of Fishery Falls for haulage to Mulgrave Mill.

D.J. Mewes & Editor 8/80

PIONEER SUGAR MILLS LTD, Inkerman Mill, Home Hill 610 mm gauge

(see LRN 8, p.9)

All the mill's mainline locos now run in a basically yellow colour scheme, although some have a red or a green trim added. A start has been made to fitting fully-enclosed soundproofed E.M. Baldwin cabs to the loco fleet. A height limitation is the Burdekin Bridge, which passes over the north-western end of the mill yard, and this has resulted in a pleasingly proportioned result in the loco so far dealt with, in contrast to the somewhat towering cabs fitted at some other mills. The loco concerned is ComEng 0-6-0DH *Osborne* (AH2866 of 1963), and it now resembles the later ComEng *Alma* (FE56110 of 1975) in general appearance.

D.J.Mewes & Editor 8/80

PLANE CREEK CENTRAL MILL CO. LTD 610 mm gauge

(see LRN 8, p. 10)

The mill has commenced a programme to install its own design of fully enclosed soundproofed cabs on its loco fleet. The first two received theirs this year, and have also had the prefix "D" added to their former numbers. They are:

D1	0-6-0DH	Clyde	56-101	1956
D8	0-6-0DH	ComEng	FC3777	1964

D.J.Mewes & Editor 8/80

PROSERPINE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD 610 mm gauge

(see LRN 8, p.10)

Expansion plans for the mill include a tramline extension which will service growers at Elaroo, 45 km south of the mill. This involves a mainline extension of over 20 km, with major crossings of the Andromache and O'Connell Rivers. Consulting Engineers for the project are Gutteridge, Haskins & Davey.

Further aspects of the expansion project as it affects the tramway will be a high speed tamping machine, the first to be supplied to the industry,

and soundproofing of loco cabs. Another item of equipment, which arrived recently, is a new type of line car. Built by ComEng Aresco Pty Ltd, of Adelaide, it carries serial number IC796 of 1980, and is painted yellow. It looks a low-slung, racey machine, and is fitted with a Holden engine. A turntable is built in, to enable the vehicle to be turned round for changing the direction of travel. The mill's Bundaberg Fowler 0-6-2T (8 of 1953) has been returned from Joe Hawkes, Airlie Beach. It has been stripped down completely for restoration to working order. Work on the boiler will include the fitting of a front tubeplate and retubing. In addition, a new smokebox will be required.

*Queensland Country Life Canelander 28-8-80,
D. J. Mewes & Editor 8/80*

THE RACECOURSE CO-OPERATIVE SUGAR ASSOCIATION LTD 610 mm gauge

(see LRN 14, p. 17)

Contrary to the report in LRN 14, inspection of the small E.M. Baldwin diesels *Leo* and *Road Runner* (6-2612-1-10-68 and 6-2612-2-11-68) revealed no evidence of their being converted from rear wheel drive only to four wheel drive. The mill's tamping machine (Tamber 4375515 of 1975) has had the name (?) *Tamber* added in large red letters on the bonnet sides.

D.J. Mewes & Editor 8/80

SOLARIS ENGINEERING PTY LTD, Ingham 610 mm gauge

Two locomotives formerly in parks in Ingham were seen in the yard of this company, adjacent to the Bruce Highway, during August. John Fowler 0-6-0TT *Perth* (8766 of 1900) seemed to have little work done on it since earlier in the year (see LRN 16, p.5). Adjacent to it was Hudswell Clarke 0-6-0, formerly Macknade number 1 (1653 of 1935), which had been until recently in a park at Yeldham Street, Ingham, and which was without its chimney. It is believed that this situation has been brought about by an accident involving a child climbing on the Hudswell Clarke loco, which has led to the Hinchinbrook Shire Council to question the advisability of having steam locomotives, or indeed any old machinery, in its parks. As a result, the future of these two locomotives must be in doubt.

C.J. Hart, D.J. Mewes, Editor 8/80

THE SOUTH JOHNSTONE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD, South Johnstone Mill 610 mm gauge

(see LRN 9, p. 14)

Malcolm Moore 4wDM number 17 has returned to service since 1978, and it is hoped that one of 12 or 13, presently out of use in the mill yard, will also

be reconditioned. The new ballast tamper is Tamper 1375739 of 1980.

D.J.Mewes & Editor 8/80

THE SUGAR BOARD, Lucinda Bulk Sugar Terminal 610 mm gauge

This installation, which boasts a 5.76 km long jetty, has two locomotives to handle the bulk sugar boxes hauled by CSR on its tramline from Victoria and Macknade Mills. The larger is an 0-6-0DH built by Commonwealth Engineering (G1023) in 1958, while the smaller is a Motor Rail "Simplex" dating from the 1920s, and with its original petrol engine having been replaced by a diesel. Close inspection of this machine, which was seen shunting test weight wagons over the weighbridge, revealed it to carry builder's number 2757. This loco is believed to have originated with CSR, who formerly operated their own port for sugar and molasses at Lucinda.

D.J.Mewes & Editor 8/80

SUNSHINE PLANTATION, Nambour

For the large number of you who are vitally concerned, we are told that the "Sunshine Plantation" at Nambour is up for sale.

This sale, however does not include the steam loco currently on static display at the plantation, as the loco is only on loan to the site.

Editor, per A.Winzenried.

TASMANIA

IDA BAY RAILWAY PTY LTD, Lune River 610 mm gauge

(see LRN 17, p.7)

The State Government, which leases the railway to the operating company has been told that the company would "walk out" if finance for improvements is not forthcoming. Legislative Councillor, Peter Hodgman has called upon the government to provide \$152,000 for work including upgrading locomotives, carriages and tracks, completion of accommodation huts and a recreation room, installation of security and safety lights, and the building of a servicing ramp. Mr. Hodgman stated that the line had become one of the state's major tourist attractions, and that it was ironic that its very success might lead to its demise and its equipment was being worn out.

The Mercury 13-8-80 via Ralph Proctor

SECOND RIVER TRAMWAY, Karoola 610 mm gauge

(c/- 12 Melbourne Street, Launceston 7250)

(see LRN 12 p. 11, 13)

The newly built guard's van body arrived at Karoola during June, and was mounted onto the ex-Zeehan & North East Dundas Tram bogies. These bogies had been completely stripped and rebuilt. The "Flats" on the wheels were very deep, and several weekends of work were needed to fill them with weld and to restore a good profile on the tyres. All welding was carried out with a Lincoln generator driven by a Marshall portable steam engine. Other recent work has included extending the trackwork by another nine lengths of 24 ft rail.

Both Krauss locos are giving good service, being steamed alternately on work days, which are held at least twice a month. They are:

1	0-4-0T	Krauss	5682	1907	boiler, workplates and other parts
			5800	1907	mainframes
2	0-4-0	Krauss	6067	1910	

Ralph Proctor 8/80

VICTORIA

CODELFA, Melbourne 1067 & 762 mm gauge

(see LRN 9, p.18)

These contractors are building a tunnel under Lonsdale Street in the city from the Australian Government Centre Exchange site to the Exchange in Queen Street on behalf of Telecom. Three E.M. Baldwin locomotives are being used to haul spoil, concrete and other materials in the tunnel. The locos arrived about September 1979, and were used from October. Loco 58 is builder's number 3937-7-6-71 of 1971, Model DH12M MkIV, a twelve tonne machine, while the others are numbered 116-209 and 116-210, and are believed to be 8-1/2 tonne locos. These are three of sixteen locos used by Atkinson-Holland on the Thomson River project which were auctioned in 1978 (see LRN 6, p.10), and purchased by a Sydney based scrap dealer. Codelfa purchased four of the 8-1/2 tonne locos, of which two have gone to Fiji, while it is believed that the remaining nine 12 tonne locos are stored at Warburton awaiting sale. This leaves two 8-1/2 tonne locos unaccounted for. Rolling stock used in the Telecom tunnel by Codelfa includes four skips built by Malcolm Moore, probably from the same source as the diesel hydraulic locos.

Codelfa has one of its locos from the 1067 mm gauge Melbourne Underground tunnelling work at Loy Yang, believed in use on the tunnel job.

Peter L. Charrett 8/80

D’VANZO BROS, Thomson Dam Gauge unknown

These contractors were at work during 1979 constructing a diversion tunnel under the dam site. At least two locomotives were in use, both E.M. Baldwin 4wDHs of Model DH12M Mk3, being 3568-1-9-70 and 3568-2-9-70 both of 1970. Both were sold late in 1979. They were supplied to Fluor Australia but the question of where they worked, and their subsequent history, seems obscure.

Mike McCarthy 8/80

MELBOURNE & METROPOLITAN BOARD OF WORKS 762 mm & 610 mm gauges

Outside the workshop at the Board’s East Malvern site in March 1979 were E.M. Baldwin 610 mm gauge 4wDHs of model DH4T Mk2. These were:

43	E.M. Baldwin	6008-3-7-75	1975
27-35-047	E.M. Baldwin	6700-2-4-76	1976

According to an employee at East Malvern, the only other tramways then operating were at Sugarloaf and Thomson River sites. At Bell’s Portal on the Thomson-Yarra tunnel, there were at least seven E.M. Baldwin diesels in use on 762 mm gauge in May, 1979. Five of these were 12 tonne locomotives of which four were delivered in 1970, and two more were 4 tonne machines rebuilt from 610 mm gauge. The Board is believed to own up to 40 locos in various states of repair, and of those known, ten are battery electric and twenty-two are diesel hydraulic.

Peter L. Charrett, Mike McCarthy 8/80

STOP PRESS NEWS.

"The Australian" for Thursday, 25 September, carried a notice of a liquidation sale to be held on 8 November, 1980. Equipment currently stored at the Old Brickworks site, Yarralumla, A.C.T., is to be auctioned on that date.

Included in the sale are "Railway Engines" currently owned by Bruce McDonald ex-Goulburn Museum. They are:-

Hudswell Clarke 0-6-0 B/N 1098 of 1915.

John Fowler 0-6-0T B/N 1185 of 1909.

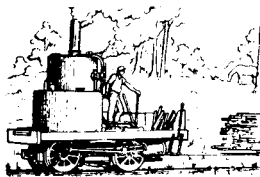
The Krauss 0-4-0T JACK, also operated by Mr McDonald, will not be for sale as this locomotive is not owned by him but is held in trust.

The Auctioneers for the sale are P.O.Pickles, 655 Pacific Highway, Killara, 2071, and a color catalogue for the auction is available from them at \$4.00.

MORE SALE NEWS.

For the large number of you who are vitally concerned, we are told that the "Sunshine Plantation" at Nambour is up for sale.

This sale, however does not include the steam loco currently on static display at the plantation, as the loco is only on loan to the site.
both items, Editor, per A.Winzenried.



LIGHT RAILWAY NEWS

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Deadline for the next issue will be 22 December, 1980.

EDITORIAL

As LRN enters its fourth year, I wish to thank those individuals and groups who have supported LRN with news as well as encouragement.

However, a continual worry is the amount of news being received of late. Only very few members take the trouble to write and yet there must be many of you who have something to offer in the way of news. Society members are interested in recent happenings of Light Railway interest. Please take the effort to let others know, and enjoy, the details of what is taking place. Don't worry about how literary your efforts might not be; just let me have the facts, and I will try to couch them in suitable prose. If writing is inconvenient, why not phone the information to me at (07) 378 8805.

In case there is doubt about what the editorial policy is for LRN since the reversion to the bulletin format, I will try to summarise this. I want to print news on any industrial railways (with the possible exception of the "main line" mineral haulers), or news of any preserved equipment from such railways, or news of any other railways of less than 3 ft 6 in gauge. The area of interest would be especially Australia, but also from other countries in our part of the world.

Remember, it's your society; be in it!

RESEARCH COLUMN

Michael R. Pearson of P.O.Box 71, Buka Passage, North Solomons Province, Papua New Guinea, is researching into tramways in Papua New Guinea, West Irian and the Solomon Islands. He would appreciate receiving information from members on tramways in any of these areas.

LOCOMOTIVE AND ROLLING STOCK MANUFACTURERS

E.M. BALDWIN & SONS PTY. LTD.. Castle Hill, Sydney.

(see LRN 16 p.1)

Early in February, the two diesels from the D'Vanzo Brothers contract at the Thomson Dam (see LRN 18, p.9) appeared at the Baldwin works and have remained there since. They are 1067 mm gauge.

A four wheel diesel hydraulic loco, believed to have been for CSR Ltd., Goondi Mill, was shipped from the works on 26 September. It is believed that an 18 tonne 0-6-0DH cane loco has been supplied to the Fiji Sugar Corporation during 1980.

A number of 4wDH man riding cars were seen at the works at various times during 1979 in addition to the two reported as going to Huntley Colliery (see LRN9, p.8). These were of serial 2368, built for Australian Iron and Steel in 1967-8. Those positively identified were:

- 28 (believed to be 2368-8-1-68 of 1968)
- 30 2368-9-1-68 of 1968
- 31 2368-10-1-68 of 1968

It is not known what happened to these units; perhaps some reader can help.

Craig Wilson 10/80, 11/80 "A.R.H.S.Bulletin Supplement"

SIMPLEX MECHANICAL HANDLING LTD. Bedford U.K.

Several trade magazines have recently carried advertisements offering the range of "SIMPLEX" diesel locos for sale. A photograph of a "U" Series 4wDH loco was shown (this type of loco has been supplied to the Fiji Sugar Corporation in recent years). Agents for the locos are Clyde-Carruthers Pty Ltd, of Sydney.

Bob Gough 10/80

NEW SOUTH WALES

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD, Albion Park. 610 mm gauge.

(see LRN 18 p.2)

The reprofiled wheels and journals for the tender of steam locomotive *Cairns* (0-6-0 1706 of 1939) returned from the Garnock Engineering plant of Port Kembla during late August. A full set of new bearing brasses arrived in early October and were being machined two weeks later. In the meantime the paint work of the locomotive and tender had been cut back to bare steel and by mid October primer and body filler were being applied prior to this unit re-entering traffic

On 13 September Ruston-Hornsby diesel loco (B/n 285298) returned to service. After receiving this locomotive from Leighton's in March 1978 it was soon found that the unit had an insatiable thirst for sump oil. This was due to a defective main front oil seal. The housing proved, on first trials, to be impossible to remove. In fact the previous owners had endeavoured to avoid the trouble by patching this housing with a poultice of fibre glass! Fortunately the father of a junior member, Mr Jim Tooley, offered to repair the fault. Mr Tooley had often worked on the diesel motors of Ruston products many years ago in England. The removal of the seal housing was prevented by a bent retaining sleeve, but by fabricating special tools the defective parts were eventually removed. The housing has been brazed and refaced, a new seal fitted and the locomotive fully restored to operating condition.

The main work force changed from removing paint from *Cairns* to further track construction during late September. The main line track is now reaching eastwards from "Yallah" station and by mid October half the main line circuit had reached completion. The first point in 50 lb plant has been constructed on this recent project. This item was received per favour of the Van Diemen Light Railway and forms the turnout for the main passing loop at "Yallah" station yard.

Track work at Albion Park now amounts to 670 metres of 2 ft. gauge steam line. This is made up of 350 metres of main line, 120 metres of branch line to Tongarra Rd and the loco compound, and 200 metres of sidings in the loco compound. In addition, standard gauge rolling stock stands on 40 metres of track and the electric tramway operates on an additional 200 metres of 2 ft. plant. A further 350 metres of track has to be constructed to complete the main line circuit.

On 11 October the c.1918 International bus body was transferred from

the large steel underframe mounted on former Ruook Timber Coy bogies from Alexandra (Vic) onto a shorter chassis mounted on bogies consisting of former army 2 ft gauge flat wagons. The ILRMS has recently been successful in negotiating for three suitable carriage bodies, one of which will neatly fit the steel underframe. Delivery details will appear in later reports in this journal. The bus body will now be restored as an end loading saloon, but when a further long underframe is constructed the end aprons and roof canopies will be used so that the bus body forms the centre saloon of a "California" car as outlined in the last issue of this magazine.

On 15 September Allied Constructions donated a two cylinder stationary steam engine to the Society. The maker's plate reveals that it was constructed by the Midland WAGR Workshops in 1942, but so far its original purpose can not be identified.

Due to valuable free publicity given to the museum by TV station WIN-4 during the week prior to the October open day, near record crowds visited the museum on Sunday 12 October. On that day also, the visitors were able to sample the luxury of wall-to-wall carpet recently laid in the sales and waiting rooms in the "Yallah" station building!

Ken McCarthy 10/80

SULPHIDE STREET RAILWAY & HISTORICAL MUSEUM, Broken Hill 1067 mm gauge

(see LRN 6, p.5)

Among the exhibits at this museum, unofficially opened in May, is an ex-industrial diesel shunter. Like the "main line" steam locos on show ex the Silverton Tramway Co., the diesel was originally built for the Zinc Corporation in 1953 by Andrew Barclay Sons & Co., at Kilmarnock, Scotland. An 0-6-0DM, the loco was allocated builder's No. 391 in Barclay's separate series for internal combustion locos. Acquired by the Silverton Tramway in 1958, the loco became redundant with standardisation in 1970. It carries number 26, and was known locally as *Sam*.

Catch Point No.22

QUEENSLAND

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY, Durundur Railway, Woodford 610 mm gauge

(see LRN 18, p.3)

Another locomotive has been donated to the Society. The Thuringowa Shire Council has donated an 0-4-2T built in France by Decauville, builder's number

247, in 1897. The locomotive arrived at the Mulgrave Mill, Gordonvale, in 1897, and worked there until 1955, as No.7. It came to Invicts Mill, Giru, in 1956 and worked until 1964. In 1965, it was steamed on temporary track into position in a park outside the mill, where it has remained until the present. It will be moved to Woodford in due course.

Four 7 ft. wide rail motor trailers were purchased by the Society in its early years from the Queensland Government Railways, and these have been stored at the Redbank Railway Workshops ever since. Following an approach from the Illawarra Light Railway Museum Society, it was decided to sell one of the trailers to this group, and to move the other three to Woodford. On 1 November P119 was loaded onto road transport at Redbank for its journey south to Albion Park. The seats from this vehicle had previously been removed by ANGRMS members as they were not required by the Illawarra group. On the same day, PL111 was winched aboard a low loader for the journey to Woodford, where it was placed on a length of dual-gauge track. The intention is to carry out superficial restoration work to this vehicle in the near future, with the aim of placing it on 2 ft. gauge bogies to hand, and placing it in service as soon as possible to replace the rather unsatisfactory "carriage" used at present (and known as the "animal cage"). The two remaining vehicles, PL118 and P101, will be taken to Woodford as convenient.

Moreton Mill at Nambour donated a set of catch points to the Society for use in the yard layout. These were lifted during October.

0-6-2T Bundaberg Fowler 5 of 1952 passed a boiler test in October, and a preliminary inspection of 0-6-0 Hudswell Clarke 1705 of 1938, *Melbourne*, has resulted in a recommendation for certain work to be carried out on it.

In addition to the normal first day Sunday of the month operating, it has been decided to have an extra Open Day on 28 December.

It was, of course, two Douglas Shire Tramway wagons which were sent to Woodford Prison for restoration, not locomotives, as stated in LRN 18.

Editor.

CSR LTD, Goondi Mill 610 mm gauge

(see LRN 18, p.3)

The new Baldwin 4wDH loco was observed here in October. Builder's number is 9109-1-9-80, and it is believed to be Model DH8.

Robin Pearman 10/80

DREAMWORLD DEVELOPMENT PTY LTD, Coomera 610 mm gauge

"Dreamworld", a Walt Disney-style tourist development north of the Gold Coast, has been under development for several years now. One of the earliest

attractions to be installed was a 2 ft. gauge steam railway, which has been operational since 1977. However, the overall project has not been completed, and it is anticipated that opening to the public will not be for up to another twelve months.

The locomotive, numbered 4, is a Yankee-style 4-6-0. Baldwin Locomotive Works originally built this as a 4-6-0T (B/n. 45215) in 1917, for use by the British Army on its light railways in France during the First World War. Later, it came to Racecourse Sugar Mill at Mackay, where it ran as number 5 until the mid 1950s. In 1972, it went to Goulburn Steam Museum, and in 1974 it was taken to Sydney, where it was rebuilt at a Rydalmere engineering works for Dreamworld, at some considerable expense. The side tanks were removed, and water and fuel is now carried in a tender built on the chassis of a tender from Isis Mill. The locomotive has been converted into an oil-burner, but some consideration is being given to its conversion to gas. The loco is finished in an attractive red and yellow livery, and is fitted with a "spark arrestor" chimney. It has been operated periodically since coming to Coomera.

There are three open coaches, each about 40 ft long and seating about 50 people. A circuit of track in excess of 2 kilometres has been laid. It is emphasised that at this stage, the site is *not* open to visitors. It is expected that the opening of Dreamworld will be accompanied by considerable publicity, and members will be kept informed.

Editor 11/80

THE FARLEIGH CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD 610 mm gauge

(see LRN 18, p.4)

Extensions were completed to the loco shed during the 1980 slack season so that the entire loco fleet can be accommodated. A hydraulic hoist for lifting locos was being installed in August. A separate navvy loco shed has also been constructed, incorporating an inspection pit on its connecting line, but this is not yet connected up to the tramline. This is because alterations to the empty side of the mill yard will be carried out during the next slack season which will take the empty bins around the existing loco shed instead of between it and the mill as at present.

Durundur Railway Bulletin No.10

MARIAN MILL CO-OPERATIVE SOCIETY LTD 610 mm gauge

(see LRN 18, p.5)

On 1 September, a serious mishap took place just north of the Pioneer River bridge when Clyde 0-6-0DH *Melba* (64-377 of 1964), pulling empties,

collided head on with the smaller Clyde 0-6-0DH *Nellie* (58-188 of 1958) travelling light engine. *Nellie* was pushed back about 50 feet by the impact, and was derailed. *Melba's* buffer beam had to be replaced, but the loco was back in service within five hours, at 1.30pm. However, the damage to *Nellie* was much more severe, and her engine had to be removed and stripped for repair to a cracked ball housing, returning to service four days later. In the meantime, the Gemco diesel replaced *Nellie* on cane haulage on the Mia Mia line, while the John Fowler 0-6-2T (20277 of 1934) replaced the Gemco on the Mirani line, in what might turn out to be the swansong of steam on main line cane haulage.

Arrangements had been made with Cattle Creek Mill to borrow their loco 1, a Com-Eng 0-6-0DH (B1724 of 1957), but this turned out to be unnecessary.

Durundur Railway Bulletin No. 10

MORETON CENTRAL SUGAR CO., Moreton Mill, Nambour 610 mm gauge

(see LRN 17, p.6)

Following mechanical problems with the mill's loco, Mourilyan Mill's loco 8 (0-6-0DM Com-Eng B1112 of 1956) was seen here on loan early in October, and was expected to be here for the rest of the season. Among the mechanical casualties had been Baldwin 0-4-0DH (6-1064-1-11-64 of 1964). Both these were back in service in November, the latter coupled to its "twin" *Valdora* (6-1258-5-6-65) once more. It is believed that another reason for the motive power crisis at the mill was industrial problems connected with the operation of the Locotrol system introduced this year. However, the Locotrol units were in operation during November. These are *Bli Bli* (E.M. Baldwin 0-6-0DH 6-1257-6-7-65) and *Moreton* (Clyde 0-6-0DH 63-289 of 1963).

Bob Gough 10/80, Editor

PIONEER SUGAR MILLS LTD, Pioneer mill. 1067 mm gauge

(see LRN 8, p.10)

A number of ex-QGRVJM hopper wagons and bodies were noticed around the mill yard in August. These have presumably been obtained for use by the navvies. Also reported in the mill yard was an ex-North Australia Railway guard's van, probably also acquired for navvy use.

Bob Deskins 8/80; Durundur Railway Bulletin Nos. 9 & 10

SOUTH AUSTRALIA

MILE END RAILWAY MUSEUM (SA) INC. Gauges various

(see LRN 14, p.18)

Vintage Ruston & Hornsby loco 304 has been restored to pristine condition. This 2 ft. gauge loco, built in 1938 as builder's number 187078, Type 44/48 hp, has suffered a fair amount of corrosion in its many years work on the tracks of Waratah Gypsum in the Yorke Peninsula. The old cab has been completely replaced, and the loco has been repainted in mid-green with details picked out in red, blue and green.

Catch Point No.22

TASMANIA

WEE GEORGIE WOOD STEAM RAILWAY INC., Tullah 610 mm gauge

(see LRN 10, p.12)

Wee Georgie Wood's railway will be in service for the 1981 tourist season. The Fowler 0-4-0WT loco (believed to be builder's number 16203 of 1924) has been fully restored. Three kilometres of track has already been laid which will be extended to run besides Lake Rosebery, to be formed by the waters of the Pieman River held back by the Hydro Electric Commission's Bastyn Dam. The major part of the work done so far has been by voluntary effort, and \$3000 has been spent. The project has been given the support of State Parliament by its passage of the Wee Georgie Wood Railway Act in 1977. Wee Georgie Wood was originally the name given to the railway which connected the town of Tullah to the Emu Bay Railway's Farrell Siding, and which ran from 1907 to 1962, when the Murchison Highway was completed, the town's only access to the outside world. The Fowler locomotive, retired in 1963, was retained in the town, and now seems destined to become an important tourist attraction.

The Sunday Examiner Express 11.10.80. via Ralph Proctor.

WESTERN AUSTRALIA

KALGOORLIE-BOULDER LOOP LINE PRESERVATION GROUP, Boulder 1067 mm gauge

(see LRN 15 p.8)

The 4wDM "PLANET" loco built by F.C. Hibberd in the U.K. in 1962 has been returned to Boulder, having been converted from 2 ft. gauge by Vickers

Keogh in Kalgoorlie. This loco returned on 23 August, and it was expected that mechanical work and painting would be carried out before the loco was ready to enter service. The loco will be used mainly on Sundays to haul excursion type trains using open carriages converted from wagons, although closed accommodation will also be provided for inclement conditions.

Kalgoorlie-Boulder Loop Line Preservation Group Newsletter. 8/1980.

WUNDOWIE IRON & STEEL, Wundowie 1067 mm gauge

This works, producing ductile iron, was established under State Government control in the late 1940s, and since 1945 has been part of the Agnew Clough Group. Narrow gauge WAGR NW flat top wagons each carrying a loaded ore container are delivered to the works and are shunted by the locomotive there for unloading. The works shunter is a "SIMPLEX" four-wheel diesel-mechanical built by Motor Rail Ltd. in the U.K. Builder's number is 60s349 of about 1968. This loco replaced an earlier one supplied for the opening of the works, builder's number 10001 of 1946, which was scrapped as worn out when the replacement arrived.

The loco is fitted with a simple canopy to provide shade for the driver and propels the loaded container wagons into a tipping dock one by one, where they are tipped on one end, discharging through an end flap door.

Western Rails Vol.4 No.1, Editor.

ROSTER No.1 - COAL & ALLIED INDUSTRIES LTD 1067 mm gauge

The following roster has been provided for underground locomotives and man riding cars used at the Company's collieries: Aberdare East, Chain Valley, Aberdare North, Liddell, West Wallsend, Wallarah and Stockrington No.2.

Note: Personnel cars are transferred as necessary. This list shows the disposition of the units in February 1980.

Diesel Locomotives.

1	<i>Nichole</i>	0-4-0DH	E.M. Baldwin	2426-1-3-69	1969	20ton	Aberdare N.*
2	<i>Mora A</i>	0-4-0DH	E.M. Baldwin	2426-2-7-69	1969	20ton	Aberdare N.*
3	<i>Monica</i>	0-4-0DH	E.M. Baldwin	2426-3-9-69	1969	20ton	Liddell.
4		0-4-0DH	E.M. Baldwin	3350-1-11-71	1971	20ton	W.Wallsend.
5	<i>Helen</i>	0-4-0DH	E.M. Baldwin	3811-1-6-73	1973	20ton	Aberdare E.**
6	<i>Margaret</i>	0-4-0DH	E.M. Baldwin	3811-2-6-73	1973	20ton	Aberdare E.**
7	<i>Lynn</i>	0-4-0DH	E.M. Baldwin	5556-1-6-75	1975	20ton	Liddell.
8	<i>Barbara</i>	0-4-0DH	E.M. Baldwin	5556-2-6-75	1975	20ton	Liddell

Personnel Cars.

- All four wheel diesel-hydraulic railcars or four wheel battery electric railcars.

1	4wDHR	E.M. Baldwin	2301-1-2-68	1968	14 man	Aberdare East.
2	4wDHR	E.M. Baldwin	2301-2-2-68	1968	14 man	Aberdare East.
3	4wDHR	E.M. Baldwin	2301-3-2-68	1968	14 man	Aberdare East.
4	4wDHR	E.M. Baldwin	2301-4-2-68	1968	14 man	Aberdare East.
5	4wDHR	Fox	224	1968	14 man	Stockkrington No.2.
6	4wDHR	E.M. Baldwin	2921-1-4-68	1968	14 man	Stockkrington No.2.
7	4wDHR	E.M. Baldwin	2591-1-4-68	1968	14 man	Stockkrington No.2.
8	4wDHR	E.M. Baldwin	3022-2-11-69	1969	14 man	Wallarrah.
9	4wDHR	E.M. Baldwin	3022-3-11-69	1969	14 man	Aberdare North.
10	4wDHR	E.M. Baldwin	3022-4-12-69	1969	14 man	Aberdare North.
11	4wDHR	E.M. Baldwin	3022-5-9-70	1970	14 man	Aberdare East. x
12	4wDHR	E.M. Baldwin	3022-6-9-70	1970	14 man	Wallarrah.
13	4wDHR	E.M. Baldwin	3745-1-5-71	1971	14 man	Stockkrington No.2.
14	4wDHR	E.M. Baldwin	3898-1-8-71	1971	14 man	Aberdare East.
15	4wDHR	E.M. Baldwin	3022-1-12-69	1969	14 man	Chain Valley.
16	4wDHR	E.M. Baldwin	5307-1-10-73	1973	22 man	Chain Valley.
17	4wDHR	E.M. Baldwin	5568-1-4-74	1974	14 man	Aberdare North.
18	4wDHR	E.M. Baldwin	5537-1-11-74	1974	14 man	Aberdare North.
19	4wDHR	E.M. Baldwin	5738-1-10-75	1975	14 man	Wallarrah.
20	4wDHR	E.M. Baldwin	5738-2-11-75	1975	14 man	Wallarrah.
21	4wDHR	Fox	353	1975	14 man	Chain Valley.
22	4wDHR	Fox	354	1975	14 man	Chain Valley.
23	4wDHR	Fox	355	1975	14 man	Chain Valley.
24	4wDHR	Fox	356	1976	14 man	Chain Valley.
25	4wDHR	Fox	357	1976	14 man	Chain Valley.
26	4wDHR	E.M. Baldwin	6088-1-12-75	1975	22 man	Wallarrah.
27	4wDHR	E.M. Baldwin	6088-2-1-76	1976	22 man	Wallarrah.
28	4wDHR	E.M. Baldwin	6300-1-3-76	1976	14 man	Aberdare East.
29	4wDHR	E.M. Baldwin	6532-1-3-76	1976	14 man	Stockkrington No.2.
30	4wDHR	E.M. Baldwin	6161-1-2-76	1976	14 man	Chain Valley.
31	4wDHR	E.M. Baldwin	6161-2-2-76	1976	14 man	Chain Valley.
32	4wDHR	Fox	365	1976	14 man	Liddell. *
33	4wDHR	Fox	382	1977	14 man	West Wallsend.
34	4wDHR	Fox	383	1977	14 man	Liddell. *
35	4wDHR	Fox	384	1977	14 man	Liddell.
36	4wDHR	E.M. Baldwin	8170-1-12-78	1978	14 man	Wallarrah.
37	4wDHR	E.M. Baldwin	8642-1-10-79	1979	14 man	Aberdare East.
38	4wDHR	E.M. Baldwin	8899-1-1-80	1980	14 man	Liddell.
	4wBHR	Domino				Wallarrah.
	4wBHR	Titan EMT	1009	1979	14 man	Chain Valley.

* ex Aberdare East Colliery.

** ex West Wallsend Colliery

x ex Aberdare North Colliery.

Battery Electric locos (all four-wheel battery electric)

Chain Valley Colliery

1	Jeffrey	8794	11 ton	ex Caledonian Collieries Ltd.
2	Jeffrey	8796	11 ton	ex Caledonian Collieries Ltd.
3	Jeffrey	8956	11 ton	ex Caledonian Collieries Ltd.
4	Jeffrey	8957	11 ton	ex Caledonian Collieries Ltd.

Wallarah Colliery

1	Jeffrey	6101	1922	8 ton	ex Abermain No.2 Colliery.
2	Jeffrey	6102	1922	8 ton	ex Abermain No.2 Colliery.
3	Jeffrey	6103	1922	8 ton	ex Abermain No.2 Colliery.
4	Jeffrey	7154	1925	8 ton	ex Abermain No.2 Colliery.
5	Jeffrey	8217	1941	8 ton	ex Abermain No.2 Colliery.
6	Geo. Moss		1979	15 ton	

Stockrington No .2 Colliery

1		Atlas		1929	8 ton	ex Hepburn Ltd. Hepburn No.2 Colliery.
2	Lola	Atlas		1929	8 ton	ex Hepburn Ltd. Hepburn No.2 Colliery.
1		Jeffrey	8103	1938	8 ton	ex Abermain No.2 Colliery
2		Jeffrey	8104	1938	8 ton	ex Abermain No.2 Colliery
3		Jeffrey	8105	1938	8 ton	ex Abermain No.2 Colliery
4		Jeffrey	8795		11 ton	ex Caledonian Collieries Ltd.
5		Jeffrey	8958		11 ton	ex Caledonian Collieries Ltd.

Liddell Collie

J. & A. Brown	1944	11 ton	ex Richmond Main Colliery
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West Wallsend Colliery

1	Jeffrey	8124	1939	10 ton	ex Abermain No.2 Colliery
2	Jeffrey	8125	1939	10 ton	ex Abermain No.2 Colliery

Trolley wire electric locos (four wheel overhead wire electric)

Stockrington No .2 Colliery

55	Jeffrey	8855	1952	
56	Jeffrey	8856	1952	
57	Jeffrey	8857	1952 .	20 ton
	Jeffrey	8952		
4	Jeffrey	9065	1958	

Keith McDonald, 1980

(Editor's note : This is the first detailed loco roster of such a size published in LRN. There are some more on hand which will be published later if members indicate that they would welcome such a move.)

RECOMMENDED READING ON QUEENSLAND.

For those with an interest in Queensland, The LRRSA can now offer, in addition to its new book, *The Beaudesert Shire Tramway*, the following works:

Lahey's Canungra Tramway. by R. K. Morgan. Price:- \$1.10 ea.

A history of this tramway along with the Company operating it and the communities it served. 24 pages. 22 photos. 4 maps. Scale drawing of the Climax.

Munro's Hampton Tramway. by R. K. Morgan. Price:- \$1.10 ea.

A history of the 2 ft 6 in gauge tramway operated in the Toowoomba area of Queensland. This line had two Shay locomotives on its motive power roster. 20 pages. 14 photos. Maps, plans and scale drawings.

Australian Sugar Tramways; The Challenge of the Eighties. by I. R. Crellin. Price:- \$2.65 ea.

A look at transport problems facing the modern Sugar Industry in northern New South Wales and Queensland. The author begins with the steam locomotives of the recent past, and looks at present operations and future trends. An interesting and informative account highly recommended to all those interested in the industry, its transport and tramways.

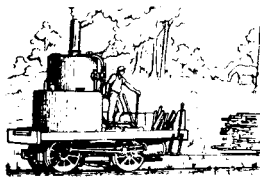
32 pages. 44 photos. Maps and drawings.

These, and other publications are available from:

LRRSA Sales PO Box 382, Mt Waverley, 3149. Vic.

and:

ANGRMS Sales, PO Box 270, North Quay 4000 Qld



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Deadline for April issue will be 22 February, 1981

RESEARCH COLUMN

Information and photographs are urgently required for forthcoming articles to appear in *Light Railways* on W.W.Gunn's tramway at Crossover, and the tramways of the Toombullup district between Mansfield and Tatong in North Eastern Victoria. Mike McCarthy would appreciate hearing from any member able to assist in this matter. His address is M.J.McCarthy, 30 Miller Road, THE BASIN 3154. Phone: (03) 762 5847.

CORRECTIONS

LRN 19, p.8. Two last personnel cars should be designated as 4wBER (four wheel battery-electric railcar).

The Titan unit is Builders number EMT 1009. West Wallsend Colliery is strictly speaking West Wallsend No. 2 Colliery.

LRN 19, p.9. Hepburn Ltd & Hepburn No.2 Colliery should be Hebburn Ltd and Hebburn No.2 Colliery.

(Thanks to Anthony Weston)

BRITISH AND EUROPEAN RAILTOURS.

A brochure has been received from Johnson Tindall Associates (Travel) Ltd detailing Special Interest tours such as "Industrial Heritage" and "Railway Heritage" in Britain, and "Narrow Gauge Special" in Britain and Austria, and an Isle of Man and a Swiss railway tour. A discount of 10% is available for a booking of six or more, and other tours can be arranged. Prices for the tours listed range from \$US 335 to \$US 1795. Brochures can be obtained from 27 Cypress Close, Stafford ST17 0BB, Great Britain.

AUSTRALIAN CAPITAL TERRITORY.

OLD BRICKWORKS MUSEUM, Yarralumla. 610 mm gauge.

(see LRN 18, p.10)

The two locomotives advertised for sale at the auction here, and which belonged to Bruce McDonald, have been sold. The Hudswell Clarke 0-6-0, 1098 of 1915, was sold to a private buyer in Dampier, W.A. The John Fowler 0-6-0T, 11855 of 1909, has been purchased on behalf of the Alexandra & District Historical Society, Victoria (see LRN 11 p.12). It is believed that the prices paid were in the vicinity of \$6000.

Both locomotives worked in the Childers District of Queensland. The Hudswell Clarke was supplied for the Colonial Sugar Refining Co's Childers Mill, while the John Fowler went to the small Doolbi Mill at Childers. When the mills concerned were closed, both locos came under the ownership of the Isis Central Sugar Mill Co., until displaced by dieselisation. They were then sold to the Gin Gin Mill at Wallaville to be sold to Bruce McDonald in 1970 and 1972 respectively. They were displayed at Goulburn Steam Museum for a number of years before leaving the museum with him in 1978 and moving to Canberra.

G.Bond 11/80, K.McCarthy 12/80, Editor.

NEW SOUTH WALES.

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD Albion Park. 610 mm gauge.

(see LRN 19, p.2)

Steam locomotive *Cairns* (0-6-0 Hudswell Clarke 1706 of 1939) returned to service on Sunday 14 December. On 22 November the overhauled tender was lifted back onto the bogies. The tender wheels had been reprofiled, the

journals built up and turned, new bearing brasses fitted and an improved bearing lubrication system devised.

Opportunity had been taken to remove the many layers of accumulated paint on both the tender and the loco, and *Cairns* has returned to service in a maroon colour scheme, similar to its original livery of 1939. The original detailed linework and lettering, revealed as the layers of paint were removed, will soon be reapplied to this museum exhibit.

Queensland Railways rail motor trailer P119 arrived at Albion Park on Monday morning, 3 November and was lowered onto a prepared pair of 2 ft gauge bogies purchased some time ago from Ruook Ltd of Alexandra in Victoria. This trailer was built at Ipswich in 1936, and it has now been revealed that the 30 ft length and 7 ft width can negotiate the museum's clearances. Immediately after its arrival, the worn canvas was removed from the vehicle's roof and malthoid glued into place. By early December the Wollongong glass merchant, Ted Mant, had prepared and donated glass to replace the missing pieces, while one of the 3 ft 6 in gauge bogies was being dismantled for conversion to 2 ft gauge.

Suitable seats for this carriage have already been obtained and plywood has been purchased to enable the slightly water damaged ceilings to be replaced. The ILRMS members thank ANGRMS for making this valuable item available.

The museum has standardised on 45 lb/yd rail weight for its main line, a type never placed to a great amount of use in N.S.W. With the modernisation of Illawarra collieries in the 1940s-50s, and the introduction of 3 ft 6 in gauge underground systems, 45 lb rail was adopted as standard, so much of the museum's plant has been obtained from local colliery stock. Ten lengths were recently discovered as stacking material at the AI&S Port Kembla steel works. Although an offer was made to purchase the material, the AI&S company generously donated the rail to the museum, which Heggies quickly delivered to Albion Park.

A four wheel open mine "man car" and a steel skip, formerly from Excelsior Colliery, was recently donated to the museum. The "Man Car" has been overhauled and repainted and is now used on the electric tramway, hauled behind the Ruston diesel loco, on days when the electric trams are not available for traffic.

On 29 November the Ruston loco hauled bogie car No.1. along the new main line extension east of "Yallah" station on clearance trials and this track was incorporated in regular operational routine on Sunday 7 December when the museum worked for a special Christmas picnic booking.

Work has continued on the rebuilding of the c.1918 International bus body

as the saloon section for passenger car No.2. The last of the 14 in "crown light" window sashes were fitted on 29 November while the first 2 of 14 large window sashes were fastened in position on 14 December. Both sides have been lined out and scrolled in vivid yellow which is in harmony with the rich brown applied to the body.

By mid-December the survey of the museum site had been completed and with this legality concluded the way is now clear for the lease agreement with Shellharbour Council to be concluded. This will result in the museum area being doubled and the main line track circuit reaching completion.

The completion of the restoration of the tender of locomotive *Cairns* has enabled work to be again concentrated on 0-4-0ST *Burra* (Hawthorn Leslie 3574 of 1923). The chassis of this engine has been turned upside down, and on 13 December one of the driving wheel sets was removed to enable work to start on overhauling the bearings.

Ken McCarthy 12/80.

T.A. MELLEN PTY LTD, Sydney 610 mm gauge.

(see LRN 7, p.5)

This company is currently cutting a services tunnel for the Sydney City Council under Kent Street, in the centre of Sydney. To help carry materials and remove spoil, a 610 mm gauge railway has been laid as the excavation continues, approximately 20 ft below the surface. Track is made of battens around 235 cm (7 ft 8 in) long, rail 15-20 lb, welded to ties of channel steel. During December, a small battery electric loco, four wheeled, was seen above one of the shafts. It is believed to be of the Gemco "Trammer" type with outside coupling rods, and one motor between the frames. On a pedestal mount was a tram-type controller, and hand wheel; but no brake shoes were fitted. This could well be the loco observed working on a T.A.Mellen job in 1978 at Picnic Point. Several four-wheel wagons of nondescript type are in use, but it is not known at this stage if there are any other locos.

Len King 12/80

STEAM TRAINS PTY LTD, Kurrajong 610 mm gauge.

(see LRN 14, p.13)

Work has been continuing on the stock of the proposed Ku-ring-gai Valley Railway. *Sydney*, Hudswell Clarke 0-6-0 1838 of 1950 is resplendent in blue livery, with brass boiler bands etc., and the cab is nearly fully equipped again, with all gauges and controls refitted. The fire doors have yet to be fitted. Below the footplate, the running gear has yet to be stripped and cleaned. Earlier in 1980, the smokebox was tidied up with the cutting away of patched metal

below the door, and alongside the smokebox, above the running board. New sheet metal was curved and cut and flush welded to give a neat appearance. Work continues on the stripping of the tender chassis of rust and heavily corroded steel. Internal cross-bracing will be replaced in the front section, and some angle steel around the perimeter. The steel has been bought to replace that oxy-cut away plate from the front, bottom front, and coal space. The bogies will soon be re-assembled, new parts having been made, and reconditioning being completed on other components. The John Fowler 0-4-2T 17881 of 1929 had its outer cab roof and ashpan removed some months ago. Only the ash pan will be replaced. The tanks need extensive repairs, for the back sheets have corroded away, leaving little solid metal.

Last Christmas (1979), railmotor trailer PL121 was left alone, awaiting the fitting of floor, bogies, and the assembly of seats. PL122 was then started on, by the stripping of all body panels and the roof. This left the familiar steel framework exposed, and where it joins the solebar, extensive wasting was found, with heavy corrosion and rotten timbers. From that time to late October, all the solebar has been replaced, along with intermediate cross members and bracing. To add strength to the ends of the solebar, steel angle was fitted, welded to the framework and bolted through to the chassis. PL122 at some time in its working life was either in a collision or derailed, with some distortion to the chassis. Some angle steel was replaced, and the drawgear at one end was strengthened. While this work was undertaken, the complete steel chassis was cleaned back to bare metal, treated and painted. As with PL121, a steel roof is to be fitted, but of a slightly improved nature, in that the edges will be tidier. Neither carriage had good quality flooring, and timber wall studs were mostly eaten away with dry rot or insects. PL122 also needs new doors, the good ones from both carriages utilised in PL121. Alterations to the steel frame of PL122 give it only four side doors, whereas PL121 retains its guards only doors, as well as four passenger entrances, and two end exits. One end of PL122 will have a bench seat, to give passengers an observation area to watch the locos from. No glass will be fitted on the side windows, but the ends will be glazed.

Len King 12/80

QUEENSLAND

ALMA PARK ZOO, Kallangur 1067 mm gauge

(see LRN 14, p.14)

It is reported that the "Mohawk and Hudson River Railroad" train on display

here was sold at an auction held here during November, possibly to overseas interests, but further details are still required. The locomotive was a four-wheeled diesel-hydraulic built by Plymouth and possibly builder's number 6124 and had been given a "steam outline". There were also thirteen four-wheeled carriages built on wagon bogies.

Bob Gough 12/80

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY, Durundur Railway, Woodford. 610 mm gauge

(see LRN 19, p.4)

The Society's tender for the purchase of its first "main line" diesel locomotive has been successful. The loco concerned is a John Fowler 0-6-0DM Goondi No.1, which has been purchased from CSR Ltd, Goondi Mill. Builder's number 18260 of 1929, it was originally fitted with a petrol engine and was supplied to CSR's Childers Mill. However, it didn't remain there long, for CSR closed this mill in 1932 and the Fowler was transferred to Goondi. It has a Gardner 5cyl. diesel engine and weighs 10 tons. It has been used by the mill until its replacement by a modern E.M. Baldwin unit a few months ago, and is the last of its type in industrial service in Australia.

The Society was invited to take part in the annual Brisbane Hobby Show, and this was followed up by a promotion the following week when it was invited to a display at a shopping centre at Springwood, on Brisbane's southern outskirts. It was decided that this could be an opportunity to transport another locomotive from Brisbane to Woodford at little cost to the Society, as the shopping centre was keen to have a locomotive on display. A suitable locomotive from those stored at Ferny Creek was selected. This was *Alison*, a John Fowler 0-6-2T (16194 of 1923), which had already been restored externally and only needed final coats of paint. A few members made a big effort to complete this task, and on 30 November, she was unloaded at Springwood resplendent in green and red livery. She was then taken direct to Woodford on 6 December when the display closed. Thanks are due to T.A.C.Hire Services and Aitken Transport as well as the Arndale Shopping Centre and local radio personality Warren Tapp who helped to organise the event.

A further piece of trackbed has been made available to the Society for its initial 1/2 mile of track. This has been formalised in an agreement between ANGRMS and the land's owners, APM Forests Pty Ltd.

As is recorded in more detail elsewhere in this issue, the 3 ft 6 in gauge steam loco *Kilrie* from Pioneer Mill has been placed on loan to the Queensland Pioneer Steam Railway Co-operative Ltd.

Durundur Railway Bulletin No.12.

CSR Ltd, Macknade Mill 610 mm gauge.

(see LRN 16, p.3)

Motor rail "SIMPLEX" four wheel diesel mechanical builder's number 10232 of 1951, numbered 1 on the Macknade roster is being re-engined. Its original Dorman 2-cylinder engine is being replaced with a Deutz 3-cylinder air-cooled motor.

C.J.Hart 12/80

CSR LTD, Victoria Mill 610 mm gauge

(see LRN16, p.4)

Preserved Hudswell Clarke 0-6-0 *Homebush* (1067 of 1914) was once again used this year to give rides at the annual Mooraka Festival on 13 September. It ran from Herbert Street to between Gilroy College and Milton's Loop with passengers riding in the Decauville carriage.

C.J.Hart 12/80

MARIAN MILL CO-OPERATIVE SOCIETY LTD, Marian Mill 610 mm gauge

(see LRN 18, p.5)

Tenders have been called for the construction of earthworks for the new Langdon tramway network in the Mirani area. Stage 1 of the project will require about 30 km of formation to be built. The two steam locomotives at Marian, John Fowler 0-6-2T 20277 of 1934 and Perry 0-6-2T 2601.51.1. of 1951, will be retained at the mill for the foreseeable future, and maintained for emergency use.

Durundur Railway Bulletin No.12, D.J.Mewes 12/80

A.J. MCRAE, Caltex Service Station, Torbanlea 610 mm gauge

The Bundaberg Foundry "Bundaberg Jenbach" loco, removed from the nearby Burgowan No.13 Colliery (see LRN 17, p.4) has been located here. The tiny 15 hp four-wheeled diesel-mechanical loco, Bundaberg Foundry 19 of 1956, still bearing its number, 5 and name *Rusty*, is behind the service station with about a dozen coal skips and some signals. There is no track laid at present .

Bob Gough 12/80

MORETON CENTRAL SUGAR CO., Moreton Mill, Nambour 610 mm gauge

(see LRN 19)

Crushing was still going on in the second week of December, with bad weather contributing toward the delay. Mechanical problems with locomotives have persisted. E.M. Baldwin 0-6-0DH *Bli Bli* (6-1257-6-7-65 of

1965) was out of use in the loco shed, with its gearbox lying nearby, its outer casing shattered into several pieces. The mill's largest loco, E.M. Baldwin B-B DH *Coolum* (5565-1-10-74 of 1974) had been relegated to navvy duties after having suffered persistent transmission problems. However on 11 December, it was seen in service hauling short rakes of cane while Mourilyan Mill's loco 8 (Com-Eng 0-6-ODM B1112 of 1956, formerly the Innisfail Tramway's *Johnstone*), on loan to Moreton, received attention to its gearbox. 8's normal duties would appear to have been shuttling cane from Howard Street yard to the mill, with whatever loco was available banking at the rear. With master loco *Bli Bli* out of use, the Locotrol 'slave' Clyde 0-6-ODH *Moreton* (63-289 of 1963) was being used as a conventional loco. 'Twin' E.M. Baldwin 0-4-ODH locos 6-1064-1-11-64 of 1964 and *Valdora* 6-1258-5-6-65 of 1965 were seen operating in multiple back-to-back. The cab roof and windows of these locos have been raised by means of inserting a new metal piece into the cab side at waist level.

Editor 12/80

PROSERPINE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD 610 mm gauge

(see LRN 18, p.7)

Tenders were called during September for a number of pre-stressed concrete tramway bridges which will form part of the mill's new Elaroo tramway. The size of the modern sugar mill tramway undertakings can be judged from such major civil engineering as these:

Andromache River	5 x 15 m spans;	3 x 24.5 m. spans.
O'Connell River (Lucas)	5 x 15 m spans;	3 x 24.5m. spans.
Plantation Creek	3 x 15 m . spans.	
O'Connell River (Forbes)	4 x 24.5 m spans.	

Durundur Railway Bulletin No.12.

QUEENSLAND PIONEER STEAM RAILWAY CO-OPERATIVE LTD 1067 mm gauge

(P.O.Box 378, DARRA 4076)

(see LRN 2 p.6)

This Society now runs trains on the first Sunday of each month on the Swanbank, Ipswich, line of the Queensland Electricity Generating Board with its former Queensland Railways PB15 class loco. Now it has acquired an industrial loco for restoration and operation. This has been loaned by the Australian Narrow Gauge Railway Museum Society and is Perry 0-4-2T *Kilrie* (builder's number 265 of 1927). It was placed on private land at Box Flat, near Swanbank, on 15 December. Like its sister engine *Klondyke* of the Geelong

Steam Preservation Society, it last worked at Pioneer Sugar Mill, Brandon.

Editor 12/80

SOLARIS ENGINEERING PTY LTD, Ingham 610 mm gauge.

(see LRN18, p.7)

John Fowler 0-6-0TT (8766 of 1900) and Hudswell Clarke 0-6-0 ex-Macknade 1 (1653 of 1935) were still in the yard here in December. It is reported that the Leo's club expects to have *Perth* in a park at Trebonne by early 1981 (see LRN 16 p. 5) .

C.J.Hart 12.80.

THE SUGAR BOARD, Lucinda Bulk Sugar Terminal 610 mm gauge.

(see LR 18, p.8)

Because of a breakdown of the sugar Terminal's Com-Eng 0-6-0DH (G1023 of 1958), a locomotive was on loan from CSR Ltd's Macknade Mill from 22 to 28 October. This was Macknade's normally spare loco, Clyde 0-6-0DH DHI.5 of 1954, number 18 on the Macknade roster.

C.J.Hart 12/80.

VICTORIA

GEE LONG STEAM PRESERVATION SOCIETY, Bellarine Peninsula Railway 1067 mm gauge.

(see LRN 15, p.4)

For many years the Society has been interested in acquiring the ex-Australian Cement, Fyansford, 0-6-0ST built by Vulcan Iron Works, USA, builder's number 2540 of 1916. This is the sister engine to the Society's No.6, Vulcan Iron Works 2539 or 2541 of 1916. No.5 was placed in a park at Ringwood in 1968, after the closure of the railway at Fyansford, and the Ringwood City Council has indicated that it would be agreeable to the loco going to Queenscliff subject to its being replaced with a suitable item of machinery. At the recent auction at the Yarralumla Brickworks in Canberra, a suitable traction engine was acquired on behalf of the G.S.P.S. and it is hoped that within the next few months, it will be restored externally and enough funds made available for the swap to be effected.

Monthly Notice No.14.

OVERSEAS - NEW ZEALAND

NEW ZEALAND RAILWAY & LOCOMOTIVE SOCIETY, Canterbury Branch Ferrymead Railway, Ferrymead Museum, Christchurch 1067 mm gauge.

A visit here on 10 November, saw only small patronage due to wet and windy conditions. A Manning Wardle 0-4-0T was in steam hauling a wagon, carriage, and van. This loco worked at the New Zealand Refrigerating Co's Imlay Works from 1914 to 1975 and bears builder's number 1841 of 1914. The railway at the historic complex is about 1/2 mile in length with station, signal box, crossing hut and signalling. There are full facilities for servicing locomotives, and undercover accommodation is provided for all the locos, which include a high proportion of industrial machines. Wagons and rolling stock stay in the open. Steam operates practically every Sunday, weather and patronage permitting.

Len King 12/80, Ray Ellis.

WEST COAST HISTORICAL & MECHANICAL SOCIETY, Shantytown Museum, near Greymouth. 1067 mm gauge

This site is a reconstruction of a gold mining town of the last century. Currently operating on an irregular basis is a Climax loco, built by Lima (sic)* in 1913 (builder's number 1203). Until 1960 it operated the Ongarue bush tramway of Ellis and Burnard along with another Climax and a Heisler. Bought in a dilapidated condition, it has taken six years to restore the loco to the original condition with sheet metal riveted cab. The boiler was practically rebuilt; the bogies needed extensive work, with the bevel gears needing remetalling and machining to reach the original profile. The safety valves are set at 120 lb; air brakes are fitted. The line is through thick bush, passing gold workings, and is built on the old formation, about a mile long. A small wooden station caters for the tourists, beside the town reconstruction, and a few hundred yards away is the workshop shed, which originally came from a coal mine on the West Coast. Now in pieces for overhaul is Sharp Stewart 0-6-0T *Kaitangata* (builder's number 4270 of 1897), which operated in the ownership of the Kaitangata Coal Co. until 1955 and then that of the State Mines Department. One carriage (built new at the site) caters for around 40 people a trip, but another ex-NZGR carriage is on the site, needing extensive overhaul.

Len King 12/80, Ray Ellis

ROSTER No.2 - ELCOM COLLIERIES PTY LTD

This Company, owned by the Electricity Commission of New South Wales, operates five collieries with underground rail systems; Wyee State Coal Mine, Munmorah State Coal Mine, Newvale No.1 Colliery, Newvale No.2 Colliery, and Awaba State Coal Mine.

Diesel Locomotives.

D1	0-4-0DH	E.M. Baldwin	3774-1-12-71	1971	20 ton	Wyee
D2	0-4-0DH	E.M. Baldwin	5285-1-1-74	1974	20 ton	Munmorah
D3	4WDH	Neil Moxom	B2200	1979	20 ton	Newvale No.2.
D4	4WDH	Neil Moxom	95572	1979	20 ton	Newvale No.1.
D5	4WDH	Neil Moxom	8364	1979	20 ton	Munmorah.
D6	4WDH	E.M. Baldwin	8400-1-6-79	1979	20 ton	Wyee
D7	4WDH	E.M. Baldwin		1980	20 ton	Newvale No.1.

Battery Electric Locomotives (all believed to be four wheeled)

B1	Jeffrey		8871		8 ton	Munmorah +
B2	Jeffrey				12 ton	Wyee +
B3	Jeffrey				12 ton	Wyee +
B4	Jeffrey		8851		8 ton	Munmorah +
B5	Jeffrey		8898		8 ton	Munmorah +
B6	English Electric	Model EMZ-B1	3843	1968	20 ton	Newvale No.2.
B7	Jeffrey				12 ton	Wyee +
B8	Jeffrey				8 ton	Awaba ==
B9	Jeffrey				8 ton	Munmorah ++
B10	Jeffrey		8686		10 ton	Awaba @
B11	English Electric	Model EMZ-B1	3821	1967	20 ton	Newvale No.2.
B12	English Electric	Model EMZ-B1	3984	1970	20 ton	Newvale No.2.
B14	Jeffrey				10 ton	Awaba @@
B15	English Electric	Model EMZ-B1	A096	1965	20 ton	Newvale No.1.
B16	English Electric	Model EMZ-B1	A097	1965	20 ton	Newvale No.1.
B17	Jeffrey		8688		10 ton	Awaba @
B18	Atlas			1933	8 ton	Newvale No.1 =
B19	Jeffrey	Model 25HIBA	9141		25 ton	Newvale No.1 *
B20	Jeffrey	Model 25HIBA	9138		25 ton	Munmorah *
B21	Jeffrey	Model 25HIBA	9140		25 ton	Newvale No.2 *
11	Lee Norse		3336/1/9/60			Awaba **

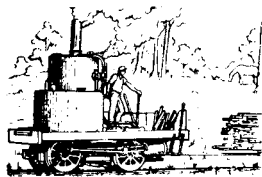
Notes:-	+	Purchased ex R.W.Miller, 1971.
	++	Built from two locos purchased ex R.W.Miller, 1971.
	=	Purchased ex Hebburn Ltd, 1963 (There were two other similar locos purchased at the same time. One was used at Newvale No.1, the other at Newvale No.2. Both since scrapped.)
	==	ex Wyee Colliery; purchased from Australian Iron & Steel P/L.

@ Purchased ex Highveld Colliery, South Africa, 1957.
 @@ Purchased ex ? , 1967.
 * Purchased ex Concrete Constructions, Kaimi Rail Tunnel
 Project, New Zealand, 1978.
 ** Transferred from Lithgow State Colliery, 1964.

Personnel cars (four-wheel diesel hydraulic railcars or four-wheel battery electric railcars)

4wBER	E.M. Baldwin		1964	
4wBER	E.M. Baldwin		1964	
4wDHR	E.M. Baldwin	3734-1-6-71	1971	22 man.
4wDHR	E.M. Baldwin	3734-2-6-71	1971	22 man.
4wDHR	Fox		1969	
4wDHR	Fox		1970	
4wDHR	E.M. Baldwin	2130-5-10-67	1967	16 man (Purchased from Buchanan Colliery, 1974.)

Keith McDonald, 1980.



LIGHT RAILWAY NEWS

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Deadline for next issue will be 22 April 1981.

EDITORIAL

With this edition of *Light Railway News*, members will be receiving a sample "News Report Form", and it is hoped that this will encourage everyone to contribute towards LRN whenever possible. Regular contributors, and those requesting further copies, will be sent a supply of forms to make reporting news more convenient and easy. Many members seem to enjoy receiving LRN, yet leave it to the few to send in the contributions. How about making the effort to enable LRN to record EVERY happening in the world of Light Railways? Thanks to all contributors who have helped in the past. Please continue to give your support.

RESEARCH COLUMN

The following members are researching a number of subjects with the aim of producing material for future editions of *Light Railways*. All would appreciate receiving information or photographs which could help them. Please write to them direct if you feel you can be of any assistance:

John Browning (P.O. Box 111, INDOOROOPIILLY 4068.)

- Malcolm Moore locomotives.
- "Planet" locomotives in Australia.

John L. Buckland (7 Burwah Ave., EAST BRIGHTON 3187.)

- narrow gauge tramways of the State Electricity Commission of Victoria.

Ian Crellin (27 Vickers Crescent, FLYNN 2615.)

- tramway proposals in the Dubbo District.
- North-West tramways of Western Australian ports.(final article)

Ruth Kerr (11 Camira St., ST. LUCIA 4076.)

- tramways of Irvinebank and Stannary Hills.

John Kramer (3 Alkoomie Place, PYMBLE 2073.)

- Coff's Harbour jetty & associated tramways.
- Woolgoola Jetty tramway.
- Byron Bay tramways.

Ken McCarthy (3 Shoobert Crescent, KIERAVILLE 2500.)

- Kiama Tramway.
- gazeteer of private steam locomotives of the Illawarra region.
- Leyland/Krauss locomotive and Bannister Point-Red Head-Thirroul- Home Rule Quarries.

Bob McKillop (10A The Bulwark, CASTLECRAG 2068.)

- Bootless Bay Railway, PNG.
- German Nieu Guinea Kompagnie tramway, PNG.

Michael Pearson (Hut jena High School, P.O.Box 71, BUKA PASSAGE, North Solomons Province, PNG.)

- tramways of Papua New Guinea, esp. North Solomons Province.
- tramways of the Solomon Islands.
- tramways of West Irian.

PHILATELY

CHRISTMAS ISLAND

The Christmas Island Philatelic Bureau released the third of its four part special stamp issue on the phosphate industry on 9 February 1981. These stamps feature the role of railways in the phosphate industry. The 22c stamp depicts the screening and stockpiling of phosphate and the 28c stamp shows the loading of railway wagons. The next stamp depicts a train hauled by Whitcomb diesel locomotives on the 4 ft 9 in gauge railway (see LR.29) and the 60c stamp shows the drying process. The stamps are available from Australian Philatelic Bureau outlets.

FIJI

On 22 December 1980 Fiji issued a new definitive series of stamps depicting local landmarks. The 18c stamp depicts Labasa sugar mill which was built in the early 1890s. The mill tramway yard is clearly depicted in the aerial view. Following recent expansion the mill is now capable of crushing over a million tons of sugar cane in a season.

EAST GERMANY

For the record, East Germany issued stamps featuring narrow gauge railways on 22 November 1980. The 20pf and 25pf stamps depict a locomotive and carriage of the Radebeul-Radeburg 750 mm gauge railway while 20pf and 35pf stamps feature a locomotive and carriage, respectively, of the 900 mm gauge Doberan-Kuehlungsborn railway.

Bob McKillop.

LOCOMOTIVE AND ROLLING STOCK MANUFACTURERS.

E.M. BALDWIN & SONS PTY LTD., Castle Hill, Sydney.

(see LRN 19, p.1)

On 31 January, a Fox four-wheel diesel man riding car was observed at Baldwin's works. Numbered 22P, it appeared to be in poor external condition, but otherwise operable. This vehicle is probably that shown in Keith McDonald's Coal & Allied Industries roster in LRN 19, in which case it would be Fox 354 of 1975, a 3 ft 6 ins gauge diesel-hydraulic from Chain Valley Colliery.

Craig Wilson 2/81, Editor.

EQUIPMENT IN TRANSIT

On 29 January, two narrow gauge bogie open wagons were observed on a South Australian registered semi-trailer heading west on the Great Western Highway between Katoomba and Lithgow, NSW.

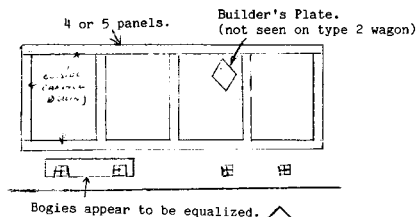
It was not possible to obtain photographs, and the carrier's name was not observed, but enough details have been recorded to enable a good description to be given.

The wagons appeared to be brand new and had steel bodies of 4 or 5 panels with outside channel bracing. Both were bogie vehicles and were painted in a dark green "US Army" shade.

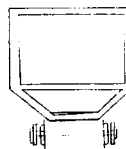
One had flat sides, while the other appeared to have taper sides and could have been a dump truck. Gauge was about 2 ft; length about 15 feet; width about 15 feet (sic); and height of body about 4 feet.

There was no lettering on the trucks, but one had a diamond shaped builder's plate with the word CHESS under a crown.

TYPE 1.
Rectangular Cross Section.

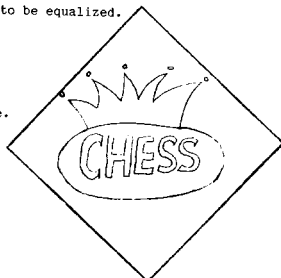


TYPE 2.
Taper Bottom.
Side layout similar to type 1.



End view
This type appears to be a
bit taller and could be a
dump car.

Builders Plate.



Not-to-scale.

G. Morris.

About two years ago, a little blue diesel with connecting rods was seen on this road on a truck heading west.

Can any reader supply further information?

Greg Morris 2/81.

AUSTRALIAN CAPITAL TERRITORY

IAN MORRISON

Ian Morrison, of Dampier, Western Australia, purchased the Hudswell Clarke 0-6-0 1098 of 1915 at the Old Brickworks Museum auction in November. However, unforeseen difficulties have prevented the shipping of the loco west, and it is now up for sale again.

Ian Bowering 2/81.

NEW SOUTH WALES

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD. Albion Park. 610 mm gauge

(see LRN 20, p.2)

On Saturday 14 February 1981, former Melbourne cable tram trailer No. 430 was delivered to Albion Park from Bairnsdale, Vic. This car and No. 300 were purchased c.1932 as camp huts for use at a logging camp near Mt. Taylor.

Although delivered on wheels, these were soon removed and during the early 1940s the two cars were towed to the nearby "Hazel Dell" property of the Lind family as outbuildings, on pole sleds fastened under the bodies.

The two tramcars were situated in a sheltered position in the intervening period and during 1980 became surplus to the needs of the property.

Although many offers were received to retrieve doors and other items from the cars, the Lind family were keen to see the vehicles restored to railbourne condition.

Mr. C. Coop of Melbourne took on the task of finding homes for the tramcars and, after an inspection in August 1980, the ILRMS purchased the two relics for a nominal cost. Although this Society would have liked to retain both cars, it was obvious that unless both could be restored at once, one would deteriorate beyond retrieval. As the ILRMS work force is already fully extended, one of the cars was offered to other N.S.W. kindred associations for restoration, providing that the conditions promised the Lind family could be guaranteed.

The groups contacted would not meet the conditions so No. 300 was given to the Canberra Tradesmen's Union Club in Dickson, A.C.T. The club organiser and a sub-committee of members are tram enthusiasts and have already restored Melbourne "W2" 447 and are at present working on Sydney "P" car 1729. This Canberra Committee shared the delivery costs with the ILRMS and it is their intention to restore car 300 to original condition and to later haul it by horses along a length of track. Although the original Melbourne horse cars were slightly shorter than the cable tram trailers, in later years standard cable trailers were hauled along the Sydney Rd. to Zoo tramway by horses.

On arrival at Albion Park, car 430 was lowered onto a steel underframe mounted on former Ruook Ltd. (Alexandra, Vic.) bogies, and members enjoyed a tour around Albion Park system in a vehicle which had been off the rails for almost 50 years!

The tramcar is in surprisingly good condition. The interior is complete except for seats (although seat backs are in position), while the end aprons will have to be rebuilt and defective window frames, louvre sun shades, and weathered side panels restored. The Society records their thanks to the Lind family and to Mr. C. Coop for their generosity in making these relics available for restoration.

Over the last two months the main efforts at Albion Park have been directed at the restoration of Queensland Rail Motor Trailer 119. By mid February the ceiling had been completely relined with new figured plywood, new wiring and lights installed, defective interior timber replaced and new windows and sliding tracks fitted. All external mouldings have been removed, cleaned and

primed while the initial external undercoat had been applied.

The wheels were removed from one of the 3 ft 6 in gauge railmotor trailer bogies and various 2 ft gauge wheel sets placed in position to ascertain the possibility of regauging the original QR bogies. As it was found that the floor level could not be lowered by this method, new rubbing plates and king pin bearings were fitted to the P119 underframe and the vehicle is now mounted on a pair of Ruook bogies. These bogies have resulted in a major lowering of the vehicle, but 3/4 in thick side plates are now being prepared for a set of new bogies for this vehicle which will use wheel and axle box sets obtained by the ILRMS from Bundaberg mills some years ago. In the meantime this large carriage can safely operate on the 2 ft gauge Alexandra Vic. bogies.

On 14 February the last lettering was completed on ex CSR 0-6-0 *Cairns* (Hudswell Clarke 1706 of 1939). This has been repainted in an attractive maroon scheme which was carried on delivery in 1939, together with yellow shaded lettering, which were revealed when the many layers of paint were cut back during 1980.

By mid February the lengthy task of fitting the new window frames to the saloon of the passenger car 2 (former c.1918 International bus body) was completed and a start made on fitting figured veneer ply panels to the interior.

During the Christmas - New Year period several additional steaming days were held for picnic groups. The regular open day of 11 January resulted in record crowds; a total of 825 tickets were sold for the steam train ride, while electric tram rides brought the total to well over 1,300.

Stair cases have now been fitted to standard gauge locos SOUTH BULLI No.2 (Hudswell Clarke 297 of 1888) and *Wallaby* ex AI&S (R.W. Hawthorn 2988 of 1913) which now give visitors easy access to the cabs. In addition, member Alan Watson has made good progress with repainting the ex Corrimall Coal Co. standard gauge, non air, coal hopper which forms part of the static coal train marshalled behind SOUTH BULLI No.2.

The lease property survey has been lodged with the Shellharbour Council solicitor and it is hoped that the extended lease will soon be finalised at Albion Park. This will enable the completion of the 1 km main line circuit and the development of more efficient operating procedures for the increased number of visitors which are now riding on the museum railway.

Ken McCarthy 2/81

TOD WATSON, Moama. 610 mm gauge.

Among a collection of privately-owned traction engines just across the River Murray from Echuca are two former Queensland cane locomotives.

One, a John Fowler 0-6-0T 7607 of 1896, was obtained from the Childers Kindergarten around 1974. This had started work at CSR's Childers Mill before being absorbed into the stock of the Isis Central Mill in 1932. The second loco is a Decauville 0-4-2T, 246 of 1897. It was purchased new by the old Invicta Mill in the Bundaberg District, and then passed to the Millaquin Sugar Co. in 1918. It latterly worked at Qunaba Mill, and was acquired by Tod Watson in 1969. This locomotive has been mounted on a set of road wheels under the firebox and in front of the forward buffer beam so that it can be towed around to traction engine shows etc.

Brian Peart 2/81, Editor

QUEENSLAND

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY Durundur Railway, Woodford 610 mm gauge

(See LRN 20, p.4)

The Society's two latest acquisitions arrived at Woodford on 8 January. John Fowler 0-6-0DM 18260 of 1929, ex Goondi Mill No. 1, was loaded on 5 January, and Decauville 0-4-2T of 1897 the following day at Giru. Fortunately, the truck carrying them just managed to beat flooding in several places en route.

The Decauville was built in France in 1897, the maker's records describe it as going to the "Exposition of Brisbane". It was the first loco at the Mulgrave Mill at Gordonvale in North Queensland, where it became No.7, for reasons that are lost in antiquity. It also carried a nameplate *Lord Lamington* at one time. Weighing 9 tons in working order, this little engine worked at Mulgrave until 1956, when the mill became the first to dieselise. Like the mill's other steam locos, it was put up for sale, and unlike most of the others, it found a buyer, being purchased by the Haughton Sugar Company to work at its Invicta Mill, Giru. It worked here until 1963, when it was stored and afterwards placed in a playground near the State School, reportedly being steamed into position on portable track!

The Fowler was built as a petrol locomotive, having been ordered by CSR in December, 1928, and costing £2,002. Weighing 10 tons, it was delivered to the Company's Childers Mill, where it was the second large internal combustion loco (the first was 1928 Hudswell Clarke 0-6-0PM). In 1932, on the closure of the Childers, the loco was transferred to Goondi. In 1956, the original petrol motor was replaced with a Gardner 5LW, and in its latter years, it worked as a navy loco, as No.1, working up to the latter part of the 1980 season, when it was replaced by an E.M. Baldwin product. The locomotive was started up

on its arrival at Woodford, and although somewhat dilapidated externally, the only major mechanical work that it obviously required is attention to the starter motor.

On 7 January, a party of Rover scouts attending the 2nd Asian-Pacific moot came to Woodford to work at the Society's site. Jobs undertaken were the cutting of sleepers, laying out of track materials, ballasting of storage lines and a section of main line, and cleaning bogies removed from beneath the tender of the ex-Innisfail Tramway John Fowler 0-6-2 (17110 of 1926), for use beneath ex rail motor trailer PL111. On 8 January, the bogies were removed from beneath the trailer by the same crane which unloaded the locomotives which had arrived the same day.

Durundur Railway Bulletin No.13, Editor.

DINOS FUNPARK, Tanawha 610 mm gauge

This attraction near Nambour, formerly Tanawha World (see LRN 1 p.5) had a small rail line of portable track in a circuit. The main item of rolling stock was a "rail motor" with a Holden petrol engine built in by a Mr Drysdale of Woodridge. There was also a small passenger trailer. The railway does not seem to have been used much, and on a recent visit it was seen to be out of use, with some of the track torn up. An advertisement in the *Weekend Australian* on 28 February advertised the rail motor and other equipment for sale, under the heading "1916 Queensland Motor Rail".

The Weekend Australian 28.2-1.3.81, Editor.

MARIAN MILL CO-OPERATIVE SOCIETY LTD 610 mm gauge

(see LRN 20, p.5)

Construction work on the new tramline west of Mirani is continuing satisfactorily. The new tramline will involve crossing the Pioneer River on the Queensland Railway's high level bridge at Mirani. Track is already being laid near Mirani West, and the mill's rebuilt E.M. Baldwin tunnelling loco, recently out of shops, has been taken across to the area to work on construction duties. This 4wDH loco, one of four built in 1973 under serial number 4529, has been completely rebuilt with running boards, high bonnet and sound proofed cab. The new tramline has maximum grades of 1 in 100 against the load, and will be worked by one of the mill's Clyde Model HG-3R-0-6-0DH locos, fitted with a high speed gear box for the work. The two new 32 tonne E.M. Baldwin B-B DH locos will be used on hauling cane from the Mount Jukes and Hampden areas, where grades are much more difficult.

Len Heaton via David Mewes 2/81

MILLAQUIN SUGAR COMPANY PTY LTD, Millaquin Mill & Qunaba Mill. 610 mm gauge.

(see LRN18 p.5 [Millaquin] and 6 [Qunaba])

Offers were invited for the acquisition of the steam locomotives at these two mills in the national press during February.

The locos are as follows:

Millaquin Mill

4	<i>Jumbo</i>	0-6-2T	Bundaberg Fowler	1	1952.
9		0-4-2T	Perry	9737.45.1	1945.

Qunaba Mill.

1	<i>Delta</i>	0-6-2T	Perry	9767.50.1	1950.
2	<i>Skipper</i>	0-6-2T	Perry	1850.46.1	1946.
3	<i>Flash</i>	0-6-2T	Perry	6160.48.1	1948.
5	<i>Dobbin</i>	0-6-2T	Bundaberg Fowler	6	1952.
6	<i>Nipper</i>	0-4-2T	Bundaberg Fowler	8	1952.
	<i>Invicta</i>	0-6-2T	John Fowler	11277	1907.

Interested parties were asked to indicate proposals for preservation and/or restoration, and the use which is to be made of the locomotives. It was stated that the Company might reserve up to two locomotives for its own purposes, and that no offers might necessarily be accepted.

Offers closed on 13 March.

The Weekend Australian 7-8/2/81.

MORETON CENTRAL SUGAR CO., Moreton Mill, Nambour 610 mm gauge

(see LRN20, p.5)

A visit to the mill in February revealed that considerable earthworks had taken place to expand the capacity and ease of working of the full yard at the mill. However, track laying had not begun. Large amounts of construction materials including sleepers, rail and concrete pipes were observed at Howard Street yard, and to the east of the yard, more earthworks were in progress to relocate the route of the main tramline. The new route involves considerable work in cuttings and embankments and will take the tramline from the high ground on the outskirts of town at the entrance to Howard Street yard down to the flats of Petrie Creek. The new route will eliminate the curves of the old line, with its ascent of "Tennis Court Hill", a favourite spot for enthusiasts in steam days.

It is understood that Com-Eng 0-6-0DM B1112 of 1956, Mourilyan Mill's loco 8, would be returned north early in the year. However, it was observed in the mill yard on 21 February.

Editor 2/81

PROSERPINE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD 610 mm gauge

(see LRN 20, p .6)

Further contracts have been let for pre-stressed concrete bridges on the mill's new Elaroo Tramway as follows:

O'Connell River (Kinneers)	5 x 15m. spans
Horse Creek	5 x 15m. spans
Horse Creek Tributary	2 x 15m. spans
QR Underpass (Noorlah)	1 x 10m. span.

Durundur Railway Bulletin Vol.2 No. 1

TASMANIA

LUNE RIVER RAILWAY CO. LTD 610 mm gauge

(see LRN 18, p.6)

Safety problems, apparent disagreements with the State Government and a fire have led to the closure of the railway, temporarily at least.

In November, a carriage derailed on the line, and inspectors were brought in from the Department of Labour and Industry and ANR to investigate. This led to a report being made to the operators and the National Parks and Wildlife Service, which owns the line, requiring the repair of cracked frames, refurbishing of loose couplings, and the checking of wheel bearings among other things. The proprietors of the operating company claimed that the work required went far beyond the normal maintenance, and should be the responsibility of the government as "deferred maintenance" from earlier days. They were supported by Dan Wilson, a director of the Festiniog Railway Society on holiday in Tasmania, who suggested that the derailment was caused by the excessive wear on wheel tyres representing years of neglect. He also maintained that the point locking and stone ballasting which it is understood the National Parks and Wildlife Service was demanding was certainly capital expenditure.

The minister for National Parks and Wildlife, Mr Lohrey, stated that the operators were responsible for upgrading and maintaining the rolling stock, but that nevertheless, \$13,000 ex gratia payments had been made for improvements. Joe Molyneux and Russell Ludbey, the operators, however, claim to have spent almost \$50,000 since taking over the lease late in 1979, and that the government had spent \$109,800 to buy the land on which the railway had always run, while refusing to help any further with rolling stock repairs.

Further disaster struck on 2 February, when a deliberately-lit bushfire

damaged a section of track. Russell Ludbey had to take a locomotive and carriage to save the toilets, station and shelter sheds at Deep Hole, but about a kilometre of track suffered when the sleepers were burnt, and it took four hours for the train to traverse the damaged section on its return.

State Cabinet will now decide whether to make funds available to enable a resumption of operations on the railway. Unless help is forthcoming to repair the damaged track and improve rolling stock, it seems unlikely that the line will ever reopen.

*Hobart Mercury 17-1-81, 20-1-81, 22-1-81 via Ralph Proctor
Hobart Mercury 3-2-81, 10-2-81 via Jim Shugg.*

VICTORIA

ALEXANDRA & DISTRICT HISTORICAL SOCIETY, Alexandra 1029 mm & 610 mm gauge

(see LRN 11, p.12)

2 ft gauge John Fowler 0-6-0T 11855 of 1909, purchased from the Old Brickworks Museum, Yarralumla, A.C.T. (see LRN 20, p.1) was unloaded at Alexandra on 30 January, having left Canberra the previous day. The loco shed at Alexandra had been doubled in size to hold the steam loco as well as the Kelly & Lewis 0-6-0DM (4271 of 1935) and the 3 ft 4 in gauge Day's 0-6-0PM. It has still proved impossible to free the engine of the Kelly & Lewis, but the Society's other 2 ft gauge loco, a Malcolm Moore 4wPM (1049 of 1943) has been restored and is ready for use. It is hoped to begin track laying in the vicinity of the old Alexandra station soon, so that hopefully, it may be possible to begin operating trains.

The historical museum at Alexandra station is open every day of the week except Monday, and the locomotives may be inspected by visitors at these times. Working bees take place every Saturday morning, and readers would be especially welcome then.

Ian Bowering 2/81

CODELFA-CODGEFAR, Loy Yang 1067 mm gauge

Further details are to hand of the operations at Loy Yang, involved in the construction of a 665-metre tunnel 4.4 metres in diameter which will house a pressure pipeline. This fire service pipeline will connect the fire service reservoir to the open cut for fire prevention purposes. The railway system used on this job was previously used in the construction of the Melbourne Underground (see LRN 9, p.18), and a newspaper photograph shows a Com-Eng four wheel diesel hydraulic loco with muck train at the tunnel mouth.

The loco may well be 26-3, Com-Eng EC4596 of 1965, judging by the details visible. The tunnel was bored by a Robbins shield-boring machine built in America and especially imported from New Zealand for the job at Loy Yang.

The Latrobe Valley Express 15/4/80 via John Peterson.

LOU DE CLIFFORD, Halls Gap 610 mm gauge

(see LRN 11, p.15)

It is believed that the railway around Mr de Clifford's native gardens is now operational, with power provided by one of the two locomotives built by Alwyn Zinn in Ipswich and purchased from the Australian Narrow Gauge Railway Museum Society in 1979. This had been rebuilt with a diesel motor. It is hoped that a member will provide a detailed report of this location, which is open to the public.

Brian Peart 2/81

GRAHAM HARDING 610 mm gauge

Stored at a remote location in the hills to Melbourne's north-east are two sugar mill locomotives from Proserpine Mill, which were obtained in the early 1970s. One is a Perry 0-6-2T, 8403 of 1939, while the other is an unusual 0-4-2ST built by the Leeds firm of T. Green in 1895 (builder's number 219).

Editor

WESTERN AUSTRALIA

WEST AUSTRALIAN HARBOUR & LIGHT DEPARTMENT, Point Samson 1067 mm gauge

The seaward end of the jetty was set alight on 26 November after a barbecue there. About 15 metres was burnt out and another 3 metres cut out as a fire break. The jetty has been closed to shipping since May 1976. In 1978, there were still two motor rail "SIMPLEX" four-wheel diesel mechanical locos here, P.W.23, (14034 of 1957) near the jetty, and P.W.24 (14035 of 1957) adjacent to the receiving shed. At that time, the Roebourne Town Council had the idea of retaining one of these as an exhibit.

*West Australian 28-11-80 via David Whiteford,
L. G. Watson 2/80.*

STOP PRESS....

NEW SALES ITEMS too new to make the current sales list.

TRAM TO WARBURTON by Jillienne & Arthur Winzenried. Price: \$2.65.

This is a *LIGHT RAILWAYS* style production dealing with tramways in the Warburton District of Victoria. 24 pages; 20 photos, double page map and tramway index. (The map is available separately in a larger size, see Sales Dept order forms.)

MAP.. The Tramways of the Deletite Valley, Vic. Price: \$1.10.

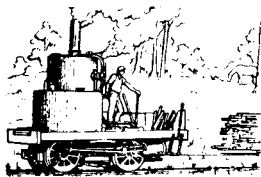
As published in LR 71, but in a larger (A3) format. Size: 297 mm x 420mm.

MAP ..Sawmills and Tramways of the Wombat forest, Vic. Price: \$1.10.

As published with *TIMBER AND GOLD*. Now you can have a spare map for on-site investigations or replacing your torn and faded original.

All prices include postage.

Order from LRRSA Sales, PO Box 382, Mt Waverley, 3149.



LIGHT RAILWAY NEWS

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Deadline for next issue is:- 20 June 1981.

NOTICE....

Meetings Notices and other important notes appear on back page of this issue.

RESEARCH COLUMN

NEUGUINEA KOMPANY TRAMWAYS, Astrolabe Bay, New Guinea

Bob McKillop of 10A The Bulwark, CASTLECRAIG, 2068 is researching the tramways of the Neuguinea Kompany in the Astrolabe Bay area of Papua New Guinea, and seeks the assistance of members for any information on the locomotive and rolling stock used there. It is speculated that the locomotive was a 2 ft. gauge Krauss product, probably built for the line in 1891. There have been reports that one of the 2 ft. locomotives on Nauru was a Krauss so it is likely that the loco went there after 1903. Nauru was administered from Rabaul as part of New Guinea from 1899.

TRACTION ENGINE LOCOMOTIVES

E. J. Tulloch of 11 MacKenzie Street, Homebush 2140, is conducting enquiries for British enthusiasts interested in traction engines for railway use, for publication in a forthcoming book. To date the following locomotives have been traced:

* Allchin ?/c. 1911	Steam wagon converted to 4-2-0 rail loco in 1918 for use in McDanniels sawmill at Yarraman, Qld. By 1927, owned by the Beaudesert Shire Council and employed on the Beaudesert Tramway. Sold for scrap in 1944. (See The Beaudesert Shire Tramway; LRRSA, 1980; for further details.)
Steam Wagon.	Converted to 4-2-0 loco and employed by Brown & Broad, sawmillers at Moore, Qld. By 1928, the loco was out of use but intact.
Buffalo Pitts.	Traction engine converted for use on a logging railway owned by Britton Bros., Adams Hill, Redpa, Tas.
Foden.	Steam wagon converted for use as a rail loco and used by the County Council of Sydney at their Bunnerong Power House, Botany Bay, N.S.W.
Marshall Portable.	Converted by John Dalziel, Vic., for Anderson Bros. who had a sawmill at Barkstead. The sawmill closed down about 1890 and the loco was abandoned, eventually being cut up for scrap in 1954.
Marshall.	Traction engine converted to rail loco and used on a logging railway owned by Britton Brothers., Adams Hill, Redpa, Tas.
Ransomes Sims & Jefferies	8 nhp single cylinder traction engine 18077 of 1905. Converted for rail use in 1921 by Adelaide Timber Co., W.A. Said to be preserved somewhere in Australia.
Ransomes Sims & Jefferies.	Overttype steam wagon built 1922-5. Converted to 0-4-0+0-4-0 rail loco by Russell Allport of Hobart to work on the 3 ft 6 in gauge Salmon River Tramway in North-Western Tasmania. Works number may be 34008.
Robey 2069/1871	Vertical boilered Thompson type road steamer converted to run on 3 ft 6 in gauge track at Jarrahdale, Jarrah, Forests & Railway Co., who operated a sawmill in Western Australia.
Sentinel Steam wagon	Converted to rail loco by John Kennedy for use on Chesterman tramway which ran from Snug Tiers near Hobart. Tramway closed about 1938 and loco abandoned on site; still there in 1973.
Single Cylinder traction engine built c.1880,	Possibly an Aveling Porter or Fowler. Converted for rail use about 1911 and used by Buckingham Bros., on their Collie Timber Tramway in Western Australia. Rumoured to have been preserved somewhere in Australia.
Steam Wagon.	Unknown make, converted for railway use in Tasmania. Named Harlot. No other details available.
Aveling & Porter "tram" loco	Probably 211 of 1866. Said to have been at a sugar plantation owned by George Raff, Caboolture, Qld.
Aveling & Porter "tram" loco	At R.Honey & Co., Lion Mill, near Chiplow's Wells, Perth, W.A. Here in 1895. Possibly 211 of 1866.

It is believed that LRRSA members have already contributed to the above list, and it is pleasing to see the progress to date. However, any further information about the above, or about any other conversions would be greatly appreciated. Full credit for information received will be given.

PHILATELY

Australia Post's latest series of pre-stamped postcards features a card showing sugar industry scenes. One of these scenes shows one of the C.S.R. Ltd. Hambledon Mill's Clyde HG3R 0-6-0DH locos with low profile roof for working under the QGR bridge at Redlynch.

Editor.

CORRECTIONS & ADDITIONS

LRN 20, p.8.

Omitted from the Elcom Collieries roster were the trolley wire locomotives at Awaba State Coal Mine:

T1	4wWE	Jeffrey	9002	20 ton	Purchased 1955.
T2	4wWE	Jeffrey	9003	20 ton	Purchased 1954.
T3	4wWE	Jeffrey	9037	20 ton	Purchased 1957.

In addition, the names of the collieries were omitted from the roster of man riding cars:

4wBER	E.M. Baldwin		1964		Newvale No.1
4wBER	E.M. Baldwin		1964		Newvale No.1.
4wBER	E.M. Baldwin	3734-1-6-71	1971	22 man	Newvale No.2
4wBER	E.M. Baldwin	3734-2-6-71	1971	22 man	Newvale No.2
4wBER	Fox		1969		Newvale No.2.
4wBER	Fox		1970		Newvale No.2.
4wBER	E.M. Baldwin	2130-5-10-67	1967	16 man	Newvale No.1*

* Purchased from Buchanan Colliery, 1974.

LRN 21, p.3. **Equipment in Transit.**

The width of the wagons was about 5 feet, not 15!!

LRN 21, p.5. **Tod Watson.**

The John Fowler locomotive originated at Childers Mill.

Thanks to Peter Neve & Tony Weston.

MEMBERS ADVERTISEMENT.

For Sale: Radiator and fuel tank from Motor Rail "Simplex" 4wDM loco builder's number 8539 of 1940 (ex Moreton Mill's SIMPLEX). Contact Brian Peart, Eureka Tramway, CLUNES 3370, Victoria.

LOCOMOTIVE & EQUIPMENT MANUFACTURERS.

E.M.Baldwin & Sons Pty. Ltd., Castle Hill, Sydney.

(see LRN 21, p.2)

The four wheel diesel-hydraulic loco seen under construction in December

1980 (see LRN 9, p.8) for Peko Wallsend, is believed to have been for Ellalong Colliery, operated by the Newcastle Wallsend Coal Pty Ltd, a subsidiary of Peko Wallsend.

Since mid-1980, the following orders have been noted:

Elcom Collieries Pty Ltd; One 25 ton 4wDH 1067 mm gauge.

Kandos Collieries Pty Ltd; Two 25 ton 6wDH 1067 mm gauge.

Marian Mill Co-operative Society Ltd; Two 32 ton B-B DH, 610 mm gauge.

Fiji Sugar Corporation; Two 18 ton 0-6-0DH, 610 mm gauge.

In addition, it is believed that a bogie diesel hydraulic is on order for the North Eton Co-operative Sugar Milling Association, and that there may also be other canefields diesels on order for the 1981 season.

A.R.H.S. Bulletin Supplement, D.J.Mewes.

NEW SOUTH WALES

GOULBURN STEAM MUSEUM 610 mm gauge

(See LRN 17, p.2)

The Museum's sole steam locomotive, Krauss 0-6-0 *Stella* (3423 of 1896), was returned to service on 1 June 1980, following an extensive overhaul.

The museum was recently offered a chance to purchase one of the locomotives which formerly ran there, Hudswell Clarke 0-6-0 1098 of 1915. This had been moved to the Old Brickworks Museum, Yarralumla, by its owner, the former curator at Goulburn, Mr Bruce McDonald, in 1975, when he took up an appointment there. At the 8 November auction, it had been purchased by a West Australian buyer, Ian Morrison (see LRN 21, p.4), who subsequently decided not to proceed with his plans, and so offered it for resale. The Goulburn Steam Museum launched an appeal to raise the purchase price of \$6000, but apparently unsuccessfully, as it is reported it has now gone to the Alexandra & District Historical Society (see this issue).

Two bogie passenger carriages are currently being constructed for the Goulburn Steam Museum by a local engineering firm, Barry Bright Engineering. The new cars are being built with end platforms and will be lined with plywood with steel sheathing providing the outer shell. The new stock will replace a worn out ex-Melbourne cable trailer which has been in use in the museum since 1972 and an ex-Sydney electric car which is to be returned to its Sydney owner. The narrow gauge bogies from these cars will be used under the new vehicles.

Leon Oberg & Peter Neve 2/81, Ken McCarthy 4/81.

HUNTER VALLEY STEAM RAILWAY & MUSEUM 1435 mm gauge.

(see LRN 18)

In recent months, large amounts of equipment have been moved to the Society's site at Dorrigo, much of it machinery for the workshop, and unglamorous items such as spare parts. Nevertheless, this represents a great commitment of time, effort and expense.

The major item of news on the industrial locomotive front is that the wheels of *Badger*, the 0-6-0ST built in 1943 by Australian Iron & Steel for its Port Kembla works, have been removed for retyring to enable the locomotive to be moved by rail at a later date. On 14 January, they were delivered to Commonwealth Steel Co. for the work to be carried out.

HVSR&M 1/81.

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD, Albion Park. 610 mm gauge

(see LRN 21, p.4)

During late March the Shellharbour Council approved the new lease which will more than double the area available to the museum. The leased property will now amount to 4.6 ha and will enable the main line circle to be completed providing an operating track of almost 1 km. Formalities still have to be completed but the route of the new track has been pegged and one of the local quarry firms has offered to supply the ballast and prepare the road bed at no cost to the museum.

In addition to the regular second Sunday of each month steaming day, extra open days were held on 29 March for Heritage Week and on Easter Saturday. Regular open days continue to produce riding figures of between 400 and 700 passengers on the steam railway with a similar patronage on the electric tramway. The special running days have also produced figures which have made the additional efforts worthwhile.

The museum's tender for material being disbursed by the Public Works Department was successful and in late April took delivery of two Briggs and Stratton 3 hp motors, 2 large platform scales, and 1 smaller counter parcels scales. In addition a small Gardiner twin horizontal steam pump was obtained in this lot.

Work is progressing on the construction of a large four wheel tank car. Its main role will be for fire emergencies along the museum's main line. In addition to the large tank, the vehicle will carry a power pump which will greatly increase the vehicle's bush fire fighting capabilities.

Further historical details concerning former Melbourne cable tram trailer

No.430, which arrived at Albion Park in February, have been unearthed. It would appear that the car was built in the Melbourne Tramway & Omnibus Coys workshops for the opening of the South Melbourne tramway in 1890. The car spent its last years of operation along Elizabeth St. Melbourne on the West Melbourne route and was withdrawn from traffic in 1935. The interior panels are at present being removed and 90 years of varnish is being stripped from the parts. The letters "430 SMO" were found chalked behind one panel which possibly means "Car 430 South Melbourne Order" which strengthens the above car history.

One new end platform roof canopy for passenger car No.2. (former c.1918 International Bus Body) was completed during early April and the construction of the second will soon be undertaken.

Queensland Rail Motor Trailer P 119 has advanced to the stage where it is almost ready to receive new seats. The museum has been fortunate in having enough tubular framed upholstered bus seats donated to enable this project to advance towards completion. The doors are being progressively repaired where frames have deteriorated while the door window winding mechanisms are being restored to working order.

The former Victoria Mill cane inspector's car is gradually being reassembled. (This was obtained with the four wheel "box car" meat wagon in February 1973.) In recent years this interesting vehicle has been completely dismantled, the very elderly petrol engine reconditioned and the bent main frame members straightened. In addition, bearings have been renewed and the main springs reset. At present the frame is being reassembled and the dual gear change rigging overhauled, rebushed and assembled. No builder's identification marks have been discovered on this item, but it is felt that it was constructed by the Drewry car company around the time of World War I.

Ken McCarthy 4/81.

LACHLAN VINTAGE VILLAGE, Forbes. 610 mm & 1435 mm gauge.

(see LRN 15, p.10)

The tender of Mr Terry Coyle was accepted for the lease of the Lachlan Vintage Village, the lease being for a period of 15 years, with the option for another 15 years. The lease was taken up in February 1980.

The Britannia Steam Railway has seen little use over the past few months because of the fire risk and boiler inspections. It is hoped that *Alice*, John Fowler 0-4-2T builder's number 16339 of 1925, painted green, will be in service during the Easter period. Bundaberg Fowler 0-6-2T *Ralf*, builder's number 4 of 1952, is out of service, while repairs are made to the boiler following dropping of the fusible plugs when the loco ran out of water (the

fire was not dropped, and the loco run back to the depot). Several thousand dollars worth of damage resulted. This loco is painted blue.

The third 2 ft gauge loco on site, derelict John Fowler 0-4-2T 16341 of 1925, will not be restored to service but may have a diesel motor fitted to drive it. Alternatively, a second-hand diesel loco could be obtained from a sugar mill. This would give flexibility of operation on the days of poorer attendance at the village or for the unexpected bus load that sometimes arrives. It would also ensure that the railway could be operated all year round.

An interesting bogie ballast wagon was seen here. It appears to have been built some time ago, and possibly not a conversion from another gauge. There is a bottom side discharge hopper under the wagon and the bogie at one end has a plough on it, while the other has rail wipers fitted to clear the head of the rail of ballast. The body is of timber construction mounted on steel solebars, on one side of which is attached an oval builder's plate, on which the names have rusted away, although the word "LEEDS" can be made out. Perhaps some reader can shed light on the origins of this vehicle.

The cable tram car that was here for mounting on 2 ft gauge bogies has been removed to an unknown location.

Standard gauge stock consisting of Garratt 6042, 4-6-4T 3112 and six coaches is to be removed from its present position on a long section of track, which will be relaid to 610 mm gauge to complete the circuit of the Britannia Steam Railway.

It is hoped that the new lessees can make a success of this venture and improve on the present run-down condition of some of the exhibits. A new shop is planned to house some old printing items including a treadle platen press to produce posters, etc. for sale.

Paul Simpson 3/81.

LUMLEY PARK MUSEUM OF PIONEER RELICS, Alstonville. 610 mm gauge

Here a collection of transport exhibits is displayed under the aegis of the Richmond River Historical Society and the Tintenbar Shire Council. A short length of light track is set in concrete in the open and upon this sits a small collection of sugar tramway rolling stock, painted grey. This consists of a steel cane truck, a wooden cane truck, and two line bogies mounted on unusually small wheels, upon which sit five lengths of portable track. This equipment fairly clearly originates from the CSR Company either from the Harwood Mill on the Clarence River, which had a short loco-worked tramline until 1974, or from Broadwater Mill on the Richmond River, which had no locos but apparently some lines connecting the canefields to the river wharves, again in 1974. The display at Alstonville is a reminder of the five-mile Rous Mill

tramline which ran to Alstonville from 1891 to 1901.

Editor 4/81.

MEGALONG VALLEY RAILWAY, Blackheath. 610 mm gauge.

(see LRN 14, p.13)

A visit here on 23 March revealed that the Malcolm Moore 4wPM formerly number 260/3 of the State Electricity Commission of Victoria, Yallourn, believed to be builder's number 1050 of 1943, has been moved here. Owned by Mr Bob Hague of Gympie, NSW, this unit had been used at the Illawarra Light Railway Museum Society's Albion Park site from 1974. It is being used at Blackheath for construction duties, and is housed in the shed with the two steam locos. Ex-North Eton Mill 7 (Perry 0-6-2T 6634-51-1 of 1951) is out of service awaiting the fitting of several new tubes. Ex-North Eton Mill 6 (Perry 0-6-2T 2382 of 1941) is steamed occasionally, the previous time having been on 22 March. A quantity of 60 lb rail has been delivered, with several tons coming from Victoria in 1980.

Paul Simpson 4/81.

N.S.W. STEAM TRAM PRESERVATION SOCIETY, Parramatta Park. 1435 mm gauge.

(see LRN 6, p.5).

On 17 March 1981 the Society's "KA" type end loading light railway car entered Chullora Railway Workshops for complete restoration by the railway apprentices. Four of these carriages were built by Hudson Bros of Clyde N.S.W. for the N.S.W.G.R. Nos. 84 and 85 in 1885 for the Campbelltown to Camden tramway and 140 and 141 during 1891 for the Yass Town tramway. Being lighter than the contemporary end loading cars and set out for ground level loading, these vehicles were officially known as "tram cars". In the unified renumbering scheme of 1892 these cars became, respectively, 443, 597, 778 and 777.

The number of the Parramatta car remained a mystery until the number "778" was discovered on a mortice lock by the apprentices.

Car 778 remained in passenger service until c.1920 when it was transferred to service stock. The vehicle was noted at Cootamundra as an office by 1929 (possibly still on bogies). By 1939 No. 778 had been removed from its bogies for use as an Ambulance room. The Steam Tram Society obtained the body ex Cootamundra and was received at Parramatta Park on 9 March 1972.

Ken McCarthy 4/81.

NEW SOUTH WALES SUGAR MILLING CO-OPERATIVE LTD, Harwood Mill. 610 mm gauge.

A few remnants of the mill's short tramway system, abandoned in 1974, can still be seen. Tram tracks still run across the weighbridge on the banks of the Clarence River, and five weighbridge test wagons are retained on the adjoining length of track. These are painted yellow, and three of them carry the weight in steel boxes, while the other two are mill roller trucks complete with obsolete rollers used as weights. Nearby, another short length of track is to be found to the rear of the mill, and on this were found five trucks for carrying mill rollers. Four, with rollers, were painted in red oxide, while the fifth, without a roller, was yellow. One yellow painted tool wagon was found in a shed near the old tramway formation and in the scrap area was found a solitary cut down cane truck with oil drums heaped upon it.

Editor 4/81.

P.G. PAK-POY AND ASSOCIATES, Condong. 610 mm gauge ?.

A tourist project based on the sugar industry has been approved in principle by the Tweed Shire Council following an approach by the above entrepreneurs. One feature of the project which is envisaged will be a "cane train", and there will also be a large colonial style plantation homestead selling souvenirs, a restaurant and food outlets.

Queensland Country Life Canelander, 16.4.81.

SYDNEY LIGHT RAILWAY SOCIETY 610 mm gauge.

(see LRN 7, p.5)

On 14 March the Hudswell Clarke 0-4-0WT 1423 of 1922, built for agents Robert Hudson, was removed from the Colo Vale property, where it had been previously operated, into private storage in Sydney. It is still intended to put it into eventual use at Campbelltown Steam Park, Menangle.

Paul Simpson 4/81.

UNION COAL MINING CO. PTY LTD, Nymboida 610 mm gauge.

(see LRN 13, p.17)

Following the closure of the mine in 1979, the mine site has largely been bulldozed and access to the mine tunnels blocked off. A sawmill is being erected on the site, and soon little will remain from coal mining days. The locomotives and coal skips have been disposed of with the exception of a few derelict skip bodies lying around. It is believed that the two working locomotives, Ruston & Hornsby 4wDM's 331246 of 1952 and 385901 of 1956, may have been preserved, while it is assumed that Ruston & Hornsby 331266

of 1952, of which only the cannibalised remains were left, has been disposed of for scrap.

Editor 4/81.

F.J. WALKER LTD., Byron Bay 1435 mm gauge.

(See LRN 12, p.6)

A visit to the meatworks on 22 April found the locomotive with engine running as part of its regular maintenance procedures. A new shed has been built for it as the old one was blown down by high winds last year. The four-wheel "Simplex" Motor Rail locomotive 2129, ex works in January 1923, is now painted brown and silver. A diesel engine from a David Brown tractor was fitted during 1980 after failure of the original 4-cylinder Dorman petrol engine. However, this engine has not proved very satisfactory, and the locomotive driver and mechanic intends to set the Dorman engine up in working order in the shed so that a replacement unit is available in case of any future breakdowns. In the shed were quite a number of spare parts for the locomotive, some of these having originated from a CSR Company sugar mill in Queensland around 1960. The locomotive is still used as required when meat traffic goes by rail, and is lovingly maintained.

Editor 4/81.

QUEENSLAND

THE AUSTRALIAN SOCIETY OF SUGAR CANE TECHNOLOGISTS

At the annual conference, to be held at Bundaberg early in May, the following papers relevant to sugar cane tramways were to be read:

- * Locomotive gearbox design for cane railways.
- * Computer aided design of railway track.
- * The Clare-Dalbeg tramway project.
- * Standards for cane tramway designs.

Queensland Country Life Canelander, 9/4/81.

AUSTRALIAN SUGAR PRODUCERS ASSOCIATION.

200 km., and possibly 400 km. of the Central Australian Railway will become part of Queensland's sugar cane tramway systems. A tender to purchase the section from Oodnadatta to the Northern Territory border has been successful, and another tender has been made for the section from the border to Alice Springs. The 10500 tonnes of rail will be lifted and hauled to Alice Springs for road transport to Queensland.

Courier-Mail 21/4/81.

BP SUGAR INN, Bruce Highway, Childers. 610 mm gauge.

(see LRN 4, p.9)

An open air canefields display has been set up adjacent to the B.P. Garage at the southern end of the Childers township, about 10 km from Isis Mill. Apart from various horse-drawn one and two axle wagons, the principle item on display is one of the former North-East Dundas Tramway steam locomotives last used at Isis Mill some twenty years ago, and for many years hidden under lantana bush near the mill. The locomotive, No.10 on the Isis roster, was built in 1897 by Sharp Stewart & Co., B/n.4432, as an 0-4-2 tank engine for the North East Dundas Tramway of Tasmania and was acquired by Isis Mill in the period 1929/1936 together with a sister locomotive (B/n. 4619 of 1900). Both were rebuilt as tender type locomotives as late as 1955, and No.10 worked until withdrawn during the 1962 cane season. The other, No.9 on the mill roster, was withdrawn the previous year. No.10 was initially stored under cover, but was later "put out to pasture" and gradually became covered with lantana. The two locomotives were advertised for sale in the *Sydney Morning Herald* of 30/10/1967 for the sum of \$2500, but there were no takers at the time. No.9 was subsequently acquired by a Sydney enthusiast and recently No.10 was placed on display at Childers township. Despite its years of neglect, No.10 is in surprisingly good condition. Boiler sheeting and lagging have been removed, as has all surface rust. The boiler, smokebox and lower part of the cab have been painted green, whilst the underframe, running board, cab floor and dome cover are red. Top portion of the cab is yellow. Connecting rods and pistons are missing, as is the tender. A plaque attached to one side of the cab states "Built in Scotland in 1900 for the Tasmanian Government. Purchased by Isis Mill in 1932 to haul cane until 1960." Two known dates incorrect, and possibly a third!

Peter Neve 3/81.

DINOS FUNPARK, Tanawha 305 mm gauge.

(see LRN 21, p.6)

A visit in March revealed that the 2 ft gauge railway here had been removed. In its place, construction was proceeding rapidly, on a new 12 in gauge line over the original formation, including a lengthy timber bridge. Just arrived was a 2-4-0 steam locomotive, complete with cowcatcher, and carrying the road number 1, together with several open passenger coaches.

Peter Neve 3/81.

MILLAQUIN SUGAR COMPANY PTY LTD, Millaquin Mill & Qunaba Mill 610 mm gauge.

(see LRN 21, p.7)

Details of the disposal of the steam locomotives from these mills were published in the *Bundaberg News-Mail* on 20 April, they are as follows:

Millaquin Mill

4	<i>Jumbo</i>	0-6-2T	Bundaberg	1	1952	Retained by	
9		0-4-2T	Fowler Perry	9737/45/1	1945	Company Essendon & Oil Preservation Society, Vic.	Steam Engine

Qunaba Mill

1	<i>Delta</i>	0-6-2T	Perry	9767/50/1	1950	Puffing Preservation Society, Vic.	Billy
2	<i>Skipper</i>	0-6-2T	Perry	1850/46/1	1946	Mile End Museum, S.A.	
3	<i>Flash</i>	0-6-2T	Perry	6160/48/1	1948	Qld. Museum, Bris.	
5	<i>Dobbin</i>	0-6-2T	Bundaberg	6	1952	Mossman Central Mill	
6	<i>Nipper</i>	0-4-2T	Fowler Bundaberg Fowler	8	1952	Bundaberg & Dist. Tourist Tramway & Preservation Soc.	
	<i>Invicta</i>	0-6-2T	Fowler	11277	1907	Apprentices' Steam Club, HMAS Nirbina, NSW.	

It was stated that 42 applications had been received to preserve the locomotives.

Bundaberg News-Mail 20/4/81 via Bob Gough

MORETON CENTRAL SUGAR CO., Nambour 610 mm gauge.

(see LRN 21 p.7)

John Fowler 0-6-0T locomotive *Eudlo* (builder's number 16207 of 1925) was noted on display in the park adjacent to the mill yard. The locomotive was stored in the mill yard since its withdrawal in about 1966, originally on "stand-by", and then later for stationary boiler purposes. It has now been repainted and is displayed alongside a four wheel petrol Malcolm Moore locomotive named *Sandy*. Examination of the loco's builder's plate shows it to carry the builder's number 1058, previously recorded as being carried by a Malcolm Moore of similar design but with a diesel engine replacing the original petrol unit, named *Jimpy* (It is believed that *Jimpy* - now Malcolm Moore 1051 and named *Jumpy* (!) - and *Sandy* swapped identities during the 1960s - Ed.) The small four wheel tender, previously attached to the 0-6-0T Krauss loco *Moreton* (builder's number 4679 of 1900), and latterly stored next to *Eudlo*

at the Mill, was nowhere to be seen. (It has in fact been united with *Moreton* once again - see LRN 6, p.7 - on display at the Brisbane Showgrounds - Ed.)

Late in April a visit to the mill showed most of the diesels undergoing slack season maintenance. It was learnt that the two small E.M. Baldwin 0-4-0DH locos 6-1064-1-11-64 of 1964 and *Valdora* 6-1258-5-6-65 of 1965, which were operated in multiple during 1980, are to have their Ford industrial diesels removed and replaced by Detroit Diesels. It is expected that the Ford diesels will then be fitted to the two Malcolm Moore 4wDM locos *Jumpy* and *Joe*.

It has been decided not to return Mourilyan Mill's loco 8, Com-Eng 0-6-ODM B1112 of 1956. This loco was "loaned" to Moreton during 1980, but it is now expected to be taken into the Moreton roster, and given a name. .

The new mill yard layout on the arrival side will incorporate four roads for full bins equipped with hydraulic pushers and two escape roads. Some of the rail being used here is 58 lb ex Western Australia. All trace of the former Mapleton line on the west side of the mill yard has been obliterated by dumping fill over the old trackbed.

The cut-off line from Howard Street-yard to the river flats was in use by the end of April.

Peter Neve 3/81, Trevor Bentley 4/81.

LIONS PARK, Nambour 610 mm gauge.

Valdora, the ex-Moreton Mill 0-4-0WT, built by Dick Kerr in Scotland, is still to be found under a tree in a park to the south of Nambour. Its condition had deteriorated markedly over the years, but recently pressure applied by enthusiasts persuaded the Maroochy Shire Council to make representations to the Lions Club to bring it into a more acceptable condition. Accordingly, the locomotive has been repainted in green and black, and looks in a reasonable state. However, the boiler barrel is rusted through and many parts have been removed.

Peter Neve 3/81, Editor.

MAROOCHY SHIRE CHILD CARE CENTRE, Nambour 610 mm gauge.

Preserved in a fenced enclosure opposite the mill is the ex-Moreton Mill's Shay locomotive, a small two-truck machine built by Lima Locomotive Company in the USA. Named *Shay*, the locomotive is basically Lima 2091 of 1908, formerly *Dulong*, which was rebuilt, incorporating parts of Lima 2800 of 1914, named *Mapleton*, after 1944. The locomotive is well cared for.

Peter Neve 3/81, Editor.

ALF MULLER PARK, Bli Bli 610 mm gauge.

Bli Bli, an ex-Moreton Mill John Fowler 0-4-2T, builder's number 14418 of 1915 was placed here in 1968 and has deteriorated badly, now being without its funnel. *Bli Bli* had been acquired from Babinda Mill for the 1960 season, and worked for only a few years before being replaced by dieselisation.

Peter Neve 3/81.

SUNCOAST PIONEER MUSEUM, Mudjimba Beach. 610 mm gauge.

(see LRN 15, p.13)

Located here are the remains of *Petrie*, another ex-Moreton Mill John Fowler 0-4-2T, builder's number 19930 of 1933. This locomotive was acquired by Moreton from Babinda in about 1959-60. *Petrie* is in what could best be described as extremely poor condition, with side tanks rusted through, tops of the tanks collapsed and cab floor rusted through. No preventative maintenance has been carried out on this locomotive, which one suspects will need to be scrapped in the near future as it would be now beyond economic restoration. Two four-wheel cane trucks are on display with the locomotive.

Peter Neve 3/81.

SUNSHINE PLANTATION, Forest Glen 610 mm gauge.

(see LRN 8, p.12)

Since 1974, this has been the home of ex-Moreton Mill *Coolum*, a John Fowler 0-6-0T, builder's number 16036 of 1924. Although on open display, this locomotive is still in reasonably good condition, being protected from vandalism.

Peter Neve 3/81.

PROSERPINE CO-OPERATIVE SUGAR MILLING ASSOCIATION 610 mm gauge

(see LRN 21, p.8)

Planning for the new Elaroo tramline network to serve canegrowers in the southern part of the Proserpine mill area was completed in January. By March, contracts had already been called for the construction of seven bridges and a QGR underpass at Noorlah, 5 km north of Bloomsbury, while tenders were being called for earthworks and formation construction. It was expected that tenders would be called for tramline construction around the middle of the year. Pearson Bridge Pty Ltd had recently begun construction of a 150 m long 7-span, 16 m high bridge over the Andromache River. This was engineered to be 2 m higher than the once-in-100 years flood level.

The tramline network will be 28.8 km long including 10 sidings. It will extend

from the present O'Connell River terminus, 24 km south of the mill, and go to Elaroo, 52 km south of the mill, passing the township of Bloomsbury. On 1980 cost estimates the line will involve the expenditure of \$5m.

Track laying is expected to start in September across flat to undulating country which would involve some large cuttings to be made. The maximum grade against the load will be 5%, allowing trains of up to 130 bins to be handled by one locomotive. About 2200 tonnes of rail will be welded into 100 m lengths. 55000 locally cut sleepers will be used, as well as 23000 cu. m of stone ballast.

An order has been placed with Plasser (Australia) Pty Ltd for a KMX ballast tamping machine.

Queensland Country Life Canelander 26/3/81, ARHS Bulletin Supplement.

QUEENSLAND PIONEER STEAM RAILWAY CO-OPERATIVE LTD. 1067 mm gauge

(see LRN 20, p.6)

The Society has recently finished its 1980/1 season and will resume operations on the Queensland Electricity Generating Board's Swanbank line near Ipswich for the 1981/2 season in September, on the first weekend of each month until June 1982, from 10 am to 5 pm.

Work on the Perry 0-4-2T *Kilrie* (builder's number 265 of 1927) has involved the removal of cab roof, boiler lagging, side tanks, boiler fittings and valve gear, and the preparation of the locomotive for the removal of the boiler from the frames to allow external cleaning and painting and to allow internal inspection by the machinery department.

In April 1979, the QEGB donated to the Society a four wheel work trolley which was built in 1928. This was originally one of several ash disposal hoppers used at New Farm Powerhouse. When replaced by a conveyor system, the hopper was taken to Tennyson Powerhouse and converted to a flat top for use in spraying weedkiller on the powerhouse sidings. The trolley has been taken to Swanbank for use by the Society as a work vehicle.

Negotiations have reached a pleasing stage with the QGR regarding the Society's use of Bogside siding at Box Flat as part of the Society's proposed depot. Westfalen Colliery Pty Ltd have generously offered the Society the use of land adjacent to Bogside siding to erect a loco shed and associated facilities.

T. Olsson 4/81.

TOWNSVILLE HARBOUR BOARD 1067 mm gauge.

A second locomotive has been ordered to shunt the harbour facilities at

Townsville. This is a Type GL22C Co-Co DE to be built by Clyde Engineering, and will be similar to the QGR 2470 class. It will work alongside Com-Eng 0-6-0DH builder's number F1029 of 1958; the sole item of motive power up to now.

"A.R.H.S. Bulletin Supplement", Editor.

SOUTH AUSTRALIA

MILE END RAILWAY MUSEUM (S.A.) INC. 610 mm gauge.

(see LRN 19, p.6)

The second Ruston & Hornsby locomotive has been given a facelift to improve its appearance. This 0-4-0DM, builder's number 393981, built in April 1956 for Waratah Gypsum Ltd, Stenhouse Bay, had suffered little corrosion, and so little work was required before it could be painted in mid-green to match its vintage comrade 187078 of 1938.

As recorded elsewhere in this issue, the Museum has been fortunate enough to acquire Perry 0-6-2T *Skipper*, builder's number 1850/46/1 of 1946, from Qunaba Mill in Queensland. This is particularly appropriate, as the locomotive was built at Mile End thirty-five years ago, and will be returning to the place of its manufacture.

Catch Point 24, Editor.

PARAMOUNT MACHINERY CO. PTY LTD, Cavan Road, Cavan. 1067 mm gauge

Advertised in the *Queensland Country Life Canelander* during March was a "Caterpillar Cane Hauler complete with final drive \$5500 ONO". Further enquiry led to the discovery that this unit had begun life in 1926 as a geared steam locomotive built by the Sentinel Wagon Works in England for the South Australian Gas Company. In 1948 it was converted to a diesel, and was out of use after 1968, in store. The photograph published as part of the advertisement showed this four wheeled loco to have lost none of its distinctive Sentinel characteristics in the frame and undergear, although the original superstructure has been completely replaced. The vendor stated that the loco had been used by the Gas Company to haul coal and coke at Brompton and Osmond.

*Queensland Country Life Canelander 5/3/81;
R. Prigent (Paramount Machinery Co.) 3/81.*

SIMSMETAL PTY. LTD., Wingfield Road, Wingfield. 1435 mm gauge

At this scrap dealer's yard has been located an interesting John Fowler

0-4-ODM, 22905 of 1943. This machine was imported from Britain for use at the defence establishment at Woomera, possibly during World War II. It is believed to have worked at Woomera until about a year ago, before being disposed of.

Robert H. Sanders 3/81, Keith McDonald.

SOUTH AUSTRALIAN DEPARTMENT OF MINES STATE BATTERY, Peterborough. 610 mm & 508 mm gauge.

A 2 ft gauge railway with some 20 in gauge dual gauge track was found around the area of a gold stamp battery which is still used today. The rail equipment appears to have been stored, and not to have seen much use in the past few years. It consists of:

- | | |
|-------------|---|
| 2 ft gauge | Two flat top cars, one hopper car & bin, side tipping, one hopper car underframe and one side tipping hopper car & bin built by Hudson of Leeds, England. |
| 20 in gauge | One hopper car & bin, side tipping. |

In addition, there is an odd spare hopper bin and eighteen six-metre lengths of track panel (approx. 24 lb).

(A sketch of the general site layout has been received, and copies may be obtained from the Editor on receipt of a S.A.E.)

Rob. H. Sanders 4/81.

TASMANIA

LUNE RIVER RAILWAY CO. LTD. 610 mm gauge.

(see LRN 21, p.8)

Notwithstanding the gloomy outlook in LRN 21, the railway is seeing at least occasional use. On 19 March, the operators had one locomotive and two passenger vehicles serviceable and were carrying out minor re-sleepering along the burnt-out section of track near the jetty terminus.

The disused section of the former limestone railway from the quarry to the depot near the main road crossing is being dismantled, and the rails removed for scrap. Many of the small four wheel limestone wagons which were stored on this section of the line have been overturned and left abandoned at the foot of the embankment.

K.J. Milbourne 3/81.

VICTORIA

ALEXANDRA & DISTRICT HISTORICAL SOCIETY, Alexandra 1029 mm & 610 mm gauge.

(see LRN 21, p.9)

It is reported that Hudswell Clarke 2 ft gauge 0-6-0 1098 of 1915 has been acquired for the Society from Ian Morrison, who purchased it at the Yarralumla Old Brickworks Auction (see LRN 21, p.4). Apparently, the Melbourne main line group "Steam Tours" paid the cost of the loco, which will be swapped for the Society's ex-VR loco J512, which has been on display at Alexandra since 1975.

Ken McCarthy 4/81.

BRUNSWICK PLASTER MILLS, Nowingi. 1600 mm gauge.

This firm, a subsidiary of CSR Holdings, has operated some 16 miles of the never-completed VR South Millewa Branch junctioning from the Mildura line at Nowingi, with a variety of "Heath Robinson"-like rail tractors, and more recently, a diesel locomotive constructed on the underframe and wheels of former Y-class 0-6-0 No.108 (originally 413). This part hauls and propels VR open wagons over unbelievably bad track between Nowingi and the Company's gypsum workings in the Raak area in the Sunset Country west of the Mildura line. To augment production and transport, the company recently bought VR 150 hp diesel workshops shunter M232, an 0-6-0DH built around the engine and transmission of a General Grant World War II tank. It is believed that sister unit M231 has also been purchased.

J.L. Buckland 4/81.

LOU DE CLIFFORD, Telopea Gardens, Halls Gap. 610 mm gauge

(see LRN 21, p.10)

As indicated in a previous report, the narrow gauge railway at this attraction is now functional. The second locomotive built by Alwyn Zinn in Ipswich in Queensland in 1972 has been rebuilt with a diesel engine and "steam outline" bodywork. It runs on a kilometre circuit of track hauling five passenger cars which are built on the chassis of cane trucks and seat eight each. The railway station doubles as a tea rooms and also a gallery for local artists, and in the few months since the native gardens opened, considerable interest has been shown in the project by visiting tourists.

Ballarat Courier Supplement March 1981 via K.C. Vanstan, Brian Peart.

CHARLIE McCLELLAND 610 mm gauge.

At an undisclosed location to Melbourne's south-east is preserved a first World War veteran. This is a Hunslet 4-6-0T which served the British army in France as War Department Light Railways No.306, and is builder's number 1218 of 1916. It came to Australia in 1924 and was used at Gin Gin Central Mill, Wallaville, Queensland, finally being sold to a Brisbane scrap dealer. However, it was not cut up immediately and was purchased by the present owner in 1970. The loco is painted green and still carries its WDLR number. It is steamed occasionally and has about 200 yards of track to run on. Also present is a beautiful wooden bogie coach, fully enclosed and with clerestory roof, which was built by the owner.

C. McClelland.

VICTORIAN RAILWAYS, Newport Workshops. 1600 mm gauge.

Restoration of the first locomotive built at VR's Newport Workshops as Z-class 0-6-0T Passenger Motor locomotive No.526 in 1893 is in progress. For the past 66 years, this has been in industrial (?) service as No.3 Crane loco *Polly*.

The crane and its appurtenances have been removed and a facsimile cab constructed. The side tanks, cab, boiler, etc., have been painted light green with dark green panel edging. The funnel has been given a flared copper top and the boiler bands are polished brass. The headstocks are painted bright red; the connecting and coupling rods polished, and the wheels and underframes are black.

The restored Z526 is to be handed over to the Science Museum for display in a glass case beside No.1 Cable Tram fronting Russell Street, Melbourne.

J.L. Buckland 4/81.

WESTERN AUSTRALIA

ADVENTUREWORLD, Bibra Lake

Work has already begun on this \$14 million fun park, being built by entrepreneur Mr Michael Edgley 16 km south of Perth. This "Disneyland" type project will feature "trains, trams, and vintage buses". The first stage is expected to be open in December.

The Australian 15/4/81.

CODELFA, Wungong 762 mm gauge.

Two 762 mm gauge railways are being used in the construction of a

water supply tunnel under the Darling Range from the new Wungong Dam. The contractors for the work are Clough, Codelfa Joint Venture and, after preliminary work, the first railway was operating in October 1980.

The 3.7 km long tunnel, which is being driven from both ends, should reach the breakthrough point by April 1982. As at March 1981, the main drive had penetrated 0.7 km under the hills. The main drive commences from the Dam (East) end of the tunnel. Two 4wDH E.M. Baldwin underground locomotives, No.1 *Jane* and No.2 *Tarzan* are in use. One operates the shuttle train and the other the drill unit and explosives wagon.

At the west end of the tunnel is a smaller rail system, because this drive will continue for only about 300 metres. One E.M. Baldwin 4wDH loco, *Wungong Cannonball*, is used here. The locomotives are owned by Codelfa and possibly came from the Thomson River project in Victoria (see LRN 18, p.9), while the new rolling stock is owned by the joint venture.

A short article on the railways will appear in a forthcoming issue of *Light Railways*.

David Whiteford 3/81 via Bob McKillop.

Notice Board

SUBSCRIPTIONS.

OVERSEAS MEMBERS PLEASE NOTE.....

..The \$12.00 rate quoted on the subscription renewal notice referred to Overseas Surface Mail Only. If you would prefer to have your magazines forwarded by air mail, the following rates apply:

Asia/N.Z./PNG \$18.50 (Aust)

U.K./U.S.A./Africa \$21.50 (Aust)

These rates apply from the commencement of the 1981/1982 subscription year.

PUBLICATIONS.

TALL TIMBER AND TRAMLINES Vol. 2.

Approval was given at the April Council meeting for the early preparation work to commence on a second volume of the highly successful but now out-of-print *Tall Timber and Tramlines*. Depending on the availability of finance this should be available towards the end of the year. (A members' pre-publication offer will be available when production allows).

LIGHT RAILWAYS.

No.73 - Being typeset at present. Includes the following:

- Geelong Harbour Trust Tramways.
- an Introduction to Timber Tramways in W.A.
- No.74 - Being prepared. Includes:
- Tunnel Railways in W.A.
- Bootless Bay (PNG) revisited.

MEETINGS

SYDNEY. A.G.M. Plus “Bring & Buy” Night.

The June meeting will be the Annual General Meeting of the New South Wales Division and this will be followed by a “bring and buy” night. Members are requested to bring along their unwanted photographs and books for a fund raising drive. The Society will accept 10% of each sale.

The New South Wales Division are calling for nomination for the office bearers and any offers from interested members would be gratefully received by them. So far nominations have been received for the positions of President and Treasurer only, so, if you feel that you may be able to help, please come along to the June meeting and make yourself available.

Location :- Government Transport Club, Regent St., Sydney. Parking available in Regent St. and Botany Rd.

Date :- Wednesday 24 June Time :- 7.30 pm.

MELBOURNE. Narrow Gauge in U.S.A.

Geoff Maynard has only just returned from a trip through the western States of the U.S.A. and has brought back with him a large number of slides and plenty of news to provide an interesting evening’s entertainment devoted to the Narrow Gauge Railroads he visited on his trip. As usual the sales department will have a wide selection of items on sale and supper will be provided.

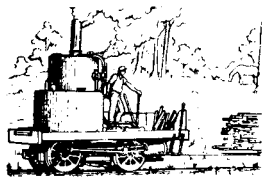
Location :- Ashburton Uniting Church Hall, Ashburn Gve., Ashburton.

Date :- Thursday 11 June. Time :- 7.30 pm.

Future Meetings :- **August** - A.G.M. Plus...

The Broken Hill - Tarrawingee Tramway.

October - Auction Night.



LIGHT RAILWAY NEWS

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Deadline for next issue is: 20 August 1981.

EDITORIAL NOTE

Contributors please note a number of small items have been held over for lack of space.

RESEARCH COLUMN

J. C. Munro of 23 Seaview St. Mt Waverley, 3149, is seeking assistance in his researches into the David Mitchell Estate standard gauge firewood line from Mount Evelyn to Cave Hill (Lilydale), Victoria. He would also like information on Orenstein and Koppel locomotives which came to Australia.

FIELD REPORTS

EXCELLS STONE QUARRY, Adelaide, South Australia 1067 mm gauge.

An interesting and little known light railway was recently rediscovered by a group of members of the Mile End Railway Museum, after being tipped off by a friend of one of them.

Situated in the old stone quarry, just west of the Old Belair Road, (Adelaide, S.A.) this railway was most probably of 3 ft 6 in gauge and ran for a length of approximately 2 km along the quarry floor. Three other road beds of different levels along the quarry sides have been discovered in what appears to be a zig-zag formation.

On early visits to the quarry we visited only the upper level, and here, coming out from one of the rock faces, is a track of metre gauge. This track seems to have only been used for transferring the rock from the work face to the main railway, which eventually took the rock down to the crushing plant at the northern end of the quarry. The track ends in mid-air now, but remains of the stone embankment can still clearly be seen, supporting the above supposition.

The partly buried remains of what was a hopper under-frame was also inspected. This was constructed of massive "C" channel, with sprung axle boxes, and is about 1 metre wide, and 2.5 metres long. A coupler was found on one end only, being of the hook and 3 link chain type, also sprung. The fact that the coupler is missing from the other end strongly suggests that this vehicle was a runaway.

Later visits turned up several embankments with dry stone walling, varying in length from only 2 metres up to about 10 metres, and both 1.5 metres high. Possibly the most interesting discovery was that of an old bridge spanning the creek bed in the quarry floor. This had leading up to it, a wall of dry stone construction at least 10 metres in length, and at the highest point, almost 3 metres high and in a very good state of preservation. The bridge itself had been about 6 metres in length from embankment to embankment, and was also over 3 metres in height in the middle. All that remains of the actual bridge are two wooden cross frame supports, constructed in part from old broad gauge sleepers.

It was decided at the time to continue to follow the old road bed and after forcing our way through very heavy undergrowth lengths of cable were found, proving almost certain, that this railway had used the gravity haulage method. As if to prove this and only a few metres further up the old road bed, a piece of what had been one of the cable guide wheels was found. It was in this area that the first sleepers were discovered, and dog spikes were acquired by several members of the party for private collections. Finally we came to the end, and here, surrounded by the quarry's steep sides, was what had once been the winding house, now only a jumble of massive timbers and a length of approximately 25 lb flat bottom rail stuck upright in the ground.

As we climbed out of the valley floor towards the highest level of the track, another discovery was made. Massive sheets of cast steel, measuring at least 2 metres x 2.5 metres, had been laid down the sides of the quarry. The only suggestion which came up was that these had once been used as a slide. Stone was mined at the top, and pushed over the side down to the floor area of the quarry, where it was loaded into the hoppers for transfer back to the crushing and washing plants.

Unfortunately, very little seems to be known or recorded on this private railway. Anyone who might know more about the line should contact the writer, Robert Sanders, 8 Wattlebury Rd, Lower Mitcham, South Australia, 5062.

AUSTRALIAN NEWSPRINT MILLS, Styx River Spur, Upper Derwent Valley, Tasmania. 1067 mm gauge.

For the greater part of its length, the old formation of this logging line has been made into a good metal road, although it is closed to public access. At Karanja Junction (TGR Derwent Valley line), much of the siding is still intact with rails still in place and two built-up platforms still stand. The high trestle bridge at the 6.75 mile has been destroyed by fire. A large vertical boiler and the remains of the logging settlement are still evident at the 9-1/2 mile. At the terminus, a high dead tree used for "skylining" logs into that point is still standing and bears unmistakable signs of wire rope scars near its peak. The operation of "skylining" must surely have been an impressive spectacle. A.N.M. have cleared the bush along much of the route and re-sown it with radiata pine.

The writer would very much appreciate information regarding this line and in particular, would be interested in any photos of the sky-lining operation and the high trestle bridge.

K.J.Milbourne, 190 Main Rd., Austins Ferry, Tasmania.

LOCOMOTIVE & EQUIPMENT MANUFACTURERS

E.M. Baldwin & Sons Pty Ltd, Castle Hill, Sydney.

(see LRN 22, p.5)

The following observations were made on a visit on 19 April:

* 2368-5-1-68 & 2368-10-1-68 of 1968 (1067 mm gauge) : four-wheel diesel-hydraulic man-riding cars, formerly Australian Iron & Steel 26 and 31: behind the works, cannibalised.

* 3568-1-9-70 & 3568-2-9-70 of 1970 (1067 mm gauge) : four-wheel diesel-hydraulic locomotives. Purchased by EMB from a contractor.

* 3652-6-4-71 of 1971 (1067 mm gauge) : four-wheel diesel-hydraulic man-riding car, South Bulli Colliery 17, awaiting repairs in the yard.

* 9077-1-12-80 & 9077-2-3-81 of 1980 & 1981 (1067 mm gauge) : new four-wheel diesel-hydraulic man-riding cars, Model 16DH, Australian Iron & Steel 122 & 123, awaiting dispatch. (Despatched 7 May 81).

* 9344-1-4-81 and (presumed) 9344-2-4-81 (1067 mm gauge) : new six-wheel diesel-hydraulic locomotives for Kandos Collieries Pty Ltd., Model DH25.3. The latter locomotive was still under construction, and they were both delivered in the week following the visit.

* The frame and cab for an 0-6-0DH 18 tonne locomotive (610 mm gauge) for the Fiji Sugar Corporation under construction was noted. A similar locomotive had been despatched on 16 April to Fiji.

It is believed that an order for a 610 mm gauge 32 tonne B-B diesel-hydraulic locomotive has been placed by Farleigh Mill.

Craig Wilson 6/81, Len Heaton via David Mewes 5/81, Editor.

FOX MANUFACTURING CO. - CLYDE INDUSTRIES LTD.

Placer Exploration Ltd. will sell its Fox Manufacturing division to Clyde Industries Ltd. over the next three years for about \$18.5 million. Fox is Australia's largest manufacturer of underground coal mining equipment, and has manufactured 1067 mm gauge locomotives and man-riding cars for colliery use in N.S.W. and Queensland. Clyde has been responsible for the building of many industrial diesel locomotives for use in Australia, as well as main-line locomotives. Placer, which is controlled by Canadian interests, will retain 66.6% ownership of Fox in the first 18 months of the agreement before handing over to Clyde.

The Australian 1/6/81.

NEW SOUTH WALES

APPRENTICES STEAM CLUB, H M A.S. NIRIMBA Quakers Hill 610 mm gauge.

Qunaba Mill's *Invicta* (John Fowler 0-6-2T 11277 of 1907) was handed over in Bundaberg on 23 June, and then left in an impressive convoy for its new home. An RAAF low loader was sent to collect the loco, together with two Navy escort vehicles and a Navy bus with 21 apprentices aboard. Overnight stops were planned at Nambour, Ballina and Taree, and the convoy was sighted in Southport on 24 June. The locomotive will be restored by naval apprentices.

Courier-Mail 24/6/81, Bob Gough.

HUNTER VALLEY STEAM RAILWAY & MUSEUM 1435 mm gauge.

(see LRN 22, p.6)

Andrew Barclay 0-4-ST *Juno* (1739 of 1923) passed its boiler exam in April. This locomotive, which formerly worked for Commonwealth Steel at Waratah

has been kept in working order at the Society's Newcastle storage site for shunting duties as required. It will be kept at this work preparing trains to be sent to Glenreagh when the time comes for the stock to be transferred over State Rail Authority metals.

The appeal for the purchase of Andrew Barclay 0-4-ST *Marian* (2224 of 1948) closed on 30 April with a total of \$2235 collected. This locomotive worked at John Lysaght's Cringila Works until placed in a playground in 1964, and subsequently rescued in 1978 by the HVSR&M.

HVSR&M 4/81, 5/81.

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD Albion Park N.S.W. 610 mm gauge.

(see LRN 22, p 6)

As a result of information received from Mr Rodney Weaver in England through the Editor of LRN the identification of the former Victoria Mill Cane Inspector's Railcar has further advanced towards solution. The identification numbers "R1-231" have been found on the crank case casting of this item being currently restored at Albion Park. These numbers had been noticed earlier but as they were cast in raised figures the conclusion was reached that they indicated a part serial number rather than a builder's number. It now seems certain that the railcar was constructed by Baguley Cars Ltd for the Drewry company. The exact construction date has not been ascertained as yet but as similar vehicles bearing the number batch commencing with "R1-337" were released during 1924, it would seem that the "World War 1 Vintage" supposition would be close to the mark.

By mid June the single cylinder petrol engine and clutch mechanism had been fitted to the reassembled chassis of the Victoria Mill Railcar. The two brass threaded plugs located in the cylinder head, over the side valves, were frozen in position and had to be drilled into small pieces for removal. By mid May new plugs had been manufactured and the valves and seatings reground allowing major restoration progress to be made.

During early June work commenced on repainting the standard gauge 0-6-0T loco "South Bulli No.2" (Hudswell Clarke 297 of 1888). This engine is owned by the ARHS and was last painted by ILRMS members in 1977.

By mid June work was nearing completion on the construction of the four wheel fire fighting 2 ft gauge tank car. The vehicle has been fitted with side lever operated mechanical brakes and the standard ILRMS centre buffer-hook-chain couplers, while a side ladder is affixed to give access to the top filling hole. The boiler of Perry 0-6-2T loco Tully 6 (7967/49/1 of 1949) was expected to leave the museum for the Australian Iron and Steel plant boiler

shop at Port Kembla prior to the end of June. This engine's boiler suffered from cracks around the internal fire box rivets and commercial quotations revealed that the required major overhaul would amount to \$32,000. The AI&S expressed interest in the project, as it would enable apprentices to gain experience in fire tube boiler construction, and quoted \$11,000 for the job. The Museum members decided to accept the offer which will result in a fully reconditioned boiler with a new firebox being available for the restoration of this loco. The underframe and running gear of this Perry engine has been fully restored and reassembled so the work being undertaken at the Port Kembla Steelworks will give the Society an engine which will confidently steam into the 21st century!

Several ILRMS members are underwriting the major part of this expenditure and it is hoped that a government grant can be obtained towards the project. Any readers interested in assisting the Society should send donations to the Hon. Secretary, ILRMS, PO Box 1036 Wollongong N.S.W. 2500. Donations over \$2 are tax deductible.

Work is also progressing on the restoration of the former 2 ft gauge Corrimall Coal Coy. loco *Burra*. (Hawthorn Leslie 3574 of 1923). The frame of the dismantled engine has been cleaned back to bare metal and prime coated, while the crosshead slippers and slide rods are receiving attention.

Former Queensland Railmotor Trailer P 119 received the last of the new glass in the end bulkhead windows during June while work was being conducted at that period on fitting new wheels to the sliding mechanisms of the end inter-car doors. Some uneven flooring boards were receiving attention prior to the fitting of malthoid. Although this car is stable and mobile on the former 2 ft gauge Ruook bogies from Alexandra, Victoria, the Garnock Engineering Plant of Port Kembla are constructing bogie side plates to the design of the society for this vehicle. These will be of a much longer wheel base than the present bogies and will enable P119 to be further lowered.

Considerable progress has been made on the initial preparation of the interior of former Melbourne Tramway & Omnibus Coy. cable tram trailer No.430. The tedious task of stripping varnish from the ceiling and roof ribs continues, while all the end saloon panels and seat backs have been removed and cleaned back to bare boards. One end roof platform canopy was fitted to saloon car 2 (ex International c.1918 bus body) on 14 June together with pipe uprights which will form the corner frames of the end apron. The second canopy was completed by early June and will be in place by the time this report appears in print.

The Society's collection of labour saving equipment is rapidly expanding. During May a large "Ward" turret lathe complete with screw cutting gear

box, accessories and motor was received for a nominal cost while during the following month the State Electricity Commission donated a vintage (floor) drilling machine from the original PWD Port Kembla powerhouse.

Ken McCarthy 6/81.

(Tony Weston points out an exhibit at Albion Park which has not been featured on these pages. It is a 3 ft 6 in gauge four-wheel battery electric man-riding car, E. M. Baldwin 801/1/5/64 of 1964 ex Huntley Colliery.)

KU-RING-GAI VALLEY RAILWAY, Kurrajong and St.Ives 610 mm gauge

(see LRN 20, p.3).

Ku-ring-gai Valley Railway is the official operating name of Steam Trains Pty Ltd, decided upon recently by a meeting of the Belbin family and other members of the planning and rebuilding group.

Submissions are being prepared after final drafting of the numerous aspects necessary to get a brand new railway under way. The first year's lease has been paid. All plans for buildings, facilities and the line have been drawn up, costs updated, and a manager selected for the overseeing of the construction.

At the restoration site at Kurrajong, work continues apace. The steel framework of ex-Rail motor Trailer PL122 has been enamelled with black paint to protect against the severity of the winter, and all timber sections creosoted. PL121's roof has been attended to, to make sure it remains in good condition. The steel roof, now in place for 3-1/2 years, shows no sign of leaking. The body work has stood the test of time well although the brown paint is rather patchy on the lower sections. The Fowler 0-4-2T (17881 of 1929) had paint applied to the smokebox, chimney and firebox recently.

The Hudswell Clarke 0-6-0 *Sydney* (1838 of 1950) is steadily being fitted with all the necessary parts. Bruce Belbin has made new firebox doors after reconditioning the top and bottom guides. Repositioning of the pipework and gauges in the cab has made for a neater appearance, and new piping is in place for the mechanical lubricator, to be fitted near the smokebox on the left hand running plate. The tender underside has been replaced with 5/16 in plate. Once this was tacked in place, the tender was lowered onto timber placed beside the chassis; from this position it will be moved sideways once all steel plating has been welded up and the chassis is finished. The forward section of the coal space will retain an access hatch to enable access to the interior when necessary. Difficulty was experienced in buying steel bar to replace the rear coal rails on the tender, but this is now to hand. Although slightly bent, the side coal rails are in good order. Grinding back side panels has revealed up to six coats of different colours ranging from bright green to

blue and grey. The chassis has been painted black; on the rear buffing plate a box will be welded to bring the coupling into line with the carriages. This will also be done at the front of the loco.

Stored at the Belbin's home in St.Ives the chassis of Forney Baldwin 0-4-2T (10533 of 1889) has been wet sand blasted, primed and painted. This is merely for protection, as restoration will not be undertaken until the Ku-ring-gai Valley project is well under way.

Len King 6/81

MINEWORKERS MEMORIAL MUSIC SHELL AND MUSEUM, Freemans Waterholes.

(see LRN 9, p.11)

The two locomotives from Nymboida Colliery (see LRN 22, p.11) have been placed on display with other locomotives and rolling stock here. The 2 ft gauge exhibits comprise Ruston & Hornsby four-wheel diesel-mechanical locomotives 331246 of 1952 and 385901 of 1956 and six skips from Nymboida Colliery. The locos were originally delivered to Queensland, to various collieries owned by W.R. Black. Black also owned Nymboida Colliery, and the locomotives were sent there in the late 1960s. When the Nymboida Colliery closed in 1975 it was taken over and re-opened by the Miners' Federation. Final closure came in 1979, with the closure of the coal-fired powerhouse in Grafton supplied by the colliery.

It is planned to remove the locomotives in due course to Richmond Main Colliery, which is being restored as a mining and steam locomotive museum (see LRN 13, p.15).

Mick Frame 6/81, W.M. Henderson 6/81, Editor.

TIMBERTOWN, Wauchope 610 mm gauge.

(see LRN 10, p.6)

Two sets of lower quadrant signals have been installed at Timbertown Railway Station. They are operated from a two lever frame located on the main platform. Fitted with the original wooden arms, the signals are believed to be more than 100 years old and were obtained from Queensland, it is believed from the Gatton area. Children are encouraged to operate the signals when the train is ready to depart.

Timbertown's railway has now been operating for 4-1/2 years, and probably 13,000 departures have taken place from the station.

Timbertown, Wauchope. 5/81.

QUEENSLAND

ALMA PARK ZOO, Kallangur. 1067 mm gauge

(see LRN 20, p.4)

Although reported as sold, the locomotive and train displayed here had still not been removed by May. The loco is a four-wheeled diesel-hydraulic believed to be Plymouth 6124, given a steam outline at Alma Park. There are also thirteen carriages built on single wagon bogies.

W.W. Henderson 5/81.

ANTIQUE MACHINERY RESTORATION SOCIETY, Brisbane. 1067 mm gauge

Recently come to light is a relic of the Rockhampton Steam Trams, the steam engine component from one of the motor units. These remains were discovered at the Ipswich ply mill of Hancock Brothers, and have been removed to the Kenmore home of Geoff Smethurst. It appears that a steam tram motor from Rockhampton - built in Bordeaux, France, by Purrey - was purchased by Hancock Brothers around 1939-40. It is believed that it may have been used for shunting the private siding at Hancock's for a short time, but later seems to have been completely dismantled and the majority of it scrapped.

Geoff Smethurst 5/81

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM, Durundur Railway, Woodford 610 mm gauge

(see LRN 21, p.6)

Work has been proceeding on the restoration of the ex-Rail Motor Trailer PL111. New roofing canvas has been fitted and covered with several coats of sealing paint. The interior is being progressively cleaned and repainted. Much work has to be done restoring the timber surrounds of the windows. The doors are being progressively overhauled and rebuilt. The bogies have been removed, and the vehicle is sitting on sleepers pending the preparation of bogies. It is hoped to deliver a second of these vehicles to Woodford prison soon. Here a full rebuilding job can be undertaken by prisoners under the supervision of tradesmen.

Woodford prison have completed the rebuilding of two ex-Port Douglas four-wheel wagons as flat wagons for PW use. Currently a pair of line bogies are being overhauled.

A very successful working party was held on 20 June when eight prisoners joined ten Society members on site. Work performed included ballasting,

drainage work, sorting of track materials and rolling stock restoration. It is hoped to make such work parties a regular feature.

The connecting link from the main line to the storage compound area was completed recently and tested by the steam locomotive. This will ease the movement of materials around the site and means the satisfaction of having one railway "system" and not two disconnected sections of track. The compound is complete with the exception of the construction and fitting of suitable gates.

Editor 6/81.

BUNDABERG TOURIST TRAMWAY PRESERVATION SOCIETY 610 mm gauge.

(see LRN 17, p.4)

The Society was given approval to display Qunaba Mill's *Invicta* (John Fowler 0-6-2T 11277 of 1907) at the Bundaberg Agro-Trend Field Days on 7-8 May. The locomotive was prepared, inspected and ticketed before Easter and was given a steam test over the Easter break when mishap struck in the form of a suspected fracture to the main internal steam pipe.

During the Easter period, the disposal details of the steam locomotives had been announced. The Society was allocated 6 *Nipper* (Bundaberg Fowler 0-4-2T 8 of 1952). However, it was felt impractical to attempt to prepare *Nipper* for display at the Field Days because of the large amount of work which would be necessary. The only possibility was to display 5 *Dobbin* (Bundaberg Fowler 0-6-2T 6 of 1952), which had been allocated to Mossman Mill. Mossman kindly agreed to this suggestion, so a frantic round of preparation, inspection and ticketing was followed by a successful steam testing. This would not have been possible without the co-operation of the boiler inspector and the Bundaberg Sugar Company, who did their best to be of assistance.

The Company delivered 80 metres of prefabricated track to the site and Society members bolted it up and levelled it in preparation for the arrival of *Dobbin*, which was delivered on the Bingera Mill low loader. The loco was a good attraction as part of a display of pioneer machinery and implements. It had previously been displayed here in 1978.

Nipper was to be towed to a convenient point on the Millaquin Mill system on 23 May. From there it was to be moved by means of jump points and portable track to a shed on private property for restoration. Here it will be side-by-side with privately owned 0-6-2T Bundaberg Fowler 2, formerly Mossman Mill's *Bundy*, which was moved here from Melbourne in 1977.

Alan Robert 5/81, Australian Canegrower 6/81 via David Mewes.

DAVANZO BROS, Corinda 610 mm gauge.

(see LRN 18, p.9)

This Victorian-based company is building a sewerage tunnel to connect the Brisbane City Council's Oxley Creek Treatment Plant with the Brisbane River. Part of the tunnel has been built by the "cut and cover" method, but a length of 1.3 km at the river end is being driven from a series of shafts. About 30 lengths of portable track was seen in the depot area, and additional lengths were also seen at a number of the shafts. Also at the depot were seven four-wheel trolleys and two Atlas Copco muck cars powered by compressed air - one of them upside down. It is believed that the tunnel is about half completed and that hand tramming is being used underground.

Keith McDonald & David Mewes 5/81, W.W.Henderson 5/81, Editor.

DREAMWORLD DEVELOPMENT PTY LTD, Coomera. 610 mm gauge.

(see LRN 19, p.5)

It is expected that this tourist project will be open to the public at the end of the year. A major attraction will be the 3 km train ride behind Baldwin 4-6-0 45215 of 1917, rebuilt from a first world war 4-6-0T from Racecourse Mill.

The Australian 22/5/81, Editor.

W.H.HECK & SONS PTY LTD, Rocky Point Mill, Woongoolba 610 mm gauge. (see LRN 14)

Late in 1979, Hudswell Clarke 0-4-2T *Maroochy* (1078 of 1914) was moved here from Gilltrap's Auto Museum at Kirra Beach for restoration. The locomotive was partially dismantled, and there was talk of rebuilding it as a tender locomotive. However, not much work if any has been carried out on it for the last twelve months, following the departure from the mill of Tom Hurley, who had intended to do the job. The loco stands rather derelict in the mill yard, along with a partially built petrol locomotive which was begun as a motorised tender for the mill's John Fowler 0-4-0WT (16249 of 1923). This loco was restored by Tom Hurley for the Mill's centenary celebrations in 1979, but was afterwards returned to Gilltrap's. A surprising development this year is that the Fowler has been re-acquired by Rocky Point Mill and is now on display near the mill. The tramway system is restricted entirely to the mill yard, and has no locomotives. However, most of the cane delivered to the mill comes in conventional cane tramway bins on road transport and delivered to the mill yard. More than 800 bins were counted, most apparently built on steel cane trucks and acquired from other mills who have re-equipped with purpose-built bins.

Editor 6/81.

MILLAQUIN SUGAR COMPANY PTY. LTD., Millaquin Mill & Qunaba Mill 610 mm gauge.

(see LRN 22, p.13)

It is understood that the Qunaba Mill steam locomotives were placed on the main line track by crane and towed to Millaquin Mill by a diesel locomotive in the last week in April. It is expected that all the locomotives disposed of for preservation will have been removed by now (see elsewhere this issue). This leaves one steam loco at Millaquin, which is to be retained by the Company. This is 4 *Jumbo*, Bundaberg Fowler 1 of 1952, an 0-6-2T.

Bob Gough 5/81. Alan Robert 5/81

ISIS CENTRAL SUGAR MILL CO. LTD, Isis Mill 610 mm gauge.

(see LRN 17, p.5)

A new colour scheme has been adopted for the mill's locomotives. The former colours of cream and grey are being replaced by cream and bright yellow. On a visit in April a small four-wheeled chemical powder spray vehicle was seen being unloaded from a car trailer and prepared for hauling behind a locomotive. A small petrol engine and compressor was fitted for spraying the powder. Presumably this vehicle is owned by an outside contractor.

A new line has been built from Childers towards the mill for a distance of about 8 km. along the old government railway formation. This cuts out a longer twisting section with a number of crossings of the old highway which was an operational problem for many years. The old CSR mill site at Huxley, in more recent years a depot, has been completely bypassed by the new line.

Bob Gough 4/81, Sunshine Express 4/81 via Ray Ellis

QUEENSLAND COAL MINING CO. LTD, Cook Colliery, Blackwater 1067 mm gauge.

(see LRN 3, p.6)

A most unfortunate accident took place here on 5 May. A man riding car containing eleven men was returning to the bottom of the drift at the end of a shift when it was derailed. One miner lost a leg in this accident. The man riding car would have been one of those supplied to the Colliery by Fox Manufacturing.

ABC news 6/5/81, Editor.

QUEENSLAND MUSEUM, Brisbane 610 mm gauge.

The locomotive allocated to the museum from Qunaba Mill was unloaded at the museum's New Farm storage depot on 15 May. Details of the loco are 3 *Flash* 0-6-2T Perry 6160.48.1 of 1948. It is not at present available for

public inspection.

Dan Robinson 5/81.

MOSSMAN CENTRAL MILL CO. LTD. 610 mm gauge.

(see LRN 18, p.6)

The mill company is now pressing ahead with its plans to operate a tourist tramway venture following its acquisition of one of the locomotives from Qunaba Mill. The loco 5 *Dobbin* (Bundaberg Fowler 0-6-2T 6 of 1952) was transported to Mossman direct from the site of the Bundaberg Agro-Trend Field Day, where it had been on display on May 7th-8th (see elsewhere this issue). The locomotive was soon receiving attention in the shops at Mossman. Meanwhile, three carriages, to hold a total of 100 passengers, are under construction in Port Douglas, complete with balustrading and panelling.

The steam tourist train is expected to begin operation around mid-July. To be named "The Ballyhooley Steam Express", it will depart twice daily and passengers will also be taken on a tour of the mill. The name "Ballyhooley" is that of a settlement once located at the southern end of the Mossman Mill's tramline, which was the railhead for travellers to the Palmer goldfields. The old mill kitchen is being renovated and converted for use as the station for the venture.

Passengers will be able to ride "The Ballyhooley Steam Express" Monday to Friday at a cost of Adults \$4, children and pensioners \$1, and family tickets \$10.

*Cairns Post, Australian Sugar Journal 6/81,
Australian Canegrower 6/81 via David Mewes,
Durundur Railway Bulletin No.18, Alan Robert 5/81.*

MARIAN MILL CO-OPERATIVE SOCIETY LTD 610 mm gauge.

(see LRN 21, p.7)

A decision has been taken to renumber the main line diesel locomotives. The names previously carried will be removed, but will be continued to be used for identification over the two-way radio system. Details will be as follows (former numbers in brackets).

9	(<i>Gemco</i>)	4wDH	Gemco-Funkey		1965
10	(<i>Baldwin</i>)	4wDH	E.M. Baldwin	4529-	1973
			reb.E.M. Baldwin	?-1-73	1979
			reb.Marian	8860-1-8-	1980
				79	
11	(<i>Marian</i>)	0-6-0DH	Clyde	56-104	1956 (9)
12	(<i>Nellie</i>)	0-6-0DH	Clyde	58-188	1958 (3)
13	(<i>Devereaux</i>)	0-6-0DH	Clyde	67-568	1967 (5)
14	(<i>Hampden</i>)	0-6-0DH	Clyde	61-235	1961(4)

15	(Melba)	0-6-0DH	Clyde	64-377	1964 (2)
16	(Charlton)	B-B DH	E.M. Baldwin		1981
17	(Langdon)	B-B DH	E.M. Baldwin		1981

Locos 9 and 10 never carried their names. Locos 16 and 17 had yet to be delivered in May. Locos 11 and 14 were being fitted with new sound proofed cabs by the mill during the slack season, and so were to have been the first locomotives to have their old names removed. The other Clyde locomotives may retain their old identities until they too receive new cabs in the next few years.

During May, the two steam locomotives Perry 0-6-2T 2601.51.1. of 1951 and Fowler 0-6-2T 20277 of 1934 were being prepared for their annual boiler inspections.

As reported previously, the two new E.M. Baldwin locomotives will be put to work on the hilly Mount Jukes and Narpi Tramlines Accordingly, they have been built to pass under the QGR at Pirapi. However, the new soundproofed cabs being fitted to the mill's older Clyde locomotives will prevent them from working under this bridge.

The first section of the tramline to Langdon is expected to be opened towards the end of June. It involves the gauntletting of 2 ft gauge mill track between the 3 ft 6 in gauge QGR for a distance of almost 2 km between Mirani and Mirani West, and across the Pioneer River bridge.

Len Heaton via David Mewes, Durundur Railway Bulletin No.18.

SOUTH AUSTRALIA

MILE END RAILWAY MUSEUM (S.A.) INC Gauges various.

(see LRN 22, p.18)

The museum has opened an appeal to pay for the purchase and transport of its 2 ft gauge Perry 0-6-2T *Skipper* (1850.46.1 of 1947) from Qunaba Mill, Queensland. All deductions of \$2 or more are tax-deductable and can be sent to the museum at P.O.Box 61, Roseworthy 5371. The loco is not in operational condition, with 27 tubes blocked off. However, new tanks were fitted in 1978, and the motion and running gear is in good condition. It was due in Adelaide on 26 May.

The museum has been given permission to remove a 3 ft 6 in gauge hopper bin and underframe from old Excell's Stone Quarry (see p.1). This was expected to be in the museum by the end of May.

Restoration of the 2 ft gauge Ruston & Hornsby 0-4-0DM 393981 has been

completed with the re-upholstering of the driver's seat and the painting of the cab interior.

Catch Point No. 25, Rob Sanders 5/81.

TASMANIA

IDA BAY RAILWAY 610 mm gauge.

(see LRN 22, p.20)

Following unsuccessful negotiations with the Tasmanian Government aimed at having extensive repairs and upgrading of track and rolling stock carried out or financed by the government, the contract between the Lune River Railway Co. Ltd and the National Parks and Wildlife Department was terminated. A number of improvements were removed by the Company.

The government is now trying to attract a long term lessee to upgrade and operate this tourist attraction. A period of 45 years was mentioned in advertisements in the Tasmanian Press of 30 May. Potential operators were asked to furnish details of any special skills related to maintenance and operation of a light railway. Applications were to close on 19 June, and press reports suggest there are several parties interested.

Ralph Proctor 6/81. K.J.Milbourne 6/81.

SECOND RIVER TRAMWAY, Karoola 610 mm gauge.

(see LRN 18 p.8)

During June, members dismantled some disused sidings of the ANR north eastern line, and subsequently purchased approximately 10 tons of 50 lb. rail for future extensions to the Second River Tramway.

Ralph Proctor 6/81.

VICTORIA

TOURIST RAILWAYS

The Minister of Transport in Victoria has been considering submissions from various bodies interested in operating Tourist Railways on lines closed by VicRail. Before taking a recommendation to Cabinet, the minister directed that an opportunity be given to any organisation which has not yet registered interest to be able to do so. Information required was to include the line in which the organisation is interested, advice as to where the capital required to finance the venture will be obtained, and what rolling stock to be used.

Organisations shown as already having registered interest were:

- Alexandra Timber Tramway & Museum, and the Shire of Alexandra
- Bellarine Peninsula Railway
- Castlemaine and Maldon Railway Preservation Committee
- Daylesford Carlsruhe Railway Preservation Society
- Tallarook Yea Tourist Preservation Committee
- Tallangatta Valley Steam Preservation Society
- Walhalla Tourist Railway

Replies were to be received by 22 June.

Melbourne Sun 9/6/81 via Steve Martin.

ESSENDON STEAM & OIL ENGINE PRESERVATION SOCIETY 610 mm gauge

The Millaquin Mill locomotive allocated to this group left Bundaberg before mid-May (quite possibly in company with the Puffing Billy Museum locomotive). A Perry 0-4-2T (9737.45.1. of 1945), it was numbered 9 at Millaquin, and has not been used since at least 1975. The Editor would very much like to hear more about this group and its plans for this locomotive. Perhaps a Victorian member may be connected with this group and could provide some information.

Alan Robert 5/81, Editor

GEE LONG STEAM PRESERVATION SOCIETY 1067 mm gauge.

Bellarine Peninsular Railway. (see LRN 20 p.6)

Approval in principle has been given for the ex-Fyansford Cement Works 0-6-ST (Vulcan Iron Works 2540 of 1916) to be moved to the Wantirna site of the Melbourne Steam Traction Engine Club for restoration by an "Eastern Suburbs Group" of the Society to be formed for the purpose. This loco is due to be swapped for a traction engine recently acquired by GSPS.

During March, the roof, horn and lights were fitted to the 1946 Malcolm Moore four-wheeled petrol/kerosene locomotive.

Monthly Notice 6/81, A.Gunsser 6/81.

PUFFING BILLY PRESERVATION SOCIETY, Museum, Menzies Creek. Gauges various.

(see LRN 11, p.14)

The Qunaba Mill 2 ft gauge steam locomotive allocated to the museum, 1 *Delta* (Perry 0-6-2T 9767/45/1 of 1950) arrived on Friday the 8 May. It was unloaded from the road transport using a mobile crane and positioned in the rear of the shed into which the museum's 2 ft gauge track runs. Both of the other sugar mill locomotives were in steam for the occasion. These are

Pleystowe Mill 4 (Hudswell Clarke 0-4-ST 1559 of 1925) and Macknade Mill 9 (Hudswell Clarke 0-6-0 1863 of 1952).

Meanwhile, work has been going on in the restoration of the Melbourne Gas Works 2 ft 6 in gauge 0-4-0ST (Peckett 1711 of 1926).

The boiler has been removed for attention to several stays and wash out plug holes. It is expected that a hydrostatic test will be undertaken soon.

R. Emerson, A.Winzenried 5/81.

PUFFING BILLY PRESERVATION SOCIETY / EMERALD TOURIST RAILWAY BOARD. 762 mm gauge.

(see LRN 14, p.18)

A proposal to restore the Climax (1694 of 1928) from the Tyers Valley Tramway, has been prepared by a group of interested society volunteers. The work will be done as a volunteer project following the completion of NA class 2-6-2T 8A. It is proposed that the Climax may be used for occasional special workings on the line. If this proposal is implemented and is successful, the volunteer group may make the restoration of the A-class Shay (Lima 2550 of 1912) their next project. No doubt many readers will be very pleased and excited at the prospect of seeing such machines as these in steam once again! (Incidentally, additional volunteers would make the proposal more likely to become a reality.)

Monthly News 7/81, A.Winzenried 7/81.

WESTERN AUSTRALIA

BRISTILE PTY LTD, Maylands 610 mm, 762 mm & 407 mm gauges.

This works is still in operation producing bricks. It was previously owned by Metropolitan Brickworks and earlier by Lloyds. Three rail systems were previously in use here: the Clay Pit line of 2 ft gauge, Drying Shed transfer tracks of 2 ft 6 in gauge (still in use), and brick car tracks of 1 ft 4 in gauge.

The clay pit line had formerly extended from a tipping dock at the rear of the works, down an incline and then in a south-westerly direction through a worked out pit travelling under a road, to a larger pit approximately 1/2 mile from the works. Light rail on wooden sleepers remained for a short distance at a worked-out face in the old pit, and at the tunnel under the road where an extant spur to a side tunnel paralleled the main line. This tunnel was bricked up at one end and had a steel door possibly indicating its use as a loco shed. Track also remained on the main incline alongside the conveyor now used to carry clay from the stock pile to the works, which may indicate that there was a limited rail use after the main pit line had closed. An overgrown spur from

the line crossed a small wooden bridge and via a wagon turntable ran to the workshop.

It appears that the line had already been out of use for some time when lifted by an Armadale scrap firm at the end of 1980, as the route was clear as a rough road, the original pit being filled.

V-skip bodies were dumped alongside the incline with one skip chassis with a pair of wheels but lacking identification. Twelve bodies were seen numbered -/21/15/3/14/7/12/17/-/11/22. One short (7 m.) section of track was in use with one end-tipping skip for removing clay waste from under the conveyor hopper.

The clay pit line closed in October 1980 and followed the successful introduction of a replacement truck and conveyor system, and rail equipment was displaced in early 1981. There were three four-wheel petrol engined locomotives, built in the 1960s at Maylands to replace F.C. Hibberd "Planet" locomotives with Ford 10 motors. The new locomotives (plainly built on the chassis of "Planet" locomotives -Ed.) had Holden 6-cylinder engines with automatic transmission and drive on one axle. Painted predominantly green, they hauled trains of eight skips from the pit to the incline, where they were hauled up into the works two at a time. One of the locomotives has been donated to the West Australian Light Railway Preservation Association. The remaining two locos, skips and track was purchased by a private company for possible future operation. This equipment was reported as having been removed early in April.

The brickworks was originally approximately double the present size, but one kiln has now been demolished and the associated brick production areas and incline are derelict. However, the drying sheds are still in use and linked by two parallel transfer tracks. Each has two petrol powered transfer cars of 2 ft 6 in gauge capable of carrying the brick cars of approximately 1 ft 4 in gauge. There was also observed one derelict transfer car. The eight brick cars are of an unusual design. These carry a wood pallet loaded with "green" bricks which are lifted into position on the drying platform by a ratchet and worm arrangement on the brick cars. As a result only 8 cars are able to deal with the entire production. No identification was seen except for SKF roller bearing axle boxes.

The brick yard tracks were not in use and were covered by stacks. There was originally also rail in the kilns (1 ft 4 in gauge) but now fork lift trucks are used.

Rob Pearman 4/81, Western Rails Vol 4 No 3, via David Whiteford.

COLLIE HISTORICAL SOCIETY Collie. 1067 mm & 610 mm (?) gauge.

On display outside a compound housing ex-Government locos and stock is a traction engine converted to operate on 3 ft 6 in gauge tracks. Reputedly used on the Buckingham timber tramway near Muja, and converted to rail operation as a 2-2-0WT about 1916, it is named *Polly*. Built in England, probably by Aveling & Porter in Kent.

In the grounds of the museum on the opposite side of the road are a variety of rail trolleys (hand and self-propelled) and rolling stock from the local coal mines. These include wagons and man riders, some of which have flangeless wheels. There is also one four-wheel battery loco with battery box showing the name "Gemco" (although George Moss have not supplied any locos here since 1946). All the stock has not been restored and is slowly deteriorating under the action of the elements.

Rob Pearman 4/81.

COSSACK PROJECT COMMITTEE, Cossack-Roebourne Tramway. 1067 mm gauge.

A 15 km reconstruction of the old 2 ft gauge Cossack-Roebourne Tramway has been commenced. About 0.4 km of standard gauge track panels has been laid out on site at Cossack and will be altered to gauge later. The track is 119 1b Yawata rail ex Hamersley Iron, and assistance has also been given by the Cliffe Robe River Company. The formation for a balloon loop to be laid along the old alignment is under construction.

It is planned to use at least one "Simplex" four-wheel diesel locomotive from Point Samson on the line. The locomotives which might be available are:

PW22	4wDM	Motor Rail	14033	1957	at Pilbara Historical Society Museum near Karratha (see LRN 15, p.15)
PW23	4wDM	Motor Rail	14034	1957	P.W.D., Port Samson.
PW24	4wDM	Motor Rail	14045	1958	preserved at Roebourne.

All these worked at Port Samson at one time or another.

*West Australian News of the North 30/4/81 via David Whiteford,
David Whiteford 5/81, Editor.*

METROPOLITAN REGION PLANNING AUTHORITY, Whiteman Park, near Caversham 610 mm gauge.

(see LRN 6 p.14)

The large park is probably a reclaimed brickworks site, but has been grassed, planted and provided with surfaced roads as a recreation area. It has also been dotted with restored machinery and equipment, mostly relating

to agricultural and logging industries. Included are a rail mounted excavator (Bucyrus-Erie) and a John Fowler traction engine. There is also a collection of about 30 farm tractors fenced off in a compound protected by a goat! Near the entrance to this compound is a machinery dump containing two of the rustiest and most dilapidated locomotive relics ever seen by the reporter.

In splendid isolation on the north-east side of the road is a small 0-4-0WT completely devoid of paint and motion. Corrosion is at an advanced stage and the most substantial items appear to be the two lengths of wood upon which it is positioned. Presumed to be Krauss 2181 of 1889, the wheels are stamped A. Krupp 1900. It is still fitted with the remains of a cab but with the main sand box dumped on the frame.

On the opposite side of the road is the 0-4-4-0T Orenstein & Koppel Mallet 2609 of 1907. There are traces of yellow and blue paint on it but most loose fixtures and fittings have gone and the tanks rusted through. That such a rare piece of machinery should have been allowed to reach this stage is both tragic and deplorable. This loco is still on a short section of track but surrounded by decaying stationary engines and the target of graffiti. The future of both locomotives must be extremely insecure.

Rob Pearman 4/81.

NEWMAN VINTAGE & ANTIQUE PRESERVATION SOCIETY, Mount Newman.

Plans have been put forward to develop a railway as part of a recreation area to be sited between the nursery and new racecourse. It is possible that the line will be built to 2 ft gauge, using equipment from Queensland sugar mills.

Mount Newman Chronicle 2/81 via David Whiteford.

ROTARY CLUB OF CARNARVON. Carnarvon Jetty. 1067 mm gauge.

(see LRN 15, p.14)

The official opening of the "Carnarvon Express" was performed on 9 May by the Minister for Tourism, Mr. Ian Laurance, following which the first "official" run over the mile-long jetty took place.

The train, consisting of an adapted mini-moke and two carriages, was acquired from Busselton Apex Club after Cyclone Alby partially demolished the Busselton Jetty in 1978. Major work to be carried out to bring the project to fruition was the construction of a shed for the rolling stock, and some track laying. Rail was made available by the Public Works Department, and permission for the operation of the train had to be obtained from the P.W.D. and the Harbour and Lights Department.

At the opening, Ian Laurance mentioned that at the local library there was a photograph dating back to around 1907, which shows a trolley fitted up with a sail for use on the jetty.

Trial running commenced over the Easter weekend and took place each weekend up to the official opening day. The journey takes about five minutes from the shore to the jetty end. Only one coach was in use on 26 April, with the other in the shed. The fare is \$1 for adults and 50c. for children.

*Northern Times 26/2/81, 23/4/81, 14/5/81
via David Whiteford, David Whiteford 5/81.*

WESTERN AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION INC., Mount Helena. Gauges Various.

(see LRN 17)

The Society has been donated its second locomotive. This is a four-wheeled petrol locomotive from the Maylands Brickworks of Bristle. It has a Holden six-cylinder engine and automatic transmission, driving onto one axle. It was apparently built on the chassis of an earlier F.C. Hibberd "Planet" locomotive by staff at Maylands during the 1960s. This 2 ft gauge locomotive was accompanied by three side-tipping skips, and now operates on a small section of track at the Society's depot on a farm near Mundaring in the Darling Ranges. Here it has joined a larger locomotive, a 70 hp 0-4-0DM built by F.C Hibberd in 1938 (builder's number 2150). The Society has also secured a number of items of rolling stock of 2 ft, 18 inch and 15 inch gauge

Western Rails Vol 4 No 3 via David Whiteford.

NOTICE BOARD

PUBLICATIONS

Light Railways No.74 - Includes:- Bootless Bay Revisited.

Tunnel Railways of W.A.

Light Railways No.75 - on schedule.

MEETINGS - SYDNEY

The August Meeting will feature movies and slides of the Goulburn Steam Museum and members are also invited to bring along their own slides for viewing as well.

The June meeting was the A.G.M. and the following people were elected;

Paul Simpson - President.

Craig Wilson - Secretary.

David Laidley - Treasurer.

Len King & Jeff Moonie - Committeemen.

The meeting, though lively, was poorly attended, the bring and buy night netting only \$5 for the Society.

All entertainment nights are of an informal nature. Members are reminded that the snack bar at the Transport Club is open before meetings for inexpensive hot meals. Meetings are held on the second floor, and a door donation of 20 cents per head is being reintroduced to cover hire of the room. The meetings usually finish around 9.30 to 10.00 pm.

Location:- Government & Transport Club, Regent St., Sydney. Parking available in Regent St., and Botany Rd.

Date:- Wednesday 26 August. **Time:-** 7.30 pm.

MELBOURNE

The August meeting will be the A.G.M. and members wishing to nominate for position should do so either prior to or at the meeting on the form included in the April mailout.

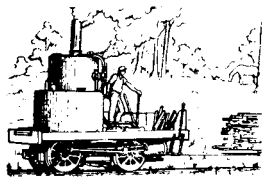
Following the A.G.M. Cyril Henshaw will present a talk on the Broken Hill - Tarrawingee Tramway.

Location:- Ashburton Uniting Church Hall, Ashburn Gve., Ashburton.

Date:- Thursday 13th August.

Time:- 8.00pm.

Future Meetings:- October - Auction Night.
 December - Film Night.



LIGHT RAILWAY NEWS

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LOCOMOTIVE & ROLLING STOCK MANUFACTURERS

GEORGE MOSS PTY LTD, Osborne Park.

This Company produces a range of mining equipment, locomotives, and rail maintenance items under the name "Gemco". About three years ago the Company moved its operations from Leederville to Osborne Park. Some diesels have been manufactured under licence from C.H. Funkey & Co. (Pty) Ltd. of South Africa, under the name "Gemco-Funkey", but it is believed that the last such locomotive was built about fifteen years ago. No diesel powered machines have been built for about five years. Total production may be approaching 1000 units, with the majority being battery electric locomotives, but trolley wire electric locos are also produced.

Most customers for locomotives appear to be mining companies in Australia, the Phillipines and Indonesia. However, it is believed that orders have also been supplied for diesels for the Zambian copper industry and for trolley locos for South Africa.

Two 25 ton battery locos have recently been supplied to Elcom Collieries in NSW, and it is believed that two more are on order.

Rob Pearman 7/81.

NEW SOUTH WALES.

APPRENTICES STEAM CLUB, H.M.A.S. NIRIMBA, Quakers Hill, 610 mm gauge.

(see LRN 23, p.5)

Invicta (John Fowler 0-6-2T 11277 of 1907) arrived at HMAS Nirimba on 26 June, having been handed over by the Millaquin Sugar Co. at a ceremony involving a naval detachment including two officers, two petty officers and 21 naval apprentices. On 27 June, she was given a thorough survey and it was discovered that her internal steam pipe was badly holed and pitted at the tube plate end.

Work commenced on the removal and replacement of the internal steam pipe on Monday 29 June and as a consequence of this work, the loco was successfully steamed for the first time on Friday 10 July.

Further work in progress is the repacking of all glands, removing and cleaning of all lubrication lines, restoring to operation the turbo-generator, rewiring, cleaning and painting the side tanks internally and rebuilding the coal bunkers. *Invicta* will remain in Qunaba Mill colours and, apart from the removal of the battery box, her appearance will not be altered. At present only 40 yards of track have been laid, although there are plans to increase this substantially during the next six months. Eventually it is hoped to lay 5 km. of track around the establishment.

Invicta joins a 1923 Foden steam truck and Garratt and Marshall portable steam engines, all fully restored. In addition, a Buffalo Pitts traction engine and a turn of the century steam pinnacle are currently undergoing restoration.

Lieutenant David Twiss. OIC Steam Club 7/81.

AUSTRALIAN IRON & STEEL PTY LTD, Old Bulli Colliery. 1067 mm gauge.

The following rolling stock was observed on the surface on a visit on 15 August:

Battery electric loco: number 67.

Diesel man riding cars: numbers 73, 74, 76, 77 & 79.

Malcolm Moore 0-6-0DM locos: numbers 7 & 8 in service; numbers 9 & 4 in the workings.

Ken McCarthy 8/81.

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD, Albion Park N.S.W. 610 mm gauge.

(See LRN 23, p.5)

The boiler of 0-6-2T Perry loco Tully 6 (7967/49/1 of 1949) was delivered to

the AI&S boiler shop at the Port Kembla Steel Works on 24 June for a major overhaul, mainly concentrated on the firebox.

On Saturday 8 August the former Fairymead Mill petrol/kerosene four wheel locomotive fired into life. This c.1930s unit was purchased for \$50 during 1977 and it arrived at Albion Park on 25 February 1978. During 1979 the local workshop of Cleary Bros. offered to overhaul the Fordson engine, a generous gesture which was readily accepted. The overhauled engine was refitted to the restored chassis during early August and the running trials took place soon after. The ILRMS would like to hear from readers about this unit's identity. The radiator carried the "Fordson-Major" emblem, while the gearbox carried the Day's of Melbourne plate. The outline of a diamond builders plate could be just detected on the side of the chassis when the loco arrived at Albion Park but that plate had been removed some time before leaving Queensland. The shape of this plate suggests that the assembly could have been undertaken by Malcolm Moore.

Further work on the restoration of Queensland RM trailer P 119 has resulted in the refitting of all internal cover strips and the rebuilding of side door frames. At the same time new door window guide felts have been fitted throughout the vehicle. At the close of July the 20 mm thick plate frames for the new 2 ft gauge bogies for P 119 were received from the Garnock Engineering plant at Port Kembla.

On 27 June the second end platform canopy was fitted to the saloon car No. 2. (former International c.1918 bus body). Since then replanking of the saloon floor has been completed and work is now progressing on the removal of paint from the ceiling together with the restoration and reglazing of the clerestory windows.

The new lease, which will expand the Society's site to 4.6 ha was finalised in late July, and work will soon commence in closing the gap between the main line rail heads to form a running circle of almost 1 km. Although a considerable quantity of 45 lb. rail is stock piled, this would not be adequate to complete the project. Several sources have been pursued and the museum is now having enough plant delivered over the next few months to enable the main line to be completed and the 30 lb rail in the compound and delivery track to be replaced later with the heavy stock.

A truck load of 45 lb rail and point components was received on Saturday 15 August from Old Bulli Colliery. The Collieries Section of Australian Iron and Steel Ltd as well as Mr Jim Costigan are thanked for their generous donation of this material.

Ken McCarthy 8/81.

MARTIN BRIGHT STEEL PTY LTD, Bessemer Road, Blacktown. 610 mm gauge.

This firm produces coated rod and bar steel by a series of pickling and treatment processes. In connection with these activities, narrow gauge transport is employed. This consists of approximately 20 parallel tracks within the main buildings. Each track containing one, rigid wheelbased, roller bearing equipped, six wheeled bolster type wagon. These are used for the carriage of steel between the various processing tanks. Motive power is part manual and part tractor. In addition, a few special wagons are used for providing mobile machinery mounts.

Rob Pearman. 5/81.

THEISS BROTHERS PTY LTD, Sydney. 1067 mm gauge.

Two Gemco Funkey locomotives advertised in the press at the start of August were still unsold at the end of the month. The two locos, identified as Serial No. 4521-868 Model No. L609-67 & Serial No. 4521-689 Model No. L610-97, weigh 12 tons and are powered by Deutz diesel engines giving a drawbar pull of 72,000 lb at 12 mph. The locomotives are believed to have been purchased by Theiss Brothers from Mount Isa Mines, who are suspected to have purchased them new. The locos were intended for underground use on the construction of the Dartmouth Dam in Victoria. However, the dam was completed before they could be placed in service.

Weekend Australian 1-2/8/81, David Allen 8/81.

QUEENSLAND.

CSR LTD, Macknade Mill 610 mm gauge.

(see LRN 20, p.4)

6-ton Motor Rail "Simplex" 4wDM 10232 of 1950 returned to service with the navvies on 20 August after an extensive rebuilding. The only original parts left are the frame, weights, wheelsets, gearbox and chain drive. An aircooled 3-cylinder Deutz diesel motor, and centrifugal clutch have been fitted. A modern cab has been built, with tinted windows. Also fitted are headlights, draught lights, radio, cabin light, electric starter, beacon, and a full set of instruments. This Simplex was numbered 1 and has returned to service as number 4 with a number sticker made in the same style and colour as the main line locomotive number plates. It has also been painted the full loco colours with the exception of white dazzle stripes. Simplex number 2 Motor Rail 4wDM (builders number uncertain but dating from the 1920s) is to

become number 5. This renumbering brings the Simplex numbers into series with the Hansen line cars numbers 1 and 2, and also another older inspection car (built by Clyde Engineering in 1968), which will become number 3.

C.J.Hart 8/81.

DINOS FUNPARK, Tanawah 610 mm & 305 mm gauge.

(see LRN 22, p.13)

The 2 ft gauge rail motor remains unsold and is parked adjacent to the station area with its trailer. The 12 in line is longer than the former 2 ft gauge line, and its locomotive, a 2-4-0 tender engine carries a boiler inspection plate stamped with the date 1974, indicating that it may have come here second-hand.

Editor 8/81.

INDEX INDUSTRIAL BROKERS c/o Herons Moorings Aquarium Avenue, Hammant. 1067 mm gauge.

A four-wheel diesel-hydraulic locomotive is stored at this Brisbane boatyard awaiting a buyer. Built by Plymouth in the USA (6125 of 1958), it is of Model DD and weighs 12 tons. It carries the numbering 19143 R. but also LOD 102 with the "UBR" logo of Utah Brown and Root Sudamericana indicating that it was operated by the consortium of these companies in Snowy Mountains Scheme contracts. It is believed to have been built to 2 ft 6 in gauge and was altered to the wider gauge after 1961. After finishing work in the Snowy Mountains about 1966, it is understood to have been used in a New South Wales colliery.

Editor 8/81, W.W.Henderson.

MARIAN MILL CO-OPERATIVE SOCIETY LTD. 610 mm gauge.

(see LRN 23, p.15)

The first stage of the new Langdon Tramline was inaugurated on 1 September. John Fowler 0-6-2T 20277 of 1934 and a new E.M. Baldwin bogie diesel crossed the Queensland Railways bridge at Mirani and returned with 20 bins of the first revenue-earning trip. As yet, the line is only in operation to Mirani West, and serves five sidings.

A new livery to replace the old yellow and grey is being adopted by the mill and four locomotives are running in the new colours of red and green this year. These are the two new Baldwin bogie diesels, numbered 16 and 17, and the two Clyde 0-6-0DHs which have new cabs this year, 11 (Model DHI-71 56-104 of 1956) and 14 (Model HG-3r 61-235 of 1961).

Some initial problems were experienced with the new Baldwin locos

because of coupling overhang and sharp curves, which led to a serious derailment on the Pioneer River bridge. This problem has been overcome with the fitting of a different type of coupling arrangement.

Len Heaton via David Mewes 9/81.

MINATOME AUSTRALIA PTY LTD, Ben Lomond. 455 mm gauge.

Members may have seen narrow gauge rails on TV reports of this Company's uranium prospect near Townsville. Enquiries have elicited the information that a 1 ft 6 in gauge track is used and that rolling stock consists of one 1-tonne capacity truck worked by hand.

W.W.Henderson 7/81.

MORETON CENTRAL SUGAR CO., Moreton Mill, Nambour. 610 mm gauge.

(see LRN 22, p.14)

An extensive programme to upgrade the mill's locomotive fleet has been embarked upon. E.M. Baldwin bogie loco *Coolum* (5565-1-10-74 of 1974) has had attention to its bogies and been weighted up at the front end and is now back at work hauling cane after a period of unreliability last year. *Moreton* (Clyde 0-6-0DH 63-289) has had a thorough engine overhaul. E.M. Baldwin 0-6-0DH locos *Bli Bli* (6-1257-6-7-65 of 1965) and *Petrie* (6-2300-1-6-68 of 1968) have received new turbo-chargers and final drives. E.M. Baldwin 0-4-0DH's *Maroochy* (6-1064-1-11-64 of 1964) and *Valdora* (6-1258-5-6-65 of 1965) have been fitted with new 120 hp GM engines. In addition, *Valdora* has been fitted with larger cab windows. These two locomotives remain fitted up with multiple unit connections so as to be capable of being used as one unit when necessary. Similarly, it is believed that *Moreton* and *Bli Bli* remain fitted up for radio remote control operation, but this was not seen in use when a visit was made in August. Com-Eng 0-6-0DM 8 (B1112 of 1956) has still not been returned to Mourilyan Mill, although it retains its Mourilyan number and livery. It has been fitted with the Gardner engine from *Kalbo* (Com-Eng 0-6-0DM H1022 of 1958). *Kalbo* was completely dismantled in August for overhaul, and it is understood that there has been considerable thought given to possible modifications to this loco.

The mill yard alterations begun in the slack season have not been completed. A visit at the start of July saw a feverish level of activity to complete the bare essentials of the full yard layout, and much work remains to be done, particularly at the entrance to the yard, where a house has been demolished and earthworks completed, but a considerable amount of track realignment and new construction will have to be done.

Complaints about the amount of dust caused by the tramway in Howard

Street have led to the mill taking steps to dampen down the problem. A large tank has been mounted on a bin frame and a petrol motor drives a pump to force high pressure water into the flange grooves on this section of street tramway. Other jets clean the concrete road surface into which the rails are set. This operation is carried out several times a day as required and makes an interesting working for whatever locomotive happens to be available at the time.

Editor 7/81, 8/81.

MOSSMAN CENTRAL MILL CO LTD. 610 mm gauge

(see LRN 23, p.14)

"The Ballyhooley Steam Express" was expected to have begun operations from the mill on 24 August. The locomotive, named *Ballyhooley*, is Bundaberg Foundry 0-6-2T 6 of 1952, and was recently acquired from the Millaquin Sugar Co. It has been overhauled and repainted as well as being converted to run on LP Gas. Is this a world first? The loco will be driven by Col Antrobus, formerly of Bundaberg, a well known figure at Qunaba Mill in steam days.

Three passenger carriages have been constructed by Mr J.Lewry of Port Douglas and will run on bogies similar to those used under the mill's vehicles. The carriages are of open construction in "period style" and have slatted wooden seats.

The station building has been completed and incorporates a souvenir shop and lecture theatre and is adorned with tropical plants and hanging ferns which are attended by fireman Geoff Lee and Station Mistress Jeni Watson. The area surrounding the station will become the showplace for a large number of historical old pieces of horse drawn agricultural equipment and historical tractors donated by local farmers.

There will be two tours daily Monday to Friday, at 10 am and 2 pm, and include a train ride through the canefields, an introduction to the agricultural side of the industry and a factory tour.

Mossman Central Mill Co Ltd 6/81, 8/81, Simon Fraser 8/81.

PGH CERAMICS QUEENSLAND, Strathpine. 1700 & 2000 mm gauge.

This modern brickworks operates transfer tracks at each end of its main works building which contains brick kilns. The transfer cars work on a 1700mm gauge track and are electrically powered through a trolley wire. Transmission on these cars is hydraulic, and only one of the two axles is powered. The cars are used for traversing 2000 mm gauge loaded brick cars between the parallel tracks within the main building. One transfer car operates at each end of the building. One was built by W.D.T. (Engineers) Pty. Ltd. of Acacia Ridge and the

other by Parkers Hannifin (Australia) Pty. Ltd. of Mount Gravatt.

Editor 7/81.

SOUTH AUSTRALIA

? , Angaston. 508 mm gauge.

A small side-tipping hopper wagon is on private property approximately 100 yards from Angaston Railway Station. It was purchased by the present owner from Monier Besser after the company had thrown it on the local tip. An approach from the Mile End Railway Museum for it to be displayed at the museum has been rejected.

Rob Sanders 5/81.

TASMANIA

IDA BAY RAILWAY 610 mm gauge.

(see LRN 23, p.16)

Mr Michael Williams, a boilermaker formerly working with the Department of Main Roads, has been selected as the new operator of the railway. A 40-year lease was to be signed with the Tasmanian Government, and major work to be carried out would include the overhauling of rolling stock and restoration of trackwork. It is hoped that the railway will recommence operation on 1 December. Mr Williams planned to have one locomotive in use immediately and to rebuild another as time permits. These locomotives are Malcolm Moore 4wPM originally built in 1943 for the Australian Army and formerly used by Commonwealth Carbide on the railway until its closure in 1975.

Hobart Mercury 11/7/81 via Ralph Proctor, Editor.

VICTORIA

GEE LONG STEAM PRESERVATION SOCIETY, Bellarine Peninsular Railway 1067 mm gauge.

(see LRN 23, p.18)

Work is continuing at Belmont on Perry 0-4-2T *Klondyke* (271 of 1927) in preparation for its being moved to Queenscliff. Currently a Westinghouse brake is being fitted, and the side rods and valve gear are being overhauled. This loco was originally built for the Victorian State Rivers and Water Supply Commission's Hume Reservoir works as an 0-4-0T. It was purchased by Mount Morgan Mines in Queensland about 1940 and later went to the Pioneer Sugar

Mill near Ayr, where it was converted to an 0-4-2T. In 1962 it was converted to oil firing. Withdrawn from service in 1966 with the introduction of diesels on the mill system, it was donated to the GSPS for its then Belmont Common Railway, arriving in Geelong in October 1971. It is in working condition, having been restored by Society members.

Restoration of Vulcan Iron Works 0-6-0ST (2540 of 1916) has commenced with a thorough inspection of the mechanical parts of the loco. The loco has been in a park at Ringwood since late 1968 and will be removed to Wantirna for restoration by Melbourne Society members.

Ian Gunsser 7/81, 8/81.

WESTERN AUSTRALIA

METROPOLITAN BRICK, Helena Vale.

This works, believed to have once had a 2 ft gauge rail system worked by "Planet" locomotives is reported by staff at the Maylands Brickworks to have closed about three years ago. This site is presumed to be that east of Midland, south of the Great Western Highway. All buildings except for one house have been demolished, and the pit is flooded.

Rob Pearman 4/81.

L. WHITEMAN, Middle Swan Brickworks.

This works, believed to have had a locomotive worked 2 ft gauge rail system at one time, is still in operation just east of the Swan River at Middle Swan. Clay is delivered by truck here, and no pit operation was observed. Although an old works, a variety of bricks is produced with fork lift and tractor operation. Old lengths of rail were observed, approximately 30 lbs/yard, but there was no rail equipment except for one heavy skip chassis plus bucket welded to a skid frame. Three lighter skip bodies used for ash removal from the kilns are thought to be probably not of rail origin.

Rob Pearman 4/81.

OVERSEAS

PAPUA NEW GUINEA

CHOISEL PLANTATION PTY LTD, Soraken, North Solomons Province 610 mm gauge.

(see LRN 14, p.21)

On a visit in June, Hunslet 4wDM 7531 of 1977 was in the workshop undergoing overhaul as a result of breakdown. In addition, a small Lister 4wDM loco was under repair. Another Lister which arrived from Lindenhafen Plantation in West New Britain in May 1980 has not yet been repaired but is being cannibalised for spare parts. With the two working locomotives out of use, trucks were being hand pushed to the nearest road crossing, a distance of up to 900 m. with loads of bags of copra and cocoa weighing up to a total of about half a ton.

Michael R. Pearson 7/81.

PAPUA NEW GUINEA NATIONAL MUSEUM & ART GALLERY

The Aviation, War & Maritime Section of the museum has recently acquired its first railway relic, a 2 ft gauge wheelset from the Port Moresby area.

Michael R. Pearson 7/81.

FIJI

BARCLAY BROTHERS PTY LTD, Mona Savu Project 610 mm gauge (?).

This Australian-based civil engineering group is working on the construction of a hydro-electric scheme. Locomotive working was observed at three sites:

Power 1.

No.1 George Moss 8 ton four-wheel battery electric, Serial number 2518-19/177/79.

No.2 George Moss 8 ton four-wheel battery electric, Serial number 2460-2517/176/79.

Hunslet Engine Co. 52 hp four-wheel diesel-mechanical 8824 of 1978.

Power 2.

Two George Moss 8 ton four-wheel battery electrics.

HP Tunnel.

No.3 George Moss 3 ton four-wheel battery electric.

Ron Aubrey 5/81 via David Mewes.

FIJI SUGAR CORPORATION 610 mm gauge.

The Fijian Government commissioned report on cane transportation made by Booker Agriculture International Ltd has recommended that about \$7m. should be spent on improvements to the tramways serving Fiji's four sugar mills.

Since CSR left Fiji in 1973, cane growing has expanded in geographical extent, but only one minor tramway extension has been made. This has

meant a great increase in road transport, a trend accelerated by a lack of rail maintenance in some areas, and the dissatisfaction with the rail transport service. Increased road transport is inefficient and has brought about increased road traffic hazards as well as congestion at the mill weighbridges.

The consultants have proposed a greater use of portable line in flat areas and the construction of about seventeen transfer stations where cane can be placed onto rail from infield motor transport and road vehicles from isolated or hilly areas.

The consultants pointed out that any sugar industry having an established railway system is extremely fortunate. It has the lowest cost and the lowest fuel consumption for each tonne of cane delivered and therefore must be utilised to the full.

The main problems farmers have with the rail system were stated to be erratic delivery and collection of rail trucks, and the lack of portable line, having to wait long periods to hand over weight tickets to loco drivers, and the danger of not getting their cane harvested at the end of the season.

The Fiji Times 4/7/81 via Bob McKillop.

ROSTER No.3 - MELBOURNE & METROPOLITAN BOARD OF WORKS

This roster is not necessarily complete.

Some confusion exists over the numbering of these locos. Plant records do not always correspond with the numbers actually carried, and the numbers sometimes have extra letters and/or figures added.

MMBW No.	Type	Builder	B/N	Year.	Gauge
004	4wBe	Wingrove & Rogers	5302	1955	610 mm
005	4wBe	Wingrove & Rogers	5303	1955	@ 610 mm
006	4wBe	Wingrove & Rogers	?	?	@ 610 mm
007	0-4-0BE	Gemco	12373/135/66	1966	+ 610 mm
008	0-4-0BE	Gemco	12371/134/66	1966	610 mm
010	0-4-0BE	Gemco	12520/146/67	1967	610 mm
011	4wDH	Gemco-Funkey	2707/Pl.0472/ /68	1968	762 mm
012	4wDH	Gemco-Funkey	2372/Pl.0455/L621/68	1968	762 mm
013	4wDH	Gemco-Funkey	2896/Pl.0474/L620/68	1968	762 mm
014	4wDH	Gemco-Funkey	2889/Pl.0456/L621/68	1968	762 mm
020	4wBe ?	Gemco	12603/152/69	1969	610 mm
027	4wDH	E.M. Baldwin	3225-1-2-70	1970	762 mm
028	4wDH	E.M. Baldwin	3225-3-2-70	1970	762 mm

029	4wDH	E.M. Baldwin	3225-2-2-70	1970	762 mm
030	4wDH	E.M. Baldwin	3225-4-2-70	1970	762 mm
032	4wDH	E.M. Baldwin	5346-1-2-74	1974	610 mm
033	4wDH	E.M. Baldwin	3346-2-2-74	1974	610 mm
034	4wDH	E.M. Baldwin	5366-1-4-74	1974	610 mm
035	4wDH	E.M. Baldwin	5366-4-5-74	1974	610 mm*
036	4wDH	E.M. Baldwin	5366-5-6-74	1974	610 mm*
037	4wDH	E.M. Baldwin	5366-3-5-74	1974	610 mm*
038	4wDH	E.M. Baldwin	5366-2-4-74	1974	610 mm
039	4wDH	E.M. Baldwin	5366-6-6-74	1974	610 mm
040	4wBE	Gemco	1770/202/74	1974	?
041	4wDH	E.M. Baldwin	6008-1-4-76	1976	610 mm
042	4wDH	E.M. Baldwin	6008-2-4-76	1976	610 mm
043	4wDH	E.M. Baldwin	6008-3-4-76	1976	610 mm
044	4wBE	Gemco	2145-6/144/76	1976	610 mm
045	4wBE	Gemco	2147-8/144/76	1976	610 mm
046	4wDH	E.M. Baldwin	6700-1-4-76	1976	610 mm
047	4wDH	E.M. Baldwin	6700-2-4-76	1976	610 mm
048	4wDH	E.M. Baldwin	6700-3-4-76	1976	610 mm

* converted to 765 mm by MMBW

e ex Yarra Constructions, 1963.

+ ex ?, 1963.

It would appear that a number of 762 mm gauge Gemco battery electrics are not included in the above list.

Keith McDonald & H.J. Wright, M. McCarthy, Editor.

SALES DEPARTMENT NEWS

Light Railways Reprints now include Nos 21 & 22

Our plan to reprint in limited quantity, early numbers of *Light Railways* makes progress with the addition of numbers 21 & 22 to those already available.

We can now offer a complete set of reprints of numbers 13 to 22 inclusive.

Further, a combined reprint of Volume 3 (Nos 9 to 12), is in preparation and will be followed, in due course by Volume 1 (Nos 1 to 4) and Volume 2 (Nos 5 to 8).

Cost of LR 21 and LR 22; a measelly \$1.80 each, posted, or \$1.60 each for those able to buy them at Melbourne meetings.

NOTICE BOARD.....

Sydney Field Trip

To all Sydney members, a unique opportunity has arisen for us to inspect the light railway remains at BANTRY BAY.

You have never heard of it! Well quite a few others have not either. So if you wish to participate in our first field trip ever, to take place in November 1981, enquire now to:- FIELD TRIP, 1981, P.O.Box 290 Burwood, 2134 or come to our next meeting on 28 October.

This previously unrecorded 2 ft gauge light railway served a munitions depot in Bantry Bay and has been listed by the National Trust.

We plan to make this the subject of a combined research effort, the result of which will be published in a future issue of *Light Railways*.

PUBLICATIONS

STEEL and RAILS - Newcastle.

A new book, first of a pair. (the other dealing with Whyalla) A4 format, full page rail network plans, scale rolling stock

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MEETINGS

SYDNEY

The October Meeting will feature selected movies and can include further movies that members might bring along.

All entertainment nights are of an informal nature. Members are reminded that the snack bar at the Transport Club is open before meetings for inexpensive hot meals. Meetings are held on the second floor, and a door donation of 20 cents per head is applicable. The meetings usually finish around 9.30 to 10.00pm.

Location:- Government & Transport Club, Regent St., Sydney. Parking available in Regent St., and Botany Rd.

Date:- Wednesday 28 October.

Time:- 7.30pm.

MELBOURNE

The October meeting will feature our Annual Auction Night. No doubt one of the highlights of the year, this is the night you get the opportunity

to bring along the junk you bought last year and swap it for a new lot! These occasions are always a lot of fun so if you have a few spare photos, maps, locomotives, etc, bring them along (and your wallet) and take part in what will be an enjoyable evening.

Location:- Ashburton Uniting Church Hall, Ashburn Gve., Ashburton.

Date:- Thursday 8 October.

Time:- 8.00 pm.

Future Meetings:- December - Film Night.

February - The Tramways of Darnum.



LIGHT RAILWAY NEWS

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December 1981

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Deadline for next issue is:- 20 December, 1981.

RESEARCH COLUMN

Craig Wilson of 22 Jackson Crescent, Pennant Hills 2120 is researching Nepean Sand & Gravel Co., operators of both standard and narrow gauge railways at their Yarramundi Quarry, and would appreciate any photographs or information, especially the impressions of any reader who visited the site up to 1955.

CORRECTION

In LRN 24, p.2, it was stated that Malcolm Moore locos 9 & 4 were seen in the workings at Old Bulli Colliery. This should have read "in the workshop". Apologies to Ken McCarthy.

INDUSTRIES ASSISTANCE COMMISSION REPORT ON RAILWAY & TRAMWAY LOCOMOTIVES, ROLLING STOCK, ETC.

This report, published on 13 July 1981, sheds light on a number of aspects of the Locomotive and Rolling stock manufacturing industry. The Commission's recommendation was that the present rates of duty, 15% on battery electric locomotives and 30% on other items, should be altered to 20%. Manufacturers listed in the report include E.M. Baldwin, Clyde Engineering, Commonwealth Engineering, A.Goninan & Co., Fox Manufacturing, George

Moss, Plasser (Australia) and Tamper (Australia) among the better known firms. Others, less well known, included R. & W. Hannaford Pty Ltd of Sydney (diesel and battery electric locos), Kembla Coal & Coke Pty Ltd of Moss Vale (battery locos), Moxon Engineering Pty Ltd of Moss Vale (underground locos) and Pacific Construction Equipment Pty Ltd of Sydney (inspection vehicles).

It is interesting to note that some rail equipment is still being imported. In the period 1967-80, this included 5 battery locos from Britain and West Germany, 4 electric locos from West Germany, 8 diesels from Britain and West Germany, and 15 self-propelled vehicles from Switzerland and the USA. Some at least of these must be operating on mining tramways in Australia.

Editor 10/81

LOCOMOTIVE & ROLLING STOCK MANUFACTURERS

E.M. BALDWIN & SONS PTY LTD, Castle Hill, Sydney.

(see LRN 23, p.4)

Marian Mill's two 32 tonne bogie locomotives were delivered during June. A 25 tonne 4-wheel diesel-hydraulic mining loco (1067 mm gauge) was delivered on 10 August, and it is believed that a 32 tonne B-B DH loco for a sugar mill was delivered on 1 October.

Craig Wilson 10/81

NEW SOUTH WALES

GOULBURN STEAM MUSEUM 610 mm gauge

(see LRN 22, p.5)

Krauss 0-6-0T *Stella* (3423 of 1896) was seen working at the museum on 6 September. Trains to the gates seemed to be running at a frequency of about one hour. An end loading steel saloon car is now in service, of similar dimensions to the former Melbourne cable tram trailer in use here in the past. Although the windows are of identical spacing to the tram trailer, only six openings on each side are glazed, with the remaining two end panels sheeted over. The vehicle has a clerestory roof ribbed with curved square tube section steel to resemble the bent wooden ribs of the cable car. The car appears to be mounted on former Condong Mill bogies. The former NSWGT California car "D" 117, which began running at Goulburn in early 1976 on two 2 ft gauge bogies, has now returned to its owner, and it is believed remounted on its original standard gauge Brill 21 E truck.

Ken McCarthy 10/81

HUNTLY COLLIERY PTY LTD, Dapto 1067 mm gauge

Under the heading "Supply of Diesel Locomotive", an advertisement calling for tenders for the supply of a 25 tonne diesel or electric loco for underground use was published early in October.

The Weekend Australian 3-4/10/81

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD, Albion Park NSW 610 mm gauge

(see LRN 24, p.3)

The four wheel fire fighting tank car was completed in time for the 11 October operating day. A removable petrol motor-pump unit is fitted to the chassis and this provides a high pressure water flow from the nozzle of the hose to extinguish any grass fires which could be caused by sparks from the steam locos. This is a new item of rolling stock manufactured by ILRMS secretary Tony Madden.

On 26 September the Queensland Railways rail motor trailer P 119 and saloon car No.2. (former c.1918 International bus body) were hauled around the museum railway by the diesel Ruston loco on clearance trials. This marked the completion of the restoration of the body of P 119. During July and August the interior walls were painted brown and cream, green carpet fitted to the floor, and upholstered seating provided for 39 passengers. These are former bus seats fixed in traverse, face to face positions with green leatherette covering to match the carpet. A rich brown gloss livery relieved with two cream bands, similar to the original Queensland scheme, has been used on the outside.

P 119 is now available for limited service but regular operation will not be entertained until the lower design bogies and a continuous air braking system are fitted. The restoration of this car was carried out under the direction of Arthur Moore.

The restoration of the clerestory windows for car No.2, as well as the painting of the ceiling, was completed by early October. This brought to a conclusion the fitting of 38 glass panes as well as the construction of 28 new window frames for this vehicle. Two major tasks remain to bring to a conclusion the restoration of this vehicle which has occupied almost two years; the fitting of the sheet steel end platform aprons and the construction of two longitudinal polished wooden benches to provide seating for 10 passengers.

During late September the ILRMS secretary visited Queensland to supervise the loading of 10 tons of 42-1/2 lb rail made available by the Queensland Railways. Successful negotiations by the ILRMS resulted in 30 tons of this rail

being made available, lifted and stacked, on the Millmerran branch. As 10 tons will provide enough plant for 240 metres of track, more than enough to complete the ILRMS main line, the balance was transferred to ANGRMS for their Woodford museum railway.

The QR was able to transport the rail to Brambles Brisbane depot for a competitive price and by early October the delivery was awaited at Albion Park.

While in Brisbane, Tony Madden took the opportunity to collect relevant drawings for P 119 and to arrange the purchase of surplus equipment which will enable the refitting of air brakes to this vehicle. The ILRMS Museum Committee is grateful for the co-operation and hospitality extended to the secretary by QR engineering and per way staff as well as by ANGRMS members.

By late September the Albion Park lease was still awaited from being notated and registered. In the meantime member Bob Morgan, who has recently moved into the district from Melbourne, has been pressing on with the extension of the station siding track. This will eventually form the main passing and holding loop on the main line. This work was far enough advanced by 11 October to enable the Ruston diesel loco and the fire fighting car to stand at the station clear of the main line. The ILRMS is fortunate in being situated in a coal mining area. The management of Yellow Rock Colliery, only 5 km from the museum, has offered the museum a free supply of unscreened lump coal and the first load of this generous donation was received in September. In addition, a fairly regular supply of hardwood offcuts is also available as a fuel supply as the nearby pallet manufacturer otherwise makes several trips to the tip each week to dispose of that material.

December 15th, 1981 marks the tenth anniversary of the first public meeting held to establish the ILRMS. Although one never completes the task of preservation, the Society has been able to initiate all its aims and objectives in its first decade, and 1982 will see the start of the second decade which will be one of consolidation.

Ken McCarthy 10/81

QUEENSLAND

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY, Durundur Railway, Woodford 610 mm gauge

(see LRN 23, p.10)

Work carried out in the last few months included the extension of the

station platform at Woodford by 30 ft. Two ex-CSR line bogies have been overhauled at Woodford prison and returned to site. Two steel cane trucks and a pair of tender bogies have now been sent to the prison for overhaul. Restoration of the ex-rail motor trailer has been continuing.

During October, the Society's Bundaberg Foundry 0-6-2T (5 of 1952) passed a boiler examination, and on the same day, two members were passed as diesel locomotive drivers.

Through the good offices of the Illawarra Light Railway Museum Society, 20 tonnes of 421b rail was recently offered to the Society, and will prove very useful in the development of the project. A number of sets of points have been donated by a northern sugar mill, which will also prove of great value.

Fairymead Mill has donated a bogie flat wagon to the Society. It was supplied originally for the construction of the Burrinjuck Dam in NSW before the first world war and was later purchased by Fairymead, as one of about 15 similar vehicles, for the conveyance of bagged sugar from the mill to the wharf. The wagon was delivered to Woodford in September and although the woodwork is in poor condition, the bogies appear to be in good order. The wagon is about 27 ft long and 5 ft 3 in wide.

Durundur Railway Bulletin, J.Mewes 10/81, Editor.

BARCLAY BROTHERS PTY LTD, Moorooka, Brisbane 610 mm gauge

(see LRN 24, p.11)

In 1977, this company purchased four English Electric 7 ton 76 hp electric locos from Mount Isa Mines Ltd. These had been converted from wire electric to battery at Mount Isa by the addition of battery trucks. These locos were:

- | | | |
|----|------------------------|------|
| 2 | English Electric 71741 | 1930 |
| 4 | English Electric 71743 | 1930 |
| 9 | English Electric 1958 | 1951 |
| 10 | English Electric 1959 | 1951 |

At Moorooka they were overhauled and renumbered 150 001, 150 004, 150 003 and 150 002 respectively for use on a tunnelling job in Canberra. After the completion of this job, three were sent to Gosford for another similar job, while the fourth was sold or scrapped. At Gosford, one loco was cannibalised and finally scrapped. About April 1981, the remaining two locos, Mt. Isa 2 and 10, were returned to the plant yard at Brisbane, and were still there in October, together with a number of spare wheelsets. Two battery trucks were seen in another part of the yard, one with four wheels and the other mounted on bogies. Also seen were two concrete transporter cars mounted on bogies and two without wheels as well as a quantity of rail.

A 1-1/2 ton battery loco, thought not to have been built by Gemco, was

also used at Canberra, and is now believed to be in Fiji for the Monasavu job. It, and a number of 3 ton battery locos, thought to have been purchased from the NSW Metropolitan Water, Sewerage & Drainage Board are thought to have passed through Brisbane for overhaul en route for Fiji.

Three 3 ft 6 ins gauge 8 ton battery electric locos were purchased from Mount Isa Mines Ltd in March 1978. These were built to be convertible to 2 ft gauge, and may indeed have been converted. These too, may be in Fiji.

Details:

54	4wBE	Gemco	52144P-35P/56	1967
55	4wBE	Gemco	6B/5691-6B/6101/66	1968
56	4wBE	Gemco	3B/5691-5B/5691/65	1968

These Gemco battery electric serial numbers contain the numbers of the two motors fitted to the loco in question, and the serial number of the loco in the particular class.

John Middleton: Keith McDonald: W.W.Henderson 9/81, Editor

BUNDABERG TOURIST TRAMWAY PRESERVATION SOCIETY 610 mm gauge

(see LRN 23, p.11)

Work has proceeded on the restoration of Bundaberg Foundry 0-4-2T 8 of 1952. By the end of September, the tanks, cab and boiler lagging had been removed, together with the spark arrester and sand boxes. The tanks will be rebuilt with new materials, and corroded cab panels will be replaced. The spark arrester will also be rebuilt. Meanwhile, Alan Robert's 0-6-2T *Bundy* (Bundaberg Foundry 2 of 1952) has had welding done on a spot of corrosion on the boiler barrel, and a tube has been withdrawn for the boiler inspector to carry out an examination.

The Society has been donated two bogie wagons from Fairymead Mill. These are in poor condition but might form the basis of passenger cars. They had not been removed from the mill at the start of October.

The Society has not been successful in its approach to the Millaquin Company to use a section of tramline for tourist operations at weekends. Other options are now being investigated, and moves are being made to acquire some 30 lb rail from the Childers district.

BTTPS Newsletter 8/81, Alan Robert 9/81

CSR LTD, Macknade Mill 610 mm gauge

(see LRN 24, p.5)

As part of a rationalisation scheme for the Herbert Valley mills (Victoria and Macknade), a proposal has been made to build a 20 km long extension to the

Macknade Mill's Hawkins Creek line through fairly rough country, involving a number of bridges, so as to enable the tapping of the Abergowrie area, presently a part of the Victoria Mill's assignments. It is felt that at this stage the proposal would be uneconomic, but in the future, this "strategic" line might become a reality.

Australian Sugar Journal 9/81 via David Mewes

(Note to CD-ROM edition - The following item was originally incorrectly published under the heading CSR Ltd, Victoria Mill. The correction was noted in LRN 27).

A mill worker suffered severe injuries when hit by a cane bin derailed as a result of a collision at the tramway crossing of the Queensland Government's line at Bemerside. The loaded cane train had mostly crossed when it was hit by the locomotive of a north bound goods train, which had run through the protecting signal. Several bins of cane were dislodged, injuring the cane locomotive's "fireman", who was operating the catch points at the time. (these protect the QGR from the cane trains but not vice versa - Ed.)

Australian Sugar Journal 10/81 via David Mewes

DREAMWORLD DEVELOPMENT PTY LTD, Coomera 610 mm gauge

(see LRN 23, p.12)

The first stage of this project, including a 3 km long steam hauled railway, will be opened to the public on 15 December.

Time Off 23/10/81

FAIRYMEAD SUGAR CO. PTY LTD 610 mm gauge

(see LRN 18, p.4)

A number of interesting items of rolling stock were observed in September. Two tool box wagons have been constructed on old cane bins painted yellow. One of the mill's four wheel ballast wagons was seen placed transversely on a transporter wagon constructed from a bin frame. One of the old Burrinjuck Tramway bogie flats has been converted into a ballast plough.

Contract tamping was carried out by Tamper (Australia) during the slack season. Consideration is being given to the purchase of a ballast tamper and possibly an additional bogie Baldwin locomotive in 1982.

A head-on collision is understood to have occurred in late September. Nothing more than radiator damage is believed to have been suffered however.

Editor 9-10/81.

GIBSON & HOWES PTY LTD, Bingera Mill 610 mm gauge

(see LRN 18, p.4)

Locos allocated to Wallaville in the 1981 season are:-

<i>Thistle</i>	0-6-0DM	Com-Eng	A1207	1956
<i>Sharon</i>	0-6-0DM	Com-Eng	A1935	1959
	4wDH	Malcolm Moore, rebuilt Bingera		1943

The Malcolm Moore loco, which works as a yard shunter at Wallaville, is known officially as *Hydrostat*, although this name is not carried. At Wallaville, near the old Gin Gin Mill, trains are made up for dispatch to Bingera, with the bulk of the haulage done by E.M. Baldwin B-B DH locos *Oakwood* and *Givelda* (5900-1-5-75 and 5800-2-6-75 of 1975). *Givelda* is remotely controlled from the lead loco, *Oakwood*, on this work, and a typical train is *Oakwood*, 56 bins, *Givelda*, 40 bins. Sister loco *Delan* (5800-3-7-75) is also fitted up for "slave" operation, but normally works separately, as does *Givelda* on the night shift.

A Malcolm Moore 4wDM is still stationed at Mcllwraith to work the remaining light lines in the area. A crew is sent out by road from Wallaville for this task, and in September, the Malcolm Moore was seen working bins, four at a time, to the junction with the heavier track. This whole operation is a remarkable sight, with the outstanding feature possibly that of a gate across the track at one point. The "fireman" dismounts from the Malcolm Moore to open this gate with the load, but when returning to the farmer's siding, the spring loaded gate was opened by the locomotive's buffer beam.

The crossing of the Burnett River at Givelda is another sight worth seeing. Here, the tramway descends the north bank of the river by means of a switchback. A train crosses here at about 10 am and returns about an hour later.

The Bundaberg Sugar Group Mills (Bingera, Fairymead, Millaquin & Qunaba) do not have a single spare locomotive between them in case of breakdowns. (many mills now consider it important to always have one loco on standby) Bingera's *St.Kilda* 0-6-0DH (rebuilt by E.M. Baldwin in 1967 from a Ruston & Hornsby loco from the Snowy Mountain Scheme), normally used as a yard shunter is used as spare loco for the group. On the morning of 30 September, *St.Kilda* was seen being loaded onto a company truck for transfer to Millaquin as a result of a breakdown there. Within 24 hours, the loco had failed at Millaquin, and was seen there with its torque converter out.

Editor 9-10/81

INDEX INDUSTRIAL BROKERS, c/o Herons Moorings, Hemmant 1067 mm gauge

(see LRN 24, p.5)

Plymouth 4wDH 6125 of 1958 stored here, was previously used at Bellbird Colliery, near Cessnock, NSW, where it was seen stored out of use in October 1977.

D.J.Mewes 9/81, Craig Wilson 10/81

ISIS CENTRAL SUGAR MILL CO. LTD 610 mm gauge

(see LRN 23, p.13)

The newly relocated line from Childers takes a spectacular route across country and much in the way of earthworks would have been necessary to restore the old government-railway formation. A service road had been built along the trackbed. The new line is as heavily graded as the old, but cuts out many curves and road crossings as well as shortening the route considerably. The track is laid in long welded lengths, and some problems have been experienced with rail expansion and buckling. Meanwhile, the old rail from the old line had mostly been removed by September. The new route north of the Gregory River is also completed, extending nine kilometres beyond last season's terminus at the Bruce Highway, making a total of about 19 km. from Cordalba.

Three locomotives have been fitted with soundproofed cabs since last season and are sporting the new colours of yellow and a rather greenish cream, with green numbers and trim. These are all Clyde Model DHI-71 0-6-0DH locos:

4	56-113	1956
5	58-191	1958
6	59-204	1959

Sister locos 61-220 of 1961 and 64-385 of 1964 are running in multiple as number 8. The first of the two, formerly number 7, has had its cab removed and controls covered by a steel plate. However, its cab is stored by the loco shed for placement on the loco in the event of the failure of its "twin".

John Fowler 0-6-0DM 1 (20776 of 1935) is no longer used on regular cane haulage, but is on ballast hauling duties as required. A new Tamper ballast tamper was seen in the loco shed. It was delivered in 1981 but its serial number is unknown at this stage.

Editor 9-10/81

MARIAN MILL CO-OPERATIVE SOCIETY LTD 610 mm gauge

(see LRN 24, p.6)

The first stage of Marian Mill's tramline extension to the west of Mirani, opened on 1 September, runs to Mount Martin, a distance of 22 km, and cost \$2,202,000. Work has already begun on the next stage, which will run 12 km

to Mount Castor.

New bogie Baldwin 16 was ex E.M. Baldwin's works on 11 June, with 17 ex works on 26 June. Both are turned out in the new livery of red bogies and wheels, yellow running boards with red and white dazzle stripes at front and rear, and the body bisected with a horizontal red stripe with yellow above and green below. The radiator grille is green with a yellow surround. The flashing warning light is fitted above the engine, no doubt due to clearance problems above the cab roof.

Australian Sugar Journal 10/81 via D.J.Mewes; Craig Wilson 10/81

MILLAQUIN SUGAR CO. PTY LTD, Millaquin Mill 610 mm gauge

(see LRN 23, p.13)

Locomotive breakdowns appeared to be the order of the day here in September, with repair work being carried out on a different E.M. Baldwin bogie locomotive on three successive days at one stage. These failures were annoying and disruptive to traffic working, but worse was to follow on 29 September, when loco 3 (Baldwin B-B DH 6456-1-11-75 of 1975) failed with broken crown wheel and pinion on the front bogie. The next day help arrived from Bingera Mill in the shape of *St Kilda* (0-6-0DH E.M. Baldwin rebuild 6-2179-1-6-67 of 1967 of a Ruston & Hornsby machine). Normally used on yard work at Bingera, the loco was put into service on cane haulage after coupler modification to suit Millaquin stock. After working the day and evening shift, *St Kilda* failed on the night shift with a converter failure. Qunaba Mill's *Beetle* was borrowed for the evening and night shift of October 1-2, with the bogie Baldwin due to return to service next day.

Bundaberg Foundry 0-6-2T loco 4 *Jumbo* (1 of 1952), retained by the Company for preservation, was seen parked in the loco shed with no work having been done on it. Next to it was a tiny self-propelled track jack with a diesel engine driving onto one axle only. Built by Gemco, it has serial number 241380085201.R80680, and was delivered in 1980. It is apparently transferred between mill systems in the Bundaberg Group as required.

The line car usually used by the mill navvies, a four-wheel diesel-hydraulic built at the mill about 1969 was undergoing an overhaul, and the navvies were using two of the three petrol-hydraulic cars with drive onto one axle in tandem with a wagon between them. These machines, apparently built up from a cane truck chassis by the mill, have now been numbered 1, 2 & 3. Some contract tamping was done on the mill's system over the slack season by Tamper (Australia) (see LRN 17, p.7).

Editor 9-10/81

MILLAQUIN SUGAR CO. PTY LTD, Qunaba Mill 610 mm gauge

(see LRN 23, p.13)

In spite of the gloomy predictions of loco crews, chain driven E.M. Baldwin 4wDH *Beetle* (rebuilt by Millaquin Mill 1980 from E.M. Baldwin 4529 rebuilt 8860-2-8-79 of 1979) is performing adequately in service, even if giving a rough ride. Com-Eng 0-6-0DH *Burnett* (FC3473 of 1964) did break down earlier in the season however, and *St Kilda*, E.M. Baldwin's 0-6-0DH rebuild (6-2179-1-6-67 of 1967) of a Ruston & Hornsby machine, was sent from Bingera Mill to assist. This expired immediately so another machine was sent from Fairymead Mill, in the shape of their loco 7, yet another rebuild, this time by Fairymead in 1971 of a Com-Eng 4wDH (GA1148 of 1961). This small loco was not really much help with its very limited haulage capacity, but had to suffice until *Burnett* returned to service.

Beetle was collected by a Millaquin crew at 7 pm on 1 October to cover for a loco failure, but was expected to be returned the next day.

Editor 9-10/81

MORETON CENTRAL SUGAR CO., Nambour 610 mm gauge

(see LRN 24, p.7)

A serious boiler failure caused the closure of the mill from 1 to 22 September. This and other problems mean that crushing will extend late into the year at least, if weather permits.

The cessation in production meant time was available in the loco shed, and three locomotives were repainted. *Coolum* (E.M. Baldwin B-B 5565-1-10-74 of 1974) and *Petrie* (E.M. Baldwin 0-6-0DH 6-2300-1-6-68 of 1968) appeared in a new colour scheme of yellow and green. *Coolum* was also adorned with the slogan NAMBOUR CAPITAL OF THE SUNSHINE COAST and suitable cartoons of CANE & MABLE in the shape of cane stalks on the cab side, when seen on 20 September. This was presumably in connection with the Cane Festival which was held a week or so earlier. By the beginning of October, these adornments had been removed, and the loco looked rather more dignified. Baldwin 0-4-0DH 6-1064-1-11-64 of 1964, known as *Maroochy*, but not carrying the name at present, had been repainted in all-over yellow.

Kalbo (Com-Eng 0-6-0DM H1022 of 1958) is due to receive a Detroit 6-cylinder diesel with Torquematic converter. It appears that Mourilyan Mill's loco 8 (Com-Eng 0-6-0DM B1112 of 1956) may remain at Moreton until the end of the season at least. The wagon repair shop took the opportunity offered by the mill breakdown to give attention to some of the mill's four-wheel wooden ballast wagons.

Editor 9-10/81

MOSSMAN CENTRAL MILL CO. LTD 610 mm gauge

(see LRN 24, p.8)

"The Ballyhooley Steam Express" was inaugurated as planned on 24 August, and demand from the public has meant the running of two services on Saturday in addition to Monday and Friday.

The locomotive *Ballyhooley* (Bundaberg Foundry 0-6-2T 6 of 1952) is turned out in maroon livery lined out with yellow, and carries its new name on a large oval plate on the cab side. The train runs not in the direction of Ballyhooley (south of Mossman) but to the north, where there is more in the way of scenic attractions.

In September, the historic display under development near the mill station contained two locomotives, Baguley 0-6-0DM *Mowbray* (3378 of 1954) and Malcolm Moore 4wDM 007 (1042 of 1943), which was apparently being described to tourists as "Sandy the cane train". It is not known if these locos have been withdrawn from service or are only displayed when not required for other duties. The latter possibility seems the more likely.

A number of the mill's Com-Eng 0-6-0DH locos have been fitted with sound proofed cabs since the 1980 season. These include *Ivy* (AL4181 of 1965) and, it is believed *Douglas* (AL2562 of 1963). It appears that these two locomotives have been fitted for back-to-back- multiple unit operation.

The Townsville Daily Bulletin 27/8/81 via G. Ahern,
R.J. Webber 9/81, *Australian Sugar Journal* 10/81 via D.J.Mewes.

PROSERPINE CO-OPERATIVE SUGAR MILLING ASSOCIATION 610 mm gauge

(see LRN 22, p.16)

Work is well underway in the construction of the 30 km Elaroo tramline extension. It will extend from existing track at the O'Connell River to serve 24 growers with a peak of approximately 100,000 tonnes of cane. At present, cane is hauled by road to Lethebrook, 20 km from the mill, but the cost of this operation, borne by all suppliers, has become unacceptably high, with road transport costs having risen 337% since 1973 while tramway haulage and maintenance costs have increased by 81%. In dollar terms, the cost of shifting 115,000 tonnes from Elaroo during the 1980 season was 31% more than that of shifting the 835,000 tonnes from the remainder of the mill area. An additional E.M. Baldwin 24 tonne bogie loco is being purchased for the line as well as two brake wagons. Rail from Central Australia is being laid by the mill.

Further tramline extensions are contemplated into the Conway and Gungaharra areas to serve small pockets of growers.

Australian Sugar Journal 8/81 & 10/81 via D. Mewes.

QUEENSLAND SALT PTY LTD, Bowen 610 mm gauge

(see LRN 10, p.11)

A numbering scheme has been introduced here with Ruston & Hornsby Model 30DLU 4wDM locos 285343 and 285340 of 1949 carrying freshly painted numbers No.1 and No.2 respectively in September. It is possible that the two other locos, Ruston & Hornsby Model 27/32 hp 4wDM 174142 of 1935, and 20 hp Motor Rail "Simplex" 4wDM 8653 of 1941 will also be numbered. The 1935 Ruston came here from Proserpine Mill in 1973 and carries a small brass plate showing that it passed through the hands of dealer J. Berghouse of Sydney at one time. The other two Rustons were built for the State Rivers & Water Supply Commission of Victoria, and the works manager at Bowen stated that they had both come via Mount Morgan Mines from the Bajool Salt Works in Central Queensland. As the gauge of the tramway at Bajool as well as Mount Morgan was 2 ft 6 ins (locomotives were transferred between the two), it remains unclear if the locomotives could have been used at Bajool. Both arrived at Bowen after 1963.

The original loco at the works was a Malcolm Moore 4wPM loco, believed to have had a Fordson engine, and carrying builder's number 33. This would have dated from before 1939 and was present there in 1946. In 1963, it was still there with a similar loco, a T.A.C.L. with Fordson engine which had arrived after 1946, but was probably older than the Malcolm Moore. The Simplex was also present by 1963. No trace of the two petrol-engined machines remains at Bowen today, so they were probably replaced by the two Rustons from Bajool.

W.W.Henderson.

TULLY CO-OPERATIVE SUGAR MILLING ASSOCIATION 610 mm gauge

A new tramway marshalling yard is under construction at the mill at a cost of some \$2.5m. Planned to be in use for the 1983 season, it will mean significantly fewer shunting movements across Butler Street, which links Tully with the Bruce Highway. The new yard will take up a large part of the former Tully Mill Golf Course, and has necessitated the diversion of Pong Creek. The civil engineering work is being done by local contractors.

Australian Sugar Journal 10/81 via D.Mewes

SOUTH AUSTRALIA

WHEAL MUNTA MINING MUSEUM, Moonta 610 mm gauge

One of the petrol locomotives from the Maylands works of Bristle in Perth (see LRN 23, p.19) has been purchased for use on a museum railway to be developed here. It has a Holden 186 engine and an automatic transmission with chain drive to one axle only. It is believed to have been built at the Maylands works and weighs 2-1/2 tons.

*South Australian Preserved Locomotives (Railmac Publications)
via R.F. Ellis and David Whitford, 9/81*

TASMANIA

WEE GEORGIE WOOD STEAM RAILWAY INC., Tullah 610 mm gauge

(see LRN 19, p.6)

Although not in service yet, reports from Tullah indicate that the 2 km track is almost completed, including what is described as "a 180 degree loop at the southern end". A small passenger carriage is being restored, believed to have been obtained from a backyard in Queenstown. No definite date for opening is available, but it is thought that this may be sometime in 1982. The line will run near Lake Rosebery when it is formed with completion of hydro-electric work in the area. The line will be operated by John Fowler 0-4-0WT *Wee Georgie Wood* (believed to be 16203 of 1924).

Ralph Proctor 9/81

VICTORIA

GEE LONG STEAM PRESERVATION SOCIETY, 1067 mm gauge

Bellarine Peninsular Railway (see LRN 24, p.9)

6 *Wesley B McCann*, Hudswell Clarke 0-4-2ST 646 of 1903, is still at Belmont Common and is used occasionally in track dismantling operations or in moving equipment to be transferred by road to the Bellarine Peninsular Railway. The loco was supplied new to the Wallaroo & Moonta Mining & Smelting Co. Ltd. It was sold to the Australian Portland Cement Co. at Fyansford, Victoria in 1924, and worked here until December 1966, when the Fyansford line was closed. It had been overhauled and fitted with larger driving wheels in 1955. After being used for demolition work at Fyansford, it was donated to the Geelong Sub-division of the A.R.H.S. in August 1968, and became the first loco on the Belmont Common Railway. It was fitted with the name plates

from the Fyansford Clyde Bo-Bo DE D1 (51-107 of 1956), which was sold by the company to Victorian Railways, who have renumbered it T413 and regauged it. It was used on the first public operations at Belmont Common on 15 February 1969 and handled the major part of the work for the first few years. In due course it will be transferred to Queenscliff.

Ian Gunsser 10/81

WESTERN AUSTRALIA

ROUNDUP OF TIMBER TRAMWAY LOCOMOTIVES 1067 mm gauge

The following locomotives which worked on West Australian timber tramways were observed in August 1981.

<i>Ballarat</i>	0-4-0W	T J.Hunt, Ballarat	1870	at park, Busselton.
No.7	4-6-0	Dubs	3495 1895	at Hotham Valley Tourist Railway, Pinjarra.
Y71	2-6-0	Beyer Peacock	2762 1886	at ARHS Museum, Bassendean.
Yx86	2-6-0	Beyer Peacock	2913 1888	at ARHS Museum, Bassendean.
<i>Kate</i>	0-4-0WT	T.Green	132 1889	at Rotary Park, Margaret River.

H.J.Wright 9/81

CODELFA, Wungong 762 mm gauge

(see LRN 22, p.22)

By the end of June, the tunnel from Wungong Dam was about one third finished with about one kilometre of tunnel dug, leaving more than 20,000 cubic metres of granite still to be removed. A newspaper report shows E.M. Baldwin loco No.1 *Jane* emerging from the tunnel entrance.

Daily News (Perth) 22/6/81 via David Whitford.

KALGOORLIE-BOULDER LOOP LINE PRESERVATION GROUP, Boulder 1067 mm gauge

(see LRN 19, p.7)

F.C. Hibberd "Planet" 4wDM 3966 of 1962 has not yet entered service after being converted from 2 ft gauge last year. Major repairs will be required to the engine before it can be operated. It was purchased new by the Great Boulder Mines and was sold to Lake View & Star in 1972. It worked for this company until 1975, after which it was stored out of use until acquired by the Boulder group in 1979.

Lindsay Watson 10/81

MURCHISON MINE, Kalbarri

Mr Cliff Ross has constructed this replica mine tunnel adjacent to his home

as a way of displaying his gemstone collection. The tourist attraction includes a short tramway with ore trucks.

Daily News (Perth) 10/6/81 via David Whitford.

ROTARY CLUB OF CARNARVON, Carnarvon Jetty 610 mm gauge

(see LRN 23, p.22)

The "Carnarvon Express" which plies the 1.5 km length of Carnarvon Jetty has been successful in raising over \$400 per week for disadvantaged children. It operates seven days a week and is well patronised by tourists and fishermen. Motive power is provided by a mini-moke on railway wheels with an extra axle mounted on the front end.

West Australian 4/9/81 via David Whitford.

SONS OF GWALIA MINE, Gwalia 508 mm gauge

(see LR 50)

This gold mine north of Kalgoorlie, now abandoned, was working until 1963. There is one preserved steam locomotive here, a 1 ft 8 in gauge 0-6-2T which was built by the WAGR Midland Junction Workshops in 1934. It carries the name *Ken*, its original name, which was later changed to *Midland*. With *Ken* is a bogie tender and two four wheel vehicles, a wood truck and a crew van. These were used on the firewood tramways which ran to the west and south of Gwalia.

A fair proportion of the buildings remain at the mine site, including the headframe, winder house and mine office. There is an excellent display in the mine office, including photos and information on the firewood tramways as well as the street tramway which connected the twin towns of Gwalia and Leonora. Still intact in the winder house is the large steam winding engine for the incline shaft, which reached a depth of about 3500 feet.

Anthony Weston 10/81.

WESTERN AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION INC., Mount Helena Gauges various

(see LRN 23, p.23)

The loco recently acquired by the Association from Bristile's Maylands works was definitely *not* built on the chassis of the F.C. Hibberd "Planet" locos which worked on the 2 ft gauge line there. The complete loco was built at the Maylands workshops. The frame of one of the original "Planets" was acquired by WALRPA at the same time as the other equipment from Maylands. It was recovered from a semi-buried condition on site and is currently stored at a member's home. A plate on the frame bears the following::

F.C. Hibberd & Co. Ltd
Chassis No. 1993
Made in England 1951.

The buffer beam casting at the rear end of the chassis is cracked from top to bottom.

Lindsay Watson 10/81

OVERSEAS

FIJI

FIJI SUGAR CORPORATION 610 mm gauge

(see LRN 24, p.12)

Bob McKillop and Rob Pearman have both visited Fiji recently and have returned with much detailed information. It is hoped that much of this can appear in future issues of LRN, and that Fiji will also appear in an issue of *Light Railways* next year. As a taste of what is to come, a few details are set out below.

LAUTOKA MILL

Mainline 157 km; branches 82 km. Total 239 km. Livery Grey and Yellow.

Has 17 0-6-0DH locos, 14 by Clyde, one Baguley-Drewry, and two Baldwins. A Hunslet B-B DH is being built in the UK at present for this mill. There are also nine Simplex locomotives, five of them large 95 hp machines. One Hudswell Clarke 0-6-0 is out of use as well as at least two derelict others. Hudswell Clarke 0-4-0ST 1056 of 1914 is preserved in the mill grounds.

RARAWAI MILL

Mainline 90 km. Total 181 km. Livery yellow with orange stripe.

This mill's tramway is connected with that of Lautoka. Has two four-wheel diesel-hydraulics with cab and exhaust from Hudswell Clarke petrol locos; these are said to have come from a sulphur/sulphide mine in New Zealand, and are possibly built by Plymouth. There are nine Clyde 0-6-0DH locos, and one built by Baldwin, one Baldwin 0-4-0DH, and a B-B DH by the same builder. There are also at least three Simplex locos, and as many as three Fowler steam locos out of use.

PENANG MILL

Mainline 48 km; branches 7 km. Total 55 km. Livery Grey with red lining. There are six small locos here, four being Simplexes with one Baldwin and a Drewry. Preserved at the mill is Hudswell Clarke 0-6-0 1658 of 1935

LAMBASA MILL

Mainline 99 km; branches 21 km. Total 120 km. Livery Grey with red lining. Has one Baldwin B-B DH, three Clyde and two Baldwin 0-6-0DHs, two Drewry 0-4-0DMs and two four-wheel diesel hydraulics, rebuilt from E.M. Baldwin tunnelling locos at the mill in 1980. These are probably the two locos brought to Fiji by Codelfa (see LRN 18, p.9). There are three 0-6-2T locos by Fowler out of use here, one of which has a tender built on the chassis of an 1882 Fowler.

The most obvious difference from Queensland cane tramways is the fact that whole stick cane is hauled on cane trucks, whereas in Queensland all cane is chopped by harvester. In Fiji all cane is hand cut. Passenger trains (official ones) are a thing of the past in Fiji. The Corporation is reported to have been making enquiries in Australia for the supply of a rail-mounted hydraulic breakdown crane.

Bob McKillop 9/81, 10/81, Rob Pearman 10/81

(It is hoped that a full list of steam locos preserved in Fiji will appear in the next issue of LRN. Also planned is a special issue of *Light Railways*, possibly No.77, dealing with Fiji and its tramways)

PAPUA NEW GUINEA

BOUGANVILLE COPPER LTD, Panguna, North Solomons Province, Papua New Guinea 900 mm gauge

(see LRN 16 p.8)

An additional two locomotives are now working here. They are 15 tonne diesel-hydraulics, said to be by E.M. Baldwin. This is in addition to the two Com-Eng 4wDH locos ex Mount Isa Mines, which were previously described as EC4585 of 1964 and HD51101 of 1967. Evidence now to hand suggests that the second loco should be HD51102 of 1967, or that indeed all three locos may be present. There are also three Gemco 8 ton battery electric locos. The locomotives are now painted with blue and white diagonal stripes rather than the previous livery of yellow.

The tunnel is 3m wide and 4m high at its narrowest. Where the rock strata is suitable, lay-by areas have been constructed. Three of these are single sidings capable of holding a train of one loco and several Haggulators. The tunnel is now 5127m in length.

Michael R. Pearson 8/81

PHILIPPINES

CDCP MINING CO., Negros Island, Philippines 915 mm gauge

Six locomotives, purchased by Index Industrial Brokers Pty Ltd in 1977

and 1978 from Mount Isa Mines Ltd, have been resold to this company. The locomotives were regauged from 3 ft 6 in to 3 ft gauge for the customer. Details (showing Mt Isa numbers) are as follows:-

44	4wBE	Gemco	97743N-44N/15	1963
48	4wBE	Gemco	97740N-42N/22	1964
67	4wBE	Gemco	1492-93/86	1970.
2796	4wBE	Com-Eng	KB53103	1968
2797	4wBE	Com-Eng	KB53104	1968
2798	4wBE	Com-Eng	KB53105	1968

John Middleton; W.W.Henderson 10/81

Notice Board

SUBSCRIPTIONS.

OVERSEAS MEMBERS PLEASE NOTE

...The \$12.50 rate quoted on the subscription renewal notice referred to Overseas Surface Mail Only. If you would prefer to have your magazines forwarded by air mail, the following rates apply:

Asia/N.Z./PNG \$18.50 (Aust)

U.K./U.S.A./Africa \$21.50 (Aust)

These rates apply from the commencement of the 1981/1982 subscription year.

SPECIAL NOTE...

Please note that the pre-publication notices for Steam's last Decade, enclosed with this mailout show an expiry date of 30 November 1981. As a benefit to our members, the ARHS are extending the offer to 31 December, 1981. So, please correct the printed date accordingly, if it is not already done.

PUBLICATIONS

LIGHT RAILWAYS

No.75 - Being typeset at present. Our Special 25th Anniversary issue!

No.76 - Being prepared.

Other Publications

Steel and Rails - Newcastle

Stocks are due from the printer early in December. Despite several minor delays, it appears that the book will appear on time.

Steel and Rails - Newcastle; Plans Book

See note in LRN 24, p. 15. These books will go to press after the release of the main book has given us an idea of print run numbers.

The Powelltown Railway

After 25 years in the making (no kidding!!), we seem to have our monumental book on the Powelltown Railway (or Tramway, if you prefer) almost ready for publication. A pencil date for publication is July 1982. So, keep reading this wonderful publication for details.

More Light Railways reprints

Following the reprinting of No. 21 and 22, we are now able to offer No. 23 and 24. A glance at your copy of Index No. 2 (also available) will show that No.24 contains the article "Climax Locomotives in Australia".

Lots of other goodies too. Only \$1.80 each posted.

SALES DEPARTMENT NEWS

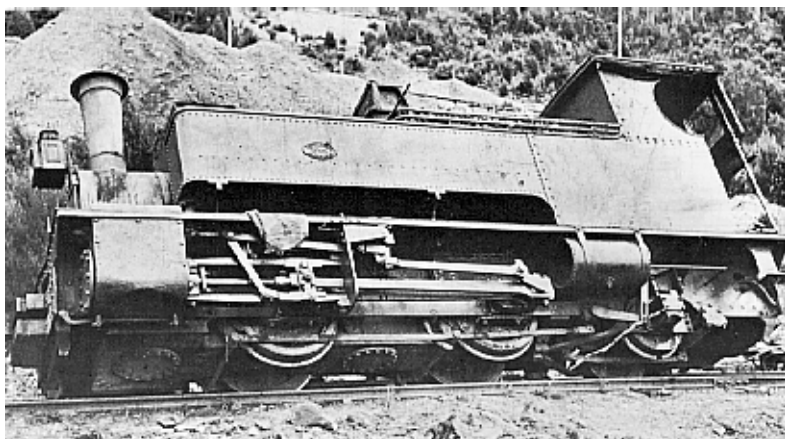
Light Railways Reprints now include Nos 23&24

Our plan to reprint in limited quantity, early numbers of Light Railways makes progress with the addition of numbers 23 & 24-to those already available.

We can now offer a complete set of reprints of numbers 13 to 24 inclusive.

Further, a combined reprint of Volume 3 (Nos 9 to 12), is in preparation and will be followed in due course by Volume 1 (Nos 1 to 4) and Volume 2 (Nos 5 to 8).

Cost of LR 23 and LR 24; a measly \$ 1.80 each, posted, or \$1.60 each for those able to buy them at Melbourne meetings.



Fill in photo is reprinted from LR 46 which contains an excellent article on

the G class locos. Available from our Sales Department.

G class No.1 derailed on the North East Dundas Tramway. Note these water tanks between the frames.

Photograph - Winter's Studio, Burnie, Tasmania.

Sydney Field Trip

To all Sydney members, a unique opportunity has arisen for us to inspect the light railway remains at BANTRY BAY.

You have never heard of it! Well quite a few others have not either. So if you wish to participate in our first field trip ever, to take place in November 1981, enquire now to:- FIELD TRIP, 1981, P.O.Box 290 Burwood, 2134 or come to our next meeting on 28 October.

This previously unrecorded 2 ft gauge light railway served a munitions depot in Bantry Bay and has been listed by the National Trust.

We plan to make this the subject of a combined research effort, the result of which will be published in a future issue of *Light Railways*.

MEETINGS

SYDNEY

The December Entertainment meeting has been cancelled and replaced by the tour to the Bantry Bay Munitions complex on 28 November. The next meeting to be held at the Government & Transport Club will be held on 24 February 1982.

The October meeting was well attended. The entertainment including films of the Sandy River & Ranglely Lakes Railroad, Cass Scenic Railroad and Shanty Town (NZ).

Usual Meeting Location :-

Government Transport Club, Regent St., Sydney.

Parking available in Regent St. and Botany Rd.

Date :- (next meeting at GTC) Wednesday 24 Feb. 1982.

Time :- 7.30 pm.

MELBOURNE

The Great Railway Video show.

Video movies, etc depicting tramways throughout Victoria and Light Railways from around the world will be featured by Messrs Winzenried and Stamford, videoists extraordinaire, at our next meeting on 10 December.

As usual the sales department will have a wide selection of items on sale and supper will be provided.

The auction night in October was very successful and to ensure a repeat on

an even more lavish scale (0 Gauge??), members are asked to consider putting aside suitable items in readiness. Next Auction night will be 1 October 1982!

Location :- Ashburton Uniting Church Hall, Ashburn Gve., Ashburton.

Date:- Thursday 10 December. Time :- 7.30 pm.

Future Meetings :- February - The Tramways of Darnum.

April - B Y O slide night.

LR 21 & 22 now on Sale! Only \$1.80 ea.

LR 23 & 24 now on Sale! Only \$1.80



LIGHT RAILWAY NEWS

Published by

The Light Railway Research Society of Australia



No. 26

February 1982

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Hon. Secretary, LRRSA Victorian Division: E.Stuckey, P.O.Box 21, SURREY HILLS, 3127

Deadline for next issue is:- 20 February 1982.

VISIT REPORT

BANTRY BAY MAGAZINE COMPLEX

The LRRSA NSW Division's visit to this site took place on 11 November, and was attended by eleven members. The complex was built between 1907 and 1915 and was transferred from the Colonial Treasurer's Department to the Mines Department in 1923. After closure during the 1970s, the site was transferred to the Davidson Park Trust as a part of a State Recreation Area.

A 2 ft gauge tramway linked the wharves with the various storage buildings located in rock cuttings. Large amounts of explosives passed through the magazine which was set up to serve the public, and which, with a similar magazine at Newcastle, provided the bulk of explosives used in NSW.

More than six million pounds of explosives were issued during 1946, for example, all imported through the port of Sydney.

The tramway has a total length of about half a mile, about half of this is "main line" and the rest, the connecting spurs to wharves and buildings. The rails on shore were set in concrete and were steel except on the initial wharf sections and in the magazines where wood or brass was used to minimise the danger of sparks. Small trolleys were used to transfer the explosives around the site. One discovery made during the visit was a brick building constructed around the body of a van which had at some time been set up on piers as a small storehouse.

Craig Wilson, who provided the notes on the complex, hopes to write up a history for *Light Railways* in due course.

RESEARCH COLUMN

NSW TIMBER TRAMWAYS

Ian Barnes of 23 May Street, Kyogle, NSW suggests the following amendments to the list of timber tramways published by the Society recently:

3. Substitute "Roseberry" for "Unumgar", "608" for "540", and "N" for "E", to read "Location:- Levers Plateau Roseberry S.F.608. 60 km. N of Casino."

11. Delete altogether. Even though the quoted gauges are different, this seems to refer to No.3.

13. Substitute "20 km north of Kyogle" for "75 km west of Mullumbimby".

TRACTION ENGINE LOCOMOTIVES

(see LRN 22, p.1)

B.Henderson of 28 Church Path, Merton Park, London SW14 provides an update on his researches into Traction Engine type locomotives used in Australia.

The converted steam wagon used by Brown & Broad at Moore, Qld. was almost identical to the one at Yarraman (and later Beaudesert), so it seems likely also to have been an Allchin.

The Marshall conversion used by Britton Brothers in Tasmania was works number 41624 of 1905, 7hp.

The Tasmanian Salmon River Tramway Ransomes, Sims and Jefferies wagon conversion is the same as *Harlot*, so the latter entry should be deleted. It was a 4w+4w loco, not an 0-4-0+0-4-0, as the bogie wheels are not coupled (unlike those on the Chestermans Tramway Sentinel).

The preservation of the ex-Buckingham Bros. conversion at Collie (see LRN 23 p.20) has been noted.

Additional new locos are the traction engine conversion mentioned in LR 67 p.8 at Higgs Mill, Whittlesea, and an alleged Tuxford portable engine converted to rail use at Ipswich, Queensland.

If any member can assist in obtaining prints of the photos in LR Autumn 1971, p.15 and LR 62 p.7, both credited to Winters Studio, Burnie, Tasmania, would he please contact Mr Henderson. Similarly, if anyone can supply photos of the two conversions preserved in Western Australia, their help would be much appreciated.

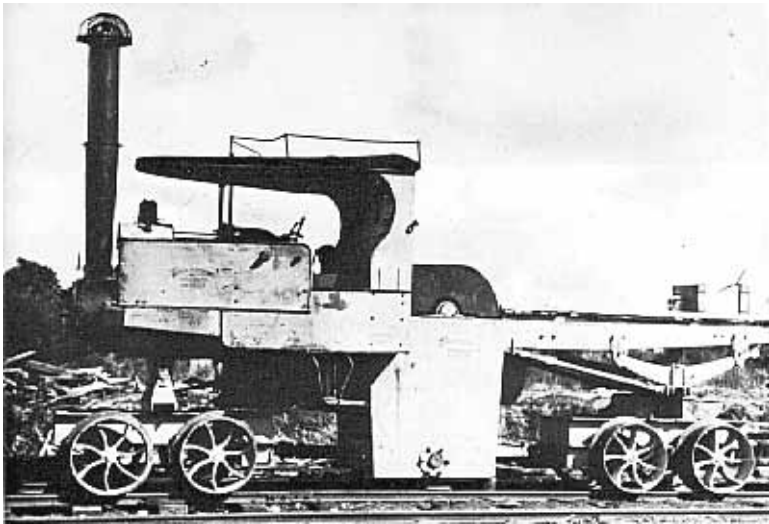
The small book recently published in England on traction engine locos

by Mr Henderson's co-author, Ian Hutchinson, was published due to a misunderstanding. It had been intended to publish this as a series of articles. The definitive work is still expected to be published in due course.

In addition to the extensive use of *Light Railways*, Mr Henderson wishes to acknowledge the assistance of George Bond, Ian Crellin, Arthur Winzenried, Ted Stuckey, Ralph Proctor and Dave Mickle, and would welcome any further information on this topic from LRRSA members. *

(Reprinted from: - *Light Railways* OCTOBER, 1978):

Western Tasmania probably had more of light railway interest per square mile than any other part of Australia. There were numerous 2 ft gauge and 3 ft 6 in gauge railways serving mines and mining townships, and a large number of timber tramways in the north. A rack railway, the world's first garratt locomotives, Shay locomotives, Mallets and a Hagan's patent locomotive were just some of the delights to be found in this rugged and spectacular area.



A steam road lorry converted by Russell Allport. Engineers of Hobart to work on the 3 ft 6 in gauge Salmon River Tramway in north-west Tasmania. The eight tramway-profile wheels were all driven by cardan shafts which can be seen in the photograph

Photo Winters Studio Burnie

AUSTRALIAN LOCOMOTIVE BUILDERS

Peter Medlin, of 115 Mountain View Parade, Rosanna 3084, is seeking to collect information on locomotives built in Australia, which is initially for private use, but may be published eventually. Information for each builder is

being sought under the following headings:

- a) Serial and Builder's number.
- b) Date built.
- c) Type or Model.
- d) Job number (if given).
- e) Customer (whom the loco was built for)
- f) Customer's classification (class, number name, etc)
- g) Date in Service (on customer's railway)

Information is particularly sought for the following:

1. Australian Gaslight Co., Sydney.
2. Fox Manufacturing.
3. Tulloch & Co., Rhodes, NSW. (001-003, 021, 033-035, 064 on)
4. Bundaberg Foundry, Queensland.
5. James Martin & Co., Gawler, SA. (19,56,125,133)
6. Perry Engineering, Gawler & Mile End. (248-264; Victorian Public Works locos, locos built after 1951).
7. Tasmania - all locos.
8. Day & Sons.
9. Western Australia - all locos including W.A.G.R.

So far, the names of over 40 different builders have been gathered together, which built over 6500 locomotives in all.

PERRY LOCO Skipper

The Mile End Railway Museum is seeking photographs of this locomotive in service for inclusion in the Museum's archives. The 2 ft gauge 0-6-2T (1850.46.1 of 1946) worked at Millaquin Mill from 1946 to 1965, and then at Qunaba Mill until 1978 when it was acquired by the museum for preservation in Adelaide. Any member who can help is asked to write to R. H. Sanders, 8 Wattlebury Road, Lower Mitcham 5062.

CORRECTION

The rail gauge at Bajool Salt Works and on Mount Morgan's narrow gauge lines (see LRN 25 p.14) was 2 ft 2 in (26 in) not 2 ft 6 in.

Richard Horne has supplied more information on the history of John Fowler 0-4-0DM 22905 of 1943. It was built to the order of the British Ministry of Supply for the War Office for Shell Refining & Marketing Co., Stanlow, Cheshire. (Industrial Railway Society Handbook G gives the loco as being War Department 229, to Stanlow about 1944 - Ed.) It went to Shell Refining Co.,

Clyde, N.S.W. by about 1951. It came into the hands of the Commonwealth Government at Woomera at an unknown date. A photograph of it being unloaded from a ship, possibly at Port Augusta, is in the South Australian Archives. A letter from Woomera to John Fowler dated 7/3/67 stated that the loco was "now retired". (see LRN 22 p.19)

LOCOMOTIVE & ROLLING STOCK MANUFACTURERS

E.M.BALDWIN & SONS PTY LTD, Castle Hill, Sydney

(see LRN 25 p.2)

The following locomotives were on order for sugar mills in mid-1981.

Type	Weight	Power	Customer
B-B DH	32 tonne	400kw.	North Eton Co-operative Sugar Milling Assn.
B-B DH	32 tonne	400kw.	Farleigh Co-operative Sugar Milling Assn. Ltd
B-B DH	32 tonne	400kw.	Isis Central Sugar Mill Co. Ltd
B-B DH	28 tonne	320kw.	Fairymead Sugar Co. Pty Ltd
B-B DH	26 tonne	260kw.	Proserpine Co-operative Sugar Milling Assn.

ARHS Bulletin via David Mewes.

AUSTRALIAN CAPITAL TERRITORY

CANBERRY HOLDINGS PTY LTD 610 mm gauge

Canberry Fair, a \$3.4 million reproduction of an early Australian village on the Federal Highway on the northern edge of Canberra, opened on 13 December. The project includes a one-kilometre railway. A press photograph shows a Decauville 0-4-2T hauling one bogie carriage. The locomotive, stated to be a rejuvenated Queensland cane train obtained from a private owner in Victoria, would appear to be Decauville 246 of 1897. This was built for the Invicta Mill near Bundaberg, and about 1918, when Invicta Mill closed, it was purchased by the Millaquin Sugar Company for use at its Millaquin Mill. Later transferred to the Company's Qunaba Mill, where it was known as *Frenchy*, it was out of use by 1963 and sold to Tod Watson, Moama, NSW about 1970. It was seen here in 1975, mounted on road wheels for towing. Later, it was said to be stored in Bendigo.

The Canberra Times 14/12/81 via Stephen Cox, Editor.

NORTHERN TERRITORY

DRAVO AUSTRALIA, Darwin. 610 mm gauge

Some rather stale, but nevertheless interesting, news has recently come to light. In September 1973, a large quantity of earth moving and construction equipment was offered for sale including "one only GEMCO tunnel Loco complete with battery charger, 24 in gauge" and "one only ATLAS Copco LM36 Tunnel Mucker, 24 in gauge". The equipment was located in Darwin. Can readers supply any further details?

Melbourne Herald 15/9/73 via Steve Martin

QUEENSLAND

CANE TRAMWAY BINS

The following list indicates the capacity of the cane bins used on Queensland's sugar mill tramways in 1981.

2.5 ton

Qunaba
Millaquin

4 ton

Hambledon
Mulgrave
Goondi
Mourilyan
South Johnstone
Tully
Victoria
Macknade
Invicta
Pioneer
Proserpine
Farleigh
Marian
Plane Creek
Moreton

5 ton

Mourilyan
Kalamia
Plane Creek

5.5 ton

Racecourse

3.5 ton

Inkerman
Cattle Creek
North Eton

6 ton

Pleystowe
Bingera
Isis

10 ton

Mossman

All the above are four-wheeled vehicles, with the exception of Mossman's "canetainers" carried on two four-wheel bogies.

Canegrower 10/81.

BULLENS AFRICAN LION SAFARI & ZOO Yatala 610 mm gauge

(see LRN 13 p.18)

The railway here does not seem to have seen much use in the last two years. On a number of occasions, the locomotive has been seen parked out

on the track and an uncompleted carriage has been used as a makeshift gate on the perimeter of the site. The locomotive is a large "4-4-4T" with a petrol engine, possibly built by John Dunlop in Sydney.

Editor 12/81

CSR LTD, Macknade Mill 610 mm gauge

(see LRN 25 p.7)

Since its return to service after rebuilding on 20 August, Motor Rail "Simplex" 4wDM 10232 of 1950 has not seen much work. After a few days, it broke a chain, and on 9 September it failed with a cracked gearbox. The gearbox from derelict "Simplex" 4wDM 3 (Motor Rail 3710 of 1925) was removed the next day for fitting into number 4, but as it was of a different pattern, modifications to the mountings had to be made, so that the return to service was not until 22 October. However, the unit was back in the shed throughout November and was still there in mid-December, having its worn out centrifugal clutch replaced with a clutch of conventional design.

"Simplex" 4wDM 2 (to be renumbered 5), dating from the 1920s, is also being rebuilt with a new cab and engine covers although retaining the Dorman engine presently fitted. The cab will not be as sophisticated as the one fitted to number 4. "Simplex" 3 has also provided parts for this job. After the removal of the rear buffer and ballast weight, to replace broken ones on number 2, and front sandbox, it was returned to the scrapyard on 29 October.

C.J.Hart 10/81, 12/81

CSR LTD, Victoria Mill 610 mm gauge

(see LRN 25 p.8)

A number of locomotives have had painted nameplates fitted this season.

These include:

Albany	0-4-0DH	E.M.Baldwin	6-1792-2-11-66	1966
Dalrymple	0-6-0DM	Baguley/Drewry	2391	1951
Leichhardt	0-6-0DM	Baguley/Drewry	2393	1952

The two Baguley-built Drewry locos previously had names painted directly on the cabside, while the Baldwin has not carried its name before.

Experiments have been taking place with a modified bulk sugar box this season. The bogies have been removed and replaced by two wheel sets, making it a rigid vehicle. The wheels fitted are of a larger diameter than those fitted to the bogies. The experimental vehicle, number 227, was first noted in use in the consist of Victoria's sugar train on 12 October. Painted yellow and silver and filled with sand for the experiment, it has been in use since that date, and whether part of a train of empties or fulls, always coupled to the

loco *Wallaman* (B-B DH E.M.Baldwin 6400-3-4-76 of 1976).

Preserved Hudswell Clarke 0-6-0 *Homebush* (1067 of 1914) and passenger carriage were used to give rides to the public between Herbert Street and the edge of Ingham in conjunction with the annual Maraka Festival on Saturday 12 September.

C.J.Hart 10/81. 12/81

DREAMWORLD DEVELOPMENT PTY LTD, Coomera 610 mm gauge

(see LRN 25 p.8)

This Disneyland-style attraction was opened by Premier Joh Bjelke-Petersen on 12 December, and opened to the public on 15 December. A major feature is the 3 km. long railway which describes a dumb-bell shaped circuit of the site. The main station is called Central Park, and there is also a station at Rocky Hollow. The line crosses a fake suspension bridge and includes a stiff climbing section. The track is laid in 40 lb. rail laid on 3 ft 6 in gauge sleepers cut in half and is well ballasted. There is a short sharply curving siding into a "sawmill" at Rocky Hollow and another siding which leads to a large two-road shed which houses the entire train.

The locomotive, 4 *Reg. Colter*, is a 4-6-0 tender engine, rebuilt in 1976 at a Rydalemere (NSW) engineering works from the remains of a Baldwin 4-6-0T (45215 of 1917) built for the British Army and obtained from Racecourse Mill via Bruce Macdonald. The bogie tender is built on the chassis of a tender obtained from Isis Mill, and previously used with one of that mill's 0-4-2 Sharp Stewart rebuilds. The old tender tank has been removed and can still be seen on the site, in good condition. The loco has a wooden, American-style cab and is painted red with brass boiler bands and grey smokebox and spark-arrester chimney. On the cab side is painted "CANNONBALL EXPRESS" and on the tender "DREAMWORLD GOLD COAST RAILWAYS". The loco is fitted for oil firing and runs on diesel fuel. Some experiments to fit the loco for L.P. gas firing shortly before the opening of Dreamworld were unsuccessful. A dummy load of wood fuel is carried on the tender. There are three substantially-constructed bogie coaches, with open sides and a miniature American-style "clerestory" roof. These are of "toast rack" design and seat 50 passengers each. Presently mounted on bogies made up from ex-Condong Mill line bogies, there are plans to mount them on purpose-built bogies. They are numbered 401, 402 and 403.

There are a variety of maintenance bogies mostly ex-Condong Mill line bogies modified in various ways. Most interesting of these is a self-propelled ballast hopper mounted on two line bogies, one of which has a small Honda

petrol engine mounted on it, driving onto the end axle through a chain drive.

Editor 12/81.

ISIS CENTRAL SUGAR MILL CO. LTD 610 mm gauge

(see LRN 25 p.10)

Advertisements appeared in the national press during November inviting applications for the position of tramline engineer. The advertisement stated that a large programme of reconstruction and development was being undertaken with modern tramline equipment servicing some 140 km of existing track. A 32-tonne bogie diesel locomotive is believed to be on order from E.M.Baldwin.

The Weekend Australian 28-29/11/81, ARHS Bulletin via D.J.Mewes

MORETON CENTRAL SUGAR CO., Nambour 610 mm gauge

(see LRN 25 p.12)

E.M.Baldwin 0-4-0DH locos *Maroochy* (6-1064-1-11-64 of 1964) and *Valdora* (6-1258-5-6-65 of 1965) both without names and both painted in identical allover yellow livery, were seen working in multiple on lines around the River Depot in December. Malcolm Moore 4wDM *Joe* was seen on a navy train in new colours of red and yellow. The rebuilding of Com-Eng 0-6-0DM *Kalbo* (H1022 of 1958) as a diesel-hydraulic was continuing in the loco shed. The Locotrol equipment fitted to enable 0-6-0DH *Moreton* (Clyde 63-289 of 1963) to be controlled from the cab of 0-6-0DH *Bli Bli* (E.M.Baldwin 6-1257-6-7-65 of 1965) is working satisfactorily, enabling these two locos to bring loads of 100 4-tonne capacity bins to the mill from the River Depot over the infamous Bli Bli Hill without having to split the rake, enabling much smarter and more efficient operation of the tramway system.

Editor 12/81

MOSSMAN CENTRAL MILL CO. LTD 610 mm gauge

(see LRN 25 p.13)

"The Ballyhooley Steam Express" was in operation on a visit on 5 September *Ballyhooley* (Bundaberg Foundry 0-6-2T 6 of 1952) hauls three open sided bogie passenger carriages. The loco is painted brown with yellow lining, rods, cylinder covers and buffer beams. A flashing orange beacon is fitted on the cab roof. The cylinders for the L.P. gas are fitted in the coal bunker. The burner unit has been fitted to the fire hole in place of the door with the burners protruding into the firebox through it. According to the driver, the gas can raise steam quickly, but is barely capable of keeping up the supply of steam once under way. The gas cylinders are refilled daily.

The train runs from the mill, through Mossman township and onto the main line to Miallo as far as the Newell branch junction, a distance of about 5 kilometres.

In the scrapyards was the boiler and frames of J. Fowler 0-4-2T /vy (15947 of 1922).

C.J.Hart 10/81.

PROSERPINE CO-OPERATIVE SUGAR MILLING ASSOCIATION 610 mm gauge

(see LRN 25 p.14)

Theiss Brothers Pty Ltd are confident of finishing their contract to construct the formation of the 30 km Elaroo tramline before the onset of the wet season. Some of the terrain crossed is extremely rugged and there are large excavations near the Noorlah underpass where the line will cross the Queensland Railways main line.

The contract for sleepers was let to local contractor Jackson Brothers, who moved their mill to Proserpine Station to supply the 57 700 sleepers required, the majority being Ironbark but some of Bloodwood.

The successful tenderer for track laying was Wesweb Hire Services Pty Ltd of Port Kembla, who are experienced in doing track work for BHP. Track jointing will be by a relatively new process in Australia, huck bolting. This process will save \$286 000 over welded track joints. 2300 tonnes of 60 lb rail from the old Ghan line are being used, and the mill has also acquired 700 tonnes for use on other lines. All turnouts are being built for the line by the Mackay Foundry. The line will be ballasted to the highest railway standards used in Australia today. Track laying had commenced by mid-November and is expected to be completed in April 1982.

A Plasser Automatic Tamping Machine has been purchased which can lift, line and tamp at a rate of 500 metres per hour with results described as perfect. The new loco expected from E.M.Baldwin is a 26-tonne 260kw bogie machine.

Proserpine Co-op. S. M. Assoc., Kevin Howell 11/81

SUGAR BOARD, TOWNSVILLE 1067 mm gauge

(see LRN 22 p.18)

The new loco built in Brisbane by Clyde Engineering was noted at the QGR Mayne depot on 12 December and was thought to be due to have running-in trials before being sent to Townsville a few days later. The loco is a CoCo DE similar to the QGR 2470 type and is painted yellow and green with black frame. It was carrying the number ST5, indicating that it is a part of the sugar

terminal installation, and appears to be numbered in a series with the Sugar Board's other four locomotives at Mourilyan, Lucinda, Townsville and Mackay. Thus it is not owned by the Townsville Harbour Board, as recorded earlier.

Murray Barker 12/81

SOUTH AUSTRALIA

BEACHPORT COUNCIL 610 mm gauge?

A small flat car was observed at the back of the Beachport Council Depot during November. Construction appeared to be similar to that of larger 3 ft 6 in gauge jetty trucks, but this example was only about 6 ft x 3 ft and seemed to be of 2 ft gauge. Its connection with Beachport, or its former use remain a mystery.

R.H.Sanders 11/81.

TASMANIA

IDA BAY RAILWAY 610 mm gauge

(see LRN 24 p.9)

The Ida Bay Railway was due to be re-opened by the Minister for National Parks and Wildlife, Mr Adams, on 12 December. The new operators, Mr & Mrs Michael Williams had refurbished the permanent way and rolling stock. \$11 500 had been contributed by the Government for the cost of new sleepers and ballast to reinstate the 7 km of line. Government assistance had also been forthcoming for the purchase of improvements and amenities left by the previous operators. The rolling stock had been overhauled and another of the Malcolm Moore 4wPM locos built in 1943 had had a diesel motor fitted. The Government was now stated to be ready to proclaim a state reserve for the railway and to negotiate a 40-year lease agreement with the operators.

The Mercury 12/12/81 via Ralph Proctor

VAN DIEMEN LIGHT RAILWAY SOCIETY INC., Don River Tramway 1067 mm gauge

(see LRN 13 p.22)

John Fowler 0-6-0T 5265 of 1885 has been moved from Burnie to Don and work is continuing on its restoration. Hopes are high that it will become the second working steam locomotive on the railway, and this will be a major achievement considering that the loco was last steamed in 1912! This loco was originally supplied to the Kiama Town Council in NSW and saw contracting

service in Queensland and Tasmania.

0-4-ODM U2, hired from the ANR for use on the railway was offered for tender during the 1980-1 year, but because of mechanical problems with the unit, the Society did not tender. It is hoped that a similar unit will be acquired. This loco was originally built to 3 ft gauge by Malcolm Moore in about 1950 for use in the Victorian State Electricity Commission's abortive Kiewa Scheme. In 1956 it was taken to Tasmania for use by Utah, and in 1958 was purchased by the TGR for rebuilding at Launceston for shunting service.

VDLRS Annual Report 1980-1, Editor

VICTORIA

GEELONG STEAM PRESERVATION SOCIETY, Bellarine Peninsular Railway 1067 mm gauge (see LRN 25 p.16)

The 1946 Malcolm Moore four-wheeled petrol/kerosene loco has been upgraded to become a very valuable unit. Chopper couplings have been fitted and the exhaust line extended and modified. The battery is now located within the frame under lock and key. The electrics have been overhauled and pushbutton starting fitted. The chain adjustment linkages have been freed up and all brake rods stripped down and cleaned.

Vulcan Iron Works 0-6-OST 4, built in 1916, is in need of a complete rebuild. A new smokebox is required and the central casting has to come out of the frame to be repaired. Axle boxes are in poor condition and a new saddle tank will have to be constructed.

The low-loader vehicle from Fyansford Cement Works is in use on the railway for work trains. It was built at Fyansford in November 1948 to carry steam shovels from the quarry to the Fyansford works and to carry bulldozers. It is recorded that the vehicle took just one weekend to build! It is 38 ft long and 8 ft 6 in wide and has a platform 18 ft long 18 in above rail level. The bogies are from Australian Standard Garratt G34 that was never built. In 1968, the low-loader came to the Belmont Common Railway and was fitted with six rows of seats for use as a passenger vehicle. Here it probably ran more miles than it did at Fyansford and after ten years it was delivered to Drysdale and first ran on the Bellarine Peninsular Railway (now as a work vehicle) on 31 May 1980.

Narrowminded No.6, Ian Gunsser 10/81

WESTERN AUSTRALIA

HAINAULT TOURIST MINE Kalgoorlie Gauges various

(see LRN 15 p.14)

This site is set up round an old shaft on the Golden Mile, with underground tours and preserved mining machinery on the surface. Of particular interest to railfans is the ex-Lake View & Star "Planet" F.C.Hibberd 0-4-0DM 2011 of 1937, which is fitted with an Atlantic diesel engine. This is sitting on a short length of 2 ft gauge track with two gable trucks.

Inside a shed is a small four-wheeled battery-electric of about 18inch gauge, built by General Electric (12206 of 1938). There are other rail items round the mine including small underground box trucks, air operated rocker shovels, a van from the firewood line, and what appears to be the body of an ex-Kalgoorlie single truck saloon tram.

Anthony Weston 12/81

OVERSEAS

FIJI

GOLD MINES LTD, Vatukoula, Viti Levu 610 mm gauge?

A brief visit revealed a small surface system around the main shaft. In the workshops, the frames of two Wingrove & Rogers four-wheel battery-electric locomotives were being repaired and in the nearby charging shed was one Goodman 4wBE loco and the frame of another. Two new "Eimco" rock shovels had just been delivered and another older unit was out of use on a short spur.

It was reported that the Wingrove & Rogers units were part of a batch of 15 supplied about 20 years ago, the remainder being underground. Three additional small Goodman locos had been delivered several years ago and were underground with two large units from the same manufacturer supplied in 1980.

Rob Pearman 10/81

STEAM LOCOMOTIVES IN FIJI

The following is a list of steam locomotives still extant in Fiji. Identification in a number of cases has proved difficult and this is indicated.

2	0-6-0TT	John Fowler	7879	1896	Children's playground behind k Labasa
7	0-6-0TT	John Fowler	10656?	1906	Police Station,+ Preserved at Gateway Hotel, Nadi Airport.@

3	0-6-2TT	John Fowler	10992	1907	Preserved at Labasa Mill. Tender is chassis of JF 4788 of 1892,+ Out of use at Labasa Mill.+
5	0-6-2TT	John Fowler	11350	1907	Derelict at Rarawai Mill.*
10	0-6-2TT	John Fowler	11393	1907	Preserved at Rarawai Mill. Displayed as number 10.*
8	0-6-2TT	John Fowler	11458	1908	Derelict at Rarawai Mill; no tender.
9	0-6-2TT	John Fowler	11459	1908	Out of use at Labasa Mill.+=
6	0-6-2TT	John Fowler	11525?	1909	Out of use at Lautoka Mill.@
11	0-6-0	Hudswell Clarke	972	1912	Preserved at Lautoka Mill.@
19	0-4-0ST	Hudswell Clarke	1056	1914	Derelict at Churchill Park, Lautoka.@
18	4-4-0	Hudswell Clarke	1118	1915	Preserved at Penang Mill.
4	0-6-0	Hudswell Clarke	1658	1935	Preserved at Thurston Gardens, Suva; claimed to be 1856 of 1950#
20	0-6-0	Hudswell Clarke	1663?	1936	Derelict at Lautoka Mill.@
21	0-6-0	Hudswell Clarke	1664?	1936	Derelict at Lautoka Mill.@
23	0-6-0	Hudswell Clarke	1855	1950	Preserved at Fijian Hotel, Yanuca Island.@
24	0-6-0	Hudswell Clarke	1856	1950	

@ ex Lautoka Mill. * ex Rarawai Mill. = ex Penang Mill. + ex Labasa Mill.

Bob McKillop 9/81, Rob Pearman 10/81.

ROSTER NO.4. - FIJI SUGAR CORPORATION 610 mm gauge

Drawn up from notes of Bob McKillop and Rob Pearman, who visited Fiji in 1981. Steam locomotives appear in a separate list (see above). Numbers shown in brackets are not carried.

Lautoka Mill, Viti Levu Tramway: 157 km mainline; 82 km branches.

Out depots at Thuvu (near Sigatoka) and Nadi.

Loco livery:- Grey with yellow front, bonnet top and cab. Some have dazzle stripe buffer beams.

1	0-6-0DH	Clyde	57-140	1957	DHI-71	Stationed at Thuvu.
2	0-6-0DH	Clyde	57-146	1957	DHI-71	Stationed at Thuvu.
3	0-6-0DH	Clyde	57-173	1957	DHI-71	Stationed at Thuvu.
4	0-6-0DH	Clyde	57-174	1957	DHI-71	Stationed at Thuvu.
5	0-6-0DH	Clyde	58-189	1958	DHI-71	Formerly at Thuvu. Possibly away for repairs.
6	0-6-0DH	Clyde	58-197	1958	DH-71	Stationed at Thuvu.
7	0-6-0DH	Clyde	58-196	1958	DHI-71	ex Rarawai Mill.
8	0-6-0DH	Clyde	63-290	1963	DHI-71	ex Labasa Mill.
9	0-6-0DH	Clyde	64-380	1964	HG-3R	
10	0-6-0DH	Clyde	65-437	1965	HG-3R	
11	0-6-0DH	Clyde	65-432	1965	HG-3R	ex Labasa Mill.
12	0-6-0DH	Clyde	65-431	1965	HG-3R	
13	0-6-0DH	Clyde	65-449	1965	HG-3R	
14	0-6-0DH	Clyde	68-655	1968	HG-3R	
15	0-6-0DH	Baguley-Drewry	3662	1970	280hp	

16	0-6-0DH	E.M. Baldwin	5058-1-	1973	DH18	
17	0-6-0DH	E.M. Baldwin	5-73 9637-1- 6-81	1981	DH18	
(1)	4wDM	Motor Rail	1981	1920	20/28	Derelict.
(4)	4wDM	Motor Rail	5687	1936	32/42	Derelict.
(5)	4wDM	Motor Rail	10002	1947	32/42	Derelict.Dismantled.
(6)	4wDM	Motor Rail	11037	1956	50hp	Derelict.Dismantled.
(7)	4wDM	Motor Rail	14041	1959	48/63	Ash disposal Loco.
(8)	4wDM	Motor Rail	23014	1959	100hp	Stationed at Nadi.
(9)	4wDM	Motor Rail	10115	1951	32/42	
10	4wDM	Motor Rail	10121	1952	32/42	Derelict.Dismantled.
(11)	4wDM	Motor Rail	60s375	1969	60s	Wagon repair shops.
12	4wDH	Motor Rail	122U128	1971	122U	Navvy loco.
13	4wDH	Motor Rail	122U135	1973	122U	Empties shunter.
14	4wDH	Motor Rail	122U136	1973	122U	Fulls shunter.
15	4wDH	Motor Rail	122U156	1975	122U	Spare fulls shunter.
16	4wDH	Motor Rail	122U157	1975	122U	Under repair 10/81.
	4wPMR	Wickham	8359?	1959	17A)
	4wPMR	Wickham	8360?	1959	17A) Two stationed
	4wPMR	Wickham	6038?	1951	8 Mk.V) at Nadi.
	4wPMR	Wickham	6039?	1951	8 Mk.V)
	4wPMR	Wickham	7035?	1954	8 Mk.V) Two stationed
	4wPMR	Clyde, Queensland		1966) at Thuvu.
	4wPMR	Clyde, Queensland		1975)

Ballast Tamper

Plasser 64 1975 KMX-06 Out of use.

Rarawai Mill, Ba, Viti Levu Tramway:- 90 km mainline; 91 km branches.

Out depot at Tavua.

Loco livery:- Yellow. Some locos have orange stripe and black band on cab.

Dazzle stripes on buffer beams.

2	4wDH	Plymouth*				(rebuilt Rarawai).
3	0-6-0DH	Clyde	55-62	1955	DHI-71	
4	0-6-0DH	Clyde	56-81	1956	DHI-71	
5	0-6-0DH	Clyde	57-149	1957	DHI-71	
6	0-6-0DH	Clyde	57-157	1957	DHI-71	
7	0-6-0DH	Clyde	57-175	1957	DHI-71	
8	0-6-0DH	Clyde	62-271	1962	DHI-71	ex Lautoka Mill.
9	0-6-0DH	Clyde	64-378	1964	HG-3R	

10	0-6-0DH	Clyde	65-384	1965	HG-3R	Gutted by fire 9/81, to NZ? for repairs 10/81.
11	0-6-0DH	E.M.Baldwin	4413-3-9-72	1972	DH18 MkII	
12	B-B DH	E.M.Baldwin	?	1979	DH23B	Works bulk sugar trains to Lautoka; grey livery. Under repair 10/81.
13	4wDM	Motor Rail	10441	1955	32/42	Wagon repair shops.
14	4wDM	Motor Rail	10452	1955	32/42	
15	4wDM	Motor Rail	14024?	1957	48/63	
(16)	4wDM	Motor Rail	14047	1959	48/63	Empties shunter.
17	4wDH	E.M.Baldwin	5060-1-9-73	1973	DH12	Navvy loco.
318	4wDH	Plymouth* (rebuilt Rarawai?)				ex Labasa & Lautoka Mills, awaiting repairs 10/81
	0-6-0DM	Hudswell Clarke	D753?	1950		Derelict.Dismantled.
	4wPMR	Wickham	8372?	1959	17A)
	4wPMR	Wickham	8373?	1959	17A) Two under repair
	4wPMR	Wickham	7444?	1955	9 Mk.III) 10/81.
	4wPMR	Wickham	?	?) Probably one
	4wPMR	Wickham	?	?) stationed at Tavua

There may be a Plasser ballast tamper here (63 of 1974, model KMX-06). There may be further relics in the very overgrown scrap sidings! Two locos stationed at Tavua.

*These two locos are alleged to have come from sulphur mines in New Zealand, but it seems more likely they came from the Kaimi Rail Tunnel Project, which had two 20 ton Plymouth diesels. Both are fitted with a Caterpillar engine and incorporate parts from old Hudswell Clarke locos.

Labasa Mill, Vanua Levu Tramway: - 99 km main line; 21 km branches.

Livery:- Grey with red buffer beams and running boards. Red stripes on cab corners and on bonnet.

1	0-6-0DH	Clyde	62-270	1962	DHI-71	
2	0-6-0DH	Clyde	64-319	1964	DHI-71	ex Lautoka Mill.
3	B-B DH	E.M.Baldwin	7248-1-10-78	1978	DH23B	
4	0-6-0DH	Clyde	64-320	1964	DHI-71	
5	4wDH	E.M.Baldwin	3229-?-4-70	1970	DH C8M Mk2A	rebuilt Labasa
6	4wDH	E.M.Baldwin	3229-?-4-70	1970	DHC8M Mk2A	1980* rebuilt Labasa 1980*
7	0-6-0DH	E.M.Baldwin	9442-1-4-81	1981	DH18	
8	0-4-ODM	Baguley (Drewry)	2365	1950	68hp@	
9	0-6-0DH	Clyde	DHI.8	1955	DHI-71	
10	0-6-0DH	E.M.Baldwin	5995-1-?-76	1976	DH18	
11	0-4-ODM	Baguley (Drewry)	2676	1960	71hp@	
	4wDM	Motor Rail	11288	1965		

No information on line cars here.

* These two locos ex Codelfa, and were used on a tunnelling project in Fiji. Built new as 2 ft 6 in gauge locos for Atkinson-Holland, Thomson Dam, Victoria.

@ These two locos built by E.E.Baguley Ltd for Drewry Car Co. Ltd

Penang Mill, Raki Raki, Vitu Levu Tramway: 48 km main line; 7 km branches.

Out depot at Ellington Wharf.

Loco Livery:- Grey with red and white stripe.

1	4wDM	Motor Rail	10003	1947	32/42	Dismantled. Derelict.
2	4wDM	Motor Rail	10440	1955	32/42	Empties shunter.
3	4wDH	E.M.Baldwin	5060-2-9-73	1973	DH12	Works eastern line.
4	4wDM	Motor Rail	11036	1956	50hp	Fulls shunter. Yellow livery; ex Labasa.
5	4wDM	Motor Rail	5064	1930	20/28	Ellington wharf shunter Yellow Livery.
7	4wDM	Motor Rail	14046	1959	48/63	Local trip loco.
8	0-6-0DM	Baguley (Drewry)	2727	1965	107hp	Works western line @
	4wPMR	Wickham	6037	1951	8 Mk.V	Out of use.
	4wPMR	Wickham	?			

@ Built by E.E.Baguley Ltd for Drewry Car Co. Ltd

FOR SALE

Paul Simpson has advertised his 2 ft gauge Perry 0-6-2T locomotive (B/N5643-51-1 of 1951). It is in full working order with a current boiler ticket. Asking price is \$16 000. Paul's address is PO Box 105 Panania.

Weekend Australian 16-17/1/82.

NOTICE BOARD..... PUBLICATIONS

Arsenic and Molasses - a history of the Powelltown Tramway.

This fabulous production, 25 years in the making, is on its way. Members pre-publication offers are being prepared, and should be in the next mailout or the one after. This looks like being our largest work yet to date. So - keep it in mind. Print run will be limited and members will need to get in quickly to secure their copy.

STEEL and RAILS - Newcastle.

Our new book, the first of a pair (the other dealing with Whyalla) A4 format, full rail network plans, scale rolling stock plans (most in N scale), even colour plates! Approx 130 pages and more than 70 photographs. PLUS... Around

40 pages of drawings and plans. This book is now available from the Sales Department at \$14.50 (postage included).

STEEL and RAILS - Newcastle; plans Book.

Due to the demand already obvious, it is planned to release a lay-flat HO scale version of the excellent rolling stock drawings prepared by Keith McDonald for the Newcastle book. Running to around 60 pages, plus notes, all in horizontal layflat format. Keep your eye on the sales list for this one!

CONTRIBUTE TO LRN.

MEETINGS

SYDNEY

Interested in doing some research? If so, then you will find David Laidley's talk at the February meeting of considerable value. Although he will be discussing many aspects of research work, particular emphasis will be given to maps and the information that can be gleaned from them.

David's talk will be illustrated by slides depicting abandoned railways he has come across as a result of his own research.

So, even if you are not into trudging through the scrub yourself, you will find the evening to be an interesting one.

Location: Government & Transport Club, Regent St., Sydney. Parking available in Regent St., and Botany Rd.

Date:- Wednesday 25 February.

Time:- 7.30pm.

MELBOURNE

The opening of the Gippsland railway in the 1870s led to the clearing of a vast corridor through what had been the southern edge of a forest stretching north to the Great Divide. The clearing was carried out by settlers intent on establishing farms around the newly formed townships along the railway. This was an expensive business, but many could offset the cost by selling their standing timber to sawmillers who sold the timber to the newly formed townships and also to a booming Melbourne, where timber was in great demand.

Many mills were established to cut this timber and many miles of tramway were constructed to bring logs to the mills and take the timber to the railway stations.

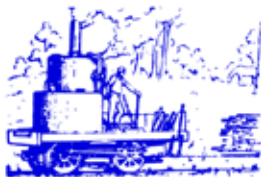
Following previous talks on Longwarry, Drouin, Warrigal and Yarragon, Mike McCarthy will speak on mills and tramways around Pakenham, Nar-nar-go, Tynong, etc., to the west of the Bunyip river, and then finish with

a description of the Darnum tramways including the well known Cropley's tramline.

Location:- Ashburton Uniting Church Hall, Ashburn Gve., Ashburton.

Date: Thursday, 11 February

Time: 8.00 pm



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APOLOGIES

.... as you may have noticed, this LRN is a little late. The production team apologises for this and hastens to assure readers that it was through no fault on the part of the Editor that this occurred. The problem was a fault in the computer system used to typeset LRN.

JOHN FOWLER DIESEL LOCOMOTIVE AT WOOMERA

Considerable confusion appears to exist about the identity of this loco. Arnold Lockyer agrees that the Woomera loco. had builder's number 22905 of 1943, but believes that this 0-4-0DM was numbered W.D. 230. He understands that the loco. arrived in Port Adelaide in 1947 and thus could not have been at the Shell Clyde oil refinery in Sydney in 1951. The Industrial Railway Society Handbook G gives the loco. as W.D. 229 to Woomera at an unknown date, while Richard Horne has it as W.D. 229 at Clyde, all with the same builder's number (22905). Are we talking about two locos. or one? Can any member clear up the confusion?

UNIVERSITY OF MELBOURNE ARCHIVES AND BHP RECREATION REVIEW

While searching, unsuccessfully, for photographs of Tarrawingee or the

Tarrawingee Tram along material held at the University Archives, an interesting article was found in the *BHP Recreation Review* Vol. 8 No. 1, December 1930 about the Whyalla Railways showing photos attributed to W.B. Mebberson of locomotive *Kilmarnock*, No. 4 and No. 7. In the same copy are scenes of the construction of the line to Iron Baron. In Vol. 9 No. 1 of December 1931 is the first of a series on "Sydney's Transport System".

These items were included in a box containing correspondence and memorabilia of J.S. Reid, one-time director of BHP and the Tarrawingee Company and with a finger in many other pies. (File No. 3/1/1)

Welcome assistance was received from David Brand, who expressed interest in the aims of societies such as ours and who is happy to see the Archives materials being used by genuine researchers. He can be contacted on 341 6848 or 341 6849 to arrange a suitable time and provide directions on the location of the archives.

The main public libraries in each state may have complete sets of *BHP Recreation Review* which should repay research for possible railway content. BHP Head Office has a full set and branches and affiliates have some, such as Australian Iron and Steel (Engineering) at Port Kembla whose copies go back to 1938.

Cyril H. Henshaw. 2/82

CLIMAX CLASS A SURVIVOR

The A class Climax locomotive was thought to have become extinct in early 1971 when the two locomotives of this model which had been stored at Welcome Swamp in north-western Tasmania for many years, were cut up by scrap metal merchants (Ref: LR 24 page 9, LR 27 Page 22, LR 34 page 31). Now comes news from the U.S.A. that a 3 ft gauge fifteen ton A class in virtually original condition and still complete has been discovered and rescued from Council (near Nome), Alaska.

Apparently Climax builders number 313 built in 1902 for the Seward Peninsula Railway (Nome) and later operated by Alaska Northern, it was previously unlisted in surviving Climax Manufacturing Company records.

The locomotive is now owned by a rail enthusiast in Anchorage, Alaska who is carrying out a thorough restoration of it. He has found it to be in remarkable condition after years of neglect and hopes to steam it in a year or two.

The October 1979 issue of *Pacific News* carried a news item and a photograph of the locomotive enroute by sea from Nome to Anchorage via Seattle, Washington, while the September 1980 issue carries a photo of it

under restoration.

E.R. Godwin. 2/82

RAILWAY PARCELS STAMPS

Max Hayes, Box 1517N, GPO., Melbourne 3001 is interested in contacting any members interested in exchanging railways parcels stamps of Australia with him.

CORIO MODEL RAILWAY CLUB

The Corio Model Railway Club have two partially built 2 ft. gauge passenger cars for sale. The cars are four-wheeled and are 14 ft. long by 5 ft. wide. For further details contact Mr. Alan Curtis on 03 749 3564 or P.O. Box 77, Corio, Victoria 3214.

CORRECTIONS

LRN 25, p.8

Due to an error on the part of the editor, the item at the top of this page was incorrectly headed CSR Ltd, Victoria Mill, when in fact it should have been included in the item on MacKnade Mill on the previous page. Thanks to Chris Hart for pointing out this mistake, and for sending further details, which are included in the news section.

LRN 25, p.14

Information on the locomotives at Queensland Salt Pty Ltd, should have been ascribed to the Engineer-in-Charge. Thanks to W.W. Henderson.

LRN 25, p.16

Geelong Steam Preservation Society's *Wesley B. McCann* is of course, an 0-4-2ST. not an 0-4-0ST. Thanks to Ian Gunsser.

E.M. BALDWIN & SONS PTY LTD, CASTLE HILL, N.S.W.

(see LRN 26, p.6)

The following units were on order at the end of 1981.

Locomotives

Type	Weight	Power	Gauge	Customer
B-B DH	32 tonne	400kw	610 mm	Farleigh Co-op. Sugar Milling Assoc.
B-B DH	32 tonne	400kw	610 mm	Isis Central Sugar Mill Co. Ltd
B-B DH	28 tonne	320kw	610 mm	Fairymead Sugar Co. Pty Ltd
B-B DH	32 tonne	320kw	610 mm	South Johnstone Co-op. Sugar Mill Assoc.

0-6-0D	25 tonne	187kw	1067 mm	Coal & Allied Operations Ltd
0-6-0DH	25 tonne	187kw	1067 mm	Coal & Allied Operations Ltd
0-6-0DH	25 tonne	187kw	1067 mm	Coal & Allied Operations Ltd

Personnel Carriers (all 1067 mm gauge)

Quantity	Type	Power	Capacity	Customer
10	4wBE	37kw	18 men	Newcom Colliery Pty Ltd,
16	4wDH	44kw	16 men	Lidsdale BHP Collieries

A.R.H.S. Bulletin Supplement 2/82

NEW SOUTH WALES

BHP LTD Newcastle Steelworks 1435 mm gauge

Delivery was expected during January of two 450kw (600hp) standard gauge 75-tonne centre cab diesel-electric locos. Constructed by A. Goninan & Co. Ltd of Broadmeadow, Sydney,(sic) these were to be builder's numbers 057 and 058 and, coincidentally, were to carry road numbers 57 and 58.

Peter Medlin 1/82.

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD 610 mm gauge

Albion Park N.S.W. (see LRN 25 p 3)

By mid February, work was progressing on the northern 400 metres of main line track needed to complete the 1 km. circuit on the newly leased land. On 19 November, the Shellharbour Council Engineer and Cleary Bros. Works Manager conferred on the road bed construction for this new track and reached design agreement on culvert construction. Cleary Bros., Quarrymasters and Earth Moving Contractors have been most generous to the ILRMS in the supply of road base and graded metal and their generous offer to not only supply road bed material, but to also grade the right of way, was gratefully accepted by the Museum.

On 24 November, Cleary's equipment arrived on the work site, but became bogged due to the high water table following spring rains. Ground conditions did not enable further work until 6 February when a sub-contractor excavated and then constructed a set of pipe culverts to enable the NW portion of the main line to proceed over a flood water channel.

Railway operation took place every Sunday from 27 December to 31 January, during the summer tourist season. In spite of some wet weather occasions approximately 2,500 visitors took steam train rides on the six operating days. The passing loop track in the Yallah station yard was brought into use on 27 December, in time for the tourist season, while the NE rail head

was extended almost 30 metres on 23 January.

During the first week in February, the large standard gauge steam Brown Hoist works crane, was cut up for scrap at the Australian Iron and Steel plant at Port Kembla. The ILRMS has been fortunate in obtaining the turbo generator, injectors, head lamps, lubricators, steam brake parts, other accessories, as well as the large vertical boiler. This boiler will replace the present smaller one in the stationary machinery compound.

Although weekly operation during the summer season strained the Museum's human resources to the limit, other progress occurred on preservation and restoration. A new ceiling was fitted to the main section of the Yallah Station building, lining boards completed under the northern eaves and the entire building repainted both inside and out.

During late September, the external repainting of 0-6-0T standard gauge loco. "South Bulli No. 2" (Hudswell Clarke 297 of 1888) was completed, while on 9 January, the former Corrimall Coal Coy. standard gauge hopper was lettered. At the same time, major maintenance which will lead up to repainting, commenced on the standard gauge AI & S "CHG" type brake van. This was last painted during 1977.

Work is fast reaching a conclusion on the saloon car No. 2 (former International c 1918 bus body). During recent months metal end platform aprons have been fitted to this vehicle while interior longitudinal slatted wooden seats have been constructed in the saloon.

The load of 42-1/2 lb. rail made available by the Queensland Railways from the Millmerran branch, arrived at Albion Park on 15 October. This plant is being used on the current main line extensions.

The Museum has received a large shaper machine, a welcome addition to the growing range of heavy duty machinery. The vintage floor pedestal drill obtained from the PWD last year, has been overhauled and is now giving useful service in the rolling stock restoration programme.

Ken McCarthy 2/82

ROTARY CLUB, LITHGOW.

A new preservation site has been established on the road, linking Lithgow with the main western highway. Repainted in yellow livery and preserved on a short section of track is a Hunslet 0-6-0DM mines loco. complete with Gardner 6LW engine. Cabless, it is reported to have come from a local mine. (This is probably Lithgow Valley Colliery and the loco. Hunslet 4059 of 1950 - Ed.) It is adjacent to a picnic area developed as a project by the local Rotary Club.

Rob Pearman 2/82.

NORTHERN TERRITORY

ROBERTS CONSTRUCTION LTD, Central Australia Railway Demolition 1067 mm gauge

These Contractors are engaged in lifting rail between Oodnadatta and Macdonnell using four NSU class AIA-AIA diesel-electrics built by the Birmingham Railway Carriage and Wagon Ltd, and formerly of ANR. Following repeated failures with NSU 59, NSU 53 was delivered by rail to Alice Springs for transfer to 3 ft 6 in gauge metals at the site of the former Todd Junction. It is believed that NSU 59 will be retained for spare parts to keep its sister locos. in service for the remainder of the track lifting contract. Thirty flat wagons are being used for rail transport and problems have been experienced with derailments at various locations.

ARHS Bulletin Supplement 11/81, 1/82, 2/82.

QUEENSLAND

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY, Durundur Railway, Woodford 610 mm gauge.

(see LRN 25 p 5)

Restoration work on ex-QGR rail motor PL 111 has progressed well, with the body overhauled and repainted internally and externally. The glazing in all windows has been repaired and the floor sheeted in masonite. The seats are being remounted in a higher position than in the original design. The bogies for this vehicle will initially be those from the tender of ex-Innisfail Tramway B9-1/2 No.11 (John Fowler 0-6-2 17110 of 1926). These bogies are at Woodford Prison, where their overhaul is almost complete. It is hoped that they will be placed underneath the carriage body before long.

Durundur Railway Bulletin 24

CSR LTD, MACKNADE MILL 610 mm gauge

(see LRN 26 p 8)

Further information is on hand partially correcting the account which appeared on p 8 of LRN 25, under the incorrect heading of Victoria Mill. The cane train struck by a QGR train was headed by Macknade Mill 19 (E.M. Baldwin B-B DH 707-3-4-77 of 1977) and consisted of 163 four-tonne full cane bins. The collision struck the cane train somewhere between the 50th and 60th bin at 8.40 p.m. on Wednesday, September 9, at Bemerside, QGR milepost 906. The loco. continued to the mill with 53 bins of its rake, leaving-

the remainder scattered around the scene or still on the rails on the Hawkins Creek side of the crossing

C.J. Hart 12/81.

CSR LTD VICTORIA MILL

(see LRN 26 p. 8)

The following locomotive should be added to the list of those which received painted nameplates during 1981:

Victoria 0-6-ODM Baguley/Drewry 2404 1953

It is believed that an order has been placed with Plasser Australia for the supply of a KMX-12T production tamping machine.

C.J. Hart 12/81, K. Harley 3/82.

FAIRYMEAD SUGAR CO. PTY LTD, 610 mm gauge

(see LRN 25 p.8)

Definite orders have been placed for a 28-tonne B-B diesel hydraulic loco. from E.M. Baldwin and a KMX-12T production ballast tamper from Plasser Australia. Delivery of the bogie diesel will probably mean some further reorganisation of the Bundaberg Sugar Company's loco. fleets at Fairymead, Bingera, Millaquin and Qunaba. The ballast tamper is being purchased for the use of the four mills and means that Bundaberg Sugar is going straight to the second generation of ballast tamping machines on sugar tramways, the company not having purchased one of the earlier machines. A fleet of new bins for Fairymead is being constructed at Millaquin Mill, which is expected to receive the bins to be replaced at Fairymead.

*Sunshine Express 1/82, ARHS Bulletin Supplement 2/82,
K. Harley 2/R*

FARLEIGH CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD 610 mm gauge

(see LRN 19 p 5)

New rail equipment on order for Farleigh Mill includes a 32 tonne B-B diesel hydraulic loco. from E.M. Baldwin, and a KMX-12T production ballast tamper and PBR 201 ballast regulator from Plasser Australia.

ARHS Bulletin Supplement 2/82.

LA BELLA VISTA, Brisbane Valley Highway, Wanora. 610 mm & 495 mm gauge.

Garry Lynch, who operates this nursery garden near Fernvale has plans to develop a 2 ft. gauge railway as an additional attraction. He has been purchasing a variety of equipment for use on this line. Initially he purchased

two Ruston & Hornsby 4wDM locos. which had been at an amusement park, Adventureland, near Samford until 1976, after which they came into the ownership of Les Stewart of Eight Mile Plains in Brisbane. One is 2 ft. gauge 183064 of 1937, a 44/48hp machine, which was originally supplied to the Sydney Metropolitan Water Board (later Metropolitan Water, Sewerage and Drainage Board). In 1967, it was at machinery merchants, Collinsons in Brisbane for overhaul and went to Adventureland in 1968. Here it was converted to a "Choo choo" type steam outline, complete with face.

The second Ruston & Hornsby is a more modern type, 387822 of 1955, Type LBU, which worked on the 1 ft. 7-1/2 in tramway at Haighmore Extended Colliery until going to Adventureland in 1969. It has yet to be regauged to 2 ft gauge and is in virtually original condition.

Garry has also purchased the 2 ft gauge rail motor and trailer from Dino's Funpark on the Sunshine Coast (see LRN 24 p 5). The railmotor was built by Drysdale of Woodridge in 1977 and has a 4-2-0 wheel arrangement with a Holden petrol engine.

W.W. Henderson 1/82. Editor.

MARIAN MILL CO-OPERATIVE SOCIETY LTD 610 mm gauge

(see LRN 25 p 11)

New tramline construction in the area west of the Pioneer River at Mirani has been forging ahead. The line to the Mount Martin Plains area is complete, and the line to Langdon (on the abandoned QGR Kungurri branch) has been completed to a point about one kilometre south of the old Mount Martin railway station, where the railhead is being established for the present time. Meanwhile a line up the old Owens Creek branch line to Mount Castor is expected to be completed by the end of June next. Road depots will be established at Mount Castor and at a point about one kilometre south of the old Lumburra Siding. Road feeder services will deliver cane from Gargett to Lumburra and from Owens Creek and Pakula to Mount Castor. These developments will mean that 80% of cane will arrive at the mill by rail in the 1982 season, a marked contrast to the 55% of a few years ago. Rail for the tramline extensions is still being delivered from the Kalgoorlie area of Western Australia.

Len Heaton 2/82 via David Mewes.

MILLAQUIN SUGAR CO. PTY LTD Qunaba Mill 610 mm gauge

(see LRN 25 p 12)

A short visit on Christmas Eve revealed a Millaquin Mill E.M. Baldwin B-B DH in attendance shunting bins and a ballast wagon standing by the empty

shed. The two Qunaba Mill diesels had returned to Millaquin Mill at the end of the crush a couple of days earlier, as all overhaul work is carried out there.

Bob Gough 1/82

NORTH ETON CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD 610 mm gauge

The new B-B diesel hydraulic loco. is believed to have been delivered by E.M. Baldwin during the third quarter of 1981. It is thought that this loco. will be numbered D8. A large number of new bins are being constructed by the mill.

Sunshine Express 1/82 Editor.

PLANE CREEK CENTRAL MILL CO. LTD Sarina 610 mm gauge

(see LRN 18 p 7)

Work has been going on to construct a tramway deviation to bring cane trains from the south into the mill without having to use the present line which curves right around the town through 270 degrees. The deviation will mean a saving in distance as well as lessening the traffic which at present crosses the main highway twice. Use of the 32 tonne E.M. Baldwin diesel hydraulic D8 (6890-1-10-76 of 1976) on the southern line has led to problems with spreading of the track. This apparently was the cause of a derailment at Oonooie on 18 November 18.

Sunshine Express 1/82

PROSERPINE CO-OPERATIVE SUGAR MILLING ASSOCIATION 610 mm gauge

(see LRN 26 p 11)

New E.M. Baldwin B-B DH loco. number 10 arrived in November and is builder's number 9816-1-10-81, model DH26B Mk5. It is fitted with a GM Detroit V12 engine of 320 hp (261kw) and is capable of a top speed of 32 kph.'

The high speed tamping machine supplied by Plasser Australia in April 1981 is model KMX-12T, a 12-tonne bogie-mounted machine which in fact, incorporates the same tamping unit used on standard gauge Plasser machines. A GM 3/53 water-cooled diesel engine is fitted with a power of 71 hp and hydraulic drive powers the front bogie and the tamping unit. The tamping machine is capable of a speed of 40 km/h in either direction while travelling to the work site. At present, the machine is being used to upgrade existing track, by lifting and lining once the time-consuming task of establishing levels and alignments is done. In about two years when

it is anticipated this task will be completed, the machine will be used on maintenance on a continuing basis. Meanwhile, the mill's four wheel tamping machine supplied by Tamper (Aust.) in 1975 (Serial number 4375535) is being used for construction work on existing track and for repairing damage done by smashes, as well as for spot lifting as required.

One of the mill's 18 ton Clyde 0-6-0DH locos. has been hired out to contractors Wesweb Hire Services Pty Ltd for construction work on the Elaroo tramline extension (see elsewhere this issue)

The project for apprentices to restore Bundaberg Fowler 0-6-2T (8 of 1953) has continued but heavy boiler repairs will be necessary, possibly including a new firebox. No decision as to financing the repairs had been made in mid-November.

Kevin Howell (Proserpine Co-operative Sugar Milling Association) 2/82, Sunshine Express 1/82.

TOWNSVILLE HARBOUR BOARD/SUGAR BOARD/C.S.R. LTD Townsville, Bulk Sugar Terminal. 1067 mm gauge

(see LRN 26, p 11)

Considerable confusion appears to exist as to the ownership of the locomotives used here, and so also of those used at the installations at Lucinda, Mourilyan and Mackay.

What is clear is that the new locomotive for Townsville, ST5 was ordered and paid for by the Townsville Harbour Board. It appears that the Sugar Board who are responsible for controlling managing, operating and maintaining the bulk sugar terminals have appointed CSR Ltd as their managing agents. CSR are believed to have provided the finance for the new locomotive at Townsville.

The new loco at Townsville, a Co-Co diesel-electric (builder's number 81-999) was fitted with cabside aluminium plates bearing the words "The Sugar Industry" before leaving Brisbane on 11 January on the *Sunlander* working, and was handed over to its new operators the following day. The loco had run some 2,500 km in the Brisbane area, and the number ST5 had apparently been given at QR request, as they wished the loco. to have some form of identification while running on QR metals.

The loco. has a radio-controlled safety circuit to allow the unloading station operator at the Terminal to ensure that the loco is not moved while a sugar wagon is attached to the unloading device. This circuit applies the loco independent brakes while interrupting the operation of the throttle circuit.

W.W. Henderson 1/82, D.G. Bailey 2/82.

WESWEB HIRE SERVICES PTY LTD Elaroo Tramline Construction 610 mm gauge

Favourable progress is being made in track laying on this 30 km extension being constructed for Proserpine Mill (see LRN 26, p 11). The contractors are working as follows. A modified scraper lays out a bed of ballast approximately 80-100 mm thick and 1.5 m (sic) wide on the formation. Sleepers, predrilled by hand are dropped into position from the back of a truck running along the ballast bed. Rail laying then proceeds using a special track laying train. In front, is a rail mounted crane, model RTW built by Tamper (Australia) Pty Ltd (Canron Rail Group), which is self propelled with a hydraulic drive powered by a Holden motor. The crane has a special "grab" which lifts a rail from a pair of loaded rail bogies attached behind it. The crane swings around and lays the rail on the sleepers in front.

A gang of men then attach the fishplates and huck bolt the rail to the preceding one. The rail is then spiked in about three places by hand. The other rail is similarly laid and spiked up. The crane then moves forward to lay the next pair of rails and so on. A self propelled spike driver also fitted with hydraulic drive and a Holden engine and supplied by Tamper (Australia) then moves up and spikes the rails completely.

Behind the spike driver comes a ballast regulator. This is a former 3 ft 6 in gauge machine supplied by Tamper and formerly used by them for contract work (Model BE17). This lays and spreads out extra ballast. It had been hoped to use this regulator for hauling ballast and rails but it was not very successful on longer hauls, so Wesweb have hired an 18 tonne Clyde 0-6-0DH from the mill for heavier haulage work. The present rate of tracklaying is about 400 m per day.

Final lining and levelling of the track is being done under contract by the Canron Rail Group using their contract ballast tamper Type SVT-JWL 4375678 (see LRN 17, p 7)

Kevin Howell (Proserpine Co-operative Sugar Milling Assn.) 2/82.

K. Harley, Tamper (Australia) Pty Ltd 2/82.

SOUTH AUSTRALIA

SOUTH AUSTRALIA ENGINEERS & WATER SUPPLY DEPARTMENT, Goolwa, Barrage. 610 mm gauge & 7 gauge

A visit in February revealed that the tramway is being used regularly to transport replacement stoplogs onto the barrage. The tramway runs across the barrage (632.5 m) and continues for about another 100 m. to a maintenance

and storage shed. Two “hand” trucks are in use which are normally hauled by a diesel operated gantry crane operating on a much wider gauge. The crane is used to handle the stoplogs and other parts as required. A swing bridge is included in the lock to enable the crane and tramway trucks to pass.

It is understood that similar arrangements with diesel operated gantry cranes are used on the Mundoo (792.5 m), Boundary Creek (243.8 m), Ewe Island 2270.7m), and Tauwitschere (3658m) Barrages.

Bob McKillop 2/82.

VICTORIA

ALEXANDRA & DISTRICT HISTORICAL SOCIETY. Alexandra. 610 mm gauge & 1029 mm gauge.

(see LRN 22, p 20)

About 500 ft of 2 ft. gauge track has been laid in the station area at Alexandra. The Hudswell Clarke 0-6-0 1098 of 1915 was steamed around the start of the year, but requires some work, especially the overhaul of injectors. The John Fowler 0-6-0T 11855 of 1909 is not yet operational and requires repair including the replacement of steam pipes. Malcolm Moore 4wPM 1049 of 1943 is in working order but is at present still stored at the Alexandra Hospital. It is hoped to establish a tourist railway from Alexandra and rolling stock for passenger use will be constructed utilising bogies from the local sawmill which once operated the Rubicon Tramway. The group hopes that the tourist line may be established on the trackbed of the old Alexandra branch line, possibly for a distance of about 7 km out of Alexandra, but negotiations are still proceeding in this regard.

Ian Bowering 1/82.

EMERALD TOURIST RAILWAY BOARD - PUFFING BILLING PRESERVATION SOCIETY. Puffing Billy Railway 762 mm gauge

(see LRN -14, p.18)

Redevelopment work at Belgrave has meant that trains now depart from a completely new platform considerably lower than the old station.

It is only now that the infamous gradient of the “old” station can be really appreciated. However, contrary to previous plans, it is now proposed that the old station building will be removed to the new platform (by rail of course) and restored and improved in its new position. Further earthworks will be carried out in the station area, but it is proposed that most of the “old” trackwork will be retained, including the transfer connection to the broad gauge station.

Inside the workshop at Belgrave, the rebuilt 2-6-2T 8A is nearing completion, while outside the frame of 3A has been laid out for some preliminary work. This does not imply that 3A is the next loco. to be rebuilt. It is likely that another NA, possibly 12A, as well as Garratt G42 will be dealt with before 3A is fully restored. On that note, it may be of interest to learn that investigations are being carried out to ascertain the cost of converting at least two South African Railways NG G16 Garratt locos to 2 ft 6 in gauge

On 1 February, trains were being handled by NA class 2-6-2Ts 6A in black, 7A in maroon and 14A in green. Black 12A was adjacent to the workshops. It is understood that double heading has been a regular feature of heavy afternoon trains in the tourist season recently.

PBPS Monthly News 2/82, 3/82 via A. Winzenreid, Editor.

PUFFING BILLY MUSEUM, Menzies Creek. Gauges various

(see LRN 23 p 18)

Early in January, Peckett 0-4-0ST 1711 of 1926 ventured out onto the main line and hauled a special train of one carriage to Emerald. Since arriving at the museum in 1974, in pieces, this little loco has been completely restored and is now painted in a lined out green livery. It has been fitted with a standard knuckle coupler at the rear to enable it to haul main line 2 ft 6 ins. gauge stock, but retains its central buffer at the front.

Restoration work has begun on 2 ft gauge Perry 0-6-2T *Delta* (9767.45.1 of 1945) Work will include the replacement of many stays and restoration is likely to last some time.

Another interesting item at the museum is the body of a 2 ft gauge personnel carrier believed to have been a four-wheeled diesel-hydraulic unit which had been constructed for The Cementation Co. (Australia) Ltd for a tunnelling contract at Bacchus Marsh. The personnel car is believed to have been constructed by a local builder but in addition two E.M. Baldwin four-wheel diesel-hydraulic locos were used on the contract. These were 8-tonne machines, builder's numbers 4660-1-8-72 and 4660-2-8-72 of 1972, second hand from Pearson Bridge Pty Ltd. It is believed that a Hudson-Hunslet diesel was also used on this job, but no other details are available. Three long wheelbase four-wheeled flat cars at the museum were also obtained from the Cementation contract at Bacchus Marsh.

A 2 ft gauge diesel loco, possibly from Queensland, is expected to arrive at the museum in the near future.

Peter Newett. 2/82, Editor.

GEELONG STEAM PRESERVATION SOCIETY, Bellarine Peninsula Railway 1067 mm gauge

(see LRN 26, p 13)

Vulcan Iron Works 0-6-0ST 4, built in 1916 (B/n. 2539 or 2541) was withdrawn from service for major repairs in March 1980. The main bearing on the back axle is completely worn out and will have to be replaced, and new steam pipes from the header in the smokebox will also need replacing. In addition, a new smokebox and saddle tank is required. Work has begun with the replacement of seven tubes. The loco. was used in Western Australia at the Henderson Naval Base before being sold to the Australian Portland Cement Co. in 1925. It was then hauled to Kalgoorlie, where it was transferred to a flat top wagon for delivery to Fyansford, where it was to work at the cement works. After being donated for preservation in 1968, it was used on the Belmont Common Railway from December 1971 until 1978, when it was transferred to Queenscliff in November, and worked there until 1980.

Meanwhile, sister engine number 5 (Vulcan 2540 of 1916) was due to be dismantled at Jubilee Park, Ringwood on the weekend of 6 - 7 February, in preparation for its move to Wantirna for restoration on 10 February. A steam weekend will be held at Wantirna on the Labour Day long weekend and the Society will be fund raising there to help in the restoration of number 5. The history of this loco. is similar to that of number 4 up to the closure of the rail system at Fyansford, when it was placed in the park at Ringwood.

*B.P.R. Monthly Notice 2/82. Narrowminded 6
Ian Gunsser 12/81.*

LONG TUNNEL EXTENDED MINE, Walhalla. 610 mm or 762 mm gauge

A tourist development is believed to be under way here using ex-Melbourne- & Metropolitan Board of Works locomotive and side tipping muck wagons. The rolling stock is being used in the re-excavation of the underground machinery chamber. The mine is open for inspection every Saturday and Sunday afternoons.

Geoff Maynard 1/82

MURRAY McEWAN, Devon Meadows.

A major and exciting restoration project is under way to rebuild a Shay locomotive. The remains including boiler, bunker and frames are of Lima 2576 of 1912 which worked on the Powelltown Tramway. Delivered new to the Lloyd Copper Co. of Burruga, NSW, it was sold to G.C. Hoskins of Lithgow about 1920 and went to Powelltown in 1926. After the closure of the Powelltown line, the loco. was sold by Cameron and Sutherland to a timber

mill at Omeo for stationary use, and the remains were salvaged from their final resting place in Croydon.

The original frames are too corroded to be of much use, and replacement frames are under construction. Restoration work on the boiler is proceeding satisfactorily. A search is now underway to locate suitable bogies for the loco. and these may be obtained from overseas. The final gauge of the loco. as restored will depend on what bogies are acquired. At Powelltown, the loco. ran on 3 ft gauge rails.

Editor. 1/82

WESTERN AUSTRALIA

GOLDEN MILE RAILWAY SOCIETY, Boulder 1067 mm gauge

(see LRN 25, p 17)

The above title has replaced the former "Kalgoorlie-Boulder Loop Line Preservation Group" from the start of 1982.

F.C. Hibberd "Planet" 4wDM 3966 of 1962 requires the fitting of new cylinder liners before being returned to service, and delays have been caused by problems in obtaining spare parts from places such as Darwin, Sydney and the U.K. When returned to service, the ex-2 ft gauge loco will be used to haul one or two H-wagons suitably fitted out for tourist passengers.

*Kalgoorlie-Boulder Loop Line Preservation Group
Newsletter No. 7 12/81*

OVERSEAS

FIJI ROSTERS

(see LRN 26, p 14)

Steam Locomotives:

Steam loco. 6, out of use at Labasa Mill is 0-6-0TT John Fowler 9462, of 1902. This loco was ex Lautoka Mill number 3 between 1961 and 1967.

Lautoka Mill

Lautoka 11 (Clyde HG-3R 0-6-0DH 65-432) was ordered for Labasa Mill but was probably delivered direct to Lautoka Mill, in March 1965.

Rarawai Mill:

Add 1 0-6-0DM Hudswell Clarke D609 1938 ex Labasa 1979.

Labasa Mill:

Add Ballast tamper Plasser 63 of 1974 Model KMX-06.

Bob McKillop 1/82, D.G. Bailey 2/82.

PAPUA NEW GUINEA

BOUGAINVILLE COPPER LTD Panguna, North Solomons Province, 900 mm gauge

(see LRN 25, p 20)

Further details of the locomotives being used on the drainage tunnel project have been received. The battery-electric locos. are four-wheeled machines built by George Moss and are described as being 10-tonne units. They are numbered U01, U02 and U03 and arrived at the site in June 1977 from Mount Lyell in Tasmania. Builder's numbers are said to be 899, 972 and 2265/6/171/77.

The Commonwealth Engineering four-wheel diesels would appear to be definitely EC4585 of 1964 and HD51102 of 1967. They arrived in August 1978 from Mount Isa Mines and are numbered U05 and U06. Com-Eng HD51102 seen in Brisbane in February 1979 could not have been coming to Panguna (see LRN 9, p. 14) but may have been going to some other project in Papua, New Guinea, such as Ok Tedi perhaps. The two diesels which did come were converted from 1067 mm gauge at the mine to match the ex-Mount Lyell equipment. Engine numbers are 7N1537 and 44V16933.

The two E.M. Baldwin locos. arrived in August 1980 from John Holland, Sydney and previously belonged to the Holland R.U.C. Joint Venture for use in the Molonglo Tunnels project (see LRN 16, p.6). Built in 1973 to 762 mm gauge, they were part of a batch of four given builder's numbers 4529-1-1-73 to 4529-4-1-73. Two were later used on the construction of the Clare-Dalbeg Tramline in-Queensland and were subsequently sold for use at Marian and Qunaba Sugar Mills. Like the Com-Eng locos. the Baldwins are four-wheeled diesel-hydraulics and are numbered U07 and U08; they were also converted to 900 mm gauge at the mine. U08 has engine number 23C562. (The Qunaba loco has engine 23C607 and the Marian loco. 23C603).

When the drainage tunnel at the mine is completed, it is likely that rail operations will cease.

Bougainville Copper Ltd 12/81.

NOTICE BOARD - Publications

STEEL and RAILS - Newcastle Plans Book.

Preparation of this book has had to be postponed in order to concentrate effort on the production of our Powelltown book. At this stage it is impossible to predict when we can proceed with this item.

POWELLTOWN book.

This work is now reaching its final preparation stages. Prepublication offers should be available in the very near future.

Prepublication Offer for ML2.

Included with this mailout is a pre-publication offer for the new book *The ML2 Story*. Members are reminded that the closing date for Australian orders is 28 June. Orders received after that date may not be honoured.

New Sales Stock.

This includes *Light Railways* reprints No.27 & No.28. Our sold out print run of *Wooden Rails to Kinglake and Flowerdale* has now been reprinted. This time we have reprinted it without the LR headings so as to be able to market it as a book in its own right. Also available is the first in an intended series of Research Reports. This first report deals with Climax Locomotives in Australia.

MEETINGS

SYDNEY

28 APRIL at 7.30 p.m.

MAYERS POINT TRAMWAY.

Between 1913 and 1944, an 18 mile long tramway was operated north of Myall Lake by Allen Taylor and Co., to bring logs to a sawmill on the waterfront at Mayers Point. Four locomotives were used on this line, two A Class Climaxes, an Andrew Barclay 0-6-0ST, and a Clyde Engineering Co. 2-6-2.

At the April Meeting, Harry Wright will be giving an account of the history of this most interesting line.

Special Note:- The NSW address included on the LRN header should show C. Wilson as Hon. Secretary of the branch rather than R. Mason.

MELBOURNE

DON'T FORGET TO PUT ASIDE YOUR SPARE BITS AND PIECES FOR THE OCTOBER AUCTION.

Future Meetings:- June - To be decided

August - W.A. tramways

October - Auction

December - Murrindindi



LIGHT RAILWAY NEWS

Published by

The Light Railway Research Society of Australia



No. 28

June 1982

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Hon. Secretary, LRRSA NSW Division: R. Mason, P.O.Box 290, BURWOOD, NSW 2134

Hon. Secretary, LRRSA Victorian Division: E.Stuckey, P.O.Box 21, SURREY HILLS,

LOCOMOTIVE & ROLLING STOCK MANUFACTURERS

E.M. BALDWIN & SONS PTY LTD, Castle Hill, Sydney

(see LRN 27 p.4)

A substantial amount of work was in progress or in prospect during April. Orders include the large number of man riding cars, three mining locos and four cane tramway bogie locos shown in LRN 27. In addition, there were several units in for repair or modification, partly as a result of tougher NSW Mines Department requirements. Bogie locomotives under construction were one each for Farleigh Mill and the Haughton Sugar Company's Invicta Mill. Also under construction was a brake wagon for Isis Mill. An additional order has been received for a bogie loco from Tully Mill, their first unit of this type.

In the workshop was AIS loco 19 and man riding car 122. B-B diesel-hydraulic 19 (7744-1-9-78 of 1978) was in for modification and repair after having got out of control when being lowered down the drift at Corrimall Colliery. Remarkably little damage had been done, but dump brakes were being fitted in an attempt to prevent a recurrence of the incident. Man riding car 122 and 123 which was out in the yard were in for modification. They are 9077-1-1-80 and 9077-2-1-80 respectively. Also in the yard was 25 tonne four-wheel diesel hydraulic 9389-1-5-81, believed to be from an Elcom Colliery. Lastly, near the gate were two second hand four-wheel diesel-hydraulic 1067 mm gauge locos, 3568-1-9-70 and 3568-2-9-70.

Editor 4/82.

AUSTRALIAN CAPITAL TERRITORY.

CANBERRY HOLDINGS PTY LTD, Canberra Fair 610 mm gauge

(see LRN 26, p.6)

A visit here in April revealed the railway in full swing. Motive power was provided in the shape of 0-4-2T Decauville 426 of 1897. This loco has been leased from owner Tod Watson and was overhauled before being put into service. It is painted brown and carries a brass builder's plate on one side. Three bogie carriages were being hauled around the circuit of track. These vehicles have been built by Dennis Steinhauser near Wodonga and carry "Kiewa Works" plates. The carriages will run in a plum and green livery, but two had not been finished off at the time of the visit.

The train leaves Possum Gulley Station and goes twice around the circuit of track which is laid in 42 lb rail and includes a timber bridge across a gully.

Restoration of Krauss 0-4-0T *Jack* (5945 of 1907) was hoped to be done for the Canberra Fair railway, but the boiler of this loco needs extensive repair or replacement, so, regrettably, the work was not proceeded with. *Jack* is stored on private property in Canberra.

There are two Ruston & Hornsby diesels on site. The working loco is 354040 of 1935, a Type 20DLU four-wheel diesel-mechanical. Formerly of Haighmore Extended Colliery, Ipswich, and the Haughton Sugar Company's Invicta Mill, Giru, it disappeared from a Brisbane scrapyard after 1973 (see LRN 5, p.3). It was purchased for Canberra Fair from a gentleman in Adaminaby, in the Snowy Mountains.

The second Ruston & Hornsby is also a four-wheel diesel-mechanical, Type 20DL and is ex-Melbourne & Metropolitan Board of Works No.13. It was purchased from Tasmania and is probably 235657 or 235677. These were part of a batch of locos built for the British Ministry of Supply in 1945 but were returned to Ruston & Hornsby. In 1946-7, five were sent to Australia for the MMBW. After being disposed of by the MMBW, it was owned by the Cornwall Coal Co. in Tasmania and was later used on a sewerage tunnel job near the quarry gorge in Launceston. It was then purchased in 1972 by two members of the Van Diemen Light Railway Society, and was recently sold to Canberra Fair.

Any further information about either of these two diesels would be appreciated.

Ian Hall 4/82, Peter Neve 5/82, Editor.

NEW SOUTH WALES

AUSTRALIAN IRON & STEEL PTY LTD, Bulli Colliery 1067 mm gauge

(see LRN 24, p.2)

A large amount of rolling stock was observed on the surface at the end of the Easter holiday. This included diesel man riding cars built by Fox Manufacturing and numbered 72 to 81 inclusively. These are Fox 336 of 1973 and 337 to 345 of 1974 respectively. These vehicles incorporate extensive use of fibreglass in the body construction.

At least six four-wheel battery-electric locos were seen in the workshops, including numbers 55, 57 and 60. They are among a large number of 10 ton locos of Jeffery design built by BHP at the Newcastle Steelworks in 1947-9. The three locomotives noted above were the 94th, 96th and 99th delivered of the batch, in 1948 (no builder's numbers were allocated).

Lastly, behind the workshops were seen four massive Malcolm Moore 0-6-0DM locos (see LR 72 p.16-17 & LR 75 p.76-77). Like other units they were painted yellow, but in this case, traces of green paint were also visible. These 25-ton locos are numbered 4, 7, 8 & 9. Loco 8 had on the cabside a plate reading:

MALCOLM MOORE PTY.LTD.

Gardner

DIESEL

LOCOMOTIVE

DREWRY CAR CO. LTD

Inside the cabs, builder's plates were found showing them as Model 26204. No. 4, 7, 8 & 9, corresponding with their running numbers. Drewry Car Co. numbers were allocated to the power plants imported from England and full details are shown below.

4 Malcolm Moore 26-204 No.4 1948 / Drewry 2214 1947

7 Malcolm Moore 26-204 No.7 1951 / Drewry 2336 1950

8 Malcolm Moore 26-204 No.8 1951 / Drewry 2337 1950

9 Malcolm Moore 26-204 No.9 1951 / Drewry 2338 1950

It is believed that other locos of this type are to be found at Wongawilli, Nebo and Kemira Collieries.

K.McDonald 5/82, Editor.

AUSTRALIAN IRON & STEEL PTY LTD, Port Kembla 1435m gauge

Seen behind the loco shed during April was a four-wheel Ruston & Hornsby diesel mechanical believed to be 326064 of 1952, Model 88DS, ex-Metropolitan Colliery, Helensburgh. This locomotive was offered for sale in December 1977 (see LRN 6, p.4). It has not been painted in the steelworks orange livery, and is painted yellow.

Seen operating among the large fleet of diesel locomotives at the works were a number of "Trackmobile" shunting units. These are believed to have been supplied by Aresco and are rail/road vehicles. There are two types, one small and box-like and unsuitable for really heavy work. The larger design however is fitted with a diesel engine of around 250 hp and capable of many shunting tasks. Change from rail to road function is rapid and takes only seconds. However, the road function is not used in other than exceptional circumstances. These units are painted yellow in contrast to the orange locomotives.

Editor 4/82.

THE BELLAMBI COAL CO. LTD, South Bulli Colliery 1067 mm gauge

This Colliery has six battery-electric locos, three diesel locos and about 20-30 personnel carriers for transporting men and materials. Coal comes out of the mine by conveyor. The following locos and man riding cars were seen on a visit in April:

D	4wBE	Jeffrey			Surface Shunter. Battery box 1.
C	4wBE	Jeffrey			Battery box 2. In workshop.
D2	4wDH	E.M. Baldwin	2047-2-10-68	1968	Under repair in workshop.
D3	4wDH	E.M. Baldwin		1978	
10	4wDHR	Fox	4MRL 227		Dismantled.
14	4wDHR	E.M. Baldwin	3652-2-12-70	1970	Model IIDH.
14A	4wDHR	Fox			
16	4wDHR	E.M. Baldwin	3652-4-2-71	1971	Model IIDH.
17	4wDHR	E.M. Baldwin	3652-6-4-71	1971	Model IIDH.
18	4wDHR	E.M. Baldwin	3652-5-3-71	1971	Model IIDH.
19	4wDHR	E.M. Baldwin	3652-7-4-71	1971	Model IIDH.
	4wDHR	Fox	4MRL 240		Safety Car/Ambulance.

The battery locos are about 30 years old. Four were supplied through A.E.Goodwin and were assembled at the colliery. Loco C carries a Goodwin plate. Two further locos were purchased second hand from a Newcastle area colliery. Loco D, which works on the surface only has been fitted with a canopy. The main line of the colliery extends about 13-14 km. Coal comes out at South Bulli, but men are put down a shaft inland.

Editor 4/82.

CENTRAL PARK, Forresters Beach 610 mm gauge.

(see LRN 14, p.12)

Rail operations seemed to have ceased here, but there is still a large amount of equipment on site. The track is thoroughly overgrown for most of its length, with abandoned rolling stock among the vegetation. However, the station area seems well cared for, although a half-completed steel footbridge does little to improve the appearance of the place. In front of a line of four-wheel carriages built on steel cane trucks were seen two four-wheel diesel mechanicals, Motor Rail 11023 of 1955 and Ruston & Hornsby 304457 of 1951. In the other station platform was a line up of three more identical Ruston diesels, 304460, 304453 & 304455 all built in 1951. These three differ from the first in having had removed their exhaust conditioners, which are on the station platform. The Rustons are in a yellow livery, with the "Simplex" loco green. Lastly, there is the John Fowler 0-6-0DM 16830 of 1925, which is standing just outside the station area in yellow paint. This loco has not seen use at Forresters Beach, but remains in quite good external condition especially considering its age.

Editor 4/82.

THE COAL CLIFF COLLIERIES PTY LTD, Coal Cliff 1067 mm gauge.

A number of items of rolling stock were observed on the surface during a visit in April. At the top of the drift was a train attached to the winch rope for lowering down the haulage. It consisted of three yellow man riding cars (unpowered) and at the upper end a white vehicle numbered 1. This appeared to be an auxiliary braking vehicle which seemed to obtain power from a trolley wire mounted alongside the tunnel wall. Another brake vehicle, this time numbered 6 and diesel-powered was in the colliery yard, along with a large number of unpowered man riding cars.

Outside the workshops was a four-wheel battery-electric locomotive with a rectangular "Vale" plate on the frame, built by Vale Engineering of Moss Vale, like the colliery company, a subsidiary of Kembla Coal & Coke. Inside the workshops was another battery locomotive, partially dismantled, Jeffrey 8274. Another battery loco nearby and completely dismantled appeared similar to the Jeffrey, but had "Vale" painted on the frame. These two locos were numbered 15 & 4 respectively.

Also in the workshop were three diesel locomotives built by Moxon Engineering Pty Ltd of Moss Vale. Numbers 6 and 7 were 0-4-0DH locos while number 9 appeared to be a four-wheeled diesel-hydraulic with builder's number L102 12.11.70.

There were also two powered man riding cars in the workshop, one numbered 6, possibly by Fox, and the other, C3, apparently a Vale design dismantled. There was another similar Vale man riding car out of use in the yard, numbered C 14.

Editor 4/82.

THE ELECTROLYTIC REFINING AND SMELTING COMPANY OF AUSTRALIA LTD . Port Kembla. 610 mm gauge.

(see LRN 4, p.7)

A visit on 13 April revealed that full operations were not under way following the Easter break. Although rail operations were not in progress, it was possible to view the variety of rolling stock and the four diesel locomotives.

Rolling stock includes four-wheel steel vehicles used for transporting scrap, blister copper and other materials, and bogie vehicles fitted with frames to carry copper anodes to the tank house for electrolytic refining. Also seen was a rather unexpected sight - timber bogies loaded with logs which are used for reducing molten metal at the furnaces.

Two Hudson-Hunslet locomotives built by the Hunslet Engine Co. in 1955 were seen around the furnace area. These were four-wheel diesel-mechanicals builder's numbers 4580 & 4582, carrying numbers 3 & 4 respectively. In the workshop area the other two locos were seen, numbered 1 & 2, 4577 & 4578 of 1953. All are of a similar type and are painted with yellow and black stripes over the bodywork and buffer beams, although traces of the green and red paint in which the locomotives were originally supplied were visible. A steel plate has been fitted at the front to protect the radiator from damage. The two earlier locos were fitted with manual gear-change when supplied, but the later locomotives were fitted with automatic transmission, which proved unpopular in service and has been replaced by manual. There were two other similar locos supplied, Hunslet 4581 of 1955 and 5278 of 1957. These have now been scrapped, but many parts were removed for spares and were seen around the workshop.

It is believed that before dieselisation, the 2 ft gauge line was operated with electric locomotives and that there was formerly also a standard gauge line with electric and steam traction.

Editor 4/82, Anthony Weston.

GOULBURN STEAM MUSEUM 610 mm gauge.

(see LRN 25, p.3)

On 12 April the railway was operating, but considering that this was during an important holiday weekend, patronage of the museum was

disappointing. Krauss 0-6-0T *Stella* (3423 of 1896) was working trains. The loco has been fitted with a rebuilt cab which is slightly different in design to the original, incorporating a cab roof overhang at the front. It was hauling the steel tramcar-type carriage built locally. In the museum area was the old Melbourne cable tram body, the bogie carriage ex the former Highlands Light Railway at Colo Vale, an open car built on a heavy frame, a wooden wagon with railed sides, a pair of Zeehan & NE Dundas bogies, and the "Planet" diesel. The diesel has been painted blue and red and has a canopy. It carries F.C.Hibberd plate 2380. This loco was supposedly built in 1941, but on the frame there is another plate reading "Chassis 1348 1954". It is a four-wheel diesel-mechanical of the "Simplex" type.

Editor 4/82.

METROPOLITAN WATER SEWERAGE & DRAINAGE BOARD, Cataract Dam 610 mm gauge

A remnant of the tramway system used here many years ago can still be seen. A section of track about 100 metres in length runs below the dam wall along the valley side, and track enters a shed by means of a wagon turntable. A vehicle was seen at the other end of the track which is at the foot of a haulage up the valley side. This haulage has been bulldozed about two-thirds of the way up the valley side to make way for a road.

Editor 4/82.

TIMBERTOWN WAUCHOPE 610 mm gauge.

(see LRN 23, p.9)

A visit in April saw trains being hauled by Hudswell Clarke 0-6-0 1862 of 1953 (ex Macknade Mill 6). Some track relaying has been going on to overcome problems with this loco, with the trestle bridge having been relaid in 60 lb rail and rail laid out alongside the track in preparation for the replacement of more 30 lb rail. Three carriages built at Timbertown and mounted on ex-Condong bogies were in use. Wood fuel is used, not surprisingly.

John Fowler 0-6-0T *The Green Hornet* (12271 of 1910) has been under repair including the fitting of a new smokebox and was parked in the works area adjacent to Broken Bargo Station. Also by the station was Motor Rail "Simplex" four-wheel diesel-mechanical 4214 of 1929. This has lost its bonnet covers and looks rather uncared for.

Adjacent to Timbertown Station, there is a shed and a siding running through it. In the shed was what appeared to be an ex NSWGR tricycle converted to 2 ft gauge. At the end of the siding was a timber tramway exhibit consisting of logs sitting on timber bogies, which appear to have

been constructed at Timbertown.

Timbertown opens at 10 am, and the first train of the day makes a stop at the shingle splitter's camp, making for additional photographic opportunities at this location. All other trains run non-stop.

Editor 4/82.

QUEENSLAND

JIM BAILEY, Bundaberg 661 mm gauge.

Recently donated by Dillingham Mining for preservation in the place of its origin is a 2 ft 2 in gauge "Bundaberg Jenbach" four-wheel diesel-mechanical built by the Bundaberg Foundry as builder's number 14 of 1954. This loco worked at the Dawson Valley Colliery, Baralaba, which was previously owned by Mount Morgan Mines.

J.Bailey 4/82.

LA BELLA VISTA, Wanora 610 mm gauge.

(see LRN 27, p.8)

A visit to this site, adjacent to the main Ipswich-Esk Road, showed that the "rail motor" and trailer from Dino's Funpark on the Sunshine Park had been delivered and were sitting out in the open in front of the main building. There was no sign of the two Ruston & Hornsby locomotives believed to have been acquired for here, and no track materials were visible either.

Editor 4/82.

MORETON CENTRAL SUGAR CO., Nambour 610 mm gauge.

(see LRN 26, p.10)

With about eight weeks to go to the start of the crushing season, work was at full pace in the new mill yard at the start of May. A completely new layout is being constructed, and it appears that this will allow for a more efficient operation in future.

Work is still continuing on the rebuild of Com-Eng *Kalbo* (H1022 of 1958) from mechanical to hydraulic transmission. Similar loco, Mourilyan Mill 8 (Com-Eng 0-6-0DM B1112 of 1956), which has been "temporarily on loan" since 1980, remains at Moreton, although still in Mourilyan livery and with its Mourilyan number.

Editor 5/82

QUEENSLAND COAL MINING CO. LTD, Cook Colliery, Blackwater. 1067 mm gauge.

(see LRN 3, p.6)

It is understood that this colliery has had to be closed down following problems associated with geological difficulties. It is assumed that the rail equipment from the mine has been transferred to the neighbouring Leichhardt Colliery.

W.W.Henderson 4/82.

SOUTH AUSTRALIA

THE BROKEN HILL PROPRIETARY COMPANY LIMITED, Whyalla 1435 mm gauge.

A recent press advertisement of surplus material & machinery for sale included "No.1 Coke Quenching Car Locomotive". This is a 20-tonne G.E.C. DC electric power drive loco, and has an air brake hydraulic power-pack for tow car. It is not currently in working order.

The Weekend Australian 24-25/4/82.

TASMANIA

ELECTROLYTIC ZINC COMPANY OF AUSTRALIA LTD, Rosebery 1067 mm gauge.

Ruston & Hornsby Type 88DS four-wheel diesel-mechanical 284836 of 1950 is in store at Rosebery in working condition on standby for the mineral traffic between Primrose and the mines. Its limited power and lack of braking capacity make it unsuitable for regular use on these duties. It is believed to have first worked at EZ's Risdon plant.

The regular loco on the transfer traffic is Emu Bay Railway No.22, a 1953 Drewry Car Company 0-6-0DM (built by Robert Stephenson & Hawthorn?). This loco was originally supplied to the Mount Lyell Mining & Railway Co., but was sold to the EBR in 1963 on the closure of the Mount Lyell Railway. Electrolytic Zinc own the Emu Bay Railway.

Ian Hall 4/82, Editor.

VICTORIA

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Railway 762 mm gauge.

(see LRN 27 p.14)

The old station building at Belgrave has been successfully moved to its new position on the new platform. Further earthworks are now being proceeded with in the station area.

A major repair bill will have to be paid for the overhaul of the Trestle Bridge. The cost estimate is \$145,000. The repairs will take two working weeks of total occupation, possibly during February 1983. It is possible that trains will be operated from Menzies Creek while this work is being done.

There is as yet no positive date for the appearance of 2-6-2T 8A from the workshop following its rebuild. Painting (in unrelieved black) and final pipe work are among the final works now being completed. Sister engines 6A and 14A were to receive some attention before the start of the school holidays.

PBPS Monthly News 3/82 via A.Winzenried.

GEE LONG STEAM PRESERVATION SOCIETY, Bellarine Peninsular Railway 1067 mm gauge

(see LRN 27 p.16)

Vulcan 0-6-0ST 2540 of 1916 was removed from Jubilee Park, Ringwood as planned on 10 February, and transported to the premises of the Melbourne Steam Traction Engine Club beside Burwood and Mountain Highways, Wantirna.

Restoration to working order is programmed to take two years. The cab will have to be replaced, and the central casting of the locomotive engine will have to be removed for the repair of a crack. Otherwise, the loco appears to be in a promising condition. On completion of the restoration work, the loco will be named *City of Ringwood* and will be put into service on the Bellarine Peninsular Railway.

The Society would like to hear from any Melbourne people interested in assisting with the restoration work. For further information ring Brian Sneddon on 88 6943 (home) or 630 6339 (work).

GSPS 2/82, Narrowminded 3/82, J.L.Buckland 4/82.

OVERSEAS

PAPUA NEW GUINEA

BOUGAINVILLE COPPER LTD, Panguna, North Solomons Province 900 mm gauge

(see LRN 27, p.18)

The accompanying photo shows the "Shot-crete" train used for mixing and spraying concrete on the soft wall areas of the drainage tunnel. The train is headed by a E.M. Baldwin diesel and consists of a cement mixer, sprayer and flat car.

It appears that the tramline equipment will not be required on the completion of the tunnel project, which is in its last stages. There are seven kilometres of track and seven locomotives involved, but it will be difficult to remove them from the Jaba River Valley. The equipment associated with a previous 2 ft gauge tramway used in exploratory mining was mostly dumped in the river.

BCL



Newsletter Vol 8 No.2 via M.R.Pearson 3/82

Tunnel in its final stages

This picture shows three tunnel miners at the portal working on the shot-crete machine used for mixing and spraying concrete on the soft wall areas of the tunnel. The men are from left, Lapi Pauiori, Tony Giowen and Amos Kaut.

NOTICE BOARD

From the LRRSA ARCHIVIST

As we are primarily a research and publishing group, the value of having our own repository for basic research material will be appreciated. For some time the Society has had the nucleus of an archives section comprising a number of maps, photos and other documents. These have mostly been acquired through donations. It has been apparent that no real use is being made of this material probably because the existence of such a section has not been realised.

LRN will be used to keep members informed as to the latest acquisitions and any other news of interest. When sufficient material becomes available on any particular subject, it is intended to compile folders of relevant material, including references where these are known, and as a benefit to members these will be available for perusal.

To enable this project to get off the ground we would be pleased to accept donations of any paper material relating to light railways etc. members may care to provide either as a gift or loan for photocopying purposes.

Although our archives are currently only small we do welcome any enquiries you might have. Any correspondence on this matter can be addressed to:- LRRSA Archives, c/o P.O.Box 21, Surrey Hills 3127.

CONTRIBUTE TO LRN.

PUBLICATIONS

ARSENIC and MOLASSES - a history of the Powelltown Tramway.

This fabulous production, 25 years in the making, is on its way. Members pre-publication offers are being prepared, and should be in the next mailout or the one after. This looks like being our largest work yet to date. So - keep it in mind. Print run will be limited and members will need to get in quickly to secure their copy.

STEEL and RAILS - Newcastle.

Our new book, the first of a pair (the other dealing with Whyalla) A4 format, full rail network plans, scale rolling stock plans (most in N scale), even colour plates! Approx 130 pages and more than 70 photographs. PLUS... Around 40 pages of drawings and plans. This book is now available from the Sales Department at \$14.50 (postage included).

STEEL and RAILS - Newcastle; plans Book.

Due to the demand already obvious, it is planned to release a lay-flat H0 scale version of the excellent rolling stock drawings prepared by Keith

McDonald for the Newcastle book. Running to around 60 pages, plus notes, all in horizontal lay-flat format . Keep your eye on the sales list for this one !

SALES DEPARTMENT STOCKTAKING SALE.....

Limited stocks of *Beaudesert Tramway* are available. Hard cover \$5.50 ea, soft cover \$3.95 ea. *Corrimal Coal* (LR #60) \$1.00 and any of LR #57, #58, #59, #62 or #63 are \$2.00 for 5 or 50 cents each.

Get your order in now. Sale ends 30 June 1982 (a little later for overseas members). All prices include postage.

MAILING LIST.

Following the introduction of computer listing of the LRRSA mailing list, there have been a number of complaints from members who are not receiving material. If you are one of those missing LR or LRN could you please write down details and mail them to:

LRRSA mailing list

P.O. Box 21

Surrey Hills 3127

We will then do our best to correct the problem.

LRRSA Sales Department.

The LRRSA Council has a new Sales Officer. He is Mr L.G. Maynard. As soon as details of address are known members will be notified. The current team of Steve Martin and Arthur Winzenried will continue to operate during a settling in period. P.O.Box 382 Mt Waverley will remain current for some time yet.

New Stock lines.

These include our first Research report #1 on *Climax Locomotives in Australia* @ \$2.50. *Barongarook* by N.Houghton @ \$2.50; and *Proserpine Co-Op. Mill Story* @7.50. All prices include postage.

In preparation are Research Report #2 *Millars' Timber & Trading Co. Ltd* with information initially concentrating on their Western Australian operations. Volunteers willing to edit reports are required as is material for inclusion in such "progress reports". Please address correspondence on these to P.O.Box 360 Belgrave 3160.

MEETINGS

SYDNEY

Special Note:- The NSW address included on the LRN header should show C. Wilson as Hon. Secretary of the branch rather than R. Mason.

The June meeting will see (business commitments permitting) *Light*

Railways Editor, Bob McKillop talking on Lautoka Mill, Fiji, where he recently spent three months gathering material for an article on the Centenary of the Sugar Industry in Fiji.

Location:- Government & Transport Club, Regent St., Sydney. Parking available in Regent St. and Botany Rd.

Date:- Wednesday 23 June. Time:- 7.30pm.

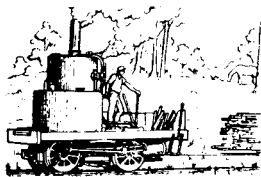
MELBOURNE

Presenting the inimitable Arthur Straffen and his masterful presentation of skilled cinematography (or whatever). In his capacity of traveller extraordinary, Arthur is offering film of recent rail action in one of Victoria's lesser known satellite states - the World! (Provided we can all hand them round fast enough, there may even be some "movies".)

Location:- Ashburton Uniting Church Hall, Ashburn Gve., Ashburton.

Date:- Thursday 10 June. Time:- 8.00pm.

Future Meetings:- August - A.G.M.and W.A.Tramlines. October - Auction. December - Murrindindi Tramways.



LIGHT RAILWAY NEWS

Published by

The Light Railway Research Society of Australia



No. 29

August 1982

Hon. Editor. J.Browning, P.O.Box 111 Indooroopilly, Qld. 4068.

Hon. Secretary, LRRSA;

NSW Mr C. Wilson P.O.Box 290 Burwood NSW 2134

Vic. Mr E. Stuckey P.O.Box 21 Surrey Hills Vic. 3127

Deadline for the next issue:- 20 August 1982.

EDITORIAL

Another smaller than usual LRN means a shortage of news.

Just a small group of interested people have been contributing. The majority of members seem to want to read what other people have seen and done but are not prepared to make any efforts themselves to share their news. Many of you out there must have visited places of Light Railway interest during the last few months. It doesn't matter if there already has been a report - people are interested to hear about your observations. If you can't be bothered to write, then why not phone 07 378 8805 after 5 pm. It is not up to the Editor to fill large parts of each issue with items he has researched himself. Do you care? Prove that you do by sending your news to me at P.O. Box 111, Indooroopilly, 4068, Queensland. Without your help, LRN may cease to exist. .

John Browning.

RESEARCH COLUMN.

Rob Pearman of 11/53 Goulburn Street, Liverpool would like to hear from anyone who can help him obtain a photograph of the New South Wales Government Railways Motor Rail "Simplex" locomotive. This petrol-engined machine was delivered in 1920 and was initially numbered L044, being renumbered 1065 in 1924. It was involved in an accident at Clyde in 1958 and was subsequently scrapped. The only photographs Rob has found so far show the machine after the accident and he would like to obtain a shot taken earlier. All costs will, of course, be covered.

NSW NORTH COAST TRAMWAY REMAINS

Remnants of the Great Northern Timber Company's bush tramway which ran for several years during World War 1 can still be found near Woolgoolga today. Some bridge piles remain in Woolgoolga Creek between Sunset Caravan Park and Sunset Avenue.

The formation can easily be followed for about 3/4 km. just north of Woolgoolga on the left hand side of the Pacific Highway heading northwards (opposite the High School and Cemetery turnoff). This section contains several embankments and cuttings. It is planned to convert this area to a golf course at some stage in the future.

Further remains can be found at Bloodwood Mill and Embankment Road to the north. At the former place, some sleepers remain and even a dogspike was found.

A Climax loco ran on the line, which was laid with steel rails and wooden sleepers. When it closed, the whole line was pulled up and together with the Climax loco was sent to Fraser Island off the coast of Queensland.

John Kramer.

ADELAIDE: SLEEPS HILL QUARRY

Early in the century there were very large railway sidings and loading bins at Sleeps Hill to serve a stone quarry. Recent discoveries indicate that a 2 ft gauge system was utilised within the quarry. The Mitcham State Emergency Service alerted the Mile End Railway Museum to this fact after finding some hoppers while looking for a missing person.

An initial exploration found the remains of a small trestle and one length of rail. Two hoppers were also found. They were of steel construction, with a square bin approximately 2 metres square mounted to the underframe along a central pivot point so the bins could be tipped sideways. Remains of a roadbed could also be seen in the area. More detailed examination of the site will follow.

Catchpoint 6/82

WEST AUSTRALIAN WANDERINGS

Gwalia

(see LRN 25 p.17)

The Sons of Gwalia Mine which closed in about 1963 had extensive underground workings and a variety of motive power on the underground mine tramways. Originally horses were used and later, in the life of the

mine, battery locomotives. However, a former fitter at the mine states that compressed air locomotives were also used, initially in the form of a locally built machine and later on, one or more Eimco machines. These are the only compressed air locomotives that the writer had heard of in Australia. If anyone can provide any information about these or any other compressed locomotives in Australia, please could they contact Anthony Weston at P.O. Box 19, Leinster, Western Australia. 6437.

Lawlers

This is an old gold mining settlement about 400 km north by road from Kalgoorlie and about 30 km from the new mining town of Leinster. There is very little left, only one building, some ruins and the remains of a gold mine and treatment plant. There are also the remains of small side tipping wagons (probably 2 ft gauge) and some small rail equipment of about 1 ft 6 in gauge. Steel sleepers in the vicinity are of 2 ft gauge.

The trackbed of a narrow gauge tramway runs towards the site of the town to an old shaft. Halfway along there is a triangle and the trackbed runs north for about 10 km to an abandoned mine near the Agnew Hotel.

A List of Orenstein and Koppel locomotives delivered to Australia shows 731 of 1901, a 610 mm gauge 0-4-2T, working at Lawlers.

Anthony Weston

CORRECTION

Central Park Railway, Forresters Beach

(See LRN 28 p.5)

Bruce Belbin has kindly pointed out an error made by the Editor in relation to the John Fowler diesel here (0-6-0DM 16830 of 1925). It did in fact see use in 1976-7.

Following the commencement of regular services (with the Simplex loco) in September 1976, a concerted effort was made to restore the Fowler diesel to running order. This was achieved two months later and included complete rewiring, plus repainting in a slightly brighter yellow than that carried before. The Fowler saw extensive use on regular trains during December in an attempt to "settle" the track prior to the introduction of steam-hauled services on the 28th of that month. Following this, the loco although officially on "standby", saw little use. The last time that Bruce can recall seeing it in service was on the LRRSA visit on 24 July 1977.

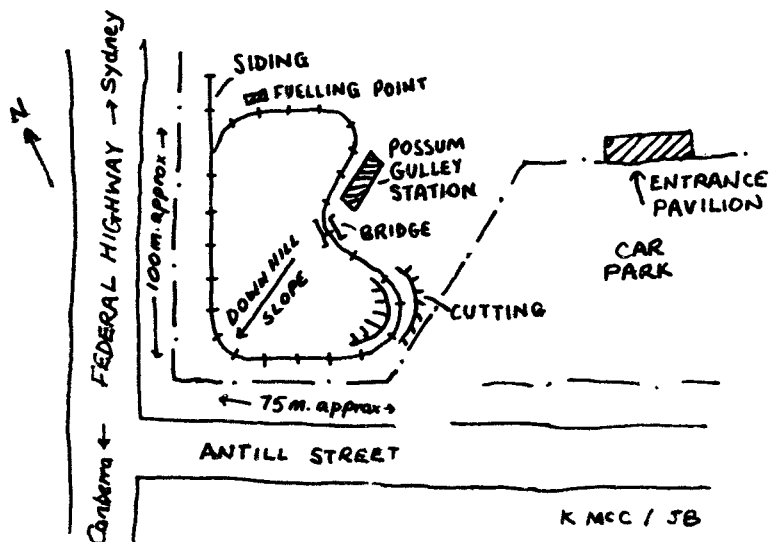
AUSTRALIAN CAPITAL TERRITORY

CANBERRY HOLDINGS PTY LTD, Canberra Fair, Dickson 610 mm gauge

(see LRN 28, p.2)

A visit in May showed that the normal loading for 0-4-2T Decauville 426 of 1897 is two of the three end-loading clerestory cars. One of the cars has side windows but the other two are open above the window sill line.

A sketch plan of the layout is shown below.



NEW SOUTH WALES

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD 610 mm gauge

Albion Park N.S.W. (See LRN 27 p.5)

Track Extensions.

By 27 February the north western rail head has been extended across a creek culvert and the main aerodrome east-west fire trail. During the week ended 26 March the roadbed of blue metal has been laid and graded for the northern section of the main line circuit. The only road bed work remaining is the crossing of a 25 m swamp on the north eastern part of the circle.

Further track laying on the new road bed could not start immediately as

the only access for the delivery of top ballast by road vehicles was along the right of way. Following the delivery of most of this gravel during the second week in May, track laying recommenced on 15 May. The museum is hopeful that the remaining 350 m of main line track will be completed in time to allow the circle to be used during the coming summer.

Tenth Anniversary.

On Saturday 27 February the museum held a special running and members day to mark the 10th anniversary of the founding on the society. From noon until 3 pm free rides were provided for the public. After this operation, rides were provided for members and their families with "run pasts" of rolling stock items rarely in use.

During the previous week couplings and foot boards had been refitted to the former Queensland Rail Motor Trailer P 119 and this large vehicle made its first passenger carrying trip during the afternoon. Saloon car No. 2 (former c 1916 International Bus body) also made several trips loaded to capacity with approximately 20 passengers.

During the evening approximately 100 members, their families and invited guests celebrated our first decade over a barbecue meal, the museum committee and the invited guests used P 119 as a restaurant car on this occasion.

Rolling Stock.

At present P 119 is mounted on a pair of bogies from the former Rubicon Tramway in Victoria. Work is nearing completion on a pair of long wheel base, drop centre, bogies for this car which will enable it to be lowered further. One of these new bogies was assembled on 15 May while the other was expected to be completed on the following weekend. Brake hangers and rigging for these bogies are being fabricated and the ILRMS is searching for a small Westinghouse steam air compressor for one locomotive which will enable the air brakes to be reconnected on P 119. The society has large compressors from former AI&S steel works locos but these are much too large for our needs.

The restoration of saloon car 2 was completed on 15 May with the final polish coats on the interior seats. This completes the coachwork construction. This vehicle is only available for limited use at present as it is mounted on two temporary bogies and a wooden underframe. With the completion of the bogies for P 119 work will proceed on the construction of a steel underframe, brake rigging and the overhaul of permanent bogies for this vehicle.

Waterproof ply has been ordered so that a start can be made on the restoration of former Melbourne cable tram trailer No. 430 of 1890. Although

relatively complete, except for end metal aprons and interior seat bottoms, the side timber panels are badly split and these will be entirely replaced with new materials. In addition, 45 years of out in the open have taken toll on the window frames, and many of these will have to be replaced. This restoration task is expected to take about three years.

Around the museum grounds.

The simple, "custom made" semaphore signal which stood on the standard gauge crossing of the Corrimal Coal Company railway and the Princes Highway until 1972, has been overhauled and re-erected at Albion Park. This project was completed in late April and work is progressing on the restoration of many signal components collected over the last ten years.

The repainting of Yallah Station was completed in time for the anniversary day on 27 February.

Shay No. 2 (Lima 2097 of 1908) was repainted black and brown during May. Weather exposure had been severe on the brown paintwork over the last 2 1/2 years since this item was last repainted.

Souvenir items.

Two further items have recently been added to the souvenir shop at Albion Park: A tea spoon with the society's badge and a coloured wall poster featuring 0-6-0 Hudswell Clark locomotive *Cairns* hauling the passenger car through the bush section of the museum railway.

QUEENSLAND

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY, Durundur Railway, Woodford 610 mm gauge.

(see LRN 27 p.7)

Work has been progressing on the overhaul of Hudswell Clark 0-6-0 *Melbourne* (1701 of 1938) in recent months. The boiler lagging was first removed followed by the cab top and running boards. It was necessary to raise the boiler 30 cm above its normal position to enable the boiler inspector to make a thorough appraisal and problems were encountered when it was discovered that the smokebox floor would not part company with the rest of the smokebox. Eventually, the smokebox floor was detached from the main frame and it will have to be removed later. This enabled the boiler to be raised the necessary amount. Cleaning and priming of the boiler shell then proceeded and other cleaning and painting work was done on the left hand side motion, left hand cab side, and removal of the ash pan assembly. Meanwhile the dirty and cramped job of cleaning between the

frames including removing the hardened grease and dirt around the springs and brake hangers has been tackled. It is anticipated that work will continue with the removal of the chimney and inspection of axle boxes.

Another member has been working on the Fowler 0-6-0DM ex Goondi Mill (18260 of 1929). Repairs have been necessary to the starter motor and it may be necessary for the pinion teeth on the motor to be filed to ensure a positive mesh with the flywheel during starting. There is also a fault associated with the clutch assembly which will require attention.

Work on the ex-QGR rail motor trailer PL111 has neared completion. A great amount of work on this vehicle is now showing results and the effect is most pleasing, both internally and externally. A new roof covering has been refitted, restoration of body panels has been done, all doors rebuilt, all windows restored, modification and installation of inside and partition and door, installation of parcels shelf done, and a complete paint job inside and outside completed. New floor covering has been fitted and all the seats have been removed, repaired, repainted and reinstalled. The bogies were recently received from Woodford Prison and were successfully placed under the coach on 14 June. Initial tests have shown that the car rides well and is stable. It is hoped that it will enter regular service before long.

Work has also been done on the formation through "Freeman's Cutting" to prepare for track extension. Initially, drains have been cleaned out and preparations made for grading the track bed. With grading now completed and clearance work having been done along of overhanging tree branches, more track can be laid as time and labour permits.

Durundur Railway Bulletin 4/82, 5/82.

PIONEER SUGAR MILLS LTD, Pioneer Mill. 1067 mm gauge

(see LRN 19 p.6)

\$130,000 is being spent on a 2.2 km extension to the tramway to service farms in the Mona Park - Airdale area adjacent to Clare Road. Earthworks were completed in March and it was anticipated that the mill would have track in position before the start of May. A further extension of 2 km as far as The Rocks is expected to be built after the 1982 season.

Durundur Railway Bulletin 6/82.

TASMANIA

VAN DIEMEN LIGHT RAILWAY SOCIETY INC., Don River Tramway. 1067 mm gauge (see LRN 26, p.12)

Restoration of John Fowler 0-6-0T 5265 of 1885 is progressing satisfactorily.

More tubes have been replaced so that the boiler now holds pressure and arrangements for boiler inspection are proceeding. A quantity of original Fowler drawings have been purchased from England which should greatly assist in restoration.

Ruston & Hornsby 40DL four-wheel diesel-mechanical 279571 of 1949 is in operational condition but requires overhaul. This work will include gearbox overhaul, building up and machining of wheels, brake adjustments, and attention to engine and bodywork. This loco is fitted with the cab from a Malcolm Moore 0-4-0DM which was removed when rebuilt by TGR as U class. It should have a well-deserved rest, when the recently acquired U class loco enters service. It was originally supplied to the Marine Board of Burnie and was later owned by the Cornwall Coal Company before being acquired by the VDLRS in 1976.

Ruston & Hornsby four-wheel diesel-mechanical 187072 of 1937 is awaiting restoration to operating condition. This 44/48hp machine was originally owned by the Mount Lyell Mining & Railway Co. until 1963. It was later modified by Dillingham Constructions for use underground by having its cab removed and being fitted with an exhaust scrubber. After being acquired by VDLRS in 1976, it was restored and rebuilt by the Tioxide Company, and received a new cab.

Recently purchased from ANR is 0-4-0DM U6. This loco replaces U2, previously on hire from ANR. It was freighted from Deloraine to Devonport on 19 March on board a KKC rail wagon. Before it enters service, it will receive attention to motion bushes, fuel pumps and governor, and steps will be taken to remedy "chattering" of engine heads on blocks. Originally built to 3 ft gauge by Malcolm Moore for the Victorian SEC's Kiewa Scheme, this loco is believed to have come to Tasmania in 1959, when it was regauged and re-engined at Launceston Workshops as the sixth and final member of its U class to enter service.

*Supplement to "Steam Echoes of the Don River Tramway"
March 1982, P.S. Mangels via J.D. Kerr, K. McDonald, Editor.*

WESTERN AUSTRALIA

COLLIE HISTORICAL SOCIETY, Collie Gauges various

(see LRN 23 p.20)

Traction engine *Polly* is still on display outside the compound containing ex-WAGR locos. Protected by fresh paint and reasonably complete, it appears to be converted from an Aveling & Porter traction engine for rail use on 3 ft

6 in gauge track.

Inside the museum yard, some additional underground mines equipment appears to have arrived, mainly man-riders and wagons. The battery loco, possibly 3 ft 6 in gauge, remains in its previous position by the rear gate. The battery box marked "Gemco" appears to be too small for this unit, and could be from a 2 ft gauge loco, unless it had been used to permit access to the top of the loco frame in tunnels with restricted clearance.

Rob Pearman 6/82

HOTHAM VALLEY TOURIST RAILWAY W.A. INC., Pinjarra 1067 mm gauge

(see LRN 15 p.6)

A request has been received from the Yarloop Workshop Restoration Committee that the ex-Millars loco G71 *Menzies* be returned to Yarloop. This loco, a 4-6-0 built in 1895 by Dubbs (3595) was acquired in November 1977, and has been restored externally. At a HVR meeting in February, the matter was discussed and reports on mechanical aspects of the loco, repair difficulties, and possible future operational areas for the loco were considered. Eventually, the meeting came to a unanimous decision that consideration of the Yarloop request be deferred for one year. This recommendation was accepted by the HVR Council.

The Yarloop Workshop Restoration Committee plan to establish a historical precinct at Yarloop with the support of Millars and see *Menzies* as a vital part of their project.

Pinjarra Steam Express 4/82

PUBLIC WORKS DEPARTMENT, Northern Region 1067 mm gauge

The following list includes all locos "on the books" on 1 July 1967, when they were transferred from the PWD NW region to the northern region.

PW21	4wDM	Motor Rail	9096	1955	On Hire to Harbour & Rivers Department, Carnarvon.
PW22	4wDM	Motor Rail	14033	1958	Donated to Pilbara Railway Historical Society 6/76.
PW23	4wDM	Motor Rail	14034	1958	At Point Samson. Donated to the Cossack Project Committee, P.O. Box 7 Karratha, but not removed by 12/81.
PW24	4wDM	Motor Rail	14045	1959	Donated to Roeburne Shire, 6/76.
PW25	4wDH	Com-Eng	GB1045	1960	On hire to Harbour & Lights Department, Wyndham.
PW26	4wDM	Com-Eng	GB1046	1960	On hire to Harbour & Lights Department, Wyndham.
PW27	4wDM	Gemco-Funkey		1964	On hire to Harbour & Lights Department, Wyndham.
PW28	4wDH	Motor Rail	9040	1952	On hire to Harbour & Lights Department, Wyndham.

PW29	4wDM	Motor Rail	9097	1955	Sold to Crosse Hull 8/81. *
PW30	4wDM	Motor Rail	9095	1955	Scrapped. Frame reported used as source of steel at Port Hedland.
PW31	0-4-0DM	A. Barclay	320	1928	Donated to Ashbourne Shire.
PW32	4wDM	Motor Rail	9008	1948	Sold to Crosse Hull, 8/81.

The above position refers to the situation in April 1982. Note that the details of Motor Rail "Simplex" locos given are based on Motor Rail records and may differ from previously-published information.

Rob Pearman 6/82.

ASHBOURNE SHIRE, Onslow 1067 mm gauge

(see LR 51)

A quick visit to Onslow during June showed the Andrew Barclay 0-4-0DM (formerly 0-4-0PM) 320 of 1928 preserved in the main street with an open wagon and a van. This equipment formerly operated on the Harbour & Lights Department tramway and was owned by the Public Works Department.

Anthony Weston 6/82, Editor

COSSACK PROJECT COMMITTEE, Point Samson 1067 mm gauge

(see LRN 23 p.21)

Motor Rail "Simplex" four-wheel diesel-mechanical loco PW23 (14034 of 1958) was donated to this group by the Public Works Department in May 1981, but had not been removed by December. The loco was left at Point Samson in November 1976 for possible use in demolition operations. Since then, spare parts have been removed for fitting to PW21 at Carnarvon in addition, other parts from the loco have been stolen.

Rob Pearman 6/81.

HARBOURS & RIVERS DEPARTMENT, Carnarvon 1067 mm gauge

Public Works Department loco PW21 (4wDM Motor Rail 9096 of 1955) reported as still being in "regular" use at the oil jetty, but it is now considered "old and unreliable". As a result, arrangements were being made in April to transfer a replacement loco from Wyndham.

Rob Pearman 6/82.

HARBOURS & RIVERS DEPARTMENT, Onslow 1067 mm gauge

(see LR 51)

A number of wagons from the now-closed tramway were seen in the depot area during June. Part of the jetty is still standing. A small quarry was noted adjacent to the Fisherman's Wharf in Beadon Creek at the other end of town. This may be the quarry shown as "Ashburton Hill" shown in the map on p.12

of LR51, which was served by the tramway. There were no signs of any railway materials or trackbed here. However, there was a road following the creek towards a short breakwater and a small rock embankment.

Anthony Weston 6/82

HARBOURS & RIVERS DEPARTMENT, Wyndham 1067 mm gauge

(see LRN 9, p.21)

There are still four Public Works Department locos stationed here. PW25 and PW26 are Commonwealth Engineering four-wheel diesel-hydraulics built in 1960 (GB1045 & GB1046). They are described as "fast and light" but are not used if it can be avoided. PW27 is a Gemco-Funky four-wheel diesel-mechanical built in 1964 by George Moss in Perth under licence from C.H.Funkey of South Africa. The fourth loco is a Motor Rail "Simplex" four-wheel diesel which was converted from mechanical transmission to hydraulic in 1976, when the PWD East Perth workshops fitted a Perkins engine and Allison torque converter. From about 1973 to 1977 it was under the ownership of the Port Hedland Port Authority. This loco will most likely be transferred to Carnarvon in the near future and carries number PW28.

Most of the traffic at Wyndham is "on rubbers" (i.e. handled by road transport) and the locos are rarely used here.

Rob Pearman 6/82

OVERSEAS NEWS

FIJI SUGAR CORPORATION 610 mm gauge

(see LRN 27, p.18)

Clyde HG-3R 0-6-0DH 65-384 of 1965 - Rarawai 10 - which was burnt out by fire in September 1981 has been sent to the firm of A.G. Price in New Zealand for repairs. The new Hunslet B-B DH loco for Lautoka Mill was expected in the near future at the start of May. The presence of a ballast tamper at Rarawai Mill has been confirmed. This machine is believed to be Plasser 63 of 1974, Model KMX-06. As there is also believed to be a ballast tamper at Labasa Mill in addition to the one at Lautoka (Plasser 64 of 1975), it is probably one supplied over the past few years. The Plasser at Rarawai is reported to be out of use and unlikely to work again.

Rob Pearman 5/82

NOTICE BOARD

RESEARCH REPORTS

New Sales items are in preparation following the popular support for our first Research Report, *The Climax Locomotive in Australia* (now increased to 16 pages at \$2.50 each). Several members are now editing material from our archives in preparation for release as research reports. Subjects currently under way are:

Tramways of the Australian Dependencies (or ex-Dependencies) eg Nauru, Christmas Is.

Millars of W.A.

Warburton Timber Tramway Co. Victoria.

E.M.Baldwin; Locomotive Builders.

Sorrento Tramway, Vic.

These will be released as they are completed and as quickly as Society finances permit. Editors for this type of project are required so if you have suitable material or the time to edit the contact the Project Manager, Arthur Winzenried, P.O. Box 360 Belgrave 3160.

NEW SALES DEPARTMENT ARRANGEMENTS

With this fantastic edition of LRN, the usual sales sheet bears the new Sales Department Address. We ask all members to refer ALL sales matters to that address from now on. P.O.Box 32 Mornington 3931. Our new sales officer is Mr Lawrence Maynard who is assisted by his son Geoff. Any comments or suggestions regarding sales matters can be made direct to them or via the Society's main box, P.O. Box 21 Surrey Hills 3127.

MEETINGS

SYDNEY

The June A.G.M of the Division saw a new President elected. Jeff Mooney takes over from the Division's retiring inaugural President, Paul Simpson. Paul's assistance on the committee however will not be lost as by unanimous demand Paul filled the vacant committeeman position. The Divisional Officers for 1982/83 are:

President Jeff Mooney

Secretary Craig Wilson

Treasurer David Laidley

Committeemen Paul Simpson and Len King

For those braving the Division's A.G.M. the rewards were great with Bob

McKillop and Rob Pearman presenting a wealth of material on Fiji sugar trams past and present, including many slides on Bob's two favourites, the kitbashed Baldwins of the Labasa Mill.

The Division's topic for August will be similarly distant with Jeff Mooney showing the results of 3 weeks of on site investigation into the tramways of Tasmania's west coast.

And don't forget your order for the division's book *Nasmith Wilson & Co*. It lists and details every locomotive built by the company in nearly a century of operation. Send \$7.50 with your name and address to the NSW Division, P.O. 290, Burwood, 2134, N.S.W. Orders have now been placed with the publisher but it. not too late to obtain a copy.

Location:- Government & Transport Club, Regent St., Sydney. Parking available in Regent St., and Botany Rd.

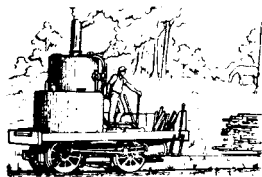
Date:- Wednesday 28 October. Time:- 7.30 pm.

MELBOURNE

With the discovery of gold during the 1890s and the arrival of the railways in 1897 the gold mining industry boomed. The large numbers of mines working in the district soon stripped the nearby bush of all useable timber for pit props and firewood, forcing the mines to look further afield for their fuel. Three companies were formed in the early 1900s to supply firewood to the mines and all three constructed 3 ft 6 in gauge light railways to carry the wood to the mines.

Adrian Gunzberg will be speaking on the Kalgoorlie firewood tramways at the August meeting which, incidentally, is also the A.G.M. See you there.

Location:- Ashburton Uniting Church Hall, Ashburton Gve., Ashburton.
Date:- Thursday 12 August. Time:- 8.00 pm.



LIGHT RAILWAY NEWS



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No. 30

October 1982

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Hon. Secretary, LRRSA:

NSW Mr C. Wilson, P.O.Box 290 Burwood NSW 2134

Vic. Mr G. Maynard P.O. Box 21 Surrey Hills Vic. 3127

Deadline for next issue: - 20 October 1982.

EDITORIAL

Apologies for the late arrival of LRN 29, which was caused by the delays experienced with *Light Railways* 77. This delay has meant the putting back of the deadline of this issue, for which a healthy amount of material is on hand.

Held over for future issues Rosters of BHP Whyalla and AIS collieries; listing of tramways in New Guinea (possibly to be published as a supplement); and news of *Light Railways* in North Sumatra (courtesy of Bob McKillop).

PHILATELY

On 11 October, the Republic of Nauru will issue four stamps, a miniature sheet and a set of six pre-stamped postcards to commemorate the 75th Anniversary of the first movement of Phosphates. At least one stamp, and possibly more, has a light railway theme. The 30c stamp shows a Clyde DHI-71 diesel-hydraulic loco of the type that runs on the 3 ft gauge phosphate lines in Nauru.

MEMBERS ADVERTISEMENT.

For Sale. Victorian Railways Suburban Train Destination Roll. Russell Savage, 14 Rosemont Avenue, Mildura 3500. Phone 050 23 6563.

NEW SOUTH WALES

APEX CLUB, Lithgow 1067 mm gauge

(see LRN 27, p.6)

It appears that the Rotary club was wrongly given the credit for placing the Hunslet 0-6-0DM loco adjacent to a picnic area here. (The loco is believed to be 4059 of 1950, but this has yet to be confirmed). It has been joined by a large coal tub painted yellow. The back of the tub has been cut out and seats have been inserted.

Rob Pearman 6/82

BLUE CIRCLE SOUTHERN, Portland 1435 mm gauge

(see LRN 5, p.5)

Ex-NSWGR 2605, Dubs 2-6-2ST 2794 of 1892 was noted in steam in the works yard on 23 June. It was also seen in steam earlier in the year, so possibly both Andrew Barclay 0-6-0T locos 3 (1234 of 1911) and 5 (1470 of 1916) are out of use at the moment. Unfortunately visitors wishing to view the locomotives are not welcome here. Previously a lunchtime trip to the main line sidings at Portland provided an opportunity for photographs, but it appears that this trip has been deleted from the normal operations.

Rob Pearman 6/82

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD 610 mm gauge

Albion Park NSW (see LRN 29 p.5)

On 8 August the northern part of the main line circuit was brought into use. On that day over 500 rides were made by visitors and the new track which enabled a total ride of 1.8 km to be provided on the "U" shaped route. ;

With the exception of the track over the swamp situated in the north-east corner of the leased area, all but 80 metres of the main line circuit is now available for use. On 3 July work commenced on the construction of points at the north-east corner which will enable a loco reversing triangle to be laid in

The firm of Cleary Bros. are at present making good use of the extremely dry weather to complete contract work on local subdivision roads. When these contracts have been completed the swamp culvert will be constructed by that firm and the main line circuit completed.

During May the former Rubicon tramway bogies were removed from under restored Queensland rail motor trailer P 119 and the first of the pair of newly constructed low slung 2 ft gauge bogies was placed under the vehicle. By early August the work of fitting brake shoes and rigging to the second bogie was nearing completion and this will soon be fitted to P 119. It is intended to

fit air brakes to the vehicle and the passenger locos will have to be fitted with Westinghouse steam-pumps.

Work commenced during July on the restoration of the saloon body of former Melbourne cable tram trailer No. 430. Considerable work has already been carried out in stripping 90 years of varnish from the ceiling ribs while six louvre shades have been restored.

By early August the metal fittings and cracked side cedar panels had been removed from one side of the car. The few rotting body frame members were replaced by new timber and a start made in fitting marine ply side panels and restored windows to this 92 year old vehicle.

Sufficient marine ply to repanel the entire car was donated to the museum during June by Hanbro Plywoods Pty Ltd, a gesture which was appreciated by all members.

The restoration of No. 430 has been assisted by the donation of spare parts by the Canberra Tradesmen's Union Club. Melbourne cars 300 and 430 stood side by side at Bairnsdale, Vic. until February 1981 when 300 was delivered to Canberra and 430 to Albion Park. As the body framework of 300 was found to be in an advanced stage of decay, the Canberra Club obtained trailer No.589 from Fairfield, Vic. and reconstructed this latter tramcar using a considerable amount of spare parts from car 300. On 4 July the remaining tramcar parts from the Canberra restoration were brought to Albion Park and work has already commenced on the restoration of windows and louvre shades from this source.

During February 1979 the Society received a spare Davenport loco boiler and three 18 in gauge tip wagons from the Cleary property at Douglas Park NSW. These wagons were constructed by Hodgkinson of Newtown, NSW and the hopper frame enabled the body to revolve and tip either side or end ways. During July 1982 one of these trucks was converted to 2 ft gauge and has since been used in ballasting the main line extensions. On 31st July a second ballast wagon was available for service. This is a former SEC (of Victoria) "Jubilee" type unit which has been rebuilt with the hopper in a transverse position. Three trap doors have been fitted to the base of the hopper and this enables a controlled flow of ballast to be deposited either between or outside of the running rails.

On 31 July headlights and marker lamps were fitted to the four-wheel diesel-mechanical Ruston loco (B/n 285298). The marker lamps clearly indicate by colour lens. the direction in which the vehicle is operating when used on-regular maintenance work.

K. McCarthy 8/82.

STEAM TRAM AND RAILWAY PRESERVATION CO-OPERATIVE SOCIETY LTD, Parramatta Park 1435 mm gauge

(See LRN 6, p.5)

During July, a four wheel standard gauge petrol engined loco built by Purcell of Auburn (NSW) during the 1920s was received. This loco was used by the Metropolitan Water, Sewerage and Drainage Board at the Ryde pumping station but stood derelict in the yard at Carlingford since the 1950s. The loco incorporated an idea to increase traction which involved a pair of flat tread rubber tyred wheels which could be lowered onto the track between the flanged steel wheels. It is said that this did not work very well as the tendency was for the flanged wheels to be lifted from the rails when the rubber tyred wheels were lowered. As the Purcell could only lift one truck of coal from the NSWGR siding to the pumping station, it was held in reserve to the Manning Wardle steam locomotive which could haul two or three times that number.

Consideration is being given to fitting a spare steam tram motor body to the remains of the Purcell locomotive to produce a petrol-engined tram motor (possibly numbered 133A) which can be used at short notice for special parties of visitors.

K. McCarthy 8/82.

TIMBERTOWN WAUCHOPE 610 mm gauge

(see LRN 28, p.8)

The last report incorrectly stated that 60 lb rail was being used for track upgrading. The correct weight is in fact 80 lb.

John Fowler 0-6-0T THE GREEN HORNET (12271 of 1910) has returned to service after receiving a \$7,000 overhaul. It has been repainted with black boiler, brown underframe and green side tanks. It is reported that it had travelled 11,500 kilometres at Timbertown over the previous five years.

Hudswell Clarke 0-6-0 1862 of 1953 has been fitted with one positive injector as a safety measure. It is reported that an additional steam loco is being sought.

Peter Neve 7/82, Port Macquarie News 18.8.82 via E.Ryan.

QUEENSLAND

BUDERIM ZOO & KOALA PARK, Tanawha - 610 mm gauge

(see LRN 14, p.15)

Krauss 0-6-0T 5869 of 1908 has been sold to Greg Morris, for restoration (see elsewhere in this issue). Hudswell Clarke 0-6-0ST 853 of 1908 is reported to have been up for sale also. This loco was built as an 0-4-0ST but was rebuilt

to 0-6-0ST at North Eton Mill. Its saddle tank was removed and scrapped some years ago. It is not known if the petrol loco on site is also up for disposal. This is an 0-4-0PM loco built by Purcell of Auburn, NSW in 1922. Builder's number is believed to be 222A. It was used at Moreton Mill.

Greg Morris 9/82, Editor.

BUNDABERG TOURIST TRAMWAY PRESERVATION SOCIETY 610 mm

(see LRN 25, p.7)

Member Alan Robert's 0-6-2T loco BUNDY (Bundaberg Foundry 2 of 1952) passed boiler inspection in August and was issued with a ticket for 180 lbs p.s.i. After all fittings have been replaced on the boiler following the hydrostatic test, and the feed lines from the injectors have been replaced, it is hoped to have the loco steamed later this year.

The Society's 0-4-2T (Bundaberg Foundry 3 of 1952) is presently having the boiler reclad after sandblasting and material is on hand to construct new side tanks.

Alan Robert 9/82.

CATTLE CREEK CO-Operative SUGAR MILLING ASSOCIATION LTD, Finch Hatton 610 mm gauge

(see LRN 10, p.9)

This was the only Mackay district mill not to have started crushing by the end of the first week of July. Com-Eng B-B diesel-hydraulic number 4 (NA59112 of 1977) was seen in the mill yard on blocks with the bogies out for attention. A new self-propelled track jack was nearby This is Plasser 253 of 1982, model HGR-230, gross weight 1.5 tonnes, which has a diesel engine and drive to the rear axle only. New bins have been under construction at the mill this year, and a number were seen in the mill yard, brand new and painted yellow.

Editor 7/82.

CLAIRVIEW SAWMILL 610 mm gauge

A most interesting relic has been discovered at this sawmill south of Carmila, which is no longer operational. It is a John Fowler four-wheeled diesel-mechanical builder's number 21914 of 1936. Originally at Plane Creek Mill, where it ran as number 15J and later 6, it was sold in 1973 to a sawmiller who used it at a mill at Flagggy Rock. The gearbox was removed and the engine was used to power the sawbench by means of a belt passing through a hole cut in the side of the cab. At a later stage, the sawmill was moved south to Clairview and the loco was moved with it. It is still sitting on a length of track which was used to position it inside the mill building.

Editor 6/82

CSR LTD, Macnade Mill 610 mm gauge

(see LRN 27, p.7)

"Simplex" four-wheel diesel-mechanical number 4 (Motor Rail 10232 of 1950) returned to service with the navvies sometime during the slack season having received a new clutch.

"Simplex" four-wheel diesel-mechanical number 2 (dating from the 1920s) also returned to service in the slack after a complete rebuild. Its superstructure was rebuilt and it received headlights, clearance lights, and radio, but unlike number 4, no glass was fitted to the cab windows. The number 5 was not applied as originally planned, but stickers with the number 2 have been fitted to the sides of the engine covers, similar to number 4.

The Clyde (Qld.) built line car is to be set aside after it was found that the engine had seized. The hydraulic drive equipment has been salvaged, however. This unit was built in 1968.

The two bogie Baldwin locos and their attendant brake wagons exchanged roles this season. Loco 19 (7070-3-4-77) and brake wagon BV1 (7065-5-6-77) were put on the sugar run to Lucinda while loco 20 (7070-4-4-77) and brake wagon BV2 (7065-3-6-77) were allocated to cane haulage. This was an effort to make 19's motor last until the end of the season when an overhaul could be undertaken. The sugar run is only two shifts per day compared to three shifts on the cane run. However, the move was to no avail as on 20 July, 19 with about 60 full sugar boxes stalled in the cutting on the climb up from the south side of the Herbert river bridge at the mill, and had to receive banking assistance from Clyde HG-3R 0-6-0DH 12 (65-434 of 1965).

19 was taken out of service the next day for overhaul of the motor, and returned to service on 2 August. The spare loco, Clyde DHI 0-6-0DH 18 (DHI.5 of 1954) took over the sugar run in the absence of the regular loco. Although slow, 18 was hauling loads of 60 boxes (approx. 650 tons) to Lucinda. These loads were not split to cross the Herbert River bridge. In all a commendable performance was put in by number 18 while deputising for a unit of twice its power.

C.J.Hart 8/82.

CSR LTD, Pleystowe Mill 610 mm gauge

(see LRN 18 p.3)

All the mill's locomotives now run with fully enclosed soundproofed cabs, the two Clyde model DHI-71 0-6-0DHs *Te Kowai* (56-103 of 1956) and *Habana* (60-215 of 1960) having been fitted with theirs in 1981.

This mill has purchased a small self-propelled track jack from Plasser

Australia. It carries builder's number 256 of 1982 and is of Model HGR-230, having a gross weight of 1.5 tonnes.

Editor 7/82

CSR LTD, Victoria Mill 610 mm gauge

(see LRN 27, p.8)

Experimental four-wheeled sugar bin number 227 is in the consist of the Victoria Mill sugar train again this season. It is still filled with sand and is always coupled behind the sugar loco *Wallaman* (E.M. Baldwin B-B DH 6400-3-4-76 of 1976).

The new production tamping machine arrived from Plasser Australia recently. No further details are available at present.

C.J.Hart 8/82

DREAMWORLD PRODUCTIONS PTY LTD, Coomera 610 mm gauge

(see LRN 26 p.9)

Perry 0-6-2T 5643.51.1 of 1951 was sold by Paul Simpson to the above company on 18 August using two cranes with spreader bars, and was due to leave for Queensland the next day. On 29 August it was seen at Dreamworld parked behind the loco shed.

The loco is finished in brown with black frames and red rods and valve gear. The cab interior is light green. It is believed that the new owners intend to fit cowcatchers, modify the cab, add more brassware and do a repaint. It is not known whether the fuel system will be altered to oil burning or not. When noted at Dreamworld, the rear buffer beam was seen to be bent, possibly because of some difficulties that were experienced when unloading.

Paul Simpson 8/82, Editor

FAIRYMEAD SUGAR CO. LTD 610 mm gauge

(see LRN 27 p.8)

July 26th was a bad day for accidents on the Fairymead tramlines. Dennis Mills of Bundaberg was taken to hospital with chest and abdominal injuries following an accident near Back Gooburru Road. A loco on which he was fireman crashed off a bridge at about 10.30 am. His injuries were caused as he jumped clear of the loco.

Thomas Fox of Bundaberg received a severe laceration to the right leg when he was hit by a cane bin buffer at the mill at about 7am. Bradley Scott of Bundaberg received a severe laceration to the left leg when he was caught between two cane bins at Tegege Siding at about 11.20 am.

Bundaberg News-Mail 27.7.82 via George Bond

FARLEIGH CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD 610 mm gauge

(see LRN 27 p.8)

A new E.M.Baldwin B-B diesel-hydraulic locomotive has been delivered this year. It is named *Inverness* and carries builder's number 10123-1-5-82, Model 32B. Three locos have been fitted with Hockey Engineering soundproofed cabs built by Buchan Street Engineering, Cairns. It is believed that Clyde HG-3R 0-6-0DH locos *St. Helens* (61-234 of 1961) and *Bassett* (67-596 of 1967) received new cabs in 1981 and sister loco *Lacy* (65-439 of 1965) in 1982.

Avonside 0-4-0T 1909 of 1922 which has been "preserved" in the mill playground for many years has been removed to the navy area of the mill yard in an unsafe condition. Nearby were two of the latest examples of modern maintenance equipment. One was the new Plasser Model PBR-201 ballast regulator, Plasser 247 of 1982, weighing 15 tonnes. Next to it was a Plasser KMX-12T production ballast tamper. This 18 tonne machine is capable of running to the work site at a speed of 40 km/h. It runs on two four-wheel bogies. Only the rear axle of the front bogie appeared to be powered.

To facilitate the servicing of locomotives, a new sanding gantry has been erected near the loco shed. Sand is automatically fed from the sand drying shed by screw conveyor to two sand hoppers. The gantry straddles one track and is fed by gravity leading from the hoppers so that loco sandboxes can be filled easily.

The construction of cane bins was proceeding at the mill during July. The bins are constructed in batches on a production line type basis in the mill yard.

Editor 7/82

ISIS CENTRAL SUGAR MILL CO. LTD 610 mm gauge

(see LRN 26 p. 10)

A visit on 29 June revealed that two new items had recently arrived from E.M. Baldwin. A Model 24BV brake wagon had arrived about three weeks before, and carries builder's number 10278-1-5-82. On 28 June, the same day that the crush began, the new locomotive arrived. This is a bogie diesel-hydraulic numbered 11 and is builder's number 10130-1-6-82, Model DH28B. This locomotive is painted in the new yellow and cream livery. It was in the shed undergoing its delivery check-over prior to entering service. It had been seen on a low loader in Henry Lawson Drive, George's Hall, Sydney on 26 June.

Rob Pearman, Editor 6/82

MACKAY HARBOUR BOARD 1067 mm gauge

On 2 July the Board's locomotive *Alex S. Hamilton*, an 0-6-0DH built by Commonwealth Engineering (Qld.) in 1957 (builder's number F1018) was seen in the bulk sugar terminal yard. The loco is painted orange and is used to shunt the bulk sugar wagons which are delivered to the harbour by the Queensland Railways.

Editor 7/82

MARIAN MILL CO-OPERATIVE SOCIETY LTD 610 mm gauge

(see LRN 27 p.9)

One further loco was fitted out with a new cab and repainted in the new mill colours of green, yellow and red. This is Clyde Model DHI-71 0-6-0DH 58-188 of 1958, now numbered 12, and formerly 3 *Nellie*.

The E.M. Baldwin four-wheeled diesel-hydraulic loco. rebuilt by the mill in 1980 (Baldwin 4529-?-1-73 reb.8860-1-8-79) is running in a yellow and green livery. Although officially number 10, no number is carried.

The two steam locomotives, Perry 0-6-2T 2601.51.1 of 1951 and John Fowler 0-6-2T 20277 of 1934 were in the mill yard in July, out of use. It has been decided by the mill that they will be loaned to two local farmers who will store them under cover and maintain them in operating condition.

Control over two foot gauge train movements across the Mirani QGR bridge is in the hands of station staff at Mirani, linked to the mill by two-way radio. 2 ft gauge track is interlaced with the 3 ft 6 in gauge from Mirani Station to Mirani West, a distance of about one kilometre. The new mill line runs immediately to the north of the QGR from near Yeolands to Mirani West and from Mirani to Boldon, where it joins an older mill tramline. The network of lines across the Pioneer River extends to Berriwerri, south of Mount Castor; Lumburra, near Gargett; a point about a kilometre short of Mount Martin; Mount Martin School, and a number of cane loading points north of Mirani West. The section from Lumburra to Berriwerri was being used early in July despite the complete absence of ballast.

E.M. Baldwin B-B diesel-hydraulic locos 16 and 17 (9562-1-6-81 and 9562-2-6-81 of 1981) normally work the hilly lines to Mount Jukes and Narpi, but following a mill breakdown, 17 was sent out to the Gargett area on 8 July and brought in 182 bins without trouble.

To assist with the major program of track construction, Marian has been loaned a ballast Tamper (Plasser 90 of 1975) and a number of bogie ballast hoppers from Farleigh Mill. At least four Farleigh ballast wagons were seen in the yard at Marian in early July.

Also seen in the yard was Marian's Motor Rail "Simplex" four-wheel diesel-mechanical 21512 of 1955, which has been repainted in the new yellow and green colours. Nearby was a small self-propelled track jack, Plasser 226 of 1980, Model HGR-230, which weighs 1.5 tonnes. Also present were numbers of ballast wagons from among Marian's varied collection, Marian's own ballast tamper (Plasser 101 of 1975), and "Planet" four-wheel diesel-mechanical built by F.C.Hibberd (2566 of 1942).

Editor 7/82.

MORETON CENTRAL SUGAR CO., Nambour 610 mm gauge

(see LRN 28 p.9)

At the end of June, Com-Eng 0-6-0 diesel *Kalbo* (H1022 of 1958) was still in the shed awaiting delivery of a new torque converter to enable it to be fitted with hydraulic transmission.

The enlarged "full" yard of six tracks was brought into operation with the start of crushing on 8 July. This expansion of trackage at the mill necessitated some considerable amount of excavation work to be done and in addition, the removal of a house.

The locos have been fitted with flashing clearance lights to give warning when proceeding around the mill yard and in Howard Street. E.M. Baldwin 0-6-0DH *Petrie* (6-2300-1-6-68 of 1968) has been fitted with large new sandboxes on either side of the front bonnet.

Considerable variations have been seen in operations up Howard Street to the mill this season. Early in the season it appears that *Moreton* (Clyde 0-6-0DH 63-289 of 1963) was used to bank trains up the street, although at night trains were seen proceeding to the mill without a banker in the rear. During August, it was noted that E.M. Baldwin B-B diesel-hydraulic *Coolum* (5565-1-10-74 of 1974) had been relegated to duties around the mill, including the task of banking loads up from Howard Street yard.

Howard Street yard is no longer used as a navvy depot. The navvies have been moved further out from the mill to "the Quarry" and Howard Street yard is to be used for cane only. Besides the main line there are five long loops in the yard as well as six fairly short loops for bins piggybacked in by road.

It is believed that Com-Eng 0-6-0DM number 8 ex Mourilyan Mill (B112 of 1956) will be staying at Moreton.

Peter Neve 7/82, John Armstrong 7/82, D.J.Mewes 8/82, Editor.

GREG MORRIS, Nambour area. 610 mm gauge

Greg has purchased the ex-Burrinjuck Tramway Krauss loco from the Buderim Zoo & Koala Park, Tanawha. This loco is Krauss 5869 of 1908, and was originally named *Dulcie*. It went to North Eton Mill in 1929 and was there

converted from 0-4-0T to 0-6-0T. The loco is to be moved to a property a short distance away where it is hoped that it can be restored to working order. This move was due to take place about 15 September.

Greg Morris 9/82.

NORTH ETON CO-OPERATIVE SUGAR MILLING ASSOCIATION 610 mm gauge

(see LRN 27, p.10)

New E.M.Baldwin B-B diesel-hydraulic loco 9815-1-10-81 of 1981 was seen delivering bins to sidings, preparatory to the start of the crush, on 1 July. Delivered in October, it had clocked up 3720 km. As yet unnumbered, it is due to become D8. It is a Model DH28B Mk2.

"Bundaberg Jenbach" D2 (6wDM built by the Bundaberg Foundry as their number 13 in 1954) was seen hauling the grass cutter. It has had the discarded cab from a Com-Eng 0-6-0DH fitted to it. Sister loco D1 (Bundaberg Foundry 10 of 1953) has been dismantled to the frame for overhaul.

Two Com-Eng 0-6-0DH locos have been fitted with Hockey Engineering cabs built by Buchan Street Engineering, Cairns. It is believed that D6 (FB4383 of 1965) was fitted with a new cab in 1981 and D5 (FB3170 of 1963) in 1982.

Motor Rail "Simplex" four-wheel diesel-mechanical 21503 of 1953 has had its engine removed and is dumped out in the mill yard under a tree.

Editor 7/82.

PLANE CREEK CENTRAL MILL CO. LTD, Sarina 610 mm gauge

(see LRN 27, p.10)

A programme of fitting new sound-proofed cabs has been progressing. A total of six locos have now been given new cabs by mill workshop staff. Com-Eng 0-6-0DH locos 4 (FA1037 of 1960) and 7 (FC3776 of 1964) were fitted with new cabs in 1981 and Com-Eng 0-6-0DH 3 (FA1036 of 1959) and Clyde Queensland 0-6-0DH 11 (70-709 of 1970) received new cabs in 1982.

0-6-0DH loco 9, an E.M.Baldwin rebuild (6-825-1-5-64 of 1964) of a Ruston & Hornsby 0-6-0DM has been repainted in the mill's standard colours of yellow and grey, which replaces a plain yellow livery.

F.C.Hibberd "Planet" four-wheel diesel-mechanical 2333 of 1940 was involved in a serious collision with a Clyde diesel at Koumala earlier in the year, which resulted in serious damage to the frame. The loco is now stored at the back of the navvy shed at the mill pending a decision about its future. Its place as navvy loco at Koumala has been taken by number 6, Ruston & Hornsby four-wheel mechanical 371381 of 1951, which has been repainted in mill colours of grey and yellow.

Editor 7/82.

PROSERPINE CO-OPERATIVE MILLING ASSOCIATION 610 mm gauge

(see LRN 27, p.10)

The 30 km long Elaroo line was in use in early July, being worked by the mill's new E.M.Baldwin B-B diesel-hydraulic number 10 (9816-1-10-81). An unusual feature of the new line is that turning angles are provided at a number of points, so enabling locos to travel out from the mill nose first with empty bins as well as returning nose first with the load.

The new line is very impressive with the large concrete bridges and easy grades. Just north of the underpass below the QGR at Noorlah, there is a very high embankment, adjacent to the Bruce Highway. The huck bolting used on the track is used instead of conventional rail joints using nuts and bolts. Fishplates are used but the nuts and bolts are replaced by what could be best described as giant pop rivets. These are virtually maintenance free and so are a more economical way of eliminating conventional joints than welding the rails together.

At a point on the Airlie Beach road, near the junction of the Strathdickie line, road improvements have led to the construction of a new high level road bridge and the relocation of the tramline. In fact, the tramline now uses the basis of the old road bridge alongside the new bridge for its crossing of Brandy Creek at this point.

Clyde 0-6-0DH loco number 3 (58-195 of 1958) was fitted with a new Hockey Engineering cab built by Buchan Street Engineering, Cairns, in 1981. Number 8 (Clyde 0-6-0DH 65-443 of 1965) was fitted with a similar cab in 1982.

Two E.M.Baldwin brake wagons were delivered for use with the mill's two bogie diesels last year. They are Model BV24. Builder's numbers 9817-1-12-81 and 9817-2-12-81, they are numbered 10 and 9 respectively. Some suspension problems were experienced with these units initially.

No further work appears to have been done on the Bundaberg Fowler 0-6-2T (Bundaberg Foundry 8 of 1953). It remains in the yard in a dismantled condition.

Editor 7/82.

WESWEB HIRE SERVICES PTY LTD, Elaroo Tramline Construction 610 mm gauge

(see LRN 27, p. 12)

Although the Elaroo tramline was open throughout, work was still going on to complete finishing touches to the line in early July. Operations were centred on Wesweb's depot at Bloomsbury. At a siding just south of the depot, the ballast regulator was stabled with a number of four-wheeled

ballast wagons. The ballast regulator carries Tamper number 1770882 (Model BE12). Nearby was Proserpine Mill's production ballast tamper which was on hire from the mill. This machine is Plasser 227 of 1981, Model KMX-12, which weighs 15 tonnes and can reach a speed of 40 kph travelling to the work site. Near the Wesweb depot, work was going on clearing the trackbed of odd lengths of rail. Wesweb's self-propelled spike-driver, supplied by Tamper Australia was hauling a pair of rail bogies loaded with rail. Behind came the self-propelled rail crane supplied by Tamper which was being used to pick up lengths of rail from the ground and place them on the rail bogies. Both the items of equipment appeared to be based on models used on wider gauges, and possibly were rebuilt from machines used on the 3 ft 6 in gauge (as was the ballast regulator). However, no builder's numbers were found on them. To complete the "big railway construction" picture was the fact that the Wesweb ganger was a large Thursday Islander.

Editor 7/82.

QUEENSLAND COAL MINING CO. LTD, Cook Colliery & Leichhardt Colliery 1067 mm gauge

(see LRN 28, p.9)

Unfortunately, an error was made in LRN 28, where it was stated that Cook Colliery had closed. In fact, it was Leichhardt Colliery which had to be closed because of geological problems. However, on 1 September, BHP announced that Cook Colliery too would be closing, this time because long-term coal contracts had not been forthcoming. It is believed that the colliery will close in mid-1983, at a capital cost of some \$20 million. It is reasonable to assume that the rolling stock from these mines will be sent to BHP collieries in New South Wales.

W.W.Henderson 7/82, ABC News 1/9/82, 4/9/82.

RACECOURSE CO OPERATIVE SUGAR ASSOCIATION LTD, Mackay 610 mm

(see LRN 18, p.17)

The mill has fitted a number of locos with new soundproofed cabs to its own design. Unlike the designs adopted by many mills, these new cabs do little to alter the overall profile of the locomotives concerned, which are all Clyde 0-6-0DHs. In 1981, new cabs were fitted to *Homebush* (55-58 of 1955) and *Rosella* (64-317 of 1964). These cabs have mansard roofs, instead of the rounded profile of the originals. In 1982, *Racecourse* (65-440 of 1965) and *Broadsound* (Clyde Queensland 70-710 of 1970) received the new cabs. This time, the roof profiles correspond to the originals fitted, with the cab of *Racecourse* having a rounded profile, and that of *Broadsound*, mansard.

The mill has purchased a self-propelled track jack which was seen in the shed with an axle out. This unit was built by Plasser and carries builder's number 229 of 1981. It is Model HGR-230 and has a gross weight of 2.3 tonnes. It has a diesel engine and hydraulic drive to the rear axle only.

Ruston & Hornsby 4wDM *Old Smokey* (392120 of 1955) was under overhaul in the shed with the engine dismantled.

Work has already begun for the relocation of the weighbridge, tippler and complete mill yard to the opposite side of the main road upon which the mill stands. Cane will be brought into the mill via an overhead conveyor, as at Marian. It is suggested that all tramway facilities will be transferred across the road, including the modern loco shed.

Editor 7/82.

RUSSELL SAVAGE, Mount Timberwah, Cooroy 610 mm gauge

A light railway is under construction here to serve a private property. The line is being built to gain access to the top of Mt. Timberwah where it is hoped that a house may eventually be built.

Construction began in November 1980 and has been continued during holiday periods. At this stage, track runs for approximately 300 metres, but when completed the line will be about 1400 metres long. This will include a two stage zig zag and will be achieved with a maximum gradient of 1 in 12.

Track materials have been obtained from Moreton Mill, Nambour, in the shape of light rail (16 lb per yard) much of it in portable sections. There is a varied collection of rolling stock. One four-wheel petrol rail tractor and a motorised ballast carrier have been constructed on site using ex-VR components. In addition there is one ex-VR track inspection trolley (outrigger type) converted to 2 ft gauge. Two ex-VR K type inspection trolleys remain to be converted. Another four-wheeled petrol-mechanical trolley will be commenced shortly. There are three cane trucks, ex Moreton Mill, one flat wagon and one construction wagon. Lastly, there is Jenbach 4wDM 2316 of 1958 which has been purchased from Paul Simpson of Panania, NSW. This loco is ex-Excelsior Colliery and Lilyvale Mushrooms. This loco is not yet fully restored and track upgrading will have to be done before it can be used successfully.

It is hoped to build a diesel locomotive using the principles of a Shay locomotive for use on the line. Work is expected to commence on this in the next twelve months.

Russell Savage 7/82, 9/82.

SOUTH JOHNSTONE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD 610 mm gauge

(see LRN 18, p.8)

A new design of cane train brake wagon has been recently delivered to South Johnstone Mill. The unit has been built by Cairns-based Hockey Engineering and incorporates a number of innovations. Unlike previous types, the three axles are coupled in order to reduce the possibility of wheel lock-up. In addition, the mass of the wagon has been concentrated as nearly as possible in the centre of the vehicle. The chevron suspension mountings used in the unit have been specially imported from the U.K.

Australian Sugar Journal 8/82.

TULLY CO-OPERATIVE SUGAR MILLING ASSOCIATION 610 mm gauge

(see LRN 25, p. 15)

A collision took place in fog at Feluga on 7 July between a QGR freight and a cane train. Eight bins were derailed but the mill crane was able to clear the tracks. There was no damage to either locomotive and no casualties.

ABC News 7/7/82.

SOUTH AUSTRALIA

VINCENT PLAYGROUND, Barmara 610 mm gauge

Bagnall 0-4-0ST 1801 of 1906 was observed to be still here in January. The loco has Walschaert's valve gear and is painted dark blue with red framing and motion. No builder's plate is carried.

Fred Taylor 8/82.

VICTORIA

BARRY BECKERLEY, Swan Hill 610 mm gauge

An unspecified tourist project has started operations using a diesel locomotive hired from Brian Peart of Clunes who has terminated his own railway operations (see below). The locomotive is *Rusty*, a Ruston & Hornsby 4wDM (223725 of 1944), Model 40DL. Reports indicate that two women actually built the track, but this requires confirmation. Further details would be welcomed.

Jim Baines 9/82.

BRIAN PEART, Eureka Tramway, Service Street, Clunes 610 mm gauge

(see LRN 16, p.8)

Brian Peart has moved away from Clunes and has wound up his railway. The rail has been sold to a local farmer for fence posts and the loco hired out to Barry Beckerley at Swan Hill (see elsewhere). Other equipment is believed to have been moved to Jim Baynes' Yangardook Tramway at Toolern Vale (see below).

Jim Baynes 9/82.

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Railway, 762 mm gauge

(see LRN 28, p.10)

2-6-2T 8A in gleaming black livery with polished brass fittings, number and builder's plates was run under its own steam at Belgrave on 4 June, following its rebuild. Some initial problems had to be sorted out following this test steaming, including the springing arrangements. The loco is now in regular use.

It has been decided to complete the evaluation of the condition of Beyer-Garratt G42 (2-6-0+0-6-2) Beyer Peacock 6268 of 1926. Accordingly, the boiler unit is to be lifted and the engine units will go into the workshops for a detailed examination. This will enable an early decision to be made as to when the full restoration of this loco can be commenced.

Meanwhile, some work has been done on the restoration of 2-6-2T 3A, and the frames of this loco have been stripped and cleaned.

Repairs to the Belgrave trestle are now expected to take place next February, during which time trains will operate between Menzies Creek and Lakeside only. After February, total track occupation will be needed between each weekend up until Easter.

PBPS Monthly News 7/82 via A. Winzenried.

GUAVA STREET RECREATION GROUND, Redcliffs 610 mm gauge

Kerr Stuart 0-4-2T 742 of 1901 was observed here in January. The loco has inside Stephenson valve gear and is attached to a small four wheel tender. It is painted light blue and black. There are no builder's plates, but the builder's number is stamped on the side rods.

Fred Taylor 8/82.

JIM BAYNES, Yangardook Tramway, Toolern Vale 610 mm gauge

(see LRN 16, p.7)

The Motor Rail "Simplex" four-wheel diesel-mechanical ex Racecourse Mill

(9979 of 1953) was placed in service last October and a shed has now been built to house it. The Malcolm Moore four-wheel petrol-mechanical (1090 of 1943) is now awaiting overhaul and is presently out of service. A short extension has been made to the branch line, making a total of 1380 yards of track. Clearance work has been done along the main line to enable the bogie carriage to be worked all the way through to Endofline. A large number of trees had to be cut back to make this possible. Visitors are welcome on the Yangardook Tramway but should write in advance to Jim at Lot 78F Chapmans Road, Toolern Vale 3337.

Jim Baynes 9/82.

RAY MACKINNON, Daylesford 610 mm gauge

Mr Mackinnon purchased a petrol-engined steam outline locomotive, two open carriages and a guard's van and one kilometre of track at an auction at the former Bullen's Lion Park at Rockbank recently. He plans to operate the train along the shores of Lake Daylesford. If approved by the Daylesford-Glenlyon Shire Council, the line will have loops near the boatshed and the former baths. A second stage could see an extension across an old bridge in the baths to nearby Central Springs. The railway will be part of a tourist complex being developed by Mr Mackinnon and local Tourist Information Centre manager Mr Derek Appleby. The six-cylinder petrol-engined loco appears to be an "O-4-OT" and is said to have been built in Sydney in 1977. Its appearance suggests that it was built by John Dunlop.

The Courier (Ballarat) 18.6.82 via K.C.Vanstan.

WESTERN AUSTRALIA

BUNNING BROTHERS, Balcatta, 1067 mm gauge

Late in May, a steam locomotive formerly used on timber tramways in Western Australia was moved from Bunning's Manjimup works to the new complex at Balcatta where it is to be displayed to the public as a tribute to the old days of log transport.

The locomotive, a 2-6-0 built by James Martin (178 of 1898) formerly ran as South Australian Railways number 176 (Y class) before being sold to Bunnings in August 1937. It is believed to have been used at Dunolly River and Northcliffe before being stored at Manjimup. In 1956 it had been fitted with a Yx type boiler. About \$8000 has been spent on the restoration of the loco, which was moved to Perth by road transport.

*Daily News 28.5.82, Warren-Blackwood Times 2.6.82,
via David Whiteford; Ray Ellis.*

ROTARY CLUB OF CARNARVON 1067 mm gauge

(see LRN 25 p.17)

See HARBOURS & RIVERS DEPARTMENT, Carnarvon

HARBOURS & RIVERS DEPARTMENT, Carnarvon

(see LRN 29 p.11)

On 14 May a trawler belonging to the North-West Whaling Company smashed into Carnarvon Jetty, doing damage estimated at about \$25,000. The railway track on the jetty was bent and one of the piles dislodged. The jetty was stated to be "extremely unsafe" after the accident by a Public Works Department engineer. It was believed that the jetty would be closed for about two months.

West Australian 15.5.82 via David Whiteford.

NOTICE BOARD

Publications.

Our Research Report project is well under way with the offering of three new reports this month. Currently available or well under way are:

No. 1. Climax Locomotives of Australia.

No. 2. Herman's Warburton Tramways. (in preparation)

No. 3. The Sorrento Tramway.

No. 4. Millar's in Western Australia.

No. 5. The Magnet Tramway, Tasmania. (in preparation).

No. 6. Richard's Tramways, Warburton. (in preparation).

No. 7. Shay Locomotives in Australia.

Reports #1 (2nd revision, Oct. 1982), #3, #4 and #7 are now available from the Sales Department at the price of \$2.50 each plus .50 cents postage.

STOP PRESS #5 now available; \$2.50 plus post .

Comments, additions and corrections to report material, as well as research reports for possible presentation in this form should be sent to:- LRRSA Research Reports, P.O. Box 360 Belgrave 3160.

LATE NOTES

Last of the Hudswells

This book has been delayed for approximately four weeks due to improvements being made by the author. Delivery is expected late in October. Advance page proofs are excellent, showing a super book in the making. LRRSA Sales Dept. should have stock late October, RRP is \$9.95 plus \$1.00 postage .

New LRRSA Sales stock.

As a companion volume to the Rails to Walhalla books, Stephen Watson has now released a pictorial featuring V.R. Narrow Gauge . Titled *A Tribute to VR Narrow Gauge*, we now have supplies at \$5. 95, plus 80c postage .

As mentioned elsewhere (p.20-1), the LRRSA is now offering five of the initial seven research reports planned so far. They are #1, #3, #4, #5 and #7. All are priced at \$2.50 plus 50c postage per report. #1 has been substantially revised following responses to the first edition.

Material for future reports is required along with donations of duplicate notes and photos for the Society Archives. Articles of a reasonable complete nature, containing considerable original material are best sent first to the Editor of *Light Railways*; in case they can best be incorporated in the Magazine

Report material and corrections should be forwarded to Research Reports, PO Box 360 Belgrave 3160.

Archive material should be sent to LRRSA Archives. 7 Talaskia Rd ., Upper Ferntree Gully 3156.

MEETINGS

SYDNEY

The late arrival of LRN (with its meeting notice) caused the deferral of Jeff Moonie's talk on Tasmania till October. So, on 27 October, at the usual venue Jeff will tell us something of the tramway activities along the West Coast of Tasmania and the remains that are still to be seen. Also for the October meeting, it is hoped to have details available of the Division's 2nd annual tour.

Please note that the December meeting has been cancelled.

Location:- Government & Transport Club, Regent St., Sydney. Parking available in Regent St., and Botany Rd.

Date:- 27 October, 1982. Time:- 7.30 pm.

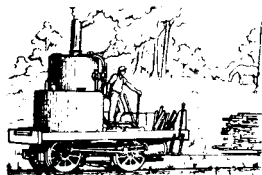
MELBOURNE.

Got any spare photos, maps, Krauss 0-4-0's???? Well bring them along to the October meeting, turn them into cash and help the Society at the same time. Our Annual Auction Night is a little different this year as you will be able to keep the proceeds from the sale of your junk (with only a mere 10% going to the Society). Of course, if you wish to donate the full proceeds of the sale of your items to the Society, we would be only too pleased to accept. However the aim is to give every participating member something in return for the sale of his whatever (But I like my whatever!! AW.). Come along, bring

your spare magazines, photos, wallets, etc. and take part in what will be an enjoyable evening.

Location:- Ashburton Uniting Church Hall, Ashburn Gve., Ashburton.

Date:- Thursday 14 October, 1982. Time:- 8.00 pm.



LIGHT RAILWAY NEWS

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Hon. Secretary, LRRSA;

NSW Mr C. Wilson P.O.Box 290 Burwood NSW 2134

Vic. Mr G. Maynard P.O. Box 21 Surrey Hills Vic. 3127

Deadline for next issue:- 20 December, 1982.

PROPOSED SOUTH AUSTRALIAN DIVISION OF L.R.R.S.A.

It would surely be a good idea if South Australian members of the Society could get together from time to time. To enable this to happen, Arnold Lockyer is hoping to form a South Australian Division which could hold regular meetings. If you are interested, why not contact him and let him know of nights when you would find meetings suitable. Please write to Arnold Lockyer, 6 Dunedin Street, Dover Gardens 5048.

CLIMAX LOCOMOTIVE RESTORATION.

Restoration of Climax Geared Locomotive B/N 1694 of 1928 (ex Forests Commission of Victoria), was commenced by a volunteer group of Puffing Billy Preservation Society Members at the Emerald Tourist Railway Board - Belgrave Locomotive workshops on Sunday, 24 October 1982.

The restoration aim is twofold. Firstly, to restore the Climax to a reliable operating condition for return to traffic at an early date for the introduction of special trips and secondly, to restore the Climax to a condition as authentic as possible to when it was outshopped from the VR Newport Workshops in September 1928.

Accordingly, a cordial invitation is extended to all LRRSA members to participate in this unique restoration project. As the Climax is the Society's "logo", here is an excellent opportunity for members to make a positive contribution in returning what is believed to be the last geared locomotive constructed by Climax, to working order.

Assistance is required in several specific areas:

1. Plans and/or Construction Drawings; to assist rebuilding.
2. Photographs; required of locomotive when running to provide detailed information such as cab layout, drivers and firemans seat arrangement, rear sand boxes, front tool box, etc.
3. Original Parts and Fittings. As a period of over 30 years have lapsed since the Climax last ran, numerous parts and fittings were removed from the locomotive by enthusiasts for their safekeeping to avoid possible loss.

We are now anxious to locate and obtain any part or fitting so that they can be replaced in order to achieve ultimate authenticity. Fittings returned to date include:

Whistle.
Safety Valves.
Boiler Check Valve.
Locomotive Bell.
Axle Box Covers.
Various Lubrication fittings.

Parts urgently required:

Steam Brake Valve.
Headlights, front and rear.
Smokebox Builders Plate.
Boiler Backhead and Cab fittings, pressure Gauge, Water Gauge Mounts, etc.

4. Assistance with restoration. For members within the range of Belgrave Locomotive Workshops, assistance with actual restoration of the Climax is available by joining in with the volunteer group on any of the organized workshop work days. These work days are held on the first and second Saturdays and third and fourth Sundays of each month. Two weekends per month will also be introduced commencing December 1982.
5. For members who are unable to take an active role with the Climax restoration, assistance by means of material and/or financial donation towards the project is offered as an alternative method to contribute to this worthwhile restoration project.

Further information and/or assistance with any of the required details outlined, please contact:- Mr J. C. Munro, 23 Seaview St. Mount Waverley 3149. Phone: (03) 288 3823.

RESEARCH COLUMN

AUSTRALIAN WAR MEMORIAL LIBRARY, Canberra

Recently transferred by the Defence Department is a large collection of

photographs and records dealing with naval history. Two items may be of special interest to readers.

Henderson Naval Base photographs: This is a large album of maps and photographs of the construction of the base including a considerable number of good views of the locomotives, rolling stock and track layouts.

Laying boom defence net in Darwin Harbour, 1941: This includes a number of photographs of the 1067 mm railway layout associated with the project.

Jim Stokes 9/82

SAILOR SALT COMPANY

In the 1920s a light railway operated from Linga Siding (on the VR) to Pink Lakes, some 12 miles in length. The line was built for carrying salt from the lakes and was built for and operated by the Sailor Salt Co. It is believed that an internal combustion locomotive built by the Purcell Company of Sydney and a converted Fordson tractor were the motive power. The line closed in 1924. Information is sought of the line in operation, the locos, or any other details.

Please write to Paul Simpson, P.O. Box 105, Panania 2213.

SOUTH PERTH ZOO TRAIN

It is believed that the "South Perth Zoo Train" railway was dismantled and sold in 1973 to a person in Geraldton, W.A. Information is requested on the gauge of the line, and on the locomotives and rolling stock etc. including photographs, to complete the known information on this line.

Please write to Paul Simpson, P.O. Box 105, Panania 2213.

EQUIPMENT IN TRANSIT

In LRN 21, a sighting of two bogie wagons heading west on a truck on the Great Western Highway in the Blue Mountains was reported. The rectangular section truck would probably be a Granby and appears similar to trucks used on the 3 ft (914mm) gauge at New Broken Hill Consolidated Ltd, Broken Hill. "Chess" would be Chess Engineering of Sydney.

Tony Weston 11/82

FIELD REPORTS

IRVINEBANK/STANNARY HILLS 610 mm gauge

Several visits have been made to various parts of the Stannary Hills and Irvinemank Tramways in recent years. The countryside is even today very wild and remote so visits need to be well planned and prepared. Irvinebank is a very interesting real ghost town. Many old buildings, including the tramway station still exist. The State Treatment Works are still in use although rather run down and antiquated. Small narrow gauge hoppers are pushed around the works for ore transport. John Moffat's house is now used as the Treatment Works office.

When Stannary Hills was found after navigating the maze of miners' tracks hereabouts, it was easy to pick out the tramway station. With the aid of the photo published in *Light Railways* No.32 p.4, the loco shed was located and several relics such as fire bars and brake shoes were found. The bridge over Eureka Creek was still standing with an old Arthur Koppel hopper below it. Several large pieces of Krauss 0-4-0T (believed to be 5530 of 1906) have been found around this area so it was probably scrapped here. Some open cut mining has been taking place in the creek and it is understood that the whole area has now been mined, completely obliterating the station area.

At Boonmoo itself no sign of the tramway was found although it is reported that for many years some tramway equipment including a loco tender from the Borsig 4-4-2 (6345 of 1907) remained here.

Simon Fraser 9/82

SOUTH MELBOURNE GAS WORKS 762 mm gauge

The rails of the above tramway which ran from Town Pier to South Melbourne Gas Works were relaid in concrete in 1931, but the relaid lines were never used as road transport was substituted. In 1967 during road reconstruction some of the lines were removed and in other streets the lines were covered with bitumen, obliterating all trace of the former tramway. Recently it has been noticed that some of the bitumen has worn away, uncovering some of the track at the corner of Esplanade East and Rouse Street, Port Melbourne. Slabs of concrete with the rails and steel sleepers still embedded in them can also be seen on the beach front between Nott Street and Stokes Street, Port Melbourne, where they have been dumped in an effort to reclaim part of the beach.

L.I.Richardson 9/82

AUSTRALIAN CAPITAL TERRITORY

CANBERRY HOLDINGS PTY.LTD Canberra Fair, Dickson 610 mm gauge

(see LRN 29, p.4)

Late in October, 0-4-2T Decauville 426 of 1897 failed a boiler test and was withdrawn from service. Management stated that the boiler might have to be sent to Port Kembla or Sydney for repair. Ruston & Hornsby 4wDM 354040 of 1953 took over passenger haulage and was seen hauling two carriages. The third carriage was noted in the siding and nearby was a pile of wagons and the second Ruston & Hornsby 4wDM 235657 or 235677 of 1945 completely dismantled.

The Canberra Times 25/10/82 via Stephen G. Cox; Rob Pearman 11/82

NEW SOUTH WALES

NORTH RICHMOND

Seen in a compound on the north side of the Kurrajong Road at North Richmond since June are two steam locomotives, presumably 2 ft gauge, one red and one green, with apparently a spare boiler. One suggestion is that they may belong to the Belbin family (Steam Trains Pty Ltd - see LRN 23 p.8). However, another indication is that they may be associated with the project at Megalong Valley (see LRN 14 p.13). Further information to positively identify these locos would be gratefully received.

Rob Pearman 6/82, Editor.

AUSTRALIAN IRON & STEEL PTY LTD, Cringila 1435mm gauge.

(see LRN 28 p.4)

Included in a large quantity of material for sale by auction on 23 to 26 November is a substantial amount of rail equipment. The main items are six diesel-electric locomotives and one small diesel-mechanical as follows:

D9	B-B DE	English Electric Australia	A005	1956	
D11	B-B DE	English Electric Australia	A009	1956	
D12	B-B DE	English Electric Australia	A010	1956	
D13	B-B DE	English Electric Australia	A013	1957	
D14	B-B DE	English Electric Australia	A014	1957	
D15	B-B DE	English Electric Australia	A016	1957	
4wDM		Ruston & Hornsby	326064	1951	Model 88DS

The bogie locos were built at Rocklea, Queensland, and are unusual in having the bogie wheels coupled with connecting rods. Weight is 63 tons and tractive effort is 400 hp. D9 was withdrawn on 4 August and D11 to D15 on 20 October.

The Ruston & Hornsby arrived at Cringila from the Metropolitan Colliery, Helensburgh, in June 1978.

Also for sale at the auction is a Plasser ballast tamper, builder's number 69, Model UT 06 275.

*J.L.N.Southern 11/82, Associated Auctioneers Pty Ltd via J.L.N.Southern;
Robb Pearman.*

BLUE CIRCLE SOUTHERN, Portland 1435mm gauge

(see LRN 30 p.2)

Steam haulage on a regular basis at least would seem to have ceased here. On 9 August Australian Iron & Steel's D10 was despatched from Cringila and has since been placed in service at Portland. This loco was built by English Electric Co. of Australia Pty Ltd, Rocklea, Queensland in 1956 and is builder's number A007. Wheel arrangement is B-B DE (driving axles on each bogie are connected by coupling rods), and rated horsepower is 400. It is understood that the loco is on hire from AIS.

Rob Pearman 10/82, J.L.N.Southern 11/82

GOULBURN STEAM MUSEUM 610 mm gauge

(see LRN 28 p.7)

A careful perusal of records has shown that the F.C.Hibberd "Planet" 4wDM at Goulburn Steam Museum is not builder's number 2380 (as per the plate carried) but in fact is 2388. Both locos were built in 1941 for the British War Department and were used by the NSW Public Works Department during the construction of the Spit Bridge in Sydney. While in service with the PWD, it was recorded that the loco with builder's plate 2380 had chassis number 1340-? and engine number 54-722. The loco with plate 2388 had chassis 1348-1954 and engine 54-734. The latter machine is the one at Goulburn, having at some point exchanged engine covers (and plate) with the other. The engine fitted to these locos was a 2-cylinder Type 2D built by the National Gas and Oil Engine Company.

Paul Simpson 9/82

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD Albion Park N.S.W 610 mm gauge .

(See LRN30)

Trackwork.

The local firm of quarrymasters, Cleary Brothers, were forced to postpone the construction of the main line culvert over the NE swamp on 30 September due to a period of heavy rainfall. The completion of the civil engineering project is all that stands in the way of the last link in the main

line circuit at Albion Park.

When an attempt was made earlier this year to carry out culvert construction under similar weather conditions the earth moving equipment was bogged for a considerable period!

By early October work was well advanced on the construction of the main line points in the NE segment of the property which will form part of the loco turning triangle. Although the museum has a considerable quantity of 45 lb main line point frogs there is a shortage of mating long point blades. Chairman Brian Holmes has overcome this problem by machining blades as required on the local technical college planing machine.

Rollingstock.

The second of a pair of long wheelbase drop centre bogies was fitted to former rail motor trailer P119 on 4 September. After several adjustments were performed, this vehicle was able to make clearance tests on the main line on 25 September.

Although the bogie had been structurally completed for some months, the fabrication and fitting of brake rigging prevented the early testing of P119.

This former Queensland rail motor trailer has been lowered to a degree where only one side step is required at each door for ground level loading.

By early October one side of former Melbourne cable tram trailer No.430 had been restored externally and painted with the initial coats of brown and white. At the same time work was proceeding on the two end bulkheads while 14 of the 20 window frames had been restored and refitted to this 92 year old vehicle. Over the next few months the split side panels will be replaced by marine ply on the remaining side and the rotten window sill piece removed and new members fitted.

Locomotives.

Combination Davenport loco (1517/1596 of 1914/1917) did not perform with its usual efficiency during the September steaming day. The society is fortunate in recently having a retired marine engineer join the museum so this loco is at present receiving a major professional "tone up".

Valve surfaces are being lapped in, valve spindle rods and gland boxes overhauled and steam cocks reseated. The loco's performance should soon be comparable with that of the 1920s when it worked on the Cordeaux Dam construction west of Wollongong.

Boiler certificates were renewed in July during the annual ticket inspection and the inspector was also able to give approval to the condition of the barrel and tube plates of the boiler of "Burra", the 0-4-0ST 2 ft gauge loco (R&W Hawthorn Leslie No.3574 of 1923) once used at Corrimall Colliery.

Steaming Days.

The ILRMS again plans to hold steaming days each Sunday and on most public holidays between Christmas and Australia Day 1982/3. Visitors can obtain further details by phoning 95.1776, 71.3707 or 32.2488 (all STD 042).

Ken McCarthy 10/82

LACHLAN VINTAGE VILLAGE, Forbes 610 mm gauge

(see LRN 22 p.8)

The Forbes Shire Council has placed the entire village tourist complex up for sale by tender. This includes the 2 ft gauge railway and three locomotives as well as some standard gauge ex-NSWGR locomotives and carriages.

The narrow gauge locos are:

2	0-6-2T	Bundaberg Foundry	4	1952	Requires boiler repair
Alice	0-4-2T	John Fowler	16339	1925	Believed to require repair
	0-4-2T	John Fowler	16341	1925	Derelict

There is an assortment of 2 ft gauge rolling stock including two four-wheeled passenger carriages.

The Shire Council are hopeful that the Vintage Village should continue as a major tourist attraction in Forbes, but previous patronage has been disappointing. It is believed that the Council has previously rebuffed an approach from a group from the Waringah Shire that showed interest in purchasing some or all of the complex for relocation elsewhere.

The Weekend Australian 6-7/11/82; Peter Neve 11/82

QUEENSLAND

CSR LTD, Goondi Mill 610 mm gauge

(see LRN 19 p.4)

On 30 September, 7 E.M. Baldwin 4wDH 8002-1-8-78 was seen shunting full bins while 1 Motor Rail 4wDM 10219 of 1950 was being used by the navvies to shunt during sleeper loading operations.

Graeme R. Prideaux 11/82

CSR LTD, Hambledon Mill, Edmonton. 610 mm gauge

(see LRN 18 p.4)

During the last week in October, while on the Green Hills line to the east of the mill, a fire broke out on Clyde 0-6-0DH number 5 (58-190 of 1958), apparently as a result of a transmission oil leak. The fire brigade soon arrived at the scene but were unable to be of much assistance. The loco is reported to have burned for 50 minutes. Serious damage took place to the cab, wiring, brake fittings and fuel tank, although the engine escaped serious

damage. The locomotive was soon back in the loco shed for rebuilding and it is hoped that it will be back on the road by the end of November.

As a result of the motive power shortage at Hambledon, a locomotive was sent from Victoria Mill. This was Baguley/Drewry 0-6-0DM *Seymour* (2392 of 1952).

David G. Bailey 11/82.

CSR LTD, Victoria Mill 610 mm gauge

(see LRN 30 p.8)

Hudswell Clarke 0-6-0 plus tender *Homebush* (1067 of 1914) provided passenger service again during Ingham's annual Maraka Festival when on Saturday 11 September the Decauville coach was operated between the median strip of the main street to the loop past Gilroy College.

Graeme R. Prideaux 11/82

FAIRYMEAD SUGAR CO. LTD 610 mm gauge

(see LRN 30 p.8)

Fairymead's new bogie diesel loco was observed during September. Numbered 82, it is a model DH28B B-B DH and carries builder's number 10048-1-6-82 of 1982. Painted in the Fairymead livery of Maroon and Yellow, it differs from the usual bogie Baldwin design in having front and rear cab windows which slope outwards.

A small track jack was delivered last year. This is a self propelled Gemco product, builder's number R814-2037-81.

E.M.Baldwin 0-6-0DH 70 (3406-1-7-70 of 1970) is believed to have been derailed several times this year, at least once ending up upside down in a creek (possibly the accident referred to in the last issue). In September it was running around without engine compartment doors from one side, which were being repaired in the loco shed following accident damage.

D.J.Mewes 9/82

THE HAUGHTON SUGAR CO.LTD Invicta Mill Giru 610 mm gauge

(see LRN 18 p.4)

A new bogie Baldwin diesel-hydraulic has been delivered this year and is named *Burdekin*. Builder's number is unknown at present. This loco is larger than the older E.M.Baldwin B-B DH *Selkirk* (6750-1-8-76) and was paced at 35 kph. The bogie locos were noted hauling up to 197 bins. There have been recent problems with derailments and many damaged bins were noted at the mill and on the scrubland stretch of line between Clare and Dalbeg. One suggestion is that in spite of the excellent track standards, the derailments may have been caused by the speed of the new loco.

Bins in use have roller bearings and Willison auto couplers. Other items of rolling stock seen were a 5.5 tonne weighbridge test vehicle, a six-wheel poison tank car and a six-wheeled brake wagon not previously recorded.

The former Woodstock line has been closed beyond Shirbourne for some time and a six-road transfer yard has been laid at Shirbourne for road trucks. Semi-trailers are used to bring cane from the Palm Creek area direct to the mill from "dump" sidings.

J.Armstrong 9/82 via G.Bond

CSR LTD, Kalamia Mill 610 mm gauge

(see LRN 18 p.4)

During September, the former *Seaforth* (Baguley/Drewry 0-6-0DM 2514 of 1954) was noted out of use. It has now lost its engine. Com-Eng 0-6-0DM

Kalamia (A1409 of 1955) is retained as spare loco. E.M.Baldwin B-B DH locos *Norham* (5383-1-7-74 of 1974) and *Seaforth* (7280-1-9-77 of 1977) are referred to as the sugar locos and are fitted to haul the large 1067 mm gauge VSO and VAKS bulk sugar wagons on the dual gauge track between the transfer yard at Brandon and the mill. This track has been reconditioned for the 63 tonne gross wagons. 1067 mm gauge match trucks are used with the QGR bulk sugar wagons. There are two of these, the frames of C17 type loco tenders.

Bins have roller bearing axleboxes but retain the old hook and ring type couplings. Cast steel rings have been introduced to lessen distortion.

J.Armstrong 9/82 via G.Bond

LIONS CLUB OF INGHAM 610 mm gauge

(see LRN 20 p.6)

The John Fowler 0-6-0TT (8766 of 1900) which has been stored at Solari & Sons Engineering Works for some time has been offered for sale. Formerly Victoria Mill's *Perth*, the loco was placed in the Ingham Kindergarten in 1964 after withdrawal as Macknade Mill number 2. In 1979, it was removed to Solari's for renovation and placement at a park in Trebonne.

The loco is described as capable of restoration but requiring repairs to be returned to working condition. Tenders should be lodged with the Secretary, PO Box 217, Ingham, by Friday 10 December 1982.

Weekend Australian 13-14/11/82

LIONS PARK, Brandon 1067 mm gauge

(see LRN 8 p.8)

Avonside 0-6-0T 2043 of 1930, formerly *Airdale* of Pioneer Mill is still to be found in this park adjacent to the Bruce Highway. It is painted green with

red siderods, handrails, running board edges and buffer beams.

J.Armstrong 9/82 via G.Bond.

MOSSMAN CENTRAL MILL CO. LTD 610 mm gauge

(see LRN 26 p.10)

The delights of the "Ballyhooley Steam Express" were sampled in early November. Interest was sustained by the commentary which is given via a public address system in the carriages and by the crossing of a loaded cane train headed by *Mossman* 0-6-0DH Com-Eng B1719 of 1957.

Two trips per day are run and the loco is not overtaxed by the three coaches that are hauled. *Ballyhooley* Bundaberg Foundry 0-6-2T 6 of 1952 is fitted with natural gas firing and the roar of the gas burner is sufficiently loud to prevent much conversation in the carriage behind the locomotive as well as preventing the sound of any exhaust beat being heard.

The train was quite well loaded, but it was perhaps unfortunate that the authentic Ballyhooley Steam Express travels in a completely opposite direction to Ballyhooley.

Day coach tours from Cairns feature the Ballyhooley as part of the trip, but perhaps better value is to hire a car in Cairns enabling "motorcading" of the train and/or viewing other cane tramway operations around Mossman and Cairns.

Graeme R. Prideaux 11/82.

MULGRAVE CENTRAL MILL CO.LTD, Gordonvale 610 mm gauge.

(see LRN 18 p.6)

On a visit on 30 September, 0-6-0DM 1 (Baguley 3377 of 1953) was noted on its usual job of shunting while on shed were ComEng 0-6-0DM 5 (A1005 of 1955) and 0-6-0DH (FC3473 of 1964).

Graeme R. Prideaux 11/82.

PIONEER SUGAR MILLS LTD, Inkerman Mill, Home Hill 610 mm gauge

(see LRN 18 p.6)

Baguley 0-6-0DM 3354 of 1951 and Malcolm Moore 4wDM 1013 of 1943 still stand out of use at the south of the loco shed. E.M.Baldwin B-B DH *Iyah* (6558-1-6-76 of 1976) was noted working painted yellow with green lining and with white zebra striped buffer beams.

At least three types of bin are now in use. Roller or needle bearings are fitted but a few bins may still have plain bearings. One type of bin is fitted with fully sheeted sides.

A notable feature of the Osborne line is the large number of short loop sidings to farms. In a time where most mill centralize on fewer larger exchange

points, this area still reflects the days when each farm had its own siding.

3 ft 6 in gauge Hunslet 0-6-0T *Inkerman* No.1 (1119 of 1915) is preserved on the mill property and appears in good condition painted yellow with green lining and a silver painted steam dome.

J. Armstrong 9/82 via G. Bond.

PIONEER SUGAR MILLS LTD, Pioneer Mill 1067 mm gauge

(see LRN 29 p.8)

All locomotives were seen in service during September. *Airdale* Clyde 0-6-0DH 64-318 of 1963 has a new diesel engine and has been fitted with a soundproof cab. The ex-Aramac Tramway 0-6-0DH Walkers 583 of 1968 is still apparently used only as yard shunter.

Although much higher on a 3 ft 6 in gauge frame and wheelsets, the bins are not much larger than those seen on the 2 ft gauge. Most are still hook and ring coupling fitted with removable bins, but there are some new ones with Willison auto couplers. Other rolling stock includes three camp wagons, one primitive with rudimentary shelter and canvas blinds, on four wheels, another four wheeler of more recent construction, with a metal enclosed body and louvered vents, and thirdly a bogie vehicle with a steel body incorporating genuine windows, side and end doors, painted silver and about 40 feet long. This vehicle is possibly built on an NF underframe, and there were two other ex-ANR NF flat bogie wagons in a siding at the mill.

With the exception of the connection with the QR on which 63 tonne bulk sugar wagons are hauled, tracks are generally of light "tramway" standard.

J. Armstrong 9/82 via G. Bond.

HOWARD SMITH INDUSTRIES PTY LTD, Mourilyan Mill 610 mm gauge

(see LRN 18 p.5)

At the end of September, a Com-Eng 0-6-0DM was noted in the loco shed with cab and engine removed. The loco shed is a new one, and at the end of October, Com-Eng 0-6-0DM No.6 (AA1543 of 1960) was inside on blocks. The small F.C.Hibberd "Planet" 4wPM locomotive (3570), a Malcolm Moore 4wDM and a grass cutter are still stored in a shed in the mill grounds out of use.

The former QGR Innisfail Tramway H wagon frames in use for the haulage of bulk sugar from the mill are being painted dark grey following overhaul at the mill workshops. The running numbers (e.g. 78) are being stencilled in white on the left side of the timber panel near the headstock.

Graeme R. Prideaux 10/82.

SOUTH JOHNSTONE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD, South Johnstone Mill 610 mm gauge

(see LRN 30 p.17)

A new E.M.Baldwin B-B DH was seen on 30 September hauling empties at Gibson Road. Although builder's number is not known, the loco was noted as carrying the name *Liverpool*. This is a new departure for South Johnstone, as previously locos have been numbered only (although the former Innisfail Tramway locos have kept their names on the cab rear). Veteran 0-6-0DM locomotives 9 (Baguley/Drewry 2395 of 1952), 10 (Baguley 3390 of 1954) and 15 (Baguley/Drewry 2520 of 1954) all appear to be still in service, although 14 (Baguley/Drewry 2396 of 1952) was engineless in the shed.

The new bogie Baldwin loco is probably the one which was observed on a truck heading north at Cardwell on 6 August. Although the loco was covered by a tarpaulin, it could be seen to have black bogies with yellow lower body panels.

Graeme R. Prideaux 11/82.

TOWNSVILLE HARBOUR BOARD. 1067 mm gauge

(see LRN 27 p.11)

Both the new unit ST5 Clyde Model GL22C-2 Co-Co DE 81-999 of 1981, and the Com-Eng 0-6-0DH F1029 of 1958 were noted at work on 17 July, following the commissioning of the new terminal arrangements. ST5 rests on a short siding beside the tippler when not working and looks quite attractive in its green and yellow livery.

Graeme R. Prideaux 11/82.

TULLY CO-OPERATIVE SUGAR MILLING ASSOCIATION, Tully Mill. 610 mm gauge

(see LRN 30 p.17)

All locomotives were noted at various locations during June. Locos are parked in the open at the mill and there is an outdepot at El Arish, where at least one loco is usually stabled.

The mill has three E.M.Baldwin 0-4-0DH locos used mainly for navvy and permanent way work. These, No.1, No.2 and No.3 are builder's numbers 6-1064-4-2-65, 6-1064-3-2-65 & 6-1064-2-2-65 respectively. However, it appears that there may have been some exchange of numbers or components, as No.1 & No.2 appeared to have interchanged builder's plates when noted this year. No.2 was seen without its engine in July, while No.1 differs from the others in having its identification in bright red on the cabside.

All the main line locomotives seem to have had some kind of overhaul and repaint during the slack season with the exception of No.9, a Clyde 0-6-0DH (DHL4 of 1954), which is the standby unit, although it is used on navvy trains. Also used on navvy trains occasionally as well as main line duties, is No.8, a John Fowler 0-6-0DM (21912 of 1937) rebuilt by E.M.Baldwin (590-9-63) in 1963. All the remaining locos are Com-Eng 0-6-0DHs.

A new E.M.Baldwin B-B DH loco is expected to be delivered before the start of the 1983 season. It is anticipated that it will be used on express duties from El Arish and other areas to the mill. Some loco drivers have expressed doubts as to the use of such a large unit on the Tully system given the large number of light sidings. However, its haulage power will be useful in the El Arish area where two Com-Eng diesels were seen lifting a long train from the outdepot loop, one at each end of the train, during September.

New track has been laid at the southern throat of the yard. A connection to the new yard on the site of the former Golf Course has been installed and spiked. It is believed that the new yard will be in use for the 1983 season.

Graeme R. Prideaux 11/82.

SOUTH AUSTRALIA

AUSTRALIAN NATIONAL RAILWAYS, Port Augusta. 1067 mm gauge

Sandfly, Baldwin 0-4-0ST 7860 of 1886, preserved on the station platform here since 1959, has been removed from here for return to Darwin. The loco had been on the North Australia Railway from construction days in 1887 to withdrawal in 1950, first being used by contractors C.& E.Millar.

Leon Oberg 11/82.

NATIONAL TRUST MOONTA BRANCH, Wheal Munta Mining Museum, Moonta. 1600 mm, 610 mm & 457mm gauge

(PO Box 23 Moonta 5558)

(see LRN 25 p.15)

By September 1979, a comprehensive folk collection had been established in the large brick school building which had housed up to 1100 pupils at one time during the period 1878 to 1968. At this time about 50 metres of dual 2 ft/l ft 6 in track had been constructed adjacent to the former school building together with pithead and associated gear to demonstrate some aspects of surface transport in the Moonta copper mining field between 1861 and 1923. In addition depot shed and 5ft 3in gauge track were ready to receive the restored double deck horse tram which had worked on the East Moonta & Hamely Flat to Moonta Town & Moonta Bay tramway until 1931.

Recent contact reveals that the narrow gauge mining light railway at "Wheal Munta" (Cornish for Moonta Mines) has been considerably extended and, since March 1982, visitors have been able to ride in modified rail tubs and tip wagons on this railway behind an internal combustion loco (ex Bristle, Maylands, Perth - Ed.)

The horse tram has been transferred from the covered area in the former school playground and is now housed in the new depot shed beside the narrow gauge railway. Long term plans still envisage relaying a portion of the former street tramway, which passed the school boundary, to enable the horse tram to work a limited tourist service.

Ken McCarthy & Tony Madden via K.McC 10/82.

PICHI RICHI RAILWAY PRESERVATION SOCIETY, Quorn 1067 mm gauge

(see LRN 13 p.21)

Clyde 0-6-0DH NC2 has been moved from Port Augusta to Quorn. This loco was one of two built in 1956 as Model DHI-110 for the Lakewood Firewood Co. in Western Australia. When their line closed, the locos were purchased by Commonwealth Railways. NC2 has been out of use for some time and on completion of external restoration it will be sent to Port Lincoln and exchanged for 2-6-0 Yx 141, which will be going to Quorn.

Leon Oberg 11/82.

TASMANIA

THE EMU BAY RAILWAY CO. 1067 mm gauge

This interesting line operates between Burnie and Melba Flat on the west coast of Tasmania and was visited in March 1982. Eleven diesel locomotives are operated and there are over 135 kilometres of track running through extremely tortuous country. About 80 staff are employed of which 30 are fettlers. There are four train crews as opposed to twelve in steam days.

Traffic is predominantly minerals with one train per day serving the zinc mines of Rosebery 114 kilometres south of Burnie. One train per week caters for copper concentrate delivered by road from Mount Lyell at Queenstown to Melba Flat, the southern terminus of the railway. In addition, a freight/mixed train operates twice a week terminating at Primrose, the railhead for Rosebery. Mineral trains are regularly made up to 1200 tonnes hauled by four Walkers diesels (11 class), although 1500 tonnes and five locos has been recorded.

Mineral trains depart Burnie about 5am weekdays returning about 3pm, a journey time of about 10 hours. Mixed trains run on Mondays and Thursdays departing Burnie at 12.30pm and Primrose at 4.30pm, arriving back at Burnie

at about 8.30pm. Maximum speed on the line is 28mph (speedo readings on the locos are imperial) with an average speed of 10 to 15 mph.

The Company has had an interesting history, once incorporating a branch to the tin mines at Waratah as well as boasting a connection with the government railway to Strahan at the once flourishing town of Zeehan. There was once a large fleet of steam locos including a total of five Australian Standard Garratts. In the last days of steam, a colourful train called the West Coaster was operated. This consisted of three ex-Government coaches painted bright two-tone blue (perpetuated on the present-day diesel fleet) complete with two matching Dubs 2-8-0 (sic) steam locos. This oddlooking ensemble carried motor vehicles, including tourist coaches, through the then, roadless west coast. When the roads came in 1961 the service was removed, and effective dieselisation took place in 1963.

In recent years the line has seen major changes. In 1964, the line beyond Rosebery was closed, only to be reopened in 1972 to cater for the expanding mining that was occurring. The line was taken over at this time by the EZ group of industries which has upgraded the operation over the last few years. The famous Pieman River bridge has now been abandoned in favour of a new one downstream of the Pieman Hydro-electric scheme. The original Rosebery railway station, a once busy yard, has also been abandoned in favour of Primrose, just to the north.

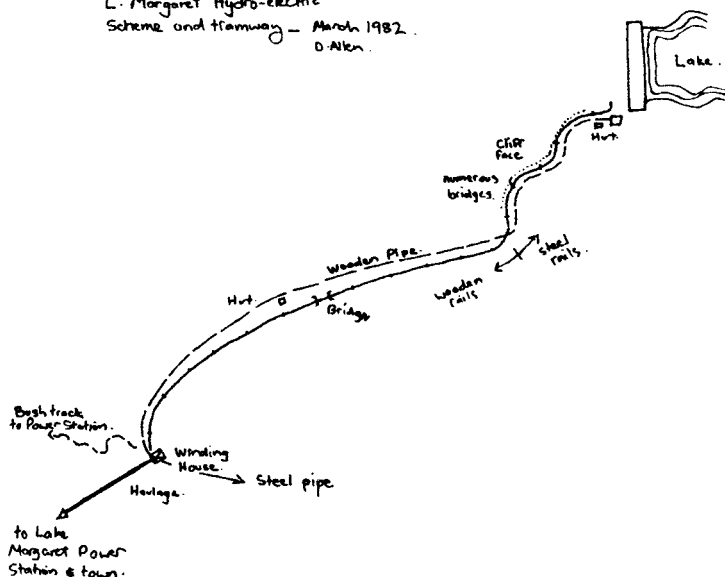
David Allen 9/82.

MOUNT LYELL MINING & RAILWAY CO. PTY LTD, Lake Margaret. 610 mm gauge

Lake Margaret was the site of the first hydro-electric development in Tasmania. (sic) The scheme was instigated by the Mount Lyell Company to supply power to their mining and smelting activities in nearby Queenstown, with generation commencing in November 1914. The facilities at Lake Margaret have remained largely unchanged although, over the years, generating capacity has been increased. Until 1964, the township had no road access, all transport being catered for by a 2 ft gauge tramway from Queenstown. This was the last passenger carrying tramway in the district, closing in 1964 with the new access road actually being built along the trackbed.

In March 1982, the area was visited and the only section of tramway still existing, from Lake Margaret township to the lake itself was walked. To reach the lake, it is necessary to ascend a steep mountain range, down which are laid pressure pipes from the lake. Today, one large pipe descends the range to the power station, a maintenance tram actually straddling the pipe. Once, several smaller pipes descended the range and a 2 ft gauge tramline climbed the range to the left of the pipes.

L. Margaret Hydro-electric
Scheme and tramway - March 1982.
D. Allen.



At the crest of the climb, the original tramline is found and this follows the pipeline to the lake. Here the pipeline reverts to the original wooden pipe built in 1914. Terminal facilities on the tramway consist of a small wooden turntable. Along this section the rails are wooden with the centre of the track planked to form what is now a rather rotten pathway. Tramline and pipe wind around a gently sloping valley with magnificent views of Basin Lake and Mount Geikie. At several points on sharp curves there were steel rails instead of wooden ones. About a kilometre from the haulage a small motorized chain-drive trolley was found and near it a rubber-tired two-wheeled push trolley - a rather odd looking device - adjacent to a shelter hut.

At approximately two kilometres from the haulage, the line which had been following the pipe on the right swung sharply under the pipe, giving little headroom and commenced to follow the pipe on the opposite side. From this point on, steel rails replaced the wooden ones, no doubt due to the increasingly rugged terrain. Up to this point only one small bridge had been crossed but now the route traversed a cliff edge and numerous high bridges and hairpin bends were encountered, all protected with handrails.

The line terminated at the lake at a distance of about three kilometres from the haulage, with the rails simply terminating after sweeping up a rock face to a lofty angle. Overall the tramway is in reasonable condition although the wooden rails are largely rotten with numerous missing sections. The tramway would appear to be seldom if ever used.

David Allen 9/82.

VICTORIA

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Railway. 762 mm gauge

(see LRN 30 p.18)

As mentioned at the start of this issue of LRN, work has commenced on the restoration to working order of Climax geared locomotive 1694 of 1928. The loco has been acquired from the Forests Commission of Victoria for a nominal sum. It was to be transferred to Belgrave on 23 October and a boiler examination has revealed that only a few minor repairs will be necessary. Refurbishing of the boiler for steam test early in 1983 will be followed by reconditioning of components and rebuilding of cab and tank.

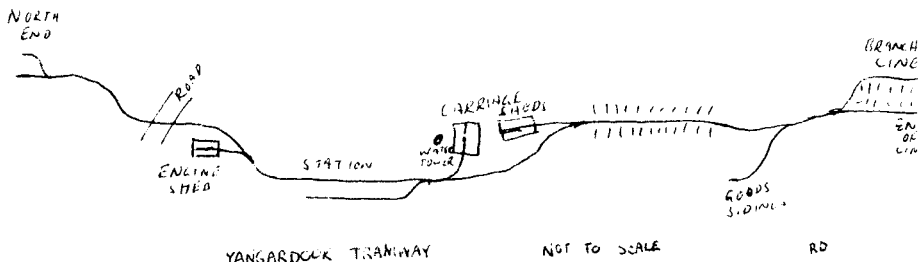
A feasibility study is to be made of the operation of the 0-4-0ST Peckett (1711 of 1926) on a passenger shuttle within Lakeside yard limits. This operation would utilise the new track extension, which could be extended further towards Wright. The Peckett loco may also take part in next year's Moomba procession in Melbourne. Refurbishing of 2-6-2T 12A (Newport, 1910) is under way. It will incorporate new "front end" arrangements as fitted to 8A (Newport, 1908). However, the tapered chimney will be disguised inside the normal stack with flanged cap.

Final track work has been completed in the new Belgrave terminal, while preparations for the reconstruction of Belgrave trestle are proceeding. Carriage shops work currently involves the restoration of bogie guards van 2NC, painting of excursion carriage 1ONBH and a special project, the rebuilding of bogie cattle wagon 13NM, the last of its kind.

PBPS Monthly News 11/82, via P. Medlin; John Munro 10/82.

JIM BAINES, Yangardook Tramway, Toolern Vale 610 mm gauge

(see LRN 30 p.19).



Although built by an enthusiast for carrying friends and tourists, the tramway also has an important other use - the transport of firewood.

In addition to the locomotives, Motor Rail 4wDM 9979 of 1953 and Malcolm Moore 4wPM 1090 of 1943, there is a varied collection of rolling stock including one four-wheeled passenger coach, one bogie coach, a diminutive guards van, skips from the Wonthaggi mines, sugar cane trucks and other work vehicles.

Roger Dethridge 9/82.

RAY McKINNON, Daylesford 610 mm gauge

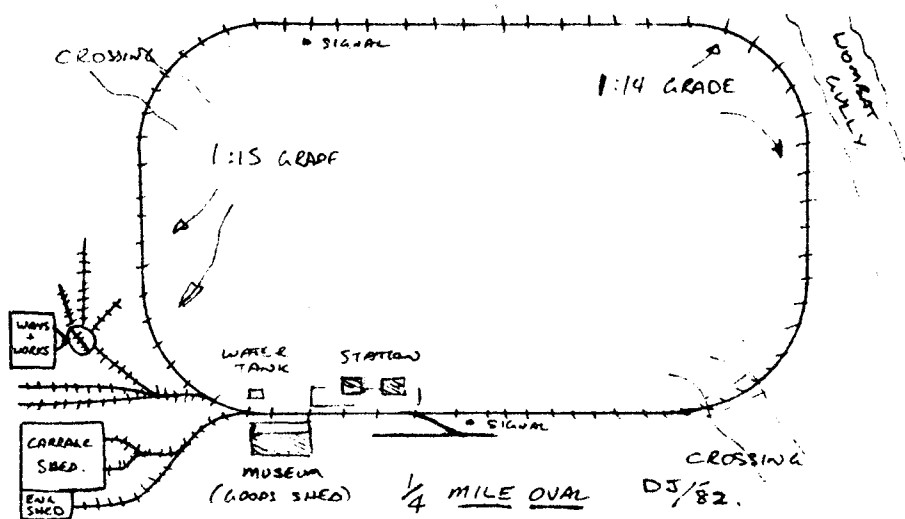
(see LRN 30 p.19)

Plans to build and operate a pleasure line along the shores of Lake Daylesford have not proved to be practicable. Instead the railway will be located at the rear of the hotel being restored as a tourist attraction which includes a chamber of horrors, old car collection, and possibly mini-golf. The proposed track will comprise a small oval with sharp curves of about 27ft radius. The 0-4-0PM steam outline loco has a Holden engine, automatic gearbox and chain drive. The two existing bogie carriages with seating capacity for 32 people each are considered too long for the curves and will be halved. The bogie wheels are car stub axles, hubs and wheels with a rail tyre fitted. Track laying is expected to start soon using track from Queensland with steel sleepers in straight sections and timber sleepers in curves. Earth works are completed and the opening ceremony is expected before Christmas.

Keith Vanstan 10/82.

WOMBAT-GULLY TRAMWAY, Leneva 457mm gauge

(see LRN 13 p.22)



Steam is alive and well at this site near Wodonga owned by a group of six local enthusiasts. The tramway consists of a 400 metre oval as well as Ways & Works shed, Turntable, Carriage Shed, Engine Shed, Goods Shed, Station and Water Tank.

Two locomotives have been built for use on the line and a third is under construction. *Anna* is an 0-4-0T Geared, and is equipped with a Marshall boiler (1874) and powered by a Ruston steam engine of 1920 vintage obtained from a steam shovel along with a steam pump from a logging operation in the Otway Forest near Colac. It weighs 3 tons and is rated at 10 hp, being geared down to 1 in 5 to climb a steep section of line rising at 1 in 14.

Wombat is a 2 ton petrol loco powered by a Ford Prefect motor and is geared down to move 12 tons. This is a four-wheeled loco. Under construction is No.3, a steam loco with a 2-4-4 wheel arrangement powered by a Robey boiler and steam stoker engine.

A display of twelve assorted goods vehicles are to be seen. Trains are run with *Anna*, two homebuilt carriages with ex-VR fittings and a brake van made from a converted horse-drawn bread van.

The railway is open on the last Sunday of the month from 1pm to 5pm. In addition, the Border Oil and Steam Club conducts its annual rally at which many old steam and oil engines are shown operating, at the Tramway site on Easter Sunday. The tramway operates on Easter Saturday and Sunday from 10am to 5pm with two trains operating on the Sunday to cater for the large number of visitors.

David Jehan 10/82.

WESTERN AUSTRALIA

PILBARA RAILWAY PRESERVATION SOCIETY, Seven Mile Camp, Dampier. Gauges various.

(see LRN 15 p.15)

Latest addition to the collection is ex-Hammersley Iron standard gauge Alco Bo-Bo DE C-415 number 1000. This loco was built in the USA in 1966 and was used as a demonstrator before being shipped to Dampier via A.E. Goodwin in Sydney in 1968. It is preserved in operating condition.

Leon Oberg 11/82.

OVERSEAS

INDONESIA

Estate Railways of North Sumatra.

Bob McKillop recently visited the Bah Bolon River delta some 100 km south of Medan in connection with a new irrigation and flood control project. Many extensive tramway systems operate in the large estates in the area. Most likely gauge is 700 mm although some lines may be 601 mm or 600 mm. There are also some 1067 mm gauge operations.

Adolina PTPM, Pergaungan is an oil palm factory beside the main southern highway. Strict security is enforced and special permission is required to enter the yard and take photographs. Most fruit comes to the factory by road and is transferred to rail in the yard, but there is at least one line serving estate areas. Four diesels were noted in the factory yard on 9 August.

SOCFIDO, Rampat. This factory is also adjacent to the main southern highway and a diesel hauled train was noted heading to the factory with oil palm fruit bunches.

Just to the south of the Bah Bolon project area runs the Limahpuluh to P. Siantar Road which runs through a number of oil palm estates which still operate steam power. Colleagues photographed No.4 of the G. BAYU estate which is a well cared for tender/tank loco possibly by Orenstein & Koppel.

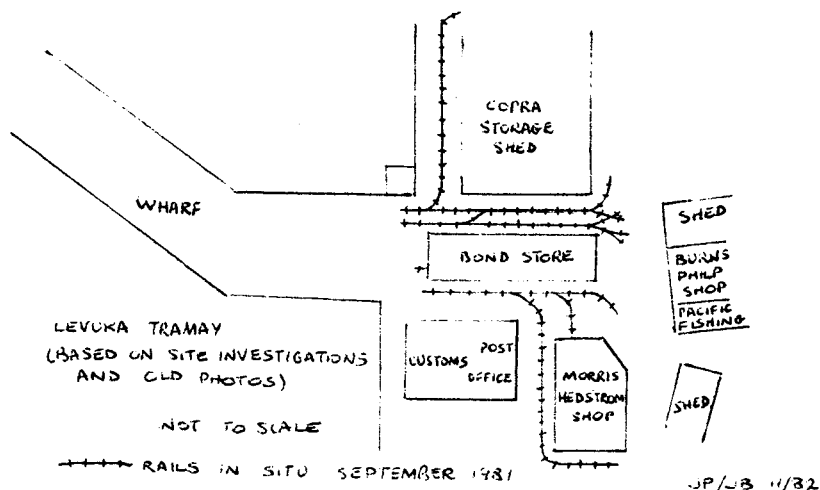
Uniroyal, Kisaran is a 24000 ha rubber estate with a 95 km tramway system. There are six main branches each served by a daily train of up to 15 tank cars which collect latex and bring it into the central factory. There are 15 diesel locos in service, two of which operate the 1067 mm gauge spur lines from the PJKA, while others are of narrower gauge. Most are Ruston & Hornsby 4wDMs, but other locos noted were No.11, Brookville 2582, a four ton unit on 1067 mm gauge, and No.15, Schottler 4140 of 1978, an 8-ton 80 hp unit. There are 115 tank cars in service and the system is backed by a well equipped workshop. Unfortunately, 16.5km of the tramline has deteriorated through lack of maintenance and faces closure. The boiler and frame of an 0-6-0 steam loco supposedly from a Java sugar estate is in the workshop.

Bob McKillop 9/82

FIJI

LEVUKA TRAMWAY

A manually powered jetty tramway has been used at Levuka, the former capital of Fiji. The rail is still in situ and when last examined in September



1981, a museum contained in the old Morris-Hedstrom shop near the wharf was about to be opened. Outside one of the wooden-framed trolleys used on the line was anything else of railway interest.

John Peterson 9/82.

MEETINGS

SYDNEY

There will not be a December Meeting in view of the November Tour. The February Meeting will feature a slide show on the Erica District in Victoria together with an informed commentary from Mike McCarthy. Location:- Government & Transport Club, Regent St. Sydney. Parking available in Regent St and Botany Rd.

Date:- 27 January 1983.

Time:- 7.30pm.

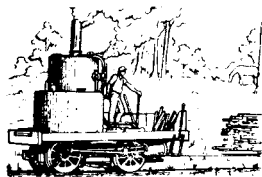
MELBOURNE

Norm Houghton has been busy over the past couple of years researching the tramways and sawmills of the Murrundidi District of Victoria between Yea and Mansfield. Norm will be speaking on his findings at the December Meeting.

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

Date:- 9 December 1982.

Time:- 8.00pm.



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Deadline for next issue: 20 February 1983.

NEW ADDRESS FOR LRN

Please note that from now on, all correspondence relating to Light Railway News should be addressed to: John Browning P.O. Box 105 Mackay 4740 Queensland

Congratulations To The Light Railway Research Society Of Australia On Its Twenty-First Birthday In February 1983!

footnote -

Actually the Society's 21st anniversary occurred in February 1982.

TYERS VALLEY CLIMAX RESTORATION

The project to restore this locomotive by a group of Puffing Billy Preservation Society members has been given the full support of the LRRSA Council. As the locomotive has been used as the official logo of the Society for many years, an attachment to it will be felt by many Society members. Accordingly, an appeal has been launched by Council to raise money for restoration costs. Donations can be sent to The Secretary, LRRSA, PO Box 21, Surrey Hills, Victoria 3127.

The Council has voted the sum of \$100 to begin this appeal.

RESEARCH COLUMN

LAKE HART SALT WORKS

This works was situated 120 miles north-west of Port Augusta, beside the

Trans-Australia Railway. It operated from 1917 to 1933. Would any members who have any information about the operation or any photographs of it please contact M.J.Wright, 11 Swaffer Street, Port Lincoln 5606, South Australia.

SAILOR SALT CO., Linga.

(see LRN 31 p.3)

Paul Simpson's comments on this company prompted me to delve into some notes extracted from a most unlikely source, namely the local newspaper at Yea, a town sixty miles north of Melbourne.

The Managing Director of Sailor Salt Ltd, 59 William Street, Melbourne, was Mr. Fred Purcell of Yea, a local businessman. In July-August 1923, the Company advertised tenders for the supply of 23,000 red gum sleepers to use on the Linga tramway, plus timber for the buildings to be erected at Pink Lakes. The tender was widely advertised, and the contract was awarded to the Molesworth Red Gum Sawmill, just down the road from Yea. This mill supplied a certain number of sleepers, 4 ft long by 6 in x 4 in over the next year or so before certain financial skulduggery came to light.

In the meantime, Fred Purcell was enthusiastically pushing the interests of the Company, and in October 1924 exhibited in his shop window numerous enlarged photographic views by Kodak Ltd depicting the Lake, salt stacks, the tram line and other workings. (Where are these photographs now?)

Construction of the tramline continued throughout 1924 until late in October 1924, when all work ceased, due, so the press stated, "to a great deception over the sleeper contract." The Company did not receive all the sleepers contracted for, and had to beg the Victorian Railways for sufficient sleepers to complete the line. The VR was loath to entertain the sale of their sleepers to the Company but finally consented to the deal after several conferences.

The Yea press fell silent on the sleeper scandal after this, and all this writer knows of the Company's subsequent history is that one of the Mount Lyell concerns bought the business.

Norman Houghton (Archivist, Geelong Historical Records Centre)

FIELD REPORT - Tasmania

LOONGANNA AND BLACK BLUFF.

The remains of two wooden-railed bush tramways were recently inspected in an area about 50 km south of Ulverstone.

The tramway at Loonganna appears to have been dual gauge, with the

wider gauge being 48 inches. It has been traced for about one kilometre up the southern side of the Leven River. A forestry vehicular track now occupies most of the old track bed. Lengths of old rail with spikes can be seen at the side of this track where they have been pushed out of the way. The line crossed the Leven River near its lower end and proceeded downstream for about 200 metres to what appears to have been an unloading bank. Possibly the logs were transferred onto a road vehicle, possibly horse or bullock drawn, for transport down the main Loonganna road to a sawmill about 10 km away. No sign remains of the bridge, which in addition to crossing the Leven River would also have crossed about 50 m of low-lying swamp on the southern side. The rails protrude over a 2 m high bank on the northern side. Earthworks exist in the form of approaches where it crossed Tor Creek, that being the limit of exploration so far.

The tramline at the north-east foot of Black Bluff terminates at an old sawmill where among the remains are a few wheelsets, the gauge being 36 inches. This line has only been followed for about half a kilometre to where it passed over a creek. The spanning logs are still in good shape and in place. About 25 m further on the trackbed is obliterated by a bulldozer track.

C.W Goodwin 12/82.

NEW SOUTH WALES

BLUE CIRCLE SOUTHERN PTY LTD, Portland. 1435 mm gauge

(see LRN 31 p.7)

With rail traffic now reported to be down to three trips per week, excessive manning levels for the steam locomotives and expected non-renewal of boiler certificates are given as reasons for the replacement of steam by a leased AIS B-B diesel-electric loco. (BHP are a minority shareholder in Blue Circle).

On 20 October, D10 (English Electric Australia A007 of 1956), in orange livery, was seen outside the shed. Adjacent on a spare line was a rather dilapidated black-painted 2-6-2ST 2605 (Dubs 2794 of 1892) minus the top half of its chimney. This is officially the spare loco.

Half inside the dry single road shed was 0-6-0T 3 (Andrew Barclay 1234 of 1911), still usable. At the rear of the shed on blocks and with wheels removed, was 0-6-0T 5 (Andrew Barclay 1470 of 1916). This loco is reported to have been in a similar state for the last five years. Tracks extend around the old works, but most are disused. The quarry is worked by trucks. Some old steel 4-wheel hopper wagons are out of use around the works.

The line to Portland NSWGR leaves the works on a gradient and climbs

through a deep cutting passing under the Mudgee road before descending and crossing on the level, a road to the station. It passes around the back of some houses before entering the station yard opposite the platform.

R.J. Pearman 11/82.

BOB HAGUE and BRIAN PINE, North Richmond. 610 mm gauge

(see LRN 31, p.6)

The equipment observed in a compound at North Richmond is believed to belong to these two gentlemen. The locomotives are believed to be 0-4-2 Sharp Stewart 4619 of 1900 ex Isis Mill number 9 (see LRN 8, p.3) and the remains of 0-4-2T John Fowler 20284 of 1930 ex Qunaba Mill, stored at the Albion Park site of the Illawarra Light Railway Museum Society for several years.

Bruce Belbin 12/82.

DORRIGO STEAM RAILWAY & MUSEUM 1435 mm gauge

(see LRN 18, p.2)

Andrew Barclay 0-4-0ST *Juno* (1739 of 1923) passed its annual boiler examination again this year without any repairs being necessary. Consideration is being given to putting forward other locomotives for boiler certification including the ex R.O.D. 2-8-0 locomotive 24 (Great Central Railway, 1918) formerly operated by J & A Brown and Avonside 0-8-2T 14 (1559 of 1908) ex Peko-Wallsend.

Dorrigo Steam Railway & Museum Newsletter 11/82.

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD Albion Park, NSW. 610 mm gauge

(see LRN 31, p.8)

Trackwork.

The local quarry firm of Cleary Brothers carried out the culvert and earthworks across the swamp at the north-eastern corner of the leased museum property on 26 and 27 October. The culvert and approaches extend to 40 metres and required around 200 tonnes of gravel in its construction as well as 600 mm and 450 mm diameter pipes for the water courses and flood channels.

Tracklaying on this section commenced on 30 October and the mainline circle was joined at 5.30pm on 27 November. Over the following two Saturdays the new track was aligned and ballasted which enabled steam trains to work around the circle on the December steaming day of Sunday 12th. With an end to "pushpull" working, two cars can now be hauled in passenger service by the steam locomotives.

disturb the original appearance and construction.

Locomotives.

Hudswell Clarke (1706 of 1939) 0-6-0 locomotive *Cairns* was turned by a mobile crane on 23 November. After operating in the one direction since 1979, this action was taken to equalise wheel wear. The boiler of Perry 0-6-2T (7967/49/1 of 1949) ex Tully 6 was taken into the Port Kembla boiler shop of Australian Iron & Steel during early December. This was delivered to the steel plant in June 1981 for the construction and fitting of a new firebox, but the boiler had stood in the boiler shop yard since that date.

QUEENSLAND

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY, Durundur Railway, Woodford. 610 mm gauge

(see LRN 29 p.7)

The Society's annual Christmas barbecue at Woodford was marked by the operation of a "mixed train" hauled by 0-6-2T Bundaberg Foundry 5 of 1952. The cab interior of this loco has recently been repainted. Vehicles hauled consisted of three ex-Douglas Shire Council four-wheel wagons and ex-QGR rail motor trailer PL111, which has been operating successfully in service for several months now.

On the same day, four-wheeled petrol loco DL3, built by Alwyn Zinn of Ipswich in 1974, arrived at the site. It had been stored at a member's home in Brisbane for a number of years.

An appeal has been launched to raise funds to purchase land recently used as the storage compound site. Most of the remainder of the site currently used by the Society will be made available under a Council lease and the owner will allow an easement over the remaining portion of the trackbed currently occupied as part of a development "package" worked out between the owner, Society and Caboolture Shire Council.

Editor 12/82

CSR LTD, Kalamia Mill 610 mm gauge

(see LRN 31 p.12)

ATC 50 track inspection vehicle is on order for the mill from Plasser Australia.

ARHS Bulletin Supplement 11/82 via G.Bond.

CSR LTD, Victoria Mill 610 mm gauge

(see LRN 31 p.10)

Victoria's new tamper is a Plasser Australia KMX 12T with builder's number 255 of 1982. It is mounted on two four-wheel bogies, weighs 16 tonnes, and has a top speed of 40 km/h. As with the old machine (Plasser 10 of 1970) this one is referred to as "PACKER".

The loco stationed at the McKell's Depot for most of the crushing season has been Clyde HG-3R 0-6-0DH *Canberra* (65-433 of 1965) plus one of the four Clyde brake wagons.

C.J.Hart 11/82.

J. W. SHOESMITH, Corinda 610 mm gauge

Recently discovered at a suburban location is a garden railway with a small diesel locomotive. The U-shaped line was built for materials handling in connection with a palm-growing business, Sherwood Forests Pty Ltd, but revenue-earning service has been infrequent of late. The locomotive is Bundaberg Foundry 11 of 1953 a "Bundaberg Jenbach" 4wDM, fitted with a single cylinder Jenbach engine. Basically a mining locomotive type, this example was built with a cab for the Haughton Sugar Company, Invicta Mill, Giru. After being out of use for some years, it was sold for scrap and arrived at the Simsmetal Yard at Northgate Brisbane in 1973, after which time it disappeared. It has been fitted with a new cab and a replacement front grill. A number of CSR-type steel cane truck flats comprise the rolling stock, and the line boasts a stub point to serve a siding at the bottom of the garden. Editor 12/82.

MORETON CENTRAL SUGAR CO., Nambour 610 mm gauge

(see LRN 30 p.11)

Late in the 1982 crushing season, Commonwealth Engineering diesel *Kalbo* (H1022 of 1958) returned to service as an 0-6-0DH. Fitted with a 235hp engine, this locomotive is now the equal of any on the mill's roster. There has been little alteration to the overall appearance of the loco with the exception of the new radiator grille.

New tyres will be fitted to those main-line locos which did not receive them last slack. Malcolm Moore 4wDM 1058 of 1943 was sitting in the dirt in the mill yard minus wheels. This loco, named *Jimpy*, was carrying the name *Jumpy* for a couple of years recently, but has reverted to its former name.

In the wagon repair shops, a timber body was being built on a bogie flat car. Presumably the new vehicle will be used by the navvies, and will be a pleasing contrast to the "tin shed on wheels" pattern adopted by a number of mills in recent years.

Editor 12/82.

SOUTH JOHNSTONE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD 610 mm gauge

(see LRN 31 p.15)

The Hockey Engineering brake wagon supplied new this year was noted in the mill yard in mid-November, on blocks with the wheels removed. It seems to be narrower than the other brake wagons.

C.J.Hart 11/82.

THE SUGAR BOARD, Lucinda Bulk Sugar Terminal 610 mm gauge

(see LRN 18 p.8)

During the 1981-2 slack season, the cab of the Commonwealth Engineering 0-6-0DH (G1023 of 1958) used here for shunting was raised.

C.J.Hart 11/82.

SUNCOAST PIONEER MUSEUM, Mudjimba Beach 610 mm gauge

(see LRN 22 p.16)

John Fowler 0-4-2T *Petrie* (19930 of 1933) has been removed to an area behind the museum building. No restoration work has been carried out on this locomotive.

Editor 12/82.

SUNSHINE PLANTATION, Forest Glen. 610 mm gauge

(see LRN 22 p.16)

When visited early in December, steam outline 4wDH SUGAR CANE TRAIN No.5 (Ruston & Hornsby 398072 of 1957 rebuilt E.M.Baldwin 8350-1-12-78) was handling a train of twelve four-wheeled cars with ease around the sharply-graded circuit. Spare engine with a train of four cars at the loco shed was unidentified Ruston & Hornsby 4wDM SUGAR CANE TRAIN No.3, while under overhaul in the shed in preparation for the Christmas tourist rush was 4wDH SUGAR CANE TRAIN No.4 (Ruston & Hornsby 379072 of 1954 rebuilt E.M.Baldwin 7807-1-11-77). The remaining five passenger cars were stabled behind this loco. A fourth loco, Ruston & Hornsby 4wDM 371385 of 1954 is on display beside the track with a cane bin as part of a sugar industry exhibit. The chassis of Ruston & Hornsby 4wDM 285338 or 285341 of 1949 is retained on site as a possible source of spare parts, but is not accessible to the public.

John Fowler 0-6-0T *Coolum* (16036 of 1924) on display here, has received a repaint recently and looks to be in good condition.

Editor 12/82.

SOUTH AUSTRALIA

HERMITAGE CHILDRENS PLAYGROUND, Port Lincoln 1067 mm gauge

On 11 November ex Lakewood Firewood Co. and Commonwealth Railways Clyde Model DHI-110 0-6-0DH NC2 was placed in this playground beside New West Road by the Pichi Richi Railway Preservation Society. The diesel, painted dark green and light yellow, replaces 2-6-0 Yx 141, which was removed the same day for restoration at Quorn.

M.J.Wright 11/82.

VICTORIA

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Railway 762 mm gauge

(see LRN 31 p.21)

In stripping down 2-6-2T 12A (Newport, 1910), some severe local pitting has been found on the outside of the boiler shell at the firebox end. A D.L.I. examination will be necessary before action can be determined. Restoration work on the Climax geared loco 1694 of 1928 has been progressing with the manufacture and donation of new footplates which run either side of the boiler. The water tank has been stripped and lifted off for cleaning and inspection. This will enable repairs to be carried out to the timber flooring. The boiler has been stripped of fittings and has been needle gunned ready for priming. The eighteen condemned boiler tubes have been removed.

Remember the LRRSA appeal to raise money for the Climax restoration (see p.1 of this LRN).

PBPS Monthly News per A.Winzenried.

STATE ELECTRICITY COMMISSION OF VICTORIA, Morwell 900 mm gauge

(see LRN 14 p.19)

Some rationalisation of this system is expected in the near future. Currently coal is removed from No.12 and No.8 coal dredges by rail, and also conveyed from the Yallourn loading station to the Morwell ditch bunker. However, the rail system serving No.12 dredge is due to be replaced by conveyors in the 1982/3 financial year, and No.8 will similarly be replaced in the following year. In addition, a change in the working face will necessitate removal of part of the main line at Yallourn to a new site and it will certainly extend the distance to Morwell.

Main line trains comprise one loco and 13 to 15 coal hoppers dependent on type. In addition to coal hoppers, there are also approximately ten ballast wagons, several large bogie flats and three track shifters. Most of the original equipment was of German origin, and this trend has continued as similar mining of brown coal is still carried out in Germany.

With the planned reduction in rail operations, rail equipment is now on a breakdown maintenance basis and a further reduction in rolling stock and motive power is expected.

Operational locomotives are all based at the No.2 loco shed with the exception of the two workshops diesel shunters.

Loco stock and its disposition as at 20/8/82 was as follows:

8	0-4-0DM	Malcolm Moore	36	1949	Workshops shunter.
12	0-6-0DM	J.Fowler	4210049	1951	Workshops shunter.
13	0-6-0DM	J.Fowler	4210050	1951	Dismantled by Yallourn "E" power station.
14	0-6-0DM	J.Fowler	4210051	1951	P.W. loco, under repair, at workshops.
27	Bo-BoWE	Borsig/Siemens		1927	Dumped near No2 loco shed.
37	Bo-BoWE	Kelly & Lewis/SECV	2		
		AEG		1942	Wagon maintenance shop shunter.
40	Bo-BoWE	Kelly & Lewis/SECV	5		
		AEG		1946	In cut on track shifter.
41	Bo-BoWE	Kelly & Lewis/SECV	6		
		AEG		1946	Derelict; Yallourn "E" power station.
101	Bo-BoWE	Henschel	28583	1949	
		Siemens	5136	1949	In workshops, under repair.
102	Bo-BoWE	Henschel	28586	1949	
		Siemens	5139	1949	On track shifter in cut.
103	Bo-BoWE	Henschel	28585	1949	
		Siemens	5138	1949	Spare wagon sidings, loco shed No.2.
104	Bo-BoWE	Henschel	28584	1949	
		Siemens	5137	1949	On ballast train, loco No.2
105	Bo-BoWE	Henschel	25540	1950	
		Siemens	5206	1950	In loco shed, under repair.
106	Bo-BoWE	Henschel	25542	1950	
		Siemens	5208	1950	Coal train in cut.
107	Bo-BoWE	Henschel	25541	1950	
		Siemens	5207	1950	In service, No.2 loco shed.
108	Bo-BoWE	Henschel	25543	1950	
		Siemens	5209	1950	Spare at No.2 loco shed.
109	Bo-BoWE	Henschel	25539	1950	

		Siemens	5205	1950	Spare at No.2 loco shed.
110	Bo-BoWE	Henschel	25544	1951	
		Siemens	5210	1950	On train at Yallourn bunker
111	Bo-BoWE	Henschel	25547	1951	
		Siemens	5213	1950	Spare at No.2 loco shed.
112	Bo-BoWE	Henschel	25545	1951	
		Siemens	5211	1950	On coal train at Morwell.
113	Bo-BoWE	Henschel	25546	1951	
		Siemens	5212	1950	Derelict; cannibalised after accident.
121	Bo-BoWE	Henschel	29858	1962	
		Siemens	6108	1962	Out of use, No.2 loco shed.
122	Bo-BoWE	Henschel	29859	1962	
		Siemens	6109	1962	In service, No.2 loco shed.
123	Bo-BoWE	Henschel	29860	1962	
		Siemens	6110	1962	Under repair, No.2 loco shed.
124	Bo-BoWE	Hitachi	101	1967	Under repair in workshops.
125	Bo-BoWE	Hitachi	?102	1967	On coal train in cut.

Locomotives numbered between 21 and 44 were 46 tons, while locos on the 100 series are 62 tons.

According to SECV records, the 42 ton locos were withdrawn from coal service as follows:

15/4/70: : 22,26,28,29,30,31,32,33,35,36,38,43.

25/6/70: : 21,23,24,25,27,34,37,39,40,41,42,44.

Locos 27,37,40 & 41 were retained for shunting and track shifting.

A KMX 12T ballast tamper is reported to be on order from Plasser Australia.

R.J.Pearman 11/82; ARHS Bulletin Supplement 11/82 via G.Bond.

WESTERN AUSTRALIA

WESTERN AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION INC., Mount Helena Gauges various

(see LRN 25 p.18)

A 3 ft 6 in gauge petrol locomotive has been donated to the Society by Bunning Brothers. This is a four-wheeled Fordsonengined unit probably built by Malcolm Moore.

OVERSEAS

FIJI SUGAR CORPORATION.

After doubling sugar production during 1973-80 to 4 million tons, Fiji in its Development Plan 8 is planning to consolidate this gain by 600,000 tons by 1985. This is to be achieved by expanding the mill capacity of the Lautoka, Rarawai and Penang Mills and the development of new cane fields on Vanau Levu to bring the Labasa Mill up to capacity. Additions are planned to the transport fleet and upgrading work will be done on transport facilities.

Fiji Sugar 3/82 via John Peterson.

PHILIPPINES

CENTRAL AZUCAREDO DON PEDRO (CADP), Nasugbu 610 mm gauge

The CADP mill at Nasugbu, Baatangas Province is the most accessible sugar mill tramway system from Manila, being some 2-3 hours drive from the capital. Unlike other Filipino mills, CADP operates a 2 ft gauge tramway system which is currently some 125 km in length.

The system is operated by a fleet of 16 diesel locomotives. On a visit to the mill on 21 November 1982, three 18-ton Plymouth locos, numbers 14, 17 and 18, were noted near the control office, together with a smaller Plymouth numbered 3. Two steam locomotives are "preserved" at the mill - No.1, a large and impressive 0-8-0TT built by Henschel (22082 of 1931) which is fitted with a large bogie tender, and a diminutive 0-6-0T (No.8), obviously of German design although builder's plates are missing. It is reported that a sister locomotive to No.8 is on display at Fort Santiago in Manila.

The sugar industry in the Philippines is generally in a depressed state and the CADP tramway system at Nasugbu symbolises that depression. The system is very run down and many lines have been abandoned. Only about 25% of cane is now hauled by tramway. CADP officials are concerned about the high cost of lorry transport and there are suggestions that the rail system should be rehabilitated. However, major problems are being encountered with maintaining "right of way" and unless negotiations resolve the conflict in the coming season, the remainder of the tramway system will probably be abandoned.

Bob McKillop 12/82.

ROSTER

BHP LTD, South Australia.

DE	01	Bo-BoDE	Clyde	56-109	1956	Standard gauge	Was shunter at Whyalla but not seen for some time. Worked Lime-Sand trains between Port Lincoln and Coffin Bay (37km).
DE	02	Bo-BoDE	Clyde	56-111	1956	Standard gauge	

The above locos are EMD Series 567C with V8 engine of 875 hp.

DE	03	Bo-BoDE	Clyde	56-116	1956	3 ft 6 in
DE	04	Bo-BoDE	Clyde	56-122	1956	3 ft 6 in
DE	05	Bo-BoDE	Clyde	57-136	1957	3 ft 6 in
DE	06	Bo-BoDE	Clyde	57-157	1957	3 ft 6 in
DE	07	Bo-BoDE	Clyde	61-236	1961	3 ft 6 in
DE	08	Bo-BoDE	Clyde	65-429	1965	3 ft 6 in
DE	09	Bo-BoDE	Clyde	65-430	1965	3 ft 6 in

The above locos are EMD Series 567C with V12 engine of 1310 hp.

these locos work in pairs on iron ore trains from Iron Knob (56km) or Iron Baron (43km) to Whyalla pellet plant.

DE	10	Bo-BoDE	Davenport	2118	1928	Standard gauge	Built as petrol-electric.. Spare at steelworks. 340hp. Rebuilt Whyalla 1966.
DH	1	B-B DH	Walkers	573	1962	*	
DH	2	B-B DH	Walkers	574	1962	*	
DH	3	B-B DH	Walkers	575	1962	*	
DH	4	B-B DH	Walkers	579	1965	*	
DH	5	B-B DH	Walkers	580	1965	*	
DH	6	B-B DH	Walkers	582	1968	*	

* Five standard gauge; one 3 ft 6 in. Narrow gauge loco works between pellet plant and blast furnace. Std. gauge locos work steelworks plus coke traffic to ANR yard. Two Cummins V8-903 engines totalling 550hp.

Fred Taylor.

MEETINGS

SYDNEY

Our February Meeting will feature a slide program and commentary prepared by member Mike McCarthy. Mike has spent several years researching the tramways around Erica, Victoria, and presents a report on these for our enjoyment.

Location:- Government & Transport Club, Regent St. Sydney. Parking available in Regent St. & Botany Rd.

Date:- 27 February 1983. Time:- 7.30pm.

MELBOURNE

Mike McCarthy will be presenting his latest findings on the tramways of the Port Albert District. He will be including material on Goodwood's line at Port Albert as well as data on Mason's line out of Port Welshpool, along with other tramway history in the area. Mike has collected together slides, photos and maps to illustrate his talk. Location:- Ashburton Uniting Church Hall, Ashburn Grove,

Ashburton.

Date:- 10 February 1983. Time:- 8.00pm.

CHRONOLOGY OF TRAMWAYS IN PAPUA NEW GUINEA & THE SOLOMONS ISLANDS

Michael R. Pearson

This is a chronological listing of tramways which are definitely known to have existed. Any additional information on these lines or on any additional tramways would be much appreciated and should be forwarded to the author at P.O. Box 263, BUKA PASSAGE, N.S.P., Papua New Guinea.

Notes on format

The listing is organised in columns giving:

- (a) Operator/owner
- (b) Location
- (c) Province (for abbreviations, see below)
- (d) Dates of operation. (Earliest known date shown in brackets if date of commencement unknown).
- (e) Gauge if known. Gauge shown in brackets is surmise based on available evidence.
- (f) Use and other comments

Province abbreviations

With the exception of the Solomon Islands, all locations are shown as belonging to a province of Papua New Guinea. These were districts before 1975.

C	Central Province, Papua
EH	Eastern Highlands Province, New Guinea
ENB	East New Britain Province, New Guinea
ES	East Sepik Province, New Guinea
G	Gulf Province, Papua
Madang	Madang Province, New Guinea
Manus	Manus Province, New Guinea
Morobe	Morobe Province, New Guinea
MB	Milne Bay Province, Papua
N	Northern Province, Papua
NI	New Ireland Province, New Guinea
NS	North Solomons Province, New Guinea (formerly Bougainville District)
WP	Western Province, Papua
WNB	West New Britain Province, New Guinea
WSP	West Sepik Province, New Guinea

Historical note

In 1884, the Germans took control of North Eastern New Guinea, and the British Papua. Following Federation in 1901, British New Guinea became a responsibility of the Australian Government in 1906. German rule in New Guinea came to an end shortly after the outbreak of the Great War in 1914. Following the Versailles peace conference, the former German area was mandated to Australia in 1921. During 1942 the Japanese took control of almost all Papua New Guinea, but with the ending of the war in 1945, Australian rule was restored. Papua New Guinea gained independence in 1975.

The Solomon Islands was formerly the British Solomon Islands Protectorate, from 1893 until independence in 1978.

A. Pre 1914

Nieu Guinea Kompagnie	Mole Island	Manus	1888	?	Phosphate. First tramway in NG.
Deutsche Handels-und Plantagengesellschaft (Catholic Mission)	Moiko Island	ENB	(1891) - Present ?	(700 mm)	Wharf to store
	Port Leon, Yule Island	C	(1891)	(3 ft 6 in)	Wharf to store
Nieu Guinea Kompagnie	Herbertshöhe	ENB	1892- 1942 ?	(600 mm)	Wharf to store. 1000 m
Nieu Guinea Kompagnie	Erimahafen- Stephansort	Madang	1893-1942	600 mm	Tobacco plantation. 16 km
Queen Emma *	Ralum	ENB	?	?	Wharf to store.
Burns Philp	Port Moresby	C	1895-1910	3 ft 6 in	Wharf to store. 200 m.
Nieu Guinea Kompagnie	Modilon, Madang (Friedrich Wilhelmshafen)	Madang	1895- 1942?	600 mm	Store and produce. 4.5 km
Nieu Guinea Kompagnie	Raniolo Plantation	ENB	1898	(600 mm)	Funicular railway
Queen Emma *	Kabakaul	ENB	?	2 ft	Wharf to store, and copra weighbridge.
Various mining companies	Woodlark Island	MB	1901- 1942?	2 ft	Wharf to store (1.6 km), and in adits. An accident here caused six deaths.
Administration & Burns Philp	Samarai Island	MB	1901-1942	2 ft	Cargo and coal to and from ships.

Catholic mission	Toriu River	ENB	1902-1917	(700 mm)	Timber/logging. Moved to Kuriendel
Administration	Port Moresby	C	1904-1918	2 ft	Wharf to store, 200 m
Societas Verbi Divini - Catholic Mission	Alexishafen	Madang	1905- ?	(700 mm)	Sawmill. 4 km. Haulage by donkeys and buffaloes.
Norddeutscher Lloyd; Administration; Nieu Guinea Kompagnie; Herrsheim & Co.	Rabaul Town	ENB	?1905 - 1942	(600 mm)	Rabaul tramway network : wharves to various stores and Administration Departments. Interconnected. 1 km.
?	Buna - Yodda	N	1910	?	Portable tramline to transport machinery to goldfield. 1 mile continuously relaid.
Administration	Port Moresby - Rona	C	1914	2 ft	Begun but never completed. Railway ordnancy.

Note: All holdings by German nationals were expropriated and sold to Australian Companies, particularly Carpenters (Nieu Guinea Kompagnie) and Burns Philp, after 1920.

* "Queen Emma" or Emma Forsayth/Kolbe ni Coe was the proprietor of a large trading empire.

B. 1914-1942

?	Dirimu Plantation	W	?	(2ft)	Copra store to Wharf. 200 m.
Administration & British New Guinea Trading	Daru Tramway	W	1917? - 1963	2 ft	Wharf to Government Store, Post Office & BNG Trading sore. 500 m.
British New Guinea Development Corporation	Bomana Plantation	C	1917 - ?	?	Sisal plantation tramway. Hand pushed trucks.

?	Fairfax Plantation	C	?	?	Sisal production
Catholic Mission	Kuriendal	ENB	1917 - 1928	(700 mm)	Timber/logging. Moved from Tariu River 1917. To Ulamona, 1928
New Guinea Copper Co.	Tahira - Dubuna, Bootless Bay	C	1918-1926	3 ft 6 in	Copper ore, 10.4 km. Two locomotives. See Light Railways No.47.
Burns Philp	Robinson River	C	?	?	Coconuts & Rubber
?	Eilogo Plantation	C	?	(2 ft 6 in)	Rubber factory to smoke house
?	Koitaki Plantation	C	?	(2 ft 6 in)	Rubber smoke house
British New Guinea Development Corporation	Itikinuma Plantation	C	?	(2 ft 6 in)	Rubber smoke house
Block 10 Misima Gold Mine N.L.	Bougauia - Umuna, Misima Island	MB	1920-1926	2 ft	Fuel & materials to mine. 12 km. Zigzag, tunnel. One locomotive.
Administration	Rabaul-Matupit Railway, Raropindik Hospital.	ENB	1923-1942	2 ft	Connected with other tramways in Rabaul town. Stores to hospital. 2.1 ?
Catholic Mission	Ulamona	WNB	1928 - present	(700 mm)	Timber/logging. Moved from Kuriendal 1928. 6 miles. Cut back in 1962 and some removed to Kaliai.
Burns Philp	Soraken Plantation	NS	1920s - present	2 ft	Still operating. 22 km. Two locomotives..
(used by Carpenters)	Ah Tams Wharf	ENB	? - 1930	?	Wharf to copra store. Destroyed by fire, 1930.
Guinea Airways	Voco Point - Lae Airstrip	Morobe	1929 -1942	(5 ft 3 in)	Planes, materials, dredge parts from wharf to airstrip. One mile. 10 ton self-propelled crane as motive power. Replaced by second crane.

?	Waigani Plantation	MB	?	?	?
?	Salamaua Tramway	Morobe	? - 1942	?	Airstrip construction / maintenance
Societas Verbi Divini Catholic Mission	Bogin	Madang	?	?	Wharf to store. 150 m.
Catholic Mission	St. Anna	WS	? - 1942	?	Plantation. 1.5 km
?	Longen Plantation	Manus	?	?	Wharf to store
Carpenters	Pelleluka Plantation	Manus	?	?	Wharf to store
Administration	Malaguna Coaling Wharf	ENB	?	2 ft	Coaling wharf for shipping.
Carpenters	Toboi	ENB	?	2 ft	Copra products to and from wharf.
Catholic Mission	Vunapope	ENB	? - present	700 mm	Wharf to timber yard store and boat building.
Carpenters	Neinduk Plantation	ENB	?	?	Wooden rails. Connected with Namburg.
?	Namburg Plantation	ENB	?	?	Timber from sawmill to wharf. See above.
Carpenters	Pondo Plantation	ENB	? - 1960s	700 mm	Plantation and desiccated coconut products. Factory to store at wharf.
Burns Philp	Lindenhafen Plantn	WNB	? - 1979	2 ft	Plantation. 20 km
Burns Philp	Meto Plantn - Peterhafen, Gurove Is.	WNB	? - present	?	Wharf to store. 1 km
?	Bali Plantn. Unea Is.	WNB	?	?	Wharf to store. 1.5 km
?	Kupei Goldmine	NS	1930s	?	Mining adit (near present Panguna mine).
Catholic Mission	Tinputz Sawmill	NS	1930s	2 ft	Timber/logging. 1 km. Later used for tramway from wharf to store.
Burns Philp	Tinputz Estate	NS	? - 1960s	2 ft	Wharf to copra and cocoa stores.
Burns Philp	Teopasino Plantation	NS	? - 1942?	2 ft	Plantation. 4.1 km+

Burns Philp	Banio Plantation	NS	? - 1942	2 ft	Plantation. Cement sleepers. 5 km +
Burns Philp	Arigua - Kurwina Plantations	NS	? - 1942	2 ft	Plantation tramway connecting adjoining plantations. 5 km+
Burns Philp	Karoola Plantation	NS	?	2 ft	Wharf to store. Later used as a boat slip. 100 m.
Burns Philp	Boau Plantation	NS	? - present	2 ft	Administered from Soraken. Hand pushed. 4 km. Still operating.
Burns Philp	Kumua Plantation	NS	?- present	2 ft	Still operating. One locomotive. 12 km.
Buka Plantations	Numa Numa Plantation.	NS	? - 1942	2 ft	Plantation. 6.5 km +

Note: Virtually all tramlines in the occupied sector of New Guinea were destroyed during World War II. Many were never rebuilt.

C. World War II 1942 - 1945

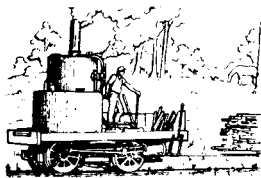
Australian Army	Bulldog Trail	G	1942-3	3 ft 6 in	Materials and supply transport. 11 km. Part of Bulldog supply line.
Australian Army	Barges Hill	NS	1943-5	2 ft	Cable haulage. Rising 694 ft in 2245 ft.
United States Navy	Gamoudoudou	MB	1942-5	(2 ft)	Naval supplies
Japanese	Kairiru Island	ES	1942-5	(2 ft)	Airstrip construction.
Japanese	Lakunai Airstrip	ENB	1942-5	(2 ft)	Airstrip construction.
Japanese	Vanacanal Airstrip	ENB	1942-5	(2 ft)	Airstrip construction.
Japanese	Tobera Airstrip	ENB	1942-5	(2 ft)	Airstrip construction.
Japanese	Buka Passage Airstrip	NS	1942-5	2 ft	Airstrip construction.
Japanese	Bonis Airstrip	NS	1942-5	2 ft	Airstrip construction.
Japanese	Chabai Airstrip	NS	1942-5	2 ft	Airstrip construction.

Japanese	Boram Airstrip	ES	1942-5	(2 ft)	Airstrip construction.
Japanese	Talena Airstrip	NS	1942-5	2 ft	Airstrip construction.
Japanese	Buin Airstrip	NS	1942-5	2 ft	Airstrip construction and supplies. 12 km. See <i>Light Railways</i> 64 and 70.
Japanese	Bala lai Island	Solomons	1942-5	(2 ft)	Airstrip construction.
Japanese	Lungs Plains	Solomons	1942-5	(2 ft)	Airstrip construction.
Japanese	Rabaul Barge Tunnels	ENB	1942-5	?	Transport of barges into tunnels. 500 - 1000 m.

D. Post War. (Many small wharf - store tramways were constructed after the war using war scrap)

Catholic Mission	Tsiroge	NS	1950 - present	2 ft	Wharf to workshop. 200 m.
?	Selapia	NI	? - present	?	Wharf to store.
Catholic Mission	Asitavi	NS	?	?	Sawmill to wharf.
Methodist Mission	Skotlan	NS	?	2 ft	Wharf to store.
?	Sewa Bay	MB	?	?	Wharf to sawmill and return. Closed "U" shape.
Catholic Mission	Tubiana, Kieta	NS	?	2 ft	Wharf to store
?	Bakiwa Plantation	MB	?	?	Wharf to store
Wong You	Kieta	NS	?	2 ft	Wharf to store
London Missionary Society	Suasi	C	?	3 ft 6 in	Airstrip construction. One truck built with bush materials.
Borneo New Guinea Mangrove Company	Aird Hills	G	1956-8	2 ft	Transport of mangrove bark and crutch extract. 1 km.
Catholic Mission	Kaliai	WNB	1966 - present	(700 mm)	Wharf to store through a village. Moved from Ulamona.
Conzinc Riotinto Aust.	Panguna	NS	1967-9	2 ft	Mining adits. See <i>Light Railways</i> No.64.

New Britain Palm Oil Development	Moss Plantation	WNB	1971 - present	2 ft & 700 mm	Oil palm bunches to steriliser. 1.6 km. See <i>Light Railways</i> No.69
Hyundai Construction	Yonki, Ramu River	EH	1972-5	3 ft	2.4 km tail water tunnel for Ramu hydro-electricity scheme.
Hargy Oil Palm	Biala	WNB	1979 - present	2 ft	Oil palm bunches to steriliser. 100 m. One locomotive. Mining adits
Ok Tedi Development	Ok Tedi	W	1976 - present	?	
Bougainville Copper Ltd	Panguna	NS	1977-82	900 mm	Drainage tunnel construction
Higatura Processing P.L.	Higatura	N	1980 - present	?	Oil palm bunches to steriliser.



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MEMBERSHIP MATTERS

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If you know of anyone who would like to join the LRRSA, contact the above for a membership application form.

The 1982/83 membership year concludes on 31/5/83. The 83/84 subscription remains unchanged at \$14.50 with a \$1.00 discount for early renewals. See the enclosed renewal form for full details.

If you change your address or have any other membership problem, please WRITE DIRECTLY to the above address.

CONTRIBUTE TO LRN!

All around Australia, interest in Light Railways is increasing while the level of Light Railway activity is reaching ever greater heights. You too can contribute to our store of knowledge by contributing to LRN. Simply send your news to the Editor at P.O. Box 105, Mackay 4740. The following report (actually received by your Editor) will give you an idea of the kind of thing you could send in

Puffing Billy Railway.

Our destination for the day was the station at Lakeside, but with George in the back seat we detoured for Emerald at breakneck speed. Careering in through the OUT entrance (!) and stopping next to the workshop, George was already out and opening the kiosk there for the day, when ZING ! - I noticed something supremely exciting!

Here was my chance to send a contribution to the fabulous, world famous, LRN. For there standing outside the shops was a QG ballast hopper wagon, number three, previously from Tasmania. The colour - a dirty brown. After conducting detailed inquiries I discovered that it's going to be used as a ballast wagon for Puffing Billy when fitted with 2 ft 6 in bogies.

So, feeling happy, excited, elated, enthralled, enthused, and even pleased, I leaped back into the car and we continued our journey to Lakeside where we would be selling coffee, tea, pasties, icecreams and souvenirs etc. to the adoring millions who patronise our famous PUFFING BILLY railway.

Jillienne Winzenried, January 83.

CORRECTIONS AND COMMENTS

John Buckland has a few comments on the SECV lines at Yallourn (see LRN 32 p.11). John feels that the three locos 37, 40 and 41 should be recorded as built by SECV Yallourn. Kelly & Lewis built the carbodies and Australian General Electric Co. (not AEG) the electrical equipment, motors etc. According to his notes, the locos are B/Nos 3 of 1942, 6 of 1946 and 7 of 1952 respectively (they are part of a batch of ten built at Yallourn).

Although the SECV records agree with the published list of Henschel locos, John cannot understand why the 1949 series (28583-6) should have lower builders numbers than the 1950-1 series (25539-46).

Although all classed as 46 tonners, John believes that the original (pre-war) German locos (of which only number 27 survives) in fact weighed 44 tonnes.

As far as John knows, in spite of the title, there was never any "shed" at the so called No.2 Loco Shed.

John has recently completed a definitive article on the Yallourn lines, which it is hoped may appear in *Light Railways* in the near future.

WHEAL MUNTA MUSEUM, Moonta, S.A.

Editorial staff of *Western Rails* would like to obtain photographs of ex Maylands Brickworks (W.A) locomotive at Moonta. Acknowledgment and copy of magazine assured. Photographs (B&W or colour) returned at request only. Write to:- "Western Rails" P.O. Box 237, CLOVERDALE 6105.

RESEARCH COLUMN

Port Fairy

Ian Stanley sends a copy of a press cutting from the *Herald* of 31 March 1980 which makes interesting reading. It tells of a find made by crew members of HMAS Attack while cleaning up around the old fort, a tramway laid in the late 1860s to move explosives and rock from a powder magazine to guns at the mouth of the Moyne River. After construction work was finished, trams carried the shells to the guns. The Navy took over the fort in 1912 and it was closed in 1920.

FIELD REPORT.

MORE WEST AUSTRALIAN WANDERINGS FROM TONY WESTON

Wiluna

This town is about 550 km north by road from Kalgoorlie. There is now only a small population with a hotel and general store.

About 4 km south is the abandoned mine and treatment plant of Wiluna Gold Mines Ltd. This large scale gold/arsenic mine produced 9.5 million tons of ore from 1931 to 1947. The main shaft and treatment plant was served by a 2 ft gauge railway system. While only a small amount of the track remains, roadbeds around the plant indicate a fairly extensive system.

John Browning's list of Ruston & Hornsby locos in Australia shows the first R&H loco in Australia, No. 174172 of 1935, at Wiluna Gold Mines from 1938 to 1949. It was originally delivered to Marvel Loch, W.A. Descriptions of the plant in the early 1930s mention a fuel-oil locomotive, which would have predated the R&H; this may have been the "Planet" loco listed at the Moonlight mine (see below). There are some short lengths of track connected by wagon turntables remaining in the plant area. These may have been worked by handtrucking. In 1933 underground haulage of ore was on 2 ft gauge track, with 2 ton capacity bottom dump cars and 4 ton battery locomotives. Keith McDonald lists 3 English Electric 4wBE locos - 752 of 1927, 888 of 1933 and 923 of 1936. There is another abandoned mine about 2 km south of the town. This is Moonlight Wiluna Gold Mines Ltd underground gold/antimony mine which produced 850,000 tons of ore from 1934 to 1945. There is very little machinery left at this site, but a trackbed leads south across some impressive embankments and a dismantled bridge towards the Wiluna Gold Mines plant. I was told that ore from the Moonlight mine was treated at the Wiluna Gold Mines plant. There is also the trackbed of a 1 km branchline to another

shaft east of the Moonlight mine. Keith McDonald notes a 2 ft gauge 4wDM "Planet" loco at the Moonlight Mine.

References:-

Edwards, A.B. Geology of Australian Ore Deposits, Aust. Inst. Min. Metall., pp.215-223 (1953);

Progress in the Development of the Wiluna Mine, W.A., Chem. Eng. Min. Review, 1/1931, pp. 136-139.

General Description of the Wiluna Gold Mines Ltd, Wiluna, W.A., Proc. Aust. Inst. Min. Metall., No.91, pp. cxxxi-civ.

LOCOMOTIVE & EQUIPMENT MANUFACTURERS

FOX MANUFACTURING CO. PTY LTD, Smithfield

A new model of locomotive, named "Tyrant" has been developed.

Its main attraction is a vertical clearance requirement of only 1500 mm. The loco is a four-wheel diesel hydraulic, available in weights from 15 tonnes to more than 20 tonnes and incorporates a Cummins diesel engine and Allison transmission. An example of this type was recently exhibited at AIMEX '83 in Sydney (see elsewhere this issue).

The Miner via Rob Pearman.

AUSTRALIAS INTERNATIONAL MINING & EXPLORATION EXHIBITION, Sydney.

An interesting range of items were on display at AIMEX 83, held at the Sydney Showground from 7 to 12 February.

E.M.Baldwin & Sons displayed two personnel carriers on 3 ft 6 in gauge: 4wBER EMB 9981-4-2-83 1983 Model 17BE 20 man.

BHP DT 9 4wDHR EMB 10229-6-2-83 1983 Model 18DH 14 man.

The first appears to be one of a batch of battery-electric cars for Newcom Colliery Pty Ltd, Lidsdale Colliery, while the second is one of a batch of diesel-hydraulic cars for BHP Collieries.

Klockner Becorit (W.Germany?) displayed a full-size non-working model of a Beco Road Railer unit (650 mm gauge).

Fox Manufacturing displayed a four-wheel diesel-hydraulic "Tyrant" loco of 3 ft 6 in gauge.

George Moss (Gemco) displayed two units on 3 ft 6 in gauge:

4wBE Gemco 2809-10-209-83 1983 18 tonnes.

4wBER Gemco 1983? Series 2640.

This loco was equipped with two 41 hp motors, but no further information

is available on the personnel carrier.

Titan Manufacturing Co displayed a "Road-Railer car" (a rubber tyred/rail wheel flat car).

Vale Engineering Pty Ltd displayed a 4wBE loco, single ended. This loco is to be Coal Cliff Colliery number 28 (3 ft 6 in gauge). Schweizerische Industrie Gesellschaft, Neuhausen am Rheinfall, Switzerland displayed a single-ended battery electric loco on 750 mm gauge:

4wBE SIG 802-103 1982 Type B07ME-PSIH Series B06.

This unit weighed 7 tonnes and operated on a length of track some 60-80 feet in length. Agents for SIG are Swiss Industrial Co. of Botany. Mercedes-Benz (Australia) Pty Ltd exhibited a 4wDM Unimog 1200 road/rail unit on standard gauge.

A number of stands also featured photographs of locos and rolling stock.

Paul Simpson 2/83.

NEW SOUTH WALES

AUSTRALIAN IRON & STEEL PTY LTD, Cringila 1435 mm gauge

(see LRN 31 p.6)

It is understood that none of the diesel locomotives listed for auction in late November were sold at the auction sale. It is not known if any have been sold subsequently, or what their fate is likely to be.

Rob Pearman 12/83.

DORRIGO STEAM RAILWAY & MUSEUM 1435 mm gauge

(see LRN 32 p.5)

There are only three locos at Dorrigo, as observed on a visit early in January. They are all stored at a property opposite Dorrigo station on individual short sections of track:

Corby 0-4-0ST Peckett 2047 1943.

Marian 0-4-0ST Barclay 2224 1947.

4wPM Motor Rail 9021 1952.

Various other pieces of rail equipment are also present.

Rob Pearman 1/83.

DICK FRENCH 610 mm gauge

It is reported that John Dunlop has sold Motor Rail "Simplex" 4wDM 11035 of 1955 to the above. This loco, originally ex Condong Mill, worked for some time at Waratah Park, Terrey Hills, where John Dunlop is believed to have had the concession to operate the railway.

Bruce Belbin 12/82, Editor.

NEW ENGLAND ANTIMONY MINES LTD, Hillgrove

Although closed and locked up for the holidays at the time of a visit in early January, it would appear that the plants at Elenora and Smiths mine would be worth a visit when operating. Both are apparently still in use and have used a variety of light railway equipment in the past.

Rob Pearman 1/83.

F.J.WALKER LTD, Byron Bay 1435 mm gauge

(see LRN 22, p.11)

"Simplex" Motor Rail 4wDM 2129 of 1923 (ex petrol) sees only irregular use now as most traffic is now "on the hoof" or road transport. It appears that only one other item of rail equipment is possessed by the company, an ex-NSWGR flat.

Rob Pearman 1/83.

QUEENSLAND

CSR LTD, Kalamia Mill 610 mm gauge

(see LRN 32 p.8)

It is reported that the mill plans to use the chassis of Baguley/Drewry 0-6-0DM 2514 of 1954 (formerly named *Seaforth*) in the construction of a brake wagon.

Bruce Belbin 1/83

GIBSON & HOWES PTY LTD, Bingera Mill 610 mm gauge

(see LRN 25 p.9)

Two Com-Eng 0-6-0DH locos have been modified with the addition of cab side window and door to achieve a fully enclosed cab.

These locos are:

<i>Wattle</i>	0-6-0DH	Com-Eng	FD4789	1965.
<i>Tegege</i>	0-6-0DH	Com-Eng	FD4799	1966.

Two Malcolm Moore locos which have been rebuilt by the mill many times were seen dismantled in January, possibly for yet another rebuilding. One was the 4wDH which normally is stationed at Wallaville, while the other was the 4wDM with tractor canopy which is normally stationed at McIlwraith.

The Bundaberg Sugar Group's new ballast tamper was in the shed at Bingera. It is a Plasser Model KMX12T high-speed bogie production machine which weighs 15 tonnes and has a top speed of 40 kph when travelling to the work site. It carries builder's number 249 of 1982.

Editor 1/83.

W.HECK & SONS PTY LTD, Rocky Point Mill, Woongoolba 610 mm gauge

(see LRN 23 p.12)

The only loco seen here on a visit in early January was John Fowler 0-4-0WT 16249 of 1923 on display. There was no sign of the remains of Hudswell Clarke 0-4-2T 1078 of 1914 which had been lying at the mill dismantled for about three years, and its fate is unknown.

Rob Pearman 1/83.

ISIS CENTRAL SUGAR MILL CO. LTD 610 mm gauge

(see LRN 30 p.9)

All the mill's locomotives have now been painted in the new livery of cream and yellow with the exception of the two Fowler 0-6-0DM's, 1, 202776 of 1935, and 2, 4110019 of 1950. Number 1 has apparently been retired from service, and was seen parked behind the mill. Number 2 is still in service. It is understood that the mill is considering fitting its three six wheeled brake wagons with connecting rods to improve efficiency. All three were seen in the mill yard without wheels in January.

Editor 1/83.

CATTLE CREEK CO-OPERATIVE SUGAR MILLING ASSOCIATION/ MARIAN MILL CO-OPERATIVE SOCIETY LTD 610 mm gauge

(see LRN 30 p.6 & 10)

Canegrowers from these two Mackay district mills will vote on 24 March on whether they want the mills to merge. A 75% majority is required at both mill meetings. The merger has been recommended by both boards, and will result in a new body, the Central Co-operative Sugar Association, if it goes ahead. The merger proposal follows the construction in recent years of several "strategic" tram lines by Marion on the Cattle Creek (west) side of the Pioneer River.

Mackay Mercury 4/3/83, Editor.

MARIAN MILL CO-OPERATIVE SOCIETY LTD 610 mm gauge

(see LRN 30 p.10)

Both steam locos owned by the mill have been placed on loan to local farmers with a view to their being maintained in operating condition. These locos, both 0-6-2T's, are John Fowler 20277 of 1934, and Perry 2601.51.1 of 1951. The Fowler is already under cover at one property, while the Perry is on a farm near Kuttabul.

Len Heaton 2/83.

MILLAQUIN SUGAR CO. PTY LTD, Millaquin Mill 610 mm gauge

(see LRN 25 p.11)

Bundaberg Foundry "Bundaberg Fowler" 0-6-2T 1 of 1952, retained for preservation, was noted inside the loco shed in January. No restoration work appears to have been carried out at this stage. The Millaquin Mill built 4wDHR navvies line car has been overhauled and fitted with an overall canopy. Qunaba Mill's 0-6-0DH Com-Eng FC3473 of 1964 has lost its former name, *Burnett*, and now carries no identification. It was undergoing maintenance work in the shed at Millaquin. A substantial ballast plough mounted on four wheels has been constructed and was also seen in the loco shed.

Editor 1/83.

EVAN MORRIS, Kin Kin 610 mm gauge

(see LRN 30 p.12)

Krauss 0-6-0T 5869 of 1908 (rebuilt from 0-4-0T by North Eton Mill) has been undergoing preliminary restoration work at this private location. Dismantling of the loco has shown the vital parts to be in surprisingly good condition. Early in January, work was proceeding to separate axleboxes from the frame, not an easy task after years of open storage. It is hoped to restore the loco to something reminiscent of the original Krauss outline, while retaining the 0-6-0T wheel arrangement, and plans are proceeding to establish a tourist railway upon which the loco will work.

Editor 1/83.

NORTH ETON CO-OPERATIVE SUGAR MILLING ASSOCIATION 610 mm gauge

(see LRN 30 p.12)

Both of the mill's unusual 6wDM Bundaberg Foundry "Bundaberg Jenbach" locos were seen dismantled at the mill in January. D1 (10 of 1953) has had work done on the frame as a first step towards rebuilding. D2 (13 of 1954) was stripped to the frame and was without wheels. It is reported to have suffered serious transmission problems.

Editor 1/83.

OAKLEIGH COLLIERY, Rosewood 508 mm gauge

(see LRN 5 p.7)

Dismantled on the surface here was Bundaberg Foundry "Bundaberg Jenbach" 4wDM 18 of 1956 Model BJ15 Flameproof Type B. There were said to be another three Jenbach locos underground. Although coal is lifted from the mine by conveyor, the tramline is still used to convey men and materials and

a number of interesting items of rolling stock were seen, including a rake of 8 man riding cars (converted tubs), a large bogie flat for moving machinery, and timber bogies for moving pit props. Access to the mine for rail vehicles is by a cable-worked drift tunnel. The extensive timber pit-head structure is the last of many which were to be seen all over the Rosewood district. Now only derelict waste tips and rotting timbers remain at most mine sites.

Editor 12/82.

PLANE CREEK CENTRAL MILL CO. LTD, Sarina 610 mm gauge

(see LRN 30 p.13)

F.C.Hibberd "Planet" 4wDM 2333 of 1940, which was seriously damaged in an accident last year was seen dismantled in the loco shed in January, presumably with a view to its repair. Among interesting service

vehicles in the mill yard were a heavy ballast plough mounted on four wheels and a bogie low loader wagon of quite large proportions.

Editor 1/83.

RACECOURSE CO-OPERATIVE SUGAR ASSOCIATION LTD, Mackay 610 mm gauge

(see LRN 30 p.18)

The present downturn in the sugar industry has meant that plans to relocate the weighbridge, tippler and mill yard to the south of the Peak Downs Highway will be implemented over a longer time frame than originally intended. However, a road bridge has already been constructed to service mill vehicles.

Editor 2/83.

TIMBEERWAH MOUNTAIN TRAMWAY, Arcadia, Cooroy 610 mm gauge

(see LRN 30 p.16)

This spectacular line was further extended during the annual "construction season" late in 1982. The line commences near farm outbuildings before running along the edge of a paddock and curving sharply to arrive at the track depot and loco shed. From here, the line runs through a wooded area to the foot of Mount Timbeerwah which it commences to climb in most outrageous style, with sharp curves, switchback gradients and with the line clinging to rock ledges in places. Some sections cross concreted trackbed where watercourses are encountered, all this amongst thick bush and rocky outcrops on the mountain side. The line has now almost reached the site for the first reverse on the planned zig zag.

Rolling stock has mostly been constructed for the line using ex VR materials

and some items carry replica VR numberplates. The loco will soon be pensioned off after some years service. It is numbered R707 and is a 4wPM. The motorised ballast wagon has a four-wheel petrol-mechanical bogie at one end (4+4wPM) and is numbered G42. The rail trolley is a 4wPMR rebuilt from a VR KS gangers trolley. A flat brake wagon is numbered J521 and there are also some items ex Moreton Mill, namely 3 cut down cane trucks and two ex-Ministry of Supply flats, one braked. The replacement loco is currently under construction in Mildura by Russell Savage and is based on a former VR luggage platform tow tractor to give a weight of about one ton. Awaiting restoration is 4wDM Jenbach 2216 of 1958, which is stored on blocks with the wheels out.

This site is private property and cannot be visited without prior appointment. Intending visitors should phone 071 47 6580 to ascertain a suitable date and time.

R. Savage 1/83, Editor.

VICTORIA

ALEXANDRA TIMBER TRAMWAY & MUSEUM 610 mm gauge

(see LRN 27 p.14)

Repco of Dandenong have offered to attempt to un-seize the Dorman diesel engine fitted to the historic Kelly & Lewis 0-6-0DM 4271 of 1935. Some 600 feet of track has been laid and ballasted and three sets of points constructed. Four complete side-tipping skips, three skip chassis without bodies, and four ex-Rubicon Tramway bogies are stored on the track near Alexandra station, and the two steam locomotives, Hudswell Clarke 0-6-0 1098 of 1915 and John Fowler 0-6-0T 11855 of 1909, are stabled outside the loco shed. A passenger carriage built by Dennis Steinhauser of Kiewa has been delivered. It is an end platform design with closed ends, of all timber construction and mounted on ex Rubicon bogies. It has been painted green since arrival at Alexandra and was paid for by the Apex Club of Alexandra. Access to the ex VR line from Alexandra to Koriella for conversion to 2 ft gauge has not yet been achieved.

A.T.T. & M., Editor 1/83.

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Railway. 762 mm gauge

(see LRN 32 p.11)

Operations from Menzies Creek while "heavy engineering works are in progress between Belgrave and Menzies Creek" were due to take place from 10 February and 5 May. During this period, one loco was stationed at Menzies

Creek in the Museum Compound.

Ruston & Hornsby 4wDM 296058 of 1949 is nearing the end of a major rebuild at Emerald Car Shops. The loco was acquired from the Melbourne & Metropolitan Board of Works some years ago. An additional outside frame has been built some 7 ft 6 in wide and 12 ft long incorporating new buffer beams. A cab obtained off a Clyde diesel ex a Queensland sugar mill has been fitted. Auto couplers and an air compressor with reservoirs has also been fitted. The loco will be outshopped in Brunswick green with red buffer beams and will be named *William Collis*.

Around November, ex-TGR four-wheeled ballast wagon QG3 was delivered to Emerald Car Shops. This vehicle drops ballast outside the rails rather than between them and furthermore, it all works automatically using the well known principle of gravity, thus obviating the need for shovelling. This wagon will be fitted with a pair of Fox type bogies and will be a welcome addition to the rolling stock.

Work on the Climax restoration project is proceeding with the boiler primed in preparation for the refitting of timber lagging. Replacement boiler tubes are cut and ready for fitting. The valve gear and gearbox have been dismantled for inspection and overhaul and timber for a new cab floor is ready. Some sections of the cab that are badly corroded are being cut out and will be replaced with new sections.

Because of the disastrous bushfires, Puffing Billy operations were entirely halted on 19 and 20 February. There was no physical damage suffered by the railway itself in the fires.

Monthly News 2/83, 3/83 via APW, A&J Winzenried 1/83.

ESSENDON STEAM & OIL ENGINE PRESERVATION SOCIETY 610 mm gauge

(see LRN 23 p.17)

Since arriving at its preservation site in Thompson Reserve, Keilor Road, Essendon, Perry 0-4-2T 9737.45.1 of 1945 (ex Millaquin Mill number 9) has been thoroughly inspected to determine its mechanical condition. Condition is thought to be fair, and work is proceeding to remove the boiler lagging and the badly corroded boiler tubes as the first steps towards restoring the loco in operating condition. A set of original drawings has been obtained from Perry Engineering to assist with the project. The task is considered a long term one, and will depend on the availability of finance to allow certain work to be done professionally.

Neil White 2/83.

GEELONG STEAM PRESERVATION SOCIETY, Bellarine Peninsular Railway 1067 mm gauge

(see LRN 28 p.11)

Work is being done to prepare Vulcan 0-6-0ST number 4 (2539 or 2541 of 1916) for limited use. Work to be done immediately is the replacement of some tubes, and repairs to the smokebox and saddle as well as to the springs, hangers and pins.

The old Belmont Common site has to be cleared to make way for the Country Roads Board and so the remaining stock there has to be removed as soon as possible.

Narrowminded 12/82, Monthly Notice 1/83, 2/83.

SHIRE OF KERANG 1600 mm gauge

Colville Engineering Works (Barham, NSW) is to build a replica Sentinel steam loco (non-working) for display at Koondrook by the Shire of Kerang in memory of the Kerang-Koondrook Tramway, which did have a real Sentinel loco.

A.R.H.S Bulletin.

MELBOURNE & METROPOLITAN BOARD OF WORKS, Thomson River 762 mm gauge

The railway work at the dam site is almost finished with the tunnel nearing completion. Four E.M.Baldwin locomotives were noted on a visit on 31 January organised by Mike McCarthy. Numbers 027 and 030 were parked in the transfer yard with a number of bogie cement carriers. These numbers are actually a shortening of a full plant number which is also carried: 3277 027 and 3277 030 respectively. At the workshops, two more locos were noted, numbers 28 and 29. Only one builders plate was decipherable, that of 030, but the builder's details of the locos are believed to be:

027	4wDH	E.M.Baldwin	3225-1-2-70	1970
28	4wDH	E.M.Baldwin	3225-3-2-70	1970
29	4wDH	E.M.Baldwin	3225-2-2-70	1970
030	4wDH	E.M.Baldwin	3225-4-2-70	1970

Craig Wilson 2/83.

STATE ELECTRICITY COMMISSION OF Victoria, Rubicon-Royston, 610 mm gauge

(see LRN 9 p.19)

Access to the area at the top of the haulage incline at Rubicon has been closed off by the SEC, so this part of the rail system can now only be viewed

with special authorisation. Access to the Royston power station is still available to those choosing to ignore a “road suitable for four wheel drive vehicles only” sign seemingly erected to deter the rail enthusiast or the curious. Another change to be seen is the restumping and rebuilding of the loco shed at Royston which is now kept locked. Inside this shed is Malcolm Moore 4wPM numbered 26C/4 (believed to be builder’s number 1003 of 1903) and two ex Rubicon Tramway bogies.

Editor 1/83.

WESTERN AUSTRALIA

ENDEAVOUR RESOURCES LTD, Ingliston Mine, Meekatharra, 610 mm & 457 mm gauge

A small underground gold mine 2 km from Meekatharra. Ore is hand trucked in 2 ft gauge side tippers. Some 18 in gauge track is used for the transport of materials.

Tony Weston 12/82.

ENDEAVOUR RESOURCES LTD, Nannine Mine Nannine. 610 mm & 457 mm gauge

Another small underground gold mine, 35 km south of Meekatharra. Transport of ore underground is in 2 ft gauge side tipping trucks pushed by hand. All 18 in gauge track is abandoned.

Tony Weston 12/82.

HOTHAM VALLEY TOURIST RAILWAY W.A. INC. 1067 mm gauge

(see LRN 29 p.9)

The Yarloop Workshop Restoration Committee has renewed its request that the ex Millars loco G41 *Menzies* (4-6-0 Dubs 3595 of 1895) be returned to Yarloop for restoration. This request was considered in 1982, and the decision then taken by HVTR members was to defer a decision on its future for twelve months.

Pinjarra Steam Express 2/83.

METROPOLITAN REGIONAL PLANNING AUTHORITY, Whiteman Park, Mussel Pool, Caversham 1067 mm gauge

(see LRN 23 p.21)

Apart from the two 2 ft gauge steam locos reported previously, - a 3 ft 6 in gauge Malcolm Moore 4wPM rail tractor is on display here in unrestored condition. It is a classic Malcolm Moore type with a tractor engine mounted in

a heavy rail chassis. It is thought that this loco may have worked at the Cardiff brickworks, south of Armadale. (Hopefully with the projected development of a Light Railway Depot here by W.A.L.R.P.A. - see elsewhere in this issue - the interesting rail equipment at Mussel Pool will come under their care and its future assured. - Ed.)

Lindsay Watson 1/83

WESTERN AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION 1067 & 610 mm gauge

(see LRN 25 p.18)

Negotiations are proceeding with a view to establishing a Light Railway Depot at Whiteman Park, Caversham (approx. 8 km north of Guildford). Once approval is granted by the Metropolitan Regional Planning Authority, movement of rolling stock will begin, hopefully during 1983.

The immediate plan is to lay a few hundred metres of 2 ft gauge track and operate passenger trains to generate income to develop the project.

Much work has gone into the preparation of rolling stock and passenger cars for the new line. The operating loco will be the 4wPM built by Metropolitan Brick for their Maylands Brickworks, and this is in the process of being thoroughly checked over. Three ex-Maylands hoppers have been rebuilt into small 6-seater passenger "wagons" for use in the train.

It is hoped to begin the construction of a small loco shed to house the loco in the near future. The track will be laid in 451b/yard rail and sleepers will be from approximately 350 2 ft 6 in gauge ones which were collected by members from the former Wungong Dam tramway during September and October.

The 3 ft 6 in gauge 4wPM rail tractor mentioned in the last issue was donated by Bunnings and formerly worked at their Welshpool plant. It is possibly built by Malcolm Moore and is currently stored on private property.

Rusty Rails 12/82, Lindsay Watson 1/83

OVERSEAS

PAPUA NEW GUINEA

BOUGAINVILLE COPPER LTD, Panguna, North Solomons Province 900 mm gauge

(see LRN 28 p.11)

The 7 km long drainage tunnel from the open cut at Panguna to Kawerong is now completed and with it the need for the rail system. The tunnel took

five years to build and drains the open cut, thus obviating the need for the expensive and not always reliable pumps that were formerly used to drain the pit.

Panguna Raunabaut Vol 2 No.5, Sept 1982 via M.Pearson.

MICHAEL PEARSON, Buka Passage, North Solomons Province 610 mm gauge

With the approval of the National Cultural Council, LRRSA member Michael has begun the task of collecting a representative selection of light railway relics. Already a number of side tipping skips of Japanese origin have been collected and there are also two flat cars and one trolley with a cocoa box mounted on it.

Michael R.Pearson 1/83

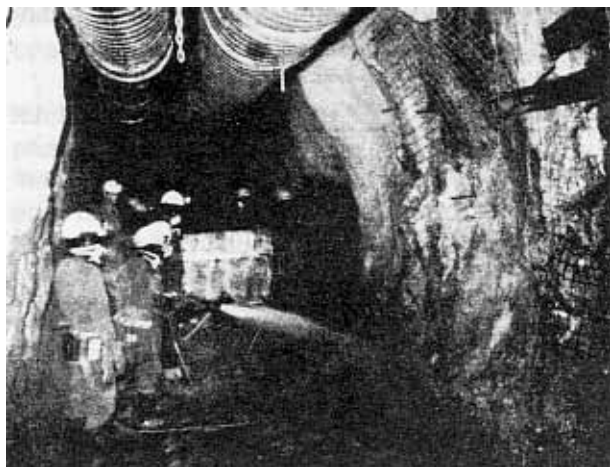
Tanel kamap pinis long Panguna

Ino long taim igo pinis, B.C.L. i pinisim wanpela hol (Tunnel) em iron 7km stat long Kawerong na ikam kamap duanbilo long bikpela hol long Panguna hap ples em ol i digim kopa long en. Kampani i mekim dispela hol long giraun long rausim wara em save pulap insait bihain long ol i rausim giraun i holim kopa.

Kampani i stat long digim dispela hol long yia 1977 na i kam inap 1982. Pastaim tru i bin igat ol moto damp i save pampim wara igo long pit (hol). Kampani i wok long lusim bikpela moni long stretim ol pamp taim ol i bruk.

Nau wantaim dispela tanel, wara bai i ron tasol igo long hol na kamap daunbilo long Kawrong. Insait long sampela hap bilong tanel i gat ol traipela hap pulap wantaim semen bilong holim strong giraun long noken bruk na pasim hol.

*From:Panguna Roundabout Vol 2 No.5 Sept '82 Page 7.
7.*



Hia tasol: Wok igo yet insait long tanel.

Daunbilo: Arere bilong tanel. Stat hia, hol i go antap na kamap long as bilong Panguna wok-main.

*From: Panguna
Roundabout Vol 2 No
5 Sept '82 Page*

NOTICE BOARD

If you haven't already done so do not forget to take advantage of the dollar discount on subscriptions paid up before 10 May.

While on the subject of money, we are still accepting donations for the Climax Restoration Appeal. Cheques should be made out to either the LRRSA or the Puffing Billy Preservation Society. (For a report on restoration progress see page 13.)

Our appeal for loans from members to help finance the Powelltown book has meet with some success however much more is still needed. If you can help, please contact Frank Stamford on 830 1640 (AH) or 059 67 1634 (Weekends).

LRRSA SALES

Don't forget our new sales items:

The Saddle Line; Norm Houghton. \$5.45 posted.

Map Pack No.1. Includes:- Upper Yarra, Yarra Junction, Gembrook, Warburton, Tonimbuk.

..... \$2.50 posted.

This pack is a set of three A3 size maps. Each one is an entirely new drawing including many revisions and additions. Several new areas are included that have never before featured in our maps.

ALSO RECENTLY PLACED ON SALE.....

***A.P.W. RESEARCH REPORTS**

No. 1 Climax Locomotives in Australia \$2:50 posted

No. 2 Hermon's Warburton Tramway \$2:50 posted

No. 3 Sorrento Tramway \$2:50 posted

No. 5 Magnet Tramway \$2:50 posted

No. 7 Shay Locomotives \$2:50 posted

MEETINGS

SYDNEY

Bruce Belbin (of Kurrajong and Forester's Beach fame) will present a talk on his current researches into narrow gauge locomotives and rolling stock throughout Australia. This should be a highly informative and enjoyable program.

Location:- Government & Transport Club, Regent St., Sydney. Parking available in Regent St. & Botany Rd.

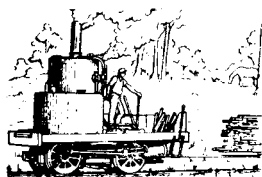
Date:- 27 April 1983. Time:- 7.30pm.

MELBOURNE

Frank Stamford and Mike McCarthy will give a brief description of some interesting discoveries found to the East of Powelltown in the wake of the recent bushfires. This will be followed by movies of American Steam action to be presented by Arthur Straffen.

Location:- Ashburton Uniting Church Hall, Ashburn Gve., Ashburton.

Date:- 14 April 1983. Time:- 8.00pm.



LIGHT RAILWAY NEWS



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June 1983

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BOOK REVIEW

In Their Own Hands by K.W. Manning, published by Farleigh Co-operative Sugar Milling Association, Farleigh, Queensland 4741. 328 pages.

This book has been published to coincide with the centenary of Farleigh Mill. It contains historical details of the many plantations which were the ancestors of the present Farleigh Mill, and of Farleigh itself. It provides a comprehensive coverage of all aspects of the industry over a period of 118 years.

The outstanding aspect of this book is the way in which the author has handled the mass of material to write an account which, while being detailed and scholarly, is also eminently readable.

Tramways receive due mention. Although one or two myths are perpetuated, the overall treatment is sound and there is a good selection of photographs. Also included is a map of the present tramway system listing the 75 sidings where cane is delivered.

This is a really excellent book and is available from the publisher at a price of \$10.95 plus postage.

J.B.

CORRECTION

LRN 33, p.7

Bruce Belbin points out that Motor Rail "Simplex" 11035 of 1955 was purchased by Dick French direct from Condong Mill, never having been owned by John Dunlop. The owner worked for John Dunlop at the Waratah Park Railway and the "Simplex" was standby loco there. (see LRN 2, p.4)

RESEARCH COLUMN

Ooldea Woodline, Nullarbor Plain, SA

Mr C.B. Morris of PO Box 362, Kalgoorlie 6430, would like to hear from anyone who has any information on the Ooldea Woodline. Mr Morris has closely examined the formation of this line and also advises that some of the track remains in a sand-covered stack. The line extended at least 5 miles out of Ooldea.

AUSTRALIAN CAPITAL TERRITORY

CANBERRY HOLDINGS PTY LTD, Canberry Fair, Dickson 610 mm gauge

(see LRN 31 p.5)

At around the start of April, the railway here was found to be completely out of action. The 0-4-2T Decauville 426 of 1897 was marooned on a short length of track at the end of the station platform, while Ruston & Hornsby 4wDM 354040 of 1953 was parked about 100 m south of the station, attached to two carriages, with the engine pulled apart.

It is reported that steam power is due to return here in the shape of Hudswell Clarke 0-4-2T 1559 of 1925, which is reported as being due to arrive here on six month's loan from the Puffing Billy Preservation Society.

B.Belbin 3-4/83.

NEW SOUTH WALES

BURRINJUCK DAM.

The *Sydney Morning Herald* of 18 March featured a story on the appearance of trestle structures and 2 ft gauge railway tracks below the Burrinjuck Dam wall. The drought had caused the water storage level to drop to 3.5% of full capacity, revealing these archaeological treasures in a remarkable state of preservation.

These items are believed to be part of the construction railway built in 1908 to transport sand for the dam wall project, over which John Fowler 0-6-0T 8767 of 1901, named *Kate*, operated. (Note the builder's number is not 8762 as often stated. The loco was ordered by the Colonial Sugar Refining Co., but it is unknown if it was ever delivered. Fowler records show it to be in the hands of the NSW PWD at Cataract Dam by 1904.)

Water Resources Commission officer Len Colbert found various relics as the

water level dropped. These included old jubilee skips, wheelsets, etc.

The rainfall of 19 to 21 March caused the water level to rise rapidly to cover the tracks and trestles just when researcher Peter Neve was about to visit the damsite and search for *Kate* which is reputed to have been abandoned in the river bed!

Ken McCarthy 4/83; additional notes Richard Horne.

PRIVATE PRESERVATION, Sydney 610 mm gauge

John Fowler 0-6-0TT *Perth* (8766 of 1900) was purchased by a private preservationist and moved south during February. It had been stored at Solari's Engineering Works, Ingham (see elsewhere in this issue) since being removed from the local park.

The chimney was knocked off on the journey, and some trouble has been experienced refitting it. The side tanks need to be replaced completely, and it was found that many parts of the motion as well as the firebox and smokebox door, reversing lever and handbrake had been spot welded to prevent movement.

Many boiler mountings have been removed and metal plates substituted. The boiler appears to be in excellent condition, including tubes and internal plumbing. The motion is also good, and there is every indication that a major overhaul was carried out shortly before withdrawal. Preliminary restoration work has commenced with all parts freed, a superficial repainting job done, and some parts removed for overhaul/replacement.

"8766" 4/83

AUSTRALIAN IRON & STEEL PTY LTD, Cringila 1435 mm gauge

(see LRN 33 p.6)

It seems that the former Metropolitan Colliery, Helensburgh, standard gauge Ruston & Hornsby 4wDM locomotive (326064 of 1952) was sold at, or soon after, the November sale. In recent years this unit has been located at the AIS diesel loco shop for general shunting of bogies, etc.

It is believed that after-sale movement resulted in a transmission "lock" and the unit has appeared in the yard of Elders Metals, Unanderra, on an isolated piece of track until the problem can be rectified.

After being delivered here by road, it has been observed since January sharing the yard space with former Sydney and Adelaide buses on the west side of the F6 freeway near the Berkeley Road overbridge.

K. McCarthy 4/83.

DORRIGO STEAM RAILWAY & MUSEUM 1435 mm gauge

(see LRN 33 p.6)

A mistake of identification took place when the correspondent in LRN 33 visited Dorrigo. *Corby* 0-4-0ST Peckett 2047 of 1943 is at Dorrigo, but on private property away from the station area. The loco mistakenly identified as being *Corby* would have been ex J.& A. Brown number 27, Avonside 0-4-0ST 1415 of 1900. (Also present but in a partly dismantled condition is ex NSWGR crane 1075.) The locos are all on private property not open to the public, but any member wishing to assist the project by working on the reopening of the Dorrigo - Glenreagh branch can contact John Wilson at Dorrigo (phone 066 57 2176.)

Meanwhile, it is reported that Commonwealth Steel have fitted new tyres to the wheels of *Badger*, the 0-6-0ST built by Australian Iron & Steel in 1943.

D.S.R. & M. Newsletters 2/83, 3/83; Keith Jones 4/83.

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD Albion Park, NSW 610 mm gauge

(see LRN 32 p.5)

Trackwork.

After the hectic operating schedules throughout the January tourist season, time was available during February and March for routine track maintenance. Repacking is a continual chore, especially in the section over the swamp embankment, which has shown slight settlement as the foundations consolidate.

During February a level road crossing was constructed over the track on the north eastern section of the property to give fire tenders access to that portion of the lease. A large volume of water flowed through the creeks on the museum property during the heavy rain of 21 March, but no major problems were experienced at the various track crossings and culverts.

A display track was constructed behind the station building during March on which is now displayed various restored skips, side tip wagons and other specialised 2 ft gauge items which were hidden in the past in the back roads of the rolling stock compound.

Operations.

The Gemco electric locomotive has operated on the tramway section of the museum since the 13 March open day. This locomotive, obtained for preservation from Mittagong in December 1973, hauls passengers in a colliery "man car" and collects power from the overhead wire through a trolley pole rather than through the conventional battery box.

Machinery Shed - Workshop.

During January the Society took delivery of a centre lathe and shaper machine from the former Kaiser Refractories plant at Port Kembla. Plans are now being prepared for the construction of a concrete floored machine shop to cover an area of approximately 13m x 6m to house the impressive number of machines now owned by the museum.

By mid-April three of the seven roof trusses purchased in March 1974 had been cleaned and painted for this major workshop project.

Rolling Stock.

In addition to the lathe and shaper, four 2 ft gauge brick carrying kiln wagons as well as a traverser (transfer table) car were obtained from the Kaiser plant.

During the first three months of 1983 the structural restoration of the body of former Melbourne cable trailer car 430 was completed with the replacement of all windows, fitting of new marine ply side panels and the fixing of new side letter boards. Restoration efforts have now moved on to the restoration, painting and refitting of the end canopies. One new canopy rib arch had to be fabricated to replace a badly rotted member.

Although the body is now relatively weather-tight, it is the museum's intention to construct entirely new window frames for car 430 when the restoration project is completed.

Member Paul Simpson provided the museum with a suitable Westinghouse air brake pump during February and this will eventually be fitted to the locomotive *Cairns* to enable continuous brakes to be fitted to the passenger vehicles.

Ken McCarthy 4/83

MEGALONG VALLEY TOURIST RAILWAY 610 mm gauge

(see LRN 22, p.9)

A recent inspection of this project discloses restoration work in progress on number 7 Perry 0-6-2T 66.52.1 of 1952, including partial retubing. Number 6 Perry 0-6-2T 2382 of 1942, although in operational condition, is steamed infrequently as available resources are allocated to other activities. The "main line" now extends for about a kilometre using heavy (60 lb plus) rail, the last half being at right angles to the road and heading towards the valley walls. The next section to be constructed will include trackage through rough territory, necessitating steep grades and sharp curves. Work trains are normally operated using 4wPM Malcolm Moore 1050 of 1043. Track extension work is currently being hampered by the difficulty in obtaining suitable rail.

"8766" 4/83.

NSW STEAM PRESERVATION CO-OP SOCIETY LTD 610 mm gauge

(see LRN 22 p.11)

The Sydney Light Railway Society's railway is being constructed at the Menangle Park museum site. Construction work commenced in December last, using a steam traction engine hauling a road grader to form a right-of-way. Motive power will be the Robert Hudson 0-4-0WT (built by Hudswell Clarke, B/n. 1423 of 1923) formerly used at the now defunct Colo Vale Southern Highlands Transport Museum. Also to be used is an ex Maritime Services Board 4wDM "Simplex" loco (Motor Rail 20560 of 1955). Passengers will be conveyed in two specially constructed bogie carriages. It is planned to have enough railway constructed and completed by the next "rally" on the site, scheduled to be held in November, to allow steam operation to commence.

"8766" 4/83.

STEAM TRAINS PTY LTD, Heritage Park Project, Terrey Hills. 610 mm gauge

(see LRN 23 p.8)

Steam Trains Pty Ltd, which had for long hoped to establish an operating railway at the St Ives Showgrounds has been invited to participate in the development of a "Heritage Park" project as operating company of the projected railway to serve the project. It is expected that members of the associated Ku-ring-gai Railway Society will also be involved. The Heritage Park will be sited a little further north on the Mona Vale Road than the St Ives Showgrounds, and is an ambitious scheme, for which stage one, projected to be constructed from late 1983 to an opening date of Easter 1985, is projected to cost \$37 million.

The park project aims to be of a high standard with all features having visitor participation and/or revenue earning potential, a theory seen in practice at the highly successful "Sovereign Hill" in Victoria. Stage One incorporates a number of developments representing the period around 1840 (Turong Springs) through the 1860s (Goldmine) and 1880s (Gulgong) to the close of the Great War (Main Street). It is intended that the railway will represent "shire tramway" practice of the early 1900s, as far as locos and rolling stock go, and "main line" practice of the same period for station buildings, signalling, etc. Being the main transport mode, it will certainly be a good deal busier than any shire tramways of the past.

The map shows the layout planned at present. Minimum radius of curves on the main line is 60 m with a minimum "yard" radius of 43.5 m. The ruling grade at the preliminary stage looks as if it will be as high as 3%, but the final

survey may show that this can be eased.

The proposed main station is based on the old (2nd) Sydney station of 1872 with four roads (3 through and one dock), whilst the depot consists of a 9.2m turntable, seven stall roundhouse, three road workshop, and two road carriage shed. The large station near Main Street is based on the double storey building at Bowning (NSW), and would feature an upstairs restaurant with panoramic views of the Pacific Ocean. The design of the remaining stations is still a matter for discussion.

It is planned to operate three trains simultaneously on weekends and holidays (one of them extending into the evening) and two during weekdays, with all trains steam hauled.

Rolling stock will consist of twelve 9.2m bogie carriages of both toastrack and saloon types, divided into four 3-car sets. Three cars would be a normal train, but sets could be built up to four or five cars if necessary. Other rolling stock would consist of service vehicles, a motorised trolley for the PW Engineer, and two 9.2m open wagons to carry wood fuel from the sawmill to the loco depot (these could be easily converted to open passenger cars if necessary). Locos and rolling stock will be equipped with Westinghouse automatic air brakes and Willison couplers, with locos burning a combination of wood and coal.

All trains would have a uniformed guard and all stations a uniformed station master, the main station also having a signalman. Around twenty full-time staff would be employed on the railway. Two-way radio, suitably hidden, would be the main safe-working device, with the single line sections operating under the staff and ticket system as well.

At least five locos in working order (or at least four working and one very close) would be required to commence services. At present the following locomotives are owned:

0-4-2T Baldwin 10533 1899 Dismantled; ex Fairymead Mill.

0-4-2T Fowler 17881 1929 ex South Johnstone.

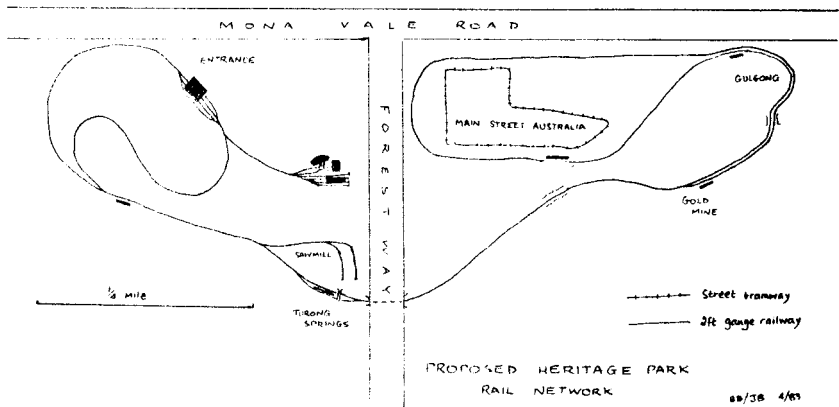
Sydney 0-6-0 Hudswell Clarke 1838 1950 ex Victoria Mill.

0-4-2T Perry 2714.51.1 1951 ex Mourilyan Mill.

These are stored at a number of sites in the Sydney area. Also there are two saloon carriages rebuilt from ex QGR Rail Motor trailers already restored.

A diesel loco would also be a welcome addition, but only to be used for maintenance work outside opening hours or for moving a failed steam loco in an emergency. The preferred operating plan will involve a standby loco to be kept in "light steam" in order to be available quickly in an emergency.

Discussions have been held with the Forbes Council in the hope that they may be prepared to allow some or all of the Lachlan Vintage Village (including



railway) to be acquired.

Detailed plans for the park are not yet finalised, although there is likely to be little change in the track plans shown. Many of the names are "working titles" only and subject to alteration. Meanwhile discussions regarding the financing of the project are at an advanced stage.

Bruce Belbin 4/83.

QUEENSLAND

AUSTRALIAN SOCIETY OF SUGAR CANE TECHNOLOGISTS

At its 1983 Mackay Conference, a number of developments which may herald future changes to cane tramways were discussed. These include the use of steel sleepers on cane tramway track (trials have been held at Racecourse and Pleystowe Mills with designs of sleepers by Osmark Australia Ltd and the Titan Manufacturing Co. Pty Ltd); the automatic reading of bin numbers at the weighbridge (using "bar codes" - this was trialled at Pleystowe) and the possible introduction of a four wheeled cane bin of up to 20 tonnes weight loaded. This last development is clearly in the thinking of some engineers as studies of track designs and of steel sleepers took the theoretical 20 tonne cane bin as an example to be considered. Interestingly enough, the work on track design showed that on the basis of a theoretical model at least, the damage done by a 24 tonne 0-6-0DH loco (axle load 8 tonnes) is far in excess of that which would be done by the 20 tonne cane bin (axle load 10 tonnes).

A.S.S.C.T. Proceedings via E. Shepherd.

CATTLE CREEK CO-OPERATIVE SUGAR MILLING ASSOCIATION/ MARIAN MILL CO-OPERATIVE SOCIETY LTD 610 mm gauge

(see LRN 33, p.8)

The proposed merger between the two mills will not take place at this stage. At meetings on 24 March, although Marian growers were heavily in favour of the proposal, Cattle Creek growers were split approximately evenly on the issue, so failing to provide the 75% majority though this was against the advice of their own elected Board of Directors. Many observers in the district, however, feel that the virtual absorption of the Cattle Creek Mill by its larger neighbour is inevitable in the longer term.

Mackay Daily Mercury 25/3/83, Editor.

CATTLE CREEK CO-OPERATIVE SUGAR MILLING ASSOCIATION, Finch Hatton. 610 mm gauge

(see LRN 33, p.8)

Recent visits have seen the locomotive fleet under overhaul in the mill yard, all painted in a bright yellow livery with red buffer beams and radiator grills. A number of four-wheel ballast hoppers have been constructed and were seen opposite the mill in late April, painted yellow.

Editor 4/83.

MARIAN MILL CO-OPERATIVE SOCIETY LTD 610 mm gauge

(see LRN 33 p.8)

Some interesting signalling developments are taking place at the Mirani rail bridge, where 2 ft and QGR 3 ft 6 in gauge rail tracks are interlaced. The previous method of working involved the station master at Mirani being in radio contact with the Control at the Mill and instructions being relayed to loco crews by radio, as well as the use of catch points and signalling appropriate to a mill tramway/QGR crossing. At some later stage, a small semaphore signal was provided at the Marian side of Mirani Station, presumably to indicate to mill loco crews if the catch points were against them in the station itself. Now full colour-light signalling is being provided for the mill line at each end of the joint section, and this is obviously to be interconnected with the QGR signalling.

Editor 4/83

CSR LTD., Goondi Mill 610 mm gauge

(see LRN 31 p.10)

In early November 1982, E.M.Baldwin 4wDH 9109.1.9.80 of 1980 was noted shunting the full bins. This loco has still not been numbered. Unnumbered Motor Rail "Simplex" 4wDM (thought to be B/n. 2117 of 1923 - Ed.) was seen arriving in the yard hauling a navvy train. This loco was formerly No.3.

Graeme R. Prideaux 3/83.

CSR LTD, Hambledon Mill, Edmonton. 1067 mm & 610 mm gauge

(see LRN 31, p.10)

The mill's recently introduced green and yellow livery has been applied to a number of the "Simplex" locos at the mill as well as the "main line" locos. The 3 ft 6 in gauge shunter, a Motor Rail 4wDM probably originating from the first world war, has red and white safety stripes and is painted green and yellow. It is fitted with an overall canopy to protect its driver from the weather.

Another Motor Rail "Simplex", this time a 2 ft gauge machine with conventional cab and body, but again in the green and yellow livery was seen heading east towards Edmonton on 19 November 1982 hauling a train of loaded rail bogies.

Graeme R. Prideaux 3/83.

CSR LTD, Macknade Mill 610 mm gauge

(see LRN 30 p.7)

In April, number 11, Clyde Model HG-3R 0-6-0DH 65-383 was seen dismantled in the shed undergoing a major overhaul, the first complete strip down it has had since it was delivered in 1965. This must be a tribute to the design and to the maintenance staff at Macknade. Hansen's four-wheeled petrol line car (90 of 1973) has been renumbered from M1 to TROL 1, and was noted in the shed. The Clyde (Qld) petrol line car has been laid aside. Absent from the mill and in use by the navvies were number 17, E.M.Baldwin 0-4-0DH B/n. 6-1446-1-9-65 of 1965 and 1, Motor Rail "Simplex" 4wDM B/n. 10232 of 1951.

Editor 4/83.

CSR LTD, Pleystowe Mill 610 mm gauge

(see LRN 30 p.7)

Recent maintenance work at the mill has included the overhauling of one of the mill's two grass cutters. Noted outside the premises of Statewide Industries in Connors Road, Mackay, at the end of March was the mill's self-propelled rail jack (Plasser 256 of 1982) on a special trailer built by Statewide to enable the unit to be transferred to the work site by road. It was noted that the mill has added a simple brake to the rear axle of the rail jack.

Editor 3-4/83.

CSR LTD, Victoria Mill, Ingham 610 mm gauge

(see LRN 32, p.8)

On a visit in April, E.M.Baldwin 0-4-DH *Albany* (6-1792-2-11-66 of 1966) was seen shunting bins in the mill yard. Experimental four-wheel sugar

wagon number 227 is parked behind the Decauville carriage preserved with Hudswell Clarke 0-6-0 *Homebush* (1067 of 1914) in the display area of the mill grounds during the slack season.

Two "main line" locos appear to be allocated to the navvies during the slack. Baguley/Drewry 0-6-0DM *Herbert* (2394 of 1952) was noted parked near the navvies shed, while sister loco *Victoria* (2404 of 1953) was absent and assumed to be out on a job somewhere.

Also noted near the navy shed was a rather outlandish piece of rolling stock. This is a very long and heavy vehicle designed to be used in the reconstruction of bridges. It has a long jib overhanging one end from which can be slung bridge girders. The vehicle would be propelled to a position where the bridge beam can be lowered into position. The frame of the vehicle is about 50 ft long and has two sets of wheels, one at each end, with a 16 ft gap in between. Each set of wheels consists of four axles, two feet apart. The astounding thing is that the entire vehicle has a rigid wheelbase! It was stated that the vehicle was presently unfinished while "a few problems" were being sorted out. When further questioned, the informant admitted that the vehicle did tend to fall off the track on curves! The kind of thing that has to be seen to be believed!

Editor 4/83.

DAMPIER COAL MINING CO., Leichhardt Colliery, 1067 mm gauge

(see LRN 30 p.15)

This expensively-developed mine, owned by BHP, has been closed due to geological problems and lack of profitability. A small quantity of rolling stock remains on the surface, including one loco. This is a four-wheel battery-electric built by BHP at Newcastle under licence from Jeffery in 1948. BHP's 112th battery loco in order of construction, it was transferred from the AIS colliery at Wongawilli in 1976. The loco appears to be disused. It is unknown what happened to the other locomotives and man riding cars from Leichhardt, although it appears that some equipment was transferred to the nearby Cook Colliery.

Editor 4/83.

DAMPIER COAL MINING CO., Cook Colliery 1067 mm gauge

(see LRN 30, p.15)

In contrast to nearby Leichhardt Colliery, BHP has developed this mine far less generously in terms of surface installations at least, but with much more success in terms of coal production. However, closure also hangs over Cook Colliery, with the only chance of a reprieve early in April being a purchase bid

by another company. Failing this, closure was expected at very short notice.

Many items of rolling stock were seen on the surface, including air-operated hoppers and various types of wagons for materials handling. A train of materials was seen being shunted by a fork lift truck and was then hitched up for lowering down the drift. This operation is controlled by a specially-designed control car, incorporating a braking system, which is connected to the winding cable. The one at Cook (correct terminology "dolly car") is based on the design of that at Coal Cliff Colliery in NSW (see LRN 28 p.6). A man riding car is attached to the dolly car, and vehicles for lowering into the mine are attached to this.

It is believed that a total of three locomotives and 6 diesel personnel cars are at the mine. By the workshop was a derelict 4wDH Fox diesel loco, numbered 5 (B/n. 005 of 1/76, Model FL 34000). Also by the workshop were two personnel cars, one built by Vernier (B/n. MDA No.932) was numbered MC6, while the other, built by Fox (B/n. 346 of 11/74), was numbered 4. This unit is believed to have been transferred from the AIS Appin Colliery, where it was numbered 83. There were also two derelict Fox personnel carriers in the yard. These were numbered 2 (B/n. 324) and what had been number 5 (B/n. 322). These cars appeared to have been used for spare parts, and were probably built about 1973. The remaining locomotives are Fox units while the other two personnel cars are by Vernier.

Editor 4/83; K. McDonald

FARLEIGH CO-OPERATIVE SUGAR MILLING ASSN. LTD 610 mm gauge

(see LRN 30, p.9)

Mill management intend to have Avonside 0-4-0T 1909 of 1922 restored and placed outside the mill offices. It had previously been displayed in the playground nearby, but its condition had deteriorated to a dangerous level. The downturn in the sugar industry means that the elimination of the 25% of the bin fleet not of the standard 4-tonne type has had to be deferred. 250 four-tonne bins were built for the start of the 1982 season. The new Plasser ballast packer and ballast regulator are both now functioning well, leading to a higher standard of track.

B.Sheedy 3/83, Mackay Daily Mercury 11/4/83.

HAUGHTON SUGAR CO. LTD, Invicta Mill, Giru 610 mm gauge

(see LRN 31 p.11)

Four of the mill's locos have been fitted with new Hockey Engineering sound-proofed cabs as follows:

Haughton	0-6-0DH	Com-Eng	AH3876	1964
Northcote	0-6-0DH	Com-Eng	AH4091	1965
Barratta	0-6-0DH	Com-Eng	AH4098	1965
Scott	0-6-0DH	Com-Eng	C1015	1957

In addition, *Scott* has been fitted with a small motor and air compressor mounted behind the cab to enable it to be used as a remotely-controlled brake wagon. Even more radical surgery has befallen the other Com-Eng 0-6-0DH loco in the mill's fleet. This has ceased to exist as a loco and has instead been converted to a six coupled brake wagon by the mill, retaining the painted name *Clare*. The loco was built in 1964 as Com-Eng AH4080. Outwardly, it appears to be a conventional brake wagon, with the only obvious clue to its ancestry being the coupled wheels.

The new E.M.Baldwin B-B DH loco, *Burdekin*, is B/n. 10215-1-7-82 of 1982, Model DH32B. It was seen behind the mill without its bogies, with engine running for maintenance checks. The other E.M.Baldwin loco, *Selkirk* (6750-1-8-76 of 1976) appears to have suffered some accident damage during the 1982 season, for brand new side bonnet covers were being fitted to the loco during April.

The remaining loco, the unique Com-Eng 0-4-0DH *Invicta* (CA1040 of 1960) was reportedly stationed at the Clare depot for use by the mill navvies.

Editor 4/83.

MULGRAVE CENTRAL MILL CO. LTD, Gordonvale 610 mm gauge

(see LRN 31, p.13)

Frequent problems have arisen in the past because of simple derailments on the descent to the Mulgrave River bridge which may lead to major and costly smashes when the derailed bin fouls the bridge. To provide warning to loco drivers of such derailments before running onto the bridge, a detector unit was installed by the mill at the start of the 1982 season. When a derailment is detected, a flashing warning light is triggered in clear view of the driver on the approach to the bridge. The new unit proved its worth shortly before the end of the season when a broken axle on a bin was detected and the train halted before the bin reached the bridge.

"Proceedings of the Australian Society of Sugar Cane Technologists 1983 Mackay Conference".

PIONEER SUGAR MILLS LTD, Inkerman Mill, Home Hill 610 mm gauge

(see LRN 31 p.13)

Soundproofed cabs have been fitted to two more of the mill's loco fleet.

These are:

Keebah	0-6-0DM	Com-Eng	C2231	1958
Koolkuna	0-6-0DH	Com-Eng	AM4993	1965

In addition,

Alma 0-6-0DH Com-Eng FE56110 1975 was having its cab raised up to improve its sound insulation when the mill was visited in April.

There was no sign of: *Li'l Toot* 0-6-0DM Baguley 3354 1951 and

4wDM M. Moore 1013 1943 which went south to the Puffing Billy Museum at Menzies Creek, Victoria sometime since last September.

Editor 4/83.

ROTARY CLUB OF BLACKWATER, Mackenzie St, Blackwater 610 mm gauge

(see LRN 17 p.6)

An inspection of the railway here early in April showed it to consist of a circuit of heavy track totalling almost 500m. The loco and train are housed in a corrugated iron shed which doubles as a "Tunnel" when the line is in use. There are ten four-wheeled cars converted from mining cars and the loco is lightweight Jenbach 4wDM 1196 of 1953. Both loco and rolling stock came from the Golden Plateau Gold Mine at Cracow, closed in 1976. There has only been the one loco, which leaves the fate of a similar but heavier Jenbach, 1155 of 1953, alleged to have been sold to someone in Blackwater by the Burgowan Coal Co.. Torbanlea, questionable. The line operates occasionally, the main problems facing operations being a lack of volunteer helpers, and vandalism. Contact person is Alf Tonkin, local QRX manager.

Editor 4/83.

ROYLEN ENTERPRISES PTY LTD Brampton Island 762 mm gauge

(see LRN 8, p.6)

A 1.5km rail line links the wharf with the resort area. The train meets the daily boat service from Mackay, and is always marshalled so that the loco is at the head of the passenger-carrying trains (apparently empty stock trains are propelled). Both locos have reverted to a mid-blue livery and are F.C.Hibberd "Planet" 4wDMs. In mid April when the island was visited, 3476 of 1950 was the working loco with 3475 of 1950 in the service area. Six four-wheel coaches and four flat cars made up the train, and another flat car and coach were seen in the service area. There is also a special flat car with removable ends which is used to convey beverages to the bar, served by a short spur. Lastly, a four-wheel battery-electric rail trolley was seen placed off the track near the

station. This incorporates drive to one axle only and is powered by eight car batteries. The rail line could have been extended to serve the airfield which lies on the other side of the resort from the wharf. However, it is served by a minibus service.

Editor 4/83.

SOLARI & SONS ENGINEERING WORKS, Ingham 610 mm gauge

(see LRN 31 p.12)

The John Fowler 0-6-0T *Perth* (8766 of 1900) has been sold by the Lions Club, and left Ingham in February for private preservation in the Sydney area (see elsewhere in this issue).

This leaves at Solari's yard Hudswell Clarke 0-6-0 1653 of 1935. The loco is reported as being possibly for sale, and interested parties should contact Mr Edi Solari.

Editor 4/83.

SOUTH JOHNSTONE CO-OPERATIVE SUGAR MILLING ASSN. 610 mm gauge

(see LRN 32 p.9)

Seen at the mill in November 1982 apparently out of use were Clyde (Qld) brake van BV1 (built 1972) and number 17, a Malcolm Moore 4wDM (1060 of 1943). Number 13 Malcolm Moore 4wDM (built 1943) had been lifted off the track and was among a pile of scrap in long grass. Controls and engine had been removed, so it is possible that this unit will shortly disappear, although it is not unknown for such far gone machines to be resurrected in the past.

Seen shunting in the yard was number 10, Baguley 0-6-0DM 2396 of 1952, which has now been repainted in full South Johnstone livery and shows no sign of once having been DL12 *Mourilyan* of the QGR Innisfail Tramway.

At the site of the former Innisfail Tramway Kalbo Junction, E.M.Baldwin B-B DH number 4 (5744-1-8-74 of 1974) was seen standing with a load of full bins, the last seven of which were off the rails.

Graeme R. Prideaux 3/83.

TULLY CO-OPERATIVE SUGAR MILLING ASSOCIATION 610 mm gauge

(see LRN 31 p.15)

On 19 November 1982, locomotives were employed transporting bins to various storage areas on the tramline system following the ending of the crush three days before. Sufficient siding space is not available so many bins are parked at various points on the main lines during the slack season. Another important task for the slack season is the control of weeds and Com-Eng 0-6-

ODH No.10 (AD1341 of 1960) was noted at Bookal Bookal Creek Bridge with the weed spraying unit. The section of line in this area parallels the old Bruce Highway which has recently been deviated to a new formation paralleling the North Coast Railway via Feluga, between Tully and Djarawong. The level of the highway is above that of the railway and an interesting feature of the new route is a level crossing with the tramway which has required extensive earthworks to lift the tramway to the level of the highway following its crossing of the QGR.

Graeme R. Prideaux 3/83.

VICTORIA

GEELONG STEAM PRESERVATION SOCIETY, Bellarine Peninsula Railway, 1067 mm gauge

(see LRN33, p.13)

Around the start of March, the last two locos remaining at the old Belmont Common site were removed by road to Drysdale, thus ending the Society's connection with its former site. The two locos are now at Queenscliff and are:

<i>Wesley B. McCann</i>	0-4-2ST	Hudswell Clarke	646	1903	ex Fyansford
<i>Klondyke</i>	0-4-2T	Perry	271	1927	ex Pioneer Mill. <i>Monthly Notice No.40.</i>

LONG TUNNEL EXTENDED TOURIST GOLD MINE, Walhalla 610 mm gauge

(see LRN 27, p.16)

Excavation work has at present ceased with the removal of spoil from the access tunnel to the mine for 1000 ft as far as the machinery chamber, where originally four Cornish boilers were housed for pumping water from the shaft which descended 2,000 ft (about 800 ft below sea level). The machinery chamber was the start of a 500 ft ventilation shaft cut at a 60 degree angle to the surface of the mountain top. It is planned to restore the machinery chamber to as near original condition as possible, funds permitting. The locomotive used for excavation works is a former Melbourne & Metropolitan Board of Works E.M.Baldwin 4wDH (B/n.6008-1-7-75).

Peter Medlin 4/83.

PUFFING BILLY PRESERVATION SOCIETY MUSEUM, Menzies Creek gauges various

(see LRN27, p.15)

A number of changes have taken place in recent months, some in connection with the temporary service from Menzies Creek to Lakeside while "heavy engineering works" are in progress near Belgrave. Sometime between September and February a 2 ft gauge 0-6-0DM arrived from Inkerman Mill, Queensland. This is Baguley 3354 of 1951, named *Li'l Toot* at the mill. It is thought to have been accompanied by a 4wDM Malcolm Moore (1013 of 1943). In addition some rolling stock from the closed Walhalla & Thomson Steam Tramway arrived at the museum in February.

Hudswell Clarke 0-4-2T 1559 of 1925 is reported to be going on six months loan to Cranberry Fair in Canberra, and is reported to have been undergoing preparatory work for the move in late March.

The accompanying diagram shows the disposition of the stock at the museum on 27 February. (See next Issue)

Bruce Belbin 4/83; Peter Medlin 4/83.

WALHALLA AND THOMSON STEAM TRAMWAY, Walhalla 762 mm gauge

(see LRN 14, p.19)

Operations at this location (the former VR Walhalla yard) have completely ceased. All of the track has been pulled up and the refreshment room built by the W&TST has been demolished. The station building appeared to be going the same way with half the roof removed by mid-April. During February, some of the rolling stock appeared at the Puffing Billy Museum at Menzies Creek, these being the former NM wagon and the open wagon which had been used for carrying passengers from one end of the Walhalla yard to the other. There was no sign of the two locos. One is an 0-4-2ST built by Couillet (B/n. 861 of 1886) for Decauville (B/n. 43 of 1886) rebuilt from an 0-4-0T. The second loco is believed to be a 3 ft gauge Fowler from Queensland. The removal of the project may open the way for a revival of the proposed Rail Link Attractions Co. to rebuild the line from Erica to Walhalla and establish a Motel complex at Erica. It has been suggested by some that the W&TST will be relocated to either the former Wonthaggi line or to an area below the Westgate Bridge in Melbourne.

Peter Medlin 4/83.

WESTERN AUSTRALIA

HOTHAM VALLEY TOURIST RAILWAY W.A. INC. 1067 mm gauge

(see LRN 33 p.15)

A decision has been taken not to return the ex Millars loco *Menzies*, Dubs 4-6-0 3595 of 1895 to Yarloop. Instead, an immediate start is to be made to appraise the loco's condition and start a programme of restoration. Accordingly, in early March, a start was due to be made to remove the cab and boiler cladding of the loco so that the condition of the boiler may be ascertained.

Pinjarra Steam Express 3/83.

PUBLIC WORKS DEPARTMENT, Broome 1067 mm gauge

(see LRN 29 p.10)

(Note to CD-ROM edition: See correction in LRN35, these locos were actually at Kununurra, not Broome).

Two Motor Rail "Simplex" 4wDM locos were observed out of use and dumped in the PWD yard at Broome in November 1982. These were PW32 (Motor Rail 9008 of 1948) and the former PW29 (9097 of 1955), which according to PWD records are listed as having been sold to "Crosse Hull" in August 1981.

Doug Elford (WA Museum), via Peter Bindon 4/83.

NOTICE BOARD

MAILOUTS

You may have wondered from time to time why it is that the occasional issue of *Light Railways* arrives a month or two after the specified date of the magazine. The reason for this is quite simple. The production of both our magazines involves a considerable amount of effort from our two editors and, in the case of LRN, other members involved in the setting up, printing, folding and stapling of the magazine. In both cases we are very seldom late as far as the work that is done by us is concerned. However, in the case of LR we must also fit into the print schedule of the printer. Although we get good service from our printer, we may find on the odd occasion the magazine arriving a week or two later than expected. The question then arises, do we hold up the mailout to get LR out, do we have a special mailout for LR or do we hold the magazine over till the next mailout. The current policy of the Council is to adopt the third alternative and there are a number of reasons for this. In the first instance, because of its very nature, it is desirable to get LRN

(in effect our “newspaper”) out to members as soon as possible. Secondly, the cost of a special mailout is prohibitive and given the small size of the Society would have an effect on our subscription rates. Finally, the mailouts are currently handled by a small group of members who are often battling to find time for the six mailouts we now have without imposing any additional workload on them.

So, if you have been annoyed at some time over the past couple of years by the absence of LR when you expected it, spare a thought for the people in its production and mailing. More often than not there is a very good reason why the magazine is a month or two behind. Also, if a cry for help with mailouts or any other Society task is heard why not lend a hand?

SALES

New Items this month include:

Trestle Bridges and Tramways, the booklet version of LR 79, with a special cover and end papers. See sales list for details.

APW Research Reports

6 Richards’ Warburton Tramway,

8 Scoresby Tramways and

9 Russells’ Gembrook Tramway are all now available.

3 Sorrento Tramway is now in a new Edition (increased by 30%).

All \$2.50 posted.

Further, *Tram to Warburton* is back in print at the old price, \$2.75 posted.

Also from APW, *Victorian Tramway Register*. 2nd Edition. Over 240 entries currently. Lists tramway, gauge, motive power, etc. \$5.00 posted.

SPECIAL NOTE

Could the gentleman who kindly offered to provide the Climax cab fittings at our Melbourne Meeting last September please contact the Puffing Billy Workshop Foreman on 754 6522. These parts are urgently required to complete the restoration of the locomotive.

MEETINGS

SYDNEY

The June meeting is the Division’s A.G.M. but formalities will be kept to a minimum as an interesting talk has been arranged on Climax locomotives by Ian Seers. Ian, as well as presenting a number of his own slides, has a number of slides copied from member John Kramer’s photographic discoveries on the north coast.

Those attending the April meeting had the opportunity to hear from Bruce Belbin on the background of his involvement with what will be, if it proceeds, one of Australia's largest tourist railway operations, as well as the chance to buy at discounted prices at the Division's meeting sales desk. Yes, its returned after an absence of some four years. So why not come early this month and browse through our selection.

Location:- Government & Transport Club, Regent St. Sydney. Parking available in Regent St. & Botany Rd.

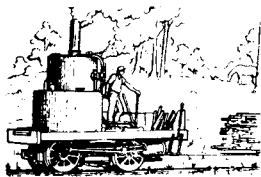
Date:- 28 June. Time:- 7.30pm.

MELBOURNE

Yes, its that time of year again!! Our ever popular annual slide night will be held at the June meeting. We ask as many members as possible to bring along a handful of slides of railway interest (preferably but not necessarily of the "light" variety). A feature of this night in the past has been the variety of subjects exhibited and we are sure it will be the same again this year. Slides featuring the current light rail scene are just as welcome as views of bygone eras, our only stipulation is that we are limiting the number of slides from any individual to 20. The Sales Department will be in action as usual and you can enjoy a chat over a cuppa afterwards as well. See you there.

Location:- Ashburton Uniting Church Hall, Ashburn Grove, Ashburton.
Date:- Thursday 9 June.

Time:- 8.00pm.



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Deadline for next issue:- 20 August 1983.

NOTES, CORRECTIONS & COMMENTS.

PIONEER SUGAR MILL - 100 YEARS

This 20 page booklet has been published to coincide with the centenary of Pioneer Sugar Mill. It is attractively presented and contains general company information about Pioneer Sugar Mills and its subsidiary companies. Two tramway photos are included amongst a number of historical interest. The booklet can be obtained free of charge from Pioneer Sugar Mills Ltd, PO Box 316, Paddington, Qld 4064, or from other Pioneer offices.

CORRECTION

PUBLIC WORKS DEPARTMENT, W.A.

(see LRN 34 p.18)

Peter Bindon of the West Australian Museum writes to say that the Motor Rail locos reported in the PWD yard in LRN 34 are in fact situated at Kununurra and not at Broome.

AUSTRALIAS INTERNATIONAL MINING & EXPLORATION EXHIBITION

Paul Simpson has pointed out that he was not the contributor of this item which appeared in LRN 33. Although your Editor is prepared to hazard a further guess as to the identity of the anonymous contributor concerned, this will not be done in public again. So thank you, whoever you are!

NEW ENGLAND ANTIMONY MINES N.L., Hillgrove

(see LRN 33 p.7)

During a visit in May 1976, the following operations were observed:

Concentrator

This was treating antimony ore from two mines. In a storage yard were two used 0-4-0BE "Gemco" locos with numbers 60 & 61 and lot numbers 17 & 18 respectively on the battery boxes. Gauge was not measured, but looked like 2 ft There were also skip bodies and frames.

Freehold Mine

A shaft mine about 1 km east of the treatment plant. Ore was handtrucked in 0.33 or 0.5 ton box trucks, raised in the cage and then dumped on the surface for transport to the concentrator. Track gauge was 18 inches.

Smiths Mine

This is just beyond the Freehold Mine and on the edge of the Swamp Creek Gorge. Access was by an incline down the gorge, and by a winding dirt track. Gauge of the incline was about 3 ft Towards the bottom end of the incline, the trucks went underground into an inclined (underlay) shaft.

Two levels were observed. One had 18 inch gauge track emerging from an adit and curving round a narrow gorge to an ore dump where the incline went underground. A lower level had an adit further down the gorge and connected with the underlay shaft. Track there was 2 ft gauge. A 4wBE of about 3 tonnes was noted outside the adit. Further along the adit was a decline extension of the 2 ft gauge tracks running to two stubs under ore bins. These were served by another adit with track of an unknown gauge.

Running on the incline up the side of the gorge was a single skip, dumping into a headframe and bins at the top. Ore was transported to the concentrator by road. The scenery was spectacular, with a vertical drop into the gorge of at least 250 m and made more interesting by the mine workings and tramways.

Garibaldi Mine

This, a shaft mine on the plateau near the concentrator, was being reopened.

Eleanora Mine

This old shaft mine was connected to the Bakers Creek Gorge on the eastern side of Hillgrove with an adit worked by battery loco in the early 1970s. It was not working at the time of the 1976 visit.

In its heyday, about 1900, Hillgrove had quite a number of gold mines operating many with inclines to the bottom of Bakers Creek Gorge. The steam

winder for the Bakers Creek mine tramway is still located in a shed near the antimony concentrator.

Some references on Hillgrove mining history include:

Andrews, E.C.; *Report on the Hillgrove Gold Field*. Mineral Resources Geological Survey, NSW No.8, 1900.

Pitman E.F.- *The Mineral Resources of NSW*. Geological Survey Sydney, 1901.

McClatchie.L & Griffin, D.K. *The Mineral Industry of NSW., No.2. Antimony*. Geological Survey, NSW. July 1970. (pp. 19-28, 41)

Anthony Weston. 6/83

FIELD REPORT.

Ben Bullen NSW.

The earthworks of the abandoned 3 ft gauge tramway which ran 4 km west from the railway station to a limestone quarry are still quite visible through hilly country. Near the main quarry there are two branches. A short high-level spur leads to a small "cutting" or quarry and a brick structure. Here there are the remains of a 2 ft gauge incline equipped with bridge rail. The lower branch leads to the quarry proper, which is abandoned.

Anthony Weston 3/83.

Cullen Bullen, NSW.

The remains of the old Invincible Colliery, abandoned since the 1950s, can be seen behind the village of Cullen Bullen. In an old workshop, there is both 2 ft and 3 ft 6 in gauge track set into concrete.

Anthony Weston 3/83.

Iluka, NSW.

There is not much to see of the remains of the standard gauge railway which ran from the wharf to the breakwater. There are one or two rails lying at odd angles on the breakwater itself,

Anthony Weston 3/83.

Yamba, NSW.

There are not many remains of the standard gauge breakwater railway, but south of the town, at Angourie Point, some relics can be seen. Maps in the Department of Public Works annual reports of the period (c.1900) show a railway from Yamba to Angourie Point. At Angourie Point are two quarries now filled with water. There are rails lying in the water and sticking out of the sand. Two cuttings lead north from the quarries. There is also a dirt road

which runs through shallow cuttings skirting a small hill before it rejoins the main road into Yamba.

Anthony Weston 3/83.

Nymboida Colliery, NSW

(see LRN 22, p. 11)

All surface trackwork has now been removed and the tunnel entries sealed. Some buildings remain, a new sawmill has been built adjacent to the mine yard. The old coal loading bins are still standing

Anthony Weston ~/83.

Euccla W.A.

(see LR 52)

This was the site of a telegraph station. There are the remains of a Jetty about 100 m long and an embankment with some sleepers which leads about 300 m inland to what appears to be the site of a stores depot. Dogspikes on the Jetty show a gauge of 3 ft 6 ins. The distance from the possible stores depot to the telegraph station is about 500 m.

Anthony Weston 2/83.

LOCOMOTIVE & ROLLING STOCK MANUFACTURERS

E.M.BALDWIN & SONS PTY LTD Castle Hill NSW.

The following units were observed during May and June

20	4wDHR	10454-1-3-83
21	4wDHR	10454-2-3-83

These were both model 11DH Mk4 for Bellambi Coal Co. Ltd, South Bulli Colliery 1067 mm gauge.

BHP DT14	4wDHR	10229-11-4-83
BHP DT15	4wDHR	10229-12-4-83

These units are part of an order of 16 units for BHP Collieries to be numbered BHP DT4 to BHP DT 19. Four bodies for later units in this order were seen early in May while by the end of the month BHP DT17 had been completed. Model 18DH; 1067 mm gauge.

Four bodies for 4wBERs for Newcom Collieries were noted. This is part of an order for ten units (order number 9981). Some have already been delivered, and by early June, two more were completed. They are believed to be destined for the new mines at Myuna and Cooranbong. Model 17BE. 1067 mm gauge.

A 32-tonne B-B DH for Tully Co-operative Sugar Milling Association was despatched on 20 May. It will be Tully No.7. 610 mm gauge.

Work was in progress on one 6wDH loco for Coal & Allied Operations during May, while the frames of two more were on site.

The following units from E.M.Baldwin have not been recorded in past issues of LRN:

7750-1-3-78	1978	1067 mm	4wDH	Bellambi Coal Co., South Bulli Colliery D3
8170-1-12-78	1978	1067 mm	4wDHR	Coal & Allied Operations, Wallarah Colliery 36.
8290-1-4-79	1979	610 mm	B-B DH	Fiji Sugar Corp., Rarawai Mill 12.
9879-1-3-79	1979	1067 mm	4wDH	Newcastle Wallsend Coal Co Pty Ltd, Ellalong Colliery.

Craig Wilson 6/83; Keith McDonald 6/83

AUSTRALIAN CAPITAL TERRITORY

CANBERRY HOLDINGS PTY LTD, Canberra Fair, Dickson 610 mm gauge

(see LRN 34 p.2)

The breakdown of Ruston & Hornsby 4wDM 354040 of 1953 was caused by a broken crankshaft which occurred early in April. As a result of this, another Ruston & Hornsby 4wDM was acquired on loan/hire from Kevin Ruby of Forresters Beach . A cab has been fitted and the exhaust scrubber removed. When seen early in May, the loco was still in a yellow livery, but was due to be repainted. The loco is a Model 20DLU, and although it does not carry a builder's plate, the engine number (317120) indicates that it is in fact B/N 304457 of 1951.

Decauville 0-4-2T *Frenchy* 246 of 1897 (not 426 as shown in LRN 34) is now located on a piece of track near to the station. The chimney on the loco is that off Krauss 0-4-0T *Jack* (5945 of 1907) and this will be removed and returned to Bruce McDonald . A new straight chimney is envisaged to be fitted to *Frenchy*, similar to the one it originally carried. Repairs to the boiler barrel could cost from \$6000 to \$10000, and although this will not be done immediately, it is programmed to be carried out.

Early in May one of the end loading carriages was out of service to permit attention to axle bearings and wheel flanges. The bogies are those built by Kelly & Lewis for the Rubicon Tramway as ordered by Clark & Pearce (later Ruook Timbers) at Alexandra, Vic.

Hudswell Clarke 0-4-2T 1559 of 1925 will not now be coming to Canberra on hire from the Puffing Billy Preservation Society. This is believed to be because of the high rental charges which were to be levied.

Rob Pearman 2/83; Paul Simpson 5/83.

NEW SOUTH WALES

T. ALFONZI, Triple Chance Mine, Broken Hill 432 mm gauge

This is an out of use beryl/felspar quarry south west of Broken Hill. An abandoned side tipping truck of 17 in gauge was noted.

Anthony Weston 3/83

BLUE CIRCLE SOUTHERN PTY LTD, Portland 1435 mm gauge

(see LRN 32, p.4)

Rail traffic here seems to have ceased and the track is becoming overgrown. English Electric Australia B-B DE numbered D10 (B/N A007 of 1956) departed in January. The steam locos, Andrew Barclay 0-6-0Ts 3 and 5 (1234 of 1911 and 1470 of 1916) and Dubs 2-6-2ST 2605 (2794 of 1892), remain out of use around the works complex and do not appear to have moved since October last.

Rob Pearman 3/83.

BHP COLLIERIES PTY LTD, Burwood Colliery, Whitebridge 1067 mm gauge

(see LRN 9 p.9)

The last eight locomotives from this colliery (closed January 1979) were hauled to the surface on 8 January 1983. Two were Jeffery four-wheel battery electrics numbered 3 & 7. There were also six BHP built four-wheel battery electrics, numbered 3E, 5E, 8E, 16E, 18E & 19E *Jim's Rocket*.

These locos had been used for demolition work at Burwood. The other locos removed earlier have been transferred to the new Macquarie Colliery or to other BHP mines. It is likely that the locomotives recently removed from Burwood will be overhauled and then also sent to other pits with the exception of Jeffery 3, which has been laid aside for scrap.

Keith McDonald 6/83.

COAL AND ALLIED OPERATIONS LTD West Wallsend No.2 Colliery, Killingworth 1067 mm gauge

E.M. Baldwin 4wDH 3550-1-11-71 of 1971 has been noted at Wallsend Engineering, apparently having been there for overhaul following the closure of West Wallsend No.2 Colliery. The loco was reportedly numbered 4, but at the moment it carries number 82-279. It is thought that following overhaul it will be sent to another Coal & Allied colliery.

Keith McDonald 5/83.

DORRIGO STEAM RAILWAY & MUSEUM 1435 mm gauge

(see LRN 34 p.4)

The three wheel and axle sets from *Badger*, the 1943 built 0-6-0ST constructed by Australian Iron & Steel for their own use, were recently delivered to the Rhondda Storage site. The wheelsets had been sent away to Commonwealth Steel for the fitting of brand new tyres. This is possibly the first such job to be carried out as part of a preservation effort in Australia.

DSR&M Newsletter 5/83.

GOULBURN STEAM MUSEUM 610 mm gauge

(see LRN 31, p.7)

A visit on 7 May saw Krauss 0-6-0T *Stella* (3423 of 1896) in steam and hauling the steel bogied bogie passenger car. The caretaker states that several tubes in the boiler are leaking and will need to be replaced after only three years of service. Bad water is blamed for the deterioration of the tubes. The old tram car body (located at the end of the track) mounted on timbers has developed a lean of some thirty degrees from the vertical.

It is rumoured that an approach is to be made to the Goulburn City Council for a takeover of the operation of the Steam Museum by an American based Syndicate.

Paul Simpson 5/83.

KANDOS COLLIERIES PTY LTD Kandos No.3 Colliery, Kandos 1067 mm gauge

This is an underground coal mine about 2 km east of Kandos, supplying coal to the cement works. A 3 ft 6 in gauge railway system transports the coal, men and materials. Coal is brought out in 6-car sets of 12 tonne capacity bogie mine cars, hauled by two E.M.Baldwin diesel locos. A battery loco shunts each set through a rotary tippler.

There is an interesting selection of locomotives. Number 3 is a 4wBE reportedly built by Gibson Battle. It is similar to old number 4, of which only the frame remains. New number 4 is a 4wBE/WE (equipped for battery or trolley wire use) with Jeffery axle boxes. Number 6 is a 6wBE/WE again with Jeffery axle boxes. Numbers 9 & 10 are E.M.Baldwin 6wDH locos (9344-1-4-81 and 9344-2-4-81 of 1981 respectively). Model is shown as DH25.3 and DH25.M (probably meant to be DH25M Mk3. DH stands for diesel hydraulic, 25 stands for 25 tonnes weight, M is a mining (flameproofed) type, and Mk3. stands for Mark 3 - the type variant - Ed.) Like number 6, these are particularly noteworthy for their three axle design. Number 11 is a new 4wBE, loco built by "Gemco" (George Moss) B/N 2811-12-208-82 of 1982, weighing in at 23

tonnes. Reportedly there are two Fox diesel locos (out of use) and a battery loco underground.

Trolley wire haulage is not used now, although the two wire overhead is still in place running underground from just within the adit. A slipper ran along the top of the two wires beside the tracks and was connected to the locos by cables and clips. This is not as sophisticated as the twin wire system at Stockrington No.2 Colliery. A similar two wire system was apparently also used at Collie, WA, in the past.

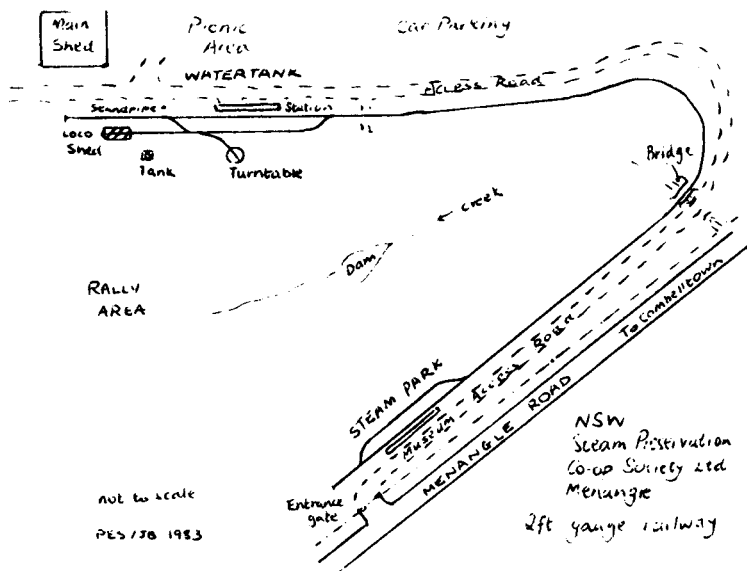
Also observed were the remains of 5-tonne capacity four wheel mine cars and two standard gauge cement hoppers.

Anthony Weston 3/83.

N.S.W. STEAM PRESERVATION SOCIETY CO-OP LTD, Menangle Steam Park 610 mm gauge (see LRN 34 p. 6)

The Sydney Light Railway Society has now ceased to exist, with all its members joining the NSW Steam Preservation Society Co-op.

The open days of the Society's steam rally on 9 and 10 April saw a section of the "Hoot, Toot & Whistle" railway opened to the public. The track available was 300 metres or so long and the mode of travel was by mechanical push-pull quadricycle (a converted ex-standard gauge tricycle). On a fine weekend, the number of riders on the "quad" exceeded 700, and everyone seemed to enjoy their ride, with adults doing their own "pushing and pulling".



Paul Simpson 4/83.

More track is being laid on a regular basis and hopefully for the next rally on 12 and 13 November, the Robert Hudson 0-4-0WT (Hudswell Clarke 1423 of 1923) will be steamed and will haul the bogie carriage, presently on loan to the Goulburn Steam Museum, which will be returned shortly.

{bmc d:\lrrsa\lrrn\graphics\lrrn035a.bmp}

The line will run from the entrance of the complex, "Steampark", to "Watertank" near the main exhibit shed. Enough material is on hand to construct the first 600 ft of the line from Watertank to the site of a bridge which will be built to cross a creek.

Paul Simpson 4/83.

DEPARTMENT OF PUBLIC WORKS Coffs Harbour 1435 mm gauge

The southern breakwater still has some standard gauge tracks laid, at the shore end, running from a storage site for concrete blocks. The rails at the outer end of the breakwater have been removed but sleepers with outer dogspikes are still in place. There is quite an amount of rail stored in the adjacent quarry. There are six four-wheel trucks at the storage site. The large steam crane (Cowans Sheldon & Co Ltd 3230 of 1913) which was at the site in 1978 has been removed.

It is still possible to see signs of the standard gauge track on the northern breakwater, although individual sleepers have been covered with concrete. A date in the concrete surrounding the sleepers is 1929.

Anthony Weston 3/83.

THE MARITIME SERVICES BOARD OF NSW Coffs Harbour 1435 mm gauge (see LRN 17 p.3)

All rails have been removed from the deck of the jetty although there are still some tracks on shore.

Anthony Weston 3/83.

DEPARTMENT OF PUBLIC WORKS, Woodford Island 1435 mm gauge

There is a large out-of-use quarry, fenced compound and shed on the river west of Maclean. Stored in the compound is a large quantity of rail and four-wheel trucks .

Anthony Weston 3/83.

PENROSE PARK TRUST, Penrose Park, Silverton 1067 mm & 1016 mm gauge

Preserved in the park is ex-Silverton Tramway Co. Y11, Beyer Peacock 2-6-0 3535 of 1893. There is also an amusement railway on a tight circle of 40 in gauge track.

Anthony Weston 3/83.

ROTARY PICNIC AREA, Lithgow 1067 mm gauge

(see LRN 30, p.2)

The Hunslet 0-6-0DM and converted mine tub remain on display here. The loco has now had a Rotary sign placed on it (thus indicating the group responsible for its preservation was not Apex, as incorrectly reported previously). The loco, believed to be Hunslet 4059 of 1050(sic), has lost most of its engine covers.

Rob Pearman 3/83.

SOUTH MAITLAND RAILWAYS PTY LTD 1435 mm gauge

It is reported that this well-known steam railway closed on 10 June 1983 and trains are now worked by the State Rail Authority of NSW, which has taken over the line. This is believed not to effect the associated Richmond Vale Railway.

Keith McDonald 6/83.

WATER RESOURCES COMMISSION, Burrinjuck Depot Burrinjuck 914 mm gauge

A small petrol locomotive is on display at the visitor's carpark. It is a 3 ft gauge 0-4-0PM fitted with an engine from a Fordson tractor which drives to the rear axle of the plate frame chassis. Braking is provided to all four wheels, which are linked by coupling rods. According to Water Resources Commission records, this loco, No. IC946, was transferred from Wyangala Dam in 1937/8 "for use at Upper Burrinjuck - hauling spalls to the crusher". It was sold by the Water Conservation & Irrigation Commission to the Electricity Commission of NSW in 1957 for use on the tramway from the dam wall to the No.1 Power Station. This tramway has now been lifted.

In front of the spillway wall are the signs of trackwork of about 3 ft gauge. This was said to have been used during the reconstruction of the dam to convey cement from the batching plant to the cableway. It is not known if locomotives were used.

In the village near the dam wall is a sidetipping skip body with "hungry boards" welded on top, and a nearby storage area contained a set of points.

Rob Pearman 1/83; Anthony Weston 3/83.

PARKS & WILDLIFE SERVICES, 914 mm gauge

Burrinjuck Site Recreation Area.

At this recreation area upstream from the Burrinjuck Dam is a four wheel, 3 ft gauge side dump truck. Although labelled as one of the "original trucks used in the construction of the Burrinjuck Dam", a plate is carried stating that

it was manufactured by Walsh Island Dockyard, Newcastle NSW, AD 1929 which postdates the original dam construction. The truck may possibly be ex Wyangala Dam like the locomotive displayed in the visitors' carpark.

The recreation area is opposite the site office, which has a number of interesting photos of the old Burrinjuck Tramway.

The road to Burrinjuck from the Hume Highway parallels the old tramway route for part of its length.

Rob Pearman 1/83; Anthony Weston 3/83.

THE SULPHIDE STREET RAILWAY & HISTORICAL MUSEUM, Broken Hill. 1067 mm gauge

(see LRN 19 p.3)

Now established at the old Silverton Tramway Co. Sulphide Street Station, this museum displays a number of locos, carriages and goods vehicles from the Silverton Tramway. Locos are:

1	2-6-0	Beyer Peacock	2971	1888.
24	4-8-2	Beyer Peacock	7553	1951.
26	0-6-0DM	Andrew Barclay	391	1953.

There is an excellent collection of papers, plans and photographs in the station building. One interesting item in the special trains Fare Book was the "Virgins Moonlight Picnic"

Anthony Weston 3/83

WYNDHAM ESTATE WINE CO., Branxton approx 610 mm gauge

(see LRN 16 p. 2)

This tourist railway reported in earlier editions of LRN has been removed. All that remains is the station building and platform at "Wyndham Junction", the right of way and several sleepers. A check of dogspike measurements could not confirm if the railway was 610 mm gauge or not, but it was rumoured that the track as originally laid was gauged to 610 mm on the outer edge of the rails, and that the rolling stock had to be adapted to suit.

The reason given by one of the employees for the demise of the line was that the loco was most unreliable in service. It is not known to whom the loco, carriages and track was sold, although it is understood that enquiries were received from Western Australia and South Australia.

Paul Simpson 4/83.

QUEENSLAND

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY, Durundur Railway, Woodford. 610 mm gauge

(see LRN 32 p.6)

The past few months have seen further progress on the Durundur Railway operating museum project. Early in January some 20 tonnes of 421b rail was delivered to site having been purchased some years ago through the co-operation of the Illawarra Light Railway Museum Society. This was collected from Millmerran together with a quantity of fishplates and fishbolt. Late in February, further track materials in the form of 77 sleepers were delivered on site having been purchased second hand from the QGR by a member. Meanwhile, during January, ten lengths of track were laid over two weekends to extend the railhead. Work has continued with some of the sleepers ex QGR being cut to size for further track extensions. A quantity of 801b rail has been donated to the Society by the Main Roads

Department, and consideration is being given to using it in the main line in the future, while 42 lb rail will be used initially to replace 20 lb rail in the yard area.

The State Forestry Department has granted an Occupation Permit on the section of the former Kilcoy branch line to the south of Woodford. In due course, it is expected to be replaced by a Special Lease. Enough land should be available to construct a compound area for navvying equipment and to store certain locomotives "awaiting restoration". This would enable the Margaret Street site in Woodford to be further developed as a museum site.

The overhaul of Hudswell Clarke 0-6-0 *Melbourne* (1701 of 1938). The frames have now been thoroughly repainted with primer, and the sides of the footplate and rear head stock have been needle-gunned and painted. Running repairs have also been carried out on the passenger carriage. The five steam locomotives still stored at the Brisbane Tramway Museum Society's Ferny Grove site are due to be moved to Woodford within the next few months. The locos were moved there in January 1974, and the assistance of the BTMS has been of great value to ANGRMS over the intervening years.

Durundur Railway Bulletin 1,2,3,4/83

BARALABA 661 mm gauge

It is thought that the 2 ft 2 in gauge E.M.Baldwin 4wDH 6-2445~1-3-68 of 1968 is preserved in the town of Baralaba. This loco formerly worked at the local Dawson Valley Colliery, but only for a short time, for operations at the

mine, owned by Mount Morgan Ltd, are believed to have ceased in 1969, and the mine was finally closed completely in 1975.

Keith McDonald 6/83.

DAMPIER COAL MINING CO., Cook Colliery 1067 mm gauge

(see LRN 34 p.12)

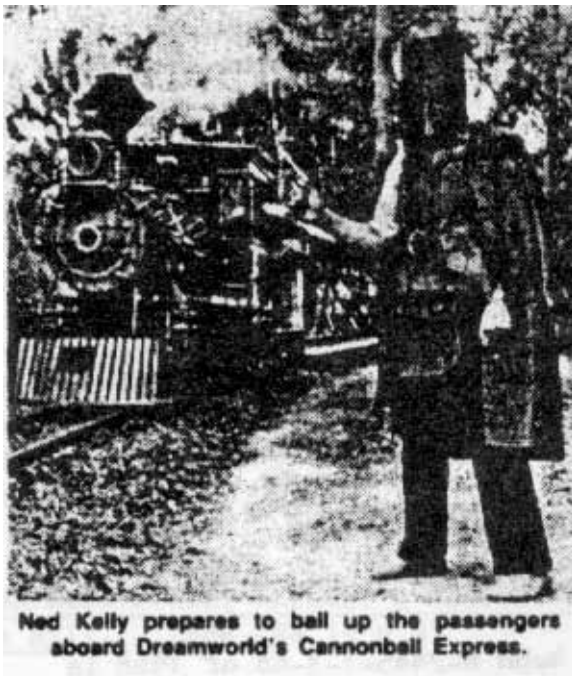
This underground coal mine near Blackwater has been saved from closure by approval being given for its purchase by a joint venture consisting of McIlwraith McEachern Ltd (60%), an Australian company, and Korean enterprises Pohang Iron & Steel Corporation Ltd and Ssangong Corporation (20% each). Production capacity will be increased from 600,000 tonnes per year to 800,000 tonnes, and the Korean partners will guarantee to buy 600,000 tonnes a year for at least the next five years.

Keith McDonald has pointed out that Vernier Engineering vehicles are not allotted builder's numbers, and that the number carried by car MC6 (MDA No.932) refers to the NSW Mines Department approval number for the machine.

Mackay Daily Mercury 6/5/83; Keith McDonald 6/83.

DREAMWORLD PRODUCTIONS PTY LTD, Coomera 610 mm gauge

(see LRN 30 p.8)



From *The Road Ahead* (RACQ) 6-7/83 .

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Ned Kelly prepares to bail up the passengers aboard Dreamworld's Cannonball Express.

Perry 0-6-2T 5643.51.1 of 1951 was seen inside the loco/carriage shed late in April. A start had been made on the rebuilding of the loco. The side tanks have been removed and are located outside the shed, whilst the chimney, steam dome cap, smokebox door, cylinder lagging and front buffer beam have also been removed. It is reported that an experienced engineer is to start working on railway maintenance and will also rebuild the Perry loco within six months.

The train crew appear to have excellent working conditions. On the day in question it was noted that lunch was 12 to 12.45pm and afternoon teabreak 3 to 3.30pm, and during these times the railway did not operate.

Dreamworld is open only five days a week normally (closed Thursdays and Fridays) except during school holiday times in Queensland, Victoria and New South Wales, when it opens seven days.

Paul Simpson 4/83.

ISIS CENTRAL SUGAR MILL CO LTD 610 mm gauge

(see LRN 33, p.8)

A project to try and eliminate the problem of brake lock-up in brake wagons is being implemented by the mill in association with the Sugar Research Institute. One of the brake wagons is being fitted with coupling rods, while another is being fitted with an anti lock-up device of the type which is widely used in freight vehicles in Europe. Results of these two experimental approaches will be compared with a view to developing a satisfactory solution to a problem which has caused excessive wheel wear and a loss of efficiency with these vehicles.

Robert James 6/83.

ROD LEONARD, Trinity Beach 610 mm gauge

Mr Leonard has recently acquired two locomotives for preservation and restoration. Hudswell Clarke 0-6-0 1653 of 1935, formerly Macknade Mill number 1, has been acquired from an Ingham service club. It had been stored in the yard of Solari's Engineering Works at Ingham for some time (see LRN 34 p.15). F.C.Hibberd 4wPM "Planet" 3570 of 1952 has been acquired from Mourilyan Mill. This small loco has languished out of use in a shed at the mill for many years.

Len Heaton 6/83.

NORTH ETON CO-OPERATIVE SUGAR MILLING ASSOCIATION 610 mm gauge (see LRN 33 p.10)

A complete report on the mill's tramline system has foreshadowed a number of improvements which should be carried out over a number of

years to achieve a more productive and cost effective system. A new high level crossing of the Pioneer River at Mia Mia, to cost about \$1 million would eliminate the present low level crossing which involves unfavourable grades and is prone to flood damage. An extension to Rolleston's Corner from the north branch of Sandy Creek would cost \$585,000, this figure to include sidings, and a crossing of Sandy Creek which would cost \$135,000. Lastly, a new marshalling yard should be constructed.

Mackay Daily Mercury 5/5/83.

OAKLEIGH COLLIERY, Rosewood 508 mm gauge

(see LRN 33 p.10)

On a visit in May, two 15hp Jenbach 4wDM locos were said to be working underground.

In the workshops, under repair, was a yellow painted 20hp Jenbach 4wDM. Also noted on the surface was a 15hp "Bundaberg Jenbach" Bundaberg Foundry 18 of 1956, painted grey, and derelict. This loco is used for spare parts. The Jenbach builders numbers are not known at present. Also used for spare parts are a number of similar locos owned by Oakleigh, but out of use at the nearby Normanton Colliery site. Two were stated to be there for this purpose, although in 1978, two 15 hp Jenbach or "Bundaberg Jenbach" 4wDM locos were noted derelict and a further one dismantled.

Rob Pearman 5/83; Editor.

RACECOURSE CO-OPERATIVE SUGAR ASSOCIATION LTD, Mackay 610 mm gauge

(see LRN 33 p.11)

Ruston & Hornsby 4wDM *Old Smokey* (392120 of 1955) is reported to have been sold to a cane farmer at Nambour towards the end of last year. Any information as to its present whereabouts would be welcome.

During 1983, new cabs have been fitted to Clyde 0-6-0DH loco *Sunnyside* (57-160) and *Munbura* (67-570), leaving only sister loco *Chelona* (59-201) to be dealt with. Four of the new cabs fitted to Racecourse locos in recent years were constructed using discarded cabs from Pleystowe Mill as a basis.

E.M.Baldwin 4wDM *Leo* (6-2612-1-10-68) was converted to four-wheel drive when it was fitted with new wheels a few years ago. Sister loco *Road Runner* (6-2512-2-11-68) retains drive to rear axle only, but will also be fitted with a chain connection between the axles when it becomes due for new wheels soon.

Editor 6/83.

TIMBEERWAH MOUNTAIN TRAMWAY, Arcadia, Cooroy 610 mm gauge

(see LRN 33 p.11)

Due to recent construction, the track has been extended by 133 yards back to the farm workshop to facilitate maintenance. A shed has been erected at the farm terminus for the "Casey" gangers trolley.

A quantity of rail, some points and a wagon turntable were recently acquired from the Australian Narrow Gauge Railway Museum Society, and should be of great benefit for future construction up Mount Timbeerwah. The loco constructed by Russell Savage in Mildura (Vic) has entered service this year. Numbered H220 it is an 0-4-0PM fitted with vacuum brakes. The loco is a "two seater" and features a canopy over the cab. The main colour is bright yellow with black/yellow dazzle stripes at the front.

Russell Savage 5/83.

SOUTH AUSTRALIA

CEDUNA JETTY 1067 mm gauge

There is a 3 ft 6 in gauge tramway on the town jetty with a four-wheeled truck. At the town end, a point ends under bitumen, and at the seaward end are the remains of a siding (now lifted).

Anthony Weston 2/83.

PORT BROUGHTON JETTY 1067 mm gauge

(see LR 64)

A 3 ft 6 in gauge tramway runs out along the jetty, with three trolleys which appear to see use. The seaward end of the jetty was not inspected.

Anthony Weston 3/83.

THE BROKEN HILL PROPRIETARY CO LTD, Iron Knob. 1067 mm gauge

Although rail operations within the iron ore quarries ceased in the late 1960s, there are some interesting relics preserved around town. In the centre of the town is Bo-Bo WE number E7 (built by Perry in 1954 - Ed.), coupled to a sturdy four-wheel side dump truck.

At the BHP visitors' centre are older relics. These are crude four-wheel end tipping box trucks (mostly timber) and a four-wheel steel bottom dump truck. All are 3 ft 6 in gauge. Within the visitors centre is a selection of photographs showing various types of rail transport used in the quarries.

Anthony Weston 3/83.

IMPERIAL CHEMICAL INDUSTRIES PTY LTD, Osborne . 1600 mm gauge

The yard shunter here still appears to see regular use. It is an 0-4-0DM painted in orange livery and was built by Ruston & Hornsby at Lincoln, England. Builder's number is 304475 of 1951, Model 165DS. The loco had the distinction of having been exhibited at the Festival of Britain by its makers before being shipped to Australia.

Rob Pearman 3/83.

NATIONAL TRUST MOONTA BRANCH, Wheal Munta Mining Museum, Moonta Gauges various.

(see LRN 31 p.17)

In addition to the museum collection of photographs, maps and relics there is a 2 ft gauge railway in the form of an 800 m circle of track. A 4wPM loco (ex Maylands Brickworks, WA) hauls a train of four-wheel open passenger cars. There is quite a collection of small skips, and in the shed a 4wBE loco "from Broken Hill".

Anthony Weston 3/83.

STEETLEY INDUSTRIES LTD, Bunker Hill Mine, Oraparinna 610 mm gauge

There is an underground barytes (barium sulphate) mine in the Flinders Ranges 80 km north of Hawker. There is a 2 ft gauge tramway running into an adit, on the No. 3 level though this is not now used. Most production comes from below No. 3 level by rubber tyred equipment down a decline. Round the hill is another adit which is worked as required and contains a battery loco on 2 ft gauge. Two battery locos were noted, number 2, a 4wBE Mancha out of use at the No.3 level adit, and an 0-4-0BE similar to a standard "Gemco" trammer.

Anthony Weston 3/83

VICTORIA

AUSTRALIAN PAPER MANUFACTURERS LTD, Maryvale. 1600 mm gauge

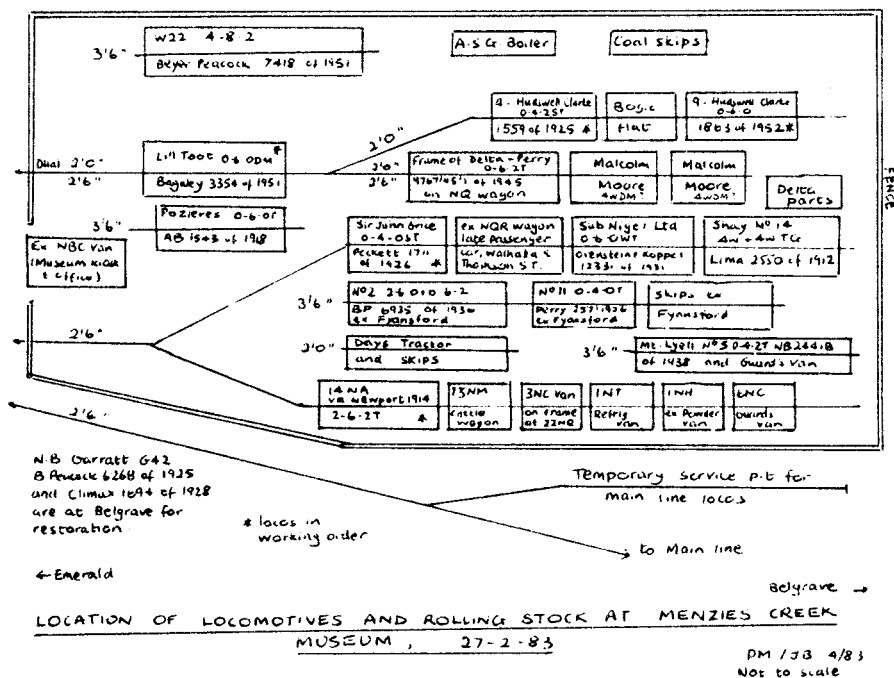
Two B-B DE locomotives are used to haul traffic from Maryvale Sidings to the mill. On Saturday 7 May, loco number 2 made two return trips during the morning. This unit was built in the USA by the Whitcomb Locomotive Co. and carries builder's number 61109. Sister loco, number 1, was undergoing overhaul. It is builder's number 61108. Both locos,

Model 50DE70, are painted yellow with dazzle stripes on the cab sides, and have coupling rods connecting the wheels on each bogie.

Darryl Grant 5/83.

PUFFING BILLY PRESERVATION SOCIETY MUSEUM.

See diagram showing location of rolling stock in the museum, below.



STATE ELECTRICITY COMMISSION OF VICTORIA, Yallourn 900 mm gauge

(see LRN 32 p.11)

On 7 May Bo-Bo Wire Electric locos 108, 111 and 112 (Henschel/Siemens 25543/5209 of 1950, 25547/5213 of 1951/1950 and 25545/5211 of 1951/1950) were noted on coal trains. Locos 101, 107, 122 (Henschel/Siemens 28586/5139 of 1949, 25541/5207 of 1950 and 29859/6109 of 1962) and 125 (Hitachi 102 of 1967) were under repair in the workshops. 8, Malcolm Moore 0-4-0DM 36 of 1949 and 12, John Fowler 0-6-0DM 4210049 of 1951 were parked outside the workshops. Most of the other locos were parked around the loco sheds, with the exception of 121 Henschel/Siemens 29858/6108 of 1962, which was seen parked near the derelict 13, John Fowler 0-6-0DM 4210050 of 1951.

Numbers 124 (Hitachi 101 of 1967) and 125 were supplied with Faiveley pantographs but now carry one Faiveley and one conventional pantograph. The new tamping machine has been delivered by Plasser (Australia) and was seen in the Yallourn open cut. As a result of the programmed changes to the

railway system, work has started on new engine sheds at a new site outside the open cut. Work on the deviation of the main line is expected to start soon.

Darryl Grant 5/83.

WESTERN AUSTRALIA

BROOME PEARLING SETTLEMENT 610 mm gauge?

At the pearling settlement in Broome there is a jetty opposite the Streeter & Male Store in Short Street. Running the full length of the Jetty (about 70 m) there is a tramway of about 2 ft gauge with a four-wheel trolley.

Anthony Weston 5/83.

BEDFORD PARK, Broome 1067 mm gauge

A passenger car is preserved here. It has longitudinal seating, similar to one which has been photographed at Port Samson, and appears to postdate PWD tramway operations at Broome. Otherwise, there are very few remains of the tramway.

Anthony Weston 5/83.

COLLIE HISTORICAL SOCIETY, Collie 1067 mm gauge

(see LRN 29, p.9)

The 4wBE loco inside the museum yard is of 3 ft 6 in gauge. The unit appears to be a standard "Gemco" design built by George Moss stretched from 2 ft to 3 ft 6 in gauge but with a normal (2 ft gauge) size battery box.

Anthony Weston 2/83.

GOLDEN MINE LOOP LINE RAILWAY SOCIETY 1067 mm (& 610 mm?) gauge

(see LRN 27 p.17)

F.C.Hibberd "Planet" 4wDM 3966 of 1962 has still not been put into service. Following the repair of the engine, it was discovered that a number of small but important parts would have to be ordered from England to complete restoration. The Planet will be joined at Boulder by a Drewry 0-6-0DM Z class loco recently purchased from WAGR. Another acquisition of interest is an underground mines loco, two tip trucks and a flat top, donated by Kalgoorlie Mining Associates. Further details of this equipment are awaited for publication in LRN.

Golden Mile Loop Line Railway Society Newsletter No.10.

WHITEMANS BRICK PTY LTD, Middle Swan. 610 mm gauge

Three petrol locomotives have recently been discovered at this claypit, together with several items of rolling stock, by members of the Western Australian Light Railway Preservation Association.

Rail operations ceased at this brickworks in about 1976. It had originally been a horse worked operation, but loco haulage was introduced with the importation of a 4wPM F.C.Hibberd "Planet" loco from the UK. This loco was found in the scrap area and carries the name *Yellow Rose*. Unfortunately, it does not carry any identification plates. A replacement engine is fitted to this machine.

At another part of the claypit, two home built locos were discovered. They carry plates reading RIDLEY No.1 and RIDLEY No.2. Harold Ridley, their designer was the former Manager/Engineer at Whitemans. RIDLEY No.1 has two axles and is fitted with a Vanguard petrol engine. RIDLEY No.2 also has a Vanguard engine, but it has three axles, one rigid, and two on a bogle at the cab end of the loco.

RIDLEY No.1 is to be retained at the brickworks to be set up as an historic exhibit in company with a four wheel clay hopper. The remaining locos together with a spare Vanguard engine, two heavy duty hoppers, one light hopper frame, two 45 lb turnouts complete and several lengths of rail were donated to the Western Australian Light Railway Preservation Association, and were moved to its Whiteman Park depot in March, together with sundry track materials also recovered from the brickworks.

L.G.Watson 5/83.

WESTERN AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION INC, Whiteman Park, Caversham 610 mm gauge.

(see LRN 33 p.16)

A \$20,000 grant has been made to the Association from the State Instant Lottery Culture Fund, to enable a shed/workshops to be constructed at Whiteman Park. The shed has now been completed and measures 12m x 24m with a height of 4.2m. Three roller doors give access to three tracks in the shed. Cladding is in weathered copper colour bonded corrugated iron to give an antique appearance, in line with Metropolitan Regional Planning Authority requirements, and the design is based on the old Kalgoorlie Tram Barn. Track is being laid in the depot area.

Two locos have been donated to the Association by Whiteman Brick Pty Ltd, after having been "discovered" by Association members (see previous item). One is a 4wPM "Planet" built by F.C.Hibberd in the UK and is named

Yellow Rose while the other is an unusual six-wheel petrol engined loco, RIDLEY No.2, built by Whitemans. Also donated by Whitemans were one Vanguard petrol engine, two heavy duty hoppers (with sealed bearings and two independent helical springs to each axle), one light hopper chassis, one complete turnout, several lengths of rail and a quantity of fishplates, fishbolts and dogspikes. This material was moved to Whiteman Park in March.

On 19 May, four more ex Lake View & Star gable bottom ore wagons built by Malcolm Moore were purchased from SimsMetal at Bayswater and transferred to Whiteman Park. Three more of these wagons are in store at Hazelmere.

Track and turnout components have been purchased from WAGR recently. One of the crossings, switches and cheeseknobs is ex PWD, coming from the Busselton Jetty's yard area which was evidently lifted recently.

L.C.Watson 5/83.

OVERSEAS - FIJI

BARCLAY BROTHERS PTY LTD, Mona Savu 610 mm gauge

(see LRN 24, p.11)

With the completion of the hydro-electric scheme, Barclay Brothers recently advertised some rail equipment for sale. Rail equipment includes battery locos of 3 ton, 8 ton and 10 ton types, complete with batteries and chargers, rail mounted drill jumbo, loaders and shuttle cars. No mention was made of Hunslet 4wDM 8824 of 1978. Possibly this has been sold to the Fiji Sugar Corporation for use on its cane tramways.

Sydney Morning Herald unknown date via Rob Pearman.

TOUR REPORT - Powelltown

A LRRSA tour of the burnt Powelltown area was organised following the disastrous bush fires of Ash Wednesday and was held on 24 April. About 70 people attended in thirty or so cars and assembled at "Wombattia", Yarra Junction, for a preview of the days activities and a slide show.

After an express run to Powelltown, the site of the "big bridge" and several formations in the vicinity were inspected before lunch. After lunch, the participants set off for the Bump five miles distant in half of the cars. The original incline formation can be seen near Big Creek Road about fifty yards from the end of the bitumen and is now quite clear. Walking from here to the Noojee Road, several interesting relics to be seen included the winch foundations, a fairly substantial cutting and a couple of pieces of corroded

rail not far from the Noojee Road. The party then walked back along the "new" (1925) line towards the tunnel. It is very clear and open due to the all-consuming fires. The mill site at Nayook West was inspected and here there are plenty of bricks strewn about, a heavily rusted mill boiler and the sawdust heap. After retrieving the cars from the Bump, most of the party drove out along the Noojee Road inspecting some of the remains of the Goodwood Tramway near Savins Creek and also near where the burnt area finishes about two miles further on .

Steve Martin.

SALES DEPARTMENT.

LRRSA has released two new items available which will be of special interest to researchers.

*** Member Keith McDonald has put together a roster of all locomotives and personnel cars operated by AIS Collieries. John Browning and J.L.N.Southern have helped complete the listing which is very comprehensive.

10 pg . 1 map . A4 size . Only \$1.50 postage included.

*** Two other members, Steve Martin and Arthur Winzenried have completed an index for LRN covering issues 1 to 10. Two listings give subject and locomotive references. 28 pages. Cost is only \$1.95 posted.

Still selling well are:

The Waratah Story, South Gippsland Historical Society, at \$2.50 ea posted .

Victorian Tramway Register. More than 50 pages listing known tramways and their locomotives. Still only \$4.50 posted.

Russells Gembrook Tramway . No .9 in the APW Research Report series \$2.50 posted .

Mount Morgan a new book by John Kerr at \$9.95 posted.

MEETINGS

SYDNEY

For our next meeting, Ken McCarthy will speak on his current research project, the tramways of the Silver City - Broken Hill area. There has been a lot of historical interest in Broken Hill with its centenary this year and Ken has spent some weeks there researching the tramways.

Date:- Wednesday 24 August 1983. Time:- 7.30pm.

Location:- Government & Transport Club, Regent St. Sydney.

Parking available in Regent St. & Botany Rd.

MELBOURNE

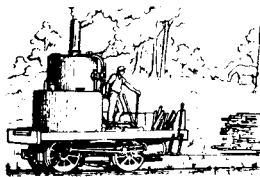
A positive feature of the recent bushfires (and probably about the only

good thing about them) was the rediscovery of a host of tramway remains, many of which have been hidden by bush for in excess of thirty years. Several of our members have been out exploring these relics and fortunately have recorded the scenes on slides. So far we have slides of remains in the Powelltown, Noojee, Warburton and Mount Disappointment Districts but we hope to cover other areas by the meeting. The August meeting will be a slide night devoted to relics uncovered by the bushfires so if you have some slides bring them along.

Incidentally it is also our AGM (we will keep it short!) so it should be an interesting night all round. See you there!

Date:- Thursday 11 August 1983. Time:- 8.00pm.

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



LIGHT RAILWAY NEWS

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Deadline for next issue: 20 October 1983.

EDITOR'S NOTE

Apologies for any lateness experienced with this issue of LRN. Due to personal

circumstances, the Editor was unable to post the copy off to Melbourne until a fortnight after the normal date.

Apologies to any member who received a copy of LRN 34 instead of LRN 35 in the last mailing. Please contact the Secretary, Victorian Division, to receive your correct copy.

CORRECTION

Puffing Billy Railway (see LRN 33 p.12). Chris Hart writes to say that the cab fitted to Ruston & Hornsby loco *William H. Collis* was originally fitted to Macknade Mill number 14 an E.M. Baldwin product, not a Clyde locomotive.

RESEARCH COLUMN

Craig Wilson sends this press cutting, of interest especially to our Queensland readers.

Tenders called: April 6, 1929. Redcliffe Qld., Town Council, purchase of

(1) 20 tons (approximately) of 30 lb steel rails, 30 ft lengths, including two 2 ft 6 in gauge crossings.

(2) Four table top trolleys, 2 ft 6 in gauge.

L. J. Lucas, Town Clerk, Redcliffe.

LOCOMOTIVE & ROLLING STOCK MANUFACTURERS

E.M. BALDWIN & SONS PTY LTD, Castle Hill, NSW

(see LRN 35 p.3)

The last five units of an order for ten 4wBER personnel carriers for Newcom Collieries were delivered ex Baldwin's works on 29 August, after having been completed for several weeks. These units are order number 9981 and are 1067 mm gauge.

Craig Wilson 8/83

AUSTRALIAN CAPITAL TERRITORY

CANBERRY HOLDINGS PTY LTD, Canberry Fair, Dickson. 610 mm gauge

(see LRN 35 p.4)

Ruston & Hornsby 4wDM 304457 of 1951 has been repainted in a maroon livery. Other locos remained on site, but there was no evidence of any activity when a visit was made in July.

R. J. Pearman 7/83

NEW SOUTH WALES

Equipment in transit

On 9 July, a concrete carry wagon was seen on the back of a semitrailer heading south through Hornsby, and later in Baulkham Hills. the vehicle was a large one, possibly 40 ft long, and appeared to be about 2 ft 6 in gauge. Can any reader suggest its origin or destination?

Craig Wilson 8/83

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD, Albion Park 610 mm gauge

(See LRN 34 p.4)

Operating days.

The June operation day coincided with the Sunday of the Queen's Birthday weekend. All records were broken when over 860 steam train rides were made while 500 passengers were carried on the miners' tram hauled behind the Gemco 4w electric loco (ex battery electric) on the track fitted with overhead wiring.

This record was again broken on Sunday 10 July when over 1000 passengers were carried on the steam trains. On this occasion the two regular

passenger cars P119 (ex QGR) and semi-open saloon car No.1, which seat 39 and 22 respectively, had most seats occupied on every journey with standing passengers on many trips. July 10th was the first open day on which the new multi-ride tickets were on issue.

Motive Power.

The crank handle mechanism on the kerosine powered Fordson-Days-Malcolm Moore 4w tractor has been converted to direct motion in place of the awkward side crank through bevel gears. This 2 ft gauge rail tractor, built about 1935, was obtained from Fairymead Mill in Queensland in 1978, where it carried number 123. Major overhaul and restoration at Albion Park was completed in August 1981.

ILRMS recently advertised for Fordson tractor spare parts for this unit in the local press. The response was most encouraging. Mr W Arnold of West Dapto donated a complete Fordson Major tractor of about 1956 vintage to the museum. This unit is in such good condition that it is being restored to its original state and will relieve the work pressure on the Fiat 411 tractor which has served the museum for so many years.

DORRIGO STEAM RAILWAY & MUSEUM 1435mm gauge

(see LRN 35 p.5)

Andrew Barclay 0-4-0ST *Juno* (1739 of 1923) has been stripped down for its annual boiler examination, due in July. Recently despatched to Dorrigo has been the solid steel buffer beam from Porter 0-4-0T 4 (5685 of 1915) which weighs in at around 6 tons (the buffer beam that is!)

DSR&M Newsletter 7/83

GREATER CESSNOCK CITY COUNCIL, Richmond Main Colliery Site, near Cessnock Gauges various

(see LRN 13 p.15)

The former colliery site complete with buildings is being restored as a museum. Progress appears slow but standard gauge tracks have been repaired around the rear of the site and restoration of some of the buildings is in progress.

Under repair in the loco shed was an 0-4-0ST reported to be *Marjorie* (Clyde 462 of 1938) ex John Lysaght (Australia) Ltd, Newcastle. Stored near the shed were two ex J.& A.Brown Kitson 2-8-2T locos, 9 (4567 of 1908) and 10 (4798 of 1911), together with two steam cranes.

Other standard gauge stock was stored in the sidings, including F.C.Hibberd 4wDM 3715 of 1954 ex Maritime Services Board, Coffs Harbour. Rolling stock present included ex-NSWGR departmental wagons, non-air coal hoppers

and ex Maritime Services Board stone bogies. Dumped near the entrance was a large quantity of mine tubs of various sizes and gauges, tippers, cages and two small locos. These were Ruston & Hornsby 4wDM locos 331246 of 1952 and 385901 of 1956 both ex Nymboida Colliery. Stored nearby were other items of mining machinery and an ex-Melbourne tram car. Some of the original surface skipways are intact around the site although all the shafts have been capped.

R. J. Pearman 6/83

H.M.A. NAVAL DOCKYARD, Garden Island, Sydney 1435mm gauge

Normal rail traffic ceased here years ago, but traces still remain of the system. Track was mostly set in concrete but has now been largely lifted or covered. However, sections of track remain at locations throughout the site including the wharves, beside Captain Cook dock, along West Road and via a short radius curve around North Road and past the ferry wharf.

Two sections of track approximately 30 metres long remain in use crossing Cook Road and entering the machine shop building. Rolling stock appears to be limited to two wooden framed flat wagons on each line, used for machinery handling.

It is reported that horses were used originally, as motive power, but latterly steam cranes were utilised.

R. J. Pearman 7/83

MINEWORKERS MEMORIAL MUSIC SHELL & MUSEUM, Freemans Waterholes Gauges various

(see LRN 23 p.9)

The museum contains largely dioramas of mining operations from the earlier workings at Nobby's to the present day. The central display includes a mine tub and photographs of underground workings including battery loco operation at Elrington Colliery.

Ex J.& A. Brown R.O.D. 2-8-0 number 23 (Great Central Railway, 1918) is displayed with hoppers and a brake van (standard gauge). There is also a small battery loco on display. This is an Atlas built machine from Elrington Colliery (3 ft 6 in gauge). Other mine equipment is also strewn around the area. The 2 ft gauge locos and rolling stock from Nymboida Colliery have been removed to Richmond Main (see elsewhere this issue).

R.J. Pearman 6/83

SOUTH MAITLAND RAILWAYS PTY LTD 1435mm gauge

Discussions involving the Greater Cessnock City Council, the State Rail

Authority, Australian Railways Union, National Trust and various preservation groups have been held concerning the possible use of the railway for steam hauled tourist trains. All the steam locos have been retained with the exception of number 19, which is to go for display to Port Waratah Coal services. In addition, the normal interchange of locos for use on the Richmond Vale Railway has continued.

R. J. Pearman 9/83

SULPHIDE STREET RAILWAY & HISTORICAL MUSEUM, Broken Hill 1067 mm gauge

(see LRN 35 p.8)

In addition to the locomotives mentioned in the last issue of LRN, a selection of rolling stock items are awaiting restoration and transfer to Sulphide Street from storage on a length of track on the eastern boundary of the West End Plaza shopping centre car park. These vehicles are (north to south): wagons GX600; GX707; GX719; four wheel flat truck 777; side dump 697; GX605; GX762; four wheel works van; bogie wagons ON874; ON950; ON560 & ON930. The works van is the interesting vehicle which appeared on p.21 of Light Railways 49. The original layout consisted of one first class compartment, two second class compartments, and one guard's compartment. The axle boxes bear the information "Martin & Coy Engineers Gawler - 1895". It is hoped that restoration of this particular vehicle can soon be undertaken as it is in an advanced state of decay and very little remains of one side. There is also an assortment of interesting goods vehicles at Sulphide Street with the locos, and bogie petrol tank car NT 0254 still stands a block south of the Sulphide Street station yard at the site of the former Shell Oil siding.

The exhibited room of the Sulphide Street Station is a railway historian's paradise. Various archive items and registers of the Silverton Tramway Company are on display and available for perusal while detailed track maps and gradient incline drawings etc are stored. These are not only relevant to the STC, but also the Tarrawingee Tramway, the isolated NSWGR railway to Menindee and the Broken Hill town tramways. The nearby Charles Rasp library also contains many railway and tramway items.

Ken McCarthy 8/83

NORTHERN TERRITORY

AUSTRALIAN NATIONAL RAILWAYS, Darwin 1067 mm gauge

The transfer of *Sandfly* (Baldwin 0-4-0ST 7860 of 1886) back to Darwin, predicted in LRN 31 (p. 16) has apparently not yet taken place. This is reportedly

due to a dispute over ownership involving various parties interested in the locomotive's future. However, the current political uncertainties surrounding the prospected Alice Springs - Darwin railway may also have made ANR wary about putting the loco on display in Darwin at the present time.

R.J.Pearman 7/83; Editor.

QUEENSLAND

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY, Woodford 610 mm gauge

(see LRN 35 p.9)

Considerable changes are currently being carried out at Woodford as part of the long term plan for the development of the site. The main work involves the moving of the station, relaying of the line into the station and realignment works associated with this work, and earthworks in the compound area aiming at a reduction of grade in the storage area, and increasing storage tracks from two to three. All 20 lb rail is being eliminated from the station area and will be replaced with 42 lb materials. Apart from upgrading the running facilities, this work will enable a larger car park to be provided and generally enable the amenity of the site to be improved as development continue;.

On 15 August, the long awaited move of locomotives from Ferny Grove to Woodford took place. Five steam locomotives had been stored at the Brisbane Tramway Museum Society's site since January 1974. It was indeed fortunate for the Society to have had this assistance from the BTMS over the years. Also fortunate was the fact that transport of the locos was provided free of charge by QRX Transport. The five locomotives were:

<i>Pioneer</i>	0-6-0T	John Fowler	8047	1898	ex Mossman Mill
3	4-4-2T	Borsig	6345	1907	ex Cattle Creek Mill (rebuilt from 4-4-2)
	0-6-2T	Krauss	6854	1914	ex Bingera Mill (formerly 2 ft 6 in gauge)
2	4-6-0T	Hunslet	1229	1916	ex Cattle Creek Mill (ex W.D.L.R.)
<i>Miallo</i>	0-4-2T	John Fowler	20276	1954	ex Mossman Mill

Rain hampered unloading operations, but all was carried out successfully.

Work has continued with the overhaul of *Melbourne* (Hudswell Clarke 0-6-0 1701 of 1938) The ash pan has been repaired and painting is continuing as time (and the weather) permits. Restoration work has also been started on the ex-Douglas Shire Council Grover's bogie wagon. This wagon has two one-axle bogies linked together with connecting bars. It is planned to equip this vehicle as an open passenger car.

Running days are progressing well with minor interruptions due to bad

weather and engineering works. More than 2,300 passengers had been carried on the line from January until the end of July.

A grant of \$1750 was recently received from the Queensland Travel & Tourist Commission. This is a continuation of the former grants received in the past, where \$1 is refunded for every \$3 spent by the Society on its museum project.

The 3 ft 6 in gauge 4wPM loco which has been on loan to the ARHS (Queensland Division) since 1979 has recently been donated to that Society. It was built in the 1920s for use at Foote's Sawmill and Joinery Works in Ipswich and will be restored for use as part of a museum project planned by the ARHS.

Marian Mill has recently announced the donation of a Planet 4wPM loco to ANGRMS. Built as a diesel loco in 1942 by F.C. Hibberd (B/n.2566), it was rebuilt with a petrol engine at Marian after arriving from the U.K. in 1957. It is currently awaiting collection at the mill.

Durundur Railway Bulletin 5/83, 6/83. 7/83, 8/85; Editor

CSR LTD, Macknade Mill 610 mm gauge

(see LRN 34 p.10)

E.M. Baldwin B-B DH locos 19 & 20 have exchanged duties this season. 19 (7070-3-4-77 of 1977) is back on cane hauling cane, while 20 (7070-4-4-77 of 1977) is back on the sugar run hauling raw sugar in bogie sugar boxes to Lucinda.

C.J. Hart 7/83

CSR LTD, Pleystowe Mill 610 mm gauge

(see LRN 34 p.11)

A large road "dump" is operated at Mandurana, about six kilometres north of the mill. Road vehicles bring cane here from the mill's north coast assignments, up to 45 kilometres away. A fleet of heavy semi-trailers carries out this work, picking up empty bins at Mandurana and returning with loaded ones. The remaining distance to the mill is

travelled on the rails. To unload three 6-tonne capacity bins from a semi-trailer and reload with empties takes about 3-1/2 minutes, using the winch fitted to the prime mover.

Editor 7/83

CSR LTD Victoria Mill 610 mm gauge

(see LRN 34 p.11)

Preserved Hudswell Clarke 0-6-0 *Homebush* (1067 of 1914) had some stays

replaced during July in preparation for its annual "outing" for the Maraka Festival held in Ingham in early September.

C. J. Hart 7/83

MARIAN MILL CO-OPERATIVE SOCIETY LTD 610 mm gauge

(see LRN 34 p.10)

Loco 5 *Devereaux* (Clyde 0-6-0DH 67-568 of 1957) was rebuilt over the slack season and emerged in the new livery and with a new soundproofed cab as number 13. This leaves only 2 *Melba* (Clyde 0-6-0DH 64-377 of 1964) unrebuilt and in the old grey and yellow livery. It has been decided to maintain this state of affairs for the time being, for apart from the two E.M. Baldwin bogie diesels, only *Melba* can fit under the bridge at Parapi on the Mount Jukes line. Thus if a breakdown occurs, a smaller loco is available to handle the Mount Jukes run. In the future, the clearance at the Parapi bridge will be increased, enabling any of the mill locos to pass underneath (the new cabs on the rebuilt locos are too high at present). Loco 14 (Clyde 0-6-0DH 61-255 of 1961) has been fitted with a high speed gearbox and can now handle the long run from Mirani with ease.

The petrol line car at the mill was scrapped in 1982, but the wheelsets and axle boxes were saved and have been donated to the Australian Narrow Gauge Railway Museum Society. Also donated to ANGRMS has been F.C.Hibberd "Planet" 4wPM 2566 of 1942. This loco was built as a diesel for the British War Department and came to Marian in 1957, where it was rebuilt with the petrol engine from a David Brown tractor. It is currently awaiting collection at the mill.

Editor 7/83

MORETON CENTRAL SUGAR CO., Nambour 610 mm gauge

(see LRN 32 p.9)

A "flying visit" in late August showed that E.M. Baldwin 0-6-0DH *Bli Bli* (6-1257-6-7-65 of 1965) and Clyde 0-6-0DH 63-289 of 1963 have been repainted in the yellow and green livery recently applied to some of the other locos. The Clyde, however, seems to have lost its name *Moreton* in the process. Also with no name was the former *Kalbo* (Com-Eng 0-6-0DH H1022 of 1958) which has been repainted in an all-over yellow livery.

Editor 8/83

MOUNT ISA MINES PTY LTD 1067 mm gauge

(see LRN 9 p.14)

Seen shunting the exchange sidings during a visit in July was B-B DH

Walkers 682 of 1971. The loco was painted in a faded yellow livery and carried the number 5820. Another shunting loco, possibly a Drewry 0-6-0DM (Drewry 2488/Vulcan Foundry D213 of 1953 - Ed) was parked outside the Transport Department. A further unit, apparently a Com-Eng, was shunting the Mica Creek Power Station coal sidings. (Either O-6-0DM E1017 of 1956 or 0-6-0DH JA2482 of 1965).

Underground operation is now reported to be limited to the 19th level.

R.J. Pearman 7/83

NEW HOPE COLLIERIES GROUP, Ipswich area Narrow gauge

Channel 7 News on 23 July showed a Fox cable-hauled man riding car being lowered down a rail incline tunnel at "New Hope Colliery", as part of a rescue exercise. According to the phone book, there are three New Hope Collieries, numbers 4A, 7 & 21.

Editor 7/83

NORTH ETON CO-OPERATIVE SUGAR MILLING ASSOCIATION. 610 mm gauge (see LRN 35 p. 10)

A shed has been constructed at Mia Mia to house the loco normally stationed out there in the season. The depot is sited just on the river side of the former Base Camp depot, where the loco used to stand out in the weather. The shed has two roads and a pit.

All the locos have had the triangular "North Eton Mill" logo fitted to the cab side or rear panel of the hood in the case of the bogie diesels. A number of locos have also received painted aluminium number plates. D8 (E.M. Baldwin B-B DH 9815-1-10-81 of 1981) received its number at last on 5 July.

D1 (Bundaberg Foundry 6wDM 10 of 1953) still being rebuilt in August, has received a Com-Eng cab, like sister engine D2.

Editor 7,8/83

OAKLEIGH COLLIERY, Rosewood 508mm gauge

(see LRN 35 p.10)

A 350m access tunnel has been driven at the Oakleigh Colliery which can take rubber-tyred vehicles, including a personnel carrier vehicle. This probably means that there will be much less use for the cable-worked rail incline in the old access tunnel.

R. J. Pearman 7/83; Editor

PLANE CREEK CENTRAL MILL CO LTD, Sarina 610 mm gauge

(see LRN 33 p.10)

F.C.Hibberd "Planet" 4wDM 2333 of 1940, which met with a serious accident

last year, has been repaired and returned to service. Loco 6, Ruston & Hornsby 4wDM 371381 of 1951 was seen off the track behind the loco shed in June, apparently for urgently needed brake repairs.

Editor 6/83

PROSERPINE CO_OPERATIVE SUGAR MILLING ASSOCIATION 610 mm gauge

(see LRN 30 p.13)

Two traffic accidents involving cane trains were reported in the local press recently. On 29 June, a car was hit by a train at Faletti's Crossing, seven kilometres north of Proserpine at 5am. The car had to be towed away. On 10 August, a loco hauling empty bins clipped the back of a loaded cane trailer being towed behind a truck on a property at Lethebrook. The truck tipped over and the trailer went into a ditch. Six cane bins were damaged.

Mackay Daily Mercury 30/6/83, 11/8/83

RACECOURSE CO-OPERATIVE SUGAR ASSOCIATION LTD 610 mm gauge

(see LRN 35 p.11)

An interesting selection of vehicles owned by Sugar Research has been stored in the mill yard at Racecourse Mill for some months now. A yellow four-wheel car equipped with air-conditioning carries computer and other electronic equipment enables the research staff to ride in relative comfort. A four-wheel power car coupled to it provides electrical power. The generator unit has been removed at present for safe keeping. A 38ft long bogie vehicle mounted on Innisfail Tramway bogies "on loan" from Mourilyan Mill carries a mill roller on rails which can be shifted to alter load characteristics. This vehicle is fitted with an extra axle when in use, instrumented to enable readings to be taken of the stresses set up in wheelsets on 2 ft gauge track. This extra axle has large diameter wheels and is currently at Sugar Research. Nearby was Another vehicle which may belong to Sugar Research, a large bin frame fitted with concrete weights.

Robert James 6/85; Editor.

SUGAR RESEARCH LTD 610 mm gauge

See RACECOURSE CO-OPERATIVE SUGAR ASSOCIATION

THIESS DAMPIER MITSUI COAL PTY LTD, Moura 610 mm gauge

Jenbach 4wDM 1194 of 1954 was purchased from the Burgowan Coal Co., Torbanlea, by Thiess Dampier Mitsui Coal Pty Ltd for use by the Moura Mine Workers' Picnic Committee, along with a number of mine skips, about 1976.

This loco was new at Caledonian Colliery Walloon. (see LRN 2 p.6)

W.W. Henderson 8/83

THIESS HOLDINGS LTD, South Blackwater 610 mm gauge

Jenbach 4wDM 1155 of 1953 was purchased in 1976 from the Burgowan Coal Co., Torbanlea, by Thiess Bros Pty Ltd for use at the annual Christmas Party at the South Blackwater Mine. This loco was delivered new to Willaroo Colliery. It is thought that a number of mine skips were also sold with the loco by Burgowan Coal. (see LRN 2 p.6)

W.W. Henderson 8/83.

VICTORIA

MR. WEATHERALL, Wodonga 610 mm gauge

This gentleman is the owner of the Orrenstein & Koppel 0-6-0; (4241 of 1910) ex Goulburn Steam Museum (see LRN 3 p.4). It is part of a quite large collection of old machinery which has been gathered together over the years.

L.G. Watson 8/83

WESTERN AUSTRALIA

CARNARVON CHILD CARE CENTRE 1067 mm gauge

Photographed in May, 1978 was a "mystery" item of rolling stock. The upper portion had been modified by an imaginative carpenter, but the lower portion appeared to be from a loco of some kind. The wheels, set far apart, seemed possibly to have been taken from a steam loco. It would appear that the unit is the remains of that illustrated on the top photograph shown on page 15 of *Light Railways* 56. This was a petrol locomotive apparently built by the Harbour & Lights Department for use on the jetty at Carnarvon.

Lindsay Watson 7/83, Editor.

COSSACK PROJECT COMMITTEE, Cossack Gauges various

(see LRN 23 p.21)

This group is involved in the preservation and restoration of the old Port of Cossack. Part of the project has been the proposal to relay the former Cossack to Roebourne tramway although not on the original track bed.

At Roebourne, rails have been positioned on a loop, north of the main road, but may have to be moved now due to road works. Much of the rail appeared to be heavy section.

Near Cossack approximately 200 metres of standard gauge track panels

were in position with rail marked "Yasaka Iron Works 1965" indicating probable Hamersley Iron origin. A short section has been adjusted to 3 ft 6 in gauge and some ex PWD Point Samson stock is displayed on it. This comprises 2 bolster wagons, 2 wagons with two-plank sides (each without ends), one small four-wheel crane and the remains of 4wDM loco PW23 (Motor Rail 14034 of 1957). This was dismantled after the closure of the Point Samson line to provide spares for other PWD locos and now consists of only cab, chassis and gearbox.

Near the Court House in Cossack 2 ft gauge wheel sets were in evidence, together with V skip bodies and one complete wagon.

R.J.Pearman 7/83

HEDLAND LIGHT RAILWAY GROUP, Sports field Port Hedland 1435mm gauge

The remains of the ex Mount Newman F7 Bo-Bo DE loco number 5451 are on display here. In the future, it may be used as a club room. The engine has been removed and sent to the Pilbara Railway Historical Society with the other F7.

There is also 5 in and 12 in gauge track here with a homebuilt diesel running on the 12 in gauge track. The wheels on this loco are reported to have come from the Whim Well Tramway west of Port Hedland.

R.J. Pearman 7/83

PILBARA RAILWAY HISTORICAL SOCIETY, Seven Mile Camp, Karratha 1067 & 1435mm gauges

(see LRN 15 p.15)

This site is a compound just north of the Hamersley Iron Workshops. Displayed near the main entrance is a selection of ex-PWD Point Samson stock, consisting of PWD 22 Motor Rail "Simplex" 4wDM 14033 of 1957, one two-plank wagon with five-plank ends, and the passenger coach. The loco has been restored to working order but having only 9 metres of track limits operations somewhat!

Seen under restoration were ex Mount Newman Bo-Bo DE 5450 (General Motors Electromotive Division Type F7 B/n. 8970) and ex Cliffs Robe River A1A-A1A DE (Montreal Locomotive Works Type RSC-3 B/n. 77753 of 1951 ex NSWGR)

Also on site were the ex British Great Western Railway PENDENNIS CASTLE, ex-Hamersley Iron Bo-Bo DE 007 MABEL (Alco Type S2 B/n. 69214 of 1940) and ex-Hamersley Iron Bo-Bo DE 1000 (Alco Type C-415 B/n. 3449-01 of 1966 - a former Alco demonstrator). The remains of a "trackmobile" were noted. This

is presumably the original Whiting unit from Hamersley Iron.

R. J. Pearman 7/83

PORT HEDLAND 1067 mm gauge

To the east of the main road leading into Port Hedland is dumped a collection of old machinery including trucks, excavators and railway equipment. This is reputedly part of a museum display, but no restoration appears to have been carried out although some items are located on plinths of earth.

The railway equipment comprises one 6 wheel crane plated "Cowans Sheldon 2075/1896 Carlisle, England", and one centre-drop door, four wheel wagon marked "G15". Both of these appear to be ex-WAGR and may have come from a PWD harbour site.

R. J. Pearman 7/83

PUBLIC WORKS DEPARTMENT OF WESTERN AUSTRALIA, Point Samson Depot. 1067 mm gauge

(see LRN 21 p. 10)

PWD vehicles were seen in this yard although normal operations may be through the Harbour & Lights Department.

The buildings are still used for storage and the track is extant, largely unchanged from the report in *Light Railways* 52.

Rolling stock is still in evidence and over 50 wagons were noted including one small four-wheel trolley of heavy construction not previously reported. None of these is in use and the loco shed is now empty. The jetty is padlocked to prevent vehicular access, but is still in use by pedestrians. The end of the Jetty has been removed approximately level with the crossover shown on the track plan in LR 52. Presumably this was as a result of the fire in November 1980.

R. J. Pearman 7/83

SHIRE OF ROEBOURNE, Sports Field, Roebourne 1067 mm gauge

A train of ex-PWD Port Samson stock is displayed on a short section of track at this site. The train comprises 2 wagons with two-plank sides and five-plank ends, 2 bolster wagons and an ancient tank wagon. Much of this stock appears to be ex-WAGR, although some axle boxes are marked "CSR Stapleford Co 1896". The locomotive is PW24, a Motor Rail "Simplex" 4wDM (14045 of 1959). It is fitted with a welded cover over the bonnets and radiator, presumably to prevent excessive vandalism. This loco was in the series of 48/63 hp diesels supplied in post-war years to the Public Works Department of Western Australia by Motor Rail.

R. J. Pearman 7/83

STATE ENERGY COMMISSION OF WESTERN AUSTRALIA, Bunbury 1067 mm gauge

The Bunbury Power Station shunter, a green painted Commonwealth Engineering 0-6-0DM (E1120 of 1957) was seen shunting the exchange sidings. This 26 ton, 204hp unit appeared to be in excellent condition and is believed to have been delivered here new for the power station's construction.

R. J. Pearman 7/83

MEETINGS

SYDNEY

TOUR

The Division's annual tour is to Joadja on Sunday 20 November 1983. Joadja is a site where several days could be spent wandering around the ruins of the shale mining and refining industry with its associated tramways, the site occupying the whole of a most beautiful valley. We will meet at Mittagong R S and leave for Joadja at 9.30 am. Apart from the entry fee to the valley the day is free.

MEETING

Paul Simpson will speak on south coast tramways and some of the interesting discoveries (including locomotives) that he has made in his researches.

Location: Government & Transport Club, Regent Street, Sydney.

Date: Wednesday 26 October 1983. 7.30 pm.

MELBOURNE

FILMS

Long time member Norm Wadeson will be showing part of his extensive collection of railway and tramway movies. Some of the subjects to be covered will be sawmills, tramways and VR narrow gauge. This is a rare opportunity to view films which very few of our members have seen before. Come along and enjoy what will be a most interesting evening.

Location: Ashburton Uniting Church Hall, Ashburn Grove, Ashburton Date: Thursday 13 October 1983. 8.00 pm.

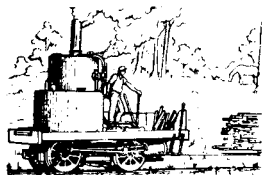
ADELAIDE

NOTICE TO SOUTH AUSTRALIAN MEMBERS

The final meeting for 1983 will be held at the Mile End Railway Museum, Railway Terrace, Keswick on Thursday 3 November at 7.30 pm.

At this meeting a decision will be made regarding whether or not we continue our meetings in 1984, what form they will take, venue, frequency, etc.

The topic for discussion at the meeting will be 'South Australian Jetty Tramways' and members attending are asked to bring any photographs or slides they may have of these light railways. Members who are unable to attend are invited to forward their comments regarding future meetings to Arnold Lockyer, 6 Dunedin Street, Dover Gardens 5048, before the meeting together with a list of Jetty tramway photographs or slides, that they have in their collections.



LIGHT RAILWAY NEWS

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VIC - Mr G Maynard, PO Box 21, Surrey Hills, Vic 3127

Deadline for next issue: 20 December 1983.

NOTES, CORRECTIONS AND COMMENTS

BOOK REVIEW

Southern Sugar Saga by John Kerr, published by Bundaberg Sugar Co. Ltd, 160 pages

The establishment of the Millaquin Refinery in 1882 set the sugar industry in the Bundaberg district on a prosperous course. It was in the same year that the Young family produced the first cane at Fairymead. Thus the publication of this book marks the beginning of the second century of two of the major components of what is today Bundaberg Sugar.

The book is well written, well illustrated, and covers the many facets of the development of the sugar industry in the district. This of course includes the many tramways which made possible the transportation of the cane to the big mills which alone were efficient enough to survive. This book is an invaluable reference to the historian of the sugar industry and is a very carefully put together production with colour covers, good index and plenty of photographs.

It is a pity that the book has only been published privately, and is not on sale to the general public. However, copies surplus to the Company's requirements are expected to become available on a limited basis. Any member wishing to enquire as to the availability of copies is asked to write to the author at 105 Highland Terrace, ST. LUCIA, Q. 4067.

JB

MARYSVILLE

The Mountains of Melbourne Leisure Guide (Summer Edition 1982/3) shows a number of walks in the Marysville area associated with timber tramways. These include the "trestle track" off the Michaeldene track north east of the town, where there are trestle bridge and other tramway remains visible, and a track marked as "Anderson's Tramway" off Paradise Plains Road to the south of the town.

Ian Stanley, 10/83

CORRECTIONS AND ADDITIONS

A couple of errors crept into the report about Coal & Allied Operations Ltd, West Wallsend No. 2 Colliery, Killingworth in LRN 35 (p. 5). The locomotive sent from there for overhaul was noted at Hexham Engineering, (not Wallsend Engineering). Furthermore, West Wallsend No.2 Colliery is still very much in operation. Apologies to Keith McDonald.

Tony Weston points out that the reference to underground operations at Mount Isa being "limited to the 19th level" (LRN 36, p.8) probably only applies to ore haulage, and not to the extensive manriding and materials supply operations on both 1067 mm and 610 mm gauges. Haulage of copper ore south of the main R62 shaft has been centralised on 19 level for some time. Previously, there was also copper haulage on 17 and 15 levels. Lead ore haulage north of R62 shaft on 19 level was commissioned in the last two years.

LOCOMOTIVE & ROLLING STOCK MANUFACTURERS

E.M. BALDWIN & SONS PTY LTD,

Castle Hill, NSW (see LRN 36 p.2)

The following details apply to recently delivered units

Coal & Allied Operations Model 15 DH

9838-1-11-81	1981	0-4-0DH	1067 mm gauge
9838-2-11-81	1981	0-4-0DH	1067 mm gauge
9838-3-11-81	1981	0-4-0DH	1067 mm gauge

Newcom Collieries Model 17BE

9931-1-10-82	1982	4wBER	1067 mm gauge
9931-2-10-83	1983	4wBER	1067 mm gauge
9931-3-3-83	1983	4wBER	1067 mm gauge
9931-4-6-83	1983	4wBER	1067 mm gauge
9931-5-6-83	1983	4wBER	1067 mm gauge
9931-6-8-83	1983	4wBER	1067 mm gauge
9931-7-8-83	1983	4wBER	1067 mm gauge

9931-8-8-83	1983	4wBER	1067 mm gauge
9931-9-9-83	1983	4wBER	1067 mm gauge
9931-10-8-83	1983	4wBER	1067 mm gauge

B. H. P. Collieries Model 18DH

10229-1-10-82	1982	4wDHR	1067 mm gauge	DT4
10229-2-12-82	1982	4wDHR	1067 mm gauge	DT5
10229-3-12-82	1982	4wDHR	1067 mm gauge	DT6
10229-4-183	1983	4wDHR	1067 mm gauge	DT7
10229-51-83	1983	4wDHR	1067 mm gauge	DT8
10229-6-2-83	1983	4wDHR	1067 mm gauge	DT9
10229-7-3-83	1983	4wDHR	1067 mm gauge	DT 10
10229-8-3-83	1983	4wDHR	1067 mm gauge	DT 11
10229-9-3-83	1983	4wDHR	1067 mm gauge	DT13
10229-10-383	1983	4wDHR	1067 mm gauge	DT12
10229-11-4-83	1983	4wDHR	1067 mm gauge	DT14
10229-12-4-83	1983	4wDHR	1067 mm gauge	DT15
10229-13-4-83	1983	4wDHR	1067 mm gauge	DT16
10229-14-4-83	1983	4wDHR	1067 mm gauge	DT17
10229-15-5-83	1983	4wDHR	1067 mm gauge	DT18
10229-16-5-83	1983	4wDHR	1067 mm gauge	DT19
10229-17-6-83	1983	4wDHR	1067 mm gauge	DT20

Order 10597 is for three 25-tonne locos for Coal & Allied Operations. Order 11367 is for modification to Sperry Rail Services Car for road-rail use on 1067 mm or 1435 mm gauge. No other orders for railway stock of any type were held in early October.

Keith McDonald 10/83

NEW SOUTH WALES

BLUE CIRCLE SOUTHERN PTY LTD, Portland 1435 mm gauge

(see LRN 35 p. 4)

The steam locos, Andrew Barclay 0-6-0Ts 3 & 5 (1234 of 1911 and 1470 of 1916) and Dubs 2-6-2T 2605 (2794 of 1892) remain out of use and have not been moved since the last report. They are reported to be for sale. It is claimed that the ex Australian Iron & Steel English Electric Australia B-B DE D10 (A007 of 1956) never saw regular service during its short stay here.

Approximately 300 yards east of the works, opposite the school, are dumped items of rail equipment including light rail (approximately 15 lb/ yd.) and one point with three skips without wheels and two buckets. These are presumed to be 2 ft gauge and ex-Blue Circle. Can anyone confirm this?

R. J. Pearman 9/83

ELDERS-IXL PTY LTD, Byron Bay. (formerly F.J.Walker) 1435 mm gauge

(see LRN 33 p. 7)

It is understood that the Byron Bay meatworks is to close, and with it its unique railway operation powered by Motor Rail "Simplex" 4wDM (ex PM) 2129 of 1923.

ABC News 21.10.83.

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY, Albion Park 610 mm gauge

(see LRN 36 p.2)

Motive Power

The 2 ft gauge four-wheeled Mancha battery-electric locomotive which was received from Ivanhoe Colliery, Portland, NSW on 21 February 1976, was fitted with permanent batteries on 17 September 1983 and after a short preliminary charge performed running tests during late afternoon on that date. This loco's restoration was completed on 16 April 1977 but prior to September only operated on special occasions with borrowed batteries.

The batteries were obtained from the Sydney Tramway Museum from tramway ballast motor No.42U. This unit operated as an overhead wire battery driven maintenance car on the Sydney city underground railway from 1926 and was later renumbered L707 in the NSWGR roster. This tram was delivered to the new Loftus museum depot on 29th July 1981, and as it will operate in future on 600v drawn from overhead wires, the traction batteries were made available to the ILRMS.

Between the running days of 14 August and 11 September, a new top plate segment was fitted to the smokebox barrel of Hudswell Clarke 0-6-0 *Cairns* (1706 of 1939) at the base of the smoke stack. During late September, the valve gear on the right hand side of the loco was overhauled and adjusted.

During August and September Davenport 0-4-0ST *Kiama* was repainted black with red trim in place of the previous maroon scheme. This unit now looks most attractive with yellow linework.

On 30 August, the four wheel petrol rail tractor powered by a two-cylinder Lloyd Hartnett engine was fitted with a new fuel tank. This unit was constructed for the rail lifting task at Corrimall in September 1972 and hauled army flat trucks fitted with open cross seats on 12 April 1975 when the first open day was held at Albion Park.

Rolling stock

The restoration of one of the former Dry Creek (S.A.) explosives box wagons

was completed during September with the refitting of brake gear and horse driver's seats.

A pair of end aprons from former Melbourne cable tram trailers were received in Wollongong on 19 September through the generosity of the Tramway Museum Society of Victoria. The first unit was restored and fitted to cable trailer 430 at Albion Park on 8th October while it was expected that the other would be fitted to the tramcar by the end of that month. Prior to the 1920s, these cable trailers had the end aprons and letter boards painted in striking primary colours to indicate routes on which each operated. The ILRMS car has been painted bright red as a "route" colour. Yellow line work was painted on the sides of this vehicle during September.

Shay locos

During 1974 the ILRMS took delivery of the parts of Lima Shay locos 906 of 1904 and 2097 of 1908 which had been used on the Munro Timber Tramway in Southern Queensland until about 1935. Between June 1977 and December 1979, 2097 was assembled to make up one static Shay locomotive. Most of the items of the power bogies of these two locos were also retrieved and delivered to ILRMS but the reassembly and regauging to 2 ft gauge from 2 ft 6 in had been deferred and loco No. 2 (2097) has stood on 2 ft gauge shop trucks since 1979.

On 5 October 1983, ILRMS was pleased to receive two 2 ft gauge Shay bogies from ANGRMS in Queensland. These bogies were a pair which had once run under one of the two Shay locos operated on the Maroochy Shire's Mapleton Tramway (2091 of 1908 & 2800 of 1914). When the tramway was cut back and sold to Moreton Sugar Mill at the end of 1944, 2091 was rebuilt by the mill using components from both locos, and a spare set of bogies were retained. {Loco 2091 still remains preserved at Nambour.} ILRMS now intends to restore the 2 ft gauge bogies and then construct an entirely new chassis from RSJ and channel members to the Munro loco dimensions for mounting on the restored trucks. The best items from the two Shays will then be fitted to the new frame and a mobile unit, on which all the "works" will revolve when hauled along the track, will result.

Open days

High patronage figures continued on the August and September open days when in excess of 700 passengers travelled on the ILRMS steam trains each day. With the warmer weather of October, the next open day saw a decline to about 500 riders, still a most satisfactory figure for this time of the year.

Lineside

During October, the water mains were being extended to serve a 500 gallon

tank donated by Garnock Engineering. This will be installed at the western end of "Yallah" station and will enable locomotives to be serviced while standing at the platform rather than having to steam into the compound area.

Thanks

ILRMS would like to record thanks to the following organisations for making available items mentioned in this report : The Australian Narrow Gauge Railway Museum Society; The Tramway Museum Society of Victoria; The Australian Electric Tramway Museum (St. Kilda S.A. for organising the Dry Creek explosives vehicles); and the Sydney Tramway Museum. Thanks are also due to Brambles for transporting the cable car aprons from Melbourne and the Shay bogies from Brisbane.

Ken McCarthy 10/83

METROPOLITAN WATER SEWERAGE AND DRAINAGE BOARD, Hornsby Heights Gauge unknown

A light railway has been used in connection with sewerage construction works in the area for about the last 18 months. The line runs from a treatment works located in a deep valley between Mt.Colah and Hornsby Heights. Road access to the site is from Hornsby Heights but a view of the railway may be had from the end of a bush track leading off Amaroo Avenue, Mt.Colah. This track terminates at the top of a cliff overlooking the treatment works. From this point the rails can be seen leading out of a tunnel mouth and junctioning into two short branches one of which goes into a shed (the loco shed?). The gauge appears to be wider than 2 ft, possibly 2 ft 6 in or even 3 ft. The only vehicle noted so far is a small yellow 4-wheel loco which has been seen on two occasions. In March it was seen entering the tunnel, and appears to be powered by an internal-combustion engine rather than by batteries. No items of rolling stock have been noted.

If any member would like to view this railway from the Mt.Colah side, Wal Lane would be happy to guide them to the cliff top look-out. He can be contacted on Sydney 219-1344 up to 4.15pm weekdays.

Wal Lane 9/83

BRIAN PINE, North Richmond 610 mm gauge

(see LRN 32, p.4)

Brian has done extensive restoration work on the frames of 0-4-2 Sharp Stewart 4619 of 1900, (ex Isis Mill 9) apparently hoping to fit to it a spare boiler built by Perry Engineering which he is believed to own.

Bob Redding 8/83

STEAM TRAM & RAILWAY PRESERVATION CO-OPERATIVE SOCIETY LTD, Parramatta Park 1435 mm gauge

(see LRN 30, p.4)

During September, the 4wPM Purcell loco acquired last year from the Metropolitan Water Sewerage & Drainage Board was being rebuilt with a steam tram outline. This unit is fitted with engine and gearbox from a Bedford truck. Trackwork was in progress in preparation for the delivery of an ex-NSWGR suburban coach. Plans for track extensions have not yet been approved by the local council.

R.J.Pearman 9/83

SIMSMETAL Mascot. 1435 mm gauge

(see LRN 15, p.12)

Ruston & Hornsby 0-4-0DM 313393 of 1952 is still on site stored out of use in the reception sidings. The operational loco is now ex-Australian Iron & Steel D11, a B-B DE built by English Electric Australia (A009 of 1956). This unit is still in A.I.S. orange livery. It is not known if Yorkshire Engineering 0-6-0DE 2617 of 1957 is still present.

R. J. Pearman 10/83

SYDNEY 610 mm gauge

John Fowler 0-6-0T 7607 of 1896, ex Isis Central Mill in Queensland, is reported to have been sold by Tod Watson, Moama, N.S.W. (see LRN 21 p.5) to an unknown buyer in the Sydney area recently.

QUEENSLAND

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY, Durundur Railway, Woodford 610 mm gauge

(see LRN 36, p.6)

Work has continued to re-organise the running lines in the station area. In particular, this work has concentrated on the relocation of track and the laying of 42 lb rails on new formation into the new station itself. By mid September, the running line had reached the new station site and the loco was able to reach the watering point once again.

It has been decided to fit three extra seats into the carriage, ex-QGR rail motor trailer PL111. The guard's compartment has been empty floor space up to now, and the extra seats will provide much-needed passenger accommodation in busy periods. Bundaberg Foundry 0-6-2T 5 of 1952 was

being prepared for its annual boiler inspection in early October.

The Society's one-man line car obtained from Pleystowe Mill many years ago has been completely restored by member Gordon Bartlett. This vehicle is powered by a motor cycle engine which drives onto the rear axle. Following its restoration, it was put on display at the annual Railway Fair at the Redbank Railway Museum on October 2nd and attracted favourable notice there.

The Society's newly acquired F.C.Hibberd "Planet" 4wPM loco (2566 of 1942) arrived in Brisbane from Marian Mill during October. It is stored in Brisbane pending removal to Woodford. A pair of 2 ft gauge Shay bogies, originally from Nambour, were sent to Wollongong recently for use by the Illawarra Light Railway Museum Society in the restoration of one of their Shay locos (see elsewhere this issue)

Durundur Railway Bulletin 9/83, 10/83; Bob Gough 10/83

BABINDA CO-OPERATIVE CENTRAL MILL SOCIETY LTD 610 mm gauge

This mill operates five Com-Eng 0-6-0DH locos, two Com-Eng 0-6-0DMs and a Baguley/RMP 0-6-0DM in its main line loco fleet. The locos used to be painted a variety of bright colours, but in recent years, all the Com-Eng locos have been painted in various shades of yellow or cream, with only Baguley/RMP 0-6-0DM 3387 of 1954, named *Fishery* remaining in a pale shade of orange. Com-Eng 0-6-0DM *Josephine* (A1821 of 1957) was fitted with a Hockey Engineering cab a couple of years ago. The loco is painted cream but paint peeling off the cab shows yellow paint underneath. This loco is used as yard shunter.

Five old "jiggers" (navvy line cars) were seen out of use in the navvy area. One of these is derelict with no engine, but the other four do have engines fitted, although they have obviously not been used for a number of years.

Editor 9-10/83

BUDDHA GOLD MINES N.L., Dittmer 457mm gauge

Gold mining seems to have been going on in this area about 20 km west of Proserpine for many years, but this company seems to have come on the scene fairly recently. A drift of about 500m is served by a narrow gauge tramway with two George Moss battery electric locos, both apparently of the "Gemco" 1.5 ton "trammer" type. one a 4wBE carries builder's number 12700/166/70 of 1970, The other is an 0-4-0BE; in other words it has coupling rods) and carries no builder's plate. However, on the frame is a small plate which records that the loco once worked for the Metropolitan Water Sewerage & Drainage Board (Sydney}, where its plant number ended in 3 (possibly 53, 63, 83 or 93).

At least 30 small mine cars and two flat cars were noted on the change of

shift at 3 p.m., when the battery on one of the locos was exchanged. The two locos are painted yellow and both were in use at the time of the visit.

Editor 9/83

BUNDABERG TOURIST TRAMWAY PRESERVATION SOCIETY 610 mm gauge

(see LRN 30 p.5)

New tanks and chimney have been manufactured for the Society's Bundaberg Foundry 0-4-2T (3 of 1952). The motion has been overhauled and a preliminary boiler examination has been satisfactory.

The Society has been investigating the chances of being involved in a recreational park development in the Bundaberg district.

Baldwin Locomotive Works 0-6-2T *Felin-Hen* (46828 of 1917) has been taken from open storage and has been placed in the hands of the local Technical & Further Education College for holding restoration work.

Andrew Burnham, Alan Robert 9/83

CSR LTD Hambledon Mill, Edmonton. 1067 & 610 mm gauge

(see LRN 34 p.10)

The new green and yellow livery has begun to fade quite badly on those locos which were the first to receive it. The F.C. Hibberd "Planet" 4wDM number 7 (3280 of 1948) which normally works as yard shunter was being overhauled in the loco shed late in September. Its duties in the yard had been taken over by Motor Rail "Simplex" 4wDM 10450 of 1954, in the new livery.

The 3 ft 6 in gauge "Simplex" was standing by the bulk sugar bin, but sugar transport has been transferred to road vehicles, so its future must be in doubt. It appears that the Clyde Qld. petrol line car, out of use for many years, has been scrapped.

The preserved Hudswell Clarke 0-6-0 1549 of 1925 has been repainted in the new yellow and green livery. A shelter shed has been erected over it and a board carries details of the loco's history. It still carries the number 4.

Editor 9/83

CSR LTD, Kalamia Mill 610 mm gauge

(see LRN 33 p.7)

All the main line locos were seen at the mill at the end of September, but there was no sign of the Motor Rail "Simplex" 4wDM (21543 of 1956) nor of the new line car which was supposed to have been delivered this year.

Sugar Research's track evaluation vehicles were seen stored adjacent to a mill building. These vehicles consist of a single-axled measuring vehicle

towed by a loco and attached to it a four-wheeled vehicle which provides recording facilities and electrical power. When in operation, a spray gun can be used to mark the track in areas where gauge and twist are found to be outside certain set limits.

Editor 9/83

CSR LTD, Macknade Mill. 610 mm gauge

(see LRN 36 p.7)

The remains of Motor Rail "Simplex" 4wDM 3 (3710 of 1925) disappeared from the scrap yard sometime during the slack season. The line car built by Clyde Qld. is still in storage at the mill. On 10 September the bogie tamping machine delivered to Victoria Mill last year (Plasser 255 of 1982) was seen by the navvy shed at Macknade. This unit is in fact shared by the two mills.

Editor 9/83; Chris Hart 10/83

CSR LTD, Pleystowe Mill 610 mm gauge

(see LRN 36 p.7)

Towards the end of September, a start had been made to repaint Hunslet 0-4-2T *Seaforth* (1026 of 1910) preserved outside the mill.

Editor 9/83

CSR LTD, Victoria Mill, Ingham 610 mm gauge

(see LRN 36 p.7)

The Clyde Qld. line car is in storage in the scrapyard. The old Plasser tamping machine (10 of 1970) is in storage in the navvies' compound and does not appear to have been used since the new one {Plasser 255 of 1982} arrived.

Hudswell Clarke 0-6-0 *Homebush* (1067 of 1914) was used to give free train rides in the Decauville carriage from Herbert Street, Ingham, to a point about a kilometre to the west on the morning of Saturday 10 September.

This service, in conjunction with the annual Maraka Festival, was run as a "push-pull" operation until the last trip, when the loco ran round the car in order to haul it back to the mill.

Editor 9/83; Chris Hart 10/83

FARLEIGH CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD 610 mm gauge

(see LRN 34 p.13)

The mill's Plasser ballast regulator met with an accident around the start of September. The machine was travelling along the line when it hit a low joint at a speed stated to be 5 m.p.h.(!) and rolled down an embankment to end up adjacent to a road at the bottom. The upper part of the cab was severely

damaged but the driver escaped serious injury because the substantial mountings for hydraulic equipment on either side prevented more serious crushing of the cab. The machine, Plasser 247 of 1982 (Model PBR-201) weighs 15 tonnes, and has a long wheelbase with only four axles. It was loaded onto a semi-trailer by crane, and was transported back to the mill where it was left near the navy depot to await a decision on its future.

Andrew Burnham, Editor 9/83

ROD LEONARD, Trinity Beach. 610 mm gauge

(see LRN 35 p.10)

F.C. Hibberd "Planet" 4wPM 3570 of 1952 has been very nicely restored in yellow and green livery and is in working condition. Rod purchased a grass cutter from Mourilyan Mill along with this loco, and this is awaiting attention. Hudswell Clarke 0-6-0 1653 of 1935 has been stripped down for a preliminary boiler examination. These locos are stored on private property and any member wishing to view them should write to P.O.Box 1634, Cairns 4870 to arrange an appointment.

Rod Leonard 9/83

MARIAN MILL CO-OPERATIVE SOCIETY LTD 610 mm gauge

(see LRN 36 p.7)

A spectacular accident took place on the Devereaux Creek line at about 6 p.m. on 23 September, when a train of full bins ran away down a steep gradient for about a kilometre. The crew jumped clear of the loco, Clyde Model HG-3R 0-6-0DH *Melba* 2 (64-377 of 1964), which became derailed and ended up down the side of an embankment, although still upright. A section of track was totally ripped up but all the bins remained upright, although 21 were derailed, and all couplings held. It was fortunate that the accident took place on a Friday evening. Two mobile cranes were brought into the site the next morning to clear up the mess, and it was expected that there would be plenty of overtime work for the navvies that weekend!

The F.C.Hibberd "Planet" 4wPM locos (2566 of 1942) donated to the Australian Narrow Gauge Railway Museum Society, left Marian for Brisbane during October.

Len Heaton, Editor 9/83; Bob Gough 10/83

MOSSMAN CENTRAL MILL CO. LTD 610 mm gauge

(see LRN 31 p.13)

The "Ballyhooley Steam Express" operates out of a station near the entrance to the mill scrapyard. The station building is a restored barracks and it contains

a most interesting display of historical photographs. The loco *Bally Hoolley* (Bundaberg Foundry 0-6-2T 6 of 1952) appears to be in excellent condition. Although the gas burner is noisy, the exhaust can be heard, probably because of blast pipe and/or stack modification.

The journey aboard the "Ballyhooley" involves a reverse from the station and then forward through a mill building adjacent to the carrier and past the loco shed onto the main line up Mill Street. On the way up to the Golf Club loop near the Newell Beach road turnoff, the train stops on a bridge over the Mossman River. At the loop the loco runs round the train for the return to the mill, with the total journey time about an hour in all. The four coaches are mounted on canetainer bogies and ride well. Station mistress and guide Jennifer Watson qualified as a steam loco driver at the end of 1982, but is not the regular driver.

The dismantled remains of *Ivy*, John Fowler 0-4-2T 15947 of 1922, are neatly stacked in the scrap area. On display by the station are an ex-Douglas Shire Tramway steel wagon, a bin, a cane truck and the remains of a small line car.

All the diesel locos except *Mowbray* (Baguley/RMP 0-6-0DM 3378 of 1954) and Malcolm Moore 4wDM 007 (1042 of 1943) are in the new lemon and blue livery. Com-Eng 0-6-0DH locos *Ivy* (AL4181 of 1965) and *Douglas* (AL2562 of 1963) are permanently coupled back-to-back and a walkway has been constructed to facilitate access between them by loco crew. These two locos have been seen in recent sugar industry promotional advertisements on TV. It appears that the numbering system for locos is being phased out, with most locos having the mill logo where the numbers used to be.

Melbourne Herald 13/12/82 via Ian Stanley; Editor 9/83

MULGRAVE CENTRAL MILL CO. LTD, Gordonvale 610 mm gauge

(see LRN 34 p.14)

All the Com-Eng diesels have had their cabs raised by 12 inches now with the exception of loco 3 (A1003 of 1955), and following this have been painted in the new predominantly yellow livery. In addition, loco 6 (A1006 of 1955) has been fitted with a torque converter, making it into a diesel-hydraulic.

Com-Eng 2 (A1001 of 1955) was seen approaching the mill with a rake of full bins, propelling a yellow four-wheeled "pronger". This is a vehicle designed to be hauled at the end of a rake to prevent any runaway in the event of a broken coupling. A pair of steel prongs trails along between the rails so as to dig into the ground in the event of any reversal of direction, so halting the rake. This particular vehicle appeared to be a steel cane truck chassis weighted up. The prongs can be raised or lowered into position using a hand winch attachment.

Motor Rail "Simplex" 4wDM 4207 of 1929 was seen out of use behind the navy shed under a tarpaulin.

Editor 9-10/83

PIONEER SHIRE COUNCIL PARK, Seaforth. 610 mm gauge

Ex Marian Mill number 3, a Dick Kerr 0-4-2T built in about 1910, has been "preserved" here for a number of years. Its condition had deteriorated over the years, so a local group is to carry out restoration work.

D.Anderson 9/83.

HOWARD SMITH INDUSTRIES PTY LTD, Mourilyan Mill. 610 mm gauge

(see LRN 31, p.14)

The F.C.Hibberd "Planet" 4wPM loco (3570 of 1952) which had lain out of use in an old shed near the mill for many years was sold to Rod Leonard of Trinity Beach early in the year together with the mill's old grass cutter which was also stored in the old shed. Now all that remains in this shed is a 1943 built Malcolm Moore converted to 4wDM, which has been retained for spare parts. The operational Malcolm Moore 4wDM has been painted in mill colours and numbered 10.

The old loco shed has been removed and the mill building extended to provide a workshop and bin repair area as well as a loco stabling facility. Five roads run into this area, and each has a pit.

Editor 9/83

SOUTH JOHNSTONE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD 610 mm gauge

(see LRN 34, p.15)

The new E.M.Baldwin Model DH32B B-B DH delivered last year is named *Liverpool* and is builder's number 10385-1-8-82. Unlike all previous locos, it has no number; it is stated to be able to bring 110 full bins up the range from Japoonvale. This loco is paired with the Hockey Engineering brake wagon which appears to have been rebuilt at the mill. Brake wagon 3, E.M.Baldwin 6572-1-7&, has also been rebuilt by the mill and carries no number either. Brake wagon 1 (Clyde Qld., 1972) was seen in the shed with its wheels removed.

1943 built Malcolm Moore 4wDM locos 12 and 13 appear to have been scrapped. The mill's Drewry 0-6-0DM locos seem to see little use. Loco 14 (Baguley/Drewry 2396 of 1952) is disused with rods removed. 9 (Baguley/Drewry 2395 of 1952) and 15 (Baguley/Drewry 2520 of 1954) are "spare".

The mill's ballast tamper is Tamper 4375739 of 1980, not 1375739 as

previously recorded.

This mill's tramline system has a number of impressive bridges. There is a large through girder bridge over the South Johnstone River near the mill, while at Silkwood is a steel cantilever bridge more than 100 metres long with a main span of about 45 metres. Massive concrete piers carry the spans 14 metres above normal water height.

Editor 9/83

TULLY CO-OPERATIVE SUGAR MILLING ASSOCIATION 610 mm gauge

(see LRN 34 p. 16)

The mill's new loco is TULLY No. 7, E. M. Baldwin B-B DH Model DH32B 10684-1-4-83 of 1983. Identification is on an oval aluminium plate on the cabside and livery is red below waist level and yellow above. The cab windows slope outwards at the front and rear of the cab and there is an additional pair of windows in the lower part of the cab rear panel.

Two Com-Eng 0-6-0DH locos are stationed at El Arish to work tramlines in the area, and to work cane over the Tam O'Shanter range, where diesel locomotive haulage was introduced to Queensland in 1937. One loco is allowed to take 50 full bins over the range, but with a loco front and rear, 100 bins is the maximum load. This line passes through dense rain forest and there are a number of large timber bridges as well as an overbridge across the QR. This line is easily accessible from the old Bruce Highway.

TULLY No. 9, Clyde 0-6-0DH DHI.4 of 1954 was seen parked in the navy area at the mill, looking very dilapidated. The new mill yard to the south of the mill has been partially laid out with track using concrete sleepers, but it has not yet been connected up.

On Saturday, 1 October, a number of wrecked full bins were seen in the neck area at the north of the mill yard, and the navvies were working to replace a set of points at this vital location.

Editor 9-10/83

SOUTH AUSTRALIA

ELECTRICITY TRUST OF SOUTH AUSTRALIA, Thomas Playford Power Station, Port Augusta 1435 mm gauge

Coal will cease to be railed here next year when the new "merry-go-round" unloading facility at the adjacent new Northern Power Station becomes operational. Playford Station will then be supplied by conveyor from the stockpiles at Northern.

Existing arrangements at Playford consist of two wagon tipplers capable of

emptying only one wagon each per operation. Recently, only one tippler has been in use, and a locomotive is required to propel the coal wagons.

Loco stock comprises two Clyde HG-6R 6wDH locos. No. 1 (61-237 of 1967) is the operational loco, while *F.J. Shea*, No.2 (58-192 of 1958) was noted out of use on the head shunt. No. 2 was originally an A.N.R. loco and still retains its A.N.R. nameplate.

R.J. Pearman 10/83

TASMANIA

QUEENSTOWN 1067 mm gauge

Twenty years after the closure of the Mount Lyell Railway, 0-4~2T Abt rack loco 3 (Dubs 3730 of 1898) has been restored as part of an exhibit set up in Queenstown to illustrate the line upon which the town depended for so much of its history. This loco had been "preserved" in the town centre but had been suffering badly from neglect and the weather. Included in the exhibit is a section of rack railway and a huon pine "bridge".

"A.B.C. Weekend Magazine" 30/10/83

VICTORIA

CARIBBEAN GARDENS. Scoresby 610 mm gauge

(see LR 59 p.24)

There is a quite extensive pleasure line here with an impressive steel bridge carrying the rail s across part of a big lagoon used for cruise boats. There are two complete trains, each with a loco hauling eleven four-wheeled carriages.

One loco is roughly "beetle shaped", sloping down at the front and rear, with a fibreglass body painted red and white. This loco appears to be one which operated at Pleasure Island and Surfer's Paradise Gardens on Queensland's Gold Coast in the 1960s. Examination of the frame shows it was originally a 2.5 ton "bow-frame" Motor Rail "Simplex" 4wPM, which means that it cannot be Motor Rail 4160 as previously suspected. It probably came originally from a CSR mill in North Queensland. The loco is now fitted with a Ford diesel engine.

The second loco is a Malcolm Moore 4wPM 1092 of 1943, painted red. It came in a crate from the Defence Department many years ago. All the 22 carriages have identical fibreglass bodies. Nine of them appear to be built on cane truck frames.

W.W. Henderson 6/83, Editor

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Railway, Belgrave - Emerald Lake 762 mm gauge

(see LRN 33 p.12)

During a visit to Puffing Billy on Friday 16 September, *Sir John Grice* (Peckett 0-4-OST 1711 of 1926) was in steam outside the Belgrave Workshops, coupled to a new diesel locomotive, numbered NRT1, which appears to be an extensive rebuild of Ruston & Hornsby 4wDM 296058 of 1951, donated to the P.B.P.S. in 1978 by the Melbourne & Metropolitan Board of Works.

Darryl Grant 9/83

ESSENDON STEAM & OIL ENGINES PRESERVATION SOCIETY, Thomson Reserve, Keilor Road, Essendon. 610 mm gauge

(see LRN 33 p.13)

Two new members with extensive steam experience have contributed towards substantial progress in the restoration of Perry 0-4-OT 9737.45.1 of 1945 (ex Millaquin Mill 9). The Society is now fully committed to the complete restoration of the loco and a recent grant will ensure that the project is completed.

All the boiler tubes have been removed, as well as the front tube plate, which had been condemned by the boiler inspector. The boiler shell is in quite good condition inside but is rather scaly outside. The external scale has proved easy to remove, and the outside of the barrel is currently being painted. All the asbestos boiler cladding will be disposed of. All valves and fittings have been removed for overhaul and for the manufacture of replacement parts where required.

Items requiring major attention or complete replacement include internal parts of the safety valves, the complete smokebox, boiler tubes and front tubeplate, cylinder drain cocks, sight feed lubricator for brake valve, firebox doors, cab floor, bunker walls, smoke box internal fittings, and all internal steam pipes. The list seems to grow week by week.

The Society is interested in obtaining photos of the loco at work at the mill, and any members able to help with photos or any other information about the loco is asked to contact the Society at 41 Lauricella Avenue, KEILOR EAST 3033. Although Society membership is still small (only 12), the money, resources and ever increasing experience is available to ensure that the loco will one day be steaming on its own track around the park.

Neil White 9/83

GEELONG STEAM PRESERVATION SOCIETY, Bellarine Peninsula Railway 1067 mm gauge

(see LRN 34 p.16)

Repairs to Vulcan 0-6-OST number 4 (2539 or 2541 of 1916) have reached the stage where steam trials can be carried out.

Restoration of sister loco Vulcan 0-6-OST number 5 (2540 of 1916) at Wantirna is progressing well. The engine has been stripped down and work was about to commence on removing the stubborn front casting, which needs repairs. A new bottom half of the smokebox will have to be fitted, but the tubes seem to be in fair order. Two new injectors have been purchased and repairs will be undertaken to the saddle tank. The cab is to be completely rebuilt.

Narrowminded 9/83

WESTERN AUSTRALIA

GOLDEN MILE LOOP LINE RAILWAY SOCIETY, Boulder 1067 mm gauge

(see LRN 35 p.14)

F.C.Hibberd "Planet" 4wDM 3966 of 1962 had its radiator refitted on 15 October, following problems with overheating while on trials. The donated rail equipment ex Kalgoorlie Mining Associates has not yet arrived in site. Trains run from Boulder City Station at 11.00 am Monday to Saturday and on Sundays and Public holidays hourly from 1.00 pm to 4.00 pm. During holiday periods, an extra train may run at 9.00 am Monday to Saturday. A full historical commentary is given en route and fares are \$3-00 for adults and \$1-50 for children.

Anthony Weston 10/83, Paul Enever

WESTERN AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION INC, Whiteman Park, Caversham. 610 mm gauge

(see LRN 35, p. 14)

The equipment formerly stored at the Mount Helena site was removed to Caversham in August. The equipment stored at Hazelmere still has to be shifted however. The ex-Lake View & Star F.C.Hibberd "Planet" 0-4-ODM (2150 of 1938) is now under cover so no time has been lost in removing the cab to enable paint removal to commence.

The Maylands built 4wPM loco has been in use most weekends, but late in July an electrical fault struck. However, a local auto electrical firm, Deerings of Midlands stepped in and renewed the wiring free of charge. Minor juvenile

offenders have been brought out by the Department of Community Welfare to undertake restoration work on the Ridley 6wPM loco, which is believed to have been built in 1969 as a B-B PM. This loco has been painted in grey primer and a replacement Vanguard 4-cylinder car engine has been donated by Whitemans Brick. Wheel profiles are a worry with this loco but a set of patterns has been obtained, and new wheels may be cast. Other relevant patterns, for the Metropolitan Brick stock, have been obtained from Vickers Hadwa.

Lindsay Watson 10/83; Keith McDonald.

MINIATURE RAILWAYS

Information about a number of miniature railways has been received recently so brief details are shown below: A 7.25" gauge line has been laid at Werribee Park, east of Melbourne. Normal loco is a diesel, but occasional steam days are planned. A miniature railway is being developed at Elgar Park in Melbourne by the Box Hill Miniature Steam Railway Society, with 7.25" and 5" gauge track. Cockington Green, a tourist attraction in Canberra, operates miniature steam railway rides as well as a 1/12th scale model of the "Inter-City 125" of British Railways.

Norm Houghton 10/83

OVERSEAS

FIJI

BARCLAY BROTHERS PTY LTD, Monasavu 610 mm gauge

(see LRN 35 p.15)

A preliminary and provisional auction notice was published in September regarding the equipment from the hydro-electric scheme at this site. Tunnelling plant and equipment included Gemco 10, 8, 3 and 1.5 ton battery-electric locos, shuttle cars, concrete transporters and air loaders, as well as general tunnelling equipment. The auction was due to be held on 15 and 16 November.

Island Business 9/83 via Bob McKillop.

THAILAND

Bob McKillop sends news of a problem that does not seem to have existed on Australian timber tramways. In the north of Thailand, illegal lumberjacks have been loading their logs aboard hi-jacked government railway trains and forcing the train crews to transport them at gunpoint!

MEETINGS

MELBOURNE

VIDEO NIGHT

Frank Stamford will be bringing along a wide selection of Video recordings on railway and tramway topics. The choice of what we see will be up to those present. There will be plenty to interest everyone so come along, meet a few of your mates and enjoy Frank's films.

February meeting - South Gippsland Tramways.

Location: Ashburton Uniting Church Hall, Ashburn Grove, Ashburton. Date: Thursday, 8 December 1983

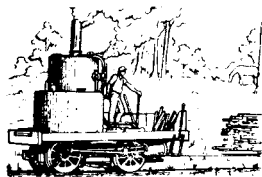
Time: 8.00 pm

SYDNEY

No meeting this month. Next issue will contain details of the February meet.

ADELAIDE

No news of the next Adelaide meeting however anyone wishing to attend the next gathering should contact Arnold Lockyer at 6 Dunodin Street, Dover Gardens 5048.



LIGHT RAILWAY NEWS



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EDITORS NOTE

Please note the new editorial address above which was changed shortly before LRN 37 went to press. Any reports sent to P.O. Box 105 over the Christmas period will be published in LRN 39.

NOTES, CORRECTIONS AND COMMENTS

BOOK REVIEW

Forest History Museums of the World- by Kathryn A. Fahl. Published by Forest History Society, 109 Coral St, Santa Cruz, California, 1983. Price \$US7.50

The Forest History Society in the USA has published a directory to museums concerned with forest history. The directory contains entries for 311 museums in 35 countries. Of these, 193 are in the US and Canada, reflecting the great interest in forest history in these countries. There are three entries for Australia: the Gympie Forestry Museum in Queensland, the Manjimup Timber Museum in Western Australia, and Timbertown Wauchope in New South Wales.

The collections vary widely from operating mills, such as the sawmill at Timbertown or an 18th century paper mill at Basel, to static displays of tools and equipment or collections of wood samples and products. Railroad and tramway materials feature in many of the collections.

The directory is excellently produced and would be well worth consulting before making an overseas trip.

John Dargavel

PORT HEDLAND

(see LRN 36 p. 11)

Grant Pendergrast indicates that when he saw the crane and wagon displayed at Port Hedland, together with a tender, in 1973, the crane carried a sign to say that the items were from the Port Hedland to Marble Bar Railway.

CORRECTIONS

Apologies to Keith McDonald and thanks to Craig Wilson for pointing out some errors that occurred in the report on E.M. Baldwin & Sons in LRN 37 (p.2).

Units 9838-1-11-81, 9838-2-11-81 and 9838-3-11-81 are man riding cars and should have been shown as 4wDHR Model 15DH Mk4.

Units 9931 should have been shown as 9981. Craig points out that at least two of these man riding cars have different dates on their builder's plates than those quoted by Keith, i.e. 9981-2-11-82 and 9981-4-2-83. (Keith may well have quoted delivery dates, which are normally used by Baldwins on their builder's plates Ed.)

Order 10229 was quoted fairly widely as for 16 units, yet it appears that 17 units were delivered. Craig certainly saw at a distance a personnel carrier at Baldwin with a number that appeared to be DT20, so was this order increased or what?

RESEARCH COLUMN

REDCLIFFE TRAMWAYS

(see LRN 36 p.1)

John Knowles and Greg Stephenson both write on the subject of Redcliffe tramways.

The tramways were laid on jetties at Redcliffe and Woody Point, originally built in 1885. For many years, steamer was the preferred method of travel to the Redcliffe Peninsula because the road from Petrie was neither tide nor weather proof. Steamers ran from the Brisbane Customs House to Bribie Island via Redcliffe (Brisbane Tug and Steamship Co.), and smaller boats ran from Sandgate to Woody Point .

New jetties, also with tramways, were built at Woody Point in 1921 and Radcliffe in 1922.

John Knowles has old family photographs which show Moreton Bay steamers Koopa and Doomba at Redcliffe, showing the 2 ft 6 in gauge tramway on the pier head and a layout which required at least one point,

and also the trolleys, which were about 5-6 ft long. Greg Stephenson's uncle remembers the trolley on Woody Point jetty which was hand pushed although a makeshift sail could sometimes be rigged up.

Spike holes at 2 ft 6 in gauge were until recently still visible on the Redcliffe jetty.

Twenty tons of 30 lb rails allows for 746 yards of track, which could account for at least the length of both jetties, so it would appear that the advertisement dates the removal of both jetty tramways - presumably when the road from Petrie had been improved sufficiently.

Further references are Redcliffe's 160 Years by L. E. Slaughter, 1959; and A Tale of Two Bridges (Houghton Highway opening souvenir, 1979).

Any other information would be of great interest to these two gentlemen.

NEW ENGLAND ANTIMONY MINES N.L., Hillgrove, N.S.W.

(see LRN 35 p.1)

Bill Henderson writes that four 1.5 ton 4 hp Gemco "Trammer" locos were sold to New England Antimony by Golden Plateau N.L., Cracow, Qld., in about 1976. These were 11986/96/62 of 1962, 12328/122/65 of 1965, 12426/142/66 of 1966 and 12567/150/68 of 1968.

FIELD REPORTS

BOXWOOD HILLS TRAMWAY Victoria

Boxwood Hill is located half way between Dookie and Devenish in north-eastern Victoria. A tramway was used here earlier this century to haul calcite from an open cut mine to a series of hoppers from which it was fed into kilns to make lime.

It is difficult to determine exactly how extensive the tramway was, but there were at least several hundred metres from the mine to the hoppers where the right of way can still be traced with a few sleepers still in situ. It is also possible that it ran approximately 0.5 km to the nearest road, but this is unconfirmed. Motive power is unknown but it was probably man and/or horse. The remains of one truck can be seen at the entrance to the mine.

Any further information about this tramway would be appreciated.

Andrew Hennel 11/83

SLEEPS HILL QUARRY, South Australia

(see LRN 29 p.2)

The Sleeps Hill stone quarry situated approximately 100 m before Sleeps

Hill tunnel on the main Adelaide - Melbourne line was once served by a broad gauge connection to the stone crusher in the quarry area. What is less well known is that the quarry itself was served by a 2 ft gauge rail system, used to bring stone to the crushing plant.

The quarry is laid out on an east-west axis with remains found along both the north and south walls and the crushing plant located on the south side. Along the north wall, remains of rail still spiked to the sleepers was found in one area confirming that the gauge was 2 ft. In other areas on this side, other pieces of rail, sleepers, and even some cement foundations, purpose unknown, were found. The remains of two side tipping skips were also found. These were approximately 2 m x 1.5 m with a flat-based bin with pivot points in the centre. On one side had originally been a door which opened as the bin tipped. One skip was complete except for wheels, having locking mechanism to stop the bin tipping, and brake shoe hangers still in place. The second consisted of bin only. These skips were found high up on the side of the quarry. The bins were of all steel riveted construction and the underframe was wood and steel. Also discovered was a piece of steel cable, so perhaps a haulage using gravity had been utilised.

On the south side were a couple of old road beds and supports for the crushing plant. also there was more flat bottom rail all approximately 25-30 lb. It is not clear how stone was brought from the north side to the crusher on the south side. Any further information on this quarry would be much appreciated.

R. H. Saunders 11/83

PAPUA NEW GUINEA

Chabai, North Solomons Province

The site of the tramway used by the Japanese to build Chabai airstrip was visited in August. The tramline was at least half a mile long, its path shown by bomb damaged and bullet-holed skip hoppers. Later, three hopper frames were found in the undergrowth.

Teopasino Plantation North Solomons Province

The tramway remains at the old Burns Philp Plantation were inspected in November. The formation was followed north to the seashore where rock had been collected to build the formation. The method used to follow the formation was to walk through the long grass and use a bush knife to feel out the ground ahead. Where the knife clicked on the rocks, the formation was being followed. Running south from the starting point at the middle of the

tramline, a 150 m embankment crossed a swamp and then paralleled a road to where it emerged with the road which was built over the formation at this point. Some investigations have still to be carried out here.

Michael Pearson 11/83

NEW SOUTH WALES

APPRENTICES STEAM CLUB, H.M.A.S. NIRIMBA, Quakers Hill 610 mm gauge

(see LRN 24 p.2)

Fowler 0-6-2T Invicta (11277 of 1907) is preserved here, about 40 km west of Sydney, and features in occasional open days with various stationary engines, a Foden steam lorry and miniature live steam railways . The Fowler loco is workable, but needs a repaint. It is still in its last Qunaba livery complete with Bundaberg Rum slogan - highly appropriate for a naval establishment! Interested visitors may view by arrangement. The loco is sometimes informally steamed on Wednesday afternoons, but has only about 100 m of track. Intending visitors can contact Lt. Steve Good on 626 4111.

Andrew Burnham 11/83

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY,. Albion Park 610 mm gauge

(see LRN 37 p. 3)

Special Steaming Day

A party of Australian Railway Historical Society members, with families and friends, visited the ILRMS museum on Saturday 19 November on their annual family outing.

Operations for the day were arranged so that all vehicles which could move were assembled into trains and operated around the main line circuit. The two steam locomotives, Hudswell Clarke 0-6-0 Cairns (1706 of 1939) and Davenport 0-4-0ST Kiama were mainly occupied working the three car passenger train. Former Melbourne cable tram trailer No. 430 entered passenger service for the first time on this occasion coupled with semi open car No. 1 and Queensland railmotor trailer P119. Car 430 had been almost completely externally restored by that date but the interior had not been treated since arrival at Albion Park.

A triple headed goods train consisting of jubilee tip trucks, flat wagons, coal skips, Balls Head hopper cars and the Victoria Mill meat van was hauled by the Ruston four-wheel diesel (285298), Fordson (Malcolm Moore) four-wheel

kerosene, and four-wheel petrol Leyland-Krauss unit. The Mancha four-wheel battery-electric locomotive hauled the Dry Creek (South Australia) explosives cars on several circuits on the main line uncomfortably filled with passengers!

The Gemco four-wheel electric tunnel loco hauled colliery man cars under overhead wires on the tramway section of the museum while the Leyland-Krauss made several trips along the original Croome Road north-south track, coupled to saloon car No.2 (former International bus body).

Rolling stock

A NSWGR "HG" type four-wheel guard's van number L1295 was delivered to the museum on 18 October from Wollongong Yard. Over the following two weeks, the running gear was removed and the body lowered onto two 2 ft gauge bogies. The van was towed along the narrow gauge track to the main station area on 10 November from where it was lifted onto foundation blocks. The body is being externally restored and it will serve as a book and souvenir shop at "Yallah" station.

During early December, the first of several loads of material from South Clifton Colliery was delivered to Albion Park. Although of 1067 mm gauge the selected pieces of rolling stock will eventually be altered to 610 mm to enable operation on the museum tracks.

Around the museum

By late October, the 500 gallon water tank was available for servicing the steam locos at the western end of the main station platform.

Throughout November and December, the per way section progressed with the construction of a platform "back road". From this track, a variety of specialised points and track components will lead to various sidings. The main siding has been constructed with 41.5 lb rail but the other branches will be laid in a variety of rail to form a practical display of the various per way items collected over the years by the Society.

Motive power

During the second week in December the very versatile Mancha four-wheel battery-electric loco was repainted.

During October and November, Hudswell Clarke 0-6-0 Cairns (1706 of 1939) received a major overhaul to the left hand side valve gear. The Mancha locomotive has proved very useful in the timing adjustment to the steam engine running gear. The heavy electric unit is able to inch the steam locomotive along the track when the stroke extremes etc. are plotted.

Workshop machinery.

The Kiama Council donated a large radial drilling machine to the museum during November. although this had stood disused in the council yard for

many years the museum members had overhauled this unit ready for work by mid-December .

Ken McCarthy 12/83

QUEENSLAND

ANSETT TRANSPORT INDUSTRIES LTD, Hayman Island 610 mm gauge

(see LRN 17 p.3)

As usual, the tramway linking jetty with resort was very busy in late December. Ruston & Hornsby 179872 of 1936 was working passenger trains. This loco has been painted blue and red which matches the new carriage livery of blue and red. Five cars were being hauled by the loco, two open, two enclosed and one baggage car. Two or four flat cars were also marshalled in the train at various times during the day, attached to the front of the loco. The second passenger loco, Ruston & Hornsby 285339 of 1949, was parked in the siding at the Heliport. It is fitted with a Lombardi 4-cylinder engine. The third loco, a much rebuilt Motor Rail "Simplex" 4wPM, was in use delivering the resort laundry to the wharf in the morning. This loco is now thought to be Motor Rail 4199 of 1927, shipped to Cairns. It corresponds to the Hayman loco which was supplied new to Arthur Moody of Eubenangee near Babinda and was used on his "horse tramway " until about 1950 when his farm was sold. The loco, known as Biddy, was sold to Hayman Island and a photograph exists of it there in original condition.

Other rolling stock on the island consists of two carriages in the old black and red livery, seven additional flat cars (some are fitted with ends), and a timber framed tank car.

A programme of expansion on the island resort is affecting the tramway. It has been relocated away from the shoreline between the heliport and main station to make way for luxury unit development. Its present alignment along this stretch appears to be a temporary one. Construction has begun of a marina and boat harbour which it appears will replace the old jetty. It appears that the tramline will be relocated to serve the new marina when it is completed and that the old jetty will be demolished. A new main station is to be built also, further away from the beach than the present one.

Editor 12/83

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY, Durundur Railway, Woodford 610 mm gauge (see LRN 37 p. 6)

F.C.Hibberd 4wPM loco 2566 of 1942, recently donated to the Society by Marian Mill, was moved onto site at Woodford on 10 December.

Work has commenced on repairs to John Fowler 0-6-0DM 18260 of 1929. The locomotive has to be parted between the first and second axles to obtain access to the clutch which needs attention to make the loco operational. The aim is not a full restoration but rather to enable the loco to carry out duties around the site.

A large amount of 60 lb rail from the Tennyson Powerhouse sidings in Brisbane has been donated to the Society by the Queensland Electricity Generating Board. This rail will be lifted by the Society and transported to Woodford for mainline track extensions. An air compressor has recently been purchased from the Main Roads Department .

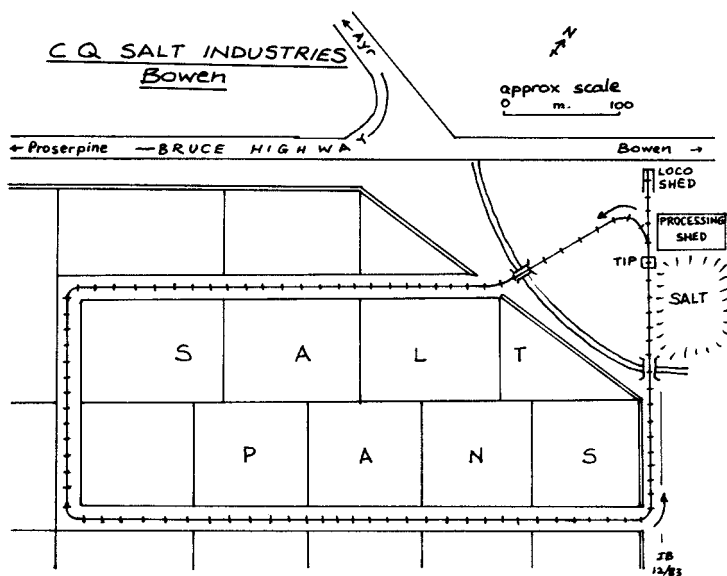
Durundur Railway Bulletin 11/83; Mike Swift 12/83

CQ SALT INDUSTRIES, Bowen 610 mm gauge

(see LRN 25 p.14)

This saltworks, a division of Cheetham Salt Ltd produces around 12,000 tonnes per year through the evaporation of sea water. A narrow gauge tramway is used to convey salt from the harvester to the tipping dock at the works during the "harvest" which lasts for perhaps 8-10 weeks around Christmas time. The harvest was in full swing when the works was visited on 23 December. A 1.5 km line makes a circuit to serve the pans used for crystallising the salt, and the harvester loads directly into the V-skips hauled by the locos.

At the unloading dock, the skip bodies are tipped using an overhead crane,



and righted by a ramped bar. Just ahead of here are the points leading to the left back to the salt pans or straight ahead to the loco shed where the track has been removed from the pit.

There are 4 four-wheel diesel loco, three built by Ruston & Hornsby and one a Motor Rail "Simplex". The first loco is Ruston 174142 of 1935 and is the first Ruston & Hornsby known to have been supplied to Australia.. It was supplied through W.Sandover to the Marvel Loch Gold Development Co of Western Australia, and in 1938 it went to Wiluna Gold Mines Ltd It is believed to have come to Proserpine Mill in Queensland in 1949 and was purchased by Bowen Saltworks in 1973. It was not in service at the time of the visit as its Lister 3JP engine had been removed for repairs. However it normally sees regular service as it approaches its half century.

There are two other Ruston locos, of Model 30DLU . One carries builder's plate 285343 while the other is claimed to be 285340 and carries number 2; both were built in 1949. It is not clear where these locos came from. Both were originally with the State Rivers & Water Supply Commission in Victoria, and it is claimed that they worked at Bajool Saltworks (2'2" gauge) but Ruston 285340 did work at Proserpine Mill until about 1972. These locus were hauling trains of 13 and 10 V-skips respectively.

The fourth loco is Motor Rail 8653. It was built for the U.K. War Office in 1941. Normally spare loco at Bowen, it was limited to hauling 7 V-skips of salt at the time of the visit.

23 skips, liberally coated with bitumen to minimise corrosion, were seen on site and there were also a number of spare frames and wheel sets in evidence. One loaded skip had come to grief and was lying on its side just off the track at the bottom of the line so that trains had to ease past it cautiously. In addition, one flat wagon was seen in the loco shed.

Editor 12/83

CSR LTD, Goondi Mill, Innisfail 610 mm gauge

(see LRN 34 p. 10)

Between 27 September and 1 October, Clyde Model DHI-71 0-6-0DH 56-90 of 1956 and E.M. Baldwin Model DH8 4DH 9109-1-9-80 of 1980 were numbered 6 and 1 respectively. The Clyde had been named ADELAIDE when it arrived from Victoria Mill in 1976, and kept this name until it was fitted with a new cab in 1980 after which it was numberless. The Baldwin had never carried a number.

Editor 9-10/83

CSR LTD, Hambledon Mill, Edmonton 610 mm gauge

(see LRN 37 p.8)

It is reported that a Hambledon Mill loco was involved in a serious accident towards the end of the season when it fell from a bridge having become derailed. No further details are known at present, but there was a suspicion of sabotage in connection with the incident.

Mike Gray via David Mewes 12/83

CSR LTD, Victoria Mill 610 mm gauge

(see LRN 37 p. 8)

Plasser ballast tamper 255 of 1982 was seen under repair early in November with one of its bogies removed.

Hudswell Clarke 0-6-0 Homebush (1067 of 1914) was used to give children's rides on 17 December, on the occasion of the annual Christmas party. It appears that this preserved loco is steamed on average, four times each year.

Bob Gough 11/83; Mike Swift 12/83

FARLEIGH CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD 610 mm gauge

(see LRN 37 p.13)

A visit early in November showed that ballast regulator Plasser 247 of 1982 had been repaired and had a new cab fitted. This unit had been damaged when it rolled off the track about eight weeks before.

Editor 11/83

GIBSON & HOWES PTY LTD . Bingera Mill. 610 mm gauge

(see LRN33, p.7)

Ruston & Hornsby 4wDM 339211 of 1953 was seen at Bingera early in November. This unit is normally stationed at Fairymead Mill.

(Note to CD-ROM edition, this report was incorrect, the loco was actually seen at Millaquin Mill, - see correction in LRN39)

David Mewes 11/83

ISIS CENTRAL SUGAR MILL CO.LTD 610 mm gauge

(see LRN 35 p. 10)

All Clyde 0-6-0DH locos here have now been fitted with soundproofed cabs with the exception of 3 (55-66 of 1955). There is some thought that this loco may be converted into a "slave" to work in multiple with loco 6 (59-204 of 1959). John Fowler 0-6-0DM 2 (4110019 of 1950) is still in working order but John Fowler 0-6-0DM 1 20776 of 1935) has had its engine removed and is out

of use behind the mill.

David Mewes 11/84

MARIAN MILL CO-OPERATIVE SOCIETY LTD 610 mm gauge

(see LRN 38, p. 9)

John Fowler 0-6-2T 20277 of 1934 has been placed on loan with a mill supplier and appears to be in good hands. A substantial shed has been erected at a siding at Boldon on the old Mirani branchline. The loco was seen inside this shed late in December with side tanks and chimney removed. It is believed that this is preparatory to a boiler test being made.

Editor 12/83

MARYBOROUGH INDUSTRIAL MUSEUM SOCIETY 610 mm gauge

Early in 1983, John Fowler 0-6-0T 11165 of 1907 was removed from a children's playground in Queen Street to storage at Parkinson's Wrecking Yard. It had been placed in the park in 1960 after being withdrawn from service at Isis Mill. It is projected that it will be restored by the above Society for eventual display as part of an industrial museum.

Mike Swift 11/83; L.J. Wells 12/83

NORTH ETON CO-OPERATIVE SUGAR MILLING ASSOCIATION 610 mm gauge

(see LRN 36, p. 8)

Tenders have been called for the construction of a new tramway bridge over Bustard Creek on the Pinevale branch. The bridge will be of reinforced concrete on piles with prestressed concrete decking. Total bridge length is 60 metres.

Mackay Daily Mercury 19/11/83

PIONEER SHIRE COUNCIL PARK, Seaforth 610 mm gauge

(see LRN 37 p. 11)

In December the ex-Marian Mill Dick Kerr 0-4-2T had been repainted in a green and red livery. Although the loco has been stripped of boiler lagging, tanks and much of its cab for many years, the condition of running gear and the exterior of the boiler appears quite good, probably as a result .

Editor 12/83

SOUTH JOHNSTONE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD 610 mm gauge (see LRN 37, p .11)

A derailment is reported to have taken place when a loco was crossing a bridge at this mill in the latter part of the season. The accident is reported

to have taken place on a bridge on the No.6 Branch, near Silkwood, but no further details are known at present.

Mike Gray via David Mewes 12/83

TULLY CO-OPERATIVE SUGAR MILLING ASSOCIATION 610 mm gauge

(see LRN 37, p. 12)

TULLY No.9, Clyde 0-6-0DH DHI.4 of 1954, had its engine removed during the first week of November and was observed in a dilapidated state in the navy yard during December. Consideration is being given to using it to construct a brake wagon.

Around mid-November a serious accident occurred when new E.M.Baldwin B-B DH TULLY No.7 (10684-1-4-83) was derailed while crossing a major bridge in descending the range near Diarawong and fell into the creek bed below, in the process rolling right over and landing on its wheels! Amazingly, only superficial damage was done to the locomotive, and no serious injury was suffered by the crew.

Bob Gough 11/83; Steve Baker 11/83; Mike Swift 12/83;

Mike Gray via David Mewes 12/83.

VICTORIA

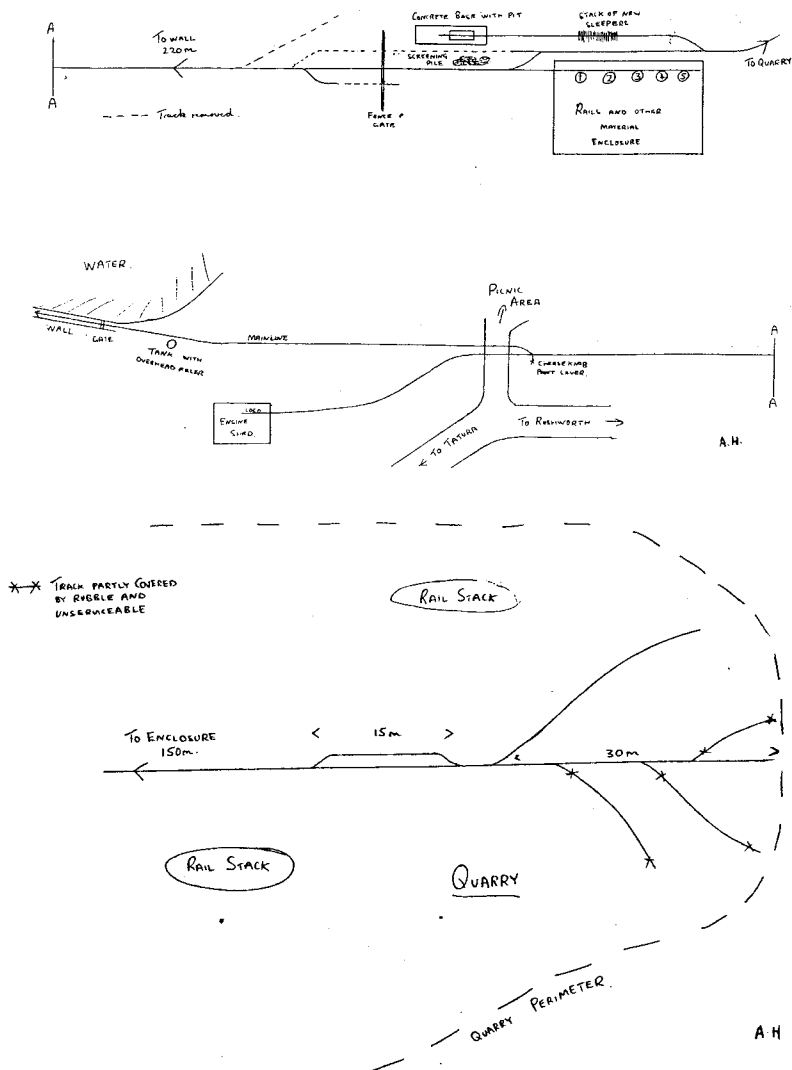
STATE RIVERS & WATER SUPPLY COMMISSION OF VICTORIA, Waranga Basin 610 mm gauge

(see LR 49 p. 23)

Waranga Basin is a storage reservoir situated between the towns of Rushworth and Tatura in central Victoria. It forms part of the extensive irrigation system of central and northern Victoria. It is located in fairly flat terrain and consequently a very long wall (total length approx. 7.5 km) was necessary to contain a sufficiently large volume of water. The basin fills from both natural drainage of the surrounding area but also by feeder channels from natural river systems such as the Goulburn River.

To assist with maintenance of the wall, a 2 ft gauge tramway is used along much of its length. The inside face of the wall is a rough mixture of small boulders and concrete surmounted by a protective covering of loose rocks on its crest. The SR&WSC maintenance depot is situated at the public picnic ground at the western end of the wall adjacent to the Tatura - Rushworth road. The tramway facilities here consist of an equipment shed which houses the locomotive and other non-tramway material, a locked enclosure containing the rolling stock, and a disused quarry.

Although the tramway sees only occasional use when work on the dam



wall is required, it is maintained in good condition with new re-sleeping evident in several locations. At the present time, the tramway extends approx. 6 km along the wall to a point where the rails abruptly finish. However, the remaining 1.5 km of the wall shows evidence that the tramway at one stage went right to the eastern end. This length has been graded and is suitable for use by motor vehicles. Despite this, some sleepers can be found and there are many lengths of rail used as fence supports, cattle grids etc.

The tramway in most parts is laid directly on the ground without ballast.

The sleeper spacing is very irregular, with spacings of up to 1.4 m not being uncommon. Joints are made with two-bolt fishplates and small standard dogspikes are used throughout. Rails are very light but two different sections are in use.

The outer extremity of the tramway is extremely overgrown by grasses, but nonetheless useable. There are no runaround facilities at the outer end. There is one four-wheel diesel locomotive. (Believed to have been built in 1959 by C.F.Sewel of West Footscray. It was originally fitted with a petrol engine - Ed.) There are also five trucks, all of which are normally located within the enclosure (see track diagram):

- (1) 4-wheel flat with screenings box (unsprung)
- (2) 4-wheel flat with water drums (unsprung)
- (3) 4-wheel flat with makeshift roof and cement mixer (springs)
- (4) & (5) both 4 wheel hoppers (unsprung)

Several of the trucks have oval builder plates with the following wording:

**ENGINEER AND MACHINIST
C. F. SEWEL
MAKER
GROSE ST. WEST FOOTSCRAY**

Andrew Hennel 11/83

OVERSEAS

FIJI

FIJI SUGAR CORPORATION, Labasa Mill 610 mm gauge

(see LRN 32 p. 14)

A snapped rail joint caused Baldwin 0-6-0DH 7 (9442-1-4-B1) to end up on its side in the sea at Vavalagi about 20 km from Labasa on 1 September. The driver and helper escaped injury. The locomotive was towing 109 empties on its way to Wainikoro. About 15 empty trucks were also derailed. The loco was almost completely covered at high tide. The area was inaccessible to heavy-duty vehicles, so the one metre high bank was excavated to enable the engine to be pulled back on its wheels by a front-end loader working a series of pulleys. Workers then used a jack and wooden blocks to raise the loco to the level of the railway line. By late the next day, it was; ready to be hauled back to Labasa mill for overhaul .

Fiji Times via John Peterson

PAPUA NEW GUINEA

OSCAR BOND, Boui Plantation, North Solomons Province 610 mm gauge

This gentleman has purchased the plantation from Burns Philp and hopes to continue the use of . the 4 km long hand-pushed tramline there. The tramline may even be extended.

Michael Pearson 11/83

CHOISEL PLANTATION PTY.LTD . Soraken & Kunua Plantations, North Solomons Province, 610 mm gauge

(see LRN 24 p . 11)

It is reported that some tramlines on these plantations are being removed and used for bridge construction . It is not yet known if this represents the demise of these tramways, the last substantial loco hauled lines in Papua New Guinea.

Michael Pearson 11/83

ROSTER

FARLEIGH CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD

	0-4-0T	Avonside	1909	1922		(a)
UNIT 26 <i>Seaforth Simplex</i>	4wDM	Motor Rail	7369	1939	20/28hp	(b)
<i>Little Toot</i>	4wDM	Ruston & Hornsby	218002	1943	20DL	(c)
<i>Richmond</i>	0-6-0DM	Com-Eng	A1308	1955	AA	
<i>Ashburton</i>	0-6-0DM	Com-Eng	A1614	1956	AA	
<i>Calen Simplex</i>	4wDM	Motor Rail	21623	1957	30hp	
<i>Coningsby</i>	0-6-0DH	Clyde	61-232	1961	H6-3R	
<i>Seaforth</i>	0-6-0DH	Clyde	61-233	1961	H6-3R	
<i>St.Helens</i>	0-6-0DH	Clyde	61-234	1961	H6-3R	(d)
<i>Pioneer</i>	0-6-0DH	Com-Eng	A12358	1962	AI	
<i>Carlisle</i>	0-6-0DH	Com-Eng	A13271	1963	AI	
	4wDH	E.M. Baldwin	5-774-1-6-63	1963	DH5-PS	
<i>Lacy</i>	0-6-0DH	Clyde	65-439	1965	HG-3R	(e)
<i>Bassett</i>	0-6-0DH	Clyde	67-596	1967	HG-3R	(d)
	2-2wWPMR	Pacific Const.	1046	1976	MT14	(e)
<i>Hampden</i>	B-B DH	E.M. Baldwin	6706-1-5-76	1976	DH32B	
<i>Foulden</i>	B-B DH	E.M. Baldwin	7220-1-6-77	1977	DH32B	

- (a) Placed in children's playground at mill in t964. Removed as unsafe in 1982 and dumped in mill yard derelict.
- (b) New to Glasgow Corporation Housing Department, Scotland . To James N. Connell Ltd ., Coatbridge , Scotland, 1949. To State Electricity Commission of Victoria, Kiewa Scheme, about 1950. To Farleigh, 1959.
- (c) Built for Ministry of Supply, U.K., but returned to Ruston & Hornsby. Despatched to Australia, 1947. To Department of Supply, St.Mary's, N. S. W. To E. A.. Marr & Sons Pty Ltd, Machinery Merchants, Sydney . To Farleigh, 1960. (d) Fitted with Hockey Engineering soundproofed cab, 1981.
- (e) Fitted with Hockey Engineering soundproofed cab, 1982.
- (f) Built under licence from Fairmont Railway motors Inc., Fairmont, Minnesota, U. S. A. Fairmont No. 240119, Model 19Z 24.

MEETINGS

MELBOURNE

South Gippsland

Following on from his presentation last year dealing with the Goodwood and Hodgkinson mills and tramways, Mike McCarthy will describe more of the results of his research in this most interesting area. This time some of the early mills and tramways of Wilson's Promontory, Foster, Toora and Welshpool will be described. This is the second of three instalments covering this area, so be sure to be there.

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

DATE: Thursday, 9 February 1984. TIME: 8.00 pm.

SYDNEY

Interested in doing some research? If so you should find Craig Wilson's talk at the February meeting of interest. Though covering many of the different aspects of research the talk will concentrate on interviews and the information to be gained from them.

The talk will be illustrated by pictures of Sydney's between wars quarry railways.

LOCATION: Government and Transport Club, Regent Street, Sydney.

DATE: Wednesday, 22 February 1984.

TIME: 7.30 pm.

ADELAIDE

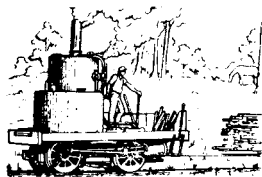
During 1984, meetings will continue once every two months, on the first Thursday of the even months at 8.00 pm at the Mile End Railway Museum, Railway Terrace, Keswick. This means that our first meeting for 1984 will be on Thursday, 2 February - Make a note of it!!

At this meeting, arrangements will be finalised for a proposed hike on the following Saturday, 4 February, over the road bed of the light railway used during the construction of the Mt Bold Reservoir. Remember visitors and friends are welcome to meetings and outings.

LOCATION: Mile End Railway Museum, Railway Terrace, Keswick.

DATE: Thursday, 2 February 1984.

TIME: 8.00 pm.



LIGHT RAILWAY NEWS

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No. 39

April 1984

Hon Editor: J. Browning , 36 Tait Street, MACKAY 4740 Qld.

LRRSA Hon Sec: C.Wilson, P.O.Box 290, BURWOOD 2134 NSW.

LRRSA Hon Sec: G.Maynard, P.O.Box 21, SURREY HILLS 3127 Vic.

Deadline for next -issue:- 20 April 1984.

EDITORIAL

Apologies to all those confused by just what is the editorial address. Unfortunately, your Editor did not point out to LRN Production Manager, Mike McCarthy, that the change shown in LRN 37 was permanent. The correct address is shown above.

REMEMBER : Membership Subscriptions are due by 31 May, to obtain \$1 discount (pay only \$15.50).

NOTES, CORRECTIONS AND COMMENTS.

BOOK REVIEW

List of Locomotives built by the Victorian Railways, compiled by Peter Medlin.

Published by Platina Publications, 9 Drake Street, Ferntree Gully. 23 pages.

Recommended price \$3.00.

In what is to be the first in a series of locomotive listings, the compiler has brought together data on the 590 locomotives and steam cranes built by the VR in its four workshops between 1872 and 1960. Detail on each locomotive covers the constructing workshop, VR classification, wheel arrangements service dates, renumberings and final disposition.

This is a most worthwhile listing for those who have found the seemingly myriad renumberings of VR locos in the past confusing. The information on each locomotive, given in one place, is clear and easy to follow. A list of sources would have been valuable for further reading and reference, however.

For those interested exclusively in light railways, apart from the 15 NAs, only three locomotives from this list were sold to industry. However, the list can be recommended as a handy reference on VR-built locomotives.

CLW

CORRECTION

Apologies to David Mewes for the item which appeared under the heading "Bingera Mill" in LRN 38, p.9. In fact the item should have applied to Millaquin Mill (see elsewhere this issue).

LIGHT RAILWAYS

The Editor of Light Railways has received a good flow of well-researched articles from members in recent months and he is currently holding sufficient material for issues up to and including LR88, allowing space for letters etc. These issues will include Part II of the SECV Railways at Yallourn and Morwell (LR84), the Laverton explosives tram, Oakleigh-Fern Tree Gully Tramway, Richards & Sons Tramway, Warburton, from Victoria; Kandos Colliery locomotives (photo feature), Coffs Harbour Tramways, and Rous Sugar Mill from New South Wales; Tasmanian Iron Mines, Penguin; the Cooktown Quarantine Tramway, Cumberland Mine Tramway, Etheridge, and home-built 2 ft gauge locomotives (photo feature) from Queensland; and the steam locomotives of Nauru and Ocean Island.

RESEARCH COLUMN

Information is sought about the following:

1. A possible woodline leading from the ANR siding at Ooldea, S.A., on the Trans-Australia Railway, where a stack of light rail was noted adjacent to the formation. This line is said to have extended about 5 miles south of the main line.

2. The "Bulong Tramway" near Kalgoorlie. A W.A. Mines Department file in the Battye Library, Perth, relates to the sale of this line to the Colonial Government in September 1898. It indicates a 2 ft (?) gauge tramway 4.5 miles long from the battery to Bulong, plus a locomotive and 49 wagons.

3. The "Last Chance" mine tramway. A related file to that mentioned above dated April 1896 outlined an application from George Edmund Lane to construct a 4 mile tramway of 2 ft 6 in gauge from the "Last Chance" gold mine (near Bulong) to Bulong Lake. (Possibly the same line as mentioned above).

Any member who can provide more information on any of the above,

please write to Mr J.M.Austin, 61 Juniper Way, Forrestfield 6058 W.A.

AUSTRALIAN RAILWAY SONGS & MUSIC

The Bush Music Club has launched a project to establish a collection of Australian Railway songs and music. There must be many songs and poems that relate to Australian Light Railways, and members interested are asked to assist by sending copies of any material, regardless of origin, quality or views expressed, to Brian Dunnett, Bush Music Club, Box 433 G.P.O., Sydney 2001. Full acknowledgment will be given to collecting sources if the material is published.

FIELD REPORTS

KANGAROO ISLAND. South Australia

Harveys Return

Harveys Return is a small bay situated on the remote extreme north eastern point of Kangaroo Island. Here there are the remains of a tramway system which once served a jetty and which ran up the cliffs by means of a cable-hauled incline.

The route of the incline is now used as a walkway down to the beach. At the top, all that remains of the haulage equipment is the stone foundations of the building which housed it. Sleepers remain all the way down the incline and then along the edge of the beach towards the jetty. A few remains of rails were seen; it appeared to have been 15 lb rail laid to 2 ft gauge. Two axles were found on the beach area, which seemed to confirm the gauge. All that remained was the axles, wheel centres and the broken remains of four spokes at each end.

Cape de Couedic

The unloading jetty which was used to bring supplies to the lighthouse keepers at Cape de Couedic still carries the remains of a tramway. 2 ft gauge track laid in 15 lb rail runs most of the jetty's length. From the end of the jetty to the top of the cliffs, about 40 metres high, a flying fox was once installed. After winching goods up the cliff, they were carted some 5 km overland to the lighthouse. It is understood that this system fell into disuse when a road was built into this area in about 1930.

R.H.Saunders

SLEEPS HILL QUARRY. South Australia

(see LRN 38 p.3)

A number of additional interesting items have been discovered recently this time on the south face of the quarry. The remains of a hopper were found in a small roadbed leading to one of the work faces. It consisted of a wooden body reinforced with steel, but badly damaged and burnt. No chassis was found for it. A body from a steel "V" skip was also found, near the floor of the quarry close to the remains of the crushing plant. On one end was a small brass plate which carried the name:

**MESSRS. CAMERON, SUTHERLAND AND SEWARD PTY LTD
MACHINERY MERCHANTS
MELBOURNE AND SYDNEY.**

R.H.Saunders

LOCOMOTIVE & ROLLING STOCK MANUFACTURERS

E.M. BALDWIN & SONS PTY LTD, Castle Hill, N.S.W.

(see LRN 37 p.2)

Late in February, three used mining diesels were seen on site. one was an E.M.Baldwin 4wDH, numbered D2 and believed to be a 20 tonne loco. Builder's plates had been removed. The other two were single-ended 4wD locos numbered 7 & 8 and with no visible builder identification.

Craig Wilson 2/84

NEW SOUTH WALES

DORRIGO STEAM RAILWAY AND MUSEUM. 1435 mm gauge

(see LRN 36 p.4)

A large amount of equipment has been moved from the Society's storage site in Newcastle to Glenreagh. This move has been brought about earlier than expected because of the decision to sever access from the

SRA to the storage site. A number of trains were despatched from Cockle Creek to Glenreagh during November, December and January. Most of this equipment is ex NSWGR, but on 18 December, the following former private railway locos left in company with former government stock:

14	0-8-2T	Avonside	1559	1908	ex Peko-Wallsend
3	0-6-0ST	Kitson	2236	1878	ex J.& A.Brown
2	0-6-0ST	Avonside	1916	1922	ex J.& A.Brown

A further train had been programmed in January and would contain these former private railway locos:

20	2-8-0	North British	22042	1918	ex R.O.D. & J.& A.Brown
24	2-8-0	Gt. Central Rlwy		1918	ex R.O.D. & J.& A.Brown
2408	2-6-0	Dubs	2631	1891	ex Electricity Commission

Andrew Barclay 0-4-0ST *Juno* (1739 of 1923) has once again passed its annual boiler inspection. It is currently still situated in Newcastle. DSR&M Newsletter 1/84

QUEENSLAND

MR ASHDOWN, Clairview Sawmill 610 mm gauge

(see LRN 30 p.6)

John Fowler 4wDM 21914 of 1936 remains out of use at this location. The present owner, Mr Ashdown, states that the loco will be removed elsewhere for use in powering a generating plant. The location was not stated, although local island development springs to mind as a likely destination.

Editor 1/84

CSR LTD, Kalamia Mill 610 mm gauge

(see LRN 37 p.8)

The new line car was observed in the navy shed at the mill early in January. The car has four wheels with a driving position at each end. It is painted yellow and has canvas blinds at each side of the passenger compartment. It appeared to have a petrol engine in the centre and seemed to have hydraulic drive onto one axle. It was built by Plasser Australia but no builder's details were seen.

Seen in use on the mill plantation was Com-Eng 4wDM *Ivanhoe* (GA1030 of 1950}. This unit does not seem to see much use in the crushing season but was being used as a personnel carrier by a mill worker checking irrigation equipment on the plantation on this occasion.

Editor 1/84

DREAMWORLD PRODUCTIONS PTY LTD, Coomera 610 mm gauge

(see LRN 35 p.9)

Motor Rail "Simplex" 4wDM loco 21543 of 1956 has been acquired by Dreamworld for use on permanent way duties. It is thought to have been at Dreamworld for some months, and was purchased from CSR's Kalamia Mill.

John Fowler 0-4-0WT 16249 of 1923 arrived at Dreamworld for display

around January. This loco had been on display in the open at the Rocky Point Mill of W.Heck & Sons Pty Ltd at Woongoolba since 1981.

David Mewes 1/84.

GIBSON & HOWES PTY LTD, Bingera Mill. 610 mm gauge

(see LRN 38 p.9)

The report in LRN38 of Ruston & Hornsby 339211 being seen here in November was in error (see Millaquin Mill.)

A number of units were seen out of use at the mill in early November. A Malcolm Moore 4wDM (ex 4wPM) with a Ford 4-cylinder diesel was without a gearbox. Motor Rail "Simplex" 4wDM 10234 of 1951, and Ruston & Hornsby 4wDM 387893 of 1955 rebuilt by the mill with a Ford diesel were also lying nearby, along with a second Malcolm Moore which has been engineless and derelict for many years.

Stationed at Wallaville to work the former Gin Gin Mill tramlines were Com-Eng 0-6-0DM locos *Thistle* (A1207 of 1955) and *Sharon* (A1935 of 1959), together with E.M. Baldwin 0-6-0DH *St.Kilda* (6-2179-1-6-67 believed to have been rebuilt from a large Ruston & Hornsby diesel). *St.Kilda* had been sent to Wallaville to cover a breakdown of *Hydro*, a Malcolm Moore 4wDH (rebuilt by the mill from 4wPM), which normally works on the Currajong Creek lines.

Seen at Uping Road, Mcllwraith, on the same day were *Hydro* and similar loco *Mcllwraith*, both fitted with Ford 6-cylinder diesels and tractor canopies. *Hydro* had been brought out to Mcllwraith for repair, using a convenient bridge for an inspection pit.

The Mcllwraith area tramlines are very light and have remained in operation in very uneconomic fashion because of an agreement made with growers when Gin Gin Mill closed at the end of the 1974 season. Bingera management applied to the Central Cane Prices Board for permission to close the Mcllwraith network for the 1984 season, but this request was refused. The light Malcolm Moore locos have been difficult to keep operating, and it appears that the lines will have to be relaid in heavy rail or else a new lightweight loco will have to be obtained if the lines cannot be closed within the next few years.

David Mewes 2/84

ISIS CENTRAL SUGAR MILL CO. LTD 610 mm gauge

(see LRN 38 p.9)

Three E.M.Baldwin brake wagons are in use on the hilly tramway system here. Considerable problems with wheel lock-up on these vehicles have been experienced, so measures have been taken to improve the situation. Brake wagon No.1 (EMB 7937-1-7-78) has been fitted with an electronic anti-slip device and works in conjunction with combination loco 8 (Clyde DHI-71

0-6-0DH locos 64-385 & 61-220) on the Farnsfield line. The other two brake wagons have been fitted with outside side rods and cranks by the mill. No.2 (EMB 7937-2-7-78) works in conjunction with E.M.Baldwin B-B DH 10 (?267-1-6-77) on the new Gregory River line. No.3 (EMB 10278-1-5-82) works in conjunction with E.M.Baldwin B-B DH 11 (10310-1-6-82) on the Farnsfield line.

A Plasser track jack not previously recorded was noted near the loco shed in November. This is Plasser 221 of 1980, Model HGR-230, powered by a VM 2-cylinder diesel.

A new yard layout is under consideration, which, if proceeded with, will involve major earthworks and alterations around the mill. A new loco shed will be required as part of this scheme, and a former sugar shed will be relocated to serve as combined loco shed/garage/truck shop.

David Mewes 2/84

MILLAQUIN SUGAR CO. PTY LTD Millaquin Mill, 610 mm gauge

(See LRN 33, p.9)

Ruston & Hornsby 4wDM 339211 of 1953 was seen here early in November (not as incorrectly reported in LRN38 at Bingera : editor's error!). Millaquin Mill has no small loco suitable for permanent way duties, so the Ruston & Hornsby was transferred temporarily from Fairymead Mill for ballasting work.

D.J.Mewes 2/84

MILLAQUIN SUGAR CO. PTY LTD, Qunaba Mill 610 mm gauge

(see LRN 27 p.10)

Neither loco at this mill carries a name or number. One is an E.M.Baldwin 4wDH rebuilt by Millaquin Mill in 1980 (from EMB 8860-2-8-79, itself rebuilt from EMB 4529), originally a tunnelling loco. This loco was named previously (and probably unofficially) *Beetle* and (definitely unofficially) *Beetle Bomb*. The second loco is a Com-Eng 0-6-0DH (FC3473 of 1964), formerly *Burnett* of Bingera Mill. No servicing work on these locos is done by Qunaba staff. Routine servicing is done under contract by a local service station, and end-of-season overhauls and major repairs are done by Millaquin Mill, normally at Millaquin.

David Mewes 2/84

ROYLEN ENTERPRISES PTY LTD, Brampton Island. 762 mm gauge

(see LRN 34 p.15)

A loco was seen with train on the island wharf late in January, painted in a new mostly yellow livery. This loco was F.C.Hibberd "Planet" 4wDM 3476 of

1950. This and sister loco 3475 both work on the island, and were originally ordered by the D'Arcy Exploration Co. Ltd, apparently being despatched to Port Moresby. The four-wheel passenger cars in the train had also been repainted and carried numbers. The colour scheme includes yellow, orange, white and blue.

Editor 1/84

TASMANIA

IDA BAY RAILWAY CO. PTY LTD, Lune River 610 mm gauge

(see LRN 26 p.12)

This line is operated on weekends and Wednesdays throughout the year and every day during peak periods by Mike & Fay Williams. Motive power now consists of three Malcolm Moore locos built in 1943 as 4wPM, which were previously operated on the line hauling limestone by Commonwealth Carbide. No.1 is Malcolm Moore 1038, now fitted with an Isuzu diesel. No.2 is Malcolm Moore 1056, which last ran with a Perkins six-cylinder diesel, and is being overhauled. No.3 is Malcolm Moore 1017, still fitted with a Ford V8 petrol engine. Of the two remaining locos, the old number 1 (Malcolm Moore 1010) is derelict and the old number 4 (Malcolm Moore 1052) has been cannibalised for spare parts. Trains run over 6.8 km of track and there are four carriages. Tourists wishing to visit the Hastings caves and ride on the railway can rent ex-mines workers cabins from \$5 per night.

Allen Turner 1/84; Editor.

SECOND RIVER TRAMWAY. Karoola 610 mm gauge

(see LRN 23 p.17)

The main line of the tramway is now completed with the run round loop now in operation. A small station building is being built for the southern terminus of the line.

A genuine Zeehan & North East Dundas 2 ft gauge carriage has been purchased, and restoration work has commenced. This work is being carried out at the Devonport home of member Peter Martin, and when completed, the vehicle will be fitted with Z&NED tramway bogies at Karoola.

Krauss 0-4-0T loco No.1 (rebuild of 5682 & 5800 both of 1907) is in the process of being dismantled for a D.L.I. inspection. It has been steamed regularly at Karoola since 1972. Train operations are now carried on with Krauss 0-4-0T loco No.2 (Krauss 6067 of 1910), or during fire ban days, a regauged ex-A.N.R. motorised gangers trolley.

Ralph Proctor 1/84

WEE GEORGIE WOOD STEAM RAILWAY INC., Tullah 610 mm gauge

(see LRN 25 p.15)

In October, John Fowler 0-4-0WT *Wee Georgie Wood* (believed to be 16203 of 1924) was seen on the back of a semi-trailer at Queenstown. It was stated that the loco was being taken to Hobart for repairs to be carried out.

By late December, the loco was back at Tullah having various boiler fittings remounted, having passed its boiler test. A 2 ft gauge carriage body (ex Mount Lyell), enclosed toast rack type, is nearing completion for operation on the line. Two bogies are already for positioning under the body when restoration is complete. The old turntable base has been retrieved from Farrell Junction and is being set up in a concrete-based pit, for future use near the loco shed. Operations on the line are stated to be expected to commence within the next twelve months.

Allen Turner 1/84; Ralph Proctor 1/84.

WEST COAST PIONEERS MEMORIAL MUSEUM Zeehan 1067 mm & 610 mm gauge

Krauss 0-4-0WT 4087 of 1899, which last operated at Renison Bell in 1960 and has stood for many years at the Bluff at Devonport is now in the workshop area at Zeehan for eventual display as a static exhibit in the museum's locomotive display area. A considerable amount of rusting and wastage of metal parts has taken place, and a lot of work will be required to get the loco into a presentable condition.

It will join on display Krauss 0-4-0T 5480 of 1906, Nicola Romeo 4wPM 770 of 1925, General Electric 4wWE 2375 and a bogie coach, all on 2 ft gauge ex Mount Lyell, and on 3 ft 6 in gauge Dubs 0-4-2T (Abt) 3369 of 1896, a petrol railcar and a brakevan ex Mt. Lyell; 4-8-0 *Murchison*, Dubs 3854 of 1900 ex the Emu Bay Railway, and ex TGR 2-6-0 C1 (Beyer Peacock 2509 of 1884).

Ralph Proctor 1/84; Editor

VICTORIA

THE BIG GRAPE, Swan Hill 610 mm gauge

(see LRN 30 p.18)

This attraction is situated just north of Swan Hill on the main highway and has been open for about 12 months. A Ruston & Hornsby 4wDM (223725 of 1944) is in use, carrying the number 1 and name *Big Grape Special*.

This loco is on loan from Brian Peart and is painted yellow. Its train is made up of six converted sugar cane trucks. The line is a circuit around 0.8km long

which passes through vineyards. The trip takes about 20 minutes with a commentary and stops along the way to explain about different types of vines, the drying process, etc. Plans exist to purchase a second loco and to put in a siding.

K.Russell 1/84

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Railway 762 mm gauge

(see LRN 37 p.13)

Considerable problems have been experienced with the NA class 2-6-2T locos built by the Victorian Railways at Newport for the VR narrow gauge lines. 6A (built 1901) has had its boiler condemned and early in January was sitting in the Menzies Creek Museum awaiting workshop space before entering shops for boiler replacement. 14A (built 1914) has also had its boiler condemned and was quickly dismantled so that the new boiler originally planned to go on 3A (built 1900) can be fitted. The loco was due back in service in late January.

More minor problems were experienced with 7A (built 1905) which had axle box defects remedied in an "all-night session" with volunteer workers, resulting in no trains being cancelled. One train was cancelled early in January because of the temporary unavailability of 8A (built 1908), due to unspecified mechanical troubles. The restoration programme with 12A (built 1910) has been put back as a result of the problems with the operating locos.

The 4w+4wTE Climax loco (1694 of 1928) is progressing well in its restoration process. Boiler lagging and cladding was in progress by February, a repaired ashpan had been delivered, and work on the rear bogie had advanced to the stage where reassembly was possible.

Ruston & Hornsby 4wDM NRT1 (296058 of 1951) has been travelling the line between Emerald (its allocated depot) and Belgrave in recent months. It has shown itself to be a good shunting unit, but has not yet been called on to handle a limited passenger service planned for total fire ban days.

Two V class Drewry 0-6-0DM locos (introduced 1948) have been purchased from the ANR in Tasmania. V12 is being converted to 2 ft 6 in gauge by the Emu Bay Railway for use on Puffing Billy, while V9 will be used for spare parts. V12 will be used on total fire ban days and for heavy ballast trains.

Peter Medlin 1/84

GEE LONG STEAM PRESERVATION SOCIETY, Bellarine Peninsula Railway 1067 mm gauge

(see LRN 37 p.14)

Preliminary hydrostatic tests carried out on Vulcan 0-6-OST 4 (2539 or 2541 of 1916) revealed a fractured main steam pipe. This has been removed for replacement, and other minor details are being fixed, to enable a DLI inspection to be carried out once the steam pipe is replaced.

Perry 0-4-2T *Klondyke* (271 of 1927) was steamed several times recently to provide steam power for the Worthington pump used for hydrostatic testing.

Hudswell Clarke 0-4-25T *Wesley B. McCann* is serviceable and may be used on light duties as required.

A VA class Drewry 0-6-ODM loco (built in 1948) has been purchased from the ANR in Tasmania. This loco, VA1, has required minor repairs but will be a useful unit.

BPR Monthly Notice 1/84

PUFFING BILLY PRESERVATION SOCIETY MUSEUM. Menzies Creek gauges various

(see LRN 34 p.17)

Work is continuing on the restoration of *Delta* Perry 0-6-2T 9767.45.1 of 1945, with the chassis being lowered back onto its wheels. The passenger vehicle (ex NQR wagon) ex the Walhalla & Thomson Steam Tramway is still housed at the museum.

Peter Medlin 1/84

LEISURELAND FAIR, Langwarrin 610 mm gauge

This park was opened on 26 December 1983 and will eventually incorporate a wide range of attractions. Noteworthy, and in operation from the opening day, is a 6 km dual track railway. The entire railway system is said to have cost some \$1.5m. and is believed to have been supplied by Chance Brothers of Witcheta, Kansas, USA. There are three locos, of steam outline, although powered by internal-combustion engines probably diesel. The wheel arrangement is in steam loco parlance, 4-2-4 but in fact the centre axle is unpowered and the bogies are driven by cardan shafts, making the locos B-1-B DH or 4wDH-2-4wDH. One of the locos is numbered 142.

The carriages are carried on 4-wheel bogies and have transverse bench seating. Each train was operating with 7 cars plus a flat top for the carriage of bicycles and other freight when operating in December. The park is currently constructing another 12 cars for use on the line. Brakes operate on all wheels of the train, and appear to be hydraulic.

The greater part of the line was in operation from the start, with finishing touches, including some ballasting to be completed. Two stations and engine shed are in use, while another station is under construction and a fourth

station planned. The layout is complex, as can be seen on the accompanying plan.



1. entrance building (a)
2. car park (a)
3. lake (b)
4. fauna reserve (c)
5. lake (b)
6. golf driving range (b)
7. short hole golf course (b)
8. BMX track senior (b)
9. BMX track junior (b)
10. kiosk (c)
11. water flume and boat ride (c)
12. lake (b)
13. train station (a)
14. water slide (c)
15. train station (b)
16. roller coaster (a)

Choco ICE CREAM SUPPLIER TO
LEISURELAND FAIR

17. large adventure playground (b)
18. tennis and netball courts (c)
19. train station (c)
20. kiosk (b)
21. sports oval (b)
22. train station (a)
23. carousel (merry-go-round) (a)
24. chair-o-plane ride (a)
25. restaurant (b)
26. swimming pool (c)
27. sports oval (b)
28. playground (b)
29. engine shed (a)

To be programmed

Australian bird aviary • Indoor pool
• Practice areas for golf, tennis, cricket etc. • Children's boat rides

Legend

- (a) operating
- (b) under construction
- (c) to be constructed
- *** picnic/barbecue areas
- **** train track - 6 km.
- bike track

The park aims to be a “budget” attraction with highest admission prices (weekends and public holidays} being \$4 for adults and \$3 for children. Reduced rates apply for entry after 2 pm, and Monday-Friday during school holidays. Admission price includes unlimited use of all rides.

Dick Hope, 12/83; Peter Medlin 1/84

WESTERN AUSTRALIA

GOLDEN MILE LOOP LINE RAILWAY SOCIETY INC., Boulder 1067 mm gauge

(see LRN 37, p.14)

F.C.Hibberd “Planet” 4wDM 3966 of 1962 is at last in running order. However, more work will be done before it is brought into service. A standard coupling has to be fitted and an engine cover manufactured and fitted. This work will be made possible thanks to a grant of \$2,500 from the State’s Instant Lottery Fund. After this work, and repainting, the “Planet” will enter service as understudy for the ex WAGR Z class 0-6-0DM (built by Robert Stephenson & Hawthorn for Drewry) currently in passenger service.

Golden Mile Loop Line Railway Society Newsletter No.12

OVERSEAS - PAPUA NEW GUINEA

CHOISEL PLANTATION PTY LTD, Kunua Plantation 610 mm gauge

(see LRN 38 p.14)

The Kunua Plantation tramline showed plenty of signs of neglect when visited early in January. All the level crossings had been removed, a high level bridge over a creek had been removed, and tracks generally overgrown. Two trucks were in the workshop for repairs to the bearings, one was in use and one “was still out in the bush somewhere”. The 4wDM loco (Hunslet 7532 of 1977) is still in working order but is not being used. However, a new manager has started clearing some of the tramlines, and making minor repairs.

Michael Pearson 1/84

CHOISEL PLANTATION PTY LTD, Soraken Plantation 610 mm gauge

(see LRN 38 p.14)

While some sections of the tramline here are still in use for hand pushed operations, most track is in very poor state. Most of the level crossings have been buried in the sand or removed. The Hunslet 4wDM loco (7531 of 1977) was in the workshop early in January and is out of action with several parts

removed to repair tractor engines (it has the same engine as the Massey Ferguson 135 tractor). The Lister 4wDM loco was reported as being at Section 4 but without its motor, which was in the workshop for repair. Some of the track here is ex World War II 201b rail.

Michael Pearson 1/84

MEETINGS

MELBOURNE

Andersons Mill, Marysville

A 3 ft gauge tramline operated out of Andersons' Mill near Marysville for many years prior to its closure in the late 1950s. Keith Kings visited the mill while it was operating and recorded on movie film and slides both the mill and the tramway.

Keith will be showing both his movie (about 20 minutes) and his slides at the April meeting. This is a rare chance to see this footage so be sure and be there.

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

DATE: Thursday, 12 April 1984.

TIME: 8.00 pm

SYDNEY

Our April meeting is being held early on the 18th of the month. Peter Neve w111 present some movies of his recent trip to India with plenty of narrow gauge steam.

Also in April, NSW Division members Paul Simpson and Ben Rachwal will be running their Hudswell Clarke at the Menangle Steam Rally on the 28th and 29th. The track has been lengthened and there are plenty of other attractions so how about coming down, its only 4 km south of the railway level crossing at Campbelltown on the Menangle Road.

Don't forget our April meeting is a week early.

LOCATION: Government and Transport Club, Regent Street, Sydney.

DATE: Wednesday, 18 April 1984.

TIME: 7.30 pm

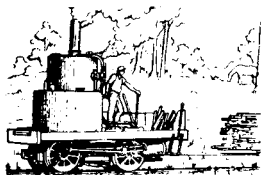
ADELAIDE

The next of the Adelaide group will be held on Thursday, 5 April 1984. Members wishing to attend are welcome to do so. Details are available from Arnold Lockyer of 6 Dunedin Street, Dover Gardens 5048.

LOCATION: Mile End Railway Museum, Railway Terrace, Keswick.

DATE: Thursday, 5 April 1984.

TIME: 8.00 pm



LIGHT RAILWAY NEWS



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Deadline for next issue 20 June 1984

***** STOP PRESS ** STOP PRESS **** STOP PRESS ** STOP PRESS *****

ENTHUSIASTS' OPEN DAY AT

THE ILLAWARRA LIGHT RAILWAY SOCIETY'S

ALBION PARK MUSEUM SATURDAY 9 JUNE, 10.30 am to 6 pm. GREAT

VARIETY of SPECIAL TRAINS AND RIDES AVAILABLE.

SEE INSIDE FOR FURTHER DETAILS.

NOTES, CORRECTIONS AND COMMENTS

BOOK REVIEWS

Tram to Sorrento

By A.P.Winzenreid Published by APW Productions, P. O. Box 360, Belgrave 3160. 56 pages, RRP \$5-75 posted.

This second publication in the *Tram to ...* series is similar in layout to *Light Railways* and is lavishly illustrated with 36 photographs.

The story of the Sorrento Tramway is unusual in that it was built to serve the needs of tourists in the nineteenth century and although basically a street tramway, it used conventional locomotives, both attractive narrow gauge Baldwin 0-4-0STs, as well as a horse tram. The story of the line is fully told, and a range of historical sources consulted. The booklet is attractively produced and should sell well to the general public. The only criticism might be that the author has filled up a number of pages towards the end of the book with material of doubtful interest.

This publication is strongly recommended to devotees of Australian Light Railways and is available from the publisher or from the LRRSA Sales Dept.

JB

Locomotives of Australia

By Leon Oberg Published by Reed Books Pty Ltd, 2 Aquatic Drives Frenchs Forest 2086. 324 pages

This is a completely revised and enlarged edition of the well-known book first published in 1975. It certainly is a great improvement on the earlier edition, incorporating expanded and more accurate information. Many more industrial types are included and the list of preserved locomotives has been expanded and updated, although not very useful for those wishing to view these locomotives, as there is a lack of specific information to enable them to be located. In a work of this size, errors are inevitable, and the author's distinctive style of writing may grate on some, but this volume is a treasure-house of photographs and information.

It is not just a "coffee table" book of trains but deserves a place on the shelves of all those interested in Australian locomotives.

JB

LIGHT RAILWAY LOCOMOTIVES BUILDERS

LRRSA Council have agreed to an approach from Bob McKillop to co-ordinate the development of a series of booklets of locomotive builders lists. The idea would be to produce booklets of quality similar to LRN which would contain lists of locomotives which came to Australia, including notes on the builders and possibly some line drawings as well as notes on loco types. A number of members have already expressed interest, and supplied material for this project. Any other members who would like to assist in any way (supplying information, editing preparation of drawings, production work etc) are invited to write to Bob at 10A The Bulwark, CASTLECRAIG 2068.

MEMBERS ADVERTISEMENT.

Keith Duncan, of Megalong Valley, Blackheath, N.S.W., would like to hear from people interested in becoming involved in assisting with the completion of the 2 ft gauge railway at Megalong Valley. Potential for an interesting tourist railway more than a mile long is good with substantial progress already achieved. There are two steam locomotives already on site together with other equipment. Ideas and suggestions would be welcome. Please phone (047) 87 9127 or write to Keith at Megalong Valley, Blackheath; 2785.

FIELD REPORT

Yamba, N.S.W.

On the western side of the Yamba - Angourie Road, opposite the turnoff to the Yamba sewerage works, can be found the very rusted saddle tank off an old steam loco. No other remains are to be found. The steam loco on which this saddle tank sat is thought possibly to have been an early Australian-built one. It was used on the railway (apparently of standard gauge) which ran between Angourie Quarry and Yamba, and which was built to convey rock for breakwater and training wall construction at the Clarence River entrance. The line operated between 1893 and 1899. After 1899, stone for use on the Clarence River Entrance Works was obtained from the Woodford Island quarry. The loco is thought to have fallen into disuse after 1899.

John Kramer 4/84

NEW SOUTH WALES

DORRIGO STEAM RAILWAY & MUSEUM 1435 mm gauge

(see LRN 39 p.4)

On Sunday 26 February, the last train of stock destined for Glenreagh left Cockle Creek. Included in the consist were the following former private railway locos:

20	2-8-0	North British	22042	1918	ex R.O.D. & J.& A.Brown
24	2-8-0	Gt. Central Rwy.		1918	ex R.O.D. & J.& A.Brown
2408	2-6-0	Dubs	2631	1891	ex Electricity Comm.

R.O.D. 24 developed a hot box en route and had to be left at Paterson. Unfortunately; the train did not make schedule due to various delays and was stowed for six days, finally arriving at Glenreagh on 4 March. Meanwhile, R.O.D. 24 was jacked up, the faulty bearing was removed, remetalled and reinstalled, all by Society members, and finally arrived at Glenreagh on 1 April.

The following private railway locos remain at Newcastle:

<i>Juno</i>	0-4-OST	Barclay	1739	1923	ex Comsteel
<i>Badger</i>	0-6-OST	AIS		1943	ex AIS
2535	2-6-0	Beyer Peacock	2322	1883	ex AIS
4	0-4-OT	Porter	5685	1915	ex Comsteel
2414	2-6-0	Beyer Peacock	2636	1891	ex Electricity Comm..

These items will probably go to the museum by road transport.

D.S.R. & M. Newsletter 4/84

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD, Albion Park 610 mm gauge

(see LRN 38 p.4)

The February steaming day was the fifth anniversary of regular operation at Albion Park. During that period the museum has been open to the public on an average of 15 days each year while almost 46,000 passengers have been carried. The bulk of this patronage has occurred over the last two years when 14,000 - 15,000 passengers per year have been carried.

Major expansion and improvements to the picnic grounds and the completion of the main-line circle in November 1982 have contributed to the recent increase in visitors. Normal steaming day patronage now ranges from 600 to 1,100 per open day. Even under the very poor weather conditions during the 1984 Heritage Week programmes the museum railway carried over 100 visitors on Saturday afternoon 7 April and almost 600 passengers the following day.

In five years of passenger operation only one steaming day has been truncated due to poor weather. This occurred on Sunday 15 January 1984, when heavy rainfall caused operations to be cancelled after 11.30 am.

The chain wire enclosure around the main station area was completed on 3 March. This major project used 210 metres of wire and by mid-April five sets of gates were still needed to secure this large area.

Former NSWGR lamp standards were erected on the "Yallah" station platform and along the picnic paths during January. In February, the junction signal post was fitted into position at the eastern end of the main station yard. During March, a locked single lever and frame was located on the eastern end of the main station platform to control the facing station yard points and so reduce the number of people needed on the steaming day operation roster.

The first large slab for the new stationary steam display area was completed by 17 March. On 27 March, the 7 tonne Brown Hoist vertical boiler was lifted onto this slab. Work is now progressing on fitting auxiliaries to this unit.

By mid-April the main line access points to the station area display and back roads were nearing completion. During March, the various display points were connected in these sidings so that the skip roads will have physical connection to the main line.

These sidings still require packing and ballast. Material for this task was delivered in March, but the wet weather prevented spreading and levelling being carried out.

Standard track maintenance has continued; considerable work has been carried out in resleepering the entrance road and points into the loco

compound area. The track in this location was constructed almost ten years ago.

The items received from South Clifton Colliery were of 3 ft (912 mm) gauge and not 3 ft 6 in (1067 mm) gauge, as transposed in LRN 38 in the final typing. (Apologies - Ed.) On 14 April, open sided toastrack four-wheel man car from South Clifton Colliery was mounted on two 2 ft gauge wheel sets and operated around the main line behind the Mancha battery electric mine locomotive. This vehicle will soon be repainted and will be available for operation on special occasions to demonstrate typical underground colliery transport.

By mid-April, the underframe retrieved from the damaged South Clifton Colliery Ambulance Car only required bogie bearing rollers to complete its reconstruction. This chassis is being mounted on former Condong Mill bogies, which have been strengthened with new cross bolsters. The former International Bus body, saloon car No.2, will be fitted to this steel underframe.

With the return of cooler weather, work has progressed on scraping over 90 years accumulation of varnish from the ceiling of former Melbourne saloon cable tram trailer 430. This most unpleasant task was completed by mid-April and when final detailed rubbing back is completed, the ceiling can be repolished enabling work to commence on the construction of longitudinal seats in the saloon.

Davenport 0-4-OST *Kiama* (1596 of 1917) was reversed by crane on 2 February, after working anti-clockwise around the main line for six years. Suitable RSJ girders have been located for a bridge across the swamp and it is hoped that this will enable the remaining arm of the loco turning triangle to be constructed in time for the next loco turning period!

During February, most of the tubes from the boiler of Hawthorn Leslie 0-4-OST *Burra* (3574 of 1923) were drawn from the tubeplates. New tubes from the extensive stock at the museum are now being prepared for refitting.

The museum was able to purchase a fork lift in Sydney for \$100 (believe it or not) during February. This unit was delivered to Albion Park on 2 March. The deal involved three spare tyres and an additional lifting tyne. The reason for the vehicle being available for disposal was a blown head gasket. The museum is now searching for a 4-cylinder Meadows petrol engine head gasket. Even if a specially made one at \$200 has to be purchased, the total outlay of \$300 will result in a very reasonably priced piece of equipment.

The Museum Committee is planning for a grand official opening to be held this year. The local council celebrates 125 years of local government in June, but the main celebrations will most probably be conducted during the

annual Festival Week in November, during which time the museum opening ceremony will most probably be held.

STOP PRESS

On Saturday 9 June, a Special "Two-foot Varietrails" Enthusiasts Day is to be held at the museum. The day will run from 10.30 to 6 pm with gate admission of \$3 for adults; children half price.

There will be a wide range of different locomotives and rolling stock in action from noon. Admission includes rides in approved vehicles and footplate rides may be available for a small additional cost. The following day is a regular open day, so why not make a weekend of it?

Ken McCarthy 4/84; Tony Madden 4/84.

NEW SOUTH WALES SUGAR MILLING CO-OPERATIVE LTD, Condong Mill 610 mm gauge

(see LRN 2 p.3)

During February, it was noted that Ruston & Hornsby Type 40DL 371959 of 1953 was missing from its normal place of display between the new bypass road and the old highway outside Condong Mill. The other vehicles preserved with the loco were still in place (a cane truck, a set of rail bogies, a four-wheeled ballast wagon, a bogie ballast hopper and a bogie passenger car). The loco has been removed to the workshop at the mill for restoration by apprentices.

John Kramer 4/84

RICHMOND VALE PRESERVATION CO-OPERATIVE SOCIETY LTD Richmond Vale Railway Museum, Richmond Main. 1435 mm gauge

(see LRN 13 p.15)

In spite of a lack of publicity, this Society has been active its project of developing an operating railway museum in the Newcastle area. Under development is stage two of tracklaying, from Richmond Main Colliery site to Mulbring Road, including a triangle. This will enable the commencement of regular passenger operations. Later development is planned to extend the line to Pelaw Main, Weston, and ultimately Hexham.

A number of locomotives have been acquired for the project. Ex John Lysaghts 040ST *Marjorie* (Clyde 462 of 1938) has been completely dismantled for restoration. The boiler is being retubed and other work to be carried out includes repairs to running boards and cab, overhaul of steam brake, overhaul of motion and renovation of all boiler fittings. It is hoped that this loco will be ready for the commencement of services.

F.C.Hibberd 4wDM 3715 of 1952 (ex Maritime Services Board, Coffs

Harbour) is presently used for works trains and will be available as reserve to *Marjorie* on opening. Two 2-8-2T locomotives are on loan from Coal & Allied Industries. These are 9 *Pelaw Main* and 10 *Richmond Main* (Kitson 4567 of 1908 and 4798 of 1911 respectively). These originally operated under the ownership of J. & A. Brown. It is planned to restore both these locomotives to working order eventually.

Lastly, the remains of an 0-6-0ST loco built by Vulcan Foundry in 1878 (B/n 834) have been donated by Coal & Allied. This loco, now without boiler, had been abandoned at Kalingo Colliery since at least 1938. It initially served on the old GNR of NSW as number 128, and after being sold out of government service in 1915, was used by the Commonwealth Government on the construction of the Jervis Bay breakwater. In December 1932, it was purchased by the Wickham & Bullock Island Coal Company for use at their Kalingo Colliery. Offers of a suitable boiler have been received, but for now it will displayed in its present state of completeness.

Two steam cranes have been acquired from BHP's Newcastle Steelworks. These are No.2, built in 1915, and No.5. There are also 12 four-wheeled wooden coal hoppers donated by BHP Newcastle, and 12 assorted wagons donated by the Maritime Services Board, as well as ex-SRA of NSW stock.

Richmond Vale Preservation Co-operative Society Ltd 4/84; Ray Ellis.

STEAM TRAINS PTY LTD, Kurrajong & St.Ives 610 mm gauge

(see LRN 34 p.6)

Plans for the Heritage Park project, in which this group had been invited to participate (see LRN 34) have been held up for the present. This has led to a decision to rationalise the collection of locos and to use the proceeds to begin the restoration of another loco.

The sale of Fowler 0-4-2T 17881 of 1929 to Timbertown Wauchope has been announced, and the loco was expected to be delivered to Timbertown some time in April. Before operation, the loco will need rebuilding or replacement of side tanks and replacement of ashpan. The loco will be refitted with its original balloon stack spark arrester after this item has been repaired.

Proceeds from the sale will go towards the restoration of Baldwin 0-4-2T 10533 of 1899 ex Fairymead Mill. This loco has been held in dismantled condition following its acquisition from Bruce MacDonald in 1977. It had been recovered by him in a deplorable state from a seaside location in 1972.

Bruce Belbin 3/84

QUEENSLAND

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY, Durundur Railway, Woodford. 610 mm gauge

(see LRN 38 p.6)

Earthworks have been carried out to provide a new station platform and to treble the size of the car park, enabling a satisfactory traffic flow to be developed in the future. Working parties have spent many hours cleaning up the site, stacking equipment and planting trees. The clutch has been removed from John Fowler 0-6-0DM 18260 of 1929 for repairs. On restoration of this loco to running order, it will be possible to commence the overhaul of Ruston & Hornsby 4wDM 279567, which has been in regular use on work trains at Woodford since 1979.

Durundur Railway Bulletin 2/84, 3/84.

BUDDHA GOLD MINES N.L., Dittmer 457mm gauge

(see LRN 37 p.7)

Production has been halted at this mine, and operations have been placed on a care and maintenance basis. Production may resume in the future after a new exploration programme has been carried out. Two small battery electric locos were in use here in 1983.

Weekend Australian 24-25/3/84; Editor

CATTLE CREEK CO-OPERATIVE MILLING ASSOCIATION, Finch Hatton 610 mm gauge (see LRN 34 p.9)

Tenders have been invited to lift the disused QGR 3 ft 6 in gauge railway line between Finch Hatton and Netherdale. This 12 km section of line had been purchased by the mill with a view to being converted to 2 ft gauge, but the work had been deferred so long that the condition of sleepers and timber bridges had deteriorated beyond recovery. It would be good sense economically to relay the line, but the present state of the mill financially would appear to make such capital expenditure a major burden.

Mackay Daily Mercury 31/3/84; Editor

DREAMWORLD PRODUCTIONS PTY LTD Coomera 610 mm gauge

(see LRN 39 p.5)

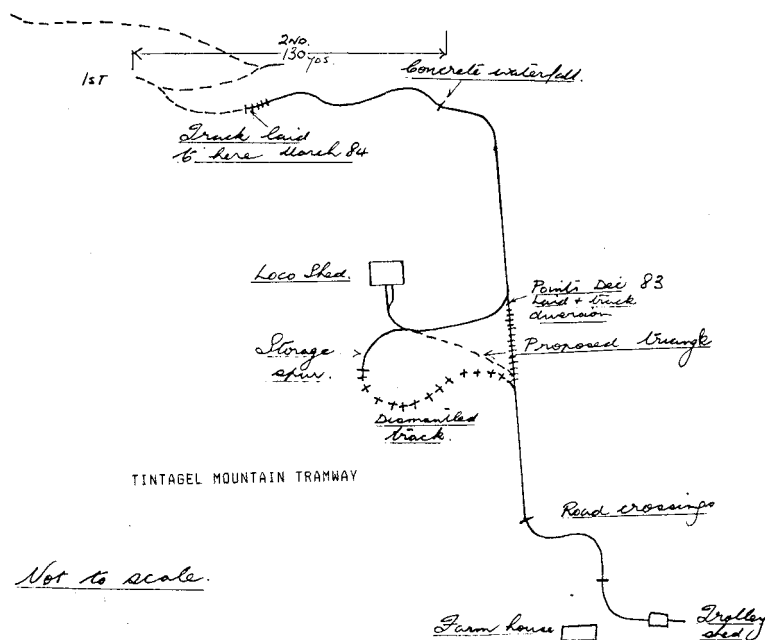
John Fowler 0-4-0WT 16249 of 1923 from Rocky Point M111 at Woongoolba sits on a short siding near Rocky Hollow Station, with a "dummy" driver at the controls.

John Kramer 4/84

TINTAGEL MOUNTAIN TRAMWAY, Arcadia, Cooroy 610 mm gauge

(see LRN 35 p.11)

During December 1983, part of the track near the loco shed was removed and was replaced by a continuation of the straight track leading from the farmhouse to the foot of the mountain. This has eliminated the lengthy loop of track which formerly took the main line past the loco shed, which is now served by a siding consisting of a portion of the old main line. This brought the total length of track to 765 metres. It is planned to construct a triangle here later on.



Work also commenced in earnest on the first stage of the switchback, which necessitated rock drilling down to 3.3 metres. A total of 36 metres was blasted with explosives and in March 1984, a bulldozer was employed clearing the rubble. The permanent way formation is now completed to the top of the mountain. It is planned to lay track at both the switchback sites in May-June 1984. 400 timber sleepers will also be laid in the track from the concrete waterfall site to the first switchback, a distance of 117 metres.

A small "Fairmont" section car ex-ANR South Australia is presently being regauged from 1600 mm to 610 mm gauge in Mildura. The Jenbach 4wDM 2216 of 1958 is now stored in the trolley shed awaiting rebuilding. A flat car

has been constructed from two ex-Moreton Mill cane trucks to carry the compressor to the drilling and blasting sites.

Russell Savage 3/84

SOUTH AUSTRALIA

AUSTRALIAN NATIONAL RAILWAYS COMMISSION, Port Augusta 1067 mm gauge

(see LRN 36 p.5)

Baldwin 0-4-OST *Sandfly*, first used by railway construction contractors C.& E.Millar, has been stored in a shed at Port Augusta since removal from the Port Augusta station platform. Prime Minister Bob Hawke has recently informed Chief Minister of the Northern Territory, Paul Everingham, that the locomotive will be displayed on the platform of the new Adelaide passenger terminal at Keswick. Mr Everingham had hoped to display it at Pine Creek, and two high ranking Territory Public Servants were dispatched south at the end of April to find a replacement.

Mackay Daily Mercury 2/5/84.

VICTORIA

ALEXANDRA TIMBER TRAMWAY & MUSEUM 610 mm gauge

(see LRN 33 p.12)

Early in April, Hudswell Clarke 0-6-0 1098 of 1915, Fowler 0-6-0T 11855 of 1909, and a Malcolm Moore 4wPM loco were outside the shed at the museum site, along with about a dozen side-tipping skips, ex-Rubicon Tramway bogies, etc. and a bogie passenger carriage. The carriage is an end-loading saloon with longitudinal seats along the sides painted red, with "Yangardook Tramway" painted on one side and "The Dustlander" painted on the other. This carriage has clearly arrived from the Yangardook Tramway owned by Jim Baines at Toolern Vale, (see LRN 31 p.21) but it is not known whether the Malcolm Moore loco here is also from Jim Baines (B/n. 1090 of 1943), or is the one obtained from the Gippsland Folk Museum at Yea, (sic?) (B/n 1049 of 1943) which was stored at the Alexandra Hospital. (It should be easy to tell, as the Yangardook Malcolm Moore is cabless, while the one ex-Yea is fitted with a cab - Ed.)

Darryl Grant 4/84

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Railway 762 mm gauge

(see LRN 39 p.8)

As planned, NA class 2-6-2T 14A (built Newport, 1914), returned to service at the end of January. This followed the replacement of its boiler with the all-steel welded boiler in stock, and involved the replacement of a number of important parts. The work was only completed in time thanks to the dedicated efforts of a few who were prepared to work long hours to finish the task. This loco failed in action on 18 March when the valve rod pulled out of the buckle.

4W+4wTG Climax loco (1694 of 1928) has had its sheet metal boiler cladding replaced, following a donation of materials by Rowe & Wood Insulations Pty Ltd of Clayton. The leading bogie has been stripped and is being cleaned and primed, and wheel sets will be sent to the Melbourne t Metropolitan Tramways Board for turning. This follows the return from the MMTB of the rear bogie wheelsets and subsequent reassembly of the rear bogie. Work on cab repairs is also progressing. On 24 January, a day of total fire ban, a diesel service was run to Menzies Creek with two carriages hauled by Ruston & Hornsby 4wDM NRT1 (226058 of 1951). This was repeated on 12 February. By April, however, this unit was undergoing gear box overhaul.

A new boiler for the NA class 2-6-2Ts is under construction, and is expected to be delivered by the end of May.

PBPS Monthly News 4/84, 5/84, Narrow Gauge 3/84

LEISURELAND FAIR, Langwarrin 610 mm gauge

(see LRN 39 p.9)

Further detail on the locomotives here indicates that they have petrol engines and automatic transmissions, making them petrol-mechanical locos. The engines are quoted as being Holden 6, which sheds doubt on the complete locos being built in the U.S.A., although they do appear to be very similar to those built by Chance Brothers in Witcheta. The locos are rather small and appear built to miniature proportions with the exception of the gauge.

The carriages are also narrow, and appear to seat fourteen adults each on cross bench seating. They have open sides and clerestory type roof, and are air braked on the Westinghouse principle. The ride of the carriages is described as "unbelievably good" thanks to the miniature bogies fitted.

The main line is double track throughout and on very substantial earthworks including impressive embankments and concrete bridges. Rail is

10 kg/m. on 5" x 3" sleepers with main line ballast, but there is also a large quantity of portable type track with steel sleepers on site. Overall the track work is good but the track is not properly levelled as yet. There are numerous curves and crossovers laid to a very small radius. (Sounds like maintenance problems in store! - Ed.)

There are two double-tracked stations with full roof cover and subway entrances and also one single track station.

Russell Savage 3/84

WESTERN AUSTRALIA

HOTHAM VALLEY TOURIST RAILWAY W.A. INC. 1067 mm gauge

(see LRN 34 p.18)

A B class boiler has been acquired by the Society. Most recently used for steam cleaning work at Kalgoorlie, this has now arrived at Pinjarra. It is proposed lifting the existing boiler from the ex-Millars 4-6-0 *Menzies* (Dubs 3595 of 1895) with a view to fitting the B class boiler. This will enable the loco to be used on a possible "bush railway" east of Dwellingup.

Pinjarra Steam Express 3/84

MEETINGS

SYDNEY

The next entertainment meeting will be proceeded by the Annual General Meeting. Nominations for positions are welcome.

Following the AGM, Noel Reed will show a collection of slides dealing with Welsh Narrow Gauge railways in the 1950s. Anyone with even a slight interest in narrow gauge will find this a fascinating subject. The AGM will be short so come along and enjoy an interest evening.

LOCATION: Government and Transport Clubs Regent Street, Sydney.

DATE: Wednesday 27 June, 1984, 7.30 pm.

ADELAIDE

Recent meetings have included slides of tram remains in the Thomson Valley (Vic), narrow gauge railways in the Phillipines and railcars at Bridgewater. Future meetings will be held at 8.00 pm on 2 August, 4 October and 6 December. Members wanting to know more can contact the LRRSA SA Convenor, Arnold Lockyer at 6 Dunedin Street, Dover Gardens, 5048.

LOCATION: Mile End Railway Museum

MELBOURNE

ARTHUR STRAFFEN EXTRAVAGANZA

Yes its on again. The annual (well almost!) showing of some of Arthur Straffen's extensive local and overseas film collection will occupy the program for the June meeting.

As most meeting attenders will know, Arthur collects films of mostly narrow gauge content and his showings in the past have been very well attended.

This time the theme of the evening will be 'Garratts and Mallets' and will feature South African, Australian and American subjects.

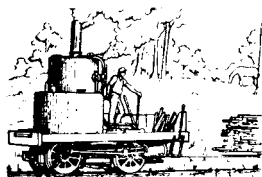
This is always an interesting evening so be sure and be there

LOCATION: Ashburton Uniting Church Hall, Ashburn Grove, Ashburton

DATE: Thursday 14 June 1984, 8 pm

POWELLTOWN

HAVE YOU ORDERED YOUR COPY OF THE POWELLTOWN BOOK YET? IF NOT, YOU WILL FIND AN ORDER FORM ENCLOSED. THIS PROJECT IS THE RESULT OF OVER 20 YEARS OF RESEARCH AND PREPARATION BY THE SOCIETY. HELP US TO PRODUCE THIS PUBLICATION BY ORDERING YOUR COPY NOW.



LIGHT RAILWAY NEWS



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BUSHBASHING

Geoff Thorpe has been appointed "bush bashing Secretary". His role will be to give advice to people wishing to view relics of Victorian timber tramways in particular, for example by putting in contact people who are interested in "bashing" a particular area, organising guides for novices at this activity, and also keeping records of discoveries, especially necessary following the bushfires uncovering many sites of interest. It is hoped that more field reports will thus come the way of LRN. If you are interested in "bushbashing", are prepared to accompany other bashers, or have any information which might be followed up or made available to others please contact Geoff Thorpe at 40 Roy Street, DONVALE 3111.

FIELD REPORT

Alexandra & Rubicon Tramway Victoria.

The route of this interesting 2 ft gauge tramway, once worked by Krauss steam locos, and then two substantial Kelly & Lewis diesel locos, can still be clearly seen from the roadway. The cuttings and earthworks around the foot of McKenzie Hill, south-east of Alexandra are obvious, as are the stumps of the trestles which carried the former tramway and roadway across the Goulburn River west of the present road bridge.

Two kilometres south of Thornton, the tarred patches on the roadway indicate that sleepers have only recently been removed from the roadway surface. For two kilometres beyond the junction of the Rubicon Road with

the Taggerty Road, the serrated edge of the tarred road indicates where sleepers were situated at the roadside.

Ken McCarthy 5/84

NEW SOUTH WALES

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD Albion Park 610 mm gauge

(see LRN 40 p.3)

During the Queen's birthday weekend of 9 - 11 June, the Shellharbour area celebrated 125 years of local government. On Saturday approximately 200 visitors witnessed the special workings when just about every vehicle which was roadworthy in the ILRMS collection worked around the main line.

Several times that day a double headed train steamed around the circuit with the Davenport 0-4-0ST *Kiama* (1596 of 1917) and Hudswell Clarke 0-6-0 *Cairns* (1706 of 1939) at the head hauling former Queensland rail motor trailer P119, semi open car No.1, Melbourne cable tram trailer 430 and end loading saloon car No.2.

On Sunday June 10th, the picnic area was crowded for most of the day, the visitors taking around 1000 rides on the museum railway. A further 200 visitors sampled rides behind diesel motive power on the last day of the holiday weekend.

Work is now progressing on boiler repairs to Tully No.6, a Perry 0-6-2T (7967.49.1 of 1949). The provision of a new firebox as well as repairs to the smokebox is being carried out by employees at the fabricating shop at the Australian Iron & Steel plant at Port Kembla. Joe Bruni, boilermaker and Jack Buffolin, leading hand boilermakers have considerable boilermaking experience and this opportunity is being taken to pass on the expertise to young apprentices. The chassis of this locomotive was overhauled several years ago and is awaiting the restoration of the boiler.

Following the cutting in of the main line points leading to the back road in the main station area on 24 April, the final levelling and ballasting of this siding track was completed on 12 May.

On 2 June 1984, the station lights wiring project was completed enabling the night time running on 9 June to be safely conducted.

The fork lift purchased in Sydney for \$100 fired to life on 2 June. It was thought at one stage that a special head gasket would have to be made for the Meadows engine but an "off the peg" gasket was tracked down, which greatly reduced the restoration cost. When the spare tyres obtained with the

unit replace the worn ones fitted to the wheels, this useful vehicle will be available for use.

The former International bus body of c.1918 vintage was transferred to its permanent steel underframe and bogies on 26 May. Following-clearance tests the body was bolted to the chassis on 2 June. This vehicle operated on 9 June, but brake rigging must be fitted and platform steps fabricated before it is available for regular service.

A gloss coat of varnish was applied to the prepared and stained ceiling of former Melbourne cable tram trailer No.430 on 19 May. On 26 May the internal repolished window post covers were refitted. This 94 year old vehicle operated on 9 June, but it is not expected to be available for regular work until the end of this year. Work on 430 has now progressed to the repair, cutting back and revarnishing of the interior and bulkheads. When this task is concluded the final stage will commence, that of restoring the longitudinal seats. Fortunately, the tram was obtained with the punched veneered seat backs in place, but new seat bottoms and legs will have to be made. Unfortunately the hot summer weather made work unbearable on ceiling restoration. In spite of a loss of time of about three months due to this problem, the entire restoration project on 430 will have occupied only 29 months.

Ken McCarthy 6/84

QUEENSLAND

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY, DurundurRailways Woodford. 610 mm gauge

(see LRN 40 p.7)

Three extra seats have been fitted in the rear saloon of coach PL111 to increase this vehicle's passenger carrying capacity. Only half the vehicle was fitted with seats when received from the QGR; the other half was given over to a guard's compartment with ample space for baggage and other goods. Increasing demands for passenger accommodation has resulted in the need for extra seats.

The Bundaberg Foundry 0-6-2T (5 of 1952) had to be withdrawn from service for a short time recently when the main steam pipes were found to be leaking and it was decided to replace them. This work was carried out in record time and the loco returned to service.

Durundur Railway Bulletin 5/84; David Mewes 6/84

COMMONWEALTH DEPARTMENT OF TRANSPORT, Pine Islet Lighthouse - gauge?

The Pine Islet lighthouse, about 120 km south-east of Mackay, is served by a tramline which connects wharf to lighthouse. Presumably the tramline consists of a cable worked incline. This lighthouse is one of eight that has been recommended for demanning in a recent government report. It is known that a number of other lighthouses in Queensland have been and maybe still are served by tramway, and more details would be welcome.

Mackay Daily Mercury 9/5/84; Editor

CATTLE CREEK CO-OPERATIVE SUGAR MILLING ASSOCIATION. Finch Hatton 610 mm gauge

(see LRN 40 p.8).

Considerable work has been done during the slack season to upgrade track on the main line adjacent to the highway near Finch Hatton township. This includes the renewal of a number of culverts and the laying of additional formation work and ballast in the form of river gravel and sand. Parked near the mill at the end of June was seen the old Plasser ballast tamper from Farleigh Mill (90 of 1975). It is not known if this machine has been purchased from Farleigh or is merely on loan, but it seems to have arrived fairly recently. The mill's four locos were in or around the loco shed, in preparation for the start of the crush a few days later .

Editor 6/84

DREAMWORLD PRODUCTIONS PTY LTD Coomera. 610 mm gauge

(see LRN 40 p.8)

John Fowler 0-4-0WT 16249 of 1923 on display here is still owned by W.H.Heck & Sons Pty Ltd It is planned to return the loco to service at some time in the near future, presumably at Dreamworld. It is expected to be exhibited ultimately at Dreamworld or a new transport museum being planned for an adjacent site.

Work is continuing on the return to service of a Perry 0-6-2T which it is planned will be in use shortly. This is ex-Bingera Mill Perry (5643.51.1 of 1951).

Len Shaw (Maintenance Manager, Dreamworld) via John Kramer 4/84.

ENDEAVOUR FOUNDATION 14a Wilmington Street, Ayr 1067 mm gauge

This is the new name of the organisation which runs centres for the handicapped in Queensland. In the grounds of their Ayr centre is to be found Hunslet 0-4-2T *Pioneer* (642 of 1896) ex Pioneer Mill. The loco is exceptionally complete and painted green and yellow. However it is also very rusty and

looks as if it may not have had a repaint since being placed there, apparently in 1966.

Editor.

ISIS CENTRAL SUGAR MILL CO. LTD 610 mm gauge

(see LRN 39 p.5)

The anti-skid devices fitted to radio-controlled brake wagons in 1983 have proved very successful. Problems with wheel/axle lock-up had caused flat spots (each brake wagon suffered at least one "flat" every season), springing problems, and even axle breakages previously. Brake wagon No.1 was fitted with an electronic anti-skid device which was totally successful in service, with no adjustment or maintenance necessary. Brake

wagons No.2 & No.3 were fitted with new extended axles and outside cranks and coupling rods fitted by the mill, requiring the precision location of axle centres. This made lock-up less likely, and a sensor device was also fitted to flash a light on the wagon if wheel lock-up did occur.

Results here were very successful also, with no "flats" being experienced although the vehicle modifications were somewhat more expensive than the electronic device fitted to No.1. No longer will the brake wagon wheelsets have to be reprofiled every season.

"Proceedings of the Australian Society of Sugar Cane Technologists 1984"

MARIAN MILL CO-OPERATIVE SOCIETY LTD 610 mm gauge

(see LRN 38 p.10)

Proserpine Mill's self-propelled ballast regulator (Com-Eng Aresco BR683 of 1978) was noted in the mill yard at Marian in late June.

John Fowler 0-6-2T 20277 of 1934, being restored by a mill supplier at Boldon, was noted in its shed during May completely stripped down to the frame with only the cylinders still attached. This locomotive is still owned by the mill and will be kept in working order.

Minor derailments are still a problem on sugar cane tramways, although recent track improvements have done much to minimise them. A bin on a Marian 166-bin train from Mt.Castor was derailed at a "hole in the road" recently and on encountering a set of points, one of the turnout rails was broken, at the same time tearing away the front wheelset of the bin, which became wedged under the second axle. From this point onwards, considerable damage was done to the track as the ballast was ploughed up and sleepers damaged for a distance of maybe a hundred metres until the train was brought to a halt, with all vehicles upright although three other bins were derailed. The navvies and mill crane were radioed for help and

soon had two damaged bins removed from the rails and the other derailed bins back on the tracks. The train on its way again within an hour and a half of the mishap occurring, and work could begin on track repairs.

Editor 7/84

EVAN MORRISON Kin Kin 610 mm gauge

(see LRN 33 p.9)

Work has been continuing on the restoration of Krauss 0-6-0T 5869 of 1908 (rebuilt from 0-4-0T by North Eton Mill). The machine is now almost completely dismantled, with only cylinders, slides and crossheads remaining on the frames. The cab has been rebuilt and is ready to receive its roof. It is likely that the wheelsets will be remachined.

Evan Morris 5/84

NORTH ETON CO-OPERATIVE SUGAR MILLING ASSOCIATION 610 mm gauge

(See LRN 38 p.10)

Bundaberg Foundry 6wDM 13 of 1954 ("Bundaberg Jenbach" Model BJ220) has been completely rebuilt in the mill workshops. It has been fitted with its third engine, a Detroit 6-cylinder unit, which was purchased second-hand by the mill and reconditioned. A new bonnet has been fitted and this, together with the Commonwealth Engineering cab fitted in 1982 means it has lost most of its distinctive appearance.

Editor 7/84

PLANE CREEK CENTRAL MILL CO. LTD, Sarina 610 mm gauge

(see LRN 36 p.8)

Clyde 0-6-0DH Model HG-3R 67-569 of 1967, numbered 10 on the mill's roster is the latest to be fitted with a soundproofed cab. The cab fitted earlier this year was built up from the remains of the old cab of loco number 3 (Com-Eng 0-6-0DH FA1036 of 1959) which had a new cab fitted in 1982. Loco number 11 (Clyde 70-709 of 1970) must have met with an accident at some stage, for after running around with no bonnet doors for some years it has been fitted with mesh fitted doors to replace the original louvre doors.

Ruston & Hornsby 4wDM 371381 of 1954, number 6 on the mill rosters still lies out of use behind the loco shed, "awaiting repairs".

For many years, the mill has operated an out depot at Koumala, some 20 km south of the mill, where a main line loco has been stationed during the season. This area was originally the site of an isolated tramline, which was linked up to the mill main line in 1960. The sale of the private land upon which

the shed at the depot was built necessitated its removal and the decision was taken that the outdepot was no longer needed. New sidings have been constructed at Koumala during the slack season this year.

Observed in the navvies' shed at the mill at the end of June was a motorised weed poison car. This is the MACSPRED CANE-PACK, a project of Du Pont (Australia) Ltd, to enable the simple application of granular herbicide on cane tramway track. Liquid herbicides are out of favour now that the end of steam traction has meant the discontinuing of trackside watering points which were suitable for obtaining water for herbicide mixing. After initial trials in 1980, Du Pont realised there was no suitable platform for application of the herbicide. A loco-hauled unit was developed but communication between loco crew and unit crew was difficult, and the operation was expensive in requiring a loco. Therefore the self-propelled unit was developed. It is believed it was built by A & G Industries of Griffith, NSW, but this requires confirmation. It is powered by a 4-stroke Honda 7.5kw motor driving onto one axle by means of a belt drive. The vehicle is of steel construction with a timber floor and incorporates twin driving controls and disc brakes. A separate motor powers the blower fan for herbicide application. At \$2 500 approximately, this unit proved much cheaper than one suitable for liquid applications, and results at various mills have been most satisfactory. At Plane Creek, the unit has been found rather too speedy at 20 km/h and so it has been mounted on a truck for haulage by a loco!

"Proceedings of Australian Society of Sugar Cane Technologists, 1984"; Editor.

B.& S.RADIC, South Coolum Road, Coolum 610 mm gauge

These cane farmers have purchased a diesel loco to haul cane bins on their 2.5 km private tramline which connects with the Moreton Mill system. This loco came from Racecourse Mill, Mackay, at the end of 1982 and is a 48hp 4wDM 392120 of 1955. At Racecourse, this loco was named *Old Smokey*.

John Miguel 7/84

SUGAR RESEARCH LTD, Mackay 610 mm gauge

(see LRN 36 p 9)

Sugar Research's track evaluation vehicles were observed in a QGR wagon at Racecourse Siding on 21 June, consigned to the Millaquin Sugar Co, Bundaberg. These vehicles consist of a one-axled measuring vehicle and a two-axled power and recording unit, and have been at Kalamia Mill for some time

Editor 6/84

SOUTH AUSTRALIA

SOUTH AUSTRALIAN DEPARTMENT OF MINES, State Battery, Peterborough 610 mm & 508 mm gauge

(see LRN 22 p 19)

A visit to this site during the Easter break proved to be very disappointing. Although the same rolling stock (a total of two flat cars, three tip wagons, and one underframe) was on site, the track had been removed from around the gold stamp. All that now remains of the former rail system was a short incline up into one of the buildings. The remaining track had been left to rust in a heap at one corner of the site, rather a shame at a site listed by the National Trust. Any information about the future of the rail equipment at the site would be welcome.

Rob H. Sanders 5/84

TASMANIA

MONTEZUMA RAILWAY, Melba Flats - Williamsford 610 mm gauge

A proposal has been put to the State Government to restore and reopen the 21 km section of the old Zeehan & N. E Dundas railway from Melba Flats to Williamsford. This plan is being mooted as a cheaper alternative to the scheme to reopen the Abt railway formerly operated by the Mount Lyell Mining & Railway Co; from Strahan to Queenstown until closed in 1963.

Enthusiasts Dr David Flecker and Mr Tony Coen have been investigating the scheme for two years and have now prepared a detailed submission. It is well known that the Tasmanian Government are looking for projects to be undertaken with Franklin Dam compensation money.

The Zeehan & N. E Dundas Railway was built by the Tasmanian Government Railways and connected Zeehan with Williamsford, 29 km away. It opened in 1898 and officially closed in 1929. It featured a summit at Confidence Saddle, where views west and south to the coastline may be seen, and passed within a few metres of the Montezuma Falls, 104 metres high. Locomotives which ran on the line included a Hagens 2-6-4-0T loco and the world's first Beyer-Garratt locomotives.

It is stated that the line could be reopened in 18 months at a cost of about \$3 million. Three operating locomotives suitable for the line are stated to be available in Tasmania, with many more operating in Queensland. The line could be expected to attract many tourists.

The Advocate 27/6/84 via Chas Goodwin; Editor

VAN DIEMEN LIGHT RAILWAY SOCIETY INC., Don River Railway 1067 mm gauge

(see LRN 29, p.8)

Work has progressed on Dubs 4-8-0 *Heemskirk* (3856 of 1900) ex Emu Bay Railway. All the boiler cladding and lagging has been removed and the cab removed completely. The next step will be complete dismantling and sandblasting of all parts. This loco was an oilburner on the EBR in its latter years, and consideration is being given to restoring it as an oil burner which will be able to operate on days of high fire danger.

"Don River Railway News Sheet", Autumn 1984

VICTORIA

ALEXANDRA TIMBER TRAMWAY & MUSEUM 610 mm gauge

(see LRN 40 p.10)

Half the 610 mm gauge track of what will eventually be a circle of about 600 metres has been constructed in the old railway yard of at Alexandra, parallel with Vickery and Station Streets.

Hudswell Clarke 0-6-0 1098 of 1915, John Fowler 0-6-0T 11855 of 1909 and Malcolm Moore 4wPM 1049 of 1943 stand outside the shed on three parallel sidings together with an end loading semi open sided car called *The Dustlander*, two army flat trucks, six side tip Wagons and at least six former Rubicon Tramway bogies.

Three items are situated in the shed, an 0-6-0PM Day's rail tractor fitted with a Fordson engine (1029 mm gauge), the underframe and parts of Kelly & Lewis 0-6-0DM 4271 of 1935 (formerly diesel No.1 of the Rubicon Tramway), and an open sided large bogie passenger car modelled on the drawings of the ILRMS passenger carriage No.1

Ground preparation suggests that the main circuit will eventually pass through the platform of the former VR Alexandra Railway Station, while two branches will terminate in the former VR goods yard.

K.McCarthy 5/84

J. GOULD, Alexandra. 610 mm gauge

J.Gould is now the proprietor of the timber mill on the route of the former Rubicon Tramway just beyond the 1600 mm gauge station yard at Alexandra. Bogies once used on the Rubicon tramway are still employed in the mill yard to carry timber on 610 mm gauge sidings. This track within the plant

is connected by a large electric traverser (or transfer table) which receives three-phase power from side trolley wires.

Ken McCarthy 6/84

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Railway. 762 mm gauge

(see LRN 40 p.10)

The present situation regarding the NA Class 2-6-2T locos built by the Victorian Railways was as follows during June:

3A (built 1900) at Emerald, awaiting restoration.

6A (built 1901) at Menzies Creek Museum, requiring fitting of new boiler, but no work planned in the near future.

7A (built 1905) and 8A (built 1908) in traffic.

12A (built 1910) being rebuilt at Belgrave. Parts for the frame being manufactured and front pony truck being built.

14A {built 1914} available for traffic but due for front end overhaul.

The Ruston & Hornsby 4wDM NRT1 (296058 of 1951) has now passed its trials and is stationed at Emerald.

4w+4wTG Climax 1694 of 1928 is continuing to make good progress, the sheet metal cladding on the boiler has been completed, including painting. The sand dome and cast iron bell have been fitted. The regulator valve has been rebuilt and the valve gear is being overhauled. The leading wheelsets have now been turned, new axle box brasses have been cast, and when they are machined, both bogies will be ready to be assembled and placed under the frames. The Radley & Hunter smoke stack is receiving attention with some of the internal components needing replacement.

P.B.P.S. Monthly News No.134 via Arthur Winzenreld

WESTERN AUSTRALIA

WESTERN AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION INC., Whiteman Park, Caversham. 610 mm gauge

(see LRN 37 p.14)

The station building to become "Central" at Whiteman Park has been moved onto site. The former Claisebrook Station building had its roof removed and was then cut in half for removal. New concrete footings were provided and the building was set up with the two halves joined together and roof timbers refitted. Tile station canopy will be restored to its original wide profile and the original brick fireplaces retained. The ticket office will be retained and the remainder of the building will contain a railway style refreshment room

to be run as a joint venture between the Perth Electric Tramway Society and WALRPA.

Restoration work has progressed well with F.C.Hibberd "Planet" 0-4-0DM 2150 of 1939. Before arriving at Whiteman Park, work had concentrated on superficial restoration such as removal of rust and scale and then painting. A Mack truck radiator has been fitted using the original top and bottom header tanks. A new water manifold is being fabricated to replace the old cracked and corroded one. A new Kelly & Lewis water pump has been purchased to replace the worn out originals and the Villiers 8 hp motor for driving the air start compressor has been rebuilt. The Ingersoll Rand two stage compressor has been serviced and had one exhaust and inlet valve replaced. Fuel pump and injectors were checked. This loco will be fitted with a Rotary Vacuum Exhauster from an ADX railcar ex Westrail. A spare gearbox and final drive is held for this loco, as well as many other spare parts.

Carriages are being constructed by four Community Employment Programme carpenters and will be fitted with standard Westrai1 vacuum brakes.

A bridge is under construction across Bennett Brook and the concrete has been poured in preparation and the steel spans lowered into place. The brook flows in the winter and the bridge site is now known as Bridgewater.

By mid-May 900 m of track had been laid. Rail is 45 lb in 28 ft lengths. Sleepers are ex Pilbara jarrah sleepers originally 9 ft long, cut in half and gang nailed at one end.

L2, the Maylands-built 4wPM loco goes well with Holden engine and automatic transmission. The wheels however are badly worn. The Ridley loco is in running order with Vanguard engine and gearbox fitted, but more restoration work has to be completed. This loco has six wheels, four on a bogie.

The ex-Whiteman Brick 4wPM F.H.Hibberd "Planet" (2055 of 1937 or 3428 of 1949) will be fitted with a Morris 1500cc engine and gearbox and these were being prepared prior to fitting in May.

Charles De Bruin 6/84

OVERSEAS - INDONESIA

P.G. KEMBON AGUNG, Malang, East Java. 700 mm gauge

This sugar mill is located 5-6 km south of Malang, itself some 95 km south of Surabaya. The mill operates a 700 mm gauge tramway system which according to officials, is some 25 km in length, but judging from the locomotive power -

8 steam, 3 diesel-mechanical and 8 diesel-hydraulic it may be more extensive than this. All locos, especially steam, are in well maintained condition.

There is a large loco running shed and workshop, and around midday on Saturday, 19 May most of the locos had returned to base. The following locos were noted:

2	0-8-0T	Orenstein & Koppel	4440	1910	stored in workshop.
3					not seen; apparently in service
4	0-6-2TT	Henschel	19962	1928	in steam.
5	2-6-0TT				under repair.
6	0-8-0TT	Henschel	19231	1922	in steam.
7	2-6-2				in steam.
9	0-8-0TT	Orenstein & Koppel	9357	1920	in steam.
10	0-8-0TT	Orenstein & Koppel	9356	1920	in steam.
B1	4wDM	Orenstein & Koppel			shunting empties yard.
B2	4wDM	Orenstein & Koppel			undergoing overhaul.
B3	4wDM	Schottler			delivering portable rail
C3	0-6-0DH	Schottler			
C5	0-6-0DH	Schottler			converted from underground loco; undergoing overhaul.
C6	0-6-0DH	Schottler			
C7	0-6-0DH	Schottler			identical to C6.
C8	0-6-0DH	Schottler			identical to C6.

Bob McKillop 5/84

CASUDI MILL East Java 700m gauge

This older mill is located on the Malang Road, approximately 30 km south of Surabaya. Most of the tramway system appears to have been abandoned and cane is brought in by truck. However, the mill is located on a congested road and accordingly all cane is transferred to rail at a depot 2.6 km south of the mill.. No less than four diesel-hauled trains were noted on this section of the line in convoy on 19 May.

Bob McKillop 5/84

ROSTER - NORTH ETON COOPERATIVE SUGAR MILLING ASSOCIATION

D1	6wDM	Bundaberg Foundry	10	1953	BJ100	(a)
D2	6wDM	Bundaberg Foundry	13	1954	BJ220	(b)
D3	0-6-0DM	Commonwealth Engineering	A2128	1958	AE	(c)
D4	0-6-0DH	Commonwealth Engineering	FB3169	1963	FB	(d)
D5	0-6-0DH	Commonwealth Engineering	FB3170	1963	FB	(e)
D6	0-6-0DH	Commonwealth Engineering	FB4383	1965	FB	(f)

D7	B-B DH	E.M. Baldwin	6780-1-8-76	1976	DH248 Mk 9	(g)
D8	B-B DH	E.M. Baldwin	9815-1-10-81	1981	DH288 Mk2	(g)
	4wDM	Motor Rail	21503	1953	30hp	(h)
	4wDM	E.M. Baldwin	4-473-1-3-63	1963	DM33	(i)

Notes

(a) 'Bundaberg Jenbach' type. Original Jenbach engine replaced by Gardner 8LW

Fitted with ComEng cab from D5, 1983.

(b) 'Bundaberg Jenbach' type. Original Jenbach engine replaced initially with Gardner 8LW engine. Now fitted with GM 6 cylinder diesel. Fitted with Com-Eng cab from D6. Rebuilt and fitted with new bonnet, 1984.

(c) Fitted with Rolls Royce 6 Cylinder diesel engine.

(d) Fitted with GM V8 diesel engine.

(e) fitted with GM V8 diesel engine. Fitted with Hockey Engineering sound-proofed cab, 1982

(f) fitted with GM V8 diesel engine. Fitted with Hockey Engineering sound-proofed cab, 1981.

(g) fitted with GM V12 diesel engine.

(h) Originally fitted with Dorman 2-cylinder diesel engine. Engine currently removed and loco derelict.

(i) Fitted with 3 cylinder diesel engine.

MEETINGS

MELBOURNE

The Annual General Meeting will be held as usual during the August meeting. Nominations for positions on the Council are welcome.

Following the AGM, Norm Houghton will be speaking on the Beech Forest area.

Norm has recently published a history of this area which as you are probably aware has a past richly endowed with sawmilling and light rail transport. Norm's talk will cover more than just the saw milling and tramway aspects. He will be describing the general history of the area and in doing so will attempt to place the sawmilling industry into context with a more general historical background.

This will be a most interesting evening's entertainment and you will be well rewarded by coming along.

LOCATION: Ashburton Uniting Church Hall, Ashburn Grove, Ashburton

DATE: Thursday 9 August, 1984, 8-00 pm

SYDNEY

Ken McCarthy will talk at our August meeting on his just published gazetteer of Illawarra locomotives. His talk, in addition to covering some of the locomotives of the south coast, will cover the approach he has taken in researching this topic. We hope that copies of the book will be available on the night for members to purchase.

So come along and get an autographed copy.

Please note this meeting is one week later than normal and on 29 August.

LOCATION: Government and Transport Club, Regent Street, Sydney

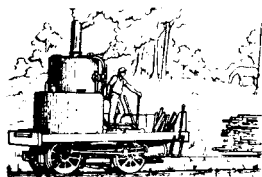
DATE: Wednesday 29 August, 1984, 7.30 pm

ADELAIDE

Arnold Lockyer is the South Australian convenor of the Society. Any member wishing to find out details of the Adelaide meeting can contact him at 6 Dunedin Street, Dover Gardens, 5048. The next meeting will be held on 4 October 1984.

LOCATION: Mile End Railway Museum

DATE: Thursday 4 October, 1984, 8-00 pm



LIGHT RAILWAY NEWS



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Victorian Bushbashing: G.Thorpe, 40 Roy Street, DONVALE 3111.(03 842 3896)
Deadline for next issue :- 20 October 1984.

NOTES, CORRECTIONS AND COMMENTS

BOOK REVIEW

Gazetteer of Industrial Steam Locomotives Illawarra District, N.S.W. by K.McCarthy. Published by A.R.H.S.(N.S.W. Division).

The first locomotives to work in the Illawarra area were for private owners and from that time, especially with the increased industrialisation in the interwar period, the district has seen one of the largest concentrations of privately operated locomotives in Australia.

Ken McCarthy has identified 123 steam locomotives which have come to the district and on each has listed all known details of the locomotive's entire history, accompanied by an illustration where pictures are available. The details given are both from previously published material and also from the files of a number of railway historians, notably Mr.J.Southern. Members are referred to p.102-3 of *Light Railways* 76, where an example of an entry was shown. The book makes available to the casual reader and researcher a wealth of material that will serve as a starting point for further interest and research into some of the railways of the south coast.

The only point of criticism would have to be in its presentation, A reference work with an index (of the locomotives only) yet without page numbers, the maps hidden at the back as if an afterthought, and number of photographs

excessively cropped or poorly reproduced is disappointing. A little more attention by the publisher would have made the book easier to use. While these faults may be annoying, for anyone with an interest in industrial steam locomotives the Gazetteer is highly recommended.

Available from the publisher or N.S.W.Division LRRSA.

CW

Recently released by The National Trust : *Steam Railways of the South Maitland Coalfields* - 26 minute video. The Editor would be pleased to publish a review of this in LRN 43.

FIELD REPORTS

Douglas Park - Cordeaux Dam, N.S.W.

A 2 ft gauge railway formerly extended 20 km. from the southern side of the Nepean Gorge at Douglas Park to the Cordeaux Dam construction site, mainly on the side of the road formation along Mount Keira Road. During the construction periods from 1917 to 1926, two Davenport 0-4-0ST locomotives (1595 and 1596 of 1917) hauled materials along the route as PWD No.64 and No.65. Loco 1596 was combined in about 1938 with identical engine 1517 (or 1513) at Kiama Quarries to form one reconditioned unit which is now preserved at the Illawarra Light Railway Museum Society railway at Albion Park N.S.W.

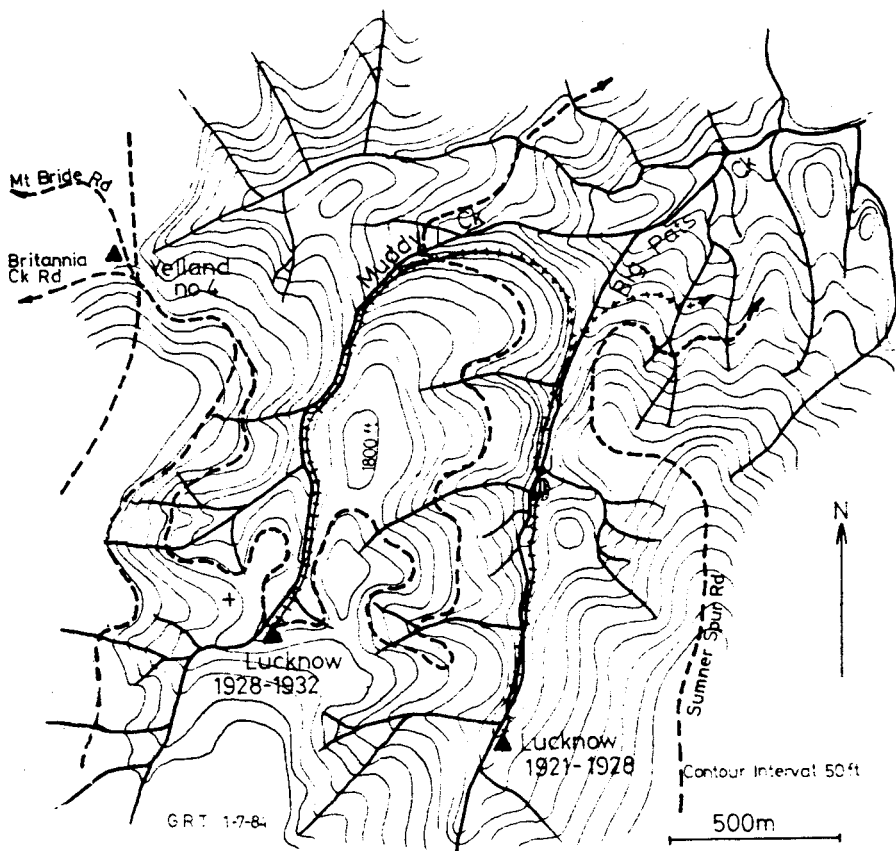
The north end terminus of this construction tramway was disturbed in 1980 during the construction of the F5 freeway bridge. During 1983 and 1984, considerable road widening work has been undertaken along Mt.Keira Road and the earthworks of the railway on the eastern side of that main road have now been obliterated. The route is still clearly visible between Mt.Keira Road and the dam, and north of the Wilton-Appin Road.

Ken McCarthy 8/84

Lucknow Sawmilling Company, Big Pats Creek & Muddy Creek, Victoria

During the 1920s, the Lucknow Sawmilling Company operated a sawmill near the head of Big Pats Creek, about 8 kilometres south-east of Warburton. In 1928, the mill was shifted to a new site on Muddy Creek, and a tramway laid northwards, to link up with the old line which followed Big Pats Creek and the Yarra River to Warburton.

Big Pats Creek mill site was on a small watercourse just to the east of the creek, and was surrounded by rather dense scrub. Two small sawdust heaps about five metres in diameter and a possible sawpit nearby were the only remnants of the mill when visited in June, although a 3 ft diameter flat-belt



pulley was found in the ferns beside Big Pats Creek. The first 500 metres of outlet tramline was laid virtually in the creek bed, with occasional cuttings into the bank. A small section of bridging was the only relic discovered along this part of the track. The line then reached a steeper section of creek, and left the creek bed to skirt the side of the valley. About 800 metres north of the mill site, it entered a quite impressive cutting about 4 metres deep and 30 metres long, and then crossed Big Pats Creek. The next 500 metres were cut into the side of the hill on the west side of the creek, and proved difficult to follow due to the post-bushfire grasses which have grown in the area. The line was not followed any further north from this section.

A medium-sized sawdust heap just above a present-day road marked the site of Muddy Creek mill, and a few pieces of wire rope and a flattened section of steel chimney were the only relics found here.

The outlet tramway followed the eastern side of Muddy Creek, only a metre

or two above creek level, and on a fairly even grade. About 700 metres north of the mill, the slope becomes steeper, and a 1 cm diameter wire rope was visible for 100 metres or so.

The line curved away from the creek about 1 km north of the mill, and entered an area burnt in the bushfires, where it was easily followed until a rail crossing was encountered. Below the road the line was lost in a broad treeless area covered in waist-high bushes and bracken, and was not followed any further.

Geoff Thorpe 7/84

LOCOMOTIVE AND ROLLING STOCK MANUFACTURERS

E.M. BALDWIN & SONS. PTY LTD, Castle Hill. N.S.W.

(see LRN 37 p.2)

During a visit in mid-August, two of an order of three 4wDH 1067 mm gauge mining locomotives for Coal & Allied Industries were noted (the third was in a shed). The first of the order has builders plates DH25M Mk5 105971684 (10597-1-6-84 - Ed.), and carries the number B.L.9. It is painted yellow with yellow/black dazzle stripes at each end and appeared complete. The second unit had wheels and some of the control equipment installed but had not yet received its engine.

As the E.M. Baldwin builder's numbers have become longer, the size of the numbers on the builder's plates has been reduced, and would now be very hard to decipher in the field.

Also seen on site were the two second-hand 4wDH 1067 mm gauge locos 3568-1-9-70 and 3568-2-9-70 which have been at the works for a number of years.

Baldwins have diversified into the construction of large farm tractors, and at least six were seen in the course of assembly on this visit.

Craig Wilson 8/84.

NEW SOUTH WALES

DORRIGO STEAM RAILWAY & MUSEUM 1435 mm gauge

(see LRN 40 p.3)

An F.C. Hibberd Planet 4wDM locomotive has recently been purchased from the Sydney Metropolitan Water Sewerage & Drainage Board. The loco is builder's number 3575 of 1952, and ran as the Board's number 51. Originally used with two similar locomotives in the construction of the Warragamba

Dam, it was later transferred to the Ryde Pumping Station where it was used to shunt coal wagons, becoming redundant in 1981. The locomotive was collected from Sydney on 20 July, arriving at Glenreagh on 22 July.

DSR&M Newsletter 7/84.

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD, Albion Park 610 mm gauge

(see LRN 41 p.2)

During 1984, Shellharbour Council is celebrating 125 years incorporation as a municipality while the City of Wollongong is marking 150 years of European settlement. It is planned to stage the official opening of the ILRMS railway on 10 November at 3 pm in conjunction with the local festival week. Readers planning to attend this gala occasion should check through 042 71 3707 or 042 95 1776 a few weeks prior to that date or write to P.O. Box 1036 WOLLONGONG 2500.

The Lawton-Meadows fork lift restoration was completed on 28 July with the fitting of reconditioned brake drums and liners. Since then, this unit has certainly proved its worth around the museum on maintenance duties. During early August the courtyard in front of the former HG guards van body in which is now situated the souvenir shop was paved with bricks obtained from the Kaiser Refractory plant at Port Kembla. By mid August the new hood and flue had been fitted to the former Brownhoist vertical boiler which will soon provide steam for the stationary engine exhibition.

In July, the back road sidings to the north of Yallah Station were connected to the "graveyard" sidings on which are stored various items of light railway rolling stock awaiting restoration. In addition the main line points which will eventually serve as a loco reversing triangle were connected to several lengths of track to form a branch siding. Two RSJ members, some 11 metres long, which will be used to carry the triangle road across the creek, have been welded to two bogie bolsters and stored on this new siding to free up track space in the main station yard.

The Department of Arts has granted the ILRMS museum \$5000 as a matching amount to museum expenditure for the construction of a large toilet-shower block. The new sewer main has been completed across the corner of the museum property and by late July the site had been cleared and the levels set out for this project.

Work is progressing on the restoration of the E.M. Baldwin battery-electric 1067 mm gauge man transporter car. This was constructed in 1963 for Huntley Colliery where it carried number 2 (B/n. 801-1-5-64 of 1964 according to my records - Ed.). The vehicle, stripped of batteries and traction motor, has been

at the museum in a dismantled condition for some time. During the recent winter period the vehicle was positioned on a display track in the picnic area and the roof refitted to the underframe.

During August, steel steps were fitted to the underframe of saloon car No.2 (former International bus body of c.1918 vintage). It is planned to have this car available for regular service during this summer traffic period. During July and August, the longitudinal seat frames were fitted to former Melbourne cable tram trailer No.430. The original pierced veneer seat backs have been restored; one short length on one side had to be reveneered due to rain damage when the car body was used as a shed near Bairnsdale. This 94 year old car will be available for regular traffic by summer enabling the museum railway to provide total seating for almost 100 passengers on the four car train.

Ken McCarthy 8/84.

LACHLAN VALLEY RAILWAY, Cowra 1435 mm gauge

(see LRN 14 p.12)

An industrial loco has been purchased to assist with shunting and stock movement of the ex-NSWGR equipment operated by this organisation.

The loco is a F.C. Hibberd "Planet" 4wDM purchased from the Sydney Metropolitan Water Sewerage & Drainage Board's Ryde Pumping Station, where it had been used until 1981 for shunting coal wagons. The loco, built in 1952, carries builder's number 3590 although official makers records state it is 3570. It was originally used in the Construction of the Warragamba Dam with two similar locos, both also preserved. It carries the Board's number 52.

Dorrigo Steam Railway & Museum Newsletter 7/84.

RICHMOND VALE PRESERVATION CO-OPERATIVE SOCIETY LTD, Richmond Main 1435 mm gauge

(see LRN 40 p.6)

Overhaul of the ex-John Lysaghts 0-4-0ST *Marjorie* (Clyde 462 of 1938) is progressing well, and it is hoped to have it in operation by

Christmas. Recent work involves the reconditioning of axleboxes and journals, eccentrics and straps. The wheelsets have been refitted to the frames and the brake gear refitted. Next to be reassembled will be the valve motion. A partial retubing was to be carried out on the boiler during July. Following a renewal of all boiler studs, and a successful hydrostatic test, it was hoped that the boiler would be refitted to the frames by the end of August.

On 28 April a special invitation running day was held and on 20 May the

first public running day. On both days the F.C. Hibberd "Planet" 4wDM 3715 of 1955 (not 1952 as stated in LRN 40 - Ed.) was used to give brake van rides. Further open days are planned for 2 September and for the Christmas holiday period.

Work has been done on the restoration of the engine shed, with both pits and the concrete floor completed. Timber is now on hand (three tonnes in all!) for the new Engine Shed doors.

Ernest Winter 7/84.

NORTHERN TERRITORY

TENNANT CREEK

The fiftieth birthday of this mining town of 3000 people was marked by various festivities. One contest of note was a "hand bogging" competition, and a newspaper photo shows two burly miners in action hand-tramming a mining tip wagon on track of about 2 ft gauge.

The Weekend Australian 12-13/5/84 via Craig Wilson.

QUEENSLAND

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY, Durundur Railway, Woodford 610 mm gauge

(see LRN 41, p.31)

Repair work recently carried out to Bundaberg foundry 0-6-2T 5 of 1952 was the replacement of the steam header pipes which were found to be badly corroded in the area under the smokebox floor. These pipes bolt direct onto the front tubeplate and pass down through the smokebox floor to bolt onto each cylinder block. On 2 June the pipes were removed and on the following day Ruston & Hornsby 4wDM 279567 of 1949 handled open day passenger trains. By 8 June Boiler Engineering fabricated two new steam header pipes which were installed on 9 June and a test steaming the same day proved satisfactory. The special refractory cement for the firebox floor has now been replaced. It is expected that certain boiler tubes will have to be replaced in this locomotive later in the year.

Work has continued slowly on Hudswell Clarke 0-6-0 *Melbourne* (1701 of 1938), which has been completely dismantled for return to working order. It is planned to do this work as thoroughly as possible even though some considerable time may be involved. Meanwhile, investigations are being

carried out on ex-South Johnstone Mill 5, Hudswell Clarke 0-4-2T 1705 of 1938 (built for John Fowler: B/n. 2275Z) with a view to its early return to service.

Ex-Goondi Mill John Fowler 0-6-0DM 182&0 of 1929 has had further attention to its clutch. However, engine repairs are also indicated before this unit can be returned to service.

Durundur Railway Bulletin 6/84, 7/84.

BABINDA CO-OPERATIVE CENTRAL MILL SOCIETY 610 mm gauge

(see LRN 37 p.7)

This mill is suffering continued financial problems and is currently one of a number threatened by the current industry downturn. A recent report stated that Babinda Mill was unlikely to survive the next five years. Many inefficiencies were highlighted in the report, for example in the cane transportation system, caused in part by union restrictions. Computer locomotive scheduling is believed to offer a potential saving of \$450,000 per annum. (Most mills have used computer scheduling for years - Ed.) As well as serious deficiencies in the factory, the mill's fleet of bins need repair urgently and major upgrading of tramlines is overdue.

Queensland Country Life 7/6/84 via Durundur Railway Bulletin 7/84.

CSR LTD, Hambledon Mill, Edmonton. 610 mm gauge

(see LRN 38 p.8)

The level crossing over the Bruce Highway at Edmonton has been rebuilt without replacing the 3 ft 6 in gauge trackage and crossover formerly incorporated. This severs the mill's link with the QGR which had been used for the transport of raw sugar until it was placed onto road transport a couple of years ago.

C.J.Hart 7/84.

CSR Ltd, Macknade Mill 610 mm gauge

(see LRN 37 p.8)

For the 1984 season, loco 14, E.M. Baldwin 0-6-0DH 6-2490-1-7-68 of 1968, has been assigned to the bulk sugar haul from the mill to Lucinda Point, along with brakewagon No.1. Loco 20, E.M. Baldwin B-B DH 7070-4-4-77, and brakewagon No.2, which have been used mainly on the sugar trains since their purchase in 1977, are now working cane trains. Loco 19, E.M. Baldwin B-B DH 7070-3-4-77 of 1977, which formerly worked with brakewagon No.1 continues to work cane trains but now without a brakewagon.

C.J.Hart 7/84.

FARLEIGH CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD 610 mm gauge

(see LRN 38, p.9)

A major tramline derailment during the first week of July caused the loss of 2500 tonnes of cane according to a mill spokesman. (This simply means that crushing operations were held up to the extent that this amount of crushing was lost - Ed.) However, this does not amount to much when compared to the mill's total crush for the week of 45,548 tonnes.

Mackay Daily Mercury 10/7/84.

PLANE CREEK CENTRAL MILL CO. LTD, Sarina. 610 mm gauge

(see LRN 41 p.6)

On 10 July a cane train was derailed on the Plane Creek bridge at Sarina, causing a delay of a few hours in the delivery of cane from the area to the south of the town. The concrete bridge was built in 1959 and is a curved structure some 117 m. long with twelve 9.7m. spans carried on single piers.

Mackay Daily Mercury 17/7/84; Editor.

RACECOURSE COOPERATIVE SUGAR MILLING ASSOCIATION LTD, Mackay, 610 mm gauge

(see LRN 36 p.9)

The commissioning of a new unloading station to the south of the Peak Downs Highway, together with associated work of a new shredder and mill, is to be further postponed until the 1986 season. This work will also incorporate a new tramline link to serve the unloading station, with cane being conveyed over the highway by conveyor belt thus eliminating the troublesome tramline road and rail crossings at the entrance to the mill yard. Some formation work for the tramline work was seen to be pegged out during August. Work has proceeded slowly on the installation of conveyor equipment over the bridge across the highway completed in 1983, and it is believed that tramway yard and loco shed will be completely relocated to the south of the highway in the longer term.

Mackay Daily Mercury 19/7/84; Editor.

SIMSMETAL PTY LT., Rocklea. Brisbane. 610 mm gauge

Former Isis Mill 10, Sharp Stewart 0-4-2 4432 of 1897 (originally 0-4-2T for the North East Dundas Tramway in Tasmania) has been purchased from the BP Sugar Inn Service Station at Childers, reportedly for \$200, and arrived at the Franklin Road depot of Simsmetal on 13 August. It is reportedly to be

restored for display purposes at a new depot to be established at Dunn Road, Rocklea.

Bob Gough via David Mewes 8/84.

SOUTH AUSTRALIA

AUSTRALIAN NATIONAL RAILWAYS COMMISSION, Adelaide Passenger Terminal, Keswick. 1067 mm gauge

(see LRN 36 p.5)

On 18 May, the new passenger terminal was opened, revealing Baldwin 0-4-0ST 7860 of 1886 *Sandfly* superbly restored and under cover on the main platform. This locomotive was first used by contractors C.&E. Millar before becoming NA1 on the Northern Australia Railway.

Catchpoint 7/84.

ELECTRICITY TRUST OF SOUTH AUSTRALIA. Thomas Playford Power Station, Port Augusta. 1435 mm gauge

(see LRN 37 p.12)

The commissioning of Northern Power Station, adjacent to Thomas Playford, is proceeding, and it is now possible for the boiler bunkers at Thomas Playford to be fed by conveyor from Northern. When Northern is fully up and running, it is planned to remove the Thomas Playford unloading facilities. This will make the two Clyde HG-6R 6wDH locos, No.1, 61-237 of 1961, and No.2 F.J.SHEA, 58-192 of 1958, redundant.

Catchpoint 7/84

MILE END RAILWAY MUSEUM (S.A.) INC. gauges various

(see LRN 23 p.16)

A new tender for BHP 4 has been constructed at the museum on an underframe acquired for the purpose. The loco with which this vehicle is now paired is 3 ft 6 in gauge Baldwin 4-6-0 41242 of 1914 which was built to haul iron ore on the Iron Knob - Whyalla tramway. The locomotive was acquired from BHP without tender, and when painting is complete it will make an impressive and noteworthy exhibit.

Catchpoint 7/84.

VICTORIA

THE BIG GRAPE, Swan Hill 610 mm gauge

(see LRN 39 p.8)

Operations at this location have been most successful, and the 26 acres of

vines are open to the public daily. Track has been constructed from 45 lb rail from Western Australia, and there are now 8 carriages built up on cane truck frames, as well as another four truck frames on hand. Trains are hauled by Ruston & Hornsby 4wDM 223725 of 1944.

Barry Beckerley 7/84.

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Railway, 762 mm gauge

(see LRN 41 p.9)

On 30 July ex-TGR Drewry-designed 0-6-0DM V12 emerged from the Emu Bay Railway Co. Ltd's Burnie works converted to 2 ft 6 in gauge for use on Puffing Billy. This work involved removing the drive components, stripping wheel sets, and machining new axles. It is believed that the loco built at Launceston, has been shipped to Melbourne separately from its engine and gearbox. A second loco of this class, probably V9, is believed to be also at Burnie for similar attention.

The Advocate 31/7/84 via Chas. Goodwin.

PUFFING BILLY PRESERVATION SOCIETY MUSEUM, Menzies Creek. gauges various

(see LRN 39 p.9)

Complete painting of the museum's two 2 ft gauge Hudswell Clarke steam locos is in progress. These are ex-Pleystowe Mill 0-4-0ST 1559 of 1925 and ex-Macknade Mill 0-6-0 1863 of 1952. Also being restored is a Malcolm Moore 4wDM loco (presumably the one from Inkerman Mill- Ed.), and the engine of this was started for the first time in April.

A 2 ft 6 in gauge steam loco from Thailand is to be exhibited in the museum and is expected to arrive later in the year.

Narrow Gauge No.94 via Arthur Winzenreid.

PRIVATE PRESERVATION 610 mm gauge?

An 0-4-0 Porter steam loco from the Philippines was expected to be landed in Victoria for private preservation on 23 July. It is believed to be 2 ft gauge, and other steam locomotives may also be imported from the same source. Further details would be welcome.

Peter Medlin 7/84.

WESTERN AUSTRALIA

HOTHAM VALLEY TOURIST RAILWAY W.A. INC. 1067 mm gauge

(see LRN 40 p.11)

The B class boiler acquired by the Society has been given a successful hydrostatic test. It was built in 1950 and was originally fitted to WAGR loco B184 until its withdrawal in 1955, afterwards working for 20 years on stationary duties. It will be fitted into the frames of the ex-Millars 4-6-0 *Menzies* (Dubs 3595 of 1895) as soon as time permits. It is possible that the boiler presently fitted to *Menzies* can be repaired eventually, thus giving a spare boiler for this loco.

Pinjarra Steam Express 6/84 & 7/84.

WESTERN AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION INC. Whiteman Park, Caversham. 610 mm gauge

(see LRN 41 p.9)

Two steam locomotives the property of Lou Whiteman, which had stood in the open at the then "Mussell Pool Museum" for a number of years, have been donated to the Society. These are two much travelled locos. The first is Krauss 0-4-0T 2181 of 1889, originally brought to Victoria by John Robb for construction work, and later used at the East Murchison United Gold Mine. The second is the ex-Mount Magnet Tramway (Tasmania) Orenstein & Koppel 0-4-4-0T Mallet 2609 of 1907, which was later used at the Great Boulder Mine in Kalgoorlie. The boiler of the Krauss is beyond repair, but the boiler of the Orenstein & Koppel may well be repairable. The Krauss has already been stripped down for external restoration.

A carriage shed has been erected next to the loco shed at Whiteman Park. It is identical in design to the loco shed but is 30 m long rather than 24 m. This has been made possible by the availability of three carpenters and a female trade assistant under the C.E.P. programme. Most of the loco shed floor has now been concreted, and concreting is progressing in the carriage shed.

The C.E.P. employees have now commenced work, alongside volunteer labour, on the construction of bogie carriages. WAGR Midland Workshops are assisting in the regauging of bogies from WAGR QBB flat wagons, by machining new axles onto which the 813 mm diameter wheels are pressed. The frames of these wagons will then receive new coach bodies, 9 m long and 1.9 m wide. It is expected that four carriages will be completed by February 1985.

The ex-Whiteman Brick F.C. Hibberd "Planet" 4wPM loco (2055 of 1937 or

3428 of 1949) has been stripped down to enable its frame to be lengthened to allow for the fitting of a new engine.

A brake wagon is nearing completion, built on the frames of an ex-Lake View & Star hopper wagon. Two other hopper wagons have been made into flat tops, and a third is awaiting alteration. The first small four-wheel passenger cars constructed some time ago will have their wheelbase lengthened to improve riding qualities.

Tracklaying is going ahead on the trackbed completed between Bridgewater and Central, where the Maylands Brickworks built 4wPM loco L2 has been isolated for some time.

Rusty Rails 7/84; Lindsay Watson.

MEETINGS

MELBOURNE

Got some slides you haven't seen for a while? Well here is a chance to see them once again and share the experience with your fellow members. It seems

that most of us have slides hidden away in the back of cupboards and drawers which for one reason or another haven't been seen on a screen for a long, long time. The biannual slide night provides the opportunity to pull those long lost treasures from their hiding places for the benefit of an appreciative audience.

This regular activity has proven to be a very popular event in the past and it is hoped that once again it will receive strong support. If you have some slides of tramway or railway interest, even if you consider them to be far from professional quality, please bring them along so that others may enjoy them too.

LOCATION: Ashburton Uniting Church Hall, Ashburn Grove, Ashburton
DATE: Thursday 11 October 1984 at 8-00 pm

SYDNEY

This month Bob McKillop will be showing slides he has taken of overseas light railways in countries as diverse as Switzerland and Indonesia.

TIME: 7-30 pm, Wednesday 24 October 1984.

TOUR

The Division's annual tour will be to the shale mines and works at Hartley.

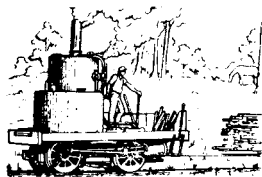
Details will be given at our October meeting but for those who can't make it to our meeting the tour will commence from Hartley Vale Station at 9-30 am, Saturday 24 November 1984.

ADELAIDE

Arnold Lockyer is the South Australian convenor of the Society. Any member wishing to find out details of the Adelaide meetings can contact him at 6 Dunedin Street, Dover Gardens, 5048. The next meeting will be held on 6 December 1984.

LOCATION: Mile End Railway Museum

DATE: Thursday 6 December 1984 at 8-00 pm.



LIGHT RAILWAY NEWS

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Deadline for next issue :- 20 December 1984.

EDITORIAL

The Society's publications *Light Railways*, *Light Railway News* and also the Society's books, maps and drawings hopefully reflect the interests and the activities of its members. These publications are a service to members, but depend on the members for their support, both by contributing to them, and also, in some cases, purchasing them. One area of activity that has been highlighted recently in these pages is that of those who go in search of the physical remains of defunct tramways, especially timber tramways. Victorian members interested in developing this facet of their interest are urged to contact Geoff Thorpe (address above) to join visits or to find out areas which would bear investigation, so that information may be recorded and published.

Australia has its fair share of active industrial railways, serving sugar mills, salt works, mines, construction projects, power stations, steelworks and factories, as well as pleasure railways and preserved railways featuring former industrial equipment.

The aim of "LRN" is to report all developments in all these areas. Please join those who contribute to LRN and help to make LRN better. Brief notes, press cuttings even a phone call will do for those who do not wish to pen a full report. Thanks to all those who support LRN in this way. More contributions would be welcome.

CORRECTION Rotary Club of Blackwater, Queensland.

(see LRN 34 p.14)

Enquiries carried out by Bill Henderson have established that the gauge of this pleasure line is 508 mm (1 ft 6 in [sic]), not 610 mm as previously thought.

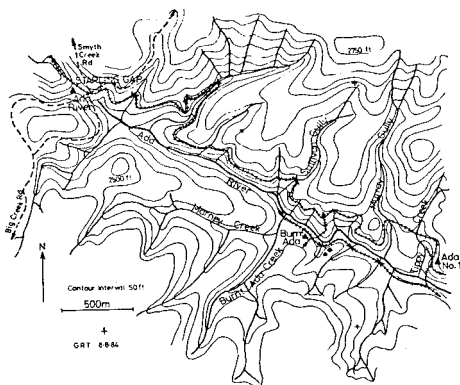
FIELD-REPORT

Burnt Ada Mill, Ada River, Victoria

The Burnt Ada Mill site is on the south side of the Ada River, about 2 km south-east of Starling Gap. The route of the tramline which served this mill has become very overgrown, although it is still traceable with suitable effort; it follows the southern side of the river through fairly scrubby country, skirting the hillsides a few metres above water level.

The section of tramline from near Ada No.2 to the mill site crossed several side creeks on fairly low trestle bridges, of which the decayed remnants of three were found. The bridge near Murray Gully still had some pieces of wooden rail in places whilst nearby a number of moss-covered sleepers were observed. Dual bridges crossed the next creek before the line curved in a south-westerly direction to pass by some old house sites near to the mill. A further low bridge was crossed before the mill itself was reached, about 100 metres on.

The sawpit at the mill was located about 50 metres from the river, uphill from the tramline. No sawdust heap was found, although relics observed here included 6 sawblades, a galvanised iron water tank, several axle bearings, 10 or so wheelsets, several sections of heavy gauge wire ropes and various other items. An incline heading up the hill behind the mill in a south-westerly direction was observed whilst another track crossed the river to the north-east before climbing a spur in the direction of the New Federal Tramline.



Geoff Thorpe 8/84

LOCOMOTIVE AND ROLLING STOCK MANUFACTURERS

FOX MANUFACTURING CO. PTY LTD, Smithfield

(see LRN 33 p.5)

Two further examples of the "Tyrant" 4wDH underground mining locomotives have been constructed. The first, exhibited at the 1983 AIMEX 83 Exhibition in Sydney was builder's number L1 and was later delivered to the Bellambi Coal Co. The two latest locos, builder's numbers L2 and L3 of 1984 are rack/adhesion locomotives for the Newcastle Wallsend Coal Mining Co. Ltd and have recently been put into use at their Ellalong Colliery (details in this issue). Fox also designed and supplied 3 km of rack for use in this mine. This innovation by Fox follows the decision of the State Department of Industrial Relations to no longer approve the construction of conventional locomotives for use on grades steeper than 1 in 15.

Three Fox diesel man-riding cars were noted undergoing modifications at the Fox works during mid-October. These were Bellambi Coal Co. numbers 3A, 5A and 10A.

Craig Wilson 10/84

SCHWEIZERISCHE INDUSTRIEGESELLSCHAFT. Neuhausen am Rheinfall. Switzerland

This company has recently entered the Australian mining market, when late in 1983, after twelve months exhaustive testing below ground, a Model B06 battery-electric loco was purchased by a major Western Australian mining company (which one? - Ed.)

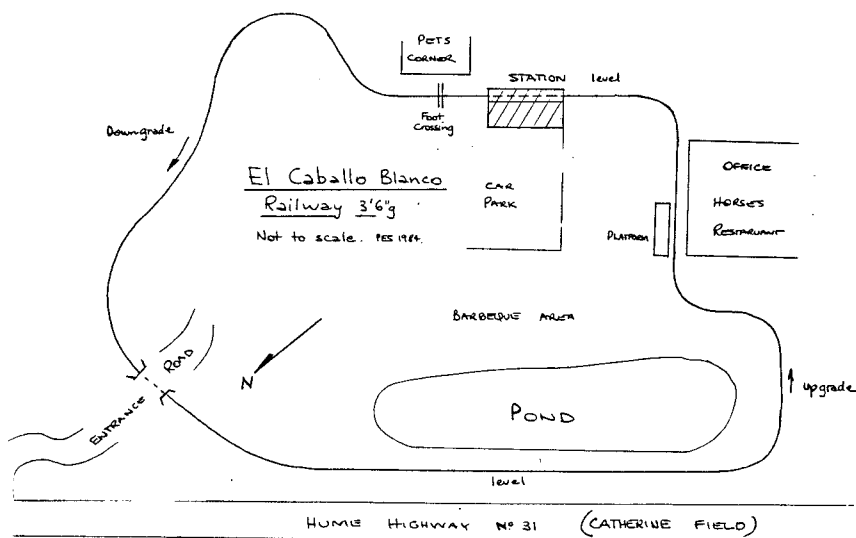
The cover of the July 1984 *Australian Coal Miner* magazine featured a photo of one of a new series of battery mine locos. The example shown was a 20-tonne Model B20LX-PD9K capable of use in single or multiple and also suitable for remote control applications.

Australian Coal Miner 7/84 via Durundur Railway Bulletin

NEW SOUTH WALES

EL CABALLO BLANCO, Catherine field 1075 mm gauge

A 2.7 km long railway has been constructed in the grounds of El Caballo Blanco at Catherine Fields near Narellan. The line forms a continuous loop around the perimeter of the property and there are no points used. However a tunnel is used to pass under the entrance roadway. The layout is shown on the accompanying diagram.



The track was installed by Alfred Lacey, of Goulburn, in 6 weeks. The direction of travel is anti-clockwise with the steepest grade against the load! The many sharp curves had eaten into the wheel flanges within weeks of operations commencing in 1983.

The rails are 45 lb per yard purchased from Western Australia, and most are 1898 vintage whilst others are marked "N.E.S. Co Ltd W.A.R. 1909."

The locomotive is steam outline and is a 2-6-0DM using a 60 hp Perkins diesel motor with a Borg Warner transmission. It was constructed by Neil Moxom Pty Ltd of Moss Vale (who have constructed some mining locos - Ed.). Maker's identification is ECB loco of 1983. The tyres on the fabricated wheels appear to have come off some other railway equipment.

Two bogie carriages were also built and supplied by Neil Moxom Pty Ltd. Each carrying 50 people, the cars are of the open type and are very long.

The loco and carriages are stored in the covered platform area to keep the elements at bay.

The leading pony truck of the loco originally had flanged wheels but with only a pivot above the axles it kept derailing. As a result the flanges were removed and the wheels set approximately 1 cm above the track.

The loco has a spacious motor compartment to which access is through the cab only. Ventilation for the summer months would seem to be inadequate.

El Caballo Blanco is open to the public Wednesday to Sunday from 10 a.m.

to 5 p.m. Admission is \$10 for adults and \$8 for children and pensioners. Entry includes the horse performances, water slide, roller skating and unlimited rides on the railway. Phone 606 6266.

Paul Simpson 10/84

LACHLAN VALLEY RAILWAY SOCIETY CO-OPERATIVE LTD, Cowra 1435 mm gauge

(see LRN 42 p.5)

F.C. Hibberd "Planet" 4wDM 3570 of 1952 has been used for shunting carriages at Cowra, and has proved itself capable of moving 200 tons of empty cars, although somewhat limited in braking power. The loco is painted green and is fitted with NSWGR type automatic couplers. Its last duties at the Ryde Pumping Station were moving BCH wagons of coal to the boiler house.

A.Kanak 9/84

THE METROPOLITAN WATER SEWERAGE AND DRAINAGE BOARD 610 mm gauge

(see LRN 37 p.5)

On 11 September an auction sale was due to be held at the Board's Plant Service Depot at Cooper Road, Birrong.

A number of locomotives and rolling stock items were to be offered.

Locomotives were 10-ton Gemco laces numbers 100, 58, 99, & 98, offered as lot numbers 334 to 337. There were also three Gemco battery boxes and three battery chargers. Four Hudson mining trucks numbered 298, 309, 345 & 444 were offered as lot numbers 304 to 307, and twenty Gemco mining trucks numbered 2416, 2320/13, 2078, 2302/41/17/38/22/53/99/90/93/94/3 9/95, 2411/19, & 2510/41 were offered as lots 308 to 327. Also offered was a 1981 Atlas Copco type FF1524 Mini I Fullfacer Tunnel Boring Machine, three Atlas Copco Tunnel Loaders (numbers 618, 611 & 609) and a Taylor Dunn Model B2400 electric concrete transporter (number 18). Any information about the disposal of these items would be welcome.

Greg Stephenson 9/84

RICHMOND VALE PRESERVATION CO-OPERATIVE SOCIETY LTD Richmond Main 1435 mm gauge

(see LRN 42 p.6)

On Sunday 2 September, the Richmond Vale Railway Museum was opened to the public for the second time. About 800 people visited the site during the day and train rides were given with the F.C. Hibberd "Planet" 4wDM 3715 of 1955 hauling an S truck and CHG guard's van.

New members are always welcome at the museum, so if interested please write to the Secretary, P.O.Box 126, WALLSEND 2287 for further information,

P.King 10/84

PAUL SIMPSON, Panania 610 mm gauge

Over a number of yearly restoration has been progressing on Kelly & Lewis 0-6-0DM 5957, built for use on the Rubicon Tramway, Victoria in 1936. On 20 September, a milestone was reached when the loco chassis was lifted into position over and above the wheels and the Dorman 4HW engine lifted into position in the loco.

Fitting the loco to the axles using a crane proved difficult so the loco was left up on blocks. On 23 September, the wheelsets, one at a time, were lifted up into the hornguides using a 20-ton jack. The loco was then lowered onto the track the same day using jacks, and for the first time since the late 1940s it moved on its own wheels. It was towed 100 ft along the backyard track by its companion, Motor Rail "Simplex" 4wDM 20560 of 1955, and after a number of trips the larger loco was moving freely.

Restoration work so far has involved the casting and machining of new axleboxes. The centre flangeless driving wheels were worn and it was discovered that at some time in the employ of Clarke & Pearce, the wheels had worn and had been remachined, with for some reason the centre wheels being reduced to 0.5 inch smaller diameter than the outer, flanged wheels. Consequently the centre drivers had to skid to keep up with the other wheels, thereby increasing wear.

However, the wheels have now been built up and remachined to the same diameter of the other wheels by Tracks Pty Ltd at Villawood, and an impressive job has been carried out.

The Dorman diesel engine has been rebored and four new pistons made by Repco, together with new rings. The fuel pump and injectors have been overhauled by Lucas Australia, who also provided a starter motor and generator to match this 1930s vintage motor.

Brake equipment was overhauled and missing parts manufactured, together with new brake blocks, levers, rods etc. The brakes were tested when the loco was towed on 23 September, and proved to be effective.

Considerable work still remains to be done before the loco is complete. The siderod bearings are to be remetalled and then fitted before the motor is started and adjustments made. Then testing of the gearboxes, especially the Wilson preselect box, can commence.

The final job will be a complete repaint, and hopefully, fixing of builder's plates. A request is made to the person/s holding the builder's plates to

arrange their return, or loan to enable replicas to be obtained. Please write to Paul at P.O. Box 105, Panania 2213 or phone (02) 771 3929.

Paul Simpson 10/84

QUEENSLAND

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY, Durundur Railway 610 mm gauge

(see LRN 42 p.7)

Boiler inspection of Bundaberg Foundry 0-6-2T 5 of 1952 has resulted in the requirement that the tubes will have to be replaced before the loco can run again. It is likely that these tubes will have to be specially manufactured. As a result, it has been decided to use Ruston & Hornsby 4wDM 279567 of 1949 on passenger trains on the first and third Sunday of each month until a steam locomotive is available again. Meanwhile, one of the two Malcolm Moore 4wPM locos stored at Rosewood (either 1031 or 1035 of 1943) is being prepared for use at Woodford by being rewired. Another petrol loco built by Alwyn Zinn of Ipswich in his back yard in 1975 (builder's number 3), has been test run at Woodford for the first time. This loco, fitted with a Leyland Cub engine has limited haulage capacity driving on the rear axle only, but will prove useful on navvy trains. Repairs to the air operated clutch and brakes and to the radiator and cooling system will need to be carried out on this unit.

Durundur Railway Bulletin 9/84, 10/84

BUNDABERG TRAMWAY PRESERVATION SOCIETY INC. 610 mm gauge

(see LRN 37 p.7)

The Society's Bundaberg Foundry "Bundaberg Fowler" 0-4-2T (3 of 1952), ex Millaquin Mill, has been moved to storage at the Pioneer Equipment shed at the New Agro Trend Field Day site. Restoration has been progressing with this unit, with new chimney, side tanks, floor, boiler cladding and boiler mounting studs having been fitted. A new cab has also been constructed and this with the chimney were fabricated by the local T.A.F.E. College as part of a boiler making and welding course using materials supplied by the Society.

Most exciting of all has been the total rebuilding of *Felin-Hen*, Baldwin 0-6-2T 46828 of 1917, ex Fairymead Mill, by T.A.F.E. students, as part of a Federal Government scheme to enable apprentices whose indentures were at risk to complete their training. A complete overhaul and in some places renewal of chassis, wheels, axles, axle boxes and brasses, cylinders, pistons, rods and all running and brake gear has been carried out. The boiler has been completely

restayed and is currently receiving attention to the front tube plate. New side tanks, cab, floor plates, bunker and chimney have been manufactured. The Society acted as Consultant and provided drawings and data.

Alan Robert's *Bundy*, Bundaberg Foundry 0-6-2T 2 of 1952, ex Mossman Mill, has been placed in temporary storage, following the sale by its owner of his cane farm.

Proposals are being discussed to incorporate the Society's projected museum railway as part of Hinckler Park in North Bundaberg, where Bert Hinckler's house from England has recently been re-erected. Plans include a variety of attractions with the tourist tramway as the complex's transport system.

B.T.P.S.Inc; Alan Robert 9/84

CROYDON 1067 mm gauge

Ex-QGR Class A10 No.202, Vulcan Foundry 802 of 1877 built for the Fairlie Engine Co. (602 of 1877), has been brought into Croydon from its former resting place at Golden Gate. This loco was sold by the QGR in 1906 to John Forsyth and was used by him to shunt the siding serving his Pioneer crushing mill until about 1915. The rails were later removed but the loco was left to be engulfed in the bush. Brass and copper fittings were removed over the years, but substantial portions remain. The loco can be seen off the road on the left while heading out of town in the direction of Normanton. It is hoped to have it restored for display by 1988. Can any reader provide details of the current owner?

Lonely Rails in the Gulf Country by John Knowles; Don Carlsson 9/84.

HAUGHTON SUGAR CO. LTD, Invicta Mill, Giru 610 mm gauge

(see LRN 34 p.13)

With a very long main line and very few short branches, this mill operates relatively few locomotives over long distances with large loads and fast speeds. E.M. Baldwin B-B DH *Burdekin* (10215-1-7-82 of 1982) runs to Dalbeg (182 km round trip); Baldwin B-B DH *Selkirk* (6750-1-8-76 of 1976) to Millaroo (132 km); while one Com-Eng 0-6-0DH runs to Clare (68 km) and another to Mona Vale (68 km). The third operating Com-Eng 0-6-0DH works in the mill yard. These three Com-Eng units are:

<i>Haughton</i>	0-6-0DH	Com-Eng	AH3878	1964
<i>Northcote</i>	0-6-0DH	Com-Eng	AH4091	1965
<i>Barratta</i>	0-6-0DH	Com-Eng	AH4098	1965

Burdekin operates at speeds of up to 40 km/h hauling loaded rakes, and the

track standards are good enough to allow for this maximum speed on long stretches.

Com-Eng 0-6-0DH *Clare* (AH4080 of 1964) has been converted to a brake wagon. Com-Eng 0-6-0DH *Scott* (C1015) although still appearing to be a locomotive, has had its final drive unit removed and also operates as a brake wagon. (It is possible that in an emergency it might be converted back into a loco - Ed.)

David Mewes 9/84

MARIAN MILL CO-OPERATIVE SOCIETY LTD 610 mm gauge

(see LRN 41 p.5)

Work on the restoration of John Fowler 0-6-2T 20277 of 1934 by a mill supplier at Boldon has slowed during the crushing season. However, by early September, an authentic John Fowler tender had been obtained for possible use with the loco. This is a bogie tender which was allocated builder's number 17684 of 1928. It was obtained from a scrap area at Racecourse Mill, and had been built to be attached to 0-4-2 loco 17683 of 1928, now "preserved" at the Mackay Harbour.

Ballast regulator Com-Eng Aresco BR683 of 1978 which was noted in the Marian mill yard earlier in the year has been acquired from Proserpine Mill for the joint use of Marion and North Eton mills.

David Mewes, Editor 9/84

MOSSMAN CENTRAL MILL CO. LTD 610 mm gauge

(see LRN 37 p.10)

The "Ballyhooley Steam Express" is proving to be an outstanding success story. Passenger figures are continuing to rise with 1002 passengers being carried during the last week of August. The four coach train is easily handled by the crew of three and *Bally Hooley* Bundaberg Fowler 0-6-2T 6 of 1952. It is intended to run the train over the Christmas period this year for the first time, in spite of the fact that the mill will be closed down by then.

David Mewes 8/84

PIONEER SUGAR MILLS LTD Brandon. 1067 mm gauge

(see LRN 31 p.14)

A Hockey Engineering soundproofed cab was fitted during 1984 to a second Clyde Model DHI-71 0-6-0DH loco *Colevale* (65-438 of 1965).

All the locomotives have been fitted with Willison automatic couplers as has a series of new bins currently being introduced. These are similar in size and design to the old design, but the superstructure is not removable. The

older bins still retain hook and chain couplings.

Walkers 0-6-0DH *Aramac* (583 of 1968) is fitted with full size QR automatic knuckle couplers. This is for the role of shunting VASO bulk sugar wagons which is carried out daily by this loco,

David Mewes 9/84

PROSERPINE CO-OPERATIVE SUGAR MILLING ASSOCIATION, 610 mm gauge

(see LRN 36 p.9)

A new self-propelled ballast regulator has been purchased and is Plasser 243 of 1984, Model PBR-201. It weighs 13 tonnes and has a top speed of 30 km/h utilising a Perkins 4-cylinder diesel engine. The old ballast regulator, built by Com-Eng Aresco (BR683 of 1978) has been sold to Marian and North Eton mills.

The mill has a roster of seven Clyde Model DHI-71 0-6-0DH locos and twin E.M. Baldwin bogie diesel-hydraulics. Only two of the Clydes are in use on the night shifts however, along with the Baldwins.

David Mewes 9/84

HOWARD SMITH INDUSTRIES PTY LTD, Mourilyan Mill, 610 mm gauge

(see LRN 37 p.11)

Two of the former QGR Innisfail Tramway 14.5 tonne Com-Eng 0-6-0DM locos have been rebuilt as diesel-hydraulics. No.6 (AA1543 of 1960) has been fitted with a General Motors 6-cylinder diesel and ballasted up to 18 tonnes. It has a higher bonnet and cab as a result of this rebuilding. Loco 7 (AJ2359 of 1962) has been rebuilt also but retains its original profile and weight.

David Mewes 8/84

SOUTH JOHNSTONE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD, 610 mm gauge

(see LRN 38 p.11)

Loco 14, Baguley/Drewry 0-6-0DM 2396 of 1952, is engineless and derelict in the mill yard. It is hoped to rebuild this loco into a brake wagon - some time in the future. The Hockey Engineering brake wagon, which has already been rebuilt once since delivery in 1982, was on blocks in the mill yard with wheels missing.

Loco 1, Com Eng 0-6-0DH AD1453 of 1962, was observed in the loco shed stripped down ready to be fitted with a new Rolls-Royce 6-cylinder Eagle 195 hp diesel engine. Another identical engine is on hand also.

In the past, locomotives were kept at both Silkwood and at Japoon during

the crushing season. Japoon seems to have been eliminated as an out-depot from the 1984 season, with three Com-Eng 0-6-0DH locos now stationed at Silkwood.

On 28 August, loco 5, E.M. Baldwin B-BDH 6470-1-1-76 of 1976, was observed hauling 230 full bins into Silkwood from the Maria Creek line. Number 2, Com-Eng 0-6-0DH AK3675 of 1964 followed behind, pushing 5's brake wagon, but without giving assistance. The massive train stalled in Silkwood, however, but once it was confirmed that no bins were derailed, another and this time successful attempt was made to start the train. Silkwood has seen many cane trains come and go, but the proceedings on this occasion did succeed in attracting a fair degree of interest even from local residents.

David Mewes 8/84

TINTAGEL MOUNTAIN TRAMWAY, Arcadia, Cooroy. 610 mm gauge

(see LRN 40 p.8)

During May, the track was extended up the side of Mount Timbeerwah through the rock blasted area for 130 yards to the site of the first switchback points. These points have now been laid, sleepers and ballasted. The tail will be completed in December. A further 600 timber sleepers were laid during May under "portable" track which previously had steel sleepers only. Experience has shown that fully sleepers and ballasted track is superior to other methods, and this will be installed in all new construction in future.

A third road has been laid into the loco shed and this incorporates a small turntable.

The homebuilt 4wPM loco R707 failed during May with a major gearbox problem and is unlikely to be repaired. Its designated replacement, H220, built last year as an 0-4-0PM, has been converted into a 4wPM by having its connecting rods removed and replaced by chains. This modification has proved to be highly successful.

This line is on private property and should only be visited by prior arrangement. Any intending visitor should ring 071 47 6580 to make the necessary arrangements.

Russell Savage 9/84

SOUTH AUSTRALIA

ELECTRICITY TRUST of SOUTH AUSTRALIA, Thomas Playford Power Station, Port Augusta 1435 mm gauge

(see LRN 42 p.9)

Regular coal traffic has now ceased and the two coal tipplers are out of use.

Coal is now supplied to the station from the adjacent new Northern Power Station. Although some rail traffic is still using the sidings for the associated cement works operation, and presumably for power station maintenance purposes, loco haulage will no longer be performed by E.T.S.A. No.1, Clyde Model HG-6R 6wDH 61-237 of 1961 is to be placed on permanent loan to the Mile End Railway Museum in Adelaide, while the fate of sister loco No.2 F.J.Shea (58-192 of 1958) is uncertain. It has been cannibalised for spares for some time and was seen in August on the headshunt near the main entrance.

Catchpoint No.43; R.J.Pearman 8/84

MILE END RAILWAY MUSEUM (S.A.) INC. gauges various

(see LRN 42 p.9)

The Electricity Trust of South Australia have agreed to place on permanent loan to the museum their No.1 loco from the Thomas Playford Power Station at Port Augusta. This is 3 ft 6 in gauge Clyde Model HG-6R 6wDH 61-237 of 1961, which is in operating condition and will be accompanied by all available spare parts. Transfer to the museum was expected to take place in September.

A project has commenced to restore 3 ft 6 in gauge Andrew Barclay 0-6-0T *Peronne* (1545 of 1919), formerly of Broken Hill Associated Smelters Port Pirie. The boiler was to be removed from the frames to allow a thorough inspection to be made by the boiler inspector. It is hoped that it will be practicable to return this loco to working order in due course.

Catchpoint No.43.

MOUNT LAURA HOMESTEAD MUSEUM, Ekblom Street, Whyalla. 1067 mm gauge

A tank locomotive is displayed on a short section of track in the grounds of this museum. Painted (just!) in a variety of colours, this is reported to be the loco which was formerly displayed on the foreshore at Whyalla, apparently until late 1982. Accounts vary as to the identity of this loco, but it is thought to be Beyer Peacock 3357 of 1891 formerly of BHP.

Rob Pearman 8/84.

TASMANIA

MOUNT LYELL RAILWAY 1067 mm gauge

Some details of the proposed restoration of part of the former Mt.Lyell Mining & Railway Co. line between Strahan and Queenstown as a Franklin Dam compensation project have been received. The plan is to reopen about

17 km of the line including an Abt rack section. The plan has been proposed by Hobart entrepreneur Roger Smith, and its focus will be the section through the King River Gorge. Mr. Smith claims the project will cost \$8m., but other estimates put this price as high as \$20m.

Tasmanian Travelways 8-9/84 via Paul Simpson.

WESTERN AUSTRALIA

WESTERN AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION INC., Bennett Brook Railway, Caversham. 610 mm gauge

(see LRN 42 p. 11)

A name has been decided for the Society's line currently under construction in Whiteman Park, and this appears above.

Another locomotive has been acquired in the shape of Ruston & Hornsby 4wDM 404982 of 1957, 3 ft 6 in gauge, which has been donated by Bunnings. It had been used latterly at their Manjimup Works, but had been supplied new to Christiani & Neilsen for a construction job. This 3-cylinder diesel loco, a Model LBT, will be converted to 2 ft gauge and fitted with a cab in due course. When acquired it was fitted with a Westrail chopper coupler at each end and sported a primitive canopy. It is painted yellow and is fitted with vacuum brake and exhausters.

It was hoped that by the end of October, three kilometres of track would be finished and a limited passenger service is expected to be introduced shortly afterwards.

Rusty Rails 9/84; Charles de Bruin 9/84

OVERSEAS FIELD REPORT

Kangu Hill - Nakaro - Kara Airstrip Tramway, Buin, Bougainville, Papua New Guinea

(see LR 64 & 70)

This 2 ft gauge tramway was established by the Imperial Japanese Navy for the transport of supplies and munitions during the Second World War. Enquiries have established that supplies were hauled along the tramway as far as Nakaro for transshipment onto motor vehicles which would run along the Siwai road towards Torokina. Other supplies were hauled to the terminus of the line at Kara Airstrip (Buin). There were two major bridges, across the Sikabai and Lururu Rivers. At Luguai, the site of the scrap collector's base, at least three different types of side tipping skips were found. One of these

carried the inscription:

R. HUDSON LIMITED GILDERSOME NEAR LEEDS MARTIN & CO. CALCUTTA

Michael Pearson 10/84

MEETINGS

MELBOURNE

At the next meeting Colin Harvey will be giving a talk and slide show on highlights of the recent Association of Railway Enthusiasts "Roof Of Europe" tour. This five week tour covered mainly Switzerland and Austria, and included the Jungfrau and Gornergrat rack railways, various light railways operated on steam, electricity and diesel, funicular railways, and urban and country tramways.

LOCATION: Ashburton Uniting Church Hall, Ashburn Grove, Ashburton

DATE: Thursday 13 December at 8:00 PM

SYDNEY

There is NO Sydney December meeting because of the Hartley Vale tour. The next meeting will be in February. Details will be in the next Light Railway News.

ADELAIDE

This meeting will feature highlights from the recent Lorne Tour. Arnold Lockyer may be contacted at 6 Dunedin Street, Dover Gardens for details of Adelaide meetings.

LOCATION: Mile End Railway Museum

DATE: Thursday 6 December at 8:00 PM

OBITUARY - C. W. (BILL) JESSUP

It is with great sadness that we report the death of Bill Jessup on 8 November 1984, as the result of a serious illness. He was 34 years old. Bill joined the LRRSA in 1966, and was a member of the LRRSA Council from April 1971 to August 1978. He was President in 1973-74, and Vice-president in 1974-75 and 1975-76. In 1970 he was living in Perth, and volunteered to act as W.A. Representative for the Society. Through his efforts, W.A. membership increased from about 6 to 24.

He made a number of contributions to *Light Railways*, the most notable being Millar's Denmark Railway (LR33), and the South Gippsland Tramway (LR48). Millar's Denmark Railway - an excellent article in itself - was a milestone in *Light Railways*, being the first article to be published with fully annotated references. Bill was strongly in favour of fully annotated references, and presented a cogent, succinct argument to support his view in LR34 (p.28). He

pioneered the practice which is now the norm in LRRSA publications, and is being adopted by other railway societies.

Bill was responsible for organising this Society's only interstate trip; a three-day venture to the west coast of Tasmania and the Lune River Railway, on the Queen's Birthday Weekend, June 1975. About 16 members attended this memorable and very successful trip.

Bill was a very keen bushwalker, and was a life member and past Council member of the Youth Hostels Association. His bushwalking took him to remote mountain regions of Tasmania, and Nepal, ... and to Kelly Basin (LR39).

Bill's outstanding achievement was his work as the driving force behind the establishment of the Ballarat Tramway Preservation Society. He lobbied city councillors, the SEC, politicians, and railway enthusiasts; successfully motivating a competent group of people to take on the task. He put a great deal of thought into preparing a realistic and practical case for preservation, and then called and chaired a meeting in April

1971, in Melbourne, which directly led to the formation of the B.T.P.S. He was the Melbourne Vice-president of the B.T.P.S. from its formation until he decided to retire in 1981, in favour of his bushwalking interests.

Bill always provided good companionship on trips into the bush, mapping out timber tramways. He was of a friendly disposition and took an interest in a wide variety of subjects, leading to much entertaining conversation. He made a positive contribution to all the organisations in which he actively participated, and will be greatly missed by all who knew him.

The number of his former colleagues and friends who attended his funeral service at the packed Carey Grammar School chapel indicated the high esteem in which he was held by all who knew him.

To his wife Rosalind; and his mother, we extend our deepest sympathy.
(F.E.S.)

THE POWELLTOWN TRAMWAY LIVES AGAIN

(by Les Harsant)

From *Mountain Views*, Tuesday, November 13, 1984

The historic Powelltown - Yarra Junction tramway was opened officially on Sunday last week, some forty years after the last tram trundled along its lines in July 1944.

It was a symbolic opening to mark the publication of a book of local history: *Powelltown: A History of Its Timber Mills and Tramways*; and the line was laid to rest again within an hour, with a shroud being drawn gently over an original timber sleeper and a wreath placed on the "corpse" to mourn its passing.

If all that suggests a solemn and tearful occasion then the impression is quite false. Powelltown in celebration is a joyful place to be and this book launching was an occasion to be celebrated.

The delayed “official” opening and closing of the line which served Powelly so well for forty-one years from 1913 was something of a gimmick to highlight the fact that it never was formally so honoured. Rather like Topsy it seems, it “just grewed”, and the service ceased with an equal lack of fuss.

Almost sold out before publication

The book of Powelltown’s history received somewhat better treatment; it was ceremoniously launched by the former member of Parliament for the area, Mr Jim Plowman, at the Upper Yarra Historical Society’s museum in Yarra Junction.

Of the 1250 copies printed, more than 1000 were ordered before publication and the remainder were being snapped up by the large crowd attending almost as quickly as the sellers could hand them over. Intending buyers should not delay.

A period setting

The festivities began in the Powelltown Public Hall, which provided a perfect period setting for the opening: two historic films depicting timber getting, hauling and milling in the days of cross-cut saws, snigging logs with horses and bullock teams, and the transport of logs and sawn timber on the tramway bogies hauled by horses.

Comments overheard from the audience which packed the hall to overflowing indicated that many were intimately familiar with so many elements of the timber industry, some directly as participants themselves and others of the “that’s the same way Dad used to do it” variety.

Interest and good humour abounded as the President of the hall committee, Mr Rob Adams, opened proceedings, which were then taken over by Mr Mike McCarthy, of the Light Railway Research Society of Australia. The films followed.

Then came the big event. The star, quite rightly, was Mr Frank Stamford, one of the three authors of the book, who performed the official opening ceremony with tongue in cheek solemnity.

A carriage will keep the rain out

“Standing in” for the managing director of Victorian Powell Wood Process Ltd, Mr John Rose Gorton, [who was largely responsible for the construction of the Powelltown mill and tramway and was the father of one who became Sir John Grey Gorton, Prime Minister of Australia]. Mr Stamford assured his audience that with the opening of the tramway, “No longer will you have to

ride your horse to Yarra Junction, pack your purchases on his back and walk all the way back home.

"No longer will you be cut off when the road is ankle deep in mud. "Our two engines, "Little Yarra" and "Powellite", will be providing reliable daily communication for the first time. And soon we hope to have a carriage which will keep the rain out.

"I therefore have much pleasure in declaring the Yarra-Junction Powelltown Tramway officially open."

At that point the air was pierced by an ear-splitting shriek from an authentic whistle operated from a tank of compressed air by Mr Norm Golding. The line was open and the first train was ready to depart.

School children replica

It was ready indeed, there, in the hall - a life-size cardboard silhouette replica of one of the locomotives (Powellite?), which had been constructed with many hours of hard work by the children of the Powelltown Primary School under the guidance of their principal, Mr Max Yardy.

In true country style the audience responded to the mood of the occasion; even the dog perched between his owners on the slatted wood garden-type seats wagged his tail briskly in appreciation. We were back in less sophisticated days of the early century and we loved it.

Away at the Junction

Obedient to the director's instructions, the audience then high-tailed itself to the museum at Yarra Junction where in due course Mr Golding, who in about 1933 began a passenger car service which competed with the tramway, whistled again for "all aboard for the last train from Powelltown to Yarra Junction", and laid the sleeper to its well earned final rest.

He was an appropriate person for the task, and the former Yarra Junction railway station, which now is the home of the U.Y.H.S., was an appropriate location.

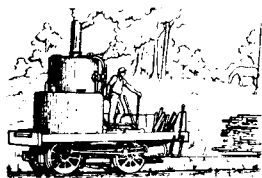
Afternoon tea at the Junction was provided by members of the historical society, and visitors were free to wander and marvel at the fine museum which has been established through the enthusiasm and dedication of the relatively small group of people, some 25 at present, who form the society.

The Book

Powelltown is a fine contribution to the local history of the Upper Yarra Valley and the timber industry. In 150 pages of detailed fascinating narrative, laced with anecdote and reminiscence as well as document-screed information, it tells a human story which any timber-related person could not

fail to enjoy. Plentifully illustrated with photographs and maps and produced to a high standard it will make a worthy addition to any bookshelf.

F.E. Stamford, E.G. Stuckey, G.L. Maynard, *Powelltown: A History of its Timber Mills and Tramways*; Melbourne, Light Railway Research Society of Australia, 1984. 150 pp., \$27.00.



LIGHT RAILWAY NEWS



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COUNCIL NEWS

Heritage Week 1985 is from 14 to 21 April. We are planning to participate in this by organising a walk along part of the Richards'/ Starvation Creek tramline. The section from Big Pats Creek to the line's junction with the old Mississippi tramlines about 4 km distant, has been cleared following the bushfires, and makes an excellent walk. The walk is planned for 21 April, And will probably start at the Big Pats Creek picnic ground at about 9.30.

Around February/March 1986, the Society will be 25 years old. A subcommittee has been formed comprising Frank Stamford, Jack Stock and Mike McCarthy to plan a celebration for this event. The initial proposal is to charter a special Puffing Billy train hauled by the Climax to Nobelius Packing Shed for dinner. Entertainment will be slides films etc. of past Society events and possibly other film material. An "Anniversary Book" has also been proposed. Anyone who has any suggestions at this early stage should get in touch with one of the Subcommittee members.

NOTES, CORRECTIONS AND COMMENTS

BOOK REVIEW

A History of the Railways and Tramways of Tasmania's West Coast, by Lou Rae.
Published by the author. 212 pages.

This excellent book was first produced for the Mount Lyell Centenary in 1983 and was so popular that it sold out within weeks of publication with few copies reaching the mainland! Fortunately, a second and enlarged edition in both soft cover, and hard cover numbered and autographed by the author is now available.

Previous books on Tasmanian railways have tended to be pictorial and fairly small, but this volume traces the fascinating history of the myriad of railways and tramways of the west coast region of Tasmania and is a welcome and worthy addition to the growing number of good books on Australian railways. The text outlines in succinct detail and readable style the story of the area's railed transport, how it assisted in the development of its rich mineral wealth, and was a preferred alternative to road transport.

All of the well known railways and tramways get good coverage, although for such a vast subject, space available has to be somewhat restricted. However, source references would allow readers with a particular interest to follow through on a particular subject if desired. There is something to suit most railway tastes - light, industrial, public and modern railways - as well as some of the "might have beens". The text is complemented by an excellent selection of photographs which enhances the book's interest, the majority of which have never been published before. A chapter added for the second edition traces the preservation scene and outlines proposals to reconstruct either part of the Mt.Lyell rack railway or the North East Dundas Tramway.

The only area of complaint would be regarding the maps which, although adequate, are somewhat confusing to read due to the same thickness of line being used for both railways and roads. In some cases it requires careful study to sort out one from the other!

Lou Rae has tended to keep away from the mainstream of railway enthusiasm and therefore may not be known to many, but this excellent book firmly places him amongst the best of Australian railway historians. He is currently working on a similar book on the railways and tramways of Tasmania's north west areas and although it is some way off yet, this will be eagerly awaited by all with an interest in Tasmania.

Highly recommended.

Copies are available from the author, Mr L.Rae, 9 Short Street, Glebe, Hobart, Tasmania 7000. Softback : \$21; Hardback (autographed and numbered limited edition) : \$35. Postage and packing included.

RFE

CORRECTION - Lachlan Valley Railway, Dorriggo Steam Railway & Museum

Lachlan Valley Railway (LRN 42, p.5 & LRN 43, p.5) and Dorriggo Steam Railway & Museum (LRN 42, p.4)

Confusion in the editor's mind, as well as inaccuracies in previously-published information led to the builder's numbers of the two F.C. Hibberd "Planet" diesels from Ryde Pumping Station being wrongly quoted. The correct information is that Dorriggo Steam Railway & Museum-has builder's number 3570 of 1952, and Lachlan Valley Railway 3575 of 1952. Thanks to Keith Jones for pointing out this error.

MEMBERS ADVERTISEMENT

Wanted : People interested in constructing and operating a 2 ft gauge railway (presently 50 percent complete). Operates at steam rallies at Menangle six times a year. Work day once a month; more frequently as track materials become available. For details contact Paul Simpson (02) 771 3929.

LRRSA LORNE TOUR NOVEMBER 24/25 1984

The Lorne Tour was attended by 44 people, and commenced in mild overcast weather at 10 am at the St.George River road bridge, just west of Lorne. The first walk was along a section of tramline now converted to a walking track, to Allenvale, about 2 km distant. The country is fairly hilly, with medium density open forest cover, some sections having been burnt in the Ash Wednesday bushfires. The last 500 or so metres of walk was not along the tramline, although its formation could be seen, in places being cut into the rocky hillside.

The return trip was made via an overgrown and partially bulldozed incline up to a saddle separating the St.George River from Cherry Tree Creek. From the saddle the line gradually descended for about 1 km to rejoin the main track not far from the start of the walk.

The cars were then driven to the Sheoak picnic ground, 2 km past Allenvale, where lunch was taken, with at least one sausage falling victim to one of the resident kookaburras!

The afternoon walk followed the tramline westwards along Sheoak Creek valley, at times 50 or so metres above water level. After about 1.5 km the Sheoak Creek Mill site was reached near the Little Sheoak Creek junction. Relics included a long section of rail, pieces of boiler, plus other sundry ferrous items. The sawpit was also visible although only a foot or two deep.

The line continued west of the mill site, on a rising grade past the lower

Kalimna falls, and was followed to the Upper Kalimna Falls, beyond which the line has not been cleared. Numerous sleepers were visible along the track, although many have been pushed aside as the track has been upgraded for tourists.

Sunday morning's walk was along a foot track past the Phantom Falls, to the formation of the 2 ft 3 in gauge St. George River tramline, which is becoming overgrown with post-bushfire grasses.

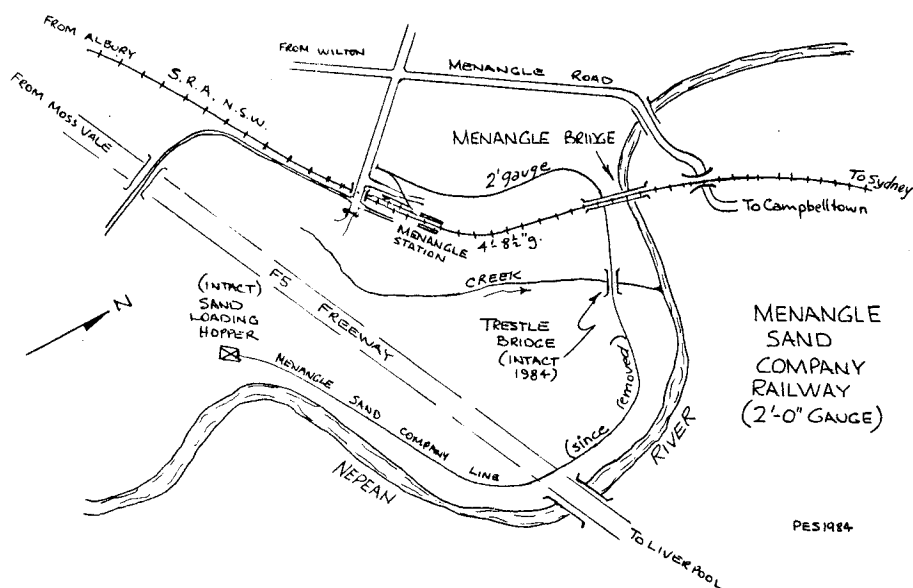
Geoff Thorpe 12/84

FIELD REPORTS

MENANGLE SAND COMPANY, N.S.W.

On Sunday 24 August, 1984, a visit was made to the only tangible remains of the former 2 ft gauge line which operated here, the sand loading hopper at the terminus, and the trestle bridge about half way along the line (see map).

The hopper is made of steel supported on wooden piers and longitudinal rails. It is not very high overall as the bottom of the hopper is only 4/5 feet off the ground, just high enough for the sand wagons to be pushed underneath. Some eight chutes are under the hopper, and were lever operated from the side, so it was not too critical where the wagons were positioned for loading.



The area of ground on the side of the hopper approached from Menangle is reasonably flat and would suggest that several sidings may have existed here, although no physical evidence like spikes or sleepers were found.

The owners of the land relate how they discovered the 50 year old trestle bridge while looking for some errant cows. The trestle is normally hidden from view by trees that have grown up along the creek which it crosses. On approaching it, the bridge is most impressive to behold. A comparison with the photo which appeared in ARHS Bulletin No.389 (March 1970) was made. This would seem to indicate that when the photo was taken, the Nepean River, into which the creek flows, was in flood, as the creek was only a few feet high when viewed on this occasion.

The state of the bridge is remarkable. It appears the cover of trees has helped to preserve it and protect it from vandalism. The only change apparent is the absence of rails and sleepers removed in 1932. Photos of this line are sought for an article for a future issue of *Light Railways*. Anyone who has access to any such photographs please contact Paul Simpson at P.O.Box 105, Panania 2213 (02) 771 3929.

Paul Simpson 11/84

BYRON BAY, N.S.W.

The former Norco premises are now occupied by the Byron Bay Services Club. The siding from the main SRA line remains although the points have been removed. Only traces remain of the former coal sidings and the line to the other plant. In the forecourt of the club near the garage, traces still exist of the hand-worked tramway which was used to supply coal to the works boilers. Rail is very light, approximately 12-15 lbs per yard, and set in concrete.

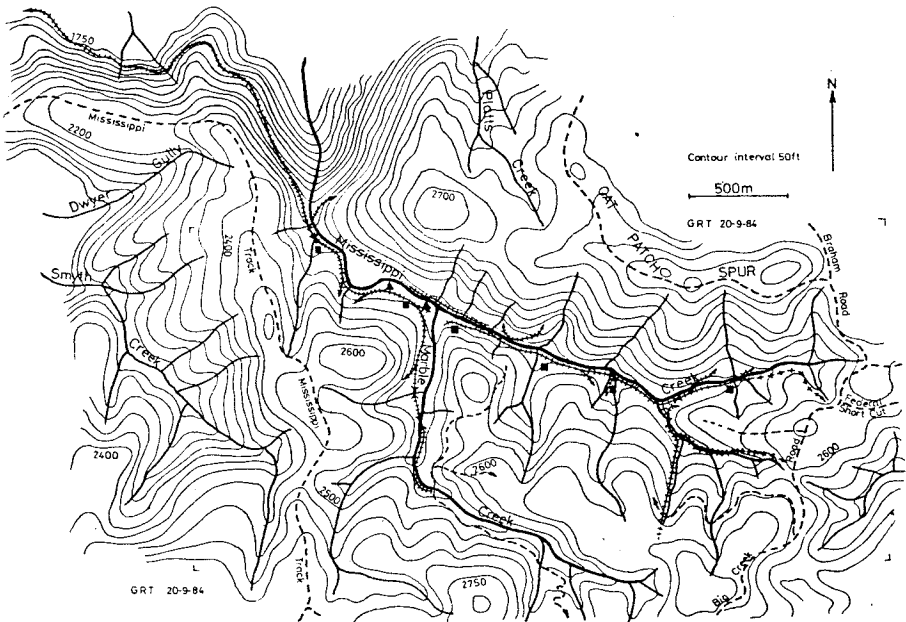
The meatworks (see LRN 37 p.3) closed in October 1983, and were being dismantled in September. Most traces of the 2 ft gauge tramways have been removed except for a short section set in concrete. The works sidings remain intact with the solitary ex-NSWGR truck still rotting away. The Motor Rail "Simplex" loco is now in the care of the local Council {see elsewhere this issue}.

Rob Pearman 10/84

MISSISSIPPI SAWMILLING COMPANY. MISSISSIPPI CREEK, Victoria.

The upper reaches of the Mississippi Creek, east of Warburton, were logged by the Mississippi Sawmilling Company during the early 1900s and the timber hauled by horses over a 3 ft gauge wooden railed tramline to Big Pats Creek.

To reach this area from Big Pats Creek, the line followed Mississippi Creek east for about 3 km, then climbed the hillsides to the south before levelling out and following the creek valley for a further 3 km. Here the first 500m of track includes two collapsed trestle bridges, some old house sites and at least three log lines leading out from the main line.



A mill site at the top of a bend in the creek is then reached, with extensive sawdust heaps on both sides of the creek, but few other relics are evident. Two hundred metres on, at Marble Creek, is a second mill site, with a four metre deep cutting leading down from the main line level to the mill shed site partially cut into the hillside behind. The sawpit and machinery foundations are readily found, and half a dozen wheel sets lie in a nearby ditch.

A 1 km log line heads south from the mill, and passes through thick undergrowth 20 metres or so above Marble Creek, on a medium grade. It then rejoins the creek, passing through a small cutting to reach the site of a 40 m long pigsty bridge, which crossed a small side stream. The larger of the two supports is about 4 m tall, and very well preserved.

A couple of hundred metres further on, Marble Creek was crossed on a low pigsty bridge, and then a rather swampy area entered. Here the line could

not be traced, although a short section of wooden rail featuring a single nail was sighted lying in the mud. From here to a present-day track, the line becomes virtually untraceable.

Returning to Mississippi Creek, remnants of the main line's crossing over Marble Creek could not be found, but the formation could be followed eastwards along the south side of the creek. About 300m from the mill site was a formation leading back to the sawdust heaps north of the mill, and several steep log lines heading up the adjacent hillsides were also noted.

The main line continued along the south side of the creek just above creek level, mostly in treefern country, to a creek junction about 1.5 km east of Marble Creek. Here a well constructed log line ran about 250 m south-east to the base of an easily-followed cable-worked incline; this used 2.5 cm diameter cables and was constructed in a gravelly creek bed. Heading east from the base of this incline was another log line, which followed the creek for a couple of hundred metres before ascending via a steep, narrow, well preserved cutting into a recently replanted area, where it was lost, just west of Big Creek Road.

Back on Mississippi Creek, the main line continued east, crossing a small well-preserved bridge, and ascended a small cable hauled section, with cables and a wooden cable drum observed. A log line crossing the creek to head up the hill to the north was also followed for a short distance. The main line soon reached a few house sites and then could not be traced any further.

Geoff Thorpe 12/84

AUSTRALIAN CAPITAL TERRITORY

CANBERRY HOLDINGS PTY LTD. Canberry Fair, Dickson. 610 mm gauge

(see LRN 36 p.2)

After a period of disuse, the tramway was scheduled to reopen here on 15 December, following further development work at the attraction. The old rolling stock has been disposed of and replaced by an American steam outline loco and carriages supplied by Chance Brothers of Wichita, Kansas, similar to those used at Leisureland Fair in Victoria (see LRN 40 p.11). The loco is believed to have a petrol engine and could be described as a B-1-B PM. (4-2-4 steam outline with the bogies powered and "driving" wheel unpowered.)

The track gauge is believed to remain as 2 ft, but tightened up because of skinny tyre width. Track extensions will be introduced soon.

0-4-2T Decauville 246 of 1897 is believed to be destined for the Megalong Valley Tourist Railway, near Blackheaths N.S.W. The Ruston & Hornsby 4wDM

304457 of 1951 has presumably returned to Kevin Ruby at Forresters Beach, N.S.W. The other two Ruston & Hornsby 4wDM diesels, 354040 of 1953, and either 235657 or 235677 of 1945, together with the three bogie carriages, have gone to another tourist attraction, Sandhurst Town, near Bendigo in Victoria.

Bruce Macdonald 11/84; Jeremy Wainwright 12/84; Canberra Times 20/11/84 via J.Wainwright.

NEW SOUTH WALES

BYRON BAY COUNCIL 1435 mm gauge

The Byron Bay Historical Society are acting as custodians for the Council of Motor Rail "Simplex" 4wDM 2129 of 1923, ex the now-closed Byron Bay meatworks. Plans for the loco's future are not yet finalised. Its last commercial operation was in June 1984 when equipment was removed from the meatworks for a Perth Company. During early September, the loco was repainted green and tram couplings refitted. Intending visitors should contact the custodian, Brian Parkes on (066) 85 6512.

Rob Pearman 10/84

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD, Albion Park. 610 mm gauge

(see LRN 42 p.4)

On Saturday afternoon, 10 November 1984, the Illawarra Light Railway Museum was officially opened by the Mayor of Shellharbour, Alderman Bob Harrison. The occasion of the 125th anniversary of the Shellharbour Municipality was selected for this official opening, the event being witnessed by about 200 visitors. Local members of parliament present expressed their appreciation of what the museum members have achieved in their contribution to the heritage and tourism of the region. The Federal member for Macarthur, Collin Hollis, announced with considerable pleasure a Commonwealth Grant of \$50,000 to the museum through Shellharbour Council for the provision of a carriage and loco shed, the construction of a machine shop for which the frames and trusses are already on site, and for several restoration projects.

At 4.10 pm the Mayor of Shellharbour declared the museum open by driving Hudswell Clarke 0-6-0 loco *Cairns* (1706 of 1939) through a ribbon stretched across the track. Half the visitors crowded aboard the four coach train and sampled the inaugural run to the music of the Salvation Army brass band.

Throughout October and November, all efforts had been directed towards

the opening ceremony. Semi-open car No.1 and former QR rail motor trailer P119 were repainted. The restoration of Melbourne cable car 430 was also completed. The interior seats were fitted and polished and the few missing etched pattern glass panes in the clerestory replaced. Although some of the blistered varnish on the small clerestory windows still has to be removed and the frames repolished, this 94 year old vehicle re-entered regular traffic on 10 November for the first time since 1935. The former c.1918 saloon car No.2 also entered regular traffic on the opening day. Although the body restoration was completed in 1982, the new steel underframe and permanent bogies, as well as the platform steps and drawgear were not completed until late October. Although *Cairns* was the star performer in the opening ceremony, Davenport 0-4-0ST *Kiama* (combination 1517 of 1915/1596 of 1917) was also in steam and decorated for the occasion. Following the ribbon cutting ceremony several double headed trips were made with the four car train.

By early November the boiler of Perry 0-6-2T *Tully* 6 (7967.49.1 of 1949) was approaching the stage where the new inner firebox and smokebox had been fitted to the barrel and stay bolts were being prepared and fitted. This work is proceeding at the Al&S Steelworks at Port Kembla, As soon as the boiler restoration is completed, it will be fitted to the already restored frame unit and only a period of another four to six months will be required to have this locomotive in steam. A party of ANGRMS members from Queensland visited Albion Park to witness the ceremony. They did not arrive empty handed for further Shay parts were presented to the museum for the eventual thorough restoration of two-truck Shays Lima 906 of 1904 and 1097 of 1907. The next major rolling stock restoration project will be the body for the restored chassis of the Baguley-built Drewry cane inspectors car ex Victoria Mill. When that task is completed, it is planned to commence work on the restoration of a pair of 2 ft gauge Shay bogies made available by ANGRMS.

Thanks to the efforts of the Saturday workers from the Corrective Services Department, the station area and the adjacent picnic grounds looked very attractive on the opening day. In addition, these community workers completed the chain wire gates for the large picnic area enclosure and station compound on 21 September. Large areas of the station platform and associated footpaths have been resurfaced using paving bricks.

The museum has been successful in its tender for the Otford Station signal box and lever frame which will soon be replaced with a centralised safe working system. The Society has also purchased signals and other safeworking equipment from the Queensland Railways, and by November, these items were in a Brisbane carrier's store awaiting the delivery journey south.

In addition to the \$50,000 Commonwealth grant, the Society received a matching \$5,000 grant from the State Ministry for Arts to assist with the construction of a brick toilet and shower block. By September, the foundations for this facility were being excavated. This project has top priority for the coming summer season. In addition to the buildings and toilet block, work was due to commence in late November on a new stationary engine shelter around the recently restored large vertical Brownhoist crane boiler. It appears that the next ten years should be as successful as the last in the development of this museum.

Ken McCarthy 11/85

LACHLAN VINTAGE VILLAGE. Forbes 610 mm gauge

(see LRN 15 p.10)

After a period of up to five years closure, it appears that this attraction will be reopening under new management. Early in December, green-painted John Fowler 0-4-2T 16339 of 1925 was seen undergoing a hydrostatic test near the entrance to the village, and it is expected it will be back in service again soon. The two passenger cars were enclosed in a small security compound nearby. The two other locomotives, Bundaberg foundry 0-6-2T 4 of 1952, and John Fowler 0-4-2T 16341 of 1925 are out of use and practically derelict.

Tony Madden 12/84

MEGALONG VALLEY TOURIST RAILWAY. Blackheath 610 mm gauge

(see LRN 34 p.6)

It is reported that Decauville 0-4-2T 246 of 1897 from Canberry Fair, Canberra has been acquired by one of the participants in this project. It is not known whether this loco is still owned by Tod Watson, and leased out, or has been purchased outright. It is understood that repair work is required to be done on this loco before it can be returned to service.

Bruce Macdonald 11/84; Editor.

NEWCASTLE WALLSEND COAL MINING CO. LTD, Ellalong Colliery 1067 mm gauge

As noted in LRN 43, two Fox "Tyrant" 4wDH underground locomotives have been placed in service on a rack railway at this colliery. The locomotives weigh 20 tonnes each and can operate either by simple adhesion or by rack/adhesion. It is possible for them to enter the rack section at 10 km/h, a considerable improvement on overseas practice, and this has been made possible by the provision of a special rack designed and manufactured by Fox Manufacturing. Three kilometres of track has been installed including two

sets of points and Fox also provided the signalling system used. The locos have a 157 kw Caterpillar engine and can haul 30 tons up a grade of 1 in 8 on the rack (50 tons in tandem).

(This report was omitted from LRN 43 in error - Ed.)

Craig Wilson 10/84

STEAM TRAINS PTY LTD. Kurrajong & St.Ives. 610 mm gauge

(see LRN 40 p.7)

Weekend Magazine on ABC on 11 November featured the collection of Phil and Bruce Belbin. Shown was Perry 0-4-2T 2714.51.1 in orange livery in the front yard at St.Ives, and also the dismantled remains of Baldwin 0-4-2T 10533 of 1899 which will be restored in due course. Resplendent in blue livery at Kurrajong was shown Hudswell Clarke 0-6-0 1838 of 1950. Also shown here were two ex-QR rail-motor trailers, one restored and the other under restoration.

Editor 11/84

QUEENSLAND

A.GERMANOTTA, Mulei

See MARION MILL

MARION MILL CO-OPERATIVE SOCIETY LTD 610 mm gauge

(see LRN 43 p.8)

Tony Germanotta is a Marian Mill supplier and the custodian of the mill's Perry 0-6-2T 2601.51.1. He plans to operate a tourist passenger service with the authorisation of the Marian Mill on their tramline between the Bruce Highway at Mulei and the terminus of the scenic Mount Jukes line.

On 13 December, Mr.Germanotta took delivery of two diesel locomotives he purchased from a mining project near Tenterfield, N.S.W. The locos had apparently never been used at this site, and had been imported from Germany some time before as part of a complete mining plant. The locos were built in Germany and are both 4wDM. One is a 4.5 tonne loco Gmeinder 4574 of 1949, built by Gmeinder & Co. GmbH., Mosbach. The second is an 8 tonne loco, Windhoff 452 of 1940, built by Rheiner Maschinenfabrik Windhoff AG. Rheine, and is an underground design. Both locos are painted a metallic grey and each carries a plate bearing the inscription "Polensky & Zollner" and numbers 3059 and 3061 respectively.

Mr Germanotta plans to have a number of bogie carriages constructed for the tourist service. It is planned to fit the Windhoff loco with a high cab and

to overhaul it for service as the passenger loco.

On 15 November, Marian Mill's Clyde 0-6-0DH *Melba 2* (64-377 of 1964) was involved in a spectacular accident when it became derailed on a bridge on the Mt.Jukes tramline because of a broken rail. The loco plunged into the creek bed, the driver and fireman jumping clear in time. The accident took place on the last day of the crushing season as the loco was light engine on its way to pick up the last few bins of cane from the Mount Jukes area. The loco was seriously damaged structurally although amazingly its engine continued to run and the driver had to clamber down to cut it off. It took several days to retrieve it as an access track had to be bulldozed into the site over a considerable distance. It will be rebuilt at the mill over the slack season.

Peter Robins, Len Heaton 11/84; Bob Gough, Tony Germanotta 12/84.

MORETON CENTRAL SUGAR CO., Nambour 610 mm gauge

(see LRN 36 p.7)

About 6 weeks before the end of the season, a serious head-on collision took place at the entrance to Howard Street yard on the outskirts of Nambour. A loaded train heading towards the mill, headed by E.M. Baldwin 0-6-0DH *Bli Bli* (6-1257-6-7-65 of 1965) with Clyde 0-6-0DH 63-289 of 1963 under locotrol power also in the rake, came into collision with E.M. Baldwin B-B DH *Coolum* (5565-1-10-74 of 1974) which was engaged on shunting work. The weight of the loaded train took heavy toll of the lightweight bogie loco *Coolum*, which was knocked off its bogies, lost its buffer beams, and suffered serious damage to its superstructure. The loco was taken into the loco shed for repairs and reassembly and re-emerged about four weeks later.

David Mewes 12/84

RACECOURSE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD Mackay 610 mm gauge

(see LRN 42 p.8)

Further experiments have been made by Sugar Research using the wagon approximately 40 ft in length noted in LRN 36. This has now been modified to a four-wheel wagon with the fitting of two QGR diameter wheelsets given suitable flexibility to negotiate curves. The wheelsets are instrumented so that readings may be taken and recorded in the Sugar Research computer-fitted car. A train consisting of Racecourse Mill's E.M. Baldwin 2-2wDH *Road Runner* (6-2612-2-11-68 of 1968), power car, computer car, and long wheelbase wagon were noted in the Racecourse mill yard in late November.

Editor 11/84

SUGAR RESEARCH LTD 610 mm gauge

(see LRN 36 p.9)

See RACECOURSE

THE SUGAR BOARD, Mackay Harbour. 1067 gauge

On 6 December, a second diesel loco was noted alongside the loco shed at the Mackay Sugar Terminal. The loco used here formerly is orange-painted Com-Eng 0-6-0DH *Alex S. Hamilton* (F1018 of 1957), but it is reported that this unit is now up for sale. The new loco is the unnamed and yellow-painted Com-Eng 0-6-0DH F1029 of 1958, formerly used at the Townsville Bulk Sugar Terminal, and now replaced there by a large diesel-electric loco.

Editor 12/84

SOUTH AUSTRALIA

BHP LTD, Whyalla 1067 mm gauge

(see LRN 32 p.15)

A 3 ft 6 in gauge line runs from Whyalla to the iron ore mines at Iron Knob and Iron Baron, both about 50 km inland. The junction for the line to Iron Baron diverges from the Iron Knob line about half way from Whyalla. A new line may possibly be built for about 35 km from Iron Baron to ore deposits at Iron Duke. Two Clyde Bo-Bo DE locos handle each train of 45 wagons, each with a gross load of 95 tons loaded. There are seven of these 980 kw locos, numbered DE 03 to DE 09. Several trains normally operate each day. BHP at Whyalla are happy to furnish details of the times and frequencies of ore which vary according to shipping requirements, and tours of the Whyalla plant are also available.

Catchpoint November 1984 (Mile End Railway Museum)

MILE END RAILWAY MUSEUM (S.A.) INC. gauges various

(see LRN 43 p.10)

Due to a few technical problems at Thomas Playford Power Station, 3 ft 6 in gauge Clyde 6WDH 61-237 of 1961 was not expected to become available to the museum until late in November.

Andrew Barclay 3 ft 6 in gauge 0-6-0T *Peronne* (1545 of 1919) was due to have its boiler removed from the frames following an inspection which found the tubes to be in good condition. The tender for Baldwin 3 ft 6 in gauge 4-6-0 BHP 4 (41242 of 1914) has now been painted and only requires numbering and lettering to be complete.

Catchpoint November 1984

PICHI RICHI RAILWAY PRESERVATION SOCIETY, Quorn 1067 mm gauge

(see LRN 31 p.17)

The Society has taken delivery of its first ex-Industrial steam loco. Andrew Barclay 0-6-0T *Passchendale* (1546 of 1919) was delivered to Quorn by road on 8 December. Painted in garish colours, this loco had been placed in the Risdon Park Kindergarten at Port Pirie in 1962, and was previously used at Broken Hill Associated Smelters, Port Pirie. It is hoped it can be restored to working order.

Tony Madden 12/84

TASMANIA

COMMONWEALTH DEPARTMENT OF TRANSPORT, Matsuyker Island and Tasman Island.

Best of A Big Country shown on ABC in Queensland on 11 November featured the lighthouses on these two islands each of which have balanced inclines for hauling stores and passengers to the light from the shore. Gauge appeared to be about 3 ft Plans had been made to make these into unmanned lights, but the programme stated that Maatsuyker at least is still manned.

Editor.

COMSTOCK TRAMWAY, Queenstown 610 mm gauge

This line is another proposal to develop a tourist railway on Tasmania's west coast in the aftermath of the Franklin Dam controversy. A 2 ft gauge railway would be constructed on the formation of the Mount Lyell 2 ft gauge and ex-North Mount Lyell 3 ft 6 in gauge Comstock Tramways between Queenstown and Linda, making a virtual circuit of Mount Lyell. This line would be cheaper than the proposed Abt rack railway reconstruction and would benefit Queenstown more directly than the North-East Dundas proposal, which would serve Zeehan.

The Advocate 11/10/84; The Weekender 3/11/84 via Chas. Goodwin

MOUNT LYELL MINING & RAILWAY Co. LTD, Queenstown. 610 mm gauge

(see LRN 5 p.8)

Closure of the famous Mount Lyell mine seems inevitable within the next few months, exacerbating the already grim employment situation in Queenstown.

The mine is served by a 2 ft gauge underground railway with trolleywire and battery/trolleywire electric locos which haul ore from two tunnels on 11 level

to the surface at the tunnel yard where the ore is unloaded for concentration. It is believed that the 900 mm gauge equipment brought here for installation at the 17 level has been disposed of.

The Weekender 3/11/84 via Chas. Goodwin; Editor.

VICTORIA

ALEXANDRA TIMBER TRAMWAY & MUSEUM. 610 mm gauge

(See LRN 41)

A green painted Malcolm Moore 4wPM was noted on site in December, fitted with fully enclosed cab. (This loco would be 1049 of 1943 ex the Gippsland Folk Museum at Yea [sic] and previously the State Electricity Commission - Ed.) It is believed that the engine of Kelly & Lewis 0-6-0DM 4271 of 1935 has now been freed, but at the cost of the pistons which will have to be replaced. However, this loco should be returned to operating condition in due course. Hudswell Clarke 0-6-0 1098 of 1915 and John Fowler 0-6-0T 11855 are still sitting in the open, looking rather forlorn, but work is proceeding to have one in steamable condition soon. Track laying is taking place, using prefabricated track panels delivered on site, and a line is being laid to the old Station goods shed, where it is planned to have the two steam locos under cover soon.

Tony Madden 12/84

SUNRAYSIA STEAM PRESERVATION SOCIETY. Mildura. 610 mm gauge

This Society has taken custody of Kerr Stuart 0-4-2T 742 of 1900, which was formerly on display at Redcliffs (see LRN 30 p.19). The loco has been dismantled for thorough restoration and will be returned to working order. Also on hand are a number of side tip underframes. This Society, which has been involved in the restoration of steam machinery for some time, is hoping to operate the loco and is looking for a suitable site to lay track.

Tony Madden 12/84

SANDHURST TOWN MANAGEMENT PTY LTD, Eaglehawk. 610 mm gauge

(see LRN 14 p.19)

Two Ruston & Hornsby 4wDM locos from Canberry Fair, Canberra, are believed to have come here. These are 354040 of 1953 and presumably 233657 or 235677 of 1945. Also here from Canberry Fair are the three bogie carriages built at Denis Steinhäuser's "Kiewa Works".

During December, a diesel-hauled train was operating here, probably hauled by Ruston & Hornsby 0-4-0DM 305328 Off 1954. The steam locos,

Perry 0-6-2T 7967.50.3 of 1950, and Hudswell Clarke 0-6-0 1553 of 1925 have still not been put into service.

Bruce Macdonald 11/84; Tony Madden 12/84

WESTERN AUSTRALIA

WESTERN AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION INC., Bennett Brook Railway, Caversham. 610 mm gauge

(see LRN 43 p.11)

Another locomotive has been obtained for the project. This is PW27 of the Public Works Department, a Gemco-Funkey 4wDM built in 1964, currently stationed at Wyndham Jetty. Although currently 3 ft 6 in gauge, it is understood that it can be easily converted to 2 ft gauge.

Rusty Rails 11/84

OVERSEAS

CHRISTMAS ISLAND

PHOSPHATE MINING COMPANY of CHRISTMAS ISLAND. 1435 mm gauge

This company, successor to the British Phosphate Commission in this External Territory of Australia, operates a 17.5 km standard gauge line hauling phosphates. The railway featured on ABC's Countrywide shown in Queensland on 12 September. Twin Bo-Bo DE locomotives were shown operating on this line. These locos are two out of four which were built by General Electric in the USA for the US Army, and were imported in 1943 for use at the Commonwealth Department of Munitions St.Mary's factory, becoming NSWGR 7920 and 7923. In 1974, they were sold for service at Christmas Island but within a few years had to be completely rebuilt. This work was done at the Perth engineering firm of F.R. Fulk, the first loco, 9401 (ex 7920) being completely re-engined and refurbished in 1979. The second loco, 9402, has since been similarly treated.

Locomotives of Australia, by Leon Oberg; Editor.

FIJI

GATEWAY HOTEL, Nadi. 610 mm gauge

(see LRN 26 p.14)

The former Lautoka Mill 7, a John Fowler 0-6-0TT preserved here has been moved to a less prominent position behind the new tennis courts. A close inspection revealed the builder's number 10656 (built 1906) stamped on the frames. The boiler is also numbered 10656. The loco is in fairly good condition apart from a badly rusted section at the base of the boiler.

Bob McKillop 12/84

PLANTATION ISLAND RESORT, 610 mm gauge

A small pleasure line has operated here, with trains hauled by one or possibly more Motor Rail "Simplex" 4wDM locos ex Fiji Sugar Corporation. However, a visitor to the island in September discovered the line to be derelict and possibly out of use for some time.

Rob Pearman 12/84

THURSTON GARDENS. Suva. 610 mm gauge

(see LRN 26 p.15}

Hudswell Clarke 0-6-0 1663 of 1936 (ex Lautoka Mill) has been painted in gay "Hollywood" colours. The basic colour is green, with yellow red and blue lining, white running gear and black smokebox. Badly rusted plates in the tender have been replaced during this "restoration".

Bob McKillop 12/84

PAPUA NEW GUINEA

ULAMONA CATHOLIC MISSION. West New Britain Province, 700 mm gauge

There was originally a 6-7 km line bringing logs from the bush to the sawmill until about 1962. The line has now been cut back to the sawmill yard only. The locomotive operating here was originally built in Germany as an 0-6-0T by Jung (Arnold Jung Lokomotivfabrik GmbH., Jungenthal bei Kirchberg a.d.Seig) as 8644 of 1938. The boiler was removed and taken to Vunapope and the loco has been fitted with a diesel engine. There may have been other diesel locos here. The track from the bush line has been removed to Vunapope Catholic Mission Wharf, Timber Yard, Slipway and Bulk Stores and to Kaliai Catholic Mission.

Al Bovelt via Michael Pearson 11/84

MEETINGS

SYDNEY

This month's meeting is something different. Have you ever wondered what material is in the ARH5 archives? Well, you're not the only one, so we have arranged for Graeme Harper, the ARHS Archives Officer to show us over the collection at the next meeting. It contains reports, photographs, signal diagrams, Weekly Notices, serials from affiliated societies and many other items, much of interest to the researcher of light railways.

Why not find out if the Archive has material on your current research interest. Come along and ask. Please note that we will be meeting at the ARHS Sales Centre and Archive at 431 Elizabeth St.

LOCATION: 431 Elizabeth St., Sydney

DATE: Wednesday 27 February at 7:30 PM

MELBOURNE

Since the turn of the century the Gembrook area in Victoria has played a significant role in the sawmilling industry in Victoria. The use of tramways was extensive in this region, with haulage power taking the form of steam locomotives, tractors, and of course horses.

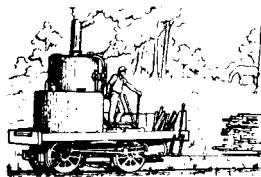
Mike McCarthy will be speaking on the history of the tramways in this area at the February meeting, and the talk will be illustrated by slides.

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

DATE: Thursday 14 February at 8:00 PM

ADELAIDE

The dates for the next Adelaide meetings are Thursday, 7 February and Thursday 4 April. They are held at the Mile End Railway Museum at 8:00 PM and details of "what's on" may be obtained from Arnold Lockyer, the South Australian Convenor. Arnold's address is 6 Dunedin St, Dover Gardens.



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Deadline for next issue:- 20 April 1985.

EDITORIAL

The forthcoming 25th anniversary of the Society is attracting much interest and a number of plans are on hand to celebrate it. Readers are referred to the information circulated with the February *Light Railway News*. This information contained a list of Society tours held since 1961, but did not include those organised by the NSW Division. Could a NSW Division member send a complete list of these to Frank Stamford, so members can be circulated?

COUNCIL NEWS

The outstanding success of *Powelltown* has enabled the Society to plan ahead for the publication of several books in the next 18 months or so. Firstly, Norm Houghton's *Sawdust and Steam* is currently being reprinted after being out of print for several years. A new book, also written by Norm, and dealing with tramways of the Yea and Healesville districts is nearing the "final draft" stage, and it is hoped it will be available in 6-9 months time.

The "25th Anniversary Subcommittee" are working on two publications. The first is a budget priced "Society Highlights" book documenting important events which have occurred since the Society's inception. The second book will be of similar size to *Sawdust and Steam* and will feature several early and now out of print *Light Railways* articles. About ten articles are planned for inclusion, and a number of photographs which have come to light since original publication will be included. Other photos from the Society's

extensive collection will also be included to make the book as interesting as possible.

FROM THE PAST

Found in the 12th Annual Report of the Victorian Country Roads Board (to 30/6/1926) - 2 miles of a 2.75 mile tramway from Fish Creek Station (South Gippsland) easterly to gravel pits has been constructed under Board supervision.

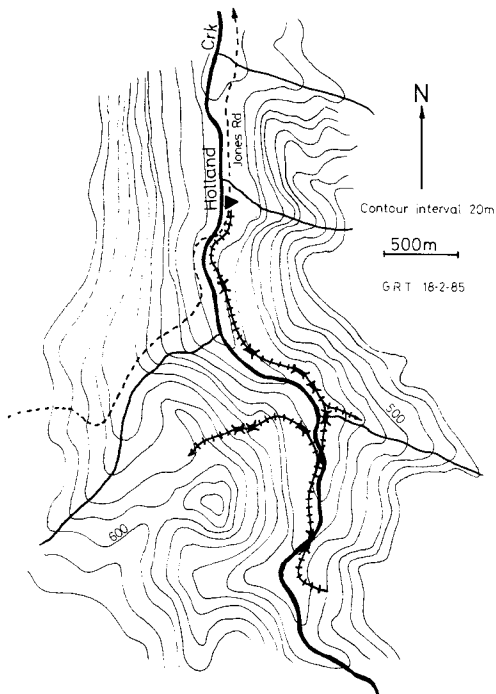
Greg Stephenson

FIELD REPORTS

BELLS TRAMLINE, Tatong, Victoria

About 13 km south of Tatong are the remains of Bell's 3 ft gauge wooden railed tramline. This line ran through fairly dry open stringybark forest, and served a mill situated on the flood plain of Holland Creek, about 2.5 km south from the Tatong - Toombullup road. At the mill site, the sawdust heap has virtually been levelled, although a nearby trench is probably the remains of the sawpit.

A couple of hundred metres south of the mill site the tramway formation may be picked up, climbing from the flood plain to skirt around the hillsides east of Holland Creek. The remains of three or four bridges are encountered along the first 1.5 km of track, and sections of wooden railed tramline are evident. A small branch line leading up a creek valley to the east is then passed, whilst the ruins of a trestle bridge over the same creek indicate the route of the main line, which subsequently descends to cross Holland Creek close to water level. No bridging



is evident at Holland Creek, although an interesting log line may be followed uphill to the west from near this point. A 9 metre long trestle bridge with very well preserved decking is located 100 or so metres along this branch, while further on the remains of a couple more bridges and a loading platform may be found. There are many sleepers along this branch line, although no cables were discovered near the summit, where the gradient appears to be rather steep for normal working.

On the west side of Holland Creek the main line rises steeply and skirts a steep hillside 30 or so metres above water level, and then levels out to pass through a fairly flat area before reaching another bridge site. The abutments at the northern end have gone, but at the southern end about 50 feet of bridging remains, with some sleepers still in place. The line then descends from the creek, curving round a spur to the east of Holland Creek, and finishes in a rocky gully four or five hundred metres further on.

Geoff Thorpe 2/85

MARVEL LOCH GOLD DEVELOPMENT. Marvel Loch, W.A.

During the 1930s, Marvel Loch Gold Development N.L. mined and processed gold ore in an area currently covered by Kia Ora Gold Corporation leases. The formation of a 2 ft gauge tramway from several shafts to the treatment plant is still visible.

Anthony Weston 1/85

LOCOMOTIVE & ROLLING STOCK MANUFACTURERS

E.M. BALDWIN & SONS PTY LTD. Castle Hill, N.S.W.

(see LRN 42 p.4)

It is understood that of the 10 4-wheel battery-electric personnel carriers constructed for Newcom Collieries in 1982-3, five (numbered 1-5) were delivered to Coorangbong Colliery, and the remainder (numbered 6-10) were delivered to Myuna Colliery.

A four-wheel diesel mining loco was noted being despatched from the Baldwin works on 15 January. Colour scheme was yellow with yellow/black dazzle stripes at each end. (Possibly the third of three locos for Coal & Allied? - Ed.)

ARHS Bulletin Supplement 11/84, Craig Wilson 1/85

NEW SOUTH WALES

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD, Albion Park 610 mm gauge

(see LRN 44 p.8)

The rebuilding of the boiler for *Tully 6* (Perry 0-6-2T 7967.49.1 of 1949) by AI&S at Port Kembla had reached the stage where a new set of tubes had to be delivered for fitting. This was done on 12 February, when it was seen that the firebox work was complete with a new inner box as well as new stay bolts in position. Work was well advanced on the construction of a new smokebox. Part of the recent Commonwealth grant to the museum is for a boiler maker to construct new driver's cab panels and to overhaul the side tanks.

During the summer periods work continued on the restoration to static display of the E.M. Baldwin 3 ft 6 in gauge battery electric man transporter car No.2 (801-1-5-64 of 1964) from Huntley Colliery. This vehicle has now been externally repainted and parts bent out of shape through a hard working life have been reshaped.

Parts of a 2 ft gauge Ruston & Hornsby 4wDM loco were retrieved from Bankstown on 15 January. This item (can anyone supply builder's number? Ed.) was obtained many years ago for a long-forgotten project and gradually taken apart for restoration. The relic was left under a tree for more than a decade in this state. The dismantling was performed so thoroughly that bearings were entirely taken apart, leaves removed from spring sets, and even the drive chains dismantled! The owner had sold the land on which the relic stood several years ago, and the new owner wanted the unit removed. The diesel engine was beyond easy restoration but the other parts were purchased to provide spares for the museum's 4wDM Ruston & Hornsby (285298 of 1949).

Shay loco number 2 (Lima 1097 of 1907) made a 0.5 km journey on rails on 18 December, the longest rail movement it has made in 50 years! The loco has been mounted on temporary shop trucks for several years and these carried the unit to a new siding on the NE corner of the property to clear the museum compound for the construction of engine and carriage sheds. The Shay has added interest on the running circuit as it stands in the bush as if ready to move onto the main line.

Further mechanical work has been carried out on the Malcolm Moore Fordson four-wheel kerosene loco (ex Fairymead Mill 123). Although restored after major engine overhaul in 1981, the unit has proved cantankerous compared to other locos. The awkward side crank handle worked through

bevel gears has been relocated on a straight through alignment, a newer carburettor fitted, and kerosene used for periods of long operation. Some adjustments still need to be made to the clutch linkage before this loco is available for regular use.

About two years ago, a request in the local press for Fordson tractor parts resulted in the Society receiving among other items, a complete Fordson tractor of 1940s vintage. This was in a condition too good for use as spare parts. One member, who is an auto mechanic, has progressively dismantled the tractor and is now almost at the half way mark of reassembling it after extensive overhaul. When completed it will share the work load with the Fiat tractor which has carried out most of the hard work at the museum for the last five years.

A second main entrance gate was fitted at the property boundary in early January adjacent to the original gate. These two gates are standard railway level crossing fittings obtained on the Society's second work day in April 1972 at the Corrimal Coal Co. - Princes Highway crossing at Corrimal. The new gate has eliminated the entrance bottle neck on Tongarra road.

Further work on the toilet/shower block did not get under way until late January as the sewer main will not be available for connection until mid 1985. By early February the foundation edging had been completed, reinforced wire for the concrete floor positioned, and the underfloor plumbing laid. The concrete pour for the floor took place on 14 February, while bricks were due to arrive in time for bricklaying during late March.

A new large open sided stationary engine shed was erected during late January and February by the BATL (Building Apprentice Trade Ltd) scheme. This structure is located at the western end of the compound adjacent to the recently-restored large vertical boiler from the former Al&S rail mounted Brownhoist crane. The stationary engines are now being progressively transferred from the old display shed at the eastern end of the compound to make way for the construction of a large workshop.

During December the Museum was informed that an additional \$16,000 had been added to the Commonwealth grant made in November, bringing the total to \$66000. This additional grant is to assist in the purchase of a new 20m x 13m locomotive shed. The Shellharbour Council was expected to conduct the employment interviews during mid-February, and work under the grant was expected to commence on 25 February. The major task will be the erection of the locomotive and carriage sheds and the construction of a large machine shop for which the roof trusses and columns have been on hand for many years.

Patronage during the four Sundays on which the museum operated during

January was not as encouraging as previous years. Allowing two rides per head on "all day tickets" about 2000 passengers were carried during the period, about 1000 less than January 1984. Hot humid weather made the nearby surfing beaches more attractive, while the local TV station WIN4 has been forced to reduce the amount of prime time showing of the ILRMS half minute advertisement due to complaints by other community groups which have not received comparable exposure!

The final major restoration stage on former Melbourne cable tram trailer 430 was carried out during January and February. This was the cutting back of 94 years of paint and varnish on the clerestory windows and roof edges and the repolishing and painting of this section. This part of the project proved to be the most awkward and time consuming of the entire restoration task which took 30 months. Some window frames will have to be replaced by new material in the near future while many of the louvre sun shades still have to be restored and fitted but this car now generally resembles its original appearance at the turn of this century.

Ken McCarthy 2/85

MEGALONG VALLEY TOURIST RAILWAY, Blackheath 610 mm gauge

(see LRN 44 p.9)

A gala steaming day was understood to be scheduled for the weekend of 16 March. The Editor would welcome a report on the activities of this weekend for publication in LRN.

Ken McCarthy 2/85; Editor

N.S.W. STEAM TRAM AND RAIL PRESERVATION SOCIETY, Parramatta Park. 1435 mm gauge

(see LRN 30 p.4)

Two cars formerly used on the North Coast Steam Navigation Co. Byron Bay tramway have been preserved here for some time. Bogie cross seat trailer 74B arrived at Byron Bay in 1924 and was last recorded in passenger charter service there in May 1955. After use at Parramatta, it was withdrawn from service at the end of 1979 for major restoration. Four-wheel saloon tram C37 was sent to Byron Bay in 1924 for use as a trailer and was last used at Byron Bay on a charter trip in November 1961. Purchased privately for preservation by Mr Brian Mantle in Sydney in 1963, it was on loan at Parramatta from 1974 until February 1985. On 15 February it left for Canberra, having been sold to the Tradesmen's Club at Dickson, which already boasts five tramcars as part of its decor.

The relocation of the steam tramway at Parramatta is expected to take place as the next stage of the Parramatta Park redevelopment. The museum

depot will be located near the Westmead (SW) corner of the park, while the main line will consist of a 3 km circuit. The entire route will be located to the west of the present museum site.

The Society is also developing the roadside railway concept which existed in various parts of NSW. With this idea in mind, a number of ex NSWGR items have been acquired for use, including it is understood, a Z13 loco from the RTM. Railmotor CPH 5 has already arrived from Thirlmere.

Ken McCarthy 2/85

RICHMOND VALE PRESERVATION CO-OPERATIVE SOCIETY LTD, Richmond Vale Railway Museum, Richmond Main. 1435 mm gauge

(see LRN 43, p.5)

During July 1984, the Museum was able to return to the district a piece of equipment once used on the Richmond Vale Railway. This is the Cadillac railcar, a 1923 Cadillac which was converted by John Brown for use as an inspection unit between Hexham, Minmi, Richmond Main and Pelaw Main. The railcar was used until about 1942, when it was stored at Pelaw Main running shed. In the early 1960s, it was moved to the South Pacific Electric Railway Museum at Loftus. It will be restored to operating condition at Richmond Main Colliery.

Another exhibit recently returned is the ex-John Lysaghts 0-4-OST *Kathleen*, Avonside 1862 of 1921. It was used at the Lysaghts works in Newcastle until 1964, when it was transferred to the Port Kembla works, where it was used until 1972 before going to the Rail Transport Museum collection at Thirlmere. It arrived at Richmond Main in November 1984.

Ex-John Lysaghts 0-4-OST *Marjorie* (Clyde 462 of 1938) is progressively being restored. Wheels, valve gear, hand brake and reversing gear are in place on the frame. Boiler fittings have been overhauled and refitted to the boiler, which is now ready for testing. 20 tubes have been replaced while the cab and saddle tank have been sandblasted.

The loco shed is being restored under a CEP job creation project. Work includes new concrete floors, two new pits, repairs to brickworks and four new shed doors.

Peter King 2/85

TUBEMAKERS OF AUSTRALIA LTD, Newcastle. 1435 mm gauge

On the morning of 29 December, E.M. Baldwin 6wDH *Worimi* (4877-1-7-73 of 1973) was seen shunting at the Company's plant. The loco is painted green with black/yellow dazzle stripes at each end and with a yellow and black frame. The nameplates are mounted on the cabsides under the Baldwin plates.

Craig Wilson 2/85

QUEENSLAND

NORTH QUEENSLAND SUGAR MILL TRAMWAY PLAN 610 mm gauge

Economic Adviser to the Queensland Cane Growers' Council, Greg Ferguson, has put forward a plan to make the north Queensland sugar industry more efficient. The plan involves setting up a tramline company, owned by the mills from Cairns to Tully, to own an integrated tramline network serving all the mills, (from north): Hambledon (CSR), Mulgrave, Babinda, Goondi (CSR), Mourilyan (Howard Smith), South Johnstone and Tully. Most of these mills already have tramlines linked or easily linked, but two new sections would have to be built, between the lines of Babinda & Goondi (8 km), and South Johnstone & Tully (4 km).

Existing mills would retain ownership of locos and rolling stock but would be charged to use the tramline system. The main advantage off the plain would be in enabling greater flexibility in the industry. Cane would not necessarily be assigned to any one mill, but could be directed to mills in order to enable each to operate with maximum efficiency. Changes to the payment system would make the grower indifferent to which mill crushed his cane.

Mackay Daily Mercury, 1/2/85; Editor.

ACLAND COAL CO. LTD. Island Colliery, Acland. 610 mm gauge

(see LRN 2 p.5)

This colliery was due to close on 9 November 1984, making 12 employees redundant, following 55 years of coal mining by the Company. It was claimed to be the last coal mine in Australia where coal was hauled to the surface in skips. An auction of equipment was due to be held on 23 November with three four-wheeled diesels of Jenbach design and the remains of a fourth presumably to be included. The complete locos were Jenbachs 1137 of 1952, 1138 of 1952, and Bundaberg Foundry 16 off 1955, while Jenbach 1139 of 1952 had been stripped for spore ports.

Courier Mail 23/10/84 via David Mewes; Editor.

BRISBANE CITY COUNCIL

Tenders were due to close on 30 January for the construction of Section 1, Stage A, of the Bulimba Creek Main Sewer between Gibson Island and Boundary Street, Tingulpa. This section is 3 km in length and will be a 1650 mm diameter sewer in tunnel conditions. It seems quite possible that tramway will be utilised in this project.

Weekend Australian 12-13/1/85, Editor.

BUNDABERG TRAMWAY PRESERVATION SOCIETY INC. 610 gauge

(see LRN 43 p.7)

Plans for the establishment of the Society's museum railway in the grounds of Bert Hinckler's house are progressing well, with council work already having been done on earthworks.

Alan Robert 1/85

CATTLE CREEK CO-OPERATIVE SUGAR MILLING ASSOCIATION, Finch Hatton

See NORTH ETON CO-OPERATIVE SUGAR MILLING ASSOCIATION

NORTH ETON CO-OPERATIVE SUGAR MILLING ASSOCIATION 610 mm gauge

(see LRN 41, p.3 & 5)

A report has been prepared by the staff of both mills with a view to a merger. The final decision will be taken by the grower-shareholders of each mill later in the year. It was only two years ago that Cattle Creek shareholders rejected an attractive merger proposition put forward by their own directors for a merger with Marian Mill.

Mackay Daily Mercury 6/2/85; Editor.

BURGOWAN COLLIERIES PTY LTD, Burgowan No.12 & 13 Collieries, Takura 610 mm gauge

(see LRN 17 p.4)

Two 4wDM diesel locomotives still lie out of use at the abandoned site of the No.13 Colliery. They are Jenbach 1079 and 1077, both of 1951, numbered 1 and 4 respectively. There are also many wooden mine skips lying around.

Coal is still being mined at Burgowan No.12 Colliery nearby. It is believed that men and materials are still transported on a cable-worked incline here, but the mine was not visited on this occasion.

The mines are easily reached by a road which runs from the Hervey Bay - Maryborough Road to Torbanlea. The No.13 mine site is just north of the crossing of the QGR Pialba-Urangan branch and a well distinguished road leads from here to the No.12 mine.

Editor 1/85

DREAMWORLD PRODUCTIONS PTY LTD, Coomera 610 mm gauge

(see LRN 41, p.4)

Perry 0-6-2T 5643.51.1 of 1951 was placed in service during the Christmas period. The loco is immaculately finished in green livery with the main

alterations from original being the fitting of a cowcatcher, new wooden cab, and the bunker sides being flaired out towards the top, together with a generous provision of brass beading. The loco is numbered 4 and carries the name (?) G.R.CLAPTON & CO. on the cabside. The loco was in service only for the peak part of the day on 7 January, hauling the three original carriages. There have been problems with getting the loco to steam and there is talk of converting it from wood and coal firing to distillate in the near future.

Baldwin 4-6-0 No.4 *Reg.Colter* (45212 of 1917) was in service throughout the day, hauling three new cars constructed to form a second train set. These cars are approximately 12 metres long and take the form of bogie wagons fitted with longitudinal seats along each side. Each car is divided into two large compartments and seats about 50. The cars are finished in a red oxide colour and bear the legend DREAMWORLD FREIGHT LINES.

No work has been done on John Fowler 0-4-0WT 16249 of 1923 since it arrived from Rocky Point Mill. It is on display near Rocky Hollow Station, which was closed at the time of the visit. The 4wDM Motor Rail "Simplex" loco (21543 of 1956) was standing behind the loco shed. It is used for maintenance work when the park is closed to the public.

Editor 1/85

GIBSON & HOWES PTY LTD, Bingera Mill. 610 mm gauge

(see LRN 33 p.7)

Naming of locomotives is well established in the sugar industry, but this mill seems to be the pioneer in the naming of rolling stock! Recently observed were four ballast wagons, apparently rebuilt from contractor's stock, with the following numbers/names:

1 *Titanic*

2 *Endeavour*

4 *Bismark (Sic)*

6 *Australia II*

One imagines that the missing numbers 3 & 5 also have nautical names.

Editor 1/85

TONY GILBERT, Dalby 750 mm gauge

Tony Gilbert some time ago acquired four Henschel 0-6-0WT locos from Chonburi Sugar Mill in Thailand. Two of these went to the United Kingdom in 1982, and it believed that a third has recently arrived at the Puffing Billy Museum in Victoria (see elsewhere this issue). The fourth loco was landed in Brisbane in early January and has been since moved to Dalby.

David Mewes 12/84, Alan Robert 1/85.

ISIS CENTRAL SUGAR MILL 610 mm gauge

(see LRN 41 p.4)

A visit to the mill saw all the operating locomotives in the shed or stabled under the road bridge at one end of the yard. Also seen was the out of use and engineless number 1, John Fowler 0-6-ODM 20776 of 1935 which has been painted a fluorescent yellow colour and which had been used for some kind of firefighting demonstration by Wormald fire Services.

Editor 1/85

MACKAY TOURIST CANE TRAIN PROJECT 610 mm gauge

Members of the Institute of Engineers (Australia) in Mackay have put forward the idea of a tourist railway, based on existing sugar industry track and equipment in the Mackay area. They see their role as that of catalyst for the project, which might be set up and developed by a tourist-oriented group. The train would be operated by a restored steam locomotive visiting sugar mills, historical sites and areas of environmental beauty.

Mackay Daily Mercury, 12/2/85.

MARIAN MILL CO-OPERATIVE SOCIETY LTD 610 mm gauge

(see LRN 44 p.10)

Repairs to Clyde 0-6-ODH *Melba 2* (64-377 of 1964) are part of the mill's maintenance programme this year. The locomotive was noted in the loco shed at the mill on 13 January reduced to frame and wheels only. At the mill's Annual General Meeting held in November, it was stated that the best return on investment for the mill at present would be further extensions to the tramline system in order to contain haulage costs as far as possible.

Mackay Daily Mercury 1/11/84, 22/12/84; Editor 1/85

MILLAQUIN SUGAR CO. PTY LTD, Millaquin Mill, Bundaberg 610 mm gauge

(see LRN 39 p.6)

All five Millaquin diesel locomotives were seen in the shed, some undergoing annual overhaul. Also being worked on, both with engines out, were Com-Eng 0-6-ODH FC3473 of 1964 and E.M. Baldwin 4wDH 4529 of 1973 (rebuilt E.M. Baldwin 8860-2-8-79 in 1979 and rebuilt Millaquin Mill 1980). These are the two locos from Qunaba Mill, which are sent to Millaquin each slack season.

Seen in the yard was an unpowered "DuPont Macspread" weed control vehicle (see LRN 41 p.6), built on a bin frame. Although apparently operational the unit had a half-completed canopy over the operator's position.

Bundaberg Foundry 0-6-2T 1 of 1952, retained by the mill for preservation, was noted in a building where work had started on the needle gunning of paint from the loco. This revealed the original green livery underneath the yellow latterly applied.

Editor 1/85

MILLAQUIN SUGAR CO. PTY LTD. Qunaba Mill 610 mm gauge

(see LRN 39 p.6)

The future of this mill is in question as the Millaquin Sugar Company states that is uneconomic at present. However it is intended to operate the mill during the 1985 season as long as a normal crop is available. A number of different rumours were circulating in Bundaberg in January as to how reassignments consequent upon a possible closure of Qunaba at the end of 1985 could be arranged between the three remaining Bundaberg sugar mills (Millaquin, Fairy _ ad & Bingera.)

Courier-Mail 12/2/85 via David Mewes, Editor.

MORETON CENTRAL SUGAR CO. LTD, Nambour 610 mm gauge

(See LRN 44 p.11)

A number of locomotives here have received new names and all main line locos now carry painted nameplates; a11 locos which had temporarily lost their names have had them restored. The alterations were as follows:

<i>Jamaica</i>	0-6-0DM	Baguley/RMP	3389	1954	(formerly <i>Innisfail</i>)
<i>Yandina</i>	0-6-0DM	Com-Eng	B1112	1956	(formerly 8)
<i>Dunethin</i>	0-6-0DH	Com-Eng	H1022	1958	(formerly <i>Kalbo</i>)
<i>Bli-Bli</i>	0-6-0DH	E.M. Baldwin	6-1257-1-7-65	1965	(formerly <i>Bli Bli</i>)

The standard livery is yellow with red buffer beams, and some locos have their engine compartment doors painted green.

Malcolm Moore 4wDM *Joe* (811 of 1942) has been fitted with a cab roof consisting of a half-cylinder section of steel. This loco is the exception to the standard livery, being painted yellow and red.

The two preserved locos, Malcolm Moore 4wPM *Sandy* (1058 of 1943) and Fowler 0-6-0T *Eudlo* (16207 of 1925) have been repainted in yellow and green respectively. *Eudlo* has also had steel plates welded onto its side tanks to cover ugly rust holes. It appears that this loco will be moved to a new plinth that has been constructed a few metres closer to the mill entrance than its present position.

Editor 1/85

QUEENSLAND PIONEER STEAM RAILWAY CO-OPERATIVE LTD, Swanbank. 1067 mm gauge

(see LRN 22 p.17)

During running days in the latter part of 1984~ Motor Rail "Simplex" 4wDM 11205 of 1965 named *Hornibrook* was borrowed from The Hornibrook Group _ at Bulimba, Brisbane (see LRN 17 p.5). This was necessary as the usual run-round facilities at the Swanbank end were unavailable and the carriages needed to be shunted to allow the ex QGR PB15 4-6-0 to run around its train. The loco was taken up to Swanbank each weekend by road transport.

David Mewes 1/85

B. & S. RADIC. South Coolum Road, Coolum 610 mm gauge

(see LRN 41 p.6)

These cane farmers are considering selling Ruston & Hornsby 4wDM 392120 of 1955, purchased from Racecourse Mill, Mackay, at the end of 1982. This is a 48 hp loco weighing 7 tons. It was originally built to 2 ft 8.5 inch gauge for Southern Portland Cement Ltd at Berrima Colliery, N.S.W. and was fitted for underground use in gassy mines.

A.Germanotta 12/84, B. & S.Radic 1/85

SUNSHINE PLANTATION PTY LTD, Forest Glen 610 mm gauge

(see LRN 32 p.10)

On the morning of 11 January, the green-liveried 4wDH SUGAR CANE TRAIN No.4 (Ruston & Hornsby 379072 of 1954 rebuilt E.M. Baldwin 7808-1-11-77 of 1977) was hauling a normal train of twelve four-wheel cars around the circuit of track. The ride takes about 15 minutes and when two trains are in operation they leave the station at 15 minute intervals. Continuous air brakes have been fitted to the cars in recent years, and the loco cabs have been fitted with new controls and instruments. Steepest grade on the line is 1 in 12 but the locomotives handle this hill with ease.

Editor 1/85

TINTAGEL MOUNTAIN TRAMWAY, Arcadia, Cooroy. 610 mm gauge

(see LRN 43 p.10)

During December/January, the section on the zig zag between the top and bottom points was completed and the top points installed. Further preparation work needs to be carried out on the formation before the line can be extended to the top of the mountain. Other heavy work to be completed during this work period was the relaying of the "farm straight" on timber sleepers bringing the entire line up to standard. The "Fairmont" car

was delivered to the railway towards the end of 1984. Although containing a few "Fairmont" parts from South Australia, this unit should really be described as being of new construction, having been built by Russell Savage in Mildura. It is painted yellow with yellow/black dazzle stripes at each end and fitted with headlights for night work.

Editor 1/85

TORBANLEA MINING MUSEUM 610 mm gauge

This museums owned by Mr & Mrs A.J.McRae (see LRN 20 p.5), contains a number of interesting displays, including details of the 49 mines which have operated on the Burrum coalfield, most of them with tramways. There is a simulated mining gallery, in which 5 *Rusty*, Bundaberg Foundry "Bundaberg Jenbach" 4wDM 19 of 1956, ex Burgowan No.13 Colliery, is displayed behind glass with one wooden coal skip. A number of similar skips are to be seen elsewhere around the site.

The museum is a few hundred metres off the new Bruce Highway by-pass of the town and is open daily from 9.30 am to 4.00 pm.

Editor 1/85

SOUTH AUSTRALIA

NATIONAL TRUST MOONTA BRANCH. Wheel Munta Mining Museum, Moonta. 610 mm gauge

(see LRN 35 p.12)

It is reported that government funding has been granted for the construction of a second locomotive for use at the museum.. The existing loco is a 4wPM which was acquired from the Maylands, Perth, works of Metropolitan Bricks, where it had originally been constructed.

Arnold Lockyer 2/85

TASMANIA

ELECTROLYTIC ZINC COMPANY of AUSTRALIA LTD, Williamsford 610 mm gauge

(see LRN 6 p.10)

The 86-year old balanced incline lending from the historic Hercules mine has been closed. The incline was used to transport lead-zinc ore in a pair of bogie wagons to the start of the aerial ropeway to the EZ mill at Roseberry. This too has been closed as a road has been constructed to the top of Mount

Read to handle ore transport.

Ralph Proctor 3/85

THE HYDRO ELECTRIC COMMISSION

Tenders have been sought for the supply of two items of railway associated equipment. One is for the design, supply, delivery to site and commissioning of one portal type rail-mounted drill jumbo supporting hydraulic drifters. The second is for the supply of road barriers for a railway crossing. It is not clear if the two tenders associated in any way.

Weekend Australian 23-24/2/85

IDA BAY RAILWAY CO. PTY LTD. Lune River. 610 mm gauge

(see LRN 39 p.6)

The composite Krauss 0-4-0T (chassis 5800 with boiler from 5682, both of 1907) from the Second River Tramway, Karoola (see LRN 39 p.7) will be in use on the Ida Bay Railway between 17 March and 14 April. Also travelling to Lune River will be the guard's van constructed for use at Karoola. By the start of March, a loading ramp had been prepared for loading the stock at Karoola for transport south. It is hoped the period of «team running will provide a much-needed publicity and revenue boost to the Ida Bay line, which has had difficulty attracting sufficient patronage to continue as a viable operation. (The Editor looks forward to receiving reports from this and other Tasmanian sites as a result of the LRRSA tour which will take place over the Easter weekend!)

Ralph Proctor 3/85

MOUNT LYELL MINING & RAILWAY CO. LTD, Queenstown. 610 mm gauge

(see LRN 44 p.13)

Fears of the immediate closure of the Mount Lyell mine have been averted with the announcement of an agreement involving financial assistance from the Tasmanian government. The government was to buy \$5 million of company assets while the Hydro Electric Commission would pay \$5 million for the Lake Margaret power scheme, which will be leased back to the company. It is expected that these steps will enable the mine to remain open until 1989, but the 100 employees retrenched in January will not get their jobs back.

Australian 7/2/85.

VICTORIA

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Railway. 762 mm gauge

(see LRN 42 p.10)

NA class 2-6-2T loco 6A (Newport 1901) was due to be displayed in the Melbourne city square during December as the centre piece for a Dandenong's promotion. Sister loco 7A (Newport 1905) has had its smokebox replaced and in addition had some tubes replaced as well as having a new brick arch and steam pipe seals fitted.

Steady work has been proceeding on the rebuild of 12A (Newport 1910). Many parts have been prepared ready for fitting and new side tanks have been delivered while the boiler has had its inner firebox fitted. Tasmanian Drewry 0-6-0DM V12 has arrived, converted to 2 ft 6 in gauge, with transmission adapted to suit. Work has been done at Belgrave to adapt the brake rigging to the narrower gauge.

Rolling stock has also been receiving attention. Mount Lyell car 1NBL has been fitted with brass MOUNT LYELL plates and the other Lyell cars will receive names from various Mt. Lyell stations. Car 2NBL is being upgraded to VIP standard following the success of 1NBL in this role. 135NQR was expected to be in service for Christmas converted from open wagon to a covered passenger vehicle of the type commonly seen in use for excursions in previous days.

The QG hopper wagon ex Tasmania (regauged from 3 ft 6 in) has had frame modifications carried out and bogies fitted. Work is still needed to design and fit discharge and draft gear. Three more ballast wagons have arrived from Tasmania for conversion. Cattle Wagon 13NM has had a floor overhaul and the metal side and roof frames painted. Work has started on the fitting of new wall timbers.

Work on the Climax 4w+4wTG loco (1694 of 1928) is slowly moving towards completion. It is expected that the bogies will now be in position under the loco, with work continuing on air pump and valve gear.

A Malcolm Moore/T.A.C.L. 4wPM loco (19568 of 1928) ex Forests Commission of Victoria has lain dismantled outside the Emerald Carriage Shops for up to ten years since its arrival from Walhalla. It is possible it may be reassembled for transfer to the Menzies Creek Museum if people willing to undertake the job can be found.

Narrow Gauge 95 & 96 via Arthur Winzenreid.

PUFFING BILLY PRESERVATION SOCIETY gauges various

(see LRN 42 p.10)

2 ft gauge Hudswell Clarke 0-4-0ST 1559 of 1925 was returned to running condition following the refitting of its eccentric sheaves repaired at Belgrave. On 1 August, ex Tasmanian Drewry 0-6-0DM V9 arrived at the museum for storage and display. This 3 ft 6 in gauge loco will be used for spares for the regauged V12 to be used on the main line of Puffing Billy. It is understood that a 750 mm gauge Henschel 0-6-0WT from Thailand was landed in Melbourne recently for display at the museum.

Narrow Gauge 95 & 96 via Arthur Winzenreid, Alan Robert 1/85.

WESTERN AUSTRALIA

KIA ORA GOLD CORPORATION N.L., Marvel Loch Gold Mine. 610 mm gauge

This is an underground gold mine east of Marvel Loch township. Access is by a vertical shaft and haulage of waste material and ore on the levels is by side tipping and Granby trucks hauled by battery-electric locos on 2 ft gauge track.

Anthony Weston 1/85

WESTERN AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION INC., Bennett Brook Railway, Caversham. 610 mm gauge

(see LRN 44 p.14)

The official opening of the railway took place on 8 December. The former Claisebrook station (now Central) looked very impressive with the Planet 0-4-0DM loco (F.C. Hibberd 2150 of 1939) and two QBB coaches at the platform. Western Australian government minister Peter Dowding declared the line open and drove the first train out of the station. Approximately 500 passengers were carried on the opening day, and some good weekends have been experienced since, especially when the weather is mild. Several hired specials have been run, the most successful being a Father Christens special for Telecom.

Work on the third QBB carriage is progressing well, and the building of a smaller passenger vehicle is being investigated. 1964-built 3 ft 6 in gauge Gemco-Funkey 4wDM PW27 from Wyndham Jetty has arrived at the Association's Mussel Pool depot at Caversham.

Rusty Rails 1/85.

MEETINGS

MELBOURNE

Alan Williams has kindly consented to show a sample of his extensive collection of early movies dealing with the running of the Gembrook Narrow Gauge line soon after the formation of the Puffing Billy Preservation Society.

The films Alan will be showing concentrate mainly on the section of line from Upper Ferntree Gully to Belgrave, now converted to 5 ft 3 in gauge, and also the area around the site of the landslide. This promises to be an excellent evening's entertainments so we look forward to seeing a large turnout of our Melbourne members.

LOCATION: Ashburton Uniting Church Hall, Ashburn Gve, Ashburton

DATE: Thursday 11 April at 8:00 PM

SYDNEY

The district around Bulladelah for those interested in tramways conjures up images of the many timber railways in the surrounding area. Colin Wear has been interested in this area and will be talking at our April meeting on his researches there.

LOCATION: Government and Transport Club, Regent St, Sydney

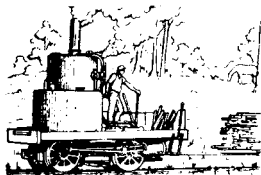
DATE: Wednesday 24 April at 7:30 PM

ADELAIDE

Please note that the venue for Adelaide meetings has had to be changed from the Mile End Railway Museum to 84 King William Street, KENT TOWN. Please note also that the April meeting will be held on 11 April at 8:00 PM, NOT 4 April.

Any queries to Arnold Lockyer (address on front cover).

**THIS SPACE RESERVED FOR THE NEWS YOU FORGOT TO
SEND IN!**



LIGHT RAILWAY NEWS



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Deadline for next issue:- 20 June 1985.

EDITORIAL

Editing LRN is a time-consuming but enjoyable business. It is especially enjoyable because it brings me into contact with rail enthusiasts throughout Australia, and because there is satisfaction in seeing information recorded, which otherwise would be lost or inaccessible. Thanks to all those who continue to contribute in whatever way - keep up the letters and the phone calls.

Spare a thought for those responsible for the distribution of Society publications including LRN. Occasionally foul-ups do occur, but remember that the people who prepare the mailings do so on a completely volunteer basis, and get for less satisfaction from it than that which comes to Editors and the like. Without these workers there would be no LRRSA worthy of the name, so let's all be grateful to them and if something does go wrong, just contact the Victorian Secretary. The problem can usually be righted fairly easily.

RESEARCH COLUMN

Tarwin Meadows Milk Tramway, Melbourne Zoo Horse Tramway

Information is requested on two rather different tramways which operated in Victoria. The first is a milk tramway which operated in the Tarwin Lower - Tarwin Meadows region near Venus Bay in South Gippsland around 1936-7. This line is believed to have served about twelve farms in the district. The second tramway was a horsedrawn tram which operated between Royal

Parade and Melbourne zoo in about 1920. Anyone who can provide any information about either of these is asked to contact David C. Lowe, School Road, Erica 3825, Victoria.

Bulong Ore Reduction & Tramway Co.

David Whiteford is researching the Bulong Ore Reduction & Tramway Co., which had a brief existence on the Eastern Goldfields of Western Australia between about 1896 and 1898. It is thought to have had a German steam loco. If anyone can assist, please write to David at 102 Cohn Street, Kewdale 6105, Western Australia.

LOCOMOTIVE & ROLLING STOCK MANUFACTURERS

BAGULEY-DREWRY LTD, Burton-on-Trent, U.K.

This company ceased operation as a locomotive and railcar manufacturer at the end of 1984. A combination of two long-established firms, it supplied a loco to Fiji in recent years while its constituents supplied a number of interesting locomotives, both steam and diesel, as well as petrol railcars to many users in Australia and other parts of Oceania over a long period.

Narrow Gauge News, 12/84 via Bob McKillop

NEW SOUTH WALES

LACHLAN VINTAGE VILLAGE, Forbes 610 mm gauge

(see LRN 44 p.9)

After years of controversy and closures this tourist attraction was purchased by local businessman Dennis O'Keefe in late 1984, and he has begun the slow task of building up the facilities which had become very run down. The 2 ft gauge railway had not operated for some years, and all three steam locos were unserviceable.

John Fowler 0-4-2T *Britannia* (ex Tully Mill) now with shortened side tanks has been repaired painted green, and returned to service under the care of local steam enthusiast John McNaught. This loco operated over the 1.5 km section from Blackridge Station to the Blacksmith over the Easter holiday period. It is planned to operate the railway on holidays and weekends between April and September.

The second Fowler 0-4-2T, also from Tully Mill, is kept for spares but it is planned to restore Bundaberg Foundry "Bundaberg Fowler" 0-6-2T 4 of 1952, for return to service in 1986. Some 130 m of additional track is required to

complete the 5.6 km main lines and priority is to be given to this task plus the installation of a "wye" to enable turning of the locos.

(There seems to be some confusion about the identity of the Fowlers here. Bob McKillop identifies them as formerly Tully Mill No.4 and No.5 respectively, which would make them 16340 /16341 of 1924. However, there has been doubt as to whether it was No.3 (16339 of 1924) or No.4 which came here, and secondly which one is the one restored to service. Can a reader settle this question? - Ed.)

Bob McKillop, 4/85

MUSEUM OF APPLIED ARTS AND SCIENCES. Castle Hill 1435 mm gauge

It is understood that the Museum of Applied Arts & Sciences' Manning Wardle 0-4-0ST 1781 of 1911 ex Metropolitan Water Sewerage and Drainage Board Ryde Pumping Station has been at Thirlmere for about six months for work to be carried out under contract. It was hoped that the loco could be restored to working order for operating purposes but it appears that significant boiler problems may have been encountered.

R.J.Pearman 4/85

PERISHER SKITUBE JOINT VENTURE, Little Thredbo 1435 gauge

This project involves the construction in Kosciusko National Park of a standard gauge Abt rack railway from Little Thredbo to Perisher Valley with an extension to Blue Cow, east of Guthega.

Above the snow lines the line will be in a five metre diameter tunnel. The ruling gradient will be 1 in 8. The first section from Bullocks Terminal to Perisher Valley, to be opened by winter 1986, will be 3.3 km in length, climbing 412 m. The tunnel entrance will be above the Thredbo River, which will be crossed by bridge. The second section, all in tunnel, will be completed in 1987 and will connect Perisher Valley with Blue Cow, a distance of 2.64 km. In this section, the line will rise 180 m.

The four trains will consist of electric multiple unit vehicles running on single track and using passing loops. Each car will have a capacity of 225 passengers with a basic two-car set capable of being extended to four cars. Trains will depart from Bullocks Terminal every 12 minutes in peak periods, and take 10 minutes to reach Perisher Valley, with a further 5 minutes travelling time to Blue Cow.

Colin Harvey 3/85

RAIL TRANSPORT MUSEUM. Thirlmere

See MUSEUM OF APPLIED ARTS AND SCIENCES

SIMSMETAL, Mascot 1435 mm gauge

(see LRN 37, p.6)

Ruston & Hornsby 0-4-0DM 313393 of 1952 was recently noted still present at this site, very much out of use. It was also noted that State Rail Authority 44-class diesels are being scrapped here.

R.J.Pearman 4/85

QUEENSLAND

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY, Durundur Railway. Woodford 610 mm gauge

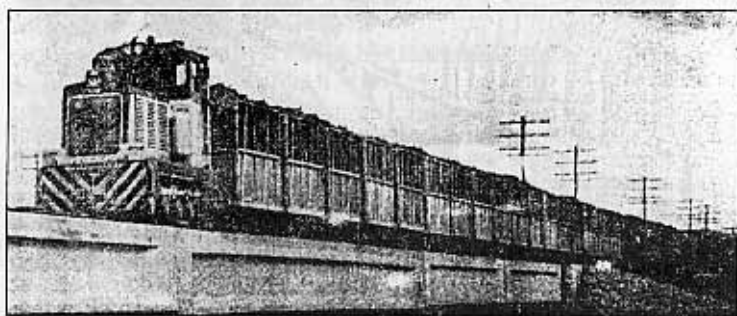
(see LRN 43, p.6)

The tubes have been removed from the boiler of Bundaberg Foundry "Bundaberg Fowler" 0-6-2T 5 of 1952. This has revealed the boiler to be in excellent condition and new tubes will be fitted when they arrive from the manufacturer.

Two buildings have been acquired from the closed QGR Northgate workshops for re-erection at Woodford. The first is a small weatherboard hut that was used as a first aid centre and will be erected on the station platform at Woodford to act as a temporary ticket office. This was removed to Woodford on 10 March. The second building is a 37 feet by 18 feet shed fitted with a travelling crane, which will be erected to serve as a workshop. This was removed from Northgate by Society volunteers at the end of April.

Durundur Railway Bulletin 3/85; David Mewes 4/85.

MACKAY CO-OPERATIVE MILL MERGER PLAN 610 mm gauge



Racecourse Mill cane train hauled by a Clyde DHI-71 0-6-0DH crosses Sandy Creek bridge near Mackay, Queensland

A merger of all five co-operatively owned mills in the Mackay district is being examined by a special task force. The mills involved are Cattle Creek, Farleigh, Marian, North Eton and Racecourse. Such a move would enable the rationalisation of milling and transport facilities to make the local industry more economic. Tramline links would be fairly easy to establish, with the exception of Farleigh Mille, which has a very extensive system.

Mackay Daily Mercury 23/4/85; Editor

COYA CONSTRUCTIONS PTY LTD. Moggill 610 mm gauge

This Brisbane-based firm of underground mining engineers purchased two 5-ton 4-wheel battery-electric locomotives from the Melbourne & Metropolitan Board of Works in 1973. Numbered 327-2021 and 327-2022, both were originally purchased new in 1968. It is unknown at this stage where these two locos have been used by Coya Constructions.

Mike McCarthy 4/85; Editor

FARLEIGH CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD 610 mm gauge

(see LRN 42 p.9)

The Macspred Cane-Pak herbicide rail unit observed at Plane Creek Mill in 1984 (see LRN 41 p.6) was noted at Farleigh Mill in April, still mounted on a cane truck chassis.

Avonside 0-4-0T 1909 of 1922 had gone from its accustomed position in the mill yard. It is understood that it has been placed on loan to local vintage machinery enthusiast Eric Gibson, who intends to restore it, at least for static display.

Barry Sheedy 3/85; Editor 4/85

TONY GILBERT. Dalby 750 mm gauge

(see LRN 45 p.10)

Henschel 0-6-0WT 29583 of 1956, ex Chonburi Sugar Mill, Thailand number 104, is undergoing restoration in Dalby. Overall condition is very good, due in part to the fact that the loco had only been used for about 3 months per year over a ten year period before being placed into store. It is hoped to have the loco in steam soon.

Plans are being looked at to have an operating line in the Dalby district, probably to be run in collaboration with a service club. This will mean the construction of up to three bogie carriages, and the laying of track.

Any reader interested in viewing the loco is welcome to do so as long as they make the necessary arrangements with Tony in advance (phone 074

62 2204). Likewise anyone interested in loco restoration, building carriages, track laying or narrow gauge railway operations is encouraged to contact Tony. Suitable wheelsets for regauging are also sought.

Tony Gilbert 4/85

GOLDEN PLATEAU GOLD MINE, Cracow

What appears to be a Jenbach 4wDM loco shunting on the surface at the now closed Golden Plateau Gold Mine, Cracow, Queensland.



MARIAN MILL CO-OPERATIVE SOCIETY LTD 610 mm gauge

(see LRN 45 p.10)

"Repairs" to Clyde 0-6-0DH *Melba 2* (64-377 of 1964) will in fact amount to the construction of a new loco. As a result of an accident suffered late in 1984, the frame was found to be buckled and beyond economic repair, so the insurers were prevailed upon to allow the construction of a new mainframe and the fitting of all re-useable parts. Accordingly, wheels, springs, brake gear, engine, radiator, and gearbox were all recovered and sent to E.M. Baldwin & Sons at Castle Hill, Sydney for incorporation in the replacement loco, which

is expected to be delivered to the mill in mid-June. The old frame was seen in the mill yard during April, and will probably be disposed of for scrap.

Len Heaton 4/85, Editor

LIONS PARK, Bruce Highway. Nambour 610 mm gauge

(see LRN 22 p.15)

Dick Kerr 0-4-0IST *Valdora*, built in about 1894 for Farleigh Mill, later acquired by Racecourse Mill, and purchased by Moreton Mill in 1937 (see cover LR 88) is "preserved" here. Unfortunately its condition has deteriorated over the years but it is still worthy of examination as a most unusual type of locomotive.

Greg Morris 4/85

MORETON CENTRAL SUGAR CO. LTD, Nambour 610 mm gauge

(see LRN 45 p.11)

The new plinth adjacent to the mill entrance besides "preserved" locos Fowler 0-6-0T *Eudlo* (16207 of 1925) and Malcolm Moore 4wPM *Sandy* (1058 of 1943) was constructed for the famous Nambour *Shay* (Lima 2091 of 1908) a two-truck Shay, which until 1944 worked with a similar loco on the steeply-graded Mapleton Tramway connected to the Moreton Mill system. This locomotive had been on display at the Child Care Centre opposite the mill for many years (see LRN 22 p.15) and has now been placed in a far more photogenic position. It is believed that some overdue cosmetic restoration will be carried out on the loco before long.

Greg Morris 4/85

NORTH ETON CO-OPERATIVE SUGAR MILLING ASSOCIATION 610 mm gauge

(see LRN 45 p.8)

Commonwealth Engineering 0-6-0DH D4 (FB3169 of 1963) has been fitted with a new insulated cab as part of the slack season maintenance programme at the mill. Previous new cabs fitted to the Com-Eng diesels at this mill were supplied by Hockey Engineering, but the mill itself constructed the one fitted to D4. One major design difference is that the Hockey cabs have fixed front and rear cab windows, while the new cab has opening windows similar to those fitted to E.M. Baldwin cane locomotives. A number of the locomotives have also been repainted in the mill's livery of yellow with red frames. This includes tiny 3-ton E.M. Baldwin 4wDM 4-473-3-63 of 1963 used by the navvies and unnumbered by the mill. Still dumped in pieces in the mill yard is Motor Rail Simplex 4wDM 21503 of 1953. The mill has been purchasing

new chopped cane bins and new units numbered from B3601 to B3693 were noted in the mill yard.

Editor 4/85

**QUEENSLAND PIONEER STEAM RAILWAY CO-OPERATIVE LTD, Swanbank
1067 mm gauge** (see LRN 45 p.11)

Hornibrook's "Simplex" 4wDM loco (Motor Rail 11205 of 1965) was used on running days in October, November and December 1984, due to subsidence of part of the balloon loop at Swanbank. It was used for shunting purposes only and handled the three cars with ease.

The restoration of Perry 0-4-2T *Kilrie* (265 of 1927) is proceeding well. The frames have been primed, the axle boxes are in good order, and the boiler has been found to be in good condition.

Retubing will hopefully be done in the near future, and the loco reassembled. It is hoped that it may be available as reserve power before too long.

Wayne Hughes (QPSR Co-op) 3/85

ROYLEN ENTERPRISES PTY LTD, Brampton Island 762 mm gauge

(see LRN 39 p.6)

This tourist island with its 2 ft 6 in gauge railway has been sold to Trans-Australia Airlines for \$6 million after being under the control of the McLean family for 22 years. Handover date was to be 1 May, and the operation will trade as Brampton Island Pty Ltd. It is expected that considerable new development will be undertaken on the island under its new owners with \$7m to be spent over the next three years.

Mackay Daily Mercury 26/2/85, 30/4/85.

ST.JOSEPHS CATHOLIC SCHOOL, Mount Isa 1067 mm gauge

A rationalisation of Catholic educational facilities in Mount Isa involves this school and the adjacent church being closed and the sale of the premises to Mount Isa Mines, who are expected to use them for accommodating visitors. Mount Isa Mines number 1 loco, Peckett 0-4-0ST 1069 of 1905, was donated to the school following its withdrawal in 1955, and is believed to be still there.

The Leader, 31/3/85; Editor.

SUNSHINE PLANTATION PTY LTD, Forest Glen 610 mm gauge

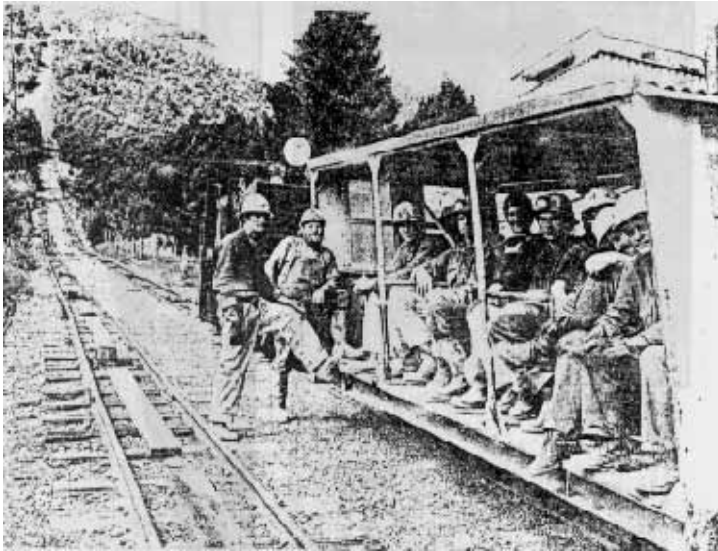
(see LRN 45 p.12)

Privately preserved here in static condition is John Fowler 0-6-0T *Coolum* (16036 of 1924) ex Moreton Mill. It is in good condition and in a good position for photographs.

Greg Morris 4/85

TASMANIA

ELECTROLYTIC ZINC COMPANY of AUSTRALIA LTD,, Williamsford 610 mm gauge (see LRN 45, p.13)



The official closure of the 1.6 km Williamsford Haulage took place on 20 February, 1985. Both the haulage and the associated ropeway had been out of use for about six months before this. The official decommissioning included runs with both ore and man riding cars, which were recorded on video on behalf of EZ in order to provide a lasting record, which will become part of a documentary film "Williamsford - the way it was". Road transport now takes the ore to the treatment plant at Primrose, and there are known reserves for at least five years more mining on Mount Read. Work has commenced in dismantling both the haulage and the ropeway, although a section of ropeway is being retained where it crosses the Murchison Highway. It is understood that parts of both the haulage and ropeway will be displayed at the West Coast Pioneers Memorial Museum at Zeehan.

The Advocate 21/2/85; The Weekender 9/3/85; via Chas. Goodwin.

THE HYDRO-ELECTRIC COMMISSION 1067 mm gauge

(see LRN 45 p.13)

Tenders have been invited for the supply of rail equipment to be used in tunnelling work on two west coast power schemes which have been brought forward as a result of the cancellation of the Gordon below Franklin Scheme.

The Anthony River Scheme and the King River Scheme each involve the construction of a 6 km tunnel through hard rock.

Equipment required will include five 20-tonne diesel hydraulic locomotives, 28 heavy duty 12 cubic metre side dump muck cars, up to eight timber-decked flat cars, muck car tipping equipment, two personnel carrier modules, and two electric powered rail mounted loaders, all of 3 ft 6 in gauge. All "hydro" tunnelling work for many years has been carried out on "rubbers". It is believed that the last rail tunnelling job done was about 18 years ago on the Lemonthyne Scheme in northern Tasmania.

(Perhaps this is the scheme referred to in LRN 4 p.7, probably carried out by Citra Constructions - Ed.)

Weekend Australian, 16-17/3/85; H.E.C. 4/85

IDA BAY RAILWAY CO. PTY LTD, Lune River 610 mm gauge

(see LRN 45 p.13)

A most successful period of steam running using Krauss 0-4-OT 5800 from the Second River Tramway extended from 16 March to 14 April, with a steam passenger service operating for 30 consecutive days. Total distance run was 1104 km, and total number of passengers hauled was 2730, a considerable increase in normal business considering the annual patronage is usually around 6500.

Most trains consisted of the three Ida Bay bogie passenger cars and the DB van from Karoola. On an average 14.5 km return journey, the loco consumed 455 litres of water and burned approximately three wheelbarrow loads of old railway sleeper ends (cut to approximately 300 mm length).

Two night time runs were made for enthusiast groups, and the Pyle National turbo generator powering the cab and head lights added to the atmosphere of the occasion. A special works train, was also run for enthusiasts, and consisted of the Krauss loco hauling some 4-wheel limestone trucks, a couple of side tippers and the DB guard's van at the rear. The loco and van returned to Karoola on 15 April.

Unfortunately, in spite of the success of the steam running, Mr Michael Williams, operating leaseholder of the line, has put his lease on the market for \$60,000 for personal reasons. Mr Williams commented that the Tasmanian Government ought to take more responsibility for financial help in upgrading the railway and local accommodation, and promoting the line to make the operation more viable.

The Mercury, 10/4/85 via Ralph Proctor; Ralph Proctor 4/85

THE MOUNT LYELL MINING & RAILWAY CO. LTD 610 mm & 900 mm gauge

(see LRN 45 p.14)

Tenders have been invited for the sale of a quantity of mining equipment, including a number of locomotives and other rail items, closing on 8 May. New and unused equipment purchased in 1975 for a planned underground mine expansion on 17 level which was never carried out comprises 900 mm gauge locomotives, mine cars, and tippler. The locomotives are three 30-tonne four-wheel battery/overhead wire electrics supplied by Siemens AG. It is understood that Siemens do not manufacture complete locos, but the actual builder is unknown at this stage.

The approximate dimensions of the locos are 8.8 m long over buffers, 2.1 m high and 2 m wide. Taking current from 500 volt overhead wires, they have 168 kw at their disposal with a maximum speed of 30 km/h, and can also run using their own battery power. Wheelbase is 3 m allowing them to negotiate a 25 m radius minimum curve.

There are also 30 Hudson "Rockflo" bottom dump ore cars, weighing 9.5 tonnes each empty, and with a capacity of 9.5 cubic metres of ore (weighing approximately 15.5 tonnes). Approximate dimensions are 5.7m long over couplers, 1.9 m high and 2.1 m wide. 15 of these cars are fitted with Westinghouse air brakes.

The system designed to be used involved 25 loaded ore cars to be hauled by two locos, one at each end of the 690 tonne loaded train, at a maximum speed of 24 km/h, between ore passes and unloading station, a round trip of approximately 1700 m on a continuous basis, seven days a week with one 8-hour maintenance shift. Designed capacity of the system was 2.5 million tonnes per year, with initial production expected to be 1 million tonnes. Operating conditions were to include the presence of dust, slime, falling waters and water lying over the rails to a depth of 30 mm, as well as falling rocks from loading chutes.

Used 2 ft gauge rail equipment also available for tender includes eight ASEA 9-tonne battery/overhead wire electric locos, Type LGBT9, two Gemco 3-tonne battery electric locos, two Atlas Copco LM250 bidders, three Hagglund HRST1158 shuttle cars and two Eimco 915 LHD loaders.

The remaining 2 ft gauge locomotives used on the 11 level at the mine comprise what are believed to be two English Electric 10-tonne battery/overhead wire electric locos, serial numbers stated to be 743 and 860, four Mancha AXType 4-tonne battery electrics, and two 14.5 tonne Gemco tandem battery/overhead wire electric locos. 550v is used for overhead power on the 2 ft gauge lines. As the ASEA locos, now for sale, were the mainstay of ore

transport on the 11 level, it is clear that operations are being scaled down considerably.

*Weekend Australian 6-7/4/85; Mount Lyell M & R Co.
courtesy G.E. Bricknell, 4/85; Editor*

VICTORIA

ALEXANDRA TIMBER TRAMWAY & MUSEUM 610 mm gauge

(see LRN 44 p.13)

In early April it was noted that the track into the former Alexandra goods shed has been completed and the two passenger carriages moved inside. New earthworks extend from a set of points on the goods shed track around to the former passenger platform with some track having been laid over this formation. Further along the goods shed track is another set of points, though there is no indication of where the track from them will be laid.

Darryl Grant 4/85

TONY GILBERT, Melbourne 750 mm gauge

The report of a Henschel 0-6-0WT arriving at the Puffing Billy Museum (see LRN 45 p.15) was premature. The loco has arrived in Melbourne, but is currently stored privately, awaiting a decision regarding its future. Owned by Tony Gilbert, of Dalby, Queensland, the loco is Henschel 25427 of 1956, ex Chonburi Sugar Mill, Thailand number 103. It is believed this loco may have come to Chonburi from the Srimaharacha Timber Company. The loco is in good conditions and it is hoped to have it in active use before too long.

Tony Gilbert 4/85; Ray Ellis.

WESTERN AUSTRALIA

KUNUNURRA CHILD CARE CENTRE 1067 mm gauge

Thought to be preserved here is Com-Eng 4wDM PW25 (GB1045 of 1960) ex Public Works Department, formerly used on the Wyndham Jetty (see LRN 29 p.12).

David Whiteford 4/85

LESCO PTY LTD, Osborne Park 508 mm gauge?

An advert in the machinery section of the classifieds in the West Australian of 25 August 1984 read

“Mining equipment : bidders u/ground, Locomotives carriages air legs air winch elect motors and starters”.

Investigations showed the vendors were Lescos and inspection revealed 3 Gemco side tip box hoppers of around 20 inch gauge, one long hopper frame, and one hopper frame(possibly Gemco) without wheels. The locos had already been sold and it was said they had come from Marble Bar in the Pilbara following closure of a gold mine, but the buyer's name was not revealed. The price tag on the Gemco hoppers was \$1200 each! Also at Lesco was a Talku 500 loader (bogger) number 30362 of 1970. Can any reader identify the Marble Bar rail operation?

David Whiteford 4/85

PUBLIC WORKS DEPARTMENT OF WESTERN AUSTRALIA. Wyndham 1067 mm gauge

(see LRN 29 p.12)

All PWD loco stock has been withdrawn from service here and disposed of to various bodies (see elsewhere this issue). There is still some wagon stock left behind here for use by the Marine and Harbours Department.

David Whiteford 4/85

PUBLIC WORKS DEPARTMENT of WESTERN AUSTRALIA. Carnarvon 1067 mm gauge

(see LRN 29 p.11)

Light painted Motor Rail "Simplex" 4wDH PW28 BANANA *Clipper* (9040 of 1952) has been sent from Wyndham to take over rail operations at Carnarvon. Similar loco 4wDM PW21 (Motor Rail 9096 of 1955) was still at Carnarvon in September 1984 and was to be cannibalised for spare parts for PW28.

David Whiteford 4/85

SHANTYTOWN, Kelmscott

This is a private museum which was developed by Jan Hinloopen. Unfortunately it is now only open for school visits due to lack of financial support, and the owner's illness. A mock mine shaft includes a couple of lengths of skip rail and a few hoppers, and is the main item of rail interest in the museum.

David Whiteford 4/85

WESTERN AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION INC. Bennett Brook Railway, Caversham. 610 mm gauge

(See LRN 45 p.15)

Another Community Employment Programme Work Scheme has been approved. It is a Locomotive Reactivation and Restoration Scheme employing nine people. The object of the scheme is to overhaul the Orenstein & Koppel

0-4-4-0T Mallet (2609 of 1907), overhaul or externally renovate the Krauss 0-4-0T (2181 of 1889), regauge and service the Gemco-Funkey 4wDM of 1964, regauge and overhaul the Ruston & Hornsby 4wDM (404982 of 1957), both ex 3 ft 6 in gauge, finish overhauling and service the ex-Lake View and Star F.C. Hibberd "Planet" 0-4-0DM (2150 of 1939), and service the F.C. Hibberd "Planet" 4wPM *Yellow Rose* (2055 of 1937 or 3428 of 1949), the Maylands Brickworks built 4wPM, and the Whitemans Brick "Ridley" six-wheeled petrol loco.

Yellow Rose has been restored with help from the Metropolitan Regional Parks Authority, and will be used by their C.E.P. gang in finishing the 3.6 km loop line and bridge construction.

Stripping down of the Orenstein & Koppel Mallet loco has revealed many parts still serviceable. Tanks and cab have been removed showing that the boiler shell is in reasonable condition. Trains are in regular operation between Mussel Pool and Central. Anyone wishing to volunteer for train operations should ring Lindsay Watson on 294 1148 anytime.

Most exciting news is that the Association has purchased two steam locomotives from South African Railways for operation on the railway. These are two members of the massive NG15 class of 2-8-2 locomotives used on the Avontour lines and originally constructed for use in South West Africa (Namibia). The locos concerned are NG118 and NG123 which were purchased in 1984 and are currently awaiting shipping. In working orders loco weight is 36.7 tons and tender 26.45 tons. Both were built by the Belgian works of the Societe Anglo-Franco-Belge. NG118 was subcontracted by Henschel and bears their number 24476 of 1938. NG123 is Anglo-Franco-Belge 2670 of 1951. It is hoped that they may arrive in Fremantle later this year.

Rusty Rails 4/85; Lindsay Watson 4/84; Ray Ellis 4/84

WYNDHAM - EAST Kimberley SHIRE COUNCIL, Wyndham 1067 mm gauge

Gemco-Funkey 4wDMPW27, built in 1964, was donated to this Shire Council for preservation by the Public Works Department from the Wyndham Jetty (see LRN 29 p.12). However, following a request from the Western Australian Light Railway Preservation Association, the Council agreed to accept Com-Eng 4wDM PW26 (GB1046 of 1960) instead.

David Whiteford 4/85

OVERSEAS - NEW ZEALAND

OHAI RAILWAY BOARD. Wairio 1067 mm gauge

The railway runs 13 km from a coal screening plant at Morley near Ohai, to the New Zealand Railways at Wairio where the loco shed, workshops and offices are located. The line was visited on 21 February, 1985. Locos are:

1	0-6-0D	Mitsubishi	1475	1967
2	0-6-0D	Mitsubishi	1476	1967
-	0-6-0D	?	?	?

Anthony Weston 3/85

STATE COAL MINES. Morley State Mine. Ohai 610 mm gauge

This mine was visited on 21 February 1985. It is a small underground coal mine one kilometre north-west of Ohai. Access is by portal and inclined drift following the coal seam.

Coal is produced from two sections. In one, blasted coal is dumped by scraper loader either direct into "boxes" or onto a belt conveyor and thence into boxes. In the other sections blasted coal is washed or "hydro mined" to a central collection point where it is dewatered and loaded into boxes. The boxes are half-tonne capacity skips with rounded bottom sheet steel bodies and wooden frames running on 2 ft gauge track. Rail weight is 10 and 15 kg/m.

Haulage is by single drum electric winches and main ropes. A main and tail rope haulage with a large double drum winch is out of use. The boxes are hauled to a transfer point undergrounds made up into sets of 20, and hauled one kilometre to the surface. Here they are unloaded in a rotary tippler.

Anthony Weston 3/85

WELLINGTON CITY COUNCIL, Mount Albert Sewer Tunnel, Kilbirnie 610 mm gauge

There is an adit through a house basement and a tipping point for spoil. A 4-wheel battery-electric loco and side tipping trucks were noted in use on 2 ft gauge surface tracks.

Anthony Weston 3/85

LOCO ROSTER - FARLEIGH CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD

Seaforth Simplex	4wDM	Motor Rail	7369	1939	20/28 hp	(a)
Little Toot	4wDM	Ruston & Hornsby	218002	1943	20DL	(b)
Richmond	0-6-0DM	Commonwealth Engineering	A1308	1955	AA	(c)
Ashburton	0-6-0DM	Commonwealth Engineering	A1614	1956	AA	(d)
Calen Simplex	4wDM	Motor Rail	21623	1957	30 hp	(e)
Coningsby	0-6-0DH	Clyde	61-232	1961	HG-3R	(f)
Seaforth	0-6-0DH	Clyde	61-233	1961	HG-3R	(f)
St.Helens	0-6-0DH	Clyde	61-234	1961	HG-3R	(g)
Pioneer	0-6-0DH	Commonwealth Engineering	AI2358	1962	AI	(d)
Carlisle	0-6-0DH	Commonwealth Engineering	AI3271	1963	AI	(c)
	4wDH	E.M. Baldwin	5-774-1-6-63	1963	DH5-PS	(h)
Lacy	0-6-0DH	Clyde	65-439	1965	HG-3R	(i)
Bassett	0-6-0DH	Clyde	67-596	1967	HG-3R	(g)
Hampden	B-B DH	E.M. Baldwin	6706-1-5-76	1976	DH32B	(j)
Foulden	B-B DH	E.M. Baldwin	7220-1-6-77	1977	DH32B	(j)
Inverness	B-B DH	E.M. Baldwin	10123-1-5-82	1982	DH32B	(j)

Notes

(a) Ex State Electricity Commission of Victoria, Kiewa Scheme 1959. Formerly ex Glasgow Corporation Housing Department, Scotland, 1949, and James N. Conell Ltd, Coatbridge, Scotland c.1950. Fitted with Dorman 2-cylinder diesel engine.

(b) Ex Commonwealth Department of Supply, St.Marys, NSW 1960, via E.A. Marr Pty Ltd, Sydney. Originally built for British Ministry of Supply, but returned to makers and despatched as a reconditioned loco, 1947. Fitted with Ruston & Hornsby 2 cylinder diesel engine.

(c) Fitted with Gardner 8LW diesel engine

(d) Fitted with Gardner 8LW diesel engine

(e) Fitted with Dorman 2-cylinder diesel engine

(f) Fitted with GM V8 diesel engine

(g) Fitted with GM V8 diesel engine. Fitted with Hockey Engineering soundproofed cab.

(h) Fitted with Ford 4-cylinder diesel engine

(i) Fitted with GM V8 diesel engine. Fitted with Hockey Engineering

soundproofed cab.

(j) Fitted with GM V12 diesel engine

MEETINGS

SYDNEY

Ross Mainwaring has for some time been researching the tramways and inclines of Hillgate, and

will address the June meeting on the mining tramways of this district.

LOCATION: Government Transport Club, Regent Street, Sydney.

DATE Wednesday 26 June at 7:30 PM

MELBOURNE

It's time again for a slide night, so you are all urged to fossick around in the dark recesses of your cupboards and drawers for 20 or so slides of tramway or railway interest, and bring them along to the next meeting. Never mind if they are not of first class quality because there will be lots of people there who will find them interesting anyway.

LOCATION: Ashburton Uniting Church Hall; Ashburn Gve, Ashburton

DATE: Thursday 13 June at 8:00 PM

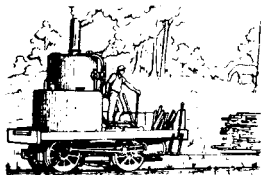
ADELAIDE

Arnold Lockyer has details of the next meeting and may be contacted at 6 Dunedin St, Dover

Gardens.

LOCATION: 84 King William St. Kent Town

DATE: Thursday 6 June at 8:00 PM



LIGHT RAILWAY NEWS



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Deadline for next issue :- 20th August 1985

MEMBERSHIP

Many thanks to those members who responded so promptly to the call for renewals. There is no doubt that the new procedure introduced this year has proved its worth. Renewals at this stage are far up on what we have come to expect and we are looking forward to the new year with some confidence in knowing what our membership is.

However, it seems that some members did not notice the inclusion of the renewal note in the April mailout (it was shoved inside the cover of *Light Railways*!) and were upset at the receipt of a reminder note in the mail early in June. It is possible of course that one or two members might have missed out on receiving a renewal note, but one also wonders whether some members discard the notices received with the magazines without reading them.

Therefore we ask two things of those members who do not look beyond their issues of LR and LRN when opening their envelope. Firstly please do read the notices enclosed; they may include news of interest to yourselves as well as items of importance. Secondly, if you have views on how to improve the running of the Society, or some aspect of it, please drop a line to the Victorian Secretary. The Council is very keen to hear your ideas on how we can improve the worth of a LRSSA membership.

Mike McCarthy - President LRRSA

NOTES, CORRECTIONS AND COMMENTS

Lachlan Vintage Village. Forbes

(see LRN 46 p.2)

Bob McKillop writes to say that the number 16341 is to be found on the John Fowler 0-4-2T currently kept for spares while his informant John McNaught was definite the operating loco is 16340.

Richmond Vale Preservation Co-operative Society

(see LRN 45 p.7)

Ken McCarthy has supplied details of the history of the J & A Brown Cadillac rail motor since the early 1960s. It was purchased then by two brothers members of the South Pacific Electric Railway Co-operative Society Ltd (SPER), to save it from scrapping.

The unit arrived at Loftus in October 1963 in a sorry condition. A goods vehicle had once been shunted into it at Pelaw Main. In spite of this, mechanical repairs were soon put in hand, and it operated for the first time at Loftus in November 1963. Bodywork repair and painting took place in time for it to be used in regular museum operation from 1 January 1964, taking advantage of a church summer camp being conducted nearby to produce income for the museum.

Before March 1965 when electric passenger running started officially, the Cadillac carried the bulk of museum passengers on the first Sunday of each month. However, it was moody, especially to start. On 3 January 1965, passengers got a preview of electric services when tram 1345 had to rescue the passengers and Cadillac marooned at the outer terminus by a blocked fuel filter!

The arrival of equipment from Brisbane at Loftus meant the Cadillac was moved to storage at Bellfield in September 1968. In September 1972 it was moved to the Enfield Roundhouse, then the home of the Rail Transport Museum, where it joined some trams in storage. The Cadillac gained much admiration among the RTM collection at Enfield.

With the pending redevelopment of Enfield, the museum was moved to Thirlmere, and the SPER items returned to Loftus. The Cadillac returned there in May 1975 in a condition far from that to which it had been restored 11 years before.

Since that time, nothing was done to restore the vehicle, so it is fitting that it has returned to its home territory, and hopefully will soon be in pristine working order once again!

"Aussie Touring"

The autumn issue of the magazine Aussie Touring has a feature article promoting Tourist Steam Trains in Australia. Fairly detailed coverage is given to Puffing Billy, the Bellarine Peninsula Railway, Mossman Mill's "Ballyhooley Steam Express", Pichi Richi, the Rail Transport Museum (Thirlmere), Zig Zag and the Hotham Valley Railway. The article uses material provided by LRRSA and Society membership is promoted for those interested in the location of railways and tramways and in museums and excursion trips.

Bob McKillop

RESEARCH COLUMN

European loco builders list project

Some LRRSA members are working under the leadership of Craig Wilson to develop listings of all locos built on the continent of Europe which came to Australia. Any contributions which can be made would be of great value.

One question which someone might be able to answer concerns an 0-4-0DH loco built by Gaston Moyse of France in 1970. It was imported in 1971 by Speno International as motive power for the Hamersley Iron rail grinding train. Information is sought as to its present whereabouts and its builder's number. In addition, are there other similar units which have been imported?

Perhaps a member may be able to shed light on the identity, origin or disposal of three 2 ft gauge Deutz 0-4-0DM locos which were out of use at the Mount Lyell Mine in Tasmania in 1966. These were painted blue, numbered 1, 2 & 3, and were lettered "TRANSPORT & INDUSTRIAL INDEX (AUST.) PTY LTD, PORT KEMBLA, N.S.W."

Another query concerns a 4wBE loco by the Swiss firm SIG (Schweizersche Industriegesellschaft) which is believed to have been put into use at a West Australian mine in 1982. Can anyone say which mine it went to?

There are other questions which have been thrown up, such as the loco captured from the German Army in 1918, a pre-World War I petrol loco on South Australian Railways, and a well-documented Queensland cane steam loco whose presumed German builder defies identification. Any information about any European-built locos could be sent to Craig Wilson at 22 Jackson Crescent, PENNANT HILLS 2120.

FIELD REPORTS

OLD FEDERAL TRAMLINE, Warburton, Victoria

From around 1921 to 1934, the Federal Timber Co. operated a tramline from its old Federal Mill to link up with the 3 ft gauge Starvation Creek Tramway.

Most of the route can still be followed, although within about 1 km of the junction with the Starvation line the formation becomes lost under grass and treeferns. To the south of Big Creek Road, the line skirts the side of Starvation Creek and thence Federal Creek, which it crossed over a substantial pigsty construction bridge. Four or five hundred metres on lie the remains of the mill and its associated settlement. Two very large sawdust heaps may be found here, along with old sawblades, loading areas machinery mountings, and the sawpit. and numerous smaller items.

Heading up the hill to the east of the mill site are the difficult to follow remains of a log line, and a pair of 4 ft gauge regauged wheelsets indicate that this line was probably of this gauge. A section of 3 ft gauge tramline may be found along the western side of the north sawdust heap, and is very well preserved. The main outlet tramway also appears to have been 3 ft gauge, as evidenced by the occasional intact sleeper, and the general narrowness of the formation. Remaining bridging along the line is of wide, heavy construction, and this is consistent with the fact that horse haulage was used on this line.

Geoff Thorpe 6/85

ST.GEORGE NOS. 1 & 2 MILLS, Lorne, Victoria

The history of these two mills is briefly dealt with in Chapter 12 of Norm Houghton's *Sawdust and Steam*. A search for the No.1 mill site on a ridge proved negative, so an attempt was made to find the later No.2 site. Just to the north of Fisher Creek, in the valley north of the No.1 Mill site, was found an immaculately preserved 10 ft section of 2 ft 3 in gauge wooden railed tramline. The formation was fairly easily followed for nearly a kilometre, to the vicinity of the No.2 Mill site, which also could not be positively located.

A couple of lengths of heavy (about 30 lb) rail were found near one of the three bridge sites on Fisher Creek. These bridges would have been at most a couple of metres above water level. Near the presumed No.2 Mill site was a large flat area right at creek level, and shaded by large tree ferns. Several formations could be imagined here, but further efforts are required to find the mill site, and/or follow the remainder of the tramline.

Geoff Thorpe 6/85

JAROSITE WORKS, Point Addis, Victoria

Hidden in the bush near Point Addis, east of Angelsea, are the remains of the jarosite works, which operated from 1925 to 1928. A tramline was used to haul the ochre-coloured jarosite rock which lay on the beach, up to the processing plant at the cliff top. The product was used as a pigment in paints. A cutting in the cliffs as well as a tramline embankment are among the remains which can be seen. Access is by walking across the Ironbark Basin or following the beach from Point Addis.

Tourist News, Autumn 1985 via Geoff Thorpe

LOCOMOTIVE & ROLLING STOCK MANUFACTURERS

E.M. BALDWIN & SONS PTY LTD

(see LRN 45 p.4)

This Company have opened a new plant in the old Armstrong Holland premises at Kellogg Road, Rooty Hill, many times the size of the old Castle Hill works, which was rather cramped and inadequate. The major move occurred at Christmas, although there were still employees at Castle Hill in June. It is assumed that the old works will be sold for development.

Craig Wilson 6/85

The E.M. Baldwin canefields B-B DH loco, introduced 12 years ago, caused a revolution in mill tramway transport.

{bmc d:\lrrsa\lrn\graphics\lrn047b.bmp}

Kalamia Mill's second E.M. Baldwin bogie diesel, *Norham* (5383-1-7-74 of 1974). This loco was supplied with drawhook and dumb buffers with air brake trainpipe connection to enable it to shunt Queensland Railways rolling stock on dual gauge mill trackage.

{bmc d:\lrrsa\lrn\graphics\lrn047c.bmp}

NEW SOUTH WALES

CENTRAL PARK, Forresters Beach 610 mm gauge

(see LRN 28 p.5)

Only minor changes have occurred here, with the track overgrown and most rolling stock not having moved in years. The yellow-painted John Fowler 0-6-0DM 16830 of 1925 has been moved into the station area and in front of it is the maroon-painted Ruston & Hornsby 4wDM 304457 of 1951, which was on loan to Canberry Fair, A.C.T., during 1983-4. The Motor Rail 4wDM 11023 remains at the other end of the station area, separated from the other two

locos by a train of coaches converted from cane trucks. On the other station track remain the three other Ruston & Hornsby 4wDM locos from the Eastern Suburbs Railway Construction, 404453, 304455 and 304460.

Rob Pearman 5/85

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD, Albion Park 610 mm gauge (see LRN 45 p.4)

Work at the museum under the C.E.P. grant commenced as planned on 25 February, when a boiler maker, a welder and two labourers commenced employment under the terms of the six months project. In the short period of nine weeks, the new 18 m x 12 m loco and carriage shed was completed and ready for partial occupation, and by the end of May, the columns and girts for the 18 m x 6 m machine shop were also in position and ready to receive the roof trusses.

At that halfway stage, the C.E.P. employees diverted their efforts to the other aspect of the grant projects - the restoration of metal components of *Tully* No.6 (Perry 0-6-2T 7967.49.1 of 1949), and *Burra* (0-4-0ST Hawthorn Leslie 3574 of 1923) ex Corrimall Colliery. By mid June, the saddle tank and cab of *Burra* had been totally reconstructed and work was well advanced on overhauling the main frame of this engine. At that stage repair work was about to commence on the boiler barrel prior to the refitting of tubes.

The slab floor of the machine shop is being progressively poured to take the heavy machinery which must be positioned prior to the completion of the structure walls. During the first week of June, the large radial drilling machine, heavy duty lathe, and large pedestal floor drill were in place. During periods of wet weather and at other times the C.E.P. employees have been assembling and welding shelf and bin storage units.

The brick walls of the toilet/shower block were finished by mid June and awaited roof construction and internal-fitting out. This facility will not be available until the end of the year when main sewer connection becomes available. The brickwork was carried out by TAFE College pre-apprenticeship students.

Two of the three roads for the new loco and carriage shed were constructed early in May, using 45 lb rail and metal sleepers. The sleepers, progressively donated by Titan Industries are for 1067 mm gauge, but additional chairs have been welded into position for 610 mm gauge. Using spring clips for fastening, track laying is quick and easy. Roads No. 2 & 3 were in use by mid-May, with the remaining shed space being used as a workshop until the conclusion of the C.E.P. project in August. Provision has been made for an 18 m x 5.5 m side extension of the sheds and roof truss materials for this project

were obtained from a demolished Wollongong building in April.

At the end of April, the Mancha 4wBE ex-Ivanhoe Colliery returned to traffic after major overhaul which included controller maintenance, main cable rewiring and resistance grid replacement. Member Paul Simpson purchased a Leyland petrol truck engine of about 1920 vintage for the Society in April. This will be the standby unit for the Leyland/Krauss 4wPM loco (originally Krauss 2179 of 1889) ex Newbolds, Home Rule.

By the end of May, a 32 v electric lighting system had been provided in former Melbourne cable trailer 430. The two lights have been located in the same position as those fitted to the car in 1920 when battery lighting replaced the kerosene units in the Melbourne cable trams. Some inexpensive bell-shaped plastic crinkled lamp shades closely resembling the original glass fittings of 1920 have been fitted. Power is received from a 32 v transformer while in the shed, but it is planned that the loco turbo generator will provide power when in steam passenger service.

During May the bogies were removed from the around-1918 vintage saloon car No.2 for the fitting of rings to provide a thicker flange profile. This car is mounted on former Condong Mill bogies which, together with ex-Army flat trucks have very thin flanges. This occasionally caused problems when passing through point frogs. During 1980, similar action provided a solution to problems with semi-open car No.1.

The overhead electric system tracks had been out of use since early February due to the museum compound wire fence being diverted over the tracks to provide room for the shed construction. This system returned to use on 8 June when the Gemco loco (formerly battery electric) ran a "miners tram" service on the enthusiasts day. Power is being provided by a new substation unit now housed in a special building. The unit was obtained from a local machinery dealer for \$120 and transforms and rectifies 415 v 3-phase to various DC voltages up to about 80 v at 100 amps, more than adequate for recharging traction batteries and operating electric mine locos from overhead trolley wires.

At the 8 June enthusiasts day, various items not in use on regular steaming days were in operation. Two passenger locos were in steam with cars P119 and No.1 hauled by Hudswell Clarke 0-6-0 *Cairns* (1706 of 1939), while Davenport 0-4-0ST *Kiama* (1596 of 1917) provided a service with cars No.2 and 430. Both mixed and goods operations were provided with steam haulage as well as using the Mancha 4wBE, Ruston & Hornsby 4wDM (285298 of 1949), and Leyland/Krauss 4wPM *Newbold*. It is hoped that the two additional steam locos *Tully* No.6 and *Burra* will also be available for such operations in the not too distant future.

Great progress has been made under the C.E.P. project, and special thanks are due to Society members who made themselves available to supervise and administer the scheme. It is doubtful if a single day has gone by without someone on site to fulfil this role.

Ken McCarthy 6/85

BERNIE LACEY PTY LTD, c/- Lot 5, Dell Road, West Gosford. 610 mm gauge

Plant and equipment belonging to this company (in liquidation) was auctioned on 23 May by Hymans Valuers & Auctioneers under instructions from Arthur Andersen & Co., Chartered Accountants. Present on the site, which appeared to be a storage yard, on 22 May was a selection of mining and contractors plant and equipment.

Included among a number of rail items were two complete side dump wagons with several spare bodies and one bogie, a Hagglund shuttle car, two Moran marine car agitators and a large quantity of prefabricated track of approximately 20-25 lbs/yard weight.

Two locomotives were also present. One was a small Gemco 0-4-0BE loco of the "Trammer" type (described as 1.5 ton 4 hp) in the sale Catalogue. Originally yellow, this loco had been repainted blue on site and was fitted with battery box and batteries. It was apparently complete but in poor condition. The second loco was a 4wDH built by E.M. Baldwin (Type DH4T Mk.II), builder's number 6008-2-7-75 of 1975. This had been repainted green on site. (It was delivered new to the Melbourne & Metropolitan Board of Works - Ed.) This item was not included in the auction catalogue and was reported sold to an unknown buyer .

Rob Pearman 5/85

MEGALONG VALLEY TOURIST RAILWAY, Blackheath 610 mm gauge

(see LRN 45 p.6)

The scheduled open day / steaming operation conducted by Mr.Keith Duncan and a group of people sharing his interest in this project took place on the afternoon of Sunday 5 March.

Former North Eton Mill Perry 0-6-2T 6 (2382 of 1941) was in steam hauling a new end-loading bogie passenger car. This car is the first of three ordered from the Goulburn engineering firm which constructed a similar vehicle for the Goulburn Steam Museum in 1981.

The vehicle is based on the design and size of the standard Melbourne 8-windowed cable tram trailer, and the engineering firm is constructing the steel chassis, body frame, roof and end platforms. The railway group then completes the vehicle with side panels, roofing, end platform canopy covers,

floor, seating, windows and bogies.

Although only one loco was in operation to work the 1 km main line, two other steam locos are on site. These are Decauville 0-4-2T 246 of 1897 ex-Canberry Fair, Dickson, A.C.T., and ex North Eton Mill Perry 0-6-2T 7 (6634.52.1 of 1952). Details of future planned regular operation at Megalong Valley have not yet been published.

Ken McCarthy 6/85

NSW WATER RESOURCES COMMISSION, Burrinjuck Tramway 610 mm gauge

A steering committee has been set up to recreate the Burrinjuck Tramway, which ran from Goondah to the Burrinjuck Dam site from 1907 to 1928. The committee consists of representatives of the Yass Shire Council, the Yass and District Historical Society, the Burrinjuck State Recreation Area Trust, and the Water Resources Commission. It is hoped that the line can be recreated with the help of a Bicentennial grant.

It is proposed that a line will be constructed around the Burrinjuck State Recreation Area, and later be extended from there to the dam wall. The former Goondah-Burrinjuck trackbed is now the course of a road. It is reported that former Burrinjuck Tramway Krauss 0-4-0T *Jack* (5945 of 1907) has been sold by the executors of the estate of the late E.M. Baldwin to the Water Resources Commission. This loco had been held by Bruce Macdonald as trustee since 1972, at first at Goulburn Steam Museum and later in Canberra. It is believed that substantial boiler work will be necessary before this loco can be returned to steam.

Four similar Krauss locos were used on the line. As well as *Jack*, two others still survive, *Dulce* (5869 of 1908), rebuilt to 0-6-0T, and *Archie* (6063 of 1908), all three having passed into Queensland sugar mill use, at Fairymead, North Eton and Farleigh mills. The fourth, *Robin* (5870 of 1908), was not so lucky, being scrapped at the State Metal Quarries, Kiams, in 1938. The locos were named after the children of Engineer, Mr. De Burgh.

E.J. Brady in his book *River Rovers* (published by George Robinson & Co., 1911), gives a description of a journey on the line. The publication *Southern Weekly* of 3 June 1985 has an article on the line (address P. O. Box 264, Cootamundra, 2590).

Frank Sutton 6/85: Ken McCarthy 7/85

ROTARY CLUB OF LITHGOW, c/- "Northbrook", Piper's Flat. 1067 mm gauge

Two ex Lithgow Valley Colliery locomotives have been stored at this

property for the last five years, pending placement at the park near the dam at Wallerawang, One is North British 27297 of 1952, an 0-4-0DM of the 100 hp "Miner" type, which has been restored. The second is numbered 3, a Gibson Battle battery electric serial number 88004. Also on site are a number of rail wagons, both personnel and coals as well as some rubber-tired shuttle cars.

Craig Wilson 6/85

ROTARY CLUB OF LITHGOW, Rotary Park, Lithgow, 1067 mm gauge

(see LRN 35 p.7)

The Hunslet 0-6-0DM mines loco (4059 of 1950) and one mine car are still present on a short length of track set in concrete. Although the park has been developed as a roadside picnic area with tables and chairs it is not in an ideal locations being situated between a major road and the main western railway line. The loco has now lost its engine Covers and the yellow paintwork is becoming rather weathered.

Rob Pearman 5/85

ROYAL AUSTRALIAN NAVY, H.M.A.S. Penguin, Clareville Beach 610 mm gauge

This shore establishment was used as a torpedo testing base, and a rail system was used for transporting the torpedoes along a jetty to the waiting boats on Pittwater.

The pier is approximately 125 metres long (formerly 220 metres) and has twin 2 ft gauge lines laid directly onto the decking. Rail is 30 lb/yard spiked to the timbers, with welded flat bar acting as spacers, two to each 6.5 m length of rail.

Motive power is two Dorman Long & Co. Ltd. battery electric "locos". Each has two banks of seven batteries recessed into the frames under a wooden and steel-braced deck. Drive is to one axle through a cardan shaft. Power of 28 volts feeds the motor through a resistance controller. The batteries can be charged overnight from a transformer located in the workshop. They carried two torpedoes and sundry equipment ready for testing. There are four wagons, each with bracing shaped to carry one torpedo.

There are three pairs of points with a simple piece of steel-bar to hold the blades in the required position. Two points are at the end of the wharf and two pairs are in the workshop.

Current use of the tramway is to carry divers' heavy tanks and other gear to boats and service equipment to ships tied up at the pier.

A group visit is planned for early Decembers with permission already having been obtained from the Navy. A date will be announced in LRN. Members will

have to register with NSW Division of LRRSA as numbers will be required by the navy. It is anticipated that photography will be permitted and the motive power demonstrated.

Len King 6/85

(Industrial Railway Society (UK) Handbook L states that Dorman Long & Co. Ltd., Britannia Works, Middlesborough Yorkshire, built locomotives only for their own use. Is there a connection therefore between the above locos and the Sydney Harbour bridge, for which Dorman Long were the main contractors? - Ed.)

QUEENSLAND

ANSETT TRANSPORT INDUSTRIES LTD, Hayman Island 610 mm gauge

(see LRN 38 p.6)

The 2 ft gauge tramway which has served this resort since the 1950s is to be closed. The island is to be entirely redeveloped and a monorail will replace the rail system. The tramway equipment including three locomotives will be disposed of or scrapped.

The resort was to close from Sunday 7 July for nine months while rebuilding operations go ahead. More than \$100m is being spent and the island will re-open as the Ansett International Hotel in April 1986.

Mackay Daily Mercury 1/7/85; Ansett Transport Industries 7/85

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY Durundur Railway, Woodford 610 mm gauge

(see LRN 46 p.3)

The small building removed from The QGR Northgate workshops will be re-erected on the station platform at Woodford as the Station Master's Office. A new roof will have to be provided for this building.

A load of the rail lifted from the Tennyson sidings of the Queensland Electricity Generating Board has been delivered on site to the trackbed from the present railhead to Peterson Road, and should enable track construction over this section.

One tube has been removed from the boiler of Hudswell Clarke 0-4-2T 1705 of 1938 (carries John Fowler 22752), ex South Johnstone Mill 5. It is anticipated that this loco will be partially retubed along with the retubing of "Bundaberg Fowler" 0-6-2T 5 of 1952.

Restoration work is progressing on the engine of F.C.Hibberd "Planet" 4wPM 2566 of 1942. This loco had its original National diesel engine replaced with a David Brown petrol engine at Marion Mill.

A quantity of equipment acquired by Mareeba member Mike Loveday has been amassed for transport to Woodford. This includes two ex-Innisfail Tramway bogies, some ex-Mossman Mill bogies, steel and wooden cane trucks and a cane bin.

Durundur Railway Bulletin 4/85, 5/85

ERIC GIBSON, Gibsons Road Mackay 610 mm gauge

Avonside 0-4-0T 1909 of 1922, on loan from Farleigh Mill, is stored in the open not far from Racecourse Mill. It is planned to place it under cover, replace rusted out sections of metal, sandblast the loco and repaint. If the standard of restoration of Eric's fleet of old cars and other machinery is anything to judge by, the results should be impressive.

Editor 6/85

MARIAN MILL CO-OPERATIVE SOCIETY LTD 610 mm gauge

(see LRN 46 p.5)

The new 0-6-0DH being constructed by E.M. Baldwin to replace the Clyde 0-6-0DH wrecked last season is now expected to be delivered on about 5 July.

Len Heaton 6/85

BLI BLI CANE SUPPLIERS COMMITTEE, Alf Muller Park, Bli Bli 610 mm gauge

(see LRN 22 p.16)

Bli Bli, an ex-Moreton Mill John Fowler 0-4-2T (14418 of 1915) was donated to this group and placed here in 1968. In the years since, its condition deteriorated markedly, and it is reported that it was about to be sold to an unknown buyer by the Maroochy Shire Council when locals stepped in. It is understood that work will be done to restore the locomotive to a safe condition in the near future.

George Hadley via David Mewes 6/85

MORETON CENTRAL SUGAR CO. LTD, Nambour 610 mm gauge

(see LRN 46 p.5)

The Shay locomotive (Lima 2091 of 1908) is in joint mill and Maroochy Shire ownership. The Sunshine Coast Railway Modellers Society has taken responsibility for its upkeep, and already a new water tank/bunker has been constructed for it. The cab floor will be replaced and a progressive programme of restoration continued. A canopy will be constructed to protect the loco from the elements.

E.M. Baldwin 0-6-0DH *Bli-Bli* (6-1257-1-7-65 of 1965) has been thoroughly overhauled for the crushing and has been fitted with a completely new

soundproofed cab. Also receiving heavy attention over the past few months has been E.M. Baldwin B-B DH *Coolum* (5565-1-10-74 of 1974) which had been involved in a serious collision last year.

David Mewes, George Hadley 6/85

SUNSHINE COAST RAILWAY MODELLERS SOCIETY INC.. Florence Street, Nambour 610 mm gauge

Dick Kerr 0-4-0IST *Valdora*, built in about 1894 for Farleigh Mill, was removed from its former resting place on the Bruce Highway (see LRN 46 p.5) to the Model Engineers' park behind the Railway Station on 7 May. It will be placed under cover, sandblasted, have its chimney replaced, and be repainted.

David Mewes, George Hadley 6/85

SOUTH AUSTRALIA

MILE END RAILWAY MUSEUM (S.A.) INC. gauges various

(see LRN 44 p.12)

Good progress has been made with work on the boiler of Andrew Barclay 3 ft 6 in gauge 0-6-0T *Peronne* (1545 of 1919). The boiler and firebox have been sandblasted and repainted and firebox stays were being drilled out to establish actual boiler work to be done. It is hoped that pad-welding a couple of spots in the firebox may be the only major work required. The cab roof is being rebuilt because of rust damage, and new side tanks may have to be constructed. Pistons and cylinder liners are in excellent condition. The loco was completely rebuilt by Perry Engineering in 1950.

Catchpoint 5/85

STEAMTOWN PETERBOROUGH PRESERVATION SOCIETY 1067 mm gauge

(see LRN 11, p.11)

Clyde Model DHI-110 0-6-0DH NC 1 (builder's number 56-94 of 1956) has been acquired from Australian National Railways for preservation. This unit was originally supplied to the Lakewood Firewood Co. of Western Australia, and was purchased by Commonwealth Railways in 1966 on the closure of their railway. This loco had a spell as shunter in Darwin before returning south to Port Augusta. It arrived at Peterborough on 10 April.

Catchpoint 5/85

TASMANIA

THE HYDRO-ELECTRIC COMMISSION 1067 mm gauge

(see LRN 46 p.7)

Further tenders have been called for rail equipment for the Hydro's tunnelling jobs on the King and Anthony River schemes. Up to four rail mounted electrically agitated concrete transit cars of 6 cubic metres minimum wet mix capacity are required, with tenders closing on 1 July.

The Australian, 5/6/85

MOUNT LYELL HISTORIC MINE PROJECT, Queenstown 610 mm gauge

A \$5m. Mt.Lyell working museum is to be developed over the next four years. The project was announced at Queenstown on 18 June by the Premier, Mr.Gray. The government has decided not to proceed with either of the two major railway restoration proposals, the Abt Railway, and the Montezuma Railway, which were both considered uneconomic in construction and



operating costs.

The Mt.Lyell project will include a short train ride from Miners Siding in Queenstown to the Mt.Lyell works site, a surface machinery display, a simulated smelter producing copper, and a 3 km underground rail trip to the Cape Horn mine to see underground mining operations. Initially battery

locomotives engaged in present underground operations will be used for the trip from Miners Sidings but steam locomotives might be used at some time in the future. The Mount Lyell Company will not be involved in operating the museum, but will co-operate in every way with its development.

The Advocate 19/6/85 via Chas. Goodwin

VICTORIA

PRIVATE PRESERVATION, c/- Spotswood Workshops - gauges various

These premises are currently leased to Steam Age (Aust.) Pty Ltd, and the Plan R Group, and are being used for storage and restoration of a number of privately-owned locomotives.

Stripped down and undergoing restoration was 750 mm gauge Henschel 0-6-0WT 25427 of 1956 ex Chonburi Sugar Mill in Thailand owned by Tony Gilbert (see LRN 46 p.9).

Standing besides the Henschel and covered with a tarpaulin was an American 0-6-0T with number 14 on the smokebox plate, and the initials VMC on the cab side. This loco, imported from the Phillipines last year (see LRN 42, p.10) is a 2 ft gauge Porter from Victorias Sugar Mill, North Negros. Numbered 14-P in the mill's roster, it was built in 1920 but its builder's number is uncertain at present. It was last recorded in the Phillipines carrying builder's plate 6555, supposedly the number of sister loco 15-P. It was earlier recorded as being 6465, but the mill's records apparently have it as 6580. This loco was oil fired at Victorias Mill, whereas the other steam locos there, believed to be still in use, are wood fired.

Behind these two locos was the frame of a Peckett 3 ft 6 in gauge 0-4-0ST. The boiler was standing nearby. This loco is undergoing an extensive overhaul and is believed to be 1174 of 1908. This was built new for Mount Morgan Mines in Queensland, and passed to the ownership of Mount Isa Mines in 1932. After being withdrawn in 1954, it was donated for preservation at the Soldiers Hill State School on the Barclay Highway. It is believed to have arrived in Melbourne during 1984.

John Buckland 5/85; Ray Ellis; Peter Medlin 6/85

WESTERN AUSTRALIA

WESTERN AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION INC. Bennett Brook Railway, Caversham 610 mm gauge

(see LRN 46 p.11)

The two NG15 class 2-8-2 locos from South Africa were landed on 2 June, and were expected in Fremantle on 19 June aboard SS Niederburg. The locos are NG118, believed to be built by Franco-Belges but carrying builder's plate Henschel 24476 of 1938, and NG123, Franco-Belge 2670 of 1951. It is believed that NG118 has been involved in a roll-over and that some repairs will be required to the cab and running board.

F.C. Hibberd "Planet" 4wPM *Yellow Rose* has been serviced under the C.E.P. loco work scheme and this unit has been used on weekend passenger trains as well as by the C.E.P. track construction gang. It is thought that this unit is likely to be Hibberd 2055 of 1937, the first of its type to come to Australia, the point of identification being that this loco was fitted with narrower wheels than the others of its type.

The C.E.P. loco group have also worked on the Maylands-built 4wPM and the Ridley petrol loco which has one rigid axle and one bogie. The rigid axle is powered along with one axle of the bogie.

Work is continuing well on the main loop line with the C.E.P. track construction gang having laid a considerable length of track. Work is already well advanced with the steel girder bridge which will be a feature of this line.

Rusty Rails 6/85: Lindsay Watson 6/85

MEETINGS

ADELAIDE

Trevor Triplow will show a film of the building of the Trans-Australian Railway.

Location 84 King William Street, Kent Town. Date Thursday 1 August at 8.00 PM.

MELBOURNE

Arthur Hill will be showing a selection from his extensive collection of movies. Among those Arthur plans to bring along will be films of the Fyansford Railway, Anderson's Mill at Marysville, plus some footage of the Colac-Beech Forest narrow gauge railway. This is rare footage of operating light railways so an interesting night is assured. See you there.

Notice A.G.M.

Please also note that the August meeting will also be the Annual General Meeting. A nomination form is enclosed for anyone wishing to nominate for the Council.

Location Ashburton Uniting Church Hall, Ashburn Gve, Ashburton.

Date Thursday 8 August at 8.00 PM.

SPECIAL NOTICE - ARE YOU A SOLICITOR ?

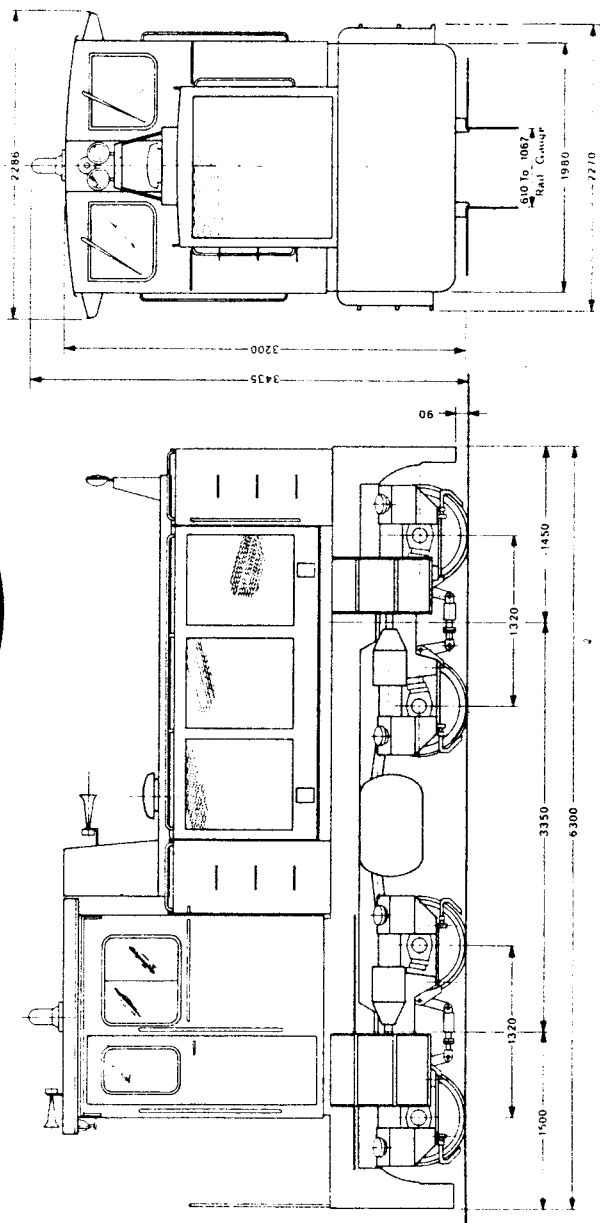
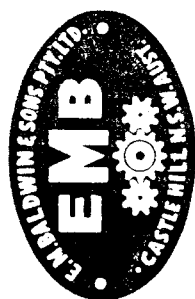
Do we have a Solicitor in our midst ? The Council is currently looking at the possibility of incorporation. - we need legal advice for this process and would like assistance from a member solicitor in Victoria if at all possible. If you believe you could help, please contact Mike McCarthy on 762 5847.

SYDNEY

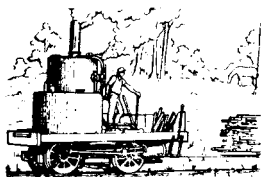
The August meeting will feature a talk by Ken McCarthy on the steam street tramways of Rockhampton.

Location Government Transport Club, Regent Street, Sydney.

Date Wednesday 28 August at 7.30 PM.



E. M. BALDWIN & SONS PTY. LTD.



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Deadline for next issue :- 20th October 1985

EDITORIAL

As may have been noted in recent issues of LRN, suitable illustrations for "fillers" may now be published. Any SCREENED photos which readers can supply may be eligible for inclusion, especially if they relate to news items. Please send contributions to the Editor.

BOOK REVIEWS

BHP Tramways Centenary History, by David Griffiths.

Published by Mile End Railway Museum (S.A.) Inc. 88 pages

This attractive volume, well laid out with a generous quota of colour plates, is a good addition to the books on Australian Industrial Railways. The first rail operations in the area were to serve the iron ore mine at Iron Knob in 1901, and the steelworks at Whyalla did not follow until 1941, so although this book may be compared with *Steel and Rails to Newcastle*, the story it tells is more varied. The book contains a fair variety of types and scales of rail operations with the main lines serving Iron Knob, Iron Prince, Iron Monarch and Iron Baron, quarry operations there and at Rapid Bay, the mineral sands line at Coffin Bay, and of course the port and steelworks operations at Whyalla itself being included. Steam, petrol, diesel and electric traction all feature in the story, and the book is very generously illustrated. There is a selection of drawings of various locomotives types, and a detailed loco list. The publishers

make some apology for the quality of some of the photographs, but I for one, could see little to complain about, considering the difficulties of reproducing old and often faded or damaged photographic material. Some detailed maps or drawings showing track layouts would have made it easier for the reader to grasp the scale and nature of the operations described. However, the author and publisher are to be congratulated on the publication of this book, which is reasonably priced. Strongly recommended.

Available from Mile End Railway Museum, P.O.Box 487, Cowandilla, South Australia 5033. Softback \$9.95 plus \$1.50 postage.

JB

John Fowler & Co. Locomotive Works List compiled by Frank Jux

Published by the author. 58 pages

British researcher Frank Jux has done a fine job in producing this valuable reference work. Not only is the list clearly presented, but several pages of explanatory notes on both the steam and internal-combustion engined locomotives built by Fowler are provided. Before the 1890s, there are clearly many difficulties and uncertainties caused by the fragmentary nature of the records, yet a good job has been done in presenting the available information. The material certainly provides a fertile area for further research around the world. Australia, New Zealand and Fiji were all very important markets for Fowler products, and although canefields locomotives were the most numerous, they were also used in many other areas of industry.

This publication will be available in Australia through the LRRSA NSW Division and further details will appear in the next mailout. Please do not send money at this stage, either to LRRSA or to the publisher.

JB

SOCIETY VISIT

"Hello, sailor! Come on down to the pier and the navy." Saturday 7 December at 2 pm. As is usual, the NSW Division has arranged a tour with a difference. The Royal Australian Navy has granted us permission to conduct a group visit to their base at Taylor's Point, Clareville, Pittwater (next to Long Beach). To be inspected is the pier approximately 400 ft long on which runs a 2 ft gauge railway (see LRN 47).

Still in use, the railway has two Dorman Long "locomotives" and several wagons. Three sets of points join the twin tracks. Come along to the October meeting to see slides and learn the bare facts - come on the day out to learn more. Public transport is by Government buses from Wynyard, Route 190.

Change to Pittwater Bus Lines at Avalon; this travels just past the gates of the base. A family could make this a day out, with Long Beach, Clareville, just a few steps away. It has grassed areas at the edge of the sand, and safe bathing.

It is a requirement that the Navy knows a close approximation of the numbers attending, so please contact Craig Wilson (84-7984); Len King (81-2462); David Laidley (888-2560) or Paul Simpson (771-3929) or inform a committee member at the October meeting. When entering the site, an indemnity will have to be signed. Photography is permitted and everything on site may be inspected. Come and have an interesting afternoon (in the sun hopefully). If you don't have a vehicle, then arrangements for a lift might be made at the October meeting (see back cover for details).

RESEARCH COLUMN

Moe-Walhalla Railway and associated tramways

Information or photographs relating to the Moe to Walhalla Railway or to tramways which operated in the Erica-Walhalla district are requested. Anyone who can help with information or photographs which did not appear in *Rails to Walhalla* Parts 1 & 2 is asked to contact Stephen Watson, 3 Sudholz Street, BITTERN 3918.

Fiji's First Steam Loco

Peter Dyer and Peter Hodge, who are preparing a new version of *Balloon Stacks & Sugar Cane* have found reference to Fiji's first steam loco which worked at Holmhurst Beach on Tavenui, as reported in the *Fiji Times* of 22 July 1882. The ship *Banffshire* arrived in April 1882, with mill equipment including tramway tracks, cane wagons and a locomotive built in 1881. The mill first crushed in 1883, and was put up for sale the following year. One loco, an 1883 Andrew Barclay, has been identified, but the 1881 loco defies identification. Can anyone help? Any suggestions may be sent to Bob McKillop, 10A The Bulwark. CASTLECRAG 2068.

Berwick Quarries, Gippsland.

John Peterson writes that a history of Berwick Quarries appeared in *The Trader* of 28 July 1983, as a Gippsland History feature by John Wells. From 1876, a quarry was opened to provide ballast for the Gippsland Railway. Railway operations, on 1600 mm gauge, with connection to VR, are described in the article

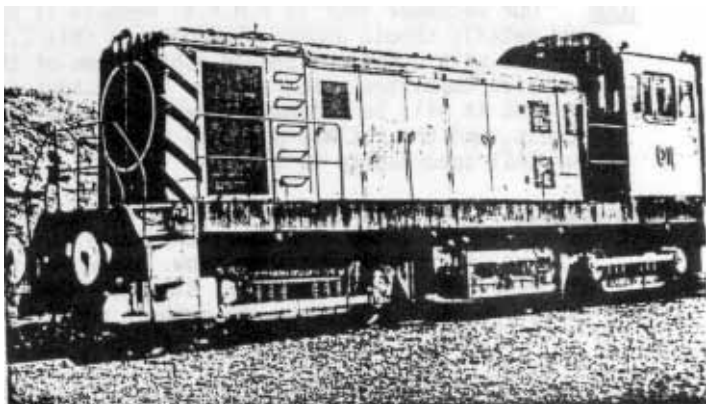
FIELD REPORT

TASMANIA

Tourists to the west coast of Tasmania may still find plenty of tramway relics. David Whiteford writes that coming into Queenstown from Hobart, there are plenty of narrow gauge formations visible, with heavy earthworks and trestle bridges still standing. The Regatta Point terminus of the Mount Lyell Railway was also visited, and was very derelict. The cranes and goods shed are gone, and it would appear that the station will soon become too derelict to leave standing. The former engine shed is still in use as a garage.

NEW SOUTH WALES

AUSTRALIAN IRON & STEEL LTD, Port Kembla 1435 mm gauge



English Electric (Aust.) standard gauge B-B David Eaton of Australian Iron & Steel, Port Kembla.

HISTORIC VILLAGE MOTEL COOLANGATTA via Berry gauge unknown

This tourist attraction overlooking Shoalhaven Heads boasts a number of features, including the "Here She Comes" train ride, claimed to be the original train ride from Taronga Park Zoo. This was advertised for sale by auction 24/25 November 1984, as part of the Don Robinson Collection at Sutton Farm, Sutton Forest (9 km from Moss Vale).

Peter Hodgson 7/85

GREENS MOTORCADE PARK, Leppington 610 mm gauge

(see LRN 4 p.8)

It is reported that this attraction closed in December 1984, and the railway equipment sold to another tourist scheme named "Adventureworld". The loco is a petrol-engined steam outline machine built by John Dunlop.

Paul Simpson 8/85

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD, Albion Park 610 mm gauge

(see LRN 47 p.5)

By mid-August, the Community Employment Programme activities were reaching their conclusion. The second half of the six month employment programme resulted in two steam locomotives being rebuilt to a stage to receive their boilers, namely 0-4-0ST *Burra* (Hawthorn Leslie 3574 of 1923) and 0-6-2T *Tully* No.6 (Perry 7967.49.1 of 1949).

The CEP tradesmen constructed a new cab for *Burra* and rebuilt much of the saddle tank with new components. *Tully* No.6 is practically a new unit. Under the CEP scheme, new footplate, cab, bunker and side tanks have been constructed and fitted to the previously overhauled chassis. The old tanks and bunker are still repairable and would be available at scrap price to any interested group.

The rebuilt boiler for *Tully* No.6 is awaiting the fitting of new tubes at the Port Kembla steelworks. When this is completed, the final restoration stages of this loco can be determined. Some tubeplate work has to be carried out on the boiler of *Burra*, and then the new tubes will be installed at Albion Park.

As mentioned later in this issue, the former Kiama Tramway 0-4-0T by John Fowler (16089 of 1923) arrived at the museum on 7 August. It has been purchased by a Kiama group for a proposed scheme in which ILRMS will participate.

On 27 July a four wheel, three compartment manriding car arrived at Albion Park from Metropolitan Colliery at Helensburgh. Some 22 lengths of 45 lb rail were also included in the donation. During the following week, the CEP employees fitted a new sub-chassis with four sprung 610 mm wheels in place of the original 1067 mm gauge arrangement. Work has progressed on the restoration of the former Victoria Mill, Ingham, Drewry inspection car. A new wooden subframe, central seat and flooring were fitted to the restored underframe during July, and by August work was progressing on the reconstruction of the end body components.

By the end of July, the entire framework and roof trusses were completed

on the 18 m x 6 m machine shop, and one third of the roof cladding secured in place. During the final weeks of their engagement, the CEP tradesmen prepared the main steel columns which will be used in the planned extension of the rolling stock shed to expand from the present three road accommodation to five tracks.

Throughout the winter period, the number of rides taken each open day consistently stood at over 600. This required three car trains to be operated throughout the afternoon period, with departures at 15 minute intervals.

The CEP scheme has accelerated museum development by about three years, and for this the museum members are grateful. With the departure of the tradesman, the museum workforce will be busy for several months in cleaning up the construction materials from the main compound area, completing the cladding of the machine shop, constructing the third road in the new rolling stock shed, realigning the compound trackwork and points and setting up the stationary steam engines in the new display shed.

In addition, 400 metres of track from the former Wollongong Gasworks sidings will be available for retrieval by the museum when title to the property is transferred from the State Rail Authority to the City Council, while an interesting item of passenger rolling stock is expected to arrive at the museum for restoration prior to the end of the year . . . There are adequate museum projects to keep members busy for the next five years!

Ken McCarthy 8/85

KIAMA LOCOMOTIVE TRUST, Kiama, 610 mm gauge

From 1914 until 1941, a 2 ft gauge steam worked tramway operated along Terralong Street, Kiama, linking the Pikes Hill Quarry with the gravel loading bins in Robertson Basin in Kiama Harbour. Until around 1935, a branch tramway also linked the main line along Hanning Street with the NSWGR goods yard. The tramway was operated by the Public Works Department until 1935, when the blue metal quarries were sold to Quarries Ltd This company continued to work the tramway until March 1941 when the last gravel ship was commandeered by the navy for wartime service.

During the life of the tramway, two Baldwin, two Davenport, one Krauss and one Fowler steam locomotive were attached to the undertaking. One of the Davenport 0-4-0ST locos (1596 of 1917) was eventually acquired by the Illawarra Light Railway Museum Society in 1977, and this now operates regularly on the Albion Park museum railway.

The Fowler loco, an 0-4-0T (16089 of 1923) remained at Pikes Hill until 1958, when it was obtained by the Marsden Museum of Historic engines at Goulburn, NSW, (now Goulburn Steam Museum) as a stationary boiler to

provide steam for the waterworks beam engine during the early period of its restoration. Named *Wollondilly* while at Goulburn, the loco only operated on the museum's tracks on limited occasions, and was sold for private preservation in 1974.

The Public Works Department expressed intentions some time ago to upgrade the areas surrounding Wollongong and Kiama Harbours as a tourism project. It was intended to retain both harbour basins as working harbours but to restore the surrounding areas using original fabric to resemble the appearance of the 1870s when both locations were originally developed.

It was recently suggested at meetings of the Environmental Heritage Committee which serves the three Illawarra coastal councils that consideration should be given to having about 200 m of 610 mm gauge track positioned in the reconstructed roadway at Robertson Basin, Kiama, so that the Davenport loco from Albion Park could be steamed in its original location on special occasions. During the official opening ceremony of the ILRMS last November, Don Cottee, the Assistant Municipal Engineer of Kiama Council, expressed his interest in developing further the possibility of reintroducing steam tramway operation at Kiama as a major tourist attraction. In December, he compiled an illustrated proposal which earned the support of local businessmen, some residents, kindred community groups and the sympathy of the aldermen.

Since 1974, the Fowler had been stored under cover at Kenthurst. The owner was willing to sell the unit, but an option had been negotiated by an interstate group. When this expired, a group of Kiama businessmen and interested citizens immediately formed a Locomotive Trust under the direction of Don Cottee, and raised the not inconsiderable purchase price.

The loco returned to the Illawarra district on Wednesday 7 August and pending the development of the Kiama project, is located at the Albion Park Museum Railway of the Illawarra Light Railway Museum Society.

The Locomotive Trust is now proceeding through development applications and other legal aspects, which it is hoped will result in the award of a government grant to enable part of the Kiama Tramway to be rebuilt for tourist operation. Although such a development will be opened in stages, plans have been prepared which would see three routes branching from the eastern end of Terralong Street at Kiama Harbour:

1. Northwards for 0.4 km to the Showgrounds
2. Northwards for 0.3 km along the edge of Robertson Basin adjacent to the Blow Hole and the local folk museum
3. North-west for 0.8 km towards the "Quarrymen's Cottages" tourist complex

The Robertson Basin branch would follow the original tramway right of

way but the other two routes would serve tourist locations not on the old tramways.

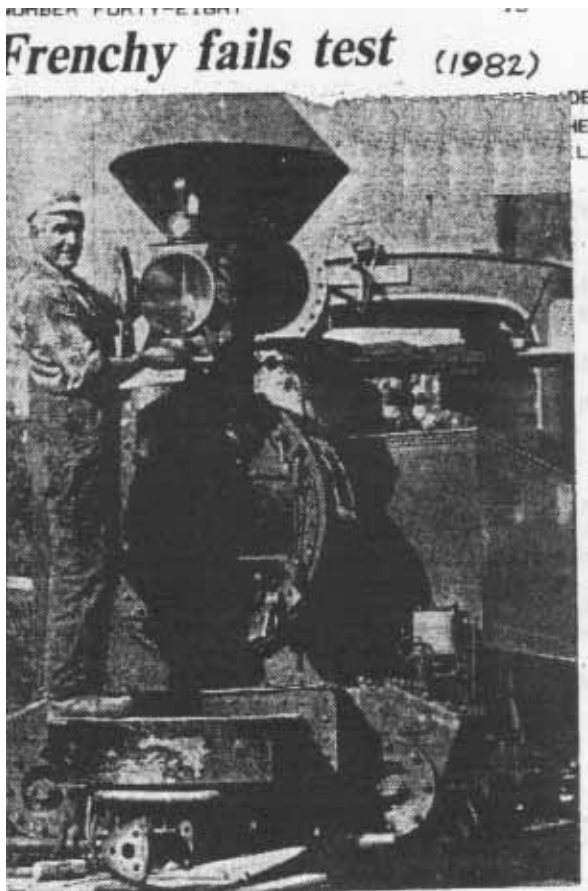
If the proposal is approved, the Illawarra Light Railway Museum will participate in the scheme and steam locomotives, as well as rolling stock, would be exchanged between the two locations. The Kiama Tramway would have its major daily tourist activity during the summer season, diesel haulage being used during the quieter period and steam at peak traffic times. Only one or two steam locomotives would be at Kiama at any one time.

Ken McCarthy 8/85

**MEGALONG VALLEY
TOURIST RAILWAY,
Blackheath 610 mm
gauge**

Mr David Bardwell, general manager of rail transport at Canberry Fair, attends to Frenchy, the ailing engine at Canberry Fair. Frenchy has corroded boiler tubes and has failed its annual boiler inspection.

This loco (Decauville 0-4-2T 246 of 1897) is now at the Megalong Valley Tourist Railway, Blackheath.



PERISHER SKITUBE VENTURE, Little Thredbo 1435 mm gauge

(see LRN 46 p.3)

Construction of the tunnel between Bullocks Terminal to Perisher Valley has reached 400 m after 6 weeks, and this section of tunnel is planned to be

completed by March 1986. However, legal action is being taken by Guthega Development Pty Ltd to attempt to stop the construction of the Perisher Valley to Blue Cow section. This company, proprietors of the Guthega resort, fear that the completion of Skitube to the new Blue Cow resort will jeopardise the viability of their operation.

The Abt electric multiple-unit cars are being constructed by Comeng NSW, and will operate at 40 km/h uphill and 21 km/h downhill. Services will operate 24 hours a day.

The Weekend Australian 31/8-1/9/85

QUEENSLAND

CANE RAILWAY ENGINEERING GUIDE

A guide to cane railway engineering is being compiled by staff of the Sugar Research Institute. Although there have been increasing demands of performance from these lines, and higher track quality as a result of crushed metal ballasting and track maintenance machinery, there has been no uniform guide to track maintenance or material specifications. The object of the guide is to have specifications and drawings suitable for and acceptable to the industry for the design of cane railways. The scope of the guide covers such aspects as earthworks, track materials, track geometry, ballast, sleepers and weed control.

Mackay Daily Mercury 13/8/85

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY, Durundur Railway 610 mm gauge

(see LRN 47 p.9)

Since 1979, Goodman 3 ft 6 in gauge 4wWE 6035 of 1950 ex Bulimba A Power Station has been stored at the Brisbane Tramway Museum Society's Ferny Grove site. The Tramway Museum Society expressed a desire to see it removed from the site, and so an alternative site has had to be found. No permanent home for the loco has been found, so it has been decided to transport it to the private property of Mr Graham Chapman at Kallangur for storage. This move was expected to take place in August.

Good progress has been reported in removing the remaining rail from the Tennyson powerhouse. A subsidy grant of \$2000 has been received from the Queensland Travel and Tourist Commission in respect of capital works carried out on the museum project.

Durundur Railway Bulletin 6/85, 8/85

CSR LTD, Macknade Mill 610 mm gauge

(see LRN 42 p.8)

Motor Rail "Simplex" 2 (possibly 3717 of 1925) spent all the 1985 slack season in storage in a siding of the mill yard with its motor dismantled. On 3 or 4 July it was moved to the loco shed, and a week later was moved to the scrap area. Apparently its motor is beyond economic repair and the axle bearings are worn out. This leaves number 4, Motor Rail 10232 of 1951 as Macknade's last operational Simplex.

C.J.Hart 8/85

TONY GERMANOTTA, Mulei

(see MARIAN MILL CO-OPERATIVE 610 mm gauge)

MARIAN MILL CO-OPERATIVE 610 mm gauge

(see LRN 47 p.10)

0-6-0DH loco 15 was delivered to Marian Mill by road transport from E.M. Baldwin on 5 July. This loco is officially a rebuild of Clyde 0-6-0DH *Melba* 2 (64-377 of 1964) but in fact should be regarded as a new loco as new frames have been manufactured by Baldwins. However, many parts from the old loco have been incorporated and the loco has the appearance of a Clyde Model HG-3R, albeit with modernised cab profile. The Baldwin construction number is not known at present. The loco was delivered in the Marian livery of red, yellow and green, and is now usually used on the line from Gargett to Marian.

On 20 July a party of media and local businessmen made a preview trip on the tourist train which it is hoped will be introduced on the Marian Mill line to Mount Jukes. Tony Germanotta, the instigator of the project, obtained permission from the mill and the use of a couple of navvy carriages to make the journey up the Mount Jukes Valley possible, to the enjoyment of all who took part. The train was hauled by Mr Germanotta's Gmeinder 4wDM 4574 of 1949, which has been overhauled.

Three bogie carriages are under construction for the project which it is hoped will commence by the end of the year. It is hoped that some of these will be used in connection with the Marian Centenary celebrations on 29 September.

Repairs have also been carried out to the second of Tony Germanotta's locos, Windhoff 4wDM 452 of 1940. Both locos were found to be 600 mm gauge, and so have had to be regauged to 610 mm. They were purchased from K.N. Penfold of Brisbane, who acquired them as part of a deceased estate. They had been imported to Australia about 1974 by a Wilhelm Darhman, who had

hoped to develop a mining operation at Silent Grove, near Tenterfield, NSW. However, they were never used.

*Tony Germanotta; Ken Penfold 7/85;
The Pioneer News 24/7/85; Editor 7-8/85*

MORETON CENTRAL SUGAR CO. LTD, Nambour 610 mm gauge

(see LRN 47 p.10)

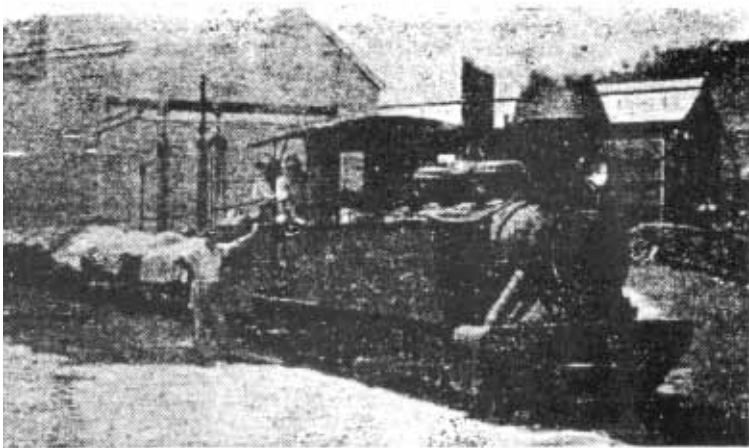
Shay locomotive Lima 2091 of 1908 was observed in its new position near the mill entrance late in August. The bunker and rear footplating had been removed, and the entire loco sandblasted and primed. Extensive wastage of metal was apparent, and at some stage reinforcing inserts have been welded into position on the frames.

The state of the loco gave ample opportunity to observe the braking and drive arrangement to the rear bogie. Considerable restoration work is needed to bring this loco back to an acceptable standard, but it is understood that a new bunker and cab floor has already been manufactured for it.

Editor 8/85

MOSSMAN CENTRAL MILL CO. LTD 610 mm gauge

(See LRN 43, p.8)



The last load of bagged sugar leaving Mossman for Port Douglas in 1958. Driver - Ted Eddleston, Fireman - Bruiser Hume and standing by - N. Rex.

The Ballyhooley tourist steam train is to extend its operations to Port Douglas in connection with a major tourist development of the area. The

first step in the proposed extension occurred recently when the Douglas Shire Council granted permission for the Mossman Mill to relay tracks along the original route from its existing Mowbray line (near Craiglie), across the mangrove swamps to the Four Mile Beach area. Later the line will be extended into Port Douglas to the wharf.

The mill company still owns an easement on the route granted by the Mossman Tramway Act, 1960. The formation from near its original junction point on the present Cook Highway to near the Port Douglas Road at Four Mile Beach still exists. In spite of having had a water main buried in it, a few dog spikes and lengths of rusty rail can still be seen along the trackbed. Two low bridges cross tidal creeks, and their upper timbers will need to be replaced, but piles may still be sound as some at least are copper sheathed.

Santana Pty Ltd is to build a new motel and historic village at Four Mile Beach, and the railway will loop around the site. A Ballyhooley Station will be erected here in period style. It is envisaged that a commuter tourist service will operate between Port Douglas and Four Mile Beach when the second stage of the rail extension is completed. A tourist service will run from Port Douglas to Mossman Mill and include mill tours. It is understood that the mill is still seeking a suitable second steam loco for use on the tourist service.

*C.A.Bevan 8/85; Mossman & Port Douglas Gazette 8/8/85
via C.A.Bevan; Mossman Central Mill Co. Ltd 8/85.*

PLANE CREEK CENTRAL MILL CO. Ltd Sarina 610 mm gauge

(see LRN 42 p.8)

Following a further rise in rail freights for cane transported to the mill from the Carmila and Flaggy Rock areas south of Sarina by QGR (subsequently deferred for this season only), there has been speculation as to what solution might be taken to reduce transport costs. One possibility is for the tramline to be extended from its present terminus at Koumala South to Carmila (where there once was an isolated tramway). Another suggestion is an extension to between Koumala and Carmila, and the elimination of cane growing further south. Other options would call for the entire elimination of cane growing south of Koumala, and the substitution of other land in the tramline area. Any solution short of doing nothing would involve major expenditure which would need government financial assistance.

Mackay Daily Mercury, 29/7/85

TINTAGEL MOUNTAIN TRAMWAY, Arcadia, Cooroy 610 mm gauge

(see LRN 45 p.12)

A series of land slips occurred in the zig zag during May and many man

hours were needed to clear the track in June. Further drainage work and heavy ballasting has now been carried out in this section.

In July, an excavator was used to complete the track bed from the top points to the summit, and outstanding success was achieved using a laser for determining the correct grades. Little more work will need to be done on the trackbed in this section.

During April-June, a bogie wagon with drop sides, vacuum brakes, safety chains and sprung axles was constructed by Russell Savage at Mildura and has been designated NQR. Construction has now commenced on the line's third loco, which will be a bogie loco with drive to all four axles. Completion is forecast for the end of the year.

Russell Savage 7/85

SOUTH AUSTRALIA

MILE END RAILWAY MUSEUM (S.A.) INC. gauges various

(see LRN 47 p.11)

X-rays have been taken of the boiler of Andrew Barclay 3 ft 6 in gauge 0-6-0T *Peronne* (1545 of 1919), showing good results. Details of the exact work to be done are now being finalised. New steel water tanks and cab roof are being manufactured as part of the project to return this loco to steam. Delivery to the museum of 3 ft 6 in gauge Clyde 6wDH 61-237 of 1961 from Thomas Playford Power Station is not now expected until late in 1985.

Catchpoint (Mile End Railway Museum) 7/85

TASMANIA

DOVER STEAM MUSEUM gauge unknown

A tiny tramway is used for some wood fuel movements on this site, which is a mecca for steam engine enthusiasts. "The constant smooth movement of the many engines, the barely audible hiss of steam, and the warm, almost fragrant, atmosphere of the bright, clean hall made for a memorable visit", writes our correspondent. (Sounds great! - Ed.)

David Whiteford 7/85

HYDRO ELECTRIC COMMISSION, Tarraleah gauge unknown

Two incline tramways were constructed alongside the pipelines to two hydro electric power stations here. Both are disused, the one on the south being totally overgrown, while the wooden supports at the bottom

terminus of the other appear decidedly unsafe. A warning sign prohibiting unauthorised use of the line can still be seen!

David Whiteford 7/85

IDA BAY RAILWAY CO. PTY LTD, Lune River 610 mm gauge

(see LRN 46 p.7)

Many relics of pre-tourist days are still in evidence on the line, with both Ida Bay and Deep Hole having many abandoned sidings, hopper remains, and even the remains of a turntable at each terminus. The general inaccessibility of many parts of the line to photographers need not be much of a drawback as around both Ida Bay and Deep Hole there are many photographic opportunities.

David Whiteford 7/85

MINERS SIDING, Queenstown 1067 mm gauge

(see LRN 37 p.12)

Ex-Mount Lyell Railway 3, 0-4-2T Abt Dubs 3730 of 1898 is preserved here, and is rated one of the best in Australia. The preserved loco is part of a tribute to the miners and to the infrastructure built up to serve the Lyell mines, and is very impressive.

David Whiteford 7/85

WEE GEORGIE WOOD STEAM RAILWAY Inc., Tullah 610 mm gauge

(see LRN 39 p.7)

John Fowler 0-4-0WT *Wee Georgie Wood* (believed to be 16203 of 1924) was observed and photographed in its shelter shed at Tullah in April. The railway through Tullah was observed to have been lifted at the loco shed end and to be undergoing a complete relaying, but it was unclear when the railway will be in operation.

David Whiteford 7/85

WEST COAST PIONEERS MEMORIAL MUSEUM, Zeehan 1067 & 610 mm gauge

(see LRN 39 p.7)

The museum is well worth a visit, and although the locomotives on display are not immaculate, they are under cover. Various items of rail interest including a steam loco (2 ft gauge Krauss 0-4-0WT 4087 of 1899), and underground mining rail equipment remain around the museum area and in the workshops awaiting restoration and display.

David Whiteford 7/85

VICTORIA

THE BIG GRAPE, Swan Hill 610 mm gauge

(see LRN 42 p.9)

This tourist recreation complex was advertised for sale by tender in late July. Included in the description was "1 km of railway track winding through 12 varieties of grapes" but there was no mention of the loco or rolling stock. The loco formerly used here was Ruston & Hornsby 4wDM 223725 of 1944, believed to have been leased from Brian Peart from Barry Beckerley who established the "Big Grape". There were also at least eight carriages built on cane truck frames in use here.

The Australian 24/7/85

WESTERN AUSTRALIA

CITRA CONSTRUCTIONS LTD 125 Sheffield Road, Welshpool. 610 mm gauge

An auction was due to take place on 30 July when surplus equipment of this contracting firm was due to be auctioned by Gregsons Auctioneers Pty Ltd A substantial amount of rail-mounted tunnelling equipment was included. This included six "Gemco" battery electric locomotives as follows:

11E13 Geo.Moss 3C 2352/116/73 10 ton

5C 2352

11E14 Geo.Moss 2C 2352/117/73 10 ton

8C 2352

11E15 Geo.Moss 5C 1108/120/73 10 ton

2B 7470

11E16 Geo.Moss 1576/11/73 6 ton

1751

11E17 Geo.Moss 1826/12/73 6 ton

1827

Rolling stock included a "Salzgitter Bunker Train and Bogies" (hopper cars), two side tip hoppers without wheels or identification, and two Allens side tip hoppers with plates reading:

**ALLENS of TIPTON
W G ALLEN & SONS (TIPTON) LTD
TIPTON STAFFS. ENGLAND
RAILWAY MINE & PLANTATION EQUIPMENT LTD LONDON**

There were two Moore 6 cu yard concrete agitator cars numbered 9D4 and 9D5, and also two Dosco TN 1800 tunnelling machines. Several hundred tons of railway line (45 lb) were also included, some made up into panels with steel sleepers welded to the rails, and there was a quantity of sleepers which had been used for 2 ft gauge track.

Can any member suggest which construction job(s) this equipment was used for ?

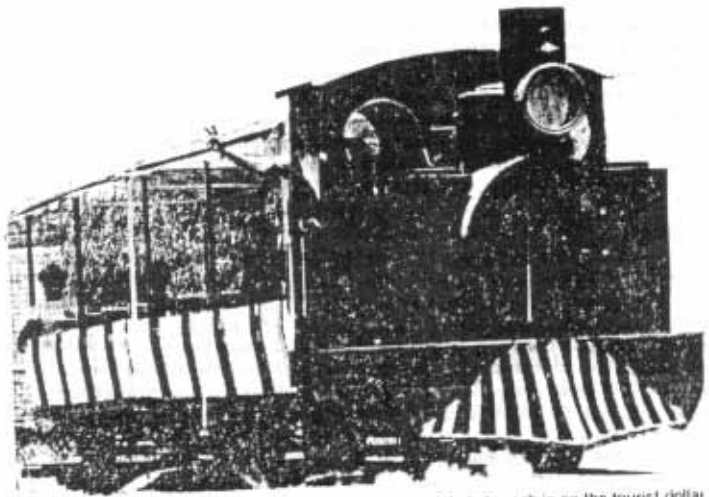
David Whiteford 7/85

DIZZY LAMB, Wanneroo Road. Perth 610 mm gauge

This new tourist attraction includes a railway about 0.5 km in length. The line has been built over a number of years and for some time a bridge and embankment had been visible from Wanneroo Road. There is also a concrete pipe tunnel, which is used as a shed for the train when it is not in use. The loco purchased for use on the line is steam outline with a Holden engine and is similar in appearance to others built by John Dunlop in Sydney. Three bogie carriages have also been purchased for the project, each with eight bench seats, and each using two hopper frames which came from a Kalgoorlie mine nearly seven years ago. The tracks which also came from Kalgoorlie, is constructed from rather light rail. There are no sidings on the line. For ballasting operations, a hopper wagon was borrowed from the West Australian Light Railway Preservation Association. The station building is a very elaborate one and the cafe area features many ex-WAGR train nameboards.

David Whiteford 7/85

Dizzy
Lamb's
railway is
one of the
main draws
as the park
bids to
cash in on
the tourist
dollar
being spent
increasingly
in Western
Australia.



GOLDEN MILE LOOPLINE RAILWAY SOCIETY, Boulder 1067 mm gauge

(see LRN 39 p.11)

F.C.Hibberd "Planet" 4wDM 3966 of 1962 is now capable of being used for shunting and as a back-up for the ex-WAGR Z class diesel used in regular service. The long saga of bringing this loco to running order had appeared over last year, but further problems emerged with water leaking from the cooling system into the sump. Now, hopefully, these problems have been solved.

Loop Line News No.14

WESTERN AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION INC., Bennett Brook Railway, Caversham 610 mm gauge

(see LRN 47 p.13)

On Friday 21 June, the two South African locos were unloaded from the Saffordian Nederburg at Fremantle. They were transported to Whiteman Park and placed in the carriage shed pending completion of rail access to the new loco shed. NG123 (Franco-Belge 2-8-2 2670 of 1951) looks very good, and could be steamed by Easter 1986 if all goes to plan. NG118 (Henschel 2-8-2 24476 of 1938) will need more work done, but this requires further investigation.

Three petrol locos are now available for passenger use, the Maylands Brickworks-built loco L2, the "Planet" *Yellow Rose* (Hibberd ?2055 of 1937), and the Whitemans Brickworks "Ridley" six-wheeled loco. A postcard has been released showing a train at Central Station with the Maylands and Ridley locos at either end.

The boiler from the Orenstein & Koppel Mallet 0-4-4-0T (2609 of 1907) has been removed, the smokebox removed, and the boiler tubes cut out. Descaling and sandblasting of the boiler will follow.

Track laying is continuing steadily. Over six months of operation, over eight thousand passengers have been carried, with good traffic especially during school holidays.

Rusty Rails 7/85; 8/85

OVERSEAS

FIJI SUGAR CORPORATION 610 mm gauge

On 8 July, the Fiji Sugar Corporation recovered a loco that derailed and fell 15 metres from a bridge on the Lautoka Mill system into a Nadi river. The loco was dragged down after three wagons left the rails on the bridge. The cab

was separated from the rest of the unit when it was recovered from the river. The loco suffered "quite a bit of damage" in the incident. From a photo in the Fiji Times and the quoted weight of 18 tons, it would seem that the loco was a Baldwin product (probably Lautoka 16 or 17 - Ed.)

A proposal has been made for the re-introduction of a passenger service on a commercial basis. The main advantage would be the more efficient use of equipment which is normally left idle outside the crushing season. Although the operational costs of a passenger service would not be high, the initial costs would be. This is due to the need for faster trains, better carriages, and a general upgrading of the whole rail system. A feasibility study is to be carried out by a team of three consultants financed by the Asian Development Bank. In the meantime the Fiji Sugar Corporation is negotiating with people to cart "other goods apart from cane in the railway areas".

Fiji Times 20/6/85 & 9/7/85 via John Peterson

MINIATURE LINES

THE TRAM STOP. Beerwah. Queensland

This 15 inch gauge operating museum of model trams is situated beside the Bruce Highway between Brisbane and the Sunshine Coast. A circuit of 0.5 km is in use, with a second under construction. A number of model trams from around the world are currently in use and more are under construction. This is a pleasant spot and would be suitable for a family outing

Martin Bell 8/85

MEETINGS

MELBOURNE

Peter Evans will be presenting an audio-visual on tramways which served the Timboon Branch Line, conveying timber, limestone and gravel. Also to be featured is the Heatherlie quarry, which operated in the 1880s and supplied sandstone for Victoria's Parliament House.

LOCATION: Ashburton Uniting Church Hall, Ashburn Gve, Ashburton

DATE: Thursday, 10 October at 8:00 P.M.

ADELAIDE

Members are asked to bring a list of South Australian privately owned railways and locomotives (not S.A.R. or C.R., but including other Government Departments). The aim is to compile a list of S.A. private lines and locos, and information on owner/operator, location, gauges motive power, period of operation, type of traffic are needed.

LOCATION: 84 King William St., Kent Town

DATE: Thursday, 3 October at 8:00 P.M.

SYDNEY

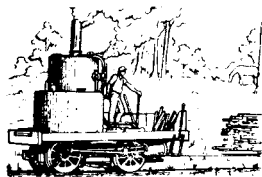
The October Meeting will see a return of our old favourite for many of our members for meetings subjects, the MEMBERS SLIDE NIGHT. So bring along some slides on any item of light railway interest.

LOCATION: Government Workers Transport Club, Regent St., Sydney

DATE: Wednesday, 23 October at 7:30 P.M.

TOUR Our December tour to H.M.A.S. Penguin is proceeding, and details should appear elsewhere in this L.R.N. Any members with questions should contact one of the N.S.W. Division Committee members. Our latest advice on the base is that it will be recommissioned, removing possible future access, and the railway possibly removed, so this may be our LAST opportunity to visit.

EXHIBITION Don't forget the Open Day at Menangle, 9 - 10 November. As in past years the Division intends having a Stand with new displays on show. So why not come down and have a ride on member Paul Simpson's railway (now extended) and have a chat to the members running the stand.



LIGHT RAILWAY NEWS

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Victorian Bushbashing: G. Thorpe, 40 Roy Street, DONVALE 3111.(03 842 3896)

Deadline for next issue :- 20 December 1985

RESEARCH COLUMN

Manly Ocean Beach Railway

Ken McCarthy of 3 Shoobert Crescent, KEIRAVILLE 2500, is seeking details of an elaborate steam railway once existed at the northern end of the Manly ocean beach beside North Steyne. He found one postcard showing a loco and open passenger cars under the pine trees. The loco seems to be of Cagney Brothers manufacture. This was a U.S. firm located at Niagara Falls NY, who constructed fairground type locos for miniature railways between 1892 and 1935. Most appear to have been of 4-4-0 design resembling the record breaker No.999. It seems that locos were built to the following gauges: 9-1/2 in, 12-5/8 in, 15 in, 18 in, and 22 in The Manly railway was in use around 1908. It seems to have commenced on the beach parallel to North Steyne near Pacific Street. The track crossed the entrance to Curl Cur (or North Manly) Lagoon on a low trestle and skirted the Curl Curl head under Queenscliffe Road. The headland was pierced by a tunnel through which the railway operated to reach the cove formed by Harbord (once Freshwater) Beach. The line terminated near the southern end of this beach under Pavillion Street.

Ken would be very pleased to receive any further details of any kind.

Victorian Railways Narrow gauge register

Peter Medlin of 9 Drake Street, FERNTREE GULLY 3156 (03 758 5387) is compiling a detailed roster of Victorian Railways 2 ft 6 in gauge locos and

rolling stock, showing where each item was allocated and used at various times.

For example:

1NA - Issued to traffic - to Wangaratta -

1/9/98 to Newport - 1/12/02 . . . etc.

Any member who is interested in assisting Peter, please contact him.

LOCOMOTIVE & ROLLING STOCK MANUFACTURERS

E.M. BALDWIN & SONS PTY LTD

(see LRN 47 p.4)

It is understood that this company has had to go into voluntary receivership as a result of difficulties caused by economic downturn. However, the impression gained is that the company will be able to trade itself out of its present plight. The old premises at Castle Hill were still being used recently as well as the newly acquired Rooty Hill factory.

Craig Wilson 9/85

FOX MANUFACTURING CO. PTY LTD, Smithfield, N.S.W.

(see LRN 43 p.3)

Clyde Engineering has sold Fox Manufacturing to Peco Wallsend. Fox is Australia's largest manufacturer of underground coal mining equipment, including 1067 mm gauge colliery locomotives and man riding cars. It is believed that the heavy manufacturing activities of Fox may now be transferred to Melbourne.

Craig Wilson 9/85

HEXHAM ENGINEERING PTY LTD, Hexham, N.S.W. 1067 mm gauge

This company, owned by Coal & Allied, has a thriving business in the overhaul and rebuilding of underground locomotives and rolling stock. A quantity of items of rolling stock can be seen in their yard, some of it basically derelict or at the best stored, but repair and rebuilding work is also usually evident. New construction of dolly cars and wagons/riding cars is also undertaken.

The following items all ex Coal & Allied Collieries were noted in the company's yard on 12 September.

Agnes 2 4wDHR E.M. Baldwin 2301-1-1-6 8 1968 Model 6DHS Mk3A (supplied to Aberdare East - believed here ex Liddell - stored)

Ann 4 4wDHR E.M. Baldwin (2301-4-2-68 1968} (Model 6DHS Mt 3A) (no builder's plate) (supplied to Aberdare East - believed here ex Liddell - derelict/stored)

12 4wDHR E.M. Baldwin 3022-6-9-70 1970 Model 6DHS Mk4 (supplied to Wallarah)

No.4 4wDH E.M. Baldwin 3550-1-11-71 1971 Model DHS20M/A2 (stored - has been here since at least 1983 and is ex West Wallsend No.2)

2603 4wDHR E.M. Baldwin ? (no builder's plate) (in white primer following overhaul)

2682 4wDHR Fox 356 10/75 1975 (in white primer following overhaul)

DC01 dolly car Hexham Eng. 619 9/5/83 (ex West Wallsend No.2 - a dolly car is the vehicle permanently attached to the haulage rope on an inclined drift)

Several bogie 40-man transport vehicles were also noted and it was reported that a 25-ton locomotive was being rebuilt inside the workshops. There is a test track at the works, and also one in a quarry at Cessnock. This incorporates a 30 metre radius brow descending to a 1 in 3.5 incline approximately 50 metres long. The track is used to test braking systems.

D.J Mewes 9/85

NEW SOUTH WALES

J. & A. BROWN & ABERMAIN SEAHAM COLLIERIES LTD, Hexham 1435 mm gauge

Owned by Coal & Allied, Australia's last steam operated industrial railway still survives with ex-South Maitland Railway Beyer Peacock 2-8-2T locos hauling coal between Stockrington Colliery and Hexham Washery. On 12 September, 25 (6126 of 1922) was the working loco with 22 (6055 of 1920), 27 (6137 of 1922) and 30 (6294 of 1925) on shed at Hexham.

D.J.Mewes 10/85

GOULBURN CITY COUNCIL, Goulburn Steam Museum 610 mm gauge

(see LRN 35 p.5)

The museum is currently closed, pending restoration works, and latterly, according to the Goulburn City Council Town Clerk "the desire of the Council to appoint an effective operator".

K.E. Brown, Goulburn City Council, via Bob McKillop, 9/85

HISTORIC VILLAGE MOTEL COOLANGATTA, via Berry 600 mm gauge

(see LRN 48 p.3)

On a visit in mid-October the track here was measured and inspected. It forms a circle approximately 400 m in circumference. Its location on the side of a hill has enabled the upper half to be situated in a cutting about 3 m deep

while the lower portion is on a slight embankment. The rail seems to be 24 lb/yard.

Three open four wheel passenger cars were noted, but only one was actually on the railway. Of the other two, one was being renovated, the steel frame and waist high chain wire mesh which forms the side of the car having been repainted, but the wheels were yet to be refitted.

The steam outline locomotive is mounted on a four wheel chassis. A compression ignition or internal combustion engine transmits power to all four wheels through chain drive. The loco carries a circular plate bearing "H.V. McKay - Sunshine", but it is not clear if this is a builder's plate or if it has been retrieved from some historic farm equipment. If, as is claimed, this is the Taronga Zoo train, then the driver's cab seems to have been elevated from its original height. Although the loco and one car are on the track for clockwise operation, it does not seem to have worked for some time.

The wheel sets from the car under renovation revealed that one set of conventional "edge rail" single flanged design. However, the other was of double flanged designs which would prevent operation through normal point blades (there are no points at Coolangatta).

It is thought from memory that there were two locos at Taronga. The spare one was housed in a tunnel-like shed reached from the main circle by a set of points. It is clearly remembered that the frog on these Zoo points was of the ramped type which gave uninterrupted rail path for the main line. This frog would have also allowed transit for a double flanged wheel, but memory is not clear as to the nature of the switch blades. These would have had to be of the butt or stub type for such wheels. Incidentally, the Randwick Tramway Workshops were responsible for the maintenance of the old Taronga Park Zoo Railway. This was therefore an eventual casualty of the Sydney tram closure.

Ken McCarthy 10/85

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD Albion Park 610 mm gauge

(see LRN 48 p.5)

On 6 October, the cylinders and steam chests were removed from ex-Corrimal Coal Co. 0-4-0ST *Burra* (Hawthorn Leslie 3574 of 1923). The cylinders are in good condition but the steam chest surfaces will require refacing. During August a small wasted area of the front tube plate in this loco was built up by electric welding carried out by a pressure vessel ticketed tradesman. When this work is X-ray tested the task of retubing the boiler can proceed.

Work is continuing on the restoration of 0-6-2T *Tully* No.6 (Perry 7967.49.1 of 1949). Anchor brackets for the new coupling gear have been fabricated

and fitted into position while new buffer beam plates, to replace the original ones badly dented over years of hard work, are ready to be fastened to the chassis.

In September a vintage roofless open cross bench manriding car was received from Metropolitan Colliery at Helensburgh. This vehicle was requested earlier in the year but the enclosed toastrack car mentioned in LRN 48 was donated in error. Work is nearing completion on the enclosed car; the metal body has been cut back and primed while a missing slatted seat has been reconstructed. During October, work was progressing on regauging the newly arrived open car from 1067 mm to 610 mm gauge. In the near future, the museum will have two enclosed and one open low profile manriding mine cars for use behind the Mancha battery electric loco.

By mid-October, body restoration of the Baguley-built Drewry petrol inspection car ex Victoria Mill, Queensland, had reached the stage where the tongue and grooved roof slats could be fitted. This vehicle had suffered a rough life. At some stage, one end had been rebuilt using heavy angle uprights in place of the original pipe frames. Pipe frames to the original style have now been refitted. The only major tasks to be undertaken before the bodywork is completed are the fastening of canvas to the roof and the refitting of the tool boxes to the interior ends.

Building construction during August and September has concentrated on the new 12 m x 6 m workshop. The cladding of the roof was completed and metal sheets were fixed to the eastern and southern walls. The framework for mezzanine floor has been erected at the southern end of this building in which a security store is being established. Concrete floor slabs are being progressively formed in this building as finances allow. Work is proceeding on realigning the main yard points in the museum compound. This will enable two additional tracks to be constructed in what will be the new extension to the main running shed.

The opening of the Sydney-Wollongong-Port Kembla railway electrification will be marked by a parade and an "Electrofest" on Sunday 15 December. It is planned to exhibit 0-4-OST *Kiama* (Davenport 1596 of 1917) in this parade. The engine will be carried through the streets of Wollongong in steam on a low loader.

Ken McCarthy 10/85

QUEENSLAND

RACECOURSE MILL 610 mm gauge



THE locos (or cane trains) operate around the Mackay district throughout the crushing season from June to November. Visitors should be careful when travelling in sugar can areas.

Racecourse Mill Clyde DHI-71 0-6-0DH.

ARAMAC SHIRE COUNCIL 1067 mm gauge

The remains of ex-QGR B12 class 2-6-0 A1 (Avonside 1179 of 1877) formerly of the Aramac Shire Tramway, have been donated by the Shire Council to Graham Chapman of Kallangur, for inclusion in a future steam museum in the Sunshine Coast area. The locomotive is described as "very derelict", but the new owners plan to renovate it for display.

Len Kingston via George Bond 10/85

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY Durundur Railway, Woodford 610 mm gauge

(see LRN 48 p 7)

New boiler tubes have now been ordered for Bundaberg Foundry 0-6-2T 5 of 1952, ex-Pleystowe Mill 5. It is expected that tubes will be fitted early next year to enable the loco to re-enter service. Other work being carried out will be fabrication of a new chimney, the fitting of a dosing pot (for boiler

treatment chemicals) and work on the ashpan area.

Work has continued steadily on the removal of track materials from the Tennyson Powerhouse sidings in Brisbane. This project is providing a large quantity of suitable rail and points for use at Woodford. A further seven tons of rail was recently donated by the Golden Circle Cannery, Northgate; this has already been lifted but requires the fishplate joints to be broken.

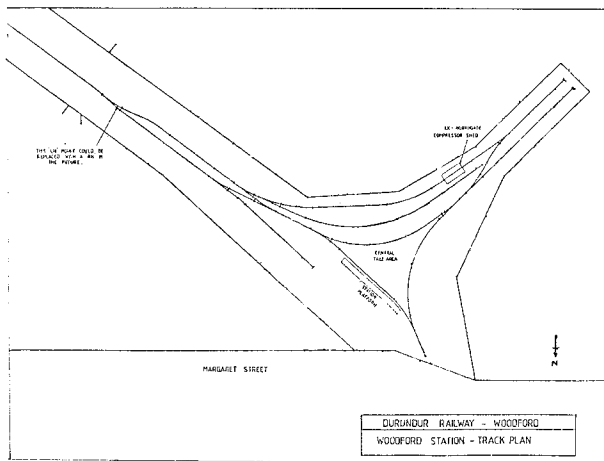
Title to a stretch of trackbed in Woodford was recently acquired from APM Forests Pty Ltd for a sum of \$1. This section of trackbed, amounting to an area of 7993 square metres, was formerly leased from APM, and forms the second part of the stage one of railway development from Woodford Station to Petersen Road. Track laying is expected to be completed on this section during 1986.

A building permit has been received from Caboolture Shire Council for the erection of the former Northgate Railway Workshops First Aid Hut as Ticket Office on the Woodford Station platform. Various necessary structural repairs are to be carried out in accordance with the building permit.

A new site track plan has been evolved in the light of land purchase, easement requirements, and track availability. This is being followed up with a concept site plan and proposal for presentation to the Shire Council before more detailed drawings are prepared.

3 ft 6 in Goodman 4wWE 6035 of 1950 was moved to private property at Kallangur on 14 October. This site is not available for public inspection.

Malcolm Moore 4wPM 1035 of 1943 is to be removed from Rosewood to Gatton in the near future. It has been restored to operational condition but requires rewiring and repainting before entering service. On completion of this work, it can be maintained in store as reserve for Ruston & Hornsby 4wDM 279567 of 1949, which recently received radiator repairs.



AUSTRALIAN SUGAR MUSEUM, Mourilyan 610 mm gauge

(see LRN 16, p.3)

The museum is open 7 days per week from 9 am to 5 pm and admission charges are \$1 for adults; 50c children. Rail exhibits include John Fowler 0-4-2T 4668 of 1883 originally ex Mourilyan Mill, *Townsville* Hudswell Clarke 0-6-0 1099 of 1919 originally ex Goondi Mill, and a four-wheeled petrol line car ex-South Johnstone Mill. This museum is listed as a major bicentennial project for Queensland.

Australian Sugar Museum via Bob McKillop 10/85; Editor

BUNDABERG TRAMWAY PRESERVATION SOCIETY INC. 610 mm gauge

(see LRN 45 p.8)

Construction of about 1 km of track in the Botanical Gardens at the corner of Gin Gin Road and Yound Street, North Bundaberg, is planned to commence in January 1986. It is anticipated that some form of operations will take place on the site in the latter part of 1986.

B.T.P.S via Bob McKillop, 10/85

CSR LTD Goondi Mill 610 mm gauge

(see LRN 38 p.8)

Wickham four-wheel petrol line car 8376 of 1959 is still to be seen out of use in storage sidings adjacent to the mill, with a large quantity of other outmoded items of rolling stock. Included are large numbers of steel cane trucks, some of which are used for the storage and transport of firewood for use in starting up the mill boilers. This type of practice highlights the obsolete nature of some of the Goondi mill equipment, which is believed to have put the future of the mill in question.

John Kramer 9/85; Editor

CSR LTD, Kalamia Mill 610 mm gauge

(see LRN 39 p.4)

The dismantled remains of Baguley-built Drewry 0-6-0DM 2514 of 1954 *Seaforth* continue to languish near the mill. This loco has had its engine and bonnet removed. There has been some talk of it being converted into a brake wagon, but no work has been done on this project.

John Kramer 9/85; Editor

CSR LTD, Victoria Mill 610 mm gauge

(see LRN 38 p.9)

Hudswell Clarke 0-6-0 *Homebush* (1067 of 1914) and the Decauville

passenger carriage were once again used to give free passenger rides in Ingham on 21 September, in conjunction with the annual Maraka Festival.

The mill's Drewry 0-6-0DM locos built by E.E. Baguley Ltd have been fitted with shades over the cab side windows, similar to those first used by e.m. baldwin & Sons on their loco designs. Late in August, it was noted that e.m. baldwin B-B DH *Wallaman* (6400-3-4-76 of 1976) is still used to work trains of raw sugar from the mill to the bulk sugar terminal at Lucinda.

C.J. Hart, 9/85; John Kramer 9/85

MARIAN MILL CO-OPERATIVE SOCIETY LTD, 610 mm gauge

(see LRN 48 p.7)

The Marian Centenary celebrations were held on 29 September, and the mill was closely involved. One highlight was "cane train" rides from the mill yard along the main Mirani line to Boldon and return, a distance of about 5 km for the round trip. The mill's number 12 (Clyde 0-6-0DH 58-183 of 1958) hauled the train, consisting of the first of three bogie carriages being built by Tony Germanotta for his projected tourist service. The car is about 6 metres long and seats about 24 passengers seated back to back on longitudinal seating in the centre of the car. The bogies were constructed by Tony Germanotta using heavy duty axle boxes and wheel sets.

On display in the mill yard were four different types of mill locos, E.M. Baldwin 32 tonne B-B DH 17 (9562-6-81 of 1981), Clyde HG-3R 0-6-0DH 14 (61-235 of 1961), Clyde DHI-71 0-6-0DH 11 (56-104 of 1956), and Perry 0-6-2T 2601.51.1 of 1951. The steam loco is on loan to Tony Germanotta, and had been brought down to the mill specially for the occasion.

Editor 9/85

MILLAQUIN SUGAR CO. PTY LTD, Qunaba Mill 610 mm gauge

(see LRN 45, p.11)

This mill will close at the end of the 1985 season, as part of rationalisation of Bundaberg Sugar Co. operations. (The last mill to close in Queensland, Gin Gin in 1974, was also a Bundaberg Sugar mill). One third of Qunaba's 300,000 tonne crush will go to Millaquin and the remainder will go across the Burnett River to Fairymead. Some Fairymead cane will be reassigned to Bingera to equalise production. The tramline systems of Qunaba and Millaquin Mills are connected and it is assumed that cane will go to Millaquin from the Hummock area by tramway. It is not clear what transport arrangements will be used for the cane assigned to Fairymead, but an existing punt used to ferry bulk sugar trucks could presumably also be used for cane transports.

Qunaba only has two diesel locomotives, Com-Eng 0-6-0DH FC3473 of

1964, and a 4wDH rebuilt in 1980 by Millaquin Mill from E.M. Baldwin 8860-2-8-79 of 1979, itself a rebuild of one of four locos built to E.M. Baldwin serial number 4529 in 1973.

Durundur Railway Bulletin 10/85; Editor

MORETON CENTRAL SUGAR CO. LTD Nambour 610 mm gauge

(see LRN 48 p.8)

E.M. Baldwin 0-6-0DH *Bli-Bli* (6-1064-1-11-64 of 1964) has been rebuilt at the mill with a new soundproofed cab and has also been fitted with wire mesh type engine compartment doors. At the end of September, Baguley 0-6-0DM *Jamaica* (3389 of 1954) was noted on blocks in the mill yard, having had a crack in the mainframe welded up.

E.M. Baldwin 0-4-0DH locos *Maroochy* (6-1064-1-11-64 of 1964) and *Valdora* (6-1258-5-6-65 of 1965) have been fitted up for multiple unit operation for some time. Crews taking empty bins out from the mill prefer to drive the units from the cab of *Valdora*, for they can turn off the engine in this unit and have a quieter ride, with the other loco doing the work.

J.L.Buckland 9/85; D.J.Mewes 10/85

MOSSMAN CENTRAL MILL CO. LTD 610 mm gauge

(see LRN 48, p.8)

The current timetable for the "Ballyhooley Steam Express" is given as follows:

April-May Mon/Wed/Fri 10am

June-September Mon-Fri 10 am & 2 pm

September School Holidays Mon-Fri 10 am & 2 pm

Rest of October Mon/Wed/Fri 10 am

November-January Mon/Fri 10 am

John Kramer 9/85

PIONEER SUGAR MILLS LTD, Inkerman Mill, Home Hill 610 mm gauge

(see LRN 34 p.14)

3 ft 6 in gauge 0-6-0T *Inkerman* No.1 (Hunslet 1119 of 1913) is preserved in the mill yard. It was noted in good condition during August in good order and in a yellow lined out livery.

John Kramer

PIONEER SUGAR MILLS LTD, Pioneer Mill, Brandon 1067 mm gauge

(see LRN 43 p.8)

Walkers 0-6-0DH 583 of 1968 in yellow livery was noted propelling cane bins into the mill yard in late August. This loco was built for the Aramac Shire Tramway, and was purchased by Pioneer Mill, the only one with a 3 ft 6 in

gauge tramway system, in 1976. The mill also has five Clyde DHI-71 0-6-0DH locos.

John Kramer 9/85: Editor

ROCKHAMPTON CITY COUNCIL 1067 mm gauge

During the 1970s, the Rockhampton branch of the National Trust retrieved various relics of the steam trams and trailers which operated on the Rockhampton City Tramways between 1909 and 1939. These included a trailer chassis complete with wheels, body parts and boiler and apron components. In 1983, reconstruction of a steam tram as a bicentenary project was initiated. Local publicity has led to the recovery of more tramway relics. Most important however has been the transfer of a steam car engine unit from the Antique Machinery Restoration Society of Brisbane (see LRN 23 p.10), which had been recovered from a Brisbane sawmill, and the offer of local engineering firm, Burns & Twigg to rebuild a water tube boiler retrieved about ten years ago. Some unusual resting places of relics have been discovered. During May, a backhoe was removing a tree stump at the bus depot to enable parking areas to be expanded, and unearthed a pair of leaf spring tramcar buffers in a relatively good state of preservation. Tram reconstruction is taking place in the bus workshops. By August, main frame construction was advanced and a search for spoked wheelsets began. By October, these had been offered by the Sydney Tramway Museum and the SRA of NSW. Timber body components are being prepared.

The Rockhampton Tramways used nine self contained steam cars built to the Purrey design in Bordeaux, France between 1909 and 1922, and six trailer cars constructed between 1909 and 1921. In addition, two similar cars built by J. Exshaw & Co., who had taken over the Purrey business, and two locally built trailers were operated by the QGR on their Rockhampton - Lakes Creek line from 1924 to 1937. About 250 steam trams and rail cars were constructed to Purrey design, and the Rockhampton car will be the only one of its type in the world.

It is hoped that a tramway will be returned to the streets of Rockhampton, in the historic East Street and riverside areas, in time for 1988, and that a regular steam tram service will operate.

Ken McCarthy 10/85

SOUTH JOHNSTONE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD 610 mm gauge

(see LRN 43 p.9)

All locos seem to have been fitted with prominent stickers proclaiming

"Sugar - a natural part of life". Two locos were noted apparently out of use in the mill yard in August. These were 15, Drewry 0-6-0DM (built by E.E. Baguley) 2520 of 1954, and 17, Malcolm Moore 4wDM 1060 of 1943.

John Kramer 9/85

SUNCOAST PIONEER MUSEUM, Mudjimba Beach, 610 mm gauge

(see LRN ?)

The museum's collection was auctioned on 8-9 September. The only railway locomotive involved was John Fowler 0-4-2T *Petrie* (19930 of 1933), built for Babinda Mill, and sold to Moreton Mill in 1959. It is believed that this loco was purchased for about \$1000 by Malcolm Menzies, a resident of Woodford, on behalf of a Victorian party. Further details would be welcome.

Courier Mail, 9/9/85; D.J.Mewes 10/85

TULLY CO-OPERATIVE SUGAR MILLING ASSOCIATION 610 mm gauge

(see LRN 38, p.11)

Tully No. 9, Clyde 0-6-0DH DHI.4 of 1954 was observed derelict without engine in the mill yard in August. The mill had considered converting this loco into a brake wagon but no work has been done to date.

John Kramer 9/85

SOUTH AUSTRALIA

MILE END RAILWAY MUSEUM (S.A.) INC. Gauges various

(see LRN 48 p.9)

The boiler from Andrew Barclay 3 ft 6 in gauge 0-6-0T *Peronne* (1545 of 1919) was taken to the works of T. O'Conner & Sons for repairs on 25 July. Work was expected to take about 3 months to complete, and meanwhile work was proceeding on the overhaul of the underframe and the construction of new tanks.

Catchpoint 9/85

TASMANIA

IDA BAY RAILWAY CO. PTY LTD Lune River 610 mm gauge

(see LRN 48 p.10)

The railway will continue to operate in 1986 according to the timetable below:

Christmas - Easter daily	11.00, 13.00, 15.00
Easter - mid-June Sat & Sun	13.00 & 15.00

	weekdays 14.15
mid-June - late August Sat & Sun	13.00 & 15.00
late August - Christmas Sat & Sun	13.00 & 15.00
	Wed 14.15
local September holidays	weekdays 14.15

Enquiries can be made by phoning 002 98 3110.

Bob McKillop 9/85

VICTORIA

EMERALD TOURIST RAILWAY BOARD PUFFING BILLY PRESERVATION SOCIETY MUSEUM 762 mm gauge

(see LRN 45 p.14)

Restoration work on Beyer-Garratt G42 (Beyer Peacock 2-6-0 + 0-6-2 6268 of 1926) has commenced with the awarding of a contract to Jahco Engineering Pty Ltd for the co-ordination of modification of the boiler from former Australian Portland Cement's 3 ft 6 in gauge number 1 (Beyer Peacock 2-6-0 + 0-6-2 6794 of 1936) to fit the boiler unit from G42. This boiler has been stored at the Menzies Creek museum for some time. (The complete Fyansford Garratt at the museum consists of the engine units from No.1 with the boiler unit from No.2 (6935 of 1938)). A C.E.P. grant has been requested for this restoration work, which will probably be done in three stages: boiler unit/cab; front engine unit; rear engine unit, as money becomes available. No anticipated completion date has been announced.

Work on the Climax 4w+4wTG loco (1694 of 1928) is well advanced. Main boiler fittings are now in place, and a little more work is needed before boiler testing. Fitting out of the cab is under way, with handrails, cab hatch, sanding lever, and regulator in place. The air compressor has been overhauled and the other brake components obtained and stockpiled. This loco is likely to be in service in early 1986.

On Saturday 26 October, two steam locos of different types will double-head on the Belgrave-Emerald section of the line. The two locos will be 2-6-2T 7NA (Newport, 1905) and 0-4-0ST *Sir John Grice* (Peckett 1711 of 1926). This special working hauled by the two tacs painted in two-tone green, has been organised to coincide with the "Great Railway Auction" organised by the "Get G42 Going Fund". Over 500 items will be auctioned including the old boilers from NA Class 2-6-2Ts 12A (with a current boiler certificate) and 3A (last used 1955).

PBPS Monthly News via Peter Medlin 10/85

STATE COAL MINE, Wonthaggi 915 mm & 610 mm gauges

The eastern area of the old Victorian Railways-operated State Coal Mine at Wonthaggi is open to the public, with guided tours of the old underground workings available (at \$2 per person). This section of the State Mine ceased operations in 1931 (although black coal mining at Wonthaggi continued until 1968, when the Kirrak mine closed), but there is still much of tramway interest here. A 610 mm gauge cable-hauled incline with converted mining skips takes visitors down to one of the many working levels, where black coal mining techniques are explained. Numerous shafts and adits radiate from here, and an extensive network of old 610 mm gauge horse-hauled tramways still exists in the mine. A variety of coal skips and trolleys to carry timber into the mine for shoring remain at the site, both on the surface and underground. There is also a section of steel and wooden railed 3 ft gauge tramway along one of the inclined shafts, which was originally used to transport miners down to the main level. The mine is open daily from 10 am to 3.30 pm.

Justin Oakley 10/85

WESTERN AUSTRALIA

HOTHAM VALLEY TOURIST RAILWAY W.A. INC. 1067 mm gauge

(see LRN 42 p.10)

The Western Australian State Energy Commission has donated a Drewry Car Co. 0-6-0ST from the South Fremantle Power Station to the Hotham Valley Railway. The loco appears similar to the TGR V-class, so was probably built by Robert Stephenson & Hawthorns. The loco will be used to move rolling stock from Pinjarra to Dwellingup, to haul maintenance trains, and to power a "bush tramway" service between Dwellingup and Etmilyn. Can a reader provide full details of this unit for publication in LRN?

Pioneer Steam Express 9/85

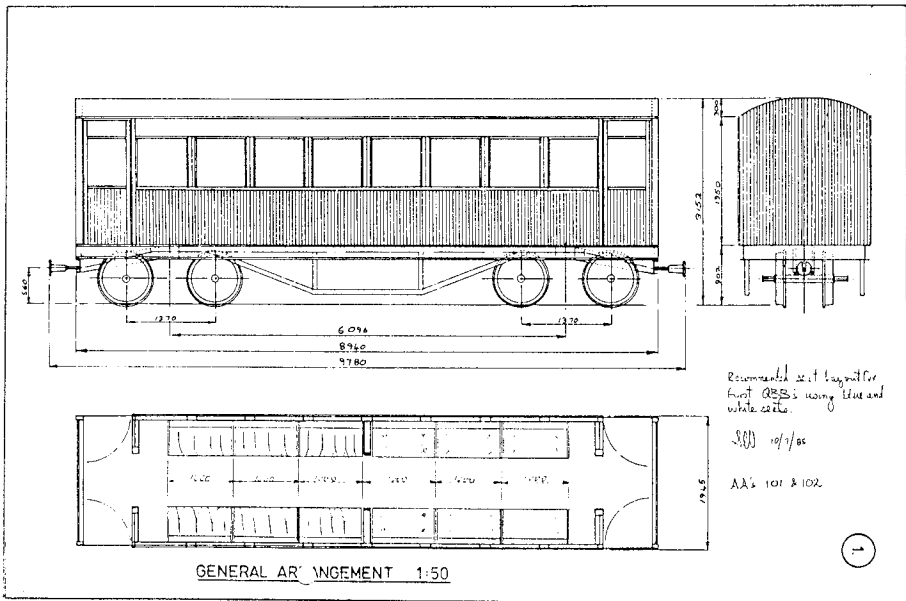
WESTERN AUSTRALIAN LIGHT RAILWAY PRESERVATION SOCIETY INC. Bennett Brook Railway, Caversham 610 mm gauge

(see LRN 48 p.12)

Preliminary work has begun on NG123 (Franco-Belge 2-8-2 2670 of 1951) with the boiler cladding having been removed and some descaling having been done prior to inspection. It is believed that some firebox repairs will need to be undertaken. Work has also continued with the Orenstein & Koppel Mallet 0-4-4-0T (2609 of 1907). This has revealed that the boiler fitted to this loco was constructed by Perry Engineering in the early 1950s. Work is well

advanced on the ex-Lake View & Star F.C. Hibberd "Planet" 0-4-0DM 2150 of 1939. The engine was first started up in September, but further work is required fitting new pistons and new piston rings and liners. This loco is fitted with a vintage "Atlantic" diesel engine. A second coach constructed on a Lake View & Star hopper chassis entered service in August, initially in undercoat and work has now commenced on a third. The first QBB carriage is nearing completion. Bodywork is almost finished and both bogies are almost ready for fitting. Some WAGR wagons have been purchased for gauge conversion, and work has already started on the first, an LA ballast wagon.

Rusty Rails 10/85; Lindsay Watson 10/85



Drawing of car presently nearing completion by W.A.L.R.P.A.

OVERSEAS - PAPUA NEW GUINEA

BOUGAINVILLE COPPER LTD Panguna, North Solomons Province. 900 mm gauge (see LRN 33 p.16)

On 6 March the pit drainage tunnel at Panguna was used for the first time when emergency denaturing equipment was used. As the concrete lining of

the 6.3 km long tunnel had not yet been completed, the contractor, Downer Constructions Australia, moved back into the tunnel a few days later. The task was due to be completed in about mid-year. It is thought possible that the rail line used to bore the tunnel may have been retained while this work was completed

Siakapo (BCL) 3/85 via Michael Pearson

OK TEDI MINING LTD, Western Province Gauge unknown

Mining tramways are in use here in driving adits. These have been noted in photos but no details are to hand. Gauge appeared to be around 2 ft Can any reader provide further details?

Michael Pearson 10/85

MICHAEL PEARSON, Buin, North Solomons Province. 610 mm gauge

(see LRN 33 p.17)

Michael has moved from Buka Passage and has collected one side tipping skip and one fat trolley plus track in the the Buin area. One of the ex-Japanese Navy Kato Works four-wheeled internal-combustion locos abandoned near Buin, (see LR 70 p.20) has been chosen for a preservation attempt. A plate from the cab of another of the locos appears to read "3000kg, 610 mm gauge, FORD 4-cylinder;" So far brakes, chain drive and linkage have been removed from the loco, but some trouble is expected in salvaging the main part of the loco. As there is no heavy machinery available, the recovery job has to be accomplished using a tractor.

Michael Pearson 10/85

OF INTEREST

Sydney's Power House Museum, in Mary Ann Street, Ultimo, will reopen with a new exhibition in January 1986. The exhibition will focus on the plans and development for the entire Power House Museum complex which will open in 1988. No.1 steam tram motor will be on display in January, but the full museum complex in 1988 will feature a number of other preserved locomotives.

Power House Museum via Bob McKillop 9/85

MEETINGS

MELBOURNE

Tonight John Buckland will be presenting some reminiscences from over 50 years of railway and tramway experiences, so we look forward to seeing

a large turnout of Melbourne members to hear all about how things were in the halcyon days of steam.

LOCATION: Ashburton Uniting Church Hall, Ashburn Gve, Ashburton. DATE: Thursday 12 December at 8:00 pm

ADELAIDE

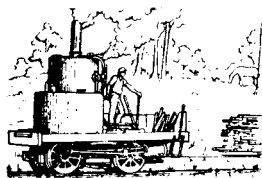
Members are asked to bring 10 slides or photos of light railway interest, preferably South Australian. Note the change of venue to Trev Triplow's residence.

LOCATION: 47 Gardner St., Plympton, S.A.

DATE: Thursday 5 December at 8:00 pm

SYDNEY

There will be no December meeting; next meeting will be in February. Members are reminded of the John Fowler Works List book offer (see enclosed form). The N.S.W. price is \$7.00, other states \$7.50.



LIGHT RAILWAY NEWS

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Deadline for next issue :- 20 February 1986

LIGHT RAILWAY RESEARCH SOCIETY OF AUSTRALIA - ESTABLISHED 25 YEARS

NOTES, CORRECTIONS AND COMMENTS

The Australian Sugar Journal

The *Australian Sugar Journal* ceased publication with the December 1985 issue. Published by the Australian Sugar Producers' Association since 1909, it is another victim of the current sugar industry problems. The last issue contained an article by LRRSA member David Mewes in which he explained the value of back issues of the magazine to Light Railway researchers. Included were a number of interesting quotations from past issues showing the wide variety of types of information which can be obtained from the Journal's pages.

CORRECTION

Craig Wilson points out that an error appeared in LRN 35, p.4, where an E.M. Baldwin mining loco for Ellalong Colliery is given the builder's number 9879-1-3-79. It should be 8179-1-3-79.

LOCOMOTIVE & ROLLING STOCK MANUFACTURERS

E.M. BALDWIN & SONS PTY LTD

(see LRN 49 p.2)

E.M. Baldwin's assets have been liquidated and the railway activities of this company, so significant in the history of light railways in Australia in recent years have been wound up. E.M. Baldwin is believed to have built its first locomotive, for South Johnstone Mill in 1962, and since that time constructed about 80 canefield diesels for Australia and Fiji, about 45 tunnelling locos, and about 33 mining locos and 105 personnel carriers, as well as sundry other units.

Final removal from the Castle Hill site was in October. A number of items of plant from here were advertised for sale in mid-September including two tunnelling locos which had been on site for some years. These were 12-tonne 3 ft 6 in gauge 4wDH locos, 3568-1-9-70 and 3568-2-9-70 of 1970 built for Fluor Australia. They were later used by D'Vanzo Brothers at the Thomson Dam site in Victoria before returning to Castle Hill in 1980. They were removed from site on 21 October, so were very likely sold. An auction of assets took place at Kellogg Road, Rooty Hill on 28 November where no items of rail equipment were offered for sale. However, an underground mining loco was seen in the assembly shop. This was a 4wDH single cab unit, yellow with black underframe and yellow and black dazzle stripes.

The rail business of E.M. Baldwin has been acquired by Hexham Engineering Pty Ltd

Craig Wilson 12/85, Robert James 1/86, Editor

FOX MANUFACTURING CO. PTY LTD, - PROK INTERNATIONAL

The sale of Fox Manufacturing Pty Ltd to the Peko group has led to its incorporation as a Division of Prok International. It is unclear how this may affect manufacturing facilities but a large auction of surplus plant was held at the Smithfield plant of Fox on 9 & 10 October.

Craig Wilson 12/85

HEXHAM ENGINEERING PTY LTD, Hexham, N.S.W.

This company has taken over the railway business of E.M. Baldwin & Sons including spare parts supply and loco manufacturing. It is believed that E.M. Baldwin customers have been notified of this change. Owned by Coal & Allied, of which in turn a 50% interest is held by the Howard Smith groups the business will be a natural adjunct of Howard Smith's coal and sugar milling

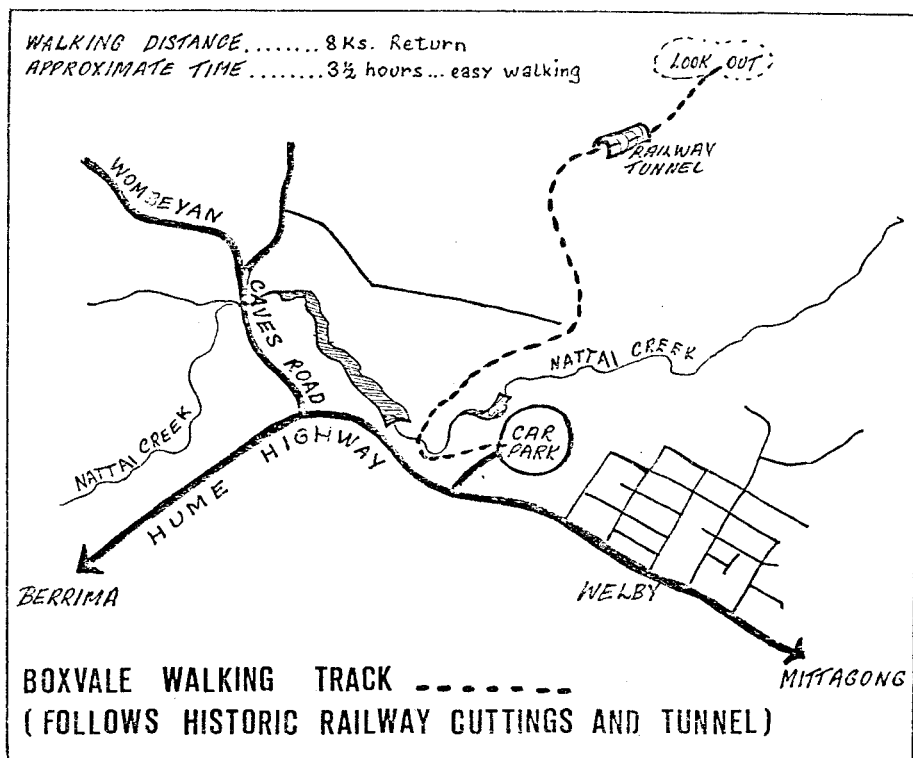
interests, besides having a link with another Howard Smith company, main-line loco manufacturer Goninan.

Robert James 1/86; Editor

FIELD REPORT

Box Vale Tramway Walking Track, Welby, N.S.W.

A new walking track has been opened in the Southern Highlands following the route of this old tramway in the bushland a few kilometres south of Mittagong.



The National Parks and Wildlife Service is responsible for the route, which has been developed in liaison with Wingecarribee Shire Council and a local school.

Access to the track is along the Hume Highway and well signposted. The route of the old Joadja tramline is not far away; neither is the site of the

Fitzroy iron mine and furnaces which, with its tramways, was the pioneer smelter settlement in Australia.

The historic trail, known as the Boxvale Mine Walking Track, is located at the south western flank of Mount Alexandra, a well known landmark of the Mittagong district. Actual work of opening up the trackbed as a path is due to the interest of Mr Trevor Bensley, a member of National Parks Service and Headmaster of Toombong School. Mr Bensley combined his knowledge of the area together with the needs of his students to provide a community project. The students, wards of the state at Renwick Children's Home, required an alternative to the normal school curriculum. The work enabled the boys to be involved in the practical tasks of installing footbridges, steps, picnic tables and signposts and compiling maps.

The Box Vale Railway and Colliery were in operation in the late 1880s. Fitzroy Iron Mines were not operating at the times and there was optimism that the opening of the coal mines would enable the iron mines to be reopened. Mittagong Coal Co. was registered in 1883, and acquired 580 acres on and near the Nattai River. The tramway ran parallel to the Joadja shale mine line as far as Woodlands Estate and then turned in a north-westerly direction.

The *Goulburn Herald* at the time reported that the coal was equal to the best Newcastle. The tramway was completed in 1888, including a cable incline that descended 50 feet down the valley side to the seam where the coal was worked. The mine closed in 1896 after producing a yearly average of 1000 tons.

David Burke, 10/85

NEW SOUTH WALES

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD, Albion Park 610 mm gauge

(see LRN 49 p.4)

During November and December, part of the electric tramway on which the Gemco 4wBE tunnelling loco operates as a wire electric on steaming days was realigned to remove one of the reverse curves. During that period, two new ornamental side brackets were constructed and erected to support the overhead wire. It is planned to replace most of the existing brackets with these more substantial units and to raise the height of the overhead wire generally.

The roof of the ex-Victoria Mill Baguley-built 4wMPR Drewry inspection car was completed on 7 December. The fitting of roof canvas and the completion of new pivot supports for one end windscreen is all that is now required to

complete the bodywork on this vehicle.

The former Otford signal box arrived at Albion Park on 13 November. This is a large building with a floor area of 5.5 m x 3 m which was commissioned in 1888 when the completion of the Clifton to Otford rail link enabled through railway working between Sydney and Kiama to be introduced. The box and 18-lever interlocking frame were made available to ILRMS for \$50. The Albion Park Apex club floated a concrete slab and constructed a brick foundation wall over 1 m high onto which the building was lifted on 14 December. This signal box will control the station yard when the collection of NSWGR, QGR and private signals is restored and erected.

During November and December the construction of the first of two new roads which will be covered by the running shed annex was carried out, and a connection made with the compound yard tracks.

The open man carrying car recently received from Metropolitan Colliery at Helensburgh was placed on the track with its new 610 mm gauge wheels on 30 November. This carries a No.2 on the inside of its main chassis frame. The seats on the vehicle were repaired the following weekend.

Four-car trains were operated all day on 1 December when the local Oak Flats Bowling Club used the museum facilities for its Christmas Party. Well over 1000 rides were carried that day. Patronage was below average on the regular steaming day 8 December. This was due to the first very hot day of the summer season.

The stationary vertical boiler which once powered the Brownhoist rail mobile crane No.7 at Port Kembla was steamed on 7 December and used to power the first two stationary engines in the new display shed.

Davenport 0-4-0ST *Kiama* (1596 of 1917) was the star of the "Electrofest" parade held in Wollongong on Sunday 15 December to mark the opening of the electrified railway. The steam loco was lifted onto a low loader semi-trailer on 14 December and returned to museum tracks on the 16th. The loco was in steam during three parades and the deep whistle of standard gauge loco C3642 at Wollongong Station was in contrast to the shrill whistle of the Davenport. Incidentally, although through operation of electric trains from Sydney had to be postponed due to the condition of Stanwell Park viaduct, a frequent Wollongong suburban electric service has been in operation.

Ken McCarthy 12/85

ROYAL AUSTRALIAN NAVY, H.M.A.S. Penguin, Clareville Beach, 610 mm gauge

(see LRN 47 p.8)

LRRSA NSW Division had fine weather and a good turnout for its annual

tour on 7 December, this year to H.M.A.S.Penguin. The base, currently in use for navy diver training, has two 2 ft gauge Greenwood & Batley 4wBE "locomotives" which are believed to have been purchased on the base's construction in 1940. They can be best described as motorised trolleys, the batteries being carried beneath the hinged table top. Rolling stock consists of 4 four-wheeled trolleys.

Several trips were made the length of the tramway on one of the locos, which carries a brass plate with number 3209, which may be the builder's number. The other loco was not in service, undergoing battery charging. Tour organiser Len King has already gathered some material for a short history of the line and is interested in contacting any person with knowledge or photographs of the jetty at its fullest extent before part was demolished some years ago. He can be contacted c/o the NSW Division

Craig Wilson 12/85

QUEENSLAND

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY, Durundur Railway, Woodford 610 mm gauge

(see LRN 49 p.5)

Bundaberg Foundry 0-6-2T 5 of 1952 will be moved to private property at Kallangur where workshop facilities are available for the loco's retubing. There will also be other repairs and tests to be carried out on the boiler and mechanical work will be carried out as well as painting.

Repair work will also be carried out at Woodford on ex Rail Motor trailer PL111. It is hoped that carriage and loco will be returned to service by around May for a return to service. In the meantime, the ex-Douglas Shire Tramway grover's bogie wagon will be fitted out with seats and canopy to enable a passenger service to continue on operating days.

The Goodman 3 ft 6 in gauge 4wWE 6035 of 1950 was moved to storage at Kallangur on 14 October.

Durundur Railway Bulletin 11/85

AUSTRALIAN RAILWAY HISTORICAL SOCIETY (QUEENSLAND DIVISION) 1067 mm gauge

The Division is involved in the establishment of a museum railway on the former Marburg branch. In October, delivery was taken of Baldwin Locomotive Works steplecab 4wWE 59549 of 1926, formerly owned by the Brisbane Tramway Museum Society, and kept at their Ferny Grove museum.

It was felt more appropriate that this loco be included in a 3 ft 6 in gauge railway museum, having been used to haul coal on the former electrified railway from Murrarie to the Bulimba "A" and "B" power stations in Brisbane.

Durundur Railway Bulletin 11/85

BUNDABERG TRAMWAY PRESERVATION SOCIETY 610 mm gauge

(see LRN 45 p.8)

The Society has obtained a Community Employment Programme grant for a total project of up to \$150,000 to complete construction of approximately 1 km of track on the site of the City Council Botanical gardens, North Bundaberg, together with a substantial loco depot. Work commenced with a crew of 6 in November and by the end of the year, the loco depot was substantially complete. A second crew of 9 commenced trackwork in December.

As yet, operating details have to be finalised and considerable Society work is required to complete restoration of Bundaberg Foundry 0-4-2T 3 of 1952, and Baldwin Locomotive Works 0-6-2T *Felin-Hen* 46828 of 1917. Fortunately, the Bundaberg College of Technical and further Education is providing great assistance, not only with *Felin-Hen* but also in the provision of facilities for loco depot structural fabrication and carriage construction.

Alan Robert 1/86

CSR LTD, Macknade Mill. THE SUGAR BOARD, Lucinda 610 mm gauge

(Macknade see LRN 48 p.7)(Sugar Board see LRN 18 p.8)

Macknade Mill's Clyde 0-6-0DH 18 (DHL.5 of 1954) was loaned to the Bulk Sugar Terminal at Lucinda at least once during the 1985 crushing. This was between 8 and 12 August when the terminal's Com-Eng 0-6-0DM G1023 of 1958 was broken down. As the rail systems are connected, such transfers are easy to accomplish.

C.J.Hart, 12/85

CSR LTD Pleystowe Mill 610 mm gauge

(see LRN 37 p.8)

Some interesting rail items were delivered by George Moss Pty Ltd towards the end of 1985. The first were two four-wheel 12-tonne remotely controlled brake wagons which are designed to be used as a pair on some occasions but which can be also used separately. It was expected that they would be especially useful on the difficult crossing of the Pioneer River behind the mill.

The second unit is a "combination resleepering and scarifying machine" which is a substantial self-propelled 4-wheel diesel unit. This extracts the old

sleeper, scarifies the old ballast beneath it, and inserts the new sleeper. The machine would be expected to replace at least 200 sleepers in an 8-hour day. Although this is the first such unit delivered to the sugar industry, Gemco have previously supplied over 50 similar machines to other railway systems.

Robert James 1/86, Graham Stevens (George Moss Pty Ltd) 1/86; Editor

CSR LTD, Victoria Mill 610 mm gauge

(see LRN 49 p.7)

Hudswell Clarke 0-6-0 *Homebush* (1067 of 1914) and the Decauville passenger carriage were in use on 14 December giving train rides at the mill in conjunction with the mill's Social Club Christmas Party. C.J.Hart 12/85

FAIRYMEAD SUGAR CO. LTD

(See LRN 25 p.8)

See MILLAQUIN SUGAR CO. LTD, Qunaba

MILLAQUIN SUGAR CO. LTD, Qunaba 610 mm gauge

(See LRN 45 p.8)

It is expected that loco facilities will be retained at Qunaba following the closure of the mill. This is because cane going to Fairymead Mill will be transported by tramline to a suitable siding in the Spring Hill area to be conveyed by semi-trailer via the ferry across the Burnett River to a siding on the Fairymead bank. From there the cane will go over the tramway the short distance to Fairymead Mill.

Robert James 1/86

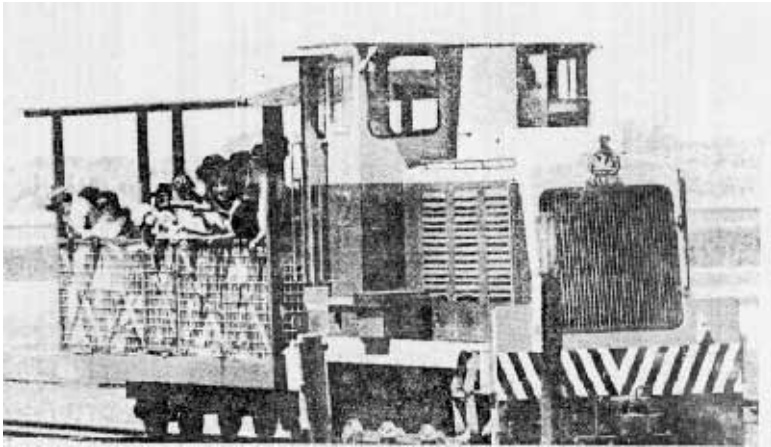
ERIC GIBSON, Mackay 610 mm gauge

(see LRN 47 p.7)

Avonside 0-4-0T 1909 of 1922 has undergone superficial restoration in the past few months. The loco has been thoroughly cleaned, and rusted sections of the side tanks cut out. It has been painted in Farleigh Mill colours of green with red frames and buffer beams.

Editor 1/86

MARIAN MILL 610 mm gauge



Marian centenary celebrations featured cane train rides. Marian Mill 12 (Clyde Model DHI-71 0-6-0DH 58-188 of 1958) hauls a passenger car built by Tony Germanotta on 29 September 1985 in this rather drastically cropped press photo.

NORTH ETON CO-OPERATIVE SUGAR MILLING ASSOCIATION 610 mm gauge

(see LRN 46 p.5)

Construction of a new combined road and tramline bridge on the Pioneer River at Mia Mia will be undertaken as a result of the construction of a weir on the river below the existing bridge as part of the Kinchant Dam irrigation project. The present timber bridge has steep grades and curves on each bank with dangerous road crossings and has proved an operating headache for those responsible for cane transport to the mill. Approximately 1200 bins of cane are hauled across the river each day in the crushing season.

Mackay Daily Mercury, 19/12/85

TASMANIA

VAN DIEMEN LIGHT RAILWAY SOCIETY INC., Don River Railway 1067 mm gauge

(see LRN 41 p.8)

Following the successful restoration and operation of two ex-TGR steam locos, attention is being turned to the restoration of Dubs 4-8-0 *Heemskirk*

(3856 of 1900} ex the Emu Bay Railway which is now at the museum, having been displayed on a beach reserve at Burnie for some years. The railway is 3.5 km long and steam locos operate on Sundays, Public Holidays and from Boxing Day to 6 January. On weekdays in December, January and February, a diesel railcar service operates.

Chas Goodwin 12/85

VICTORIA

AUSTRALIAN RADIO TELESCOPE PROJECT, Culgoa

Six antennae are being erected on an east-west line. Five of them can be moved on a 3 km rail track to enable positioning in a variety of configurations. Can any reader provide more details?

John Kerr via Ruth Kerr 12/86

WESTERN AUSTRALIA

GOLDEN MILE LOOPLINE RAILWAY SOCIETY, Boulder 1067 mm gauge

(see LRN 48 p.12)

A major disappointment is that F.C. Hibberd "Planet" 4wDM 3966 of 1962 converted from 2 ft gauge to 3 ft 6 in, and restored to operating condition cannot be used in passenger service, as it has proved impossible to fit standard couplings to it. However, it will be used for works trains.

Loop Line News No.15

HOTHAM VALLEY TOURIST RAILWAY, W.A. INC. 1067 mm gauge

(see LRN 49 p.12)

The 0-6-0DM loco donated by the Western Australian State Energy Commission carries Drewry's builder's number 2302 of 1950, although like all Drewry products, the loco would have been built by a sub-contractor. The loco was handed over on 18 October, and was to be towed to Pinjarra by Westrail. Unfortunately it ran hot and had to be detached at Kwinana. The rear wheels were jockeyed on a trolley for the next attempt, and the loco eventually arrived on 13 November. It will be named *South Fremantle* in memory of its former place of work.

Pinjarra Steam Express 11/85, 12/85.

The only answer to a request for screened photos so far has come from Len Purcell of the Hotham Valley Tourist Railway. Although going beyond our policy of including government railway locomotives not used by an industrial or private user, this shot definitely features a "Light Railway" scene,

and a Drewry locomotive which is basically an industrial design.



During the second half of 1985 the peaceful bushland east of Dwellingup has been disturbed by the noises of pick and hammer, together with the growl of a diesel locomotive. The old white ant nests among the sleepers of the long closed Dwellingup - Boddington railway have been rudely disturbed by industrious C.E.P. fettlers. Hotham Valley Tourist Railway has almost completed rehabilitation of an 8 km stretch of railway to Etmilyn where a bush picnic site is being established. Seen here is the Society's Z1151 with a 4 wheel sleeper wagon and ex-Westrail brakevan Z522.

WESTERN AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION INC., Bennett Brook Railway, Caversham 610 mm gauge

(see LRN 49 p.12)

The C.E.P. workers have continued to work on the ex-Lake View & Star F.C. Hibberd "Planet" 0-4-0DM 2150 of 1939. This work has included attention to the cylinder head, piston rings and sleeves, exhauster, oil separator, filter and rods. With the fitting of a vacuum hose and connection. the loco should be running soon.

The boiler has been removed from ex-South African NG123 (Franco-Belge 2-8-2 2670 of 1951) for inspection and repairs. The wheels and frame were in excellent condition with only one broken spring on the back pony truck needing replacement. The 1964-built 3 ft 6 in gauge Gemco-Funkey 4wDM, formerly PW27 from Wyndham Jetty, has been serviced and started up.

Quotes have been obtained for the regauging of the loco.

The first QBB bogie carriage is almost finished with final touches needed to doors and roof. The three C wagons have been re-wheeled with wheelsets from Citra, raising them to the same height as the cars built on ex-Lake View & Star frames. Construction has commenced on the third Lake View & Star car. Regauging work is progressing well on ex-WAGR ballast wagon LA23778.

Points for use in the yard and for the loop at Mussel Pool are being prefabricated by Society workers for transport to where they needed. At least five sets will be required.

Rusty Rails 12/85

OVERSEAS

FIJI SUGAR CORPORATION 610 mm gauge

(see LRN 38 p.14)

Fiji Sugar Corporation has reached an agreement with Acorn Corporation (Fiji) Ltd, to operate a tourist train in the western division. Initially the train comprising loco several carriages and a dining car will operate daily between Nadi and Natadola. Later the trip will be extended to the Fijian Hotel at Sigatoka. Fiji Sugar has been offered either an annuity with periodic reviews, or a grant of equity in the Acorn Corporation which it must exercise within 12 months.

Fiji Sugar Corporation Annual Report 1985 via John Peterson.

MEETINGS

MELBOURNE

Special L.R.R.S.A. Anniversary Night. A slide presentation recording the history of the Society, its activities, achievements, “sensational revelations” and great discoveries. From Rocky Bluff to Denmark, from Lune River to Wyndham, and some newly discovered pictures of the Powelltown Tramway (even Gilderoy station!).

A special supper and 25th Birthday cake will be provided. Don’t miss it; the next meeting of this type will not be until February, 2011.

LOCATION: Ashburton Uniting Church Hall, Ashburn Gve, Ashburton.

DATE: Thursday 13 February at 8:00 PM

ADELAIDE

Contact Arnold Lockyer for details of the next meeting.

LOCATION: 47 Gardner St. Plympton, S.A.

DATE: Thursday 6 February at 8:00 PM

SYDNEY

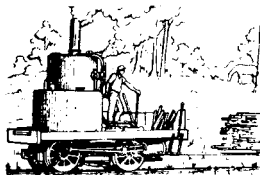
It is a while since our meeting topic took us northwards so to remedy this our February meeting will feature films of Paul Simpson’s recent visit to the Queensland canefields. Meetings this year are being held at the Bowlers Club “Old Board Room” at 95 York St. Sydney. Entrance to the room is not through the Club itself but through the Forestry Commission Office entrance on the Town Hall side of the building. The room is located on the 2nd floor and will be signposted. This change of venue offers much better facilities than we had previously at the Transport Club. Please be present by 7:30 PM or should you arrive late, access can be arranged by the doorman at the Club.

DATE: Wednesday 26 February at 7:30 PM

John Fowler Works List Book.

We knew this would be a popular title, but we underestimated how popular when initial orders were placed in the UK. So if you have ordered this book, please be patient - copies are somewhere in between the UK and Australia now. For all orders received (and we have some spare \$7.00 N.S.W., \$7.50 other) they will be sent immediately on receipt.

Craig Wilson N.S.W. Div.



LIGHT RAILWAY NEWS



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Deadline for next issue :- 20 April 1986

LIGHT RAILWAY RESEARCH SOCIETY OF AUSTRALIA - ESTABLISHED 25 YEARS

BOOK REVIEW

Directory Of Australian Tourist Railways And Museums - 1986

Published by the LRRSA NSW Division, P.O.Box 290, BURWOOD, NSW 2134

Edited by Robert F. McKillop

This well produced little booklet is best described by a paragraph from its introduction: "The directory provides a brief background to each museum or railway operation, followed by directions on how to get there by public and private transport, a summary of the feature exhibits and information on operating hours/operating timetables and contacts. Particular attention has been given to those who wish to use rail transport to visit the listed museums".

As intended, the booklet will fit into pocket, purse, brief case, or whatever and carried at all times for ease of reference. It is ideal for overseas or interstate travellers, as well as those within their own state, and gives all the information required for the "rail basher", "gricer", call him what you will, to plan a very interesting, informative and pleasurable holiday. Many of the lines featured are part of an overall tourist operation, theme park, etc. and can therefore provide all the additional entertainment or gastronomical delights to please the WHOLE family, an important factor these days!

The 39 page booklet provides details of most systems likely to be of

interest; however one omission the reviewer felt could have been included is Seaworld on the Gold Coast (if Dreamworld can be included) which features a pleasing scale replica of a Queensland Railways A10 class albeit internal-combustion powered, on its round-the-site tramway - there may be others in similar vein which are worthy of inclusion. The book is briefly illustrated by some interesting pen and ink drawings and emblems of many of the operations included.

Buy a second copy for your car's glove box, but don't forget the camera! The emphasis placed on directions for rail travellers is commendable; however the problem is getting the state rail systems to co-operate and provide the passenger services when and where required, particularly at weekends! An excellent production highly recommended, copies being available from the address above at \$2.80 including postage.

RFE

WANTED

15 lb/ft rail or similar needed for extensions to Mile End Railway Museum's miniature railway track. Please contact Rob Sanders at 4 Wilson Court, GRANGE 5022 if you can help.

RESEARCH COLUMN

Beaconsfield, Tasmania

Bob McKillop recently visited the Grubb Shaft Museum being developed by the West Tamar Historical Committee around the old Tasmania Gold Mines. Although the main focus is on the huge pumps used to combat the water menace in the shafts, there are photographs of the Beaconsfield Tramway operations. Also featured is the iron making era of the 1870s when the Tasmanian Charcoal Iron Co., the Ilfracombe Iron Co., and the Tamar Hematite Co. constructed tramways to link iron mines with their blast furnaces. The museum opens Tuesday to Sunday.

Manly (NSW) Miniature Railways

(see LRN 49 p.1)

David Burke writes that another miniature railway in addition to the North Steyne undertaking existed at Manly. This was located at the harbour beach near the fun park at the ferry pier. This appeared to be approximately 10 inch gauge worked by a steam locomotive. David's research reveals that Gordon Douglas, the Assistant CME to E. Lucy on the NSWGR (1911-32) assisted the miniature steam railway in maintenance matters during the c.1908 period.

A Cagney style 4-4-0 miniature steam loco appeared on a portable funfair line near the seafront at Cronulla, NSW.

In addition to the above information, a third light railway has emerged in Manly photos. As late as 1914, a jetty tramway was in position along the length of the passenger pier at Manly extending up to the kerb at the wharf entrance in the Esplanade. This would have been worked by push powered trolleys to carry passengers' luggage from the passenger steamers to the NSWGT terminus and the cab rank. Photos seem to indicate that the gauge was possibly 3 ft or 3 ft 6 ins.

Ken McCarthy

VISIT REPORT

LRRSA Marysville tour December 14th-15th 1985

Marysville is about 80 km north-east of Melbourne and was the venue for the December tour. About 40 people gathered in fine weather for the first walk along the Vic Oak Sawmilling Company's south/south-eastern tramline, starting from near the former mill site. Walking was very easy, and many sections of the 3 ft 6 in gauge wooden-railed tramline were to be seen. Undergrowth was fairly light, and this coupled with the close proximity of the Steavenson River made this 2 km walk most pleasant.

Lunch was taken back at Burrengeen Park In Marysville township, where a Day's tractor and log on bogies are displayed. After lunch, a 15 minute drive was taken to the commencement of the afternoon walk on Granton Road, to the south-east of Marysville. The walk along Anderson's tramline for a distance of 4 or so kilometres proved most enjoyable, with small sections of rail, bridge remains, loading ramps etc to be seen along the way. Eventually the base of an incline was reached, and as it had been bulldozed a rest was had by most of the party before returning to the cars along the same route. After tea, an excellent audio-visual presentation by Peter Evans on some of the tramways in the area was attended by the members staying overnight, plus several locals, at the Crossways Motel.

Sunday morning's activity was an inspection of the Buxton Sawmilling Company's mill site near Buxton. A five metre high loading gantry, mill boiler, wagon frame and sections of wooden railed tramline were the main highlights at this site. Picnic lunch was at the nearby Silvergum Reserve. Most people returned to Melbourne via the Acheron Way, and a short visit to Fieglin's mill site was made. The main feature here is the impressive remains of the cement kiln. Other relics were hard to find due to long grass and blackberries.

Geoff Thorpe

LOCOMOTIVE & ROLLING STOCK MANUFACTURERS

GEORGE MOSS PTY LTD Osborne Park Western Australia

The announcement was made late in January that this 50-year old company would be "going public" with an issue of \$5 million worth of shares. The share prospectus forecasts that turnover will increase by more than 50% to \$16m. over the next three years, with profits increasing more than seven-fold to almost \$1m in the same period.

The company claims to be the only Australian producer of underground battery electric locos, and has begun an expansion into other electric vehicles such as towing tractors for airport use. Current export markets claimed are in 27 countries, in every continent. In addition to rail equipment, the company is involved in manufacturing equipment for drilling, rockbreaking, mine ventilation, pneumatic power, pumping and defence, as well as general fabrication and consulting/contracting work.

More than 1000 locomotives have been manufactured, mostly for the mining industry, with the first produced in 1956 being a 1.5 ton 4 hp battery electric. Battery locos range from 1.5 to 30 tonne designs, with trolleywire electrics and diesels also available. Flameproofing is a speciality, with rack type locos available for gradients up to 1 in 6. The company designs and builds its own traction motors, enabling complete flexibility in voltage requirements. There is an extensive range of rolling stock available, and personnel carriers are also produced. Locos and rolling stock have been exported to the Philippines, India, Korea, Peru, Bolivia, Ecuador, New Zealand, Indonesia, Papua New Guinea, Fiji, Portugal, Burma and Zaire.

Track laying and maintenance equipment is produced for many industrial users as well as every Australian government railway, and some overseas. The range of mechanised equipment centres on small independent and robust units suited to local conditions. This contrasts with the European model of large, multi-function, technically complicated and expensive machines necessary with the limited track occupancy available in such countries. A manufacturing agreement exists between Gemco and the French company Geismar to produce their designs of track equipment.

George Moss Pty Ltd The Australian 30/1/86

NEW SOUTH WALES

HISTORIC VILLAGE MOTEL COOLANGATTA. via Berry 600 mm gauge

(see LRN 49 p.3)

Lee Rodda was able to visit Coolangatta during January. He feels that the

"Here she comes" loco at the Historic Village Motel is either the unit used at Adelaide Zoo up to the late 1950s or an identical engine. The square cab is a later addition as the Adelaide loco only carried the "Belpaire" style cowling to cover the controls.

John Shoebridge has reported that the Taronga Zoo engines in Sydney, although powered by internal combustion engines, were mounted on locomotive style underframes with drive and connecting rods. The Coolangatta unit is carried on two simple wheelsets with pedestal outside axle boxes.

Ken McCarthy 2/86

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD. Albion Park 610 mm gauge

(see LRN 50 p.4)

On 28 January the news was released that the ILRMS 1986 proposals for a further CEP grant had been approved. The Museum will receive \$108,742 which will enable seven tradesmen to be employed on restoration projects. This enables a supervisor to be engaged for 11.5 months and two sets of 3 tradesmen for six months each.

The submissions include the major overhaul of the museum's stationary steam engine, and further progress in the restoration of the Perry 0-6-2T *Tully* No.6 (7967.49.1 of 1949), Hawthorn Leslie 0-4-OST *Burra* (3574 of 1923) and one of the two Lima 4w+4wTG Shays from Munro's Hampton Tramway in Queensland (906 of 1904 & 2097 of 1908).

By late February, the wall cladding on the 18 m x 6 m workshop building was completed. The heavy machinery is now in position on permanent concrete bases while a wire mesh wall now encloses the stores racks, and the flooring and staircase to the mezzanine floor have been completed.

Throughout summer the trolley wire system on the electric tramway was overhauled, insulation improved, some span poles replaced with side brackets, the ornamental poles in the car park area repainted and the working wire height raised.

Six steaming days were held during November and January, and over 3,200 rides were made by visitors to the museum railway.

Ken McCarthy 2/86

PROPOSED CORRIMAL COLLIERY MUSEUM 1067 mm gauge

Plans have been announced for the development of the Corrimall Colliery as a tourist attraction. The plan includes a mining museum, and access to more than 300 metres of underground roadways featuring mining machinery

is also planned. A viewing gallery will be installed in the workshop where a local company will continue to test and overhaul mining equipment. There will also be the usual tourist catering and souvenir facilities. The complex is expected to open in about a year and should provide up to 70 new jobs.

The move follows the transfer of operations from Corrimal to Cordeaux Colliery, developed as a more convenient access to mining operations which extend many miles from the Corrimal pit-top. This occurred on 24 December, and ended the 115 year career of Corrimal as a working mine.

The establishment of the complex will enable the preservation of a representative selection of locomotives and rolling stock from the heavy duty 3 ft 6 in gauge underground rail systems now almost universal in the NSW industry, and which date back to the introduction of Malcolm Moore diesel locos by Australian Iron & Steel in the 1940s.

Daily Telegraph 15/2/86 via Craig Wilson; Editor

GUNNEDAH

A fatal accident at a Gunnedah district colliery was featured on the ABC TV News on 16 January. The story mentioned rail access to the scene of the tragedy. Can any member provide details of the collieries in the area with rail systems?

Editor

QUEENSLAND

CSR Ltd, Victoria Mill 610 mm gauge

(see LRN50, p.7)

A large plaque has now been fitted to the left hand side of the tender attached to Hudswell Clarke 0-6-0 *Homebush* (1067 of 1914), giving the locomotive's history, plus also a few of its specifications.

Christopher Hart 1/86

MARIAN MILL CO-OPERATIVE SOCIETY LTD 610 mm gauge

(see LRN 49 p.8)

Planning is in the preliminary stages for the construction of a new \$2m. road/tramway bridge over the Pioneer River at Marian. It is expected that the bridge will be built in 1988. The new crossing will eliminate the low level tramway bridge with steep grades on each bank of the river which has been a problem since it was built in 1923 to replace an earlier winch worked bridge. The mill will contribute towards the cost of the tramway portion, while the road component will upgrade the present flood prone road crossing.

Tests are expected to take place at the mill before Easter of some experimental large four-wheeled cane bins. The specification of these has been developed by Sugar Research Ltd and a number of manufacturers have been involved in producing pilot designs. A cane capacity of 18 tons is being looked at, with a flexible wheelbase arrangement. After tipping trials have been carried out, the new bins will be subjected to an extensive programme of running trials during the season.

Mackay Daily Mercury 27/2/86; Len Heaton 2/86

MOUNT ISA PRESERVATION 1067 mm gauge

Contrary to the report in LRN 46 p.6, Peckett 0-4-0ST 1069 of 1905, formerly on display at St. Joseph's Convent School, has been disposed of for preservation in Victoria (see later this issue). Peckett 0-4-0ST 1174 remains at Soldiers Hill State School on the Barclay Highway. Meanwhile, Hudswell Clarke 0-4-0ST 928 of 1910 has been removed from the Central State School. Around the end of 1983, it was removed from the school, and some difficulty was experienced in finding a home for it. Eventually, it was mounted on a plinth overlooking the Barclay Highway near the entrance to the town by service club members.

Jeff Daly, 3/86

THE SUGAR BOARD, Mackay Harbour 1067 mm gauge

(see LRN 44 p.11)

An advertisement has appeared in the press offering for sale an F class Com-Eng diesel loco. This is assumed to be 0-6-0DH F1018 of 1957, which has been replaced as the working loco at the Sugar Terminal by sister loco F1029 of 1958 from Townsville. Both locos were still on site a few months ago. The loco is a 30 ton 230 hp design, and may be sold either as a complete unit in operational condition or broken up for parts. It would be an ideal shunting or work train unit for a 3 ft 6 in gauge preservation project.

Railways of Australia Network, via Craig Wilson; Editor

SOUTH AUSTRALIA

MILE END RAILWAY MUSEUM (S.A.) INC. Gauges various

(see LRN 49 p.10)

The museum is to be moved to a new site over the next few years. The new museum will be based on a new undercover premises at the Port Dock station site in Port Adelaide. The new site will feature an extended 18 inch gauge system as well as provision for a running line on both 2 ft and 3 ft 6 in gauge.

The restoration project on Andrew Barclay 3 ft 6 in gauge 0-6-0T *Peronne* (1545 of 1919) is continuing. The boiler was given a hydrostatic test just before Christmas, and it was hoped that the work of replacing 25 stays, and some pad welding on the firebox would be completed during February. Frames have been cleaned and painted and new side tanks will be built to 'prepare for the reassembly of the loco.

On 2 ft gauge, it is hoped that three exhibits will be restored for operation at the new museum. These are ex Waratah Gypsum 304 (Ruston & Hornsby 4wDM 187078 of 1938) and 306 (Ruston & Hornsby 0-4-0DM 373981 of 1956) and ex Qunaba Mill Perry 0-6-2T *Skipper* (1850.46.1 of 1946). In addition, there is also a former 2 ft gauge machine running on the 18 inch gauge line. This is a 4wPM built by Barry's Brickyard? Torrensville. It is planned to acquire a flat car from the Dry Creek explosives tramway, but the museum is interested to hear of other suitable 2 ft gauge items.

A donation of 500 feet of track has been made by the Mines Department, but more is still needed for the 18 in gauge miniature line (see "Wanted" p.2)

Rob Sanders 2/86; Catchpoint 1/86

TASMANIA

THE BUSH MILL Port Arthur 381 mm gauge

A 15 inch gauge steam railway was due to open at this tourist attraction in February. The railway is narrow gauge rather than miniature in concept. The line is about 2 km long and runs from the Fox and Hounds Tavern on the Arthur Highway to the Bush Mill Complex. The line has an overall grade of 1 in 40 with 1 in 20 on some curves, and features a switchback. From the Outdoor Pavilion at the Bush Mill, four levels of track can be seen winding up the nearby hill. An 0-4-0TT loco has been imported from Holland to work the line (maker unknown), but has proved unable to handle the grades hauling the two bogie carriages which have a capacity of 48 adults. A second tender, powered by an Isuzu diesel engine has been constructed as an auxiliary motive power unit, but exact operational details are not to hand.

A steam sawmill operates daily, and there are a number of bush tramway exhibits on static display. These include a petrol tractor of the 1920s, log trucks on wooden rails and a vertical boilered steam winch and log loading ramp. There is also an excellent audio-visual display of the timber era in Tasmania, which includes a number of slides depicting timber tramways.

Bob McKillop

THE EMU BAY RAILWAY CO. 1067 mm gauge

(see LRN 31 p.18)

Until recently, operations on the railway consisted of 7 trains per week, consisting of five mineral trains of four locomotives, 22 ore cars and one guard's van, and two general goods and mine supply trains of 2-3 locomotives and a varying number of cars.

Present operations are five "block" trains consisting of ore, general goods and mine supplies giving a total length of approximately 40 cars. Motive power comprises 7, 8 or sometimes 9 locomotives. Increased-power has meant a proportional increase in drawbar forces, and all 11-class frames have had to be strengthened to stop the draft bars being pulled out.

One train operates per day for a five day week, leaving Burnie at 4.30 am and arriving back at 2 pm that afternoon. One engine crew and guard take the train down to Rosebery and Melba Flats while a second crew drive down by car and return with the train. The first crew come back in the car. The reason for the railway persisting with the small 10 and 11 class Walkers B-B DH units is simply because bridges on the line restrict axle loads to 14 tons.

The track itself may be changing soon. The Rosebery - Melba Flats section is under threat as it depends on the Mt. Lyell mine for its traffic. However, a branch may be built from Hatfield to a new zinc mine some 10-12 km to the east, if the proposed mine development goes ahead. The sidings at Goodwood, Hampshire and Gilford have been removed, while those at Rigby, Hatfield and Boco remain.

David Jehan 2/86

THE ELECTROLYTIC ZINC COMPANY OF AUSTRALASIA LTD, West Coast Mines, Rosebery

A quantity of assorted equipment was offered for sale by tender during February. The sale was being handled by Asset Data Control Pty Ltd of Hobart. No actual location of the material was given except "the Company's West Coast Mines, Rosebery". Included in the sale were various spare parts for Gemco 1.5, 3, 5 and 10 ton, and Mancha 5 ton battery electric locos. These included parts for controllers, motors, transmissions, braking systems and axle assemblies. A 3-ton Gemco handbrake beam was identified as 2 ft gauge, otherwise no more specific information was given. In addition to the locomotive parts, there were many parts for Eimco and Atlas Copco loaders, as well as other rock handling and drilling equipment.

Asset Data Control Pty Ltd 2/86

TASMANIAN TRANSPORT MUSEUM SOCIETY, Glenorchy 1067 mm gauge

Excellent progress has been made in the development of this museum, with an ex-TGR loco operating demonstration trains on about 500 metres of track in January. However, most rail items are still stored in the open.

The Climax 4w+4wTG loco from Maydena (1653 of 1923) has been partly reassembled, although the cab and bunker were sitting beside the loco. Also on site is an 0-4-0VBT (vertical boiler) acquired from Chesterman & Co. which has been recovered from a forest resting place.

Bob McKillop 2/86

VAN DIEMEN LIGHT RAILWAY SOCIETY INC. Don River Railway, Gauges various

(see LRN 50 p.8)

A number of interesting items from private and industrial railways form part of the collection here. Ex-Emu Bay Railway 3 ft 6 in gauge 4-8-0 *Heemskirk* (Dubs 3856 of 1900) has been dismantled for thorough appraisalment of restoration possibilities. The smokebox has been cut off and the boiler has undergone a preliminary inspection which shows some hope of repair. The frame has been separated from the wheels and will be sandblasted and repaired. The main problem here is the extensive corrosion caused by years on the exposed Burnie seafront.

Restoration of John Fowler 3 ft 6 in gauge 0-6-0T 5265 of 1887 has been suspended following the discovery of a crack in the copper firebox tubeplate on hydrostatic test. The loco was built for the Kiama Council in New South Wales and was used by various contractors before being put to work hauling stone for a breakwater at the mouth of Macquarie Harbour, Tasmania. It was last steamed in 1912. It is now housed in a museum building awaiting the refitting of cab and boiler fittings.

Ex Ida Bay 2 ft gauge Hunslet 0-4-2T 1844 of 1936 is housed in the same shed as the Fowler. It is partially dismantled with no restoration programmed at present. Ex-Mt. Lyell Krauss 0-4-0T 5988 of 1908 is a static exhibit, and has recently been painted and lined out. Also on static display is 2 ft gauge Hudswell Clarke 0-6-0 1548 of 1925 ex Macknade Mill, Queensland.

An early internal combustion engined unit is *Riley*, a four-wheeled rail motor used on the North Mount Lyell and Mt. Lyell lines. Although devoid of superstructure, all mechanical parts are present. This unit was recently moved to Don from Tarraleah by a Society member, and is a long term preservation project.

Two Ruston & Hornsby 3 ft 6 in gauge 4wDM locos are available for shunting

work. 187072 of 1938 was used by the Mt.Lyell Company at Regatta Point, Strahan for many years but was later owned by contractors. It has now been rebuilt with a new cab. 279571 of 1949 was initially used by the Marine Board of Burnie and was later used by the Cornwall Coal Company.

A new station platform has been built at Don, and plans have been drawn up for a new station building. A 184 mm gauge miniature railway operates most Sundays and public holidays and is an added attraction.

Chas. Goodwin 2/86; Bob McKillop 2/86

VICTORIA

JEFF DALY, Melbourne Gauges various

Jeff Daly is the owner of two of the locomotives reported in LRN 47, p.13. One is a Porter 2 ft gauge 0-6-0T ex Victorias Sugar Mill in the Philippines. There is some doubt about its identity, but it is suggested that the loco consists of the boiler from 6480, the cab from 6555, and the frame from 6465. The second is a Peckett 0-4-0ST which was built for Mount Morgan Mines. It is in fact builder's number 1069 of 1905, which worked at Mount Isa from 1931 to 1955. It was donated to St.Joseph's Convent School for preservation, and finally arrived in Melbourne in January 1984. The boiler has been repaired and successfully tested. The frame needs straightening and a complete overhaul is to be carried out.

A third loco owned by Jeff is a 3 ft gauge John Fowler, 15989 of 1923. This was originally supplied for the Warburton Timber Co, and went to Mount Morgan, Queensland, in 1940. It was returned to Victoria for preservation in the 1970s, and was recently acquired by its present owner.

Jeff Daly 1/86, 3/86

RAY MCKINNON, Daylesford 610 mm gauge

(see LRN 31 p.22)

Advice has been received that the steam outline loco owned by Ray McKinnon is for sale. This is an 0-4-0PM loco, probably built by John Dunlop of Sydney in 1977. It was purchased from Bullens Lion Park at Rockbank. For more details, prospective purchasers are invited to contact Ray at 8 Leggatt Street, Daylesford 3460 (053 48 2077).

Ray McKinnon via Craig Wilson 1/86

BRUCE WEATHERHEAD, Tynong 610 mm gauge

Bruce Weatherhead owns Decauville 0-4-2T 454 of 1906 which was originally supplied to Mulgrave Central Mill, Gordonvale, Queensland. It

was briefly in the custody of Bruce McDonald at Goulburn before being transported to Victoria in 1975.

Industrial Railway Bulletin; Editor

WESTERN AUSTRALIA

AUSTRALIAN RAILWAY HISTORICAL SOCIETY (Western Australian Division) Bassendean. Gauges various

The Society is to move the location of their museum from Bassendean to Whiteman Park in Caversham. A number of former industrial locomotives are included in their collection. The current site at Bassendean will be used as a locomotive and carriage running depot and workshop. Whiteman Park is currently the home of the Western Australian Light Railway Preservation Association and of the Perth Electric Tramway Society.

Rusty Rails 2/86

WESTERN AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION INC. Bennett Brook Railway, Caversham 610 mm gauge

(see LRN 50 p.9)

During early January, a major effort was made to complete the track layout in the Mussel Pool yard and station precincts. This was necessary to enable trains to operate on the 5 km loop which will be brought into use before long. The prefabrication of pointwork and the use of a front end loader has enabled substantial work to be done over a few weekends.

The former Lake View & Star F.C.Hibberd "Planet" 0-4-ODM 2150 of 1939 entered service early in the year and has proved valuable for ballasting work on the loop.

Rusty Rails 2/86

OVERSEAS

FIJI

FIJI SUGAR CORPORATION 610 mm gauge

(see LRN 50 p.9)

Coral Coast Railway Co.

A tourist train should by now be in operation running 16 km between the Fijian Hotels Cuvu (Thuvu) and the beach of Natadolu. The operating company is the Coral Coast Railway Co., 80% owned by the Acorn Corporation (Fiji) Ltd,

and 20% by Fiji Sugar Corporation.

During 1985, carriages and locomotive were prepared under the direction of Acorn managing director, Peter Jones, at a site known as Field 40, near Lautoka. At least four specially built carriages appear to be destined for use in the train, with the standard type being a fully air-conditioned 10 m bogie car. Construction is of steel with a double skin and large windows. There will be facilities for serving drinks and snacks on board the train. The locomotive is Hudswell Clarke 0-6-0 1855 of 1950, formerly number 23 at Lautoka Mill. This is in beautiful external condition in maroon livery with white lining. It will not be powered by steam but by a diesel-hydraulic motor installed in the tender which is believed to drive onto the rear axle of the loco. The locomotive and three carriages were first placed on the track on 15 January.

The fare for the ride will be about \$20. Passing loops have been laid in at each terminus and tracks will be upgraded as necessary. Train control will be through the mill tramway two-way radio links.

Meanwhile, the Asian Development Bank is investigating a modern passenger service by rail as bus companies are in difficulties and road transport costs rise.

Lautoka Mill

Clyde Model DHI-71 0-6-0DH locos 1, 2, 3, 4 & 6 (57-140, 57-146, 57-173, 57-174, & 58-197) are still stationed at Cuvu. The light track in the area makes these the preferred locos for this depot. By mid-January, only number 2 was present at the depot, with the others having returned to Lautoka for slack season maintenance.

On 13 January Lautoka 20, a Hunslet 6wDH was seen shunting empties at Lautoka and later heading towards Rarawai. This is a new loco and no builder's number has been reported as yet. Other locos were seen stabled at the mill or under repairs with Clyde 0-6-0DH 8 (63-290) shunting in the yard.

Hudswell Clarke 0-4-0ST 1056 of 1914 is still preserved in good condition in the mill yard, while Hudswell Clarke 4-4-0 1118 of 1915 is in poor condition at Churchill Park, Lautoka.

Rarawai Mill

John Fowler 0-6-2TT 11458 of 1908 is preserved in good condition at the mill as number 10. Among the locos seen on 13 January were 1, a Hudswell Clarke 0-6-0DM (D753 of 1950), and numbers 2 and 19, 4wDH locos said to have been "built in New Zealand", but probably 20 ton Plymouth diesels. A Clyde 0-6-0DH numbered 18 is reported here, possibly a transfer since 1981 (see LRN 26 p.16). Many other locos were also observed stabled or under

repair, with the locos shunting in the yard being E.M. Baldwin 4wDH 17 (5060-1-9-73) and Motor Rail "Simplex" 15 (14024 of 1957).

Penang Mill

On 14 January, two Motor Rail "Simplex" locos were seen under repair. These had lost their numbers but were thought to be 10440 of 1955 and 14046 of 1959. Motor Rail Simplex 5 (5064 of 1930) was seen at Ellington Wharf. E.M. Baldwin 4wDH 3 (5060-2-9-73) was believed in use on track maintenance duties.

*John Peterson 2/86; Islands Business 8/85, Fiji Times 25/10/85, C&C Trade News 12/85
via Greame Bell, Bob Merchant & Bob McKillop; Editor.*

NAURU

NAURU PHOSPHATE CORPORATION 914 mm gauge

(see LRN 18 p.1)

On 31 July 1985, Nauru issued four stamps to commemorate the 15th Anniversary of the Nauru Phosphate Corporation. Two of the stamps depict items of rail interest. The 25 c value shows a modern train hauling crushed rock, headed by a 4wDH loco numbered 52. This is clearly not a Clyde diesel (could be a Hunslet - Ed.) The 50 c value shows an Orenstein & Koppel 2 ft gauge 0-4-0WT loco and tip wagon on a concrete slab with an island background. This suggests a loco has been preserved on the island. Can any reader provide further information on either locomotive?

Bob McKillop 2/86

MEETINGS

MELBOURNE

John Ritter will be speaking to us about two areas in NSW he has had a close interest in over recent years Carson's timber operations in the Olney State Forest north-west of Wyong will be the first to be featured followed by an illustrated summary of findings from visits by John to Tarrawingee, north of Broken Hill.

LOCATION : Ashburton Uniting Church Hall, Ashburn Grove, Ashburton

DATE : Thursday 10 April, 1986 at 8.00pm

SYDNEY

This month's meeting will consist of railways in Sri Lanka by Jeff Mooney who has recently spent several weeks there.

LOCATION: "Old Board Room", Bowlers Club, 95 York Street Sydney. Access through Forestry Commission Offices

DATE : Wednesday 23 April 1986 at 7.00pm

ADELAIDE

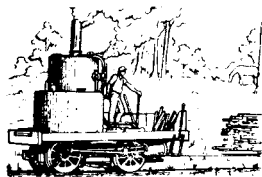
Contact Arnold Lockyer for details of meeting His address is on the front of LRN.

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LIGHT RAILWAY NEWS

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The Light Railway Research Society of Australia



No. 52

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LIGHT RAILWAY RESEARCH SOCIETY OF AUSTRALIA - ESTABLISHED 25 YEARS

25th ANNIVERSARY CELEBRATIONS

25th ANNIVERSARY MEETING, 13 FEBRUARY 1986

Sixty-seven people attended this meeting, at which a slide show outlining the scope of the Society's interests, its achievements, the activities of its members, and tours, was presented. The slides were provided by Mike McCarthy, Graeme Inglis, Arthur Straffen, Geoff Thorpe, Colin Harvey, Lionel Rickard, Hal Hennell, Rod Smith, Frank Stamford, and Steve Martin. A special thank-you is due to Ella Hennell, Gloria Stebbing, and Doris Bevan, who volunteered to look after the supper arrangements, and were kept very busy. Mrs.Hennell, the Society's first Honorary Life Member, blew out the candles on the 25th Anniversary Cake. A display of maps, photographs and early issues of *Light Railways* was also provided.

Frank Stamford

THE GREAT PACKING SHED AFFAIR, 29 MARCH 1986

Belgrave to Nobelius Siding via Lakeside

Planning for this 25th Anniversary function first commenced in January 1985, when it seemed likely that the ex-Tyers Valley Climax 4w+4wTG

locomotive (1694 of 1928) would be available for the event. By late 1985, it became clear that it would not be ready. As an alternative, a double-header - hauled by the ex-West Melbourne Gasworks Peckett 0-4-0ST *Sir John Grice* (1711 of 1926) and the ex-SEC and MMBW Ruston & Hornsby 4wDM NRT1 (296058 of 1950) - was suggested. This apparently presented Puffing Billy with some problems, and they advised us that it was not possible. It may have also presented us with some problems - the novelty of such a train might have attracted more people than the two locomotives could haul. The decision was made to go ahead with the event, with an NA locomotive, as it was felt that the combination of a train trip, dinner, Society meeting, and film night was appropriate for the 25th Anniversary, especially as there would be a number of interstate visitors. The PBPS agreed to allow the use of the Nobelius Packing Shed for the social part of the evening, although up to this time it had not been made available to outside groups, as work on its restoration was not quite complete.

Unfortunately, members were slow in booking. Cancellation seemed a possibility, but instead a further mailout was sent to our Melbourne members telling them the "details of what promises to be a truly memorable occasion". This worked - we needed 30 people to make it economic and we got 47.

On the day before the Great Packing Shed Affair, the LRRSA's fifth National Conference had been underway for less than an hour when Society President Mike McCarthy was called out to take a phone call. It was from the PBPS, advising that due to mechanical problems they only had one NA locomotive available to run Saturday's service; and our train would therefore be hauled by the Peckett and NRT1!

Our train was due to depart Belgrave at 4.30 pm, but before this our party had the opportunity to wander over the workshops. The Peckett hauled the Climax out into the open, so that it could be more easily photographed. The Climax is now substantially complete; the most obvious work still to be done is re-assembling the motion gear. The superb restoration job on the Peckett was remarked upon by many. Though the Climax has a plain black livery, unlike the fully lined green of the Peckett, it is obviously being done with the same care and attention to detail. The polished builder's plates, and white painted *Climax* insignia on the cab side contrast well with the shiny black. Although a good-looking diesel is contradiction in terms, the finish of NRT1 was of an equally high standard.

(In the following description of the train trip, it is trusted that readers will note that although the writer has a normal healthy dislike, loathing, even hatred of diesels, it has in no way affected his objectivity in describing the performance of NRT1)

Our train consisted of the two fully-refurbished ex-Mount Lyell cars, NBL1 and NBL2, appropriately named *Mount Lyell* and *Rinadeena*, and an NBC van. The Peckett was leading the diesel (and quite rightly so). Drinks and much projection equipment were duly loaded into the van, prior to a departure which was about ten minutes late. Once the train was underway, we were treated to some fascinating sounds, as the large sharp exhaust of the Peckett combined and harmonised (!) with the growl of the diesel. The shrill high-pitched whistle of the Peckett contrasted with the diesel's siren (which came from a VR suburban Tait electric train); one answering the other, and sometimes working together. Meanwhile the PBPS drink waiters were providing an excellent service. A photo stop was made before our arrival at Menzies Creek; where we had to wait to cross the last regular train of the day. In the intervening 50 minutes we had the opportunity to look over the museum.

A stop was to have been made at Clematis to pick up some special van goods, but after some careful calculations it was decided this was not necessary, so the stop was abandoned. The load was heavy for the Peckett as it tackled the long 1 in 30 grade into Emerald, but although the pace was slow there was little doubt that it would make it. At the onset of the grade the change of gears on the diesel could clearly be heard, as it growled loudly whilst it tried to keep up with the Peckett. Much whistling heralded our arrival at the main road level crossing at Emerald, and the train attracted considerable attention from those motorists and bystanders clever enough to tell the difference between an NA and Peckett/Ruston & Hornsby combination.

We terminated at Lakeside, where we stayed for about twenty minutes whilst engine requirements were attended to. The locomotives then ran round the train.

This was a revelation! The Peckett, in almost complete silence, displayed outstanding acceleration and a remarkable turn of speed as it pushed the diesel along the run-round loop, the diesel roaring its disappointment at this treatment. Up to this time, I had not been able to understand why we had the dead-weight of the diesel at all, but as dusk was now falling the reason became apparent. The diesel was now in the lead, for it has a powerful headlight, whereas the Peckett has none. Although it had been suggested volunteers could be called for to lift up the Peckett and turn it round, this did not eventuate, and it returned running cab first.

We arrived at the Packing Shed at about 7.30pm, about an hour later than scheduled, to find it lit only by candles! Power was quickly restored, and we unloaded the drinks and projection equipment. Inside, bench seats and trestle tables had been set up, with spotless white tablecloths. This was the

first time I had seen inside the packing shed, and the PBPS's refurbishment was very good. The character of the original building has not been lost, and it has a rustic, rugged simplicity completely in keeping with the environment. At one end framed photographs, presumably of Mr & Mrs Nobelius, look down upon the scene. At the other is a big fireplace, surrounded by large photographs of the Gembrook railway in its heyday.

Tender roast beef and pork, with a variety of fresh salads and deserts were provided for the meal. The formal part of the evening then commenced. In his opening speech, Mike McCarthy pointed out that this was the Society's first truly national function, with members attending from all states. After outlining the past history and future directions of the Society, Mike then presented the Honorary Life Membership award to Norm Houghton, for his prodigious efforts in researching and writing the histories of Victorian light railways. Norm Wadeson was then introduced, to do the launching ceremony of our new book "Rocky Bluff to Denmark". Norm pointed out that we had been very even-handed in choosing Nobelius Siding for the launching, for it was halfway between Rocky Bluff and Denmark - the halfway siding. Norm considered that a railway book should be "dispatched", rather than launched, so he dispatched it with the wave of a green flag and the sound of a guard's whistle.

We were then treated to a wide variety of films, which were organised by our member Roger Seccombe. These covered a wide field, including "Whistles in the Hills", a recently released ARHS film on Victorian narrow gauge lines, both government and private. On the return journey the Peckett valiantly hauled the train and pushed the diesel up the grade to Emerald, and it was then plain sailing all the way to Belgrave. At the highway crossing at Emerald the diesel whistled but when it seemed that some cars might ignore it, the Peckett quickly brought them to a halt with a shrill blast on its whistle. That was the last we heard of the Peckett's whistle for - to avoid waking the local residents - the diesel now gave only a short whistle at level crossings. Arrival at Belgrave was at about 11.40pm, ten minutes late. Coffee and port were served by the catering staff on the return journey.

The night was an outstanding success; even the weather was perfect, the hot cloudless day being followed by a beautiful clear starlit night. Much of that success was due to the PBPS, whose volunteers from many branches of the organisation provided a service which many professional tourist and service organisations could do well to use as a model. One of the PBPS catering staff apologised to our President for the non-availability of an NA loco for the trip. From our viewpoint this was somewhat akin to getting an apology from someone who has just sold you a winning lottery ticket.

Many PBPS-members are also LRRSA members, and amongst these were Chas Bevan, who was guard; and John Thompson who was fireman on the diesel on the down trip (a very tricky and demanding job on these temperamental little machines, I believe), and who fired the Peckett on the return. Special thanks are due to Norm Wadeson, who not only launched the new book, but did some behind the scene work to make this trip even more memorable than any of us expected.

Interstate visitors were David Whiteford, Gary Howieson and Neville Watson from Perth; Arnold Lockyer and his wife, and Chris Andrews from Adelaide; Lou Rae from Hobart; Bob McKillop from Sydney; and John Browning from Mackay. Youngest attendee was Anthony Jessup - 14 months - the late Bill Jessup's son. Bill's mother Dot, and widow Rosalind attended the function as guests of the Society. Like the rest of us, they thoroughly enjoyed themselves.

Frank Stamford

McIVOR TRAMWAY INSPECTION, 30 MARCH 1986

Organised as part of the 25th Anniversary Celebrations, this trip was attended by 25 people. Much of the southern and eastern sections of this former 5 ft 3 in gauge tramway now run through Army land, and the number in the party was limited to 25 at the Army's request. An Army guide was provided, partly because of the possible presence of unexploded bombs in the area, and partly to make sure we did not set fire to the place, as the vegetation was tinder dry, and the day hot.

Previous Society trips to this area were on 13 December 1970 (see LR 35 pp.26-28) and 15 July 1972 (see "The McIvor Timber & Firewood Company's 5 ft 3 in gauge Tramway - Historical Notes and Maps" published by this Society in 1972, and reprinted this year for the trip.) Access to much of the area through which the tramway operated is now not normally available, so it was going to be interesting to see how things had changed since 1972.

Referring to the "Historical Notes and Maps" publication, in the area covered by maps 1, 2 and the southern half of map 3; not much has changed. The earthworks in this area are quite heavy in places, and these survive, although the sleepers in road marked in the middle of map 2 have gone. In the area around the Triangle (top of map 3), the sleepers in the paddock and the cattle grid have gone, and it is difficult to see where the tramway ran. The formation of the triangle is still visible, though not very clearly, and it is intersected by a fire-break road, which runs along the northern boundary of the army property. Conditions here were terrible, with bulldust up to a foot deep - one member of the party remarking that this was normally reserved for our meetings.

The bridge remains to the east of the Triangle still exist, and are visible from the public road just to the north of the Army land. One of the most interesting finds in 1972 was the "Junction for Cherrington" marked on the left of map 4, where all the sleepers were in situ for a long distance. This area is now part of the army firing range, and the ground is kept clear to find bombs. As a result, all the sleepers have been cleared away, and the junction is quite difficult to find.

One of the highlights of the 1972 tour was the stretch of tramway shown on the northern section of map 6. (See section commencing with the note "Very steep super-elevation on curve"). This section was easy to find in 1972, with all sleepers in situ, and the remains of fences on either side. This has since all been cleared away, and the tramway is almost impossible to find in this paddock. The trestle bridge marked as "intact" in 1972 still exists, but the bearers have been swept aside by floods. If you wish to find this bridge, the best way is to walk through the paddock in a north-north-easterly direction, aiming for a group of trees on the creek, as the bridge is close to trees. There was one interesting thing we did find in this paddock, and that was a cattle grid, which appeared to be on the wrong heading and to the east of the main tramway. We did not see this cattle grid in 1972, and I believe it marks the junction point for another branch line not previously mapped.

Beyond this point all the sleepers seem to have been removed from the formation, and as little remained of the tramway north of here in 1972, the tour party turned around and headed for Mclvor Siding. It was pleasing to see that little had changed here - the engine shed and company offices still existing in good condition, and earthworks of the tramway still being clear.

This was probably the Society's final tour to the Mclvor Tramway. So little now remains, and is so difficult of access that it is no longer possible to make an interesting tour, although one or two more visits by members of the LRRSA Mclvor Survey Group will probably be made for mapping purposes. In 1972-3 the area then outside the army boundary was thoroughly covered by the LRRSA Mclvor Survey Group. Last year a re-formed Mclvor Survey Group covered the eastern sections of the tramway, in army land, and made a number of interesting discoveries, though much of the tramway in this area was almost impossible to find. A book on the Mclvor Tramway is in preparation, and may be published next year.

Thanks are due to the Army for allowing the tour party to visit the area, and for allowing members of the Mclvor Survey Group to inspect, map and photograph the tramway remains.

Frank Stamford

BOOK REVIEW

ROCKY BLUFF TO DENMARK Twenty-fifth Anniversary Selections from Light Railways

by P.L.Charrett, R.H.Secombe, G.Verhoeven, and the late C.W.Jessup

On seeing the main title of this publication one could be forgiven for wondering just what it is about! Few would immediately recognise the name Rocky Bluff or realise this was ANOTHER Denmark! The sub-title gives a clue but still does not solve the aura of mystery. This attractive booklet was produced specially for the 25th Anniversary of the LRRSA and contains four articles chosen by popular choice from past issues of the Society's Journal *Light Railways* of the late 1960s and early 1970s. Even those members fortunate enough to have the original issues could not fail to be impressed by their reprinting in this "new style" - newer members have the opportunity, by purchasing this booklet, to benefit from the researches of the four writers.

The four articles cover a wide geographical and subject range. There are the multi-gauged tramways used for the construction of the Hume Reservoir on the Murray River across the New South Wales - Victorian border; two timber tramways which carry the same product but are vastly different in character - the Elphinstone Tramway in Victoria and the Denmark "Railway" of the vast Millars organisation in Western Australia. Last, but certainly not least, is the mining tramway to Stannary Hills, Irvinebank and Rocky Bluff in north Queensland. The reviewer's only sorrow is that examples from Tasmania, South Australia and the Northern Territory could not have been included to make it more completely "Australian".

All the articles have been totally reset, but apart from correction to typographical errors and minor corrections and re-setting of the tables, have been unaltered. The original photos have been included, as well as some pleasing new ones, and all definitely benefit from the better reproduction possible by the new printing style. The maps have also been re-drawn in a style which can be best described in one word - excellent!

For anyone with an interest in the wide diversity of "light railways" which operated in Australia this booklet is a must. Copies are available from the Society Sales Officer at \$6.95 plus \$1.20 for postage and handling.

RECOMMENDED

RFE

NOTES, CORRECTIONS AND COMMENTS

W.A Pearce of Kensington, Victoria, writes as follows: In LRN51, there is a

review of the publication *Directory of Australian Tourist Railways and Museums* - 1986. Your reviewer has said a lot of nice things about this work, but he seems to have failed to notice that it has left out any mention of what is probably the oldest, and still among the largest railway museums in Australia, that is the North Williamstown Railway Museum, operated by the Victorian Division of the Australian Railway Historical Society. The omission of this museum is most strange; one can only assume that it was done by accident, and it certainly has spoiled this publication as a complete directory of railway museums.

(Of course this was an accidental omission - it somehow was left out at the paste-up stage, I am informed. Naturally, this is a source of embarrassment and regret to the LRRSA. It will be rectified in future editions. Readers - have you got your copy yet? - Ed.)

RESEARCH COLUMN

Northern Territory tramways.

Fred Kluth of PO Box 40554, CASUARINA 5792 is compiling a history of transport in the Northern Territory. He would like to hear from any LRRSA members with information on light railways which operated in the territory, particularly the Mt. Ellison - Iron Blow Tramway and the Cosmopolitan Gold Mine Tramway.

Climax locomotives

Richard Dunn of 4885 Crow Canyon Road, Catro Valley, CA 94546, U.S.A. has a long-standing interest in the history of Climax locomotives in Australia. He would like to hear from LRRSA members who may have photographs of Climax locos operating here. He was recently able to purchase the Climax two-cylinder engine unit from a 1913 loco originally owned by the Great Northern Timber Co. at Woolgoolga, NSW, formerly in the E.M. Baldwin collection in Australia, and is hoping to restore it to operation in the near future.

Western Australian timber railways

Dr F.J.G. Arnold of PO Box 120, DENMARK 6333 (Official Historian of the Hotham Valley Tourist Railway) is currently researching West Australian timber tramways related to the following: Hotham Valley branch; South Coast Torbay-Denmark; and Eastern Railway - Mundaring Branch. Any information including photographs which could be of assistance would be most gratefully received.

Killarney Heights, Sydney

Reports in the North Shore Times in recent months have drawn attention to a mystery stretch of railway line which was discovered in bushland at Killarney Heights near the Middle Harbour foreshore. This turned out to be the remnant of a line used for tunnel construction during the development of the Killarney Heights housing estate in the early 1960s. The track was used for sewer construction on behalf of developers L.J. Hooker. Other lines which were remembered by local people included a line to the former Killarney picnic grounds earlier in the century, an old logging tramway which operated in the timber getting days, and a funicular railway used to haul telephone cables from the Roseville shore. Further afield were memories of the cable line from Brookvale brickworks to Mona Vale Road.

North Shore Times 9/10/85 via Les Tod;

9/4/86 via David Burke & Jim Walker: courtesy Bob McKillop and Craiq Wilson.

FIELD REPORTS

Bombo, N.S.W.

On 15 April, excavations at North Bombo unearthed a pair of 1067 mm gauge wheels with inside bearings. At first it was hoped that these were relics from the Kiama Council tramway which was constructed in 1885-6.

This council tramway was used for the steam tests of John Fowler 0-6-0T 5265 of 1886 during December 1886, but never opened to carry blue metal from the Pikes Hill Quarry to Kiama Harbour. The unused track was lifted from the road in November 1889 while the loco was sold in June 1890.

It now seems that the wheels are from gravel trucks used on the 1067 mm gauge railway which served Cameron's Quarry at Bombo. Hudswell Clarke 0-4-2ST 550 of 1900 was employed in this quarry from 1927 to 1929.

Ken McCarthy 4/86

Warrentina, Tasmania

John Buckland and Bruce Macdonald recently visited Tasmania and made a foray to the IXL Timber Co. Warrentina sawmill site. Here they found the upturned remains of Orenstein & Koppel 0-4 OWT 4631 of 1911. This was a 2 ft 6 in gauge loco originally from the Grafton Copper Co., Cangai, NSW, which went to Tasmania in about 1920. There is also another wreck "under impenetrable blackberry".

LOCOMOTIVE & ROLLING STOCK MANUFACTURERS

HEXHAM ENGINEERING PTY LTD, Hexham, N.S.W.

(see LRN 50 p.2)

It would appear that this company is to become involved in the former cane railway business of the defunct E.M. Baldwin & Sons as well as its underground coal mining railway business. At the present time, Hexham Engineering is fulfilling orders placed with E.M. Baldwin for six mining units for Elcom Collieries, Newcom Colliery and Australian Iron & Steel as well as for a brake wagon for Isis Central Sugar Co.

Editor 5/86

PTA ENGINEERING PTY LTD, Launceston, Tasmania

This company has won an \$800,000 contract from the Tasmanian Hydro-Electric Commission to make 1067 mm gauge rolling stock for tunnelling work on the King River power scheme. The order includes 24 Granby-type tipping cars, 8 flat top cars, a diesel-hydraulic mobile tipping ramp, and a passenger module.

National Constructor 3/86 via Greg Stephenson

NEW SOUTH WALES

CEMENTATION CO. (AUSTRALIA) LTD, Bargo

An auction was held at a storage site here on 18 March on the cessation of Cementation's Australian operations. The site consisted of four galvanised iron sheds in an area of about 0.3 acre. It was situated on the north side of Bargo off the Pacific Highway 0.5 km from the road and behind a house and farm shed. Cementation was a Melbourne company and it is possible there was another auction in Victoria where other rail items may have been offered. The rail items in the Bargo sale were as follows:

- | | |
|--------------|---|
| Lots 276-278 | Three Hagglund 90B shuttle cars built by the Joy Manufacturing Co., 610 mm gauge, all in poor condition. Builder's numbers 11507 of 23-6-72, 11511 of 20-7-72 and 11508 of 5-7-72 respectively. |
| Lot 211 | One Moran concrete agitator car without bogies in poor external condition but otherwise complete. Sold for \$150 |
| Lot 212 | Two home-made bogies. 3 ft 5 in gauge. May have been used with the above Lot. Sold for \$5. |
| Lot 215 | E.M. Baldwin Model DH8M 4wDH loco. Builder's number 4660-1-8-72 with GM Bedford engine 8878/1554 and Twin Disc transmission TR 1568 A. Running number 70403 - in poor external condition. Sold for \$1000 |

- | | |
|----------|--|
| Lot 214 | E.M. Baldwin Model DH8M 4wDH loco. No builder's number but presumed to be 4660-2-8-72. GM Bedford engine 6.8784/1560 and Twin Disc transmission TR 15674. Running number 70404 - in poor external condition. Sold for \$800. |
| Lot 215A | Spares for Baldwin locos comprising new engine, a new torque converter and assorted brake shoes, rubber springs, water pump etc. Sold for \$1500 to the same buyer as 215 & 214. |

There were also several sections of prefabricated track (rail welded to steel sleepers) noted. The rail was of heavy section - 80/90 lb - gauge 3 ft

(The locomotives noted above were supplied new to Pearson Bridge Pty Ltd, and were later sold to the Cementation Co., Melbourne - Ed.)

Craig Wilson 4/86

PHILIPP HOLMANN - JOHN HOLLAND JOINT VENTURE, Sydney 900 mm gauge

An advertisement appeared in the press in March for new or second-hand equipment for a project being undertaken by the above, to suit 900 mm gauge and 1550 mm maximum overall width. The equipment needed included battery electric locos, both 27-20 kw and 75-120 kw, with a battery charging station, muck wagons (approx. 6 cu.m.), personnel cars, agitator wagons (approx. 5-7 cu.m.), flat wagons, 18,400 m of rail, one California switch and other pointwork. Proposals for the supply of this equipment, presumably for a tunnelling job, were due by 7 April.

Western Australian 22/3/86 via David Whiteford.

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD, Albion Park 610 mm gauge (see LRN 51 p.4)

The 1986 CEP employment project commenced at Albion Park on 10 March. By mid-April most efforts had been directed at overhauling the heavy machinery in the large workshop. The large pedestal as well as the radial drilling machines have been overhauled and repainted. The lathe and shaper machines have been dismantled for major overhaul and the fitting of new bearings.

During March and April, the 415v supply was extended to the new workshop and 415v and 240v power outlets installed. In April a heavy duty air compressor and reservoir was purchased. This will supply air to a workshop line from which air tools can be powered.

By April, work was well ahead on the construction of a new turnout for the southernmost store track (road 5) in the museum compound. This is parallel to the road 4 completed during February. Both of these tracks will eventually be covered by an extension to the rolling stock shed completed in 1985.

The completion of a CEP workers' amenities block was expected by late

April. In addition to a meal and locker area for the employees, this new building contains separate rooms for a mower store and for a small carpenters shop.

On 1 February, 24 batteries were delivered to the museum to increase the supply in the Mancha 4wBE locomotive. These were purchased for a nominal cost from the contractor who is breaking up Government Railway rolling stock at Port Kembla. Carriage lighting switchboards as well as an axle driven generator were included in the deal.

With the return of cooler weather it was most rewarding to see over 600 passengers taking trips on the museum railway during Heritage Week on Sunday 13 April.

Ken McCarthy 4/86

KIAMA LOCOMOTIVE TRUST - KIAMA HERITAGE LIGHT RAIL 610 mm gauge

(see LRN 48 p.5)

On 17 April the John Fowler 0-4-0T 16089 of 1923 was transferred from the store site at the Illawarra Light Railway Museum at Albion Park to Kiama. On Sunday 20 April the engine was on display in Kiama for the Heritage Week celebrations.

Art work which accompanied the Heritage Week supplement in the *Kiama Independent* for 9 April featured the proposed street tramway at a terminus behind the restored terrace cottages in Collins Street. Additional drawings used to promote the tramway scheme during the 20 April display presented an impression of the Fowler loco hauling passenger cars around the Post Office curve from Manning Street into Terralong Street.

During mid-February, further excavation work for the retirement centre at Pikes Hill exposed several of the former terminal sidings of the old gravel tramway. This construction project is being carried out on portion of the property once used for the engine shed and the balloon loop at the quarry terminus.

Ken McCarthy 4/86

PERISHER SKITUBE JOINT VENTURE, Little Thredbo

(see LRN 48 p.6)

A fire took place in the almost completed first section of the Perisher Skitube in early April. A newspaper photograph shows a construction tramway leading into the tunnel entrance. Gauge appears to be around 3 ft Any further information about this construction line would be gratefully received for inclusion in LRN.

Daily Mirror 9/4/86 via Craig Wilson.

QUEENSLAND

SUGAR MILL CLOSURES / AMALGAMATIONS - Johnstone River District

A proposal to close CSR's Goondi Mill and reassign growers to neighbouring mills has not met with the wholehearted approval of the mill's suppliers. It is believed that the CSR company offered to sell the mill to the growers last year but in the present industry climate, closure appears inevitable as it needs major investment to bring it up to economic standards. The Queensland Government proposes the reassignment of the majority of Goondi growers to Babinda and Mourilyan Mills, with only a small number going to South Johnstone. Mourilyan Mill is owned by Howard Smith Industries, a proprietary company, and Babinda Mill although a co-operative is not favoured by Goondi growers because of a poor performance record. They claim that the closure of Babinda Mill too is inevitable and are unanimously in favour of transfer to South Johnstone Mill.

Tramway links between the Goondi, South Johnstone and Mourilyan systems are already in existence but to link the Goondi and Babinda systems a tramway link along the edge of Eubenangee Swamp would be required. The reassignment of growers on the closure of Goondi Mill would be matter for determination by the Central Cane Prices Board.

Mackay Daily Mercury 13/5/86; Editor.

SUGAR MILL CLOSURES / AMALGAMATIONS - Mackay District

(see LRN 46 p.4)

Agreement in principle has been reached by the managements of Farleigh, Racecourse, Marian and Cattle Creek Mills for the formation of an amalgamated sugar milling co-operative. Detailed proposals are under preparation and will be released to shareholders for decision later.

It is believed that discussions have been held with representatives of the CSR company concerning the future of their Pleystowe Mill, for any major rationalisation of assignments in the district would need to include lands presently supplying Pleystowe Mill, which lies at the centre of the cane growing area.

North Eton Mill directors withdrew from merger talks at an earlier stage and appear to be putting their faith in a policy of diversification. Notable in this is a scheme for developing a cut flower industry set up with the advice of Israeli experts.

Editor 4/86

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY, Durundur Railway, Woodford 610 mm gauge

(see LRN 50 p.6)

Work is proceeding for the placing of the new Stationmaster's office at Woodford Station. This will include site office and sales centre and is an important part of establishing an appropriate atmosphere at the terminus.

The boiler of Bundaberg Fowler 0-6-2T 5 of 1952 has been moved to Babcock & Wilcox in Brisbane. Here its retubing will be done as an apprentice training scheme. Conversion of the ex-Douglas Shire Grovers wagon to a passenger car is underway.

The establishment of Society access to the mail corridor from Woodford to Chambers Road, a distance of about 4 km, is proceeding well. The former trackbed has all been secured for this distance with the exception of one length approximately 400 m in length, for which negotiations are under way.

Durundur Railway Bulletin 3/86, 4/86; David Mason 4/86

BUNDABERG TRAMWAY PRESERVATION SOCIETY INC. 610 mm gauge

(see LRN 50 p.6)

The Society's track at the Botanical Gardens, Bundaberg is now completed, together with a fine loco shed, thanks to the success of a CEP scheme. The track is in the form of a circuit approximately 0.8 km in length.

Restoration is continuing on Bundaberg Foundry 0-4-2T 3 of 1952. Repairs have been carried out on the firebox, and new tubes have been purchased for fitting. Eighteen stays will have to be replaced. A new cab has been fabricated at the Bundaberg College of T.A.F.E. Additional wagons have been donated by the Bundaberg Sugar Company for conversion into passenger carriages. It is hoped that services may be able to commence before the end of the year.

B.T.P.S. 3/86; Alan Robert 4/86

CSR LTD, Pleystowe Mill 610 mm gauge

(see LRN 50 p.7)

An examination of the two new brake wagons supplied by Gemco was made recently. These were coupled together in the loco shed and are painted two-tone grey. They differ from previous designs in having two axles instead of three, having an overall body covering all upper parts, and being fitted for multiple-unit operation. In addition to a conventional automatic coupler, the brake wagons were also connected by safety chains and a multiple operation control cable. The Gemco combination resleeper and scarifying machine also supplied late in 1985 was examined closely and was found to carry

CATTLE CREEK CO-OPERATIVE SUGAR MILLING ASSOCIATION, Finch Hatton 610 mm gauge

(see LRN 45 p 8)

A small self-propelled tamping machine was seen in the loco shed in mid-April and appears to have been recently obtained from the Australian Army. Painted olive green, and apparently in almost "as new" condition, this was built by Matisa Materiel Industriel SA, Lausanne, Switzerland (builder's number 7665 of 1967). It carries Defence Stock Number 2230-66-025-5413 and Army Registered No. 84501. It is Model BL09M and is powered by a diesel engine driving onto each axle via hydraulic pumps.

Can any member provide information to LRN on 2 ft gauge railways or equipment operated by the Australian Army? The discovery of this unit would tend to indicate that at the time it was supplied at least, the Army had some track on which it might be operated.

Meanwhile on the Cattle Creek tramway system, work was going on to rebuild the road-rail crossing of Cattle Creek near Finch Hatton. It was unclear whether the road portion of this bridge will be restored. Some smaller creek crossings adjacent to the Eungella Road were being replaced in concrete and steel.

Editor 4/86

CITRA CONSTRUCTION LTD, Brisbane 1067 mm gauge

Citra Construction are laying a 3 ft 6 in gauge tramway in connection with the construction of the Gateway Arterial Road. Construction of the tramway commenced in January 1986, and the line was planned to extend for some 800m.

An earth embankment has been built from Wynnum Road about 1 km towards Bulimba Creek, to carry the Gateway Arterial Road over swampland. From this point, a pre-stressed concrete bridge will carry the road over Bulimba Creek and several industrial properties before rejoining an earth embankment for a short distance and then another concrete bridge passing over the Thorneside Railway Line.

The tramway is being built from a temporary concrete casting yard at the end of the earth embankment and crosses Bulimba Creek on a temporary lattice girder bridge. The tramway is then supposed to be extended across the entrance road to two local factories, but the management of the plants concerned have blocked this. Rolling stock consists of ex-QGR freight bogies

which are planned to be hauled by a large winch located at the outer terminus of the line. The line is single track except in the casting yard, where it divides into two for a distance of about 100 m.

Concrete beams, approximately 79 tons in weight each will be cast on site and then winched along the tramway to their desired location for placement by mobile crane. This work is expected to take at least five months.

The first concrete girder was noted standing on bogies over Bulimba Creek on 7 March having been pushed into position by a bulldozer. The bogies with their load were noted on the southern side of Bulimba Creek later in the day. The initial run over Bulimba Creek was apparently a test for tramway and temporary bridge.

David Mewes, J.Hurd (Citra Construction Ltd) 3/86

DREAMWORLD PRODUCTIONS PTY LTD, Coomera 610 mm gauge

(see LRN 45 p.9)

A new line has been constructed here, although not yet open to the public. Entitled the "Enchanted Forest Railway", it is thought to be constructed in the form of a "figure 8", although this has yet to be confirmed. Motor Rail "Simplex" 4wDM 21543 of 1956 was seen on this line with a large ballast hopper in mid-April. It is believed the line will have a dummy steam outline "loco" powered by a diesel-engined "tender". It is understood that Ruston & Hornsby 4wDM 218002 of 1943 recently acquired from Farleigh Mill, has been cut down to form the basis of this powered tender. Passenger stock is being prepared for the line, and was observed on blocks for attention or modification to wheels or bogies.

Meanwhile on the main line, trains were being hauled by Baldwin 4-6-0 4 *Reg.Colter* (45212 of 1917). Perry 0-6-2T S *G.R.Clapton & Co.* (5643.51.1 of 1951) was out of service having its safety valves replaced.

David Whiteford 4/86; David Mewes 4/86

FARLEIGH CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD 610 mm gauge

(see LRN 46 p.4)

Ruston & Hornsby 4wDM *Little Toot* (218002 of 1943) has recently been sold to Dreamworld, Coomera. This loco was a Model 20DL with 2-cylinder Ruston diesel engine. It was originally built for the British Ministry of Supply, but was returned to Ruston & Hornsby and reconditioned for dispatch in 1947. It was purchased for use at the Commonwealth Ministry of Supply's factory at St.Mary s (NSW) and went to Farleigh in 1960. At some stage it passed through the hands of E.A.Marr & Sons Pty Ltd, Machinery Merchants,

Sydney, and carried their plate B5782.

David Mewes 4/86; Editor

MARIAN MILL CO-OPERATIVE SOCIETY LTD 610 mm gauge

(see LRN 51 p.5)

Two extraordinary four-wheel cane bins were seen at the mill in mid-April. With specifications laid down by Sugar Research and construction by Walkers Ltd of Maryborough, these are the first prototypes of an 18-tonne capacity cane bin. Overall dimensions of the vehicles are approximately 10.5 m in length and 2.3 m in height and width. The wheels, mounted at the end of the vehicles, are large diameter, of a size one would expect on 1067 mm gauge wheelsets. The bin floor rises up at each end to clear the wheels, which are attached to the rest of the vehicle by what are basically industrial slings to allow for the necessary flexibility. The side members of the vehicles have slots cut in them, apparently to improve their torsional characteristics. Examples of prototypes built by other manufacturers are expected to be supplied for running trials during the 1986 season. The trials are at Marian because no other mill has a tippler capable of handing the bins.

The advantage of the large capacity four-wheel bin is the reduction in maintenance costs, which are related to the number of axles in use. Their introduction would mean the elimination of the infield transport of rail bins. Most farmers currently transport the bins on road trailers infield to be filled alongside the cane harvester. This system would have to be replaced by the use of infield transport units which return to the siding with a load of cane to tip into the large bins.

Editor 4/86

SOUTH AUSTRALIA

MILE END RAILWAY MUSEUM (S.A.) INC. gauges various

(see LRN 51 p.6)

During mid-February, the boiler of Andrew Barclay 0-6-0T *Peronne* (1545 of 1919) was returned to the museum site. Pad welding, the fitting of 27 new stays, crown nuts, and new firebox support slides made up most of the boiler work. A renewed ash pan has been fitted and new water tanks are under construction. A repaired cab roof and bunker, tool box compartment and cab floor will also be fitted. A steam test will be carried out soon.

The loco will be used to haul passenger trains at the new museum site at Port Adelaide, a round trip distance of 1.6 km. This track will be dual gauged to enable use of the historic 2 ft gauge Ruston & Hornsby diesel locos, and

possibly even *Skipper*, the Perry 0-6-2T (1850.46.1 of 1946). This museum track may even be extended to link up with the South Australian Maritime Museum, adding another 1.5 km to the running line.

Catchpoint 3/86

VICTOR HARBOR TO GRANITE ISLAND HORSE TRAMWAY 1500 mm (sic) gauge

Double deck four-wheel horse trams were introduced on the Victor Harbor to Granite Island railway to operate tourist passenger services during 1894. This service continued to be operated by South Australian Railway horse trams until May 1955 when the rails were removed from the jetty-causeway to permit maintenance of the structure. One of the two cars which worked the service from 1931 was used by the local kiosk proprietor to provide a short summer service on the Island during the summer of 1955-6. From the summer of 1956, the tourist service was provided by a tractor hauled road train running on rubber wheels.

In September 1984, a detailed proposal was released to reconstruct the 1500 mm (sic) gauge tracks along the old tram route and reopen the horse tramway for the South Australian sesqui-centenary in 1986. The project was expected to cost \$170,000. The financial viability of the project was promising as 500,000 people visit Granite Island each year.

The proposal was approved for sesqui-centenary and CEP grants and the 2 km of track was completed by March 1986. During April the proposed opening date of the tramway had been set down for 17 May. Four new double deck tramcars built to the same design as the 1879 cars were being constructed at Port Adelaide and by mid-April the first car of the fleet was almost complete. The Victor Harbor Council has also established a tram horse stable to accommodate the six animals required to work the service.

The tram service will connect with the railway at Victor Harbor Station and it is hoped to reopen the Victor Harbor to Mount Barker (via Goolwa) railway in August or September for tourist steam train operation.

Lee Rodda, Bob Merchant, Ken McCarthy 4/86

TASMANIA

THE BUSH MILL, Port Arthur 381 mm gauge

(see LRN 51 p.7)

The railway here commenced operation in mid-February. The loco is named *Sarah-Kate* and is an 0-4-0TT. Built in 1970, it arrived in Tasmania in June 1985 and came from a Dutch pleasure park which failed financially. It is believed

to have been built in Holland and subsequently reconditioned in the UK by Severn-Lamb Ltd. It has a locally built 4wDM auxiliary tender remotely controlled by the loco driver. The loco is painted in Midland red and its tender is lettered BMMR. It has a high cab and chimney, brass dome, Walschaert's valve gear and a mechanical lubricator. Consideration is being given to a possible reboiling which might give it the increased power needed on the steeply curved and graded line which winds 2 km down the hillside between the Bush Mill at the summit and the Fox and Hounds at the bottom.

The loco shed is a three track building beyond the Bush Mill station, which has a run-round loop line. The loco runs tender first down grade, reversing out of Bush Mill station to a switchback before commencing the descent on four levels on a continuous grade of something like 1 in 30, with sharply curved reversals of direction in three places; the first identified as Serpentine Trestle, being on a quite high 70 m timber trestle bridge on a very sharp curve. Immediately below it is another reversal of direction in a cutting with the final reversal near the bottom of the grade named Tea Tree Hollow, prior to a final tangent through dense tea tree scrub to the bottom terminal station at Fox and Hounds (adjacent to the tavern of that name). There is a run round loop, a neat timber station with waiting room and ticket office, a water standpipe and a non-operational departure signal. The carriages are continuously braked.

On arrival, the loco cuts off, reverses to the end of track, and runs around the train before coupling up ready for the return trip which was made funnel first. The ascent is made with the aid of the Isuzu-powered diesel "tender" which is cut in, but well silenced so as not to drown the loco exhaust beats.

The round trip takes approximately 45 minutes including a 15 minute stop at Fox and Hounds, and trips run at hourly intervals in either direction for a fare of \$4 adults. There are no pensioner concessions. On return to the switchback at the summit the train reverses to Bush Mill Station, which has a level crossing "protected" by flashing light signals at the platform end. There are non-operational signals at the switchback points. After each trip the loco runs round the train at Bush Mill, where there is a supply of mill offcuts for fuel and a water tank to supply the loco tender, which also carries some coal. This is no toy, but a well-engineered minimum gauge operating railway, which is certainly worth seeing and travelling on.

*Treasure Islander 12/85, Tasmanian Travelways
12/85-1/86, 2-3/86 & 4-5/86 via Paul Simpson; John Buckland 3/86*

THE HYDRO ELECTRIC COMMISSION, King and Anthony River Schemes 1067 mm gauge

(see LRN 47 p.11)

The \$313 million King River hydro-electric scheme will include a 6 km head race intake tunnel 7.2 m in diameter. Tunnelling on this and the \$236 million Anthony project is claimed to be the biggest programme of underground works since the Snowy Mountain Scheme. Over the next 78 months, the HEC will drive and line about 16 km of tunnels, shafts and underground chambers.

National Constructor 3/86 via Greg Stephenson

IDA BAY RAILWAY CO. PTY LTD, Lune River 610 mm gauge

(see LRN 49 p.11)

This line was visited in late March. Malcolm Moore 4wDM IBR No.1 (1038 of 1943), with Isuzu engine, was in charge of three carriages, one open and two closed. The two other Malcolm Moores noted were 4wPM No.2 (1017 of 1943), with Ford V8 engine and 4wDM No.3 (1056 of 1943) with Isuzu diesel. A yellow painted line car was noted by the loco shed, lettered SRT.

John Buckland 3/86

VAN DIEMEN LIGHT RAILWAY SOCIETY INC., Don gauges various

(see LRN 51 p.8)

Under discussion at a Special General Meeting of the Society, held on 12 April, was the future of the 2 ft gauge exhibits currently held as part of the Society's collection at Don. It is possible that these may be relocated to another project.

VDLRS 3/86

D. VON STEIGLITZ, Evandale 610 mm gauge

This was a storage site for the Van Diemen Railway Society's 2 ft gauge stock before it was removed to Don, and some remains are still here including two loco frames from 0-4-0WT locos. The first is that of Orenstein & Koppel 719 of 1901, formerly Mount Magnet Tramway number 2 which went to the North Farrell Mining Co. about 1910 and was derelict at Tullah before 1935. This identity is confirmed, correcting some other reports. The second loco frame is that of John Fowler 17732 of 1928, North Farrell's Tullah Tramway loco *Wee Mary Wood*.

John Buckland. 4/86

VICTORIA

CHEETHAM SALT LTD, Laverton 610 mm gauge

(see LR 59 p.24)

This salt works was visited at the start of April. The main system serves salt pans where sea salt is evaporated and harvested. The tramway hauls the harvested salt to stockpiles on a seasonal basis. The tramway is also used to move salt from stockpile to processing plant throughout the year. The harvest was in progress at the time of the visit. Four locomotives, all Ruston & Hornsby 4wDM locos were in useable condition. Painted yellow with green or red frames, they have all been modified in various ways mechanically including the fitting of new engines, and they also have new bodywork fitted as a result of the ravages of salt, which gives them a somewhat rusty appearance.

Locos 2 and 3 (283509 of 1949 and 283510 of 1949 respectively) were seen in the works yard, while numbers 1 and 4 (252805 of 1947, and 320555 of 1951 - formerly of the Melbourne & Metropolitan Board of Works) were out on the salt pans. Rolling stock is mainly four-wheel salt wagons with short wheelbase and galvanised body, but there were also some service wagons including at least one bogie flat car.

Two Motor Rail "Simplex" 4wDM locos were seen out of use. L7 (7351 of 1938) formerly owned by contractors John Howard, with a rusty oil drum for a radiator and the engine covered over with plastic sheeting was dumped by the workshop. Amongst a pile of scrap behind the workshop was 1 (10058 of 1948). The engine and many other parts had been removed. This loco carries a large exhaust conditioner and was first used for tunnelling work by the State Rivers & Water Supply Commission at Jindivick.

Editor 4/86

COSTERFIELD 457 mm gauge

Observed by LRRSA members returning from the Mclvor trip was a small gold mine, on Mining Lease 240. An elevated tramway ran some 20 metres or so from the shaft top, and nearby lay 4 or so steel skip bodies.

Editor 3/86

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Railway 762 mm gauge

(see LRN 49 p.11)

As referred to elsewhere this issue, the only NA class 2-6-2T available for service on 29 March was 7A (Newport, 1905). Other Newport-built NA class locos observed around the workshops at Belgrave were 6A (1901),

stored outside, 14A (1914) receiving attention in the workshops, 12A (1910) stripped down to frame in the workshops and 8A in works with wheels out. It is understood that 3A (1900) is stored at Emerald. Also at Belgrave was Beyer-Garratt G42 (Beyer Peacock 2-6-0 + 0-6-2 6268 of 1926). Also at Emerald, being prepared to enter service, is Drewry 0-6-0DM V12 ex-Tasmanian Government Railways, regauged from 1067 mm gauge.

In the museum, slow progress continues on 2 ft gauge Perry 0-6-2T *Delta* (9767.45.1 of 1945), which remains dismantled. The 2 ft 6 in gauge passenger vehicle (ex NQR wagon) from the Walhalla & Thomson Steam Tramway is still housed here. No sign could be seen of the Malcolm Moore 4wPM loco obtained from the State Electricity Commission at Redcliffs in 1977

Editor 3/86

GEE LONG STEAM PRESERVATION SOCIETY, Wantirna 1067 mm gauge

Seen in dismantled condition at the traction engine club grounds adjacent to the Burwood Highway in Wantirna was green-painted Vulcan 0-6-0ST 2540 of 1916, This loco was rescued from a park in Ringwood for eventual restoration and use on the Bellarine Peninsula Railway.

Editor 3/86

PUFFING BILLY PRESERVATION SOCIETY MUSEUM, Menzies Creek

See EMERALD TOURIST RAILWAY BOARD

TELOPEA GARDENS, Halls Gap 610 mm gauge

(see LRN 22 p.21)

This attraction, comprising gardens and viewpoints, nature reserve and native plant nursery, art & craft studio, tea rooms and scenic railway is now owned by David & Susan Burkhill who purchased the 36 acre property from Lou De Clifford about 18 months ago.

The railway can carry 30 passengers in carriages built from cane trucks and it takes about 12 minutes to travel the 1 km circuit. The locomotive in use is a steam outline 4wDH rebuilt from a 4wPM loco built by Alwyn Zinn of Ipswich in Queensland in 1972, his second loco. Zinn's first loco, a 4wPM built in 1971, is on static display. Society members are invited to visit the site, which opens daily, and introduce themselves to the proprietors.

David Burkhill 4/86

WESTERN AUSTRALIA

WESTERN AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION INC, Bennett Brook Railway, Caversham 610 mm gauge

(see LRN 51 p.10)

Work is continuing on restoration work on locomotives, with South African NG123 Franco Belge 2-8-2 2670 of 1951 taking pride of place. Boiler work has included welding the firebox corners, while some rivets and stays still require attention. Some frame adjustments have also been made. Meanwhile the wheelsets of Ruston & Hornsby 4wDM 404982 of 1957 have been regauged from 1067 mm by the State Engineering Works. Frame modifications for 2 ft gauge are being planned.

Work on rolling stock has included good progress on the third Lake View & Star coach and the putting into service of a regauged ex-WAGR LA ballast wagon. This wagon was made available to John Roberts Pty Ltd contractors, who had the job of completing work on the track circuit through Whiteman Park. The contractors also leased F.C. Hibberd "Planet" 0-4-ODM 2150 of 1939 for a five week period after it entered service following restoration. Only the installation of two sets of points and some packing and lifting is needed on the loop line.

The Fremantle Signal Cabin A has been purchased from Westrail and it is hoped that it will be erected at Central Station at the island platform. Much of the Perth Station canopy has been acquired and will also be erected on this platform.

Rustv Rails 4/86

WALRPA's
ex Lake
View & Star
"Planet" 0-4-
ODM with
LA Ballast
wagon,
Bennett
Brook
Railway,
January
1986

David
Whiteford



OVERSEAS

FIJI SUGAR CORPORATION 610 mm gauge

(see LRN 51 p.10)

The maker's number of Rarawai Mill 20, a 6wDH built by the Hunslet Engine Co. of Leeds, UK, is 9087.

Peter Dyer, 3/86

BURMA MINES RAILWAY 610 mm gauge

A very interesting report has been received from this most remote and inaccessible of railway systems. Although maybe a little out of the normal area of interest for this journal, the mining and associated railway system around Bawdwin in north-east Burma was developed with the assistance of Australian capital and personnel, especially in the 1920s and 1930s. The present reporter is the grandson of an Australian General Manager of the Burma Corporation, who was only allowed to visit the area because of his family links there.

The mines were opened up from 1907 on the site of old Chinese workings, and are linked with the smelter/refinery site at Namtu and to the metre gauge government railway at Namyao by an extensive 2 ft gauge railway system. The main line as built was some 50 miles in length. In 1931, there were at least 46 steam locomotives, but the slump in world trade and the introduction of larger locomotives saw this figure decline to 28 by 1939. Steam locomotives are still a mainstay of operations, especially around the mines, although diesels are used to haul ore from Bawdwin to Namtu. There are extensive workshops at Bawdwin, opened in 1947 as part of the reconstruction following devastation caused by the Japanese. These contain facilities for the repair and allegedly even construction of steam locomotives.

Our reporter visited the area in 1984, and travelled between Namtu and Bawdwin by steam hauled train. His train was heavily guarded against possible trouble from Shan insurgents as it wound its way up the steep narrow valleys denuded of trees by the smelter operations of the past. Antique stone bridge works and a spiral complete the picture of typical 19th century colonial railway development - "a living museum" as a visiting engineer put it.

J.E.Leake via Bob McKillop 1/86

The Industrial Locomotive No.33 via R F Ellis

MEETINGS

MELBOURNE

Tonight Frank Stamford will be speaking about the Mclvor Timber & Firewood Company's 5 ft 3 in gauge tramway which operated from 1906 to 1926 in the area to the north of Tooboorac, Victoria. Major new discoveries were made in this area last year by the 1985 Mclvor Survey Group so you will have to attend this meeting to find them out.

LOCATION: Ashburton Uniting Church Hall, Ashburn Gve, Ashburton.

DATE: Thursday, 12 June at 8:00 P.M.

ADELAIDE

Contact Arnold Lockyer for meetings details. Address is on the front of L.R.N.

LOCATION: 150 First Avenue, Royston Park.

DATE: Thursday, 5 June at 8:00 P.M.

SYDNEY

Jeff Mooney recently spent several weeks in Sri Lanka, and will be speaking about the railways to be found there.

LOCATION: Board Rooms Bowlers Club, 95 York St. Sydney. Access through the Forestry Commission Office building next door (Town Hall side). on second floor.

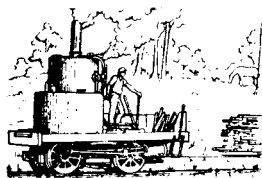
DATE: Wednesday 25 June at 7:00 P.M.

REMINDER -

HAVE YOU RENEWED YOUR
1986/1987 SUBSCRIPTION?

WANTED

Items for Light Railways. L.R. Editor Bob McKillop is seeking material for the next few issues of the magazine. If you have any items for Bobs how about getting in touch; address is on the front of L.R.N.



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Deadline for next issue :- 20 August 1986

LIGHT RAILWAY RESEARCH SOCIETY OF AUSTRALIA - ESTABLISHED 25 YEARS



Bush Mill Railway, Port Arthur, Tasmania: 15 inch gauge 0-4-0T *Sarah-Kate* (see LRN 52)

Photo: John Buckland 31/3/86

EDITORIAL

Arrangements have now been made for photographs to be screened at no cost to the Society for inclusion in LRN. Photographs would be most welcome for inclusion. They should preferably have some news value. Colour or black and white are suitable. Correspondents requiring photographs to be returned should indicate this clearly on their reverse.

NOTES, CORRECTIONS AND COMMENTS

Philately - Nauru Postal Authority

The Nauru Postal Authority issued four stamps of 5 March 1986 featuring early transport. Of particular interest is the 30c stamp featuring an Orenstein & Koppel 0-4-0T hauling a rake of skips. The Australian Stamp Monthly for April 1986 notes that the sources of all four stamps were photographs in an album dated 1927-33 from the Land & Survey Archives. The depicted loco is much larger than that shown preserved in the 1985 series (see LRN51 p.11}, so if the photographic source is no later than 1933, it might be 2 ft gauge 40 hp Orenstein & Koppel 3300 of 1909. The 3 ft gauge Orenstein & Koppel locos did not arrive at Nauru until 1937 (see LR 88, p.10-11).

Phil Rickard 6/86, Editor

Correction -

Australian Radio Telescope Project In LRN 50, p.8, the location of this project was given as Culgoa, Victoria. This was an error, and the correct location is Culgoora, NSW (near Narrabri). Apologies to John & Ruth Kerr.

Editor

RESEARCH COLUMN

Rodney Weaver of 4 Queen's Close, Kenilworth CV8 1JR, UK is researching a book on Baguley Locomotives and Railcars would like details of any of their products which came to Australia. These include many items supplied to the Drewry Car Co., and carrying their nameplate. Items are thought to include various petrol railcars and inspection trolleys, chassis for Tasmanian Government Railways railcars, cane locomotives, and underground electric locomotives built in association with English Electric. Anyone who can provide any information, including those involved in the operation of these units, will receive due acknowledgment in the book. Readers may write direct to Rodney Weaver, or to Ron Baneth, 25 Codrington Street, Sandringham 3191.

FIELD REPORTS

MOE - WALHALLA RAILWAY, Victoria

Peter Medlin and Ian Barkla recently visited parts of the site of the former 762 mm gauge Victorian Railways line from Moe to Walhalla in Gippsland. At Moondarra, north of Moe, the formation is quite easily recognised by the level embankment on the right of the road. A right turn at the next road leads to the station area, now used as a storage area for gravel. Continuing on this road around the next bend, it is quite easy to follow the trackbed to a cutting in the distance. Next stop was Erica for quick look at the 914 mm gauge McCormick/Deering rail tractor with log wagon preserved at the side of the road.

The station yard at Walhalla - late home of the Walhalla & Thomson River Steam Tramway until 1982 - was visited. The station building is still reasonably intact apart from the canopy and the effects of vandalism. The two engine sheds remain as do all the houses that were connected with the railway. The locomotives and all rolling stock have been removed. The area is apparently occupied.

A quick walk along the creek from Walhalla found the first trestle bridge almost non-existent. However, the second trestle bridge was found to be in good condition at each end but with no middle section to join them. High tide prevented further investigations down the creek.

The section from Thomson towards Platina was followed on foot. Soon after leaving the Thomson "loop" it is a short distance to the first bridge. Access across the bridge is by walking on the girders or by the path under the bridge. The second bridge is not long after. Then a steady upgrade of 1 in 30 extends to Platina. Here traces were found of a former timber tramway which operated from the Walhalla end of the yard, including a dogspike and possibly part of the roadbed through the trees.

Soon after leaving Platina came the famous "horseshoe bend". Water could be heard rushing through the drains below, but blackberries prevented a descent of the steep embankment. What appeared to be the remains of a five span trestle bridge followed soon after, with the bridge timbers still lying on the side of the trackbed. From here the 1 in 30 grade continued until the area near Knotts, where it was found that the trackbed had been filled by use as a tip - rather an anti-climax. The return walk to Thomson was pleasantly downhill.

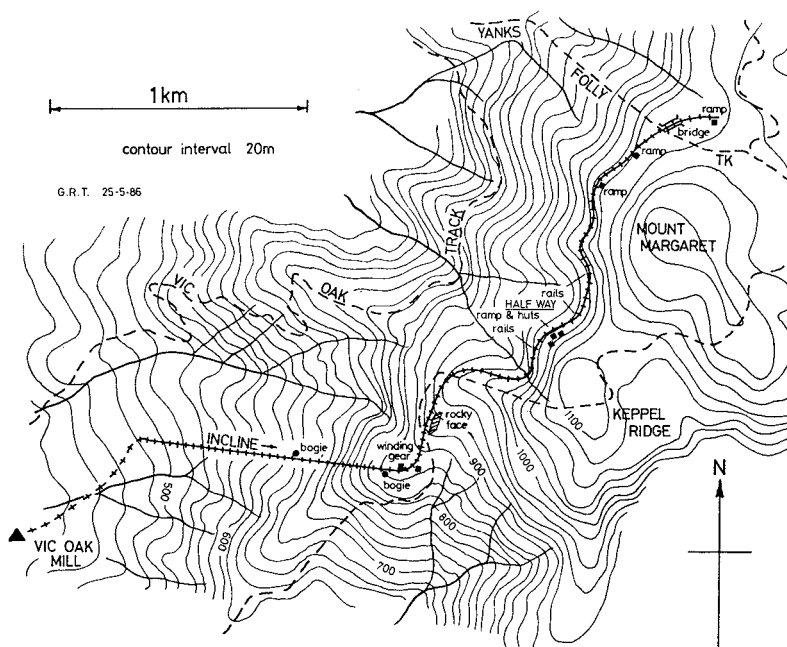
The walk from Thomson to Knotts is quite easy. The track is cleared all the way, and the distance approximately 7 km each way. Plenty of sleepers,

dogspikes and other remains such as rails and telephone poles can be observed along the trackbed. Further information for anyone wishing to do the walk is available from Peter Medlin on (03) 758 5387.

Peter Medlin, 5/86

VIC OAK INCLINE, Marysville, Victoria.

During the late 1930s and early 1940s, the Vic Oak Sawmilling Company operated a 3-rail balanced incline and logline in the Mt. Margaret area to the north-east of Marysville. The logline terminated at a loading ramp in a fairly level area just north of Mount Margaret, and headed in a generally south-westerly direction along the side of the mountain for about 2.5 km to the head of the incline. Vegetation along the line is fairly light, and no great difficulty is experienced in tracing the route. Near the line's intersection with Yank's Folly Track are the reasonably intact remains of a 100 m long low bridge, the only major one on the line. The formation then skirts the hillside for the next kilometre or so to reach "Halfway" to the incline, where the remains of buildings and platforms etc. are to be found. Wooden rails were used on most of the line, but short sections of about 50 lb steel rail were in place on some curves, and especially in a couple of valleys where the ground was unstable. The gauge of 3 ft (914 mm) could be verified on one of these steel railed sections.



The line continued in a generally south-westerly direction through reasonably easy terrain, apart from a 100 m section where significant rock blasting would have been required for construction of the formation. At the top of the balanced incline were the semi-intact remains of the winding and brake gears with two 3 ft diameter sheaves lying nearby. Band brakes were used on the sheaves as each one had a flat running surface next to the running groove. A brake band was found nearby, as were two pulleys on a detached section of the winding gear frame.

About 50 m down the incline, the slope steepened and a log "make-up" was used to mount a couple of cable support rollers. Nearby were the well-preserved remains of a timber bogie, complete with brakes. These were of the shoe types not the more common bell or board types.

The line of the incline formation was clearly evident, and the wire rope could be seen for most of its length. Another intact bogie was found about a third of the way down the incline, and a couple of cable support rollers were also observed. The site of the passing rope was not obvious, and the finishing point of the incline was also indistinct due to more recent farming operations. The formation to the sawmill site 500 m or so distant had also been obliterated.

Geoff Thorpe 5/86

STATE RAIL AUTHORITY OF NSW, SYDNEY HARBOUR TUNNEL

Cave divers are investigating the 551m flooded tunnel from Balmain to Greenwich, started in 1913 and completed in 1926 to feed electricity to Sydney's north shore tramway and rail systems. The tunnel was allowed to flood during the 1930s, and has been disused since 1969. Still in place is a tramway used for construction and maintenance which served the pumping station at the tunnel's midway points 76 m below the harbour's surface. It is suggested the tunnel may be pumped dry for use as a tourist attraction in the future.

The Weekend Australian, 7-8/6/86

LOCOMOTIVE & ROLLING STOCK MANUFACTURERS

GEORGE MOSS PTY LTD, Osborne Park, Western Australia

(see LRN 51 p.3)

Five 1067 mm gauge 150 kw 25 tonne diesel locomotives are being supplied by George Moss to the Tasmanian Hydro-Electric Commission for use on the King River Power Tunnel and the Anthony River Scheme (see LRN 52 p.15).

Australian Tunnelling Digest 9/85 via Bob Deskins

NEW SOUTH WALES

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD. Albion Park 610 mm gauge

(see LRN 52 p.9)

The rebuilt boiler for Perry 0-6-2T *Tully* No.6 (7967.49.1 of 1949) was given a hydraulic test late in May. The official inspection was to take place during June, and the boiler expected back at Albion Park soon after. The boiler has been at the BHP boiler shop at Australian Iron & Steel, Port Kembla since June 1981. Since then, the firebox has been practically rebuilt, work carried out on the tube plates, a new smokebox installed and a new set of tubes fitted. The bearings, motion, and cylinder components were overhauled some time ago at the museum, and during 1985 new side tanks, footplate, fuel bunker and cab roof were manufactured under the CEP scheme.

During May, and June, the roof frames, battens and tiles were fitted to the large brick toilet and shower block. The laying of pipes between this structure and the main sewer line followed. By June all the heavy workshop machinery was available for use in the new workshop buildings having been overhauled under the CEP programme. Also due to the current CEP projects most of the stationary steam engines have been completely overhauled and connected to the steam line in the new display shed. Many of the units have been fitted with new piston rings and main bearings.

On 17 May ex-Corrimal Coal Co. Hawthorn Leslie 0-4-OST *Burra* (3574 of 1923) was relocated on a new length of track which will eventually form Road 1 in the rolling stock shed. This alignment had been kept free of rails for workshop purposes but now that this activity has been moved to the new shed, the frames bunker and cabin components have been moved from Road 2 to Road 1. A small section of wasted metal in the front tube plate of this locomotive had to be built up late last year. It is hoped that this work can soon be inspected to permit the fitting of boiler tubes.

During May, the CEP employees carried out a major job on the tender of Hudswell Clarke 0-6-0 *Cairns* (1706 of 1939). It seems that the CSR engineers had fitted a false bunker floor to the tender many years ago leaving an enclosed void between the tender tanks about 750 mm above the floor. For some time water had been leaking from the side tanks into the void. The false hopper floor was removed and replaced by a removable plate and the rusted lower portions of the water tanks repaired by new material.

On 11 May a spare wheel set was exchanged for one with a flat tread in the Rubicon Tramway bogies under ex-Melbourne cable tram trailer No.430. The

"flat" had occurred when the bogies were in use at Alexandra in Victoria, but the fault had gradually grown worse under 430 at Albion Park.

Ken McCarthy 6/86

PHILIPP HOLZMANN - JOHN HOLLAND JOINT VENTURE, Sydney 750 mm gauge

(see LRN 52 p.9)

Another advertisement for tramway rolling stock appeared in *The Age* on 7 June. Wanted was secondhand equipment comprising diesel locomotives of 750 mm gauge, 135 hp minimum, 18-20 tonnes, minimum speed 15 kph and maximum width 1200 mm. Also required was a mine winder.

The Age 7/6/86 via Colin Harvey.

PERISHER SKITUBE JOINT VENTURE, Little Thredbo

(see LRN 52 p.10)

Construction of the 5.9 km line from Bullock's Terminal to Perisher was not completed in time for the 1986 season. However, the passenger terminal at Perisher has been constructed and tunnelling is continuing. The Swiss Locomotive and Machine Works (SLM) is providing the rack-rail expertise of bogies, rack sections (parts of which are being made in Australia) and rack points. The multiple-unit trains under construction by Comeng NSW, will be powered by 1500 v DC overhead supply. The Australian manufacturers are providing power car bodies and driving trailers complete. Brown Boveri is providing electrical equipment. The tunnel is being bored by an American-designed Japanese-built electrically powered borer cutting the 5 m diameter tunnel in one pass. Spoil is transported to the tunnel entrance on an extendable conveyor belt.

Engineers Australia 12/7/85 via Bob Deskins; Editor.

QUEENSLAND

SUGAR MILL CLOSURES / AMALGAMATIONS - Johnstone River District

(see LRN 52 p.10)

The Central Sugar Cane Prices Board has refused an application by CSR Ltd to close Goondi Sugar Mill at Innisfail. CSR's proposal was to sell the mill to Howard Smith Industries, proprietors of Mourilyan Mill, and it is understood that Goondi would have been closed with its cane being transported by tramline to Mourilyan. Babinda Mill was later brought into the deal at the request of the State Government, which asked that some Goondi growers be transferred to that mill. Board members voted 3-2 against absolving CSR

from its legal obligation to crush the 1986 crops and 4-1 against transfers to Babinda.

The board chairman was highly critical of the Queensland Government's attempts to divert Goondi cane to Babinda against the will of the growers, especially as he believed Babinda had only a limited life. In fact, it was stated that it was likely that only one mill would survive at Cairns (Mulgrave) and one at Innisfail (South Johnstone), meaning the closure of Hambledon, Babinda, Goondi and Mourilyan mills.

The State government's reaction to this judgement was to prepare a Bill to retrospectively remove from The Central Sugar Cane Prices Board its power of determining the rezoning of assignments between mills. Rezoning applications have been judicially determined by the Board since 1929.

The Daily Mercury (Mackay) 6/6/86; 26/6/86; Editor

SUGAR MILL CLOSURES / AMALGAMATIONS - Mackay District

(see LRN 52 p.10)

CSR Ltd is reported as being keen to sell Pleystowe Mill to a group of four co-operative mills considering a merger in the Mackay district, "as long as the price is right".

Meanwhile CSR has increased its equity in Pioneer Sugar Mills Ltd (which owns Pioneer and Inkerman Mills in the Burdekin area) from 19% to 28.8% in the last 12 months. CSR owns Kalamia and Invicta, the other two Burdekin mills.

The Daily Mercury (Mackay) 1/7/86

CSR LTD, Hambledon Mill

(see LRN 42 p.7)

A section of the Hambledon Mill tramline system is the only Shire Tramway still in operation in Queensland. The Greenhills tramway was built in 1905 and is operated and maintained by CSR in return for an annual rental. Shire Council financial documents reveal that the tramway is valued at \$22 000 and the annual rental in 1982/3 was \$800.

Bob Deskins 5/86

DREAMWORLD PRODUCTIONS PTY. LTD., Coomera 610 mm gauge

(see LRN 52 p.13)

A visit in June revealed Perry 0-6-27 5643.51.1 of 1951 in use hauling passenger trains. With only one engine in steam, it was hauling the original three covered carriages and also one open freight car carriage. When both steam locos are used two three-car train sets operate. The greater length of

Baldwin 4-6-0 45212 of 1917 means that it cannot haul four carriages because of limited platform length. However, the Perry had to reverse in the station area to gain access to the water column which is placed appropriately for the Baldwin. A loudspeaker system has been fitted to the carriages to enable the guard to make announcements to passengers. The carriages are not fitted with brakes and rather surprisingly the steam brake has been disconnected on the locust leaving the reversing lever as the principal means of stopping. It is expected that the Baldwin will soon be withdrawn to enable some boiler repairs to be carried out.

The "Enchanted Forest Railway" has been completed but was still not in use pending landscaping work. Laid in 20 lb rail with tight curves, the line forms a figure of eight with an extra loop (like the ABC logo) complete with tunnel which one imagines will be used for stabling the train. Although adjacent to the main railways there is no connection to it. The line appears Disney-inspired with ramshackle rolling stock. The "loco", complete with faces is a dummy "2-4-0" named *Little Puff*. Motive power is provided by the "tender", a sadly cut down Ruston & Hornsby 4wDM 218002 of 1943. There are two open and two closed carriages and a semi-open "guard's van". The cars run on miniature bogies and are coupled with long rigid bars.

Bob Gough 6/86; Editor 6/86

SOUTH AUSTRALIA

ADELAIDE

It is reported that 2 ft gauge Bagnall 0-4-0ST 1801 of 1906 has been removed from Barmera (see LRN 30 p.17) to Adelaide for restoration. Any confirmation or amplification of this information would be most welcome.

Bob Gough 6/86

MILE END RAILWAY MUSEUM (S.A.) INC. gauges various

(see LRN 52 p.14)

The boiler of 3 ft 6 in gauge Andrew Barclay 0-6-0T *Peronne* (1545 of 1919) was refitted and boiler mountings installed to enable a successful boiler test to be carried out on 16 April. Both tool boxes had been repaired and fitted, and new side tanks were soon to be completed. Work is continuing on cab repairs.

Catchpoint 5/86

VICTOR HARBOR TO GRANITE ISLAND HORSE TRAMWAY 1600 mm gauge

(see LRN 52 p.14)

The Victor Harbor to Granite Island horse tramway was due to reopen for passenger services on Saturday 14 June 1986. By late April, Mr Dud Bunker, the tramway horse handler, was training the horses along the new route hauling a four-wheel gangers railway trolley. At that stage, five Clydesdale horses were housed in the tramway stables. These were named Faith, Hope, Charity, Helga, and Paul. Although constructed with steel frames, the four double-deck four-wheel saloon cars resemble the 1879 8-window John Stephenson of New York vehicles. Timber cladding has been used to match the original appearance.

The Victor Harbor District Council has proposed the extension of the tramway service along the Victor Harbor to Goolwa railway to Chiton Rocks and Port Elliot in the tourist season. It has been suggested that a replica of Merryweather steam tram motor *Eureka* (80 of 1879) powered by a diesel engine could haul the tramcars on the longer trips. *Eureka* worked on the Port Adelaide tramways from 1879 until 1882 when it was sold to the Glenelg Railway Company. It then hauled the local Victoria Square to Goodwood car until withdrawn from traffic in 1900.

*Ken McCarthy 6/86 with acknowledgments to Trolley Wire 4/86,
The Horse Tramways of Adelaide, Advertiser 29/4/86, & Lee Rodda.*

TASMANIA

IDA BAY RAILWAY CO. PTY. LTD. Lune River 610 mm gauge

(see LRN 52 p.16)

It is likely that a Krauss 0-4-0T locomotive from the Second River Tramway, Karoola, will once again operate on the Ida Bay Railway. Steam operations will take place on selected days from December 1986 to Easter 1987, and it is possible a LRRSA trip will be organised. It would appear that the yellow line car lettered SRT observed on the line in March originates from the Second River Tramway.

John Buckland 6/86; Frank Stamford 6/86.

MOUNT LYELL MUSEUM, Queenstown 610 mm gauge

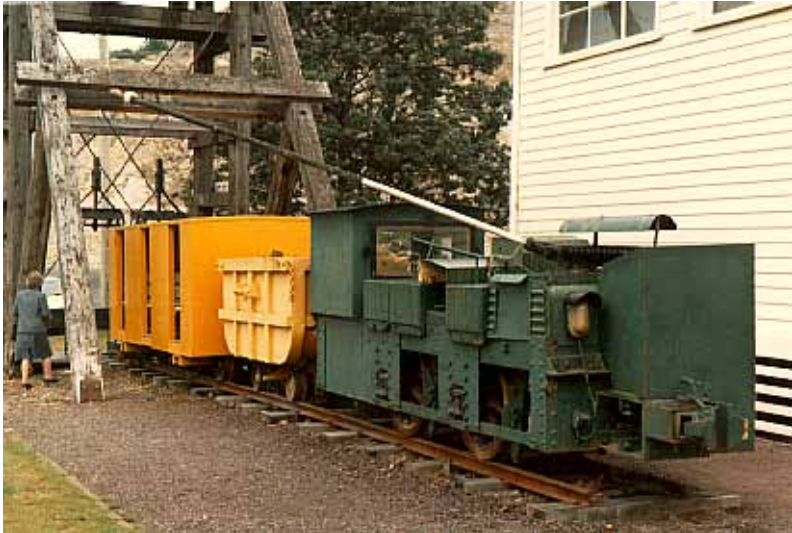
(see LRN 47 p.11)

An underground electric loco and rolling stock has been set up on static display under a timber "head frame". The 4wWE loco is painted green. It has been extended at the front end to provide for what appears to be a small

refuge for a second man on the loco. It is coupled to a small Granby car and a man riding car, both painted yellow. It is thought the loco's maker could be English Electric. Can any member give a positive identification.

John Buckland 6/86

Mount Lyell Museum, Queenstown, Tasmania. 2 ft gauge 4wWE loco and rolling



stock on display, 2/4/86.

Photo: John Buckland

WEST COAST PIONEERS MEMORIAL MUSEUM, Zeehan 1067 mm & 610 mm gauge

(see LRN 48 p.10)

A second ex-Mount Lyell 2 ft gauge underground loco has been added to the museum's collection. This is a 4wWE painted yellow, with the number 12 visible beneath the paintwork. It appears very similar to the loco preserved at the Mt.Lyell Museum at Queenstown (see above).

John Buckland 6/86



West Coast Pioneers Memorial Museum, Zeehan, Tasmania: 2 ft gauge 4wWE ex-Mount Lyell 12 on display 2/4/86.

Photo: John Buckland.

VICTORIA

CASTLEMAINE & MALDON RAILWAY PRESERVATION SOCIETY, Maldon 1600 mm gauge

Steam operations with ex-VR K160 began from Maldon to Bendigo Road (approximately 0.7 km) at Easter. Service loco for the project is a Malcolm Moore 0-4-0DM ex Australian Paper Manufacturers at Broadford. This was built around 1939 for APM's Maryvale works, and was apparently originally fitted with a gas producer. It is now fitted with a Gardner diesel engine. It is currently painted in red oxide, and has had a small engine fitted behind the cab, presumably to power permanent way equipment. It is fitted with air brakes and has been used to haul rolling stock to Maldon from Castlemaine, as the steam loco is not allowed to work across one bridge at this stage.

Peter Medlin 5/86; John Buckland 6/86

EMERALD TOURIST RAILWAY Board Puffing Billy Railway 762 mm gauge

(see LRN 52 p.17)

Of the Newport-built NA class 2-6-2T locos currently available for services 14A (built 1914) has been plagued with leaking tubes, but it is hoped that this fault has now been rectified, while 7A (1905) has had problems with leaking steam cones in the smokebox. Climax 4w+4wTG 1694 of 1928 was

given a hydrostatic test on 12 April. A few minor leaks will need attention. Other work has involved the valve gear, cylinder cock lever and lubrication pipework. Work has been progressing with the preparation of the boiler for Beyer Garratt G42 (Beyer Peacock 2-6-0 + 0-6-2 6268 of 1926), particularly the relocation of the fire door hole.

Peter Medlin 5/86

STATE ELECTRICITY COMMISSION OF VICTORIA, Yallourn 900 mm gauge

(see LRN 35 p.12)

On 27 May the body of a Bo-Bo WE was seen on a semi-trailer travelling from Gippsland towards Melbourne on the Mulgrave Freeway near Dandenong. The number appeared possibly to be 109 (Henschel 25539/Siemens 5205 of 1950).

Darryl Grant 5/86

MELBOURNE & METROPOLITAN BOARD OF WORKS, Western Trunk Sewer 762 mm gauge

Commenced in 1983, this is a 10-year project which will construct a 15.3 km tunnel from the Brooklyn Pumping Station to a new Hoppers Crossing Pumping Station where sewage will be lifted 30 m to a 7.2 km shallow conduit to the Werribee sewage farm. A photo shows what would appear to be an E.M. Baldwin 4wDH loco, but it is understood that the MMBW is considering the use of electric trolley-wire locomotives for the project.

The Weekend Australian 24-25/5/86; M. McCarthy 4/86

MOE-WALHALLA

Bob Lilburn has recently advertised for assistance, financial and manpower, to restore the railway between Platina and Knotts (approximately 3 km). Stephen Watson (author of *Rails to Walhalla: Parts 1 & 2*) makes mention in his latest book *The Gold Town Railway: Part 1* that he is planning to set up a museum at Walhalla.

Peter Medlin 5/86

WESTERN AUSTRALIA

WESTERN AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION INC., Bennett Brook Railway, Caversham 610 mm gauge

(See LRN 51, p.10)

Fremantle Signal Cabin "A" was moved to Whiteman park in late April, by soldiers of 22 construction squadron. It had to have the roof, porch and eaves

removed to enable this operation to be done, and these was replaced once the building was placed in position.

An ex-Westrail VW workmans wagon has been acquired. It includes most amenities and will be used for overnight stays. Suitable bogies are being prepared for this vehicle. A second ALV carriage constructed by Ron Watson has entered passenger service, while work continues on the QBB bogie cars.

Restoration on 2-8-2 NG123 (Franco Belge 2670 of 1951) has continued with a hydrostatic test to be carried out soon on the boiler. Wheel bearings have been checked and the frame checked and painted enabling gear to be refitted to the frame.

Rusty Rails 6/86

OVERSEAS

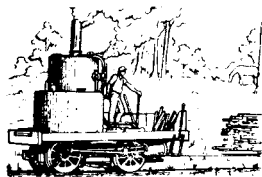
PLANTASEN REUNION VANUATU, Norsup, Malakula Island, Vanuatu 600 mm gauge

A short tramline is operated from copra sheds to the jetty. The line as currently used is 130 m in length. Twelve bags of copra weighing about 750 kg are loaded onto each 4-wheel flat wagon, of which the total stock is two. From here they are hand trammed in convoy from the copra shed ("dock") to a weighbridge, then onto the PRV jetty from where it is loaded into company barge for transport to Santa. This process is continued until the available copra is all loaded. On 19 May 130 tons were shipped out in this way. Annual shipments are up to 1500 tonnes. When not in use, the two wagons are normally stored in the weighbridge shed.

A "branch" from the copra shed to the driers has been abandoned, with some isolated sections of track remaining. Apart from the remains of the points for the branch, there are no turnouts. Inside the copra shed there are 4 sections of 6 m lengths of portable track, each with 5 steel sleepers bolted to the cement floor. Elsewhere the track is set in cement. The tramway is due for upgrading. A new hot drier adjacent to the packing shed will use a conveyor for transferring the copra into the dock.

The tramway is to be relaid and the jetty repaired in association with this work. Rails for the tramway relaying have been ordered from an old cobalt mine in the north of New Caledonia.

Bob McKillop 5/86



LIGHT RAILWAY NEWS

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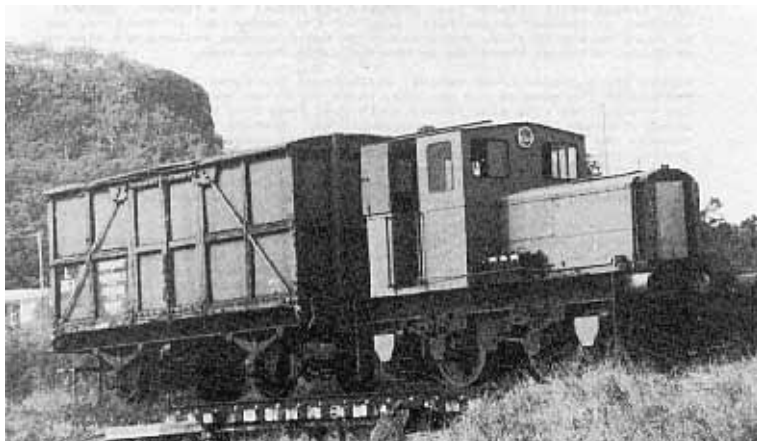


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Deadline for next issue :- 20 October 1986

LIGHT RAILWAY RESEARCH SOCIETY OF AUSTRALIA - ESTABLISHED 25 YEARS



Dorrigo Steam Railway & Museum: F.C.Hibberd "Planet" 4wDM (3570 of 1952) poses for photographs between Glenreagh and the Orana River Bridge while on trials, 28 June 1986.

Photo: John Kramer

NOTES, CORRECTIONS AND COMMENTS

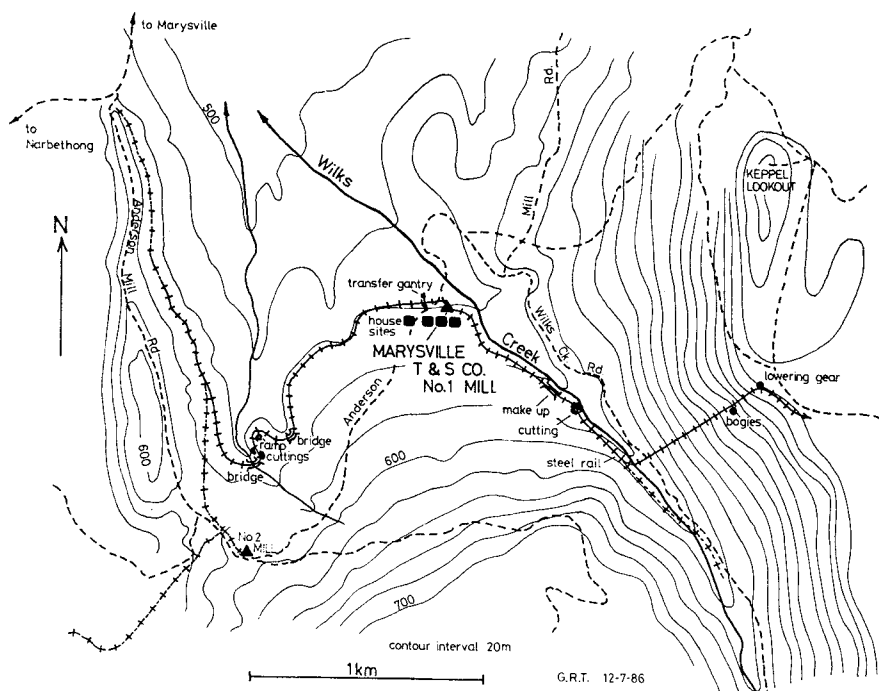
Lindsay Whitham has contacted the Editor concerning the offer he makes to sell copies of his articles at a reduced price as referred to on p.19 of "Light Railways" 93. The publications containing the articles - on the Catamaran Colliery, T-rail in Tasmania, and also the Hotels of Zeehan are available at \$2 each to Society members direct from Lindsay Whitham, 43 Mount Stuart Road, MOUNT STUART 7000.

Mr Campbell who has a book order outstanding from the NSW Division please contact the NSW Secretary (address above). Your address details were destroyed in the mayhem created by the "big wet" experienced in Sydney recently.

FIELD REPORTS

ANDERSON & ROWE TRAMWAY, Marysville, Victoria

About 3 km south of Marysville may be found the remains of some of the tramway and sawmilling operations of the Marysville Timber and Seasoning Company, formed in 1930 by E.J. Anderson & C.H. Rowe.



100 metres south-west of the Paradise Plains - Keppel Lookout Road Junction is the site of the winding gear which served the gravity-operated 3-rail No.1 incline down to Wilks Creek. Only the timber foundation and sections of the wooden frame may be found here, along with a couple of steel brake bands lined with wood.

A couple of hundred metres downhill two log bogies (one with its wooden bell brakes still intact) lie, probably the result of a runaway. Several sections of railway-weight rail, used for the centre rail of the line, may be found on the incline, and a number of cable support rollers are also to be found, although there was no haulage cable to be seen.

Fairly thick ground cover beside Wilks Creek precluded discovery of any remains at the base of the incline, where it curved north-west to follow the creek. The line also headed south-east from this point to a winch site, although this branch was not explored. Tracing the line back towards the No.1 Mill site was not particularly easy, due to the thick ground cover, although a couple of sections of 20 lb rail were found. A small cutting and a log make-up were also observed. An occasional electrical insulator in a tree or on the ground indicated that a phone line connected the No.1 Mill to the winding gear at the head of the incline.

Relics at the mill site included the concrete mill machinery foundations, house sites and a timber transfer gantry, located at the start of the outlet tramway, which was in use prior to the 1939 bush fires. The formation of this line was reasonably easy to follow for the first few hundred metres from the mill, but then became lost in a recently logged area. It was picked up again at a cutting and low curved bridge across a small water course. Remains of a log ramp followed by a second low curved bridge were then reached. After this, the line headed north along the side of the hill, and was followed to within a kilometre of the Marysville - Narbethong Road, when rain set in and the walk was abandoned.

Geoff Thorpe 8/86

NEW SOUTH WALES

CITRA CONSTRUCTION LTD, Burroway Bay, Homebush Bay, Sydney 1000 mm & 1067 mm gauge

(see LRN 4 p.7)

An auction was held here on 28 May 1986, and it was believed that three Billard diesel locomotives here since at least 1974 were to be included in the sale. However, they were withdrawn from sale and were later reported to have been sent to Queensland (see later this issue for more details).

Craig Wilson 8/86

DORRIGO STEAM RAILWAY & MUSEUM 1435 mm gauge

(see LRN 42 p.4)

F.C. Hibberd "Planet" 4wDM 3570 of 1952 worked trials at Glenreagh on 28 June (see cover photo), and worked through to Dorrigo the next day. The large bulk of the collection has been moved to Dorrigo by rail, and in September Army engineers were due to "invade" the line.

John Kramer 7/86

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY, Albion Park 610 mm gauge

(see LRN 53 p.5)

The first part of the 1986 CEP scheme finished on 22 August with great success. The second part, due to commence in early September, involves the restoration of Perry 0-6-2T TULLY No. 6 (7967. 49. 1 of 1949). The boiler was returned from the Port Kembla Steelworks boiler shop on 17 July, having received a new inner firebox, new tubes, new stay bolts, and tube plate repairs. A certificate for 1050 kpa (150 lbs/sq.inch) has been issued, which should enable this loco to steam on into the next century. Underframe, bearings and motion have been overhauled, and a new footplate, cab, bunker and side tanks fitted. The next tasks will be to manufacture new lagging and boiler covers.

High passenger figures continued during the winter steaming days, especially on 13 July, when the Illawarra Jazz Club visited Albion Park for a mid—winter picnic. Jazz and steam proved to be a good combination for the many visitors, and 600 rides were given.

During mid August, a new set of points fabricated at Albion Park were spliced into position in the compound yard. These points will enable carriage shed road 5 to be constructed. Plans and specifications for the shed extension over roads 4 & 5 as well as a museum display building have been prepared. The frame components for the carriage shed extension are already on hand. The roof trusses for the planned display building are also stored at the museum awaiting the moment when the construction of this structure reaches the top of the works priority list.

Ken McCarthy 8/86

LACHLAN VINTAGE VILLAGE, Forbes 610 mm gauge

(see LRN 46 p.2)

An auction is to be held on site on 1 November, and included in the sale are the three 2 ft gauge steam cane locomotives here. These are Bundaberg Foundry 0-6-2T 4 of 1952 (ex *Ralf* of Bingera Mill), John Fowler 0-4-2T *Britannia*

(16340 of 1924), which has a current boiler certificate, and John Fowler 0-4-2T 16341 of 1924 (both ex Tully Mill). The auctioneer is Michael Robertson & Co., PO Box 62, FORBES 2871, phone (068) 52 3134. It is believed that the three ex-NSWGR locos here may also be auctioned if title to them can be proved

Craig Wilson 8/86

METROPOLITAN WATER SEWERAGE AND DRAINAGE BOARD, Sydney

(see LRN 43 p.5)

Construction is proceeding on three ocean sewage outfall tunnels to be completed in 1990-1. These will cost \$270 million and will be at Malabar, Bondi, and North Head. The Malabar tunnel is 4.1 m in diameter and descends a 1 in 4 decline to its planned depth, from where a 3.7 km tunnel will run out to sea to the sewage discharge point. A newspaper photo of the Malabar tunnel shows rail tracks of possibly around one metre gauge running down the centre.

Sydney Morning Herald 5/7/86 via Craig Wilson

STEAM TRAINS PTY LTD, Kurrajong 610 mm gauge

(see LRN 44 p.10)

A number of projects in which it was hoped to become involved have proved abortive, resulting in the decision to sell further equipment. Hudswell Clarke 0-6-0 1838 of 1950 and the two restored ex-QGR rail motor trailers have been sold to Mossman Central Mill, North Queensland, for use on their Ballyhooley Steam Express tourist train. This sale was negotiated with the involvement of CSR Ltd, who donated the locomotive for preservation in the first place. It is anticipated that the locomotive and tender will be arriving in Mossman in the near future.

Bruce Belbin 9/86, Bernie Milfora 9/86

TIMBERTOWN WAUCHOPE 610 mm gauge

(see LRN 30 p.5)

It is reported that the rebuilding of John Fowler 0-4-2T 17881 of 1929 is now proceeding after some delay with a view to returning it to service in the near future. This loco was acquired from Steam Trains Pty Ltd in 1984 (see LRN 40 p.7).

Bruce Belbin 8/86

QUEENSLAND

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY Durundur Railway, Woodford 610 mm gauge

(see LRN 52 p. 11)

The boiler of Bundaberg Foundry 0-6-2T 5 of 1952 is currently at Babcock Australia for retubing. The locomotive chassis is receiving attention at Woodford rather than elsewhere as originally planned. The side tanks have been removed and the frames lifted, enabling the dropping of axleboxes and wheel sets for inspection.

Durundur Railway Bulletin 7/86

BLI BLI CANE SUPPLIERS COMMITTEE, Alf Muller Park, Bli Bli 610 mm gauge

(see LRN 47 p.10)

John Fowler 0-4-2T *Bli Bli* (14418 of 1915) has been repainted and a substantial canopy has been placed over it. However, it unfortunately still lacks a chimney.

Editor 8/86

BUNDABERG TRAMWAY PRESERVATION SOCIETY, Botanical Gardens, North Bundaberg 610 mm gauge

(see LRN 52, p.11)

The Society's trackwork at the Botanical Gardens appears complete. Finishing work to the fine loco shed is still going on. The Society's loco, Bundaberg Foundry 0-4-2T 3 of 1952, is still at the Agro—Trend site in Bundaberg and work has still to begin on the construction of carriages. The Botanical Gardens are open daily.

Editor 7/86

CITRA CONSTRUCTIONS LTD., Goonyella Network Electrification 1067 mm gauge

Citra are contractors for the electrification work on the QGR lines from Hay Point and Dalrymple Bay, south of Mackay, to the mines they serve. Their depots are found at Jilalan, Yukan, and Waitara. On 2 August, what appeared to be a small yellow 4wDM locomotive was seen at Yukan, but it had disappeared a week later. It would now appear that this is one of three such machines, which were stored at Citra's Sydney depot at Homebush Bay for a number of years. These were built by Societe Anonyme des Anciens Etablissements Billard et Cie., of Tours in France. They were originally 1000

mm gauge, and possibly date from around 1969 (see LRN 4 p.7)

The three units were numbered 11E1, 11E2 & 11E3 in Sydney and are 4wDM locos bearing Billard builder numbers T75P VM 224, T75P VM 227 and T75P VM 228 respectively. The second had been converted to 1067 mm gauge by 1978. It is not known if all three are in Queensland.

Craig Wilson 8/86, E. Rudorfer 9/86, Editor

CROYDON 1067 mm gauge

(see LRN 43 p.7)

Restoration of ex-QGR 2-4-0 A10 202 (Vulcan Foundry 802 of 1877 for Fairlie Engine Co.) had commenced by March and it was hoped repainting would be completed in time for the Croydon Centenary celebrations in June. Work done included refitting cab stanchions and plates and the replacement of the smokebox door. Steel plate was used to create a false boiler outline, restoring the loco to close to original appearance. The loco was in industrial use by John Forsyth from 1906 to around 1915. It can be found in a park on the south side of the Gulf Development Road on the western outskirts of town.

Sunshine Express 5/86

DEPARTMENT OF FORESTRY, Woodworks Forestry and Timber Museum, Gympie. 914 mm gauge

This interesting and informative museum is being developed on the Bruce Highway north of Gympie. A number of exhibits are complete, and a steam sawmill is under construction. Video showings and a well-stocked bookshop complement the displays, and there are a number of informative free booklets and leaflets, including a useful *Glossary of Timbergetting Terms*. The main tramway exhibit is a log trolley built for Lars Andersen in 1922. Andersen operated a sawmill near Esk, and the trolley was one of two used on a 740 m balanced incline from Pinecliffe to Cressbrook Creek, at the foot of which the logs were transferred to tramway wagons for the 1.5 km journey to the sawmill. The tramway is believed to have closed in 1942. The log trolley was recovered in severely weathered condition, and rebuilt in 1983. It is displayed on a section of 3 ft gauge wooden-railed track.

Editor 8/86

FAIRYMEAD SUGAR CO. LTD, Fairymead Mill 610 mm gauge

(see LRN 50 p.7)

A new terminal has been built close to the Burnett River ferry to accommodate cane traffic from Qunaba Hill across the river. Two semi-trailer

transports work non-stop bringing three bins at a time each across the river. Two parallel tracks some 600 m in length accommodate full and empty bins at the loading/unloading point. Empty bins are hauled here along the old ferry line to the east of the mill, but loaded bins go to the mill on a new line about a kilometre in length running to the "full yard" to the north of the mill.

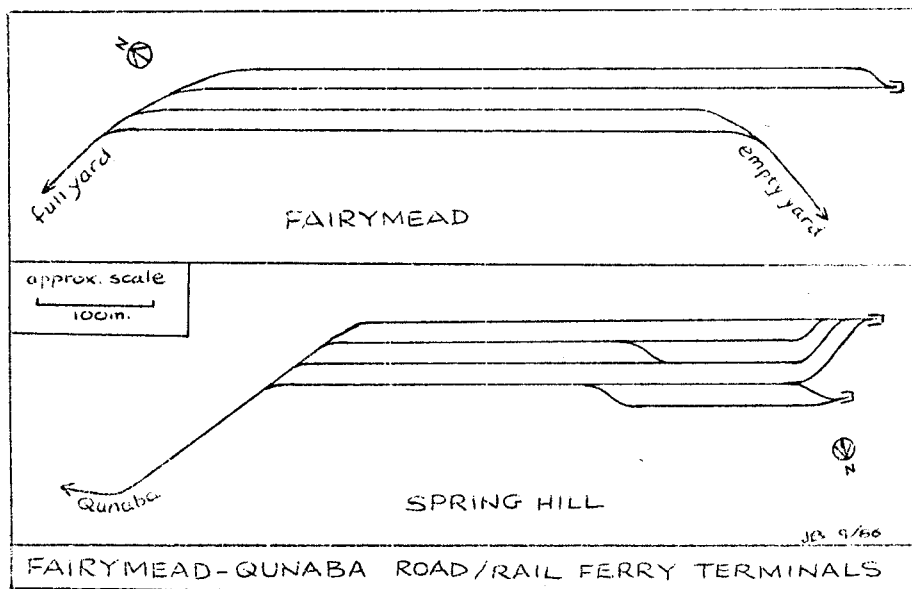
A small green 4wPM loco was rediscovered disused near to the mill. It shows some design characteristics of Malcolm Moore "Fordson" locos, and contains a Ruston & Hornsby gearbox. It may originally have been built by the mill.

All the main line locos at the mill carry portable red "STOP" traffic signs attached to the rear of their cabs, presumably for protection in case of level crossing mishaps.

Editor 8/86

FAIRYMEAD SUGAR CO LTD., Qunaba 610 mm gauge

(see LRN 50 p.7)



The majority of this mill's tramline system now serves Fairymead Mill via the Burnett River ferry, while a section near Windermere has been transferred to Millaquin Mill, with which the Qunaba tramways interconnect. The mill itself has been enclosed by a "security fence" made up of a double layer of old

cane bins. New 6-tonne bins are now in use on the Qunaba system serving Fairymead. The two locos remain stationed at the loco shed at Qunaba. They are an E.M. Baldwin 4wDH rebuilt by Millaquin in 1980 from Baldwin 8860-2-8-79 (itself rebuilt from Baldwin 4529 of 1973).

An extension has been built in the Spring Hill area to a new yard constructed very close to the Burnett River ferry. Two semi-trailers each convey three full bins across the river and return with empties. (The ferry is also used by semi-trailers conveying raw sugar to the Port of Bundaberg.) A 12-minute turn-around was achieved when observed on a Friday evening in August.

Editor 8/86

FARLEIGH CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD 610 mm gauge

(see LRN 52, p.13) .

The mill's loco livery has been modified in the case of some locos painted during the last slack season. A thin black line has been added either side of the thick black line which divides the yellow and grey painted areas of the locomotive. In addition, the loco frames have been painted a buff colour. One newly—painted loco is Com—Eng 0-6-0DH *Carlisle* (A13271 of 1963) which was seen under repair in the loco shed in early July. It had collided with a gravel truck at a level crossing near the mill, and suffered extensive cab damage.

Editor 7/86

GIBSON & HOWES PTY LTD, Bingera Mill 610 mm gauge

(see LRN 45 p.9)

With the closure or upgrading of light lines in the Wallaville area, a large number of small locos are to be seen at the mill, a number out of use. Four Malcolm Moore locos are to be seen, one dismantled for spare parts, plus two 4wDM locos and one 4wDH. The hydraulic loco has now been permanently coupled to a grass cutter powered off the locomotive by hydraulic hoses. These four Malcolm Moores are believed to have originated as 4wPM locos 1007, 1008, 1009 & 1025 of 1943, but which is which seems unknown now. There are also two Motor Rail "Simplex" 4wDM locos. One numbered 173-72 is Motor Rail 10233 and is out of use. The other is Motor Rail 10234, and is fitted with the familiar orange flashing light. Ruston & Hornsby 4wDM 387893 of 1955, which was rebuilt to a grass cutter hauler in 1973, is now out of use. There is also another "Simplex" type 4wDM at the mill, F.C Hibberd "Planet" 4wDM 3919 of 1959, but this was not observed.

Editor 8/86

ISIS CENTRAL SUGAR MILL CO. LTD. 610 mm gauge

(see LRN 45 p.10)

A new brake wagon built by Hexham Engineering was expected around the start of September. Number 1, John Fowler 0-6-ODM 20776 of 1935, remains engineless in the scrap area near the old sugar shed .

Editor 8/86

MARIAN MILL CO-OPERATIVE SOCIETY LTD 610 mm gauge

(see LRN 52 p.13)

A second pair of prototype long wheelbase bins arrived at the mill around the start of August . These, built by North Queensland Engineers & Agents of Cairns are built to the same general specifications as those delivered by Walkers Ltd of Maryborough in April. However, there are detailed differences, with a hopper type lower portion and axleboxes much more accessible. Testing of the bins in service was expected to start in mid—September, but some preliminary trials with the Walkers units had taken place earlier, in a train hauled by a mill loco and consisting of the Sugar Research power wagon and computer car followed by the two bins. The reason why Marian was chosen for testing purposes is that only this mill has a tippler large enough to accommodate the new bins - it normally tips three conventional type bins at a time.

The mill plans to extend its tramline about 5 km along the formation of the old QGR Owens Creek Branch from Mount Martin to Langdon.

Robert James 8/86, Editor 8/86

MILLAQUIN SUGAR CO. PTY LTD 610 mm gauge

(see LRN 45 p.10)

Seven four-wheel ballast wagons, painted in red oxide were noted outside the loco shed in August. These appear to be contractor type vehicles rebuilt to serve the mill's needs. Bundaberg Foundry 0-6-2T 1 of 1952 was noted stored in a building near the distillery area. It would appear that no work has been done on its restoration since January 1985.

Editor 8/86

MOSSMAN CENTRAL MILL CO. LTD, 610 mm gauge

(see LRN 49 p.9)

As reported elsewhere this issue, the mill has purchased Hudswell Clarke 0-6-0 *Sydney* (1838 of 1950) from the Belbin family company, Steam Trains Pty Ltd, together with the two ex-QGR rail motor trailers they have rebuilt as 2 ft gauge carriages. The loco first entered service at Hambledon Mill, so it is

returning to a mill close to its original “stamping ground”. It is expected that the loco will go into service next year, fitted with gas firing equipment.

The 1986 season is the last one when the “Ballyhooley Steam Express” will run to Newell. The new Port Douglas line is expected to come into operation next year in connection with tourist development going on at Port Douglas.

Bruce Belbin 9/86, Bernie Milford 9/86.

PROSERPINE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD 610 mm gauge

(see LRN 43 p. 9)

Tenders were called nationally in July for the purchase and removal in dismantled condition of Bundaberg Foundry 8 of 1953. This was dismantled in 1980, but firebox repairs were found to be necessary. It was subsequently stored under cover in the mill workshop area .

Editor 7/86

RACECOURSE CO-OPERATIVE SUGAR ASSOCIATION LTD, Mackay 610 mm gauge

(see LRN 44 p.11)

Work is steadily progressing on the new tramway yard being developed to the south of the Peak Downs Highway. The new full yard has been laid down with 6 tracks, and the tippler and “creeper” mechanisms appear to be nearing completion. A number of prefabricated points, made with steel sleepers, were seen on site awaiting installation in July. Little work has been done so far on the empty side of the new yard .

Editor 7/86

SUGAR RESEARCH LTD., Sugar Research Institute, Mackay

The 1985-6 Annual Review of the Institute details a range of developments associated with cane tramways.

The preservation of timber sleepers in fuel oil using a hot and cold cycle has been investigated. The process, not widely accepted because of the cost of heating energy, can be carried out economically by sugar mills using waste heat from the milling process. Also being investigated are new types of elastic fastenings for concrete sleepers.

Investigation into bogie loco performance has focussed on drive train failures. Main line railway locomotives tend to limit tractive effort developed by the loco to about 24% of the loco's weight, but canefield locomotives are frequently called upon to develop a tractive effort of over 40% of their weight. A study of torsional vibration of locomotive bogies has

been continued.

The large four-wheel cane wagon project has developed to the stage of prototype vehicles being constructed, and tested in 1986 at Marian Mill. These wagons, about 10 m in length, have to negotiate curves as small as 100 m radius. Although axle loads will increase, it is believed that maintenance costs are strongly correlated with the number of axles in use so the new concept offers significant savings.

A computer system to generate a schedule for cane railway operation directly from specifications of track geography, cane deployment, and locomotive and rolling stock characteristics has been developed. Work has been continuing on the Institute's *Guide to Cane Railway Engineering*.

Development work has been continuing into a hot axle box detector, which is designed to count the number of axles of a train as it passes, and when a hot box is detected, sounding the alarm to the mill traffic office. It is expected that this device can reduce significantly the number of derailments which occur. Automatic cane bin number identification at the weighbridge has already been adopted by three mill 5 s using a bar code system. An alternative system using a small transponder attached to each bin is currently under investigation.



Sugar Research Ltd., 7/86

The revolutionary new "big bins" developed by the Sugar Research Institute and built by Walkers Ltd, of Maryborough, shortly after arrival at Marian Mill for trials, 13/4/86

Photo: Editor

STUART ARBUTHNOT, Homebush 610 mm gauge

This cane farmer, like a number in this area, has a “horse line” on his property, linked directly to the Racecourse mill tramline system. Bins are moved on these private lines by tractors nowadays, but a small petrol locomotive was formerly used by this farmer. Now dumped out of use, the loco is a small 2-2wPM (drive to the rear axle only), fitted with a 4-cylinder petrol engine. It has a generous number of seats in the cab, possibly once used for transporting the cane cutting gang to the field.

Editor 7/86

TINTAGEL MOUNTAIN TRAMWAY, Arcadia, Cooroy 610 mm gauge

(see LRN 48 p.9)



Worksite at the washaway, March 1986. A variety of rolling stock is to be seen here: (from left) Fairmont & KS petrol trolleys, 4wPM loco H220, the NQR bogie wagon and a Ministry of Supply flat car.

Photo: Russell Savage

During March, extensive drainage works were undertaken in the area of the switch back, with rock retaining walls put in place. This was the area where a large landslide occurred during 1985. The new NQR bogie wagon was put to good use in this work. It has floor space of 1 m x 4m with removable drop sides, and has vacuum brakes and safety chains.

Track improvements have continued, with sleeperring work being

completed, ballasting extended, and heavy duty fish plates fitted on troublesome joints.

The alignment of the top section of trackbed was improved further in August 1986, with blasting and rock moving. The result is a consistent moderate grade to the summit of Mount Tinbeerwah. The next project is to lay track on this remaining 330 m section to the summit. A loop siding will be installed here this year if time permits.

The latest loco is nearing completion in Mildura, Victoria. It will be a bogie loco, petrol engined, with a hydraulic motor mounted on each bogie. (Is it correct to describe machines with hydraulic motors as distinct from torque converters as "hydraulic" or "mechanical" - Ed)

Russell Savage 8/86

SOUTH AUSTRALIA

MILE END RAILWAY MUSEUM (S.A.) INC. Gauges various

(see LRN 53 p.8)

With the replacement of the boiler of 1067 mm gauge 0-6-0T *Peronne* (Andrew Barclay 1545 of 1919) in its frames, a boiler certificate has been granted. The cab roof has been restored and will be fitted soon, while rusted areas of the coal bunker have been renewed and couplings overhauled. The steam brakes have been tested. The next tasks are the refitting of boiler cladding, and the stripping and servicing of motion parts. The tedious work of scraping the old paint will have to be completed before any final painting is done. This loco will be a major attraction at the Port Adelaide museum site hauling special steam trains when relocation takes place.

Catchpoint 7/86

TASMANIA

CLEVELAND TIN LTD, Luina Gauge unknown

An auction due to be held at Luina, near Renison Bell, on 28 August included Gemco battery electric locos, as well as associated tunnelling equipment.

Financial Review 13/8/86 via Craig Wilson

HYDRO-ELECTRIC COMMISSION 457 mm gauge

(see LRN 52 p.15)

Among equipment advertised for tender, closing 7 September, was one Joy HL3 air operated tunnel loader for 18 in gauge with four only mine cars.

Sydney Morning Herald 28/8/86 via Craig Wilson

VICTORIA

AUSTRALIAN RAILWAY HISTORICAL SOCIETY (VICTORIAN DIVISION), Williamstown Museum. gauges various

Not so far reported is a new exhibit here which arrived on 3 July. This is ex-State Electricity Commission 900 mm gauge Bo-Bo WE (wire electric) 37, which was the third of its type to be assembled at Yallourn, in 1942, with major contractor Kelly & Lewis Ltd having supplied main frame and car body.

Roderick B. Smith 8/86

CASTLEMAINE & MALDON RAILWAY, 1600 mm gauge



Castlemaine & Maldon Railway: Malcolm Moore 0-4-0DM ex APM Broadford at Maldon, 30/5/86.

Photo: John Buckland

SOUTHERN PRIVATE RAILROAD, Melbourne Gauges various

Recently circulated to a number of preservation and other enthusiast groups was notification from this group that a large number of steam locomotives, mostly 600 mm and 700 mm gauge are to be imported for resale. Most are of German and American design, some are complete, while others need complete rebuilding. Available at present are locos with the following wheel arrangements: 0-4-0, 0-4-2, 0-6-0, 0-8-0, and 0-4-4-0 Mallet. Some of

the locos are fitted with Klein-Lindner axes. Assistance is available for export and regauging. Mailing address of the organisation is 100 - 102 Inverness Avenue, The Basin 3154. One of the principals of the group is believed to be Jeff Daly (see LRN 51 p.9). Further information for inclusion in LRN would be most welcome.

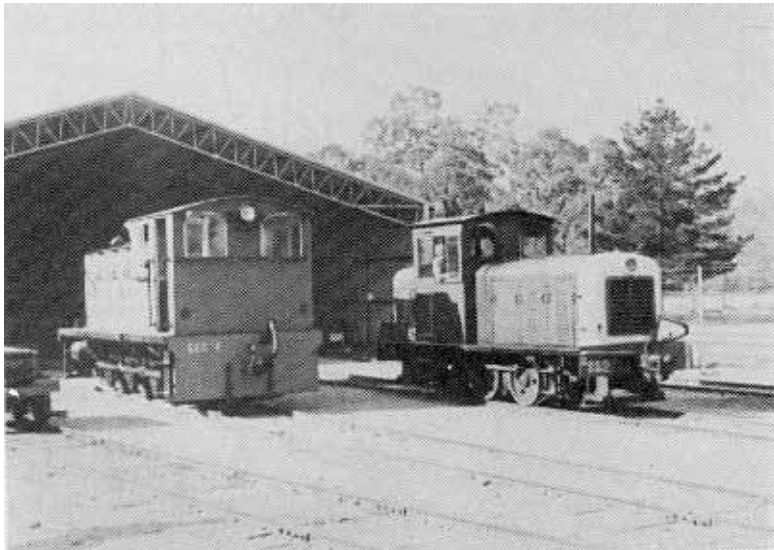
David Mewes 8/86

WESTERN AUSTRALIA

HOTHAM VALLEY TOURIST RAILWAY (W.A.) INC.

Drewry 0-6-0DM SEC1 *South Fremantle* (2302 of 1950) was transferred from Pinjarra to Dwellingup on 11 July. It will be based at Dwellingup to haul bush railway trains to Etmilyn. The bush railway concept was inaugurated on 17 August, and although SEC1 had some problems returning to Dwellingup with all four carriages it hauled on the outward journey, the trip was a dream come true through the jarrah forest, which should prove a considerable attraction .

Pinjarra Steam Express 8/86

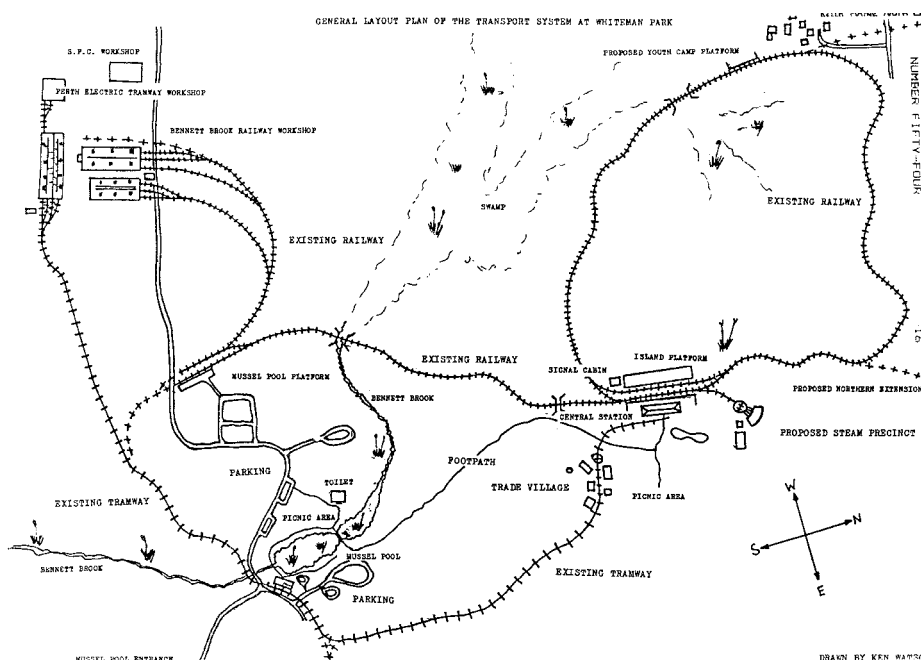


Hotham Valley's "big diesel" SEC1 makes acquaintance with ex-WAGR "little diesel" Z1152 at Dwellingup, 11 July 1986.

Photo: Len Purcell

WESTERN AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION INC., Bennett Brook Railway, Caversham 610 mm gauge

(see LRN 53 p.12)



The regular Bennett Brook Railway passenger train over the past few months - with "Planet" and "Ridley" locos in charge.

Photo: Ken Watson

The boiler of ex "South African 2-8-2 NG123 (Franco-Belge 2670 of 1951) was given a successful live steam test on 7 July . As the opening of Whiteman Park was scheduled for 20 September, every effort was being made to have NG17 ready for commissioning, along with the QBB car set. It should also mark the commencement of regular services on the 4.5 km loop line.



{bmc Steam test of NG123's boiler, Whiteman Park, 7/7/86.

Photo: Ken Watson

OVERSEAS

FIJI

FIJI SUGAR CORPORATION 610 mm gauge

(see LRN 52 p.18)

Coral Coast Railway Co.

The Hudswell Clarke 0-6-0 locomotive restored for this operation is Lautoka 11 (of 1912), not as previously reported. The builder's plate for 972 is carried on the left cab side, and the plate from 1855 of 1950 is on the right cab side, thus leading to some confusion. The tender has been fitted with a VM 65 hp diesel engine, and hydraulic transmission manufactured by HMC Fluid Power Co. of New Zealand. Drive is onto the rear axle of the loco, which is immaculately finished in red with polished brass work.

The Coral Coast Railway is a joint venture between Englishman Peter Jones and the Fiji Sugar Corporation. A 66 year agreement has been made to operate trains over 16 km of FSC track between Yanuca (Yanutha) Island Station, near the Fijian Hotel, to Natadola Beach. There are currently two carriages in use, one equipped with a kitchen and eight seats, the other with 16 seats. A third 16 seat 10-metre car is under construction in Lautoka. The carriages offer comfortable accommodation amid 19th century decor, with suggestions of Raj and gipsy influences. There are dark blue carpets, polished yaka timber furniture, velvet button seats and framed historical photographs of CSR sugar operations.

The train, known as "Pacific Princess", departs from the Yanuca Island Station daily at 10.00. After a 2 minute stop at Cuvu (Thuvu) depot, it continues past magnificent coastal scenery, canefields, Fijian villages and rainforest while hostesses serve tropical fruit and drinks. The 16 km journey takes 90-120 minutes, depending on crossings with cane trains and the number of trucks left on the main line by farmers. Such meetings require shunting movements to the nearest siding: a first hand experience of the operations of a busy sugar cane tramway. On arrival at Natadola Beach, the train crew prepare a barbecue lunch, which is served in the passenger cars, which are equipped with tables at each seat.

The locomotive is turned at Natadola on a "Y" and made ready for the return journey. Arrival back at Yanuca is usually around 17.00 - 17.30. Here the loco is detached and returns light engine to Cuvu depot for turning and refuelling ready for the following day's journey. At \$F30 for the day's outing, including food and drinks, the "Fijian Princess" provides a memorable experience which is highly recommended.

Bob McKillop 8/86, Sydney Daily Telegraph 19/8/86 via Greg Morris

Sugar Mills - General

Under Fiji's Ninth Development plan (1986-1990), a priority in the sugar industry is rehabilitation of the FSC sugar tramway system, particularly in the Western Division. Upgrading of track using 60 lb rail imported from Australia and increased availability of trucks are the main objectives. An additional locomotive is reported to be on order from the United Kingdom.

The 1986 season is reported to be going well with Lautoka and Penang mills setting new crushing records in August. During the week ending 11 August, Lautoka produced 7252 tonnes of sugar and two weeks later Penang set a new record of 1793 tonnes of sugar. Lautoka's record production came from 63,450 tonnes of cane or 9065 tonnes per day. The FSC expects to crush 3.8 million tonnes of cane, despite a reduction to 900,000 tonnes at Labasa due

to the devastation of Cyclone Martin. However, breakdowns have plagued the Rarawai Mill, and it had only crushed 37.4% of its crop by 24 August.

Penang Mill

Hudswell Clarke 0-6-0 steam locomotive number 4 (1658 of 1935) has been moved from its display stand at the mill, and is now located on the scrap road along with "Simplex" 4wDM number 2 (Motor Rail 10440 of 1955), which is derelict and without its motor. This has probably been transferred to "Simplex" 4wDM number 1 (Motor Rail 10003 of 1947), which has been repaired and returned to service. Otherwise the loco allocation is as reported in 1982.

Lautoka Mill

The locomotive sold to the Coral Coast Railway Co. is number 11 (972 of 1911). Hudswell Clarke 0-6-0 locos 21 and 23 (1664 of 1936 and 1855 of 1950), previously reported as derelict at Lautoka Mill are still there, amid tall grass near the portable track repair yard. Identification numbers could not be located. Hudswell Clarke 0-4-0ST 19 (1056 of 1914) is still on display at the mill.

"Preserved" steam in Fiji

Hudswell Clarke 4—4—0 Lautoka 18, (1118 of 1915) in Churchill Park, Lautoka, is no more than an inglorious heap of rusted metal. Hudswell Clarke 0-6-0 Lautoka 24 (1856 of 1950)) is still on display at the Fijian Hotel, but severe rust is now apparent. John Fowler 0-6-0TT Lautoka 7 (10656 of 1906) on display at the Gateway Hotel, Nadi Airport, is still in relatively good condition.

Bob McKillop 8/86

HAWAII

RAILROADS OF HAWAII, Lahaina Kaanapali & Pacific RR, Maui 914 mm gauge

This 6 km line runs from Lahaina to Kaanapali on West Maui, and operates 5 trips daily. It is partially constructed on the trackbed of the Pioneer Mill's former 2 ft 6 in gauge tramway, which closed in 1952. Locomotives on the line are two rebuilt Porter 0-4-0T industrials built in 1947 and coming from the Carbon Limestone Company of Carbon, Ohio. Built originally to 3 ft 2 in gauge, *Myrtle* has been rebuilt as a 2-4-0 and is the current operating loco. *Anaka* is a 2-4-2 currently awaiting reboiling. The third loco is a Plymouth diesel built originally for the Oahu Railway. There are four passenger cars, three of which were built in Pennsylvania, and the fourth by the LK&PR.

Travel Sales Ltd, Honolulu 8/86

MEETINGS

SYDNEY

3 Announcements

October Meeting:

Queensland will feature again with slides of Jeff Moonie's rip to the northern part of that state, covering sugar mill tramways as well as the abandoned mining tramways of the Atherton Tableland.

LOCATION: Board Room, Bowler's Club, 95 York St., Sydney. Access through the Forestry Commission Office building next door (Town Hall side). on second floor.

DATE: Wednesday 22 October at 7:00 PM

Menangle Open Day -

The Division will again be mounting a display at the Menangle Steam Rally on November 8 & 9. Paul Simpson's Hudswell Clarke has an enlarged run, the track having been extended since the last Open Day. So why not come down and ride the train?

Climax Climax. Climax -

Richard Dunn, an American rail enthusiast who spent many years researching Climax locomotives, will be visiting Sydney and it is hoped to have a meeting with him as guest on 4 December. The date and venue have not been confirmed in time for this notice, so members interested in coming to this meeting should contact one of the N.S.W. Division Committee.

ADELAIDE

Contact Arnold Lockyer for details of the next meeting

LOCATION: 150 First Avenue, Royston Park

DATE: Thursday 2nd October at 8:00 PM

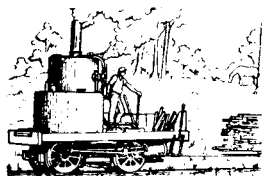
THE SECRETARY

If you have any problem with any aspect of the L.R.R.S.A's activities, don't give up and imagine that nothing can or will be done; a short note to the Secretary at P.O. Box 21, Surrey Hills 3127 will achieve results, as this is part of the secretary's job .

SORRY WE'RE LATE

Due to the LRN master's disappearance somewhere between Mackay and Melbourne, the October mailout has been slightly delayed. In the meantime LR94 has been printed, so we trust that you find the wait well worth while.

(Editor's note: This edition of LRN is unavoidably delayed. It was despatched to Melbourne in mid-September but was lost in the postal system. This was not realised for several weeks, resulting in a severe delay. Apologies to all.)



LIGHT RAILWAY NEWS

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Deadline for next issue :- 20 December 1986

LIGHT RAILWAY RESEARCH SOCIETY OF AUSTRALIA - ESTABLISHED 25 YEARS



Bennett Brook Railway: ex—South African 2-8-2 NG15 class NG123 (FrancoBelge 2670 of 1951) returned to service for the opening day of Whiteman Park on Sunday 21 September. This shot shows loco and new carriages at Keith Maine Station on opening day.

Photo : Ken Watson

NOTES, CORRECTIONS AND COMMENTS

Taronga Park Zoo / Historic Village Motel Coolangatta

(see LRN 51, p.4)

A small but interesting display of historic photographs of Taronga Park Zoo was staged in Centre Point, Sydney, during October. One photo taken from the overhead footbridge during the 1950s showed the amusement railway and locomotive. Unfortunately, this is an overhead shot and not a side view. It did indicate that the Taronga locomotive was a serious attempt to model a steam locomotive to scale even though it was powered by an internal combustion engine. This supports Lee Rodda's suggestion that the Coolangatta locomotive did not come from the Taronga Park railway.

Ken McCarthy 10/86

Fairymead Sugar Co., Qunaba

(see LRN 54 p.9)

The second loco at Qunaba is Com-Eng 0-6-0DH FC3473 of 1964.

Editor

FIELD REPORTS

Simsville, New South Wales

Ian McNeil of 1 Bedford Street, METFORD 2323 is researching the history of the "Jarrah" sawmill and associated logging tramways at Simsville, near Stroud, N.S.W. Simsville was the location for the 1937 film "Tall Timbers", which featured the 3 ft 6 in 1067 mm gauge logging tramways and the B - Class Climax loco *Soward* (1653 of 1923). The timber enterprises in this area had an interesting history starting with Millars of W.A. in 1912, with ownership passing successively to Pines & Hardwoods in 1923, Stroud Timber in 1928, and Smith & Ellis from 1934 to final abandonment in 1942. There was an extensive tramway system and three, possibly four, Climax steam locomotives.

Ian would like to hear from other researchers and LRRSA members who may have information on the Simsville operations, particularly those of Millars Timber & Trading Co. Ltd

Sydney North Head Quarantine Station

The National Parks & Wildlife Service is conducting enquiries concerning the present location or the post—1956 history of the petrol driven locomotive which served the North Head Quarantine Station's 2 ft 4 in (712 mm) gauge tramway.

It seems that a former employee dates the engine as c.1909; the rear wheels were chain driven, the power then being transmitted to the other wheels by side connecting rods. Photos indicate that the vehicle had open sides, weather protection being provided by a full length roof canopy.

The recommended specifications for quarantine station light railways appeared in an article written by J.S.C.Elkington entitled "The Design and Construction of Quarantine Stations". This appeared in the Commonwealth Department of Health's Service Publication No.16 of 1919 *Maritime Quarantine Administration*.

The National Parks and Wildlife Service's records indicate that the loco was sold to a person in Wollongong in 1956 for use as an amusement train. The last correspondence on the matter is dated 1968 when that person enquired about spare parts!

The only clue recalled by local resident Ken McCarthy concerns an amusement railway located on a circle of track in Stuart Park in North Wollongong during the summer season of 1959-60. Around Easter 1960 the track was noted in thick brush bordering North Wollongong Beach just south of the Fairy Creek entrance. No rolling stock was seen on the track at that time but visually the gauge seemed just over 2 ft

LRRSA members Paul Simpson & Craig Wilson have also been conducting research on this locomotive. It is believed that it was of Caldwell Vale — Purcell manufacture. These two members would welcome any further information at PO Box 290, BURWOOD 2134.

Clyde Wagon Maintenance Centre, State Rail Authority of New South Wales

At a special Open Day on 4 September, the Wagon Maintenance Centre at Clyde was inspected . It is located on the "down" or southern side of the western line between Auburn and Clyde. Located in the employees' car park was found a short section of double track 2 ft (610 mm) gauge railway line, very much out of use but in excellent condition. The visible length was about 10 m. The NSWGR did at one time own a 2 ft gauge steam locomotive, 1024, a Krauss 0—4—0WT (2179 of 1889), but it was understood to have been used at the Clyde Laundry, which was located on the opposite side of the main line, near the former locomotive depot . Possibly the track is connected with the storage of the Ruston & Hornsby and Hunslet diesel locomotives previously used on the Eastern Suburbs Railway in the mid 1950s. Can any reader supply the answer?

Peter Neve 10/86

NEW SOUTH WALES

BARCLAY BROTHERS LTD, Boomerang Creek Tunnel, near Wyong

(see LRN 35 p. 15)

An advertisement was placed by this company in the national press requiring quotes on the supply of materials, equipment and services for a tunnelling contract, referred to as PWD Contract No. 85228. The small cross section blind tunnel will be 11 km long, portals via 50m deep shaft. It will run mainly through sandstone, and is situated 15 km from Wyong. Equipment required included "tunnelling plant, including muckers, wagons, jumbos"

Weekend Australian 25—26/10/86 via Editor .

THE BELLAMBI COAL CO. PTY LTD, South Bulli Colliery 1067 mm gauge

(see LRN 28 p. 4)

A coal miner was killed on the night of Wednesday 22 October when the underground locomotive he was driving overturned after a collision with another train. The 40—year old driver was buried under coal and the train .

Mackay Daily Mercury 24/10/86 via Editor

COOMA

An auction was to be held at Polo Flat Road, Cooma on Wednesday 22 October by F. R. Strange Pty Ltd on behalf of P.M. Rye Plant Hire, Petamin Explorations N. L., and other vendors. Included in the sale was a "quantity of used railway line", and one photograph of plant for sale showed a section of narrow gauge track laid on site, although no rolling stock was listed for sale.

Craig Wilson 10/86

CORRIMAL COLLIERY MUSEUM 1067 mm gauge

(see LRN 51 p. 4)

Some problem has been experienced with the roof of the proposed cross tunnel being prepared for tourist access about 100 m inwards from the mine entrance at the Corrimal Colliery. Although this has set back the construction schedule slightly, publicity releases suggest that a new cross tunnel in a different direction is now being prepared. Initial plans seemed to indicate that tourists would be taken into the mine in cars behind a diesel locomotive a short distance along the original access adit and then parallel with the escarpment in the new tunnel. This should give the illusion of a long trip, but at no time would the train be further than 100 m into the mountain. Tourists would then leave the train and, after a short walk along another adit, find themselves again in daylight.

Ken McCarthy 10/86

HISTORIC VILLAGE MOTEL COOLANGATTA via Berry 600 mm gauge

(see LRN 51 p. 4)

A visit to this location in September revealed that the four—wheel steam outline internal combustion loco then stood in the cutting coupled to two open four wheel cars. Only one car was on the track in October 1985, but two were available by January 1986, at which time one was fitted with a roof canopy frame and the other only carried waist high railings. By September 1986, the second carriage had been fitted with a roof canopy frame. The condition of the track does not indicate that the train is in regular operation. Work has commenced on the construction of a 9-hole golf course, but drawings of the proposal suggest that the train will remain - possibly as an obstacle!

Ken McCarthy 10/86

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY Inc., Albion Park 610 mm gauge

(see LRN 54 p. 4)

The second part of the 1986 CEP scheme commenced on 8 September. The main project in which this team has been involved is the restoration of Perry 0-6-2T *Tully* No.6 (7967.49.1 of 1949). The rebuilt boiler was positioned on the chassis on 4 September. By the end of October, the smokebox door had been refitted, the main steam pipes to the cylinders replaced, a new blast pipe and blower constructed, the lubricators overhauled and new draw gear provided.

The museum is fortunate in having a comprehensive set of drawings for the Perry loco. The boilermaker was able to fabricate a new firebox door from these drawings. Progress is also being made on assembling new piping while new cab fittings, such as gauge glass mountings, are being fabricated. A start has been made to lagging the boiler. The museum hopes to fit a Westinghouse air pump and reservoir to this loco to energise its brakes as well as a train line.

During September about 220 standard gauge steel sleepers, which were rejects from a large order manufactured by local industry, arrived at the museum. The CEP employees have cut a centre section out of these sleepers to suit 2 ft gauge track. The curved end offcuts have then been butt welded together to make up a short sleeper similar in contour to the original. This exercise has provided the museum with 440 new steel sleepers. In addition, a source of new wooden sleepers is now being utilised to enable routine replacement to be made on the main line. These are being purchased from a south coast timber merchant for \$9 each.

On 26 and 30 August, the Wollongong Gas Works Siding was lifted and 130

m of 80 lb rail retrieved for the new No.1 engine shed road in the museum compound. This siding was part of the NSWGR-Mt.Keira colliery curve laid in 1890 to provide access for the government trains to Wollongong Harbour. This harbour line closed around 1937, but the recently lifted portion remained to serve the gas works until 1977 when the reticulated coal gas supply was converted to natural gas.

In late October the museum's success with a bicentenary grant application was officially announced. This matched funding amounts to \$11,000. The grant is for rolling stock reconstruction and includes the major overhaul and construction of a new driver's cabin on the Davenport 0-4-0ST *Kiama* (1596 of 1917) as well as carriage reconstruction which should include new window frames for former Melbourne cable tram trailer No.430, new door frames for former Queensland rail motor trailer No. 119 and the provision of air brakes on passenger cars.

Ken McCarthy 10/86

LACHLAN VINTAGE VILLAGE, Forbes 610 mm gauge

(see LRN 54 p.5)

It is reported that at 1 November all three 2 ft gauge locomotives here were sold, namely Bundaberg Foundry 0-6-2T 4 of 1952, and John Fowler 0-4-2Ts 16340 of 1924 and 16431 of 1924. A TV report of the auction showed *Britannia*, John Fowler 16340 of 1924, taking visitors to the various auction sites.

Ken McCarthy 11/86

MUSEUM OF FIRE, Penrith

The former Fire Services Museum has moved from Circular Quay, Sydney to Penrith, and opens on its new site on 16 November. It is understood that initial plans for the museum featured a 610 mm (2 ft) gauge railway connecting it with Penrith Station. These plans fell through, and it is believed that the rail link will now be a miniature railway constructed by Frank Tynan of North Sydney.

Financial Review 7/10/86 via Craig Wilson; Craig Wilson 10/86

BURRINJUCK STATE RECREATION AREA TRUST 610 mm gauge

(see LRN 35 p.7-8)

Krauss 0-4-0T JACK (5945 of 1907) returned to Burrinjuck during 1975. Previously owned by the estate of E.M. Baldwin, the loco had been in the custody of Bruce MacDonald at Goulburn and Canberra before returning to E.M. Baldwin's works where repairs were commenced. It was purchased by

the State Recreation Area Trust in 1985, and arrived at the dam site separated from its boiler. It is currently stored in an iron machinery shed known as the "Opera House" at Burrinjuck Dam. There are plans to restore the loco and have it run again at Burrinjuck, hauling replica carriages. Details of this and other aspects of the story of the Burrinjuck Railway are contained in the newly-published book *Railway to Burrinjuck* by Sue Chessbrough and Yvonne McBurney.

Sue Chessbrough 10/86

ULMARRA 610 mm gauge

Filming of cane train sequences for a TV mini-series took place at this location, about 13 km north of Grafton, in early October. The series, *Fields of Fire* is based on the book *Cane* set in the Innisfail district in the 1930s and 1940s. Material for the filming was provided by the Australian Narrow Gauge Railway Museum Society, who provided 220 m of track made up of prefabricated panels, and also cane trucks. Two Society members travelled to northern New South Wales to assist the film crew with track laying and train operations. It is understood that a steam locomotive was obtained from Timbertown Wauchope.

Durundur Railway Bulletin 9/86; David Mewes 9/86

THE ZINC CORPORATION LTD, Broken Hill 610 mm gauge

An auction sale conducted by F.R. Strange Pty Ltd, was to take place on site on Wednesday 12 November. Due to reorganisation of product methods a quantity of underground plant was to be included. This was to include 4 "Gemco" 8 ton battery locos, 6 Atlas Copco LM70 underground baggers, 5 "Eimco" 21B underground bidders, and 40 "Granby" cars of 38, 66 and 90 cubic foot capacity.

Craig Wilson 10/86

QUEENSLAND

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY, Durundur Railway, Woodford 610 mm gauge

(see LRN 54 p.7)

Babcock & Wilcox have completed the retubing work on the boiler of Bundaberg Foundry 0-6-2T 5 of 1952. The boiler will soon be returned to Woodford. Three semi-trailer loads of rail from the Tennyson Powerhouse in Brisbane arrived at Woodford on 29 August for stockpiling. Two or three semi-trailer loads remain to be transported, along with a quantity of

pointwork, sleepers and sundry equipment. During September, Society members constructed a quantity of 24 30-ft track panels in 42 lb rail for use in the filming of the TV mini-series *Fields of Fire* in northern New South Wales (see above). Additional rail and wagons were also made available for filming. When the track panels are returned, they will be able to be utilised in future track extensions.

Durundur Railway Bulletin 9/86, 10/86

AUSTRALIAN SUGAR INDUSTRY MUSEUM, Mourilyan 610 mm gauge

(see LRN 49 p.7)

The museum's Hudswell Clarke 0-6-0 *Townsville* (1099 of 1919), housed in a shed outside the main museum buildings was apparently repainted in a blue livery around the beginning of 1986. Unfortunately Cyclone Winifred on 1 February did a good job in demolishing this shed, the ruins of which lie atop the loco. Apparently not much damage was done to the locomotives unlike some of the items of farm machinery stored with it. Bicentenary plans show a major expansion of the display area of the museum with provision for a later connection to the Mourilyan Mill Harbour line, possibly for the operation of museum trains.

Editor 10/86

BABINDA CO-OPERATIVE CENTRAL MILL SOCIETY LTD, 610 mm gauge

(see LRN 42 p.7)

Torque converters have been fitted to the three former 0-6-0DM locos during the last few years: E.E. Baguley *Fishery* (3387 of 1954), and Commonwealth Engineering *Josephine* (A1821 of 1957) and *Russell* (A2027 of 1958). *Fishery* has been repainted white with blue trim and red buffer beams and connecting rods.

Editor 10/86

BIRCH CRANE HIRE PTY LTD, Mackay Harbour 1000 mm gauge

(see LRN 54 p.8)

See CITRA CONSTRUCTIONS LTD, Goonyella Network Electrification

CITRA CONSTRUCTIONS LTD, Goonyella Network Electrification 1067 mm gauge

(see LRN 54 p.8)

The sighting of a small yellow 4wDM locomotive was confirmed with its inspection at Jilalan on 19 October. Rebuilt with a new cab, QGR coupler and airbrake equipment, the diminutive 8-tonne locomotive was attached

to Citra's overhead wiring train, but was out of commission with radiator fan removed. It has been identified as Billard T75P VM 227, formerly numbered 11E2. It is unclear how much use the loco has been, as subsequently the wiring train has been seen in the charge of a hired QGR locomotive.

The locomotive was rebuilt by Birch Crane Hire at Mackay Harbours and an inspection there revealed two similar locos, lettered CITRA AUST, and numbered 11E1 and 11E3. These are Billard numbers T75P VM 224 and T75P VM 228 respectively. They appear to have been used for spare parts, but possibly another may be rebuilt for use by Citra on the electrification works.

Editor 9/86

CSR LTD, Goondi Mill 610 mm gauge

(see LRN 49 p.7)

It appears that Goondi Mill will close from the end of the 1986 season, although the future of its suppliers is yet to be determined. The mill certainly appears somewhat run down in appearance. One locomotive has already been transferred, no doubt with closure in prospect. This is CSR's newest locomotive, E.M. Baldwin 4wDH 9109-1-9-80 of 1980, numbered 1, and used by the navvies since its arrival, which left for Hambledon early in the year. This meant that the navvies have been using Clyde 0-6-0DH 55-60 of 1960, numbered 2, to haul their motley train to the worksite each day.

Editor 9/86

CSR LTD, Hambledon Mill 610 mm gauge

(see LRN 53 p.7)

Hambledon Mill is another mill which it is said CSR would not mind disposing of eventually. Yields from the cane here are high, but the growth of Cairns has led to much land being taken out of production, and the long tramway to the cane areas north of the city now passes through much "dead country". It would appear that not much investment is taking place here.

E.M. Baldwin 4wDH 9109-1-9-80 of 1980 arrived here early in the year from Goondi, and is used for occasional yard shunting replacing F.C. Hibberd "Planet" 4wDM 3280 of 1948. Another arrival here has been ballast tamper Plasser 10 of 1970, which has come here from Victoria Mill, presumably for spare parts. The former 3 ft 6 in gauge shunter here, a Simplex 4wDM, apparently built on a frame of a 6 ton World War I 2 ft gauge petrol machine could not be located. There is some suggestion that it may have been supplied by F.C. Hibberd in 1948.

Editor 9/86; David Mewes 10/86

CSR LTD Macknade Mill 610 mm gauge

(see LRN 50 p.7)

Owing to loco breakdowns and a resultant motive power shortage, Drewry 0-6-0DM *Herbert* (built by Baguley 2994 of 1952) was on loan from Victoria Mill during August. It was driven over from Victoria by a Macknade crew on 13 August. Next day it got off to a bad start by getting stuck on the climb from the Herbert River Bridge with only 50 full bins. Later the same day, it completely derailed on a sharp curve in the Central line. Although there were no more incidents *Herbert* was an unpopular loco at Macknade, but it did provide the stopgap needed at the time. From 25 August it was used in the yard and was probably last used on the 27th. It returned to Victoria Mill on 1 September. Recent research indicates that this locomotive was new to Hambledon Mill rather than similar loco *Victoria* (Baguley 2404 of 1953) as previously thought.

E.M. Baldwin 0-6-0DH 14 (6-2490-1-7-68 of 1968) has continued to be the loco responsible for hauling the bulk sugar trains to Mourilyan Harbour. E.M. Baldwin B-B DH 20 (7070-4-4-77 of 1977) with braking assistance from a remote-control brake wagon regularly hauls massive trains. A rake of 240 full bins were brought to the mill yard on 4 October, representing a gross of around 1200 tonnes. Motor Rail "Simplex" 4wDM 3717 of 1925 resides adjacent to the scrap area devoid of wheels.

C.J.Hart 10/86; Editor 10/86

CSR LTD, Victoria Mill 610 mm gauge

(see LRN 51, p.5)

An experimental double-headed train was operated on 29 September under the supervision of staff from the Sugar Research Institute. The load was 300 full bins, around 1500 tonnes gross. Motive power was two Clyde HG-3R 0-6-0DH locos, coupled back-to-back, probably *Perth* (69-682 of 1969) and *Canberra* (65-433 of 1965), and a radio-controlled brake wagon was at the end of the train. Between the locos and the load was a weighted flat truck which carried instrumentation to gauge stresses. A number of mills use permanently-coupled 0-6-0DH locos, so this may be a possibility at Victoria Mill also.

There is no loco stationed at McKell's depot near Abergowrie during the 1986 crushing season. It is believed that this is the first season that this has occurred. Motor Rail "Simplex" 4wDM 10381 of 1953 has been modified to operate as a ballast regulator. Its diesel engine is used to power the plough blades rather than the wheels. The preserved Decauville carriage displayed

with Hudswell Clarke 0-6-0 HOMEBUSH (1067 of 1914) has been fitted with a plate giving details of its history like that carried by the loco.

This mill retains the most impressive array of diesel power, with no fewer than 20 main-line locomotives grouped in and around the massive loco shed at the weekend.

The Herbert River Express 2/10/86; C.J.Hart 10/86;

Bob James 10/86; Editor 10/86

HAUGHTON SUGAR CO. LTD, Invicta Mill, Giru 610 mm gauge

(see LRN 43 p.7)

Operation of Com-Eng 0-6-0DH Scott (C1015 of 1957) as a remote-controlled brake wagon while still carrying the original locomotive superstructure may not have been very successful. It has now been converted to a conventional brake wagon unit. Its soundproofed cab, only fitted a short time before its conversion, sits forlornly by the old loco shed. Unique Com-Eng 0-4-0DM CA1040 of 1960 has lost its former name, *Invicta*.

Editor 10/86

MARIAN MILL CO-OPERATIVE SOCIETY LTD 610 mm gauge

(see LRN 54 p.10)



Marian Mill Clyde 0-6-0DH 14 (61-235 of 1961) "hits the dirt" north of the Pioneer River on 3 October.

Photo courtesy Mackay Daily Mercury

About \$7000 damage was caused to a cane loco and bins when they were derailed about 5 km. north of Marian on 3 October. A Clyde 0-6-0DH hauling 96 empty bins was derailed at a point where at least 6 cubic metres of gravel

had been deliberately placed on the rail line to enable vehicles to cross. 12 bins were damaged in the accident.

Mirani Shire Council has approved the extension of a tramline from Mt.Martin to Langdon along the former QGR Kungurri branch crossing two roads subject to the provision of concrete crossings and in one case flashing warning lights.

Mackay Daily Mercury 23/9/86, 4/10/86.

MOSSMAN CENTRAL MILL CO. LTD 610 mm gauge

(see LRN 54 p.11)

Hudswell Clarke 0-6-0 1838 of 1950 arrived at the mill on 29 October and was soon taken into the loco shed for inspection. Mill staff were delighted by the loco's condition, and if the removal of asbestos lagging could be expedited, were expecting to see the engine in steam by the end of the year. It is now proposed for the locomotive to run on coal, but this will depend on the decision of the mill board. The carriages which arrived with the loco are in disappointing condition. One is basically complete but with the seats not fitted. Flaking paint and deteriorating woodwork is all too apparent. The second is essentially steel framing, floor and roof but no sides. Mill staff were not optimistic about their usefulness in the future, but this is subject to final review.

Bundaberg Foundry 0-6-2T *Bally Hooley* (6 of 1952) has been repainted in a deep red livery, replacing the previous maroon, and has continued to haul tourist trains to the golf course at Newell. The boiler of John Fowler 0-4-2T *Ivy* (15947 of 1922) has been prepared for hydrostatic test.

In 1987, trains will run from Mossman to the new tourist development at Four Mile Beach, near Port Douglas, and hopefully in 1988 into Port Douglas itself. Reconstruction of the old Port line has been completed for the first stages and this includes a bridge across an inlet among the mangroves which had been disused since 1957. The six piles on this bridge have been found to be still perfectly sound, being well protected with copper-based sheeting to prevent attack by marine organisms. One pile has been positively dated to 1931. It is likely the remainder are older. On 26 September the "last spike" on the reconditioned bridge was driven by local member Martin Tenni, with the *Bally Hooley* loco in attendance. The new station building for Port Douglas is being rebuilt in the mill yard. It was formerly the barracks at the mill.

Com-Eng 0-6-0DH locos *Douglas* (AL2562 of 1963) and *Faugh A Ballough* (AL4190 of 1965) have been fitted for multiple unit operation. They generally operate separately each morning but are coupled together and controlled by the one crew in the afternoons. A resleepering and scarifying unit is believed

to be on order from George Moss Pty Ltd The mill's bogie "canetainer" vehicles are undergoing reconditioning at a steady rate. The containers are straightened, sandblasted and repainted at a special plant in the mill yard. Repainting includes a steam train design and the words BALLYHOOLEY STEAM EXPRESS being applied.

Bernie Milford 10/86; Editor 10/86

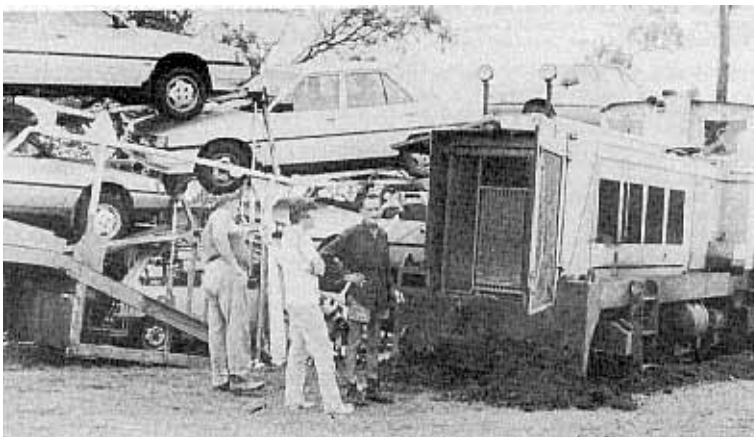
NORTH ETON CO-OPERATIVE SUGAR MILLING ASSOCIATION 610 mm gauge (see LRN 50 p 8)

The new road/rail bridge across the Pioneer River at Mia Mia was progressing well in late September. It will cross the river at the height of the banks, just upstream of the present crossing. The dangers of operating the existing crossing with its steep grades on either bank and blind road crossings was illustrated by a pile of wrecked bins on the mill side of the bridge where they had apparently come to grief in a runaway. There was considerably more evidence of serious derailments between Mia Mia and the mill in a number of places where wrecked bins had been pushed clear of the track and wheelsets and axleboxes were strewn about. Perhaps these incidents had some connection with the "renumbering" and "naming" of D13 JINX, otherwise known as D7 (E.M. Baldwin B-B DH 6780-1-8-76 of 1976), which was observed in the mill yard with its engine removed.

Editor 9/86

PLANE CREEK CENTRAL MILL CO. LTD Sarina 610 mm gauge

(see LRN 48 p.9)



Plane Creek Mill's D12 ended up well off the track when struck by the loaded car transporter at 5.30 am on 23 October.

Photo Courtesy Mackay Daily Mercury

E.M. Baldwin B-B DH D12 (6890-1-10-76 of 1976), hauling full bins to the mills was involved in a serious collision with a semi-trailer car transporter on the Bruce Highway on the outskirts of Sarina on 23 October. The locomotive was forced off the track and bins were overturned while there was also considerable track damage.

Mackay Daily Mercury 24/10/86

PROSERPINE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD 610 mm gauge

(see LRN 54 p.11)

It is believed that Bundaberg Foundry 0-6-2T 8 of 1953, recently advertised for sale by tender in a dismantled condition, may have been sold to a buyer in Brisbane but further details are still required.

Stan Marsh 9/86

RACECOURSE CO-OPERATIVE SUGAR ASSOCIATION LTD, Mackay 610 mm gauge

(see LRN 54 p.11)

The earthworks for the new empty yard being developed as part of a new tramway unloading station on the southern side of the Peak Downs Highway were substantially complete by the end of October. *Road Runner*, E.M. Baldwin 2-2wDH 6-2612-2-11- 68 of 1968, and ballast regulator Tamper 1775577 of 1978 have both been placed on the still isolated full yard tracks with a number of ballast hoppers to assist with the work of ballasting

Editor 10/86

SOUTH JOHNSTONE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD, 610 mm gauge

(see LRN 49 p.10)

Former Com-Eng 0-6-0DM locos 11 (C1125 of 1957) and 16 (A1102 of 1955) have been fitted with Rolls-Royce engines derated to 195 hp and fitted with torque converters and have been permanently coupled back-to-back. Like a number of other locomotives, they have been repainted in a new livery of yellow with silver buffer beams.

The frames of Drewry 0-6-0DM 14 (built by Baguley 2396 of 1952) have been used in the construction of a new brake wagon at the mill. The frames have been cut back from around 6 m to 4.5 m and new heavy welded buffer beams and footplate fitted. The air compressor fitted to this unit is one of the portable type often owned by machinery hire companies and the control panel is marked "E.M. Baldwin". The cab from 14 is to be found painted black

at the roadside near Kalbo, presumably as a school bus stop shelter shed. The other two Drewry 0-6-0DMs, 9 (Baguley 2395 of 1952) and 15 (Baguley 2520 of 1954) both are serviceable but are not used regularly on cane haulage.

The mill proposes to run a short tourist service in the mill yard next year to convey visitors from the mill to a building where an audio-visual display will be shown. The intended motive power for this service, the mill's last Malcolm Moore 4wDM, 17 (1060 of 1943), was found off the track adjacent to the mill office. There is some thought of operating a full-scale tourist passenger service between the mill and Nerada over the old Innisfail Tramway line, in conjunction with the Nerada tea estate.

The old Innisfail Tramway from Currajah Junction towards Innisfail is disused as far as Mundoo and lifted thereafter. In addition the crossing of the QGR at Wangan has been removed recently,

Locomotives observed based at Silkwood Depot in late September were Com-Eng 0-6-0DHs 1 (AD1453 of 1962), 3 (AD1452 of 1961) and 20 (AH4695 of 1965). Also at the depot is an old bogie passenger car which is currently inhabited by a goat !

The depot buildings at Japoonvale, built by the Queensland Government in about 1916, were comprehensively demolished by Cyclone Winifred on 1 February. An ugly portable building has replaced them. The loco observed based here was E.M. Baldwin B-B DH 5 (6470-1-1-76 of 1976).

Denis Kenny 9/86; Editor 9/86

THE SUGAR BOARD, Lucinda 610 mm gauge

(see LRN 32 p.9)

The Motor Rail "Simplex" 4wDM here has been positively identified as Motor Rail 4159 of 1926. It is understood to have come from Hambledon Mill to Victoria Mill in about 1947, and by 1948 it was working at CSR's Lucinda Wharf. With the commissioning of the bulk sugar terminal in 1958, it was handed over to the Sugar Board. The number 2757 on the builder's plate is now known to have been stamped there by the Queensland Government machinery inspector.

Editor 9/86

THE SUGAR BOARD, Mackay 1067 mm gauge

(see LRN 51 p.6)

There was no sign of either Com-Eng 0-6-0DH (F1018 of 1957 and F1029 of 1958) at the bulk sugar terminal in September. Possibly both these have been disposed of following the advertisement published earlier in the year.

Editor 9/86

THE SUGAR BOARD, Mourilyan Harbour 610 mm gauge

Yellow-painted Walkers 0-6-0DH 570 of 1956 is in daily use here shunting bulk sugar boxes delivered by Mourilyan Mill locomotives. This locomotive built in association with the North British Locomotive Co. of Scotland, came to the terminal in 1960, following a rather inglorious career as a demonstration loco at various sugar mills.

Editor 9/86

TULLY CO-OPERATIVE SUGAR MILLING ASSOCIATION 610 mm gauge

(see LRN 49 p.10)

The rusty hulk of Clyde 0-6-0DH DHI.4 of 1954, minus engine and transmission, is stored in the workshops area pending conversion to a brake wagon.

It is believed that the new full yard, built in 1983, has never fully been placed into commission. However, the construction of a new empty yard between the mill and the Bruce Highway, observed in September, would appear to indicate that the implementation of the full new yard plans is imminent. Possibly in connection with this, the main open-air stabling point for the locomotives has been moved from its former position in the mill yard to one nearer the mill buildings.

Three locomotives were observed stationed at the El Arish Depot, Com-Eng 0-6-0DHs *Tully* No.15 (AK3574 of 1964) and *Tully* No.16 (AF4484 of 1964), and E.M Baldwin 0-4-0DH No.2 (6-1082-2-2-65 of 1965).

Editor 9/86

SOUTH AUSTRALIA

MILE END RAILWAY MUSEUM (S.A.) INC. gauges various

(see LRN 54 p.13)

The first public steaming of Andrew Barclay 1067 mm gauge 0-6-0T *Peronne* (1545 of 1919) took place on 7 September following the replacement of water tanks and cab. Couplings, steam brakes and sanding gear have also received attention. Bearings and running gear still need checking.

Commonwealth Railways standard gauge General Electric Bo-Bo DE DE91 has been acquired for the museum. This unit came to Australia in 1943 as US Army Corps 7922, and was used at the Commonwealth Department of Munitions St.Mary's works before going to Woomera in 1948. It was acquired by Commonwealth railways in 1950, and has been in store at the Port Augusta workshops for a number of years,

Catchpoint 9/86

VICTOR HARBOR DISTRICT COUNCIL, Victor Harbor - Granite Island Horse Tramway 1600 mm gauge

(see LRN 53 p.8)

The 1.6km tramway reopened for public service on 14 June after a break of 31 years. The South Australian Minister for Tourism, the Hon. Barbara Weise, performed the opening ceremony at 11 am, attended by a crowd of over 4000 people. Two of the new double deck cars, No.1 & No.2 entered service that day, but only 12 trips could be made as the crowds created problems in walking the horses around the trams at each terminus.

The trams will operate daily the entire year. The winter service runs from 10 am to 4 pm with the timetable extended in summer with four cars in service during busy periods. The journey time is 12 minutes in one direction with fares \$1 for adults and 50 c for children. By late September, cars 3 & 4 had arrived at Victor Harbor. One was in the tram depot being painted while the other was stored at the local council yard.

Ken McCarthy 10/86

TASMANIA

MOUNT LYELL MINING & RAILWAY CO. LTD, Lake Margaret Tramway 610 mm gauge

(see LRN 31 p.19)

An article on the Lake Margaret power scheme, which dates back to 1914, is in the Oct-Dec issue of Australian Geographic. Two photographs feature the tramway showing a trestle bridge, miniature turntable and a "jigger", apparently used by the journal correspondent, although the man responsible for inspecting the pipeline apparently prefers to walk.

Greg Morris 9/86

VICTORIA

BRUNSWICK PLASTER MILLS, Nowingi 1600 mm gauge

(see LRN 22 p.20)

On 23 March ex-VR 0-6-0DH M232, built at Newport in 1959, hauled the 0-6-0DM built on the frames of former 0-6-0 steam loco Y413 from the gypsum plant at the 26.5 km to Nowingi siding. Following its return to Melbourne, this unusual locomotive was to be preserved by the ARHS Victorian Division.

ARHS Bulletin Supplement 9/86

GEELONG STEAM PRESERVATION SOCIETY, Bellarine Peninsula Railway 1067 mm gauge

(see LRN 39 p.9)

Hudswell Clarke 0-4-2ST *Wesley B. McCann* (646 of 1903) was used on 8 September at Queenscliff for filming purposes in connection with the production of the film *The Light Horseman*. This locomotive sees regular operation with a van in Queenscliff yard in connection with the monthly Sunday market.

Monthly Notice 9/86, 10/86

SHIRE OF KERANG, Koondrook 1600 mm gauge

(see LRN 33 p.14)

In the centre of Koondrook's wide main street is to be found a restored station complete with locomotive and train. The "loco", *Coffee Pot*, is non-working replica of the Sentinel Wagon Works four-wheel vertical boilered geared steam tank loco (4wVBTG) - 7566 of 1926 - which operated on the Kerang to Koondrook Tram until 1941. As the original was sent for scrap in 1952, a replica was built at Hume Colville Engineering, Barham, NSW as part of the CEP sponsored scheme to develop the historical display. The other vehicles in the train are a goods wagon, sheep van and brakevan, all newly painted like the loco and station.

ARHS Bulletin Supplement 9/86; Editor

STATE ELECTRICITY COMMISSION Of VICTORIA, Yallourn 900 mm gauge

(see LRN 53 p.11)

The railway situation has completely changed since the publication of the articles in *Light Railways* in 1983-4. Only a surface line remains to link the loading station at Yallourn with the dumping station at Morwell. The replacement loco shed at surface level is now in use and there has been a significant reduction in loco and rolling stock.

John Buckland via Bob McKillop 9/86

SOUTHERN PRIVATE RAILROAD, Melbourne gauges various

(see LRN 54 p.14)

The following locomotives are believed to be currently offered for sale, apparently all 700 mm gauge so presumably from Indonesia: An Orenstein & Koppel 0-4-4-0T Mallet, an Orenstein & Koppel 0-8-0T and a Henschel 0-8-0T. It is not known whether these machines are currently in Australia.

Stan Marsh 9/86

WESTERN AUSTRALIA

GOLDEN MILE LOOPLINE RAILWAY SOCIETY, Boulder 1067 mm gauge

(see LRN 50 p.8)

F.C. Hibberd "Planet" 4wDM 3966 of 1962 has been used regularly, particularly by the track upgrading gang employed under a CEP grant. The usual train hauled by the "Planet" is an RA wagon, flat trolley, and the H wagon converted for passenger use. Before it could be used to effect, however a stretch of out-of-gauge track on a curve at Kamballie had to be repaired. Under this regular use, the "Planet" has stood up well, apart from braking a rod on the rear wheel brake assembly.

Loop Line Newsletter 9/86, 10/86, 11/86,

HOTHAM VALLEY TOURIST RAILWAY (W.A.) INC. 1067 mm gauge

(see LRN 54 p.15)

The problems experienced with Drewry 0-6-0DM SEC1 *South Fremantle* (2302 of 1950) on Sunday 1 August when it had great trouble hauling four carriages over the grades on the Etmilyn Forest Tramway section have been remedied. The Gardner governor was stripped down and adjusted, and the loco can now handle the four cars up the bank with ease at a speed of 12-14 km/h.

Pinjarra Steam Express 9/86

NORTHAM RAILWAY PRESERVATION COMMITTEE 1067 mm gauge

The Northam Railway Preservation Committee have acquired Motor Rail "Simplex" 4wDM 60s344 of 1967 from the Wundowie Foundry. This 5 ton 60 hp locomotive is the most modern Simplex to have been imported to Australia, and was delivered to the Wundowie Charcoal Iron Co. Ltd through agents Flower Davies & Johnston Ltd, Perth (see LRN 19 p.7).

Loop Line Newsletter 10/86; Editor

COSSACK PROJECT COMMITTEE, Roebourne-Cossack Tramway 1067 mm gauge

(see LRN 36 p.10)

This tramway (originally opened as a horse tram in 1887) is being reconstructed on the original formation. Rails used are heavy section as currently used on the modern ore railways in the area, and look a little out of place on a "light railway". When inspected in June 1986, the sleepers and rails had been placed alongside the formation and track laying had commenced from the Cossack end. About 1 km of track appeared to be in place. On the

track at the end of the line outside the former Cossack station building were three flat top four-wheel wagons, one low-sided wooden four-wheel wagon, a hand-operated four-wheel wagon crane, and the frame and cabin of Motor Rail "Simplex" 4wDM 14034 of 1957. Engine and transmission were missing from this unit.

Ian Goff 10/86

**WESTERN AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION
INC. Bennett Brook Railway, Caversham 610 mm gauge**

(see LRN 54 p.15)



NG123 backs into the coach shed to pick up its coaches on Opening Day, 21 September, 1986.

Photo : Ken Watson

The official opening of Whiteman Park on 21 September was marked by the opening of steam train services on the loop line. Franco-Belge 2-8-2 NG123 (2670 of 1951) entered service hauling the three new carriages constructed on ex-WAGR QBB underframes, a major achievement for this Society.

Four weeks before the opening, the boiler of NG123 had been replaced in the frames with most of the boiler lagging replaced. Then followed the refitting of boiler fittings and cab, followed by painting. Basic livery is black, with silver smokebox. Two weeks to go, and the first steam test was carried out. On 18 September a trial run hauling the coaches was made around the loop.

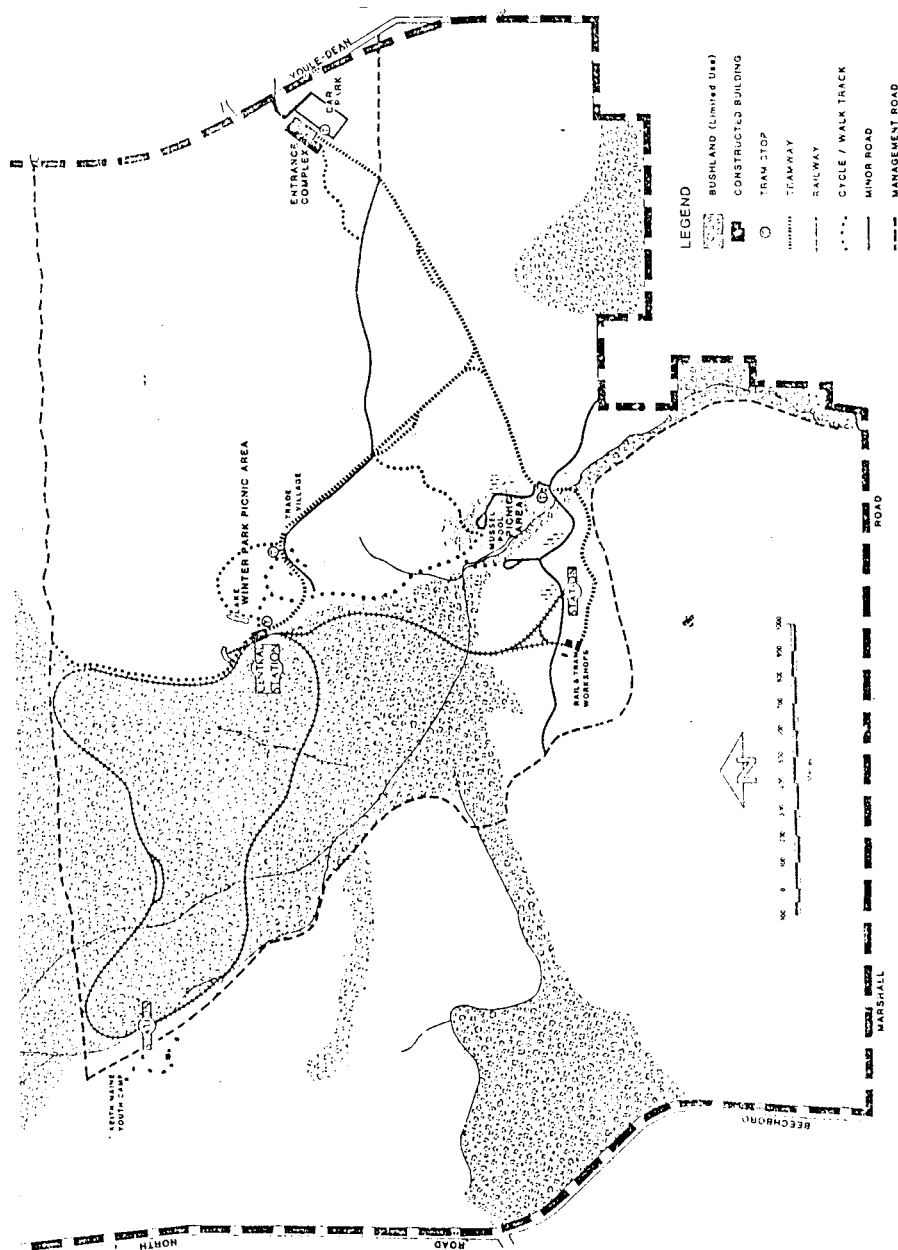


The Gemco in shop grey on the track for the first time at Mussel Pool, 18 September. NG123 looks on.

Photo: Ken Watson

The three carriages had originated as QBB flat top wood carriers and were purchased from WAGR. They were stripped to steel frames and the end bolster and coupling height was adjusted. A carriage design was prepared by Lindsay Watson for construction as part of a CEP project. They were basically completed about a year ago, but were put aside pending the preparation of the steam loco. With two weeks to go before opening, a vacuum coach braking system was ordered to be fitted. Piping, couplings and connections had to be worked on feverishly and the last was only completed the night before commissioning. Other work which had to be completed was the fitting of Malthoid to the roofs, painting and varnishing, the manufacture and fitting of hand rails, and the fitting of seats. A vacuum gauge and valve were fitted in the guard's compartment and windows Carpets, curtains and doors fitted in the V.I.P. section, and side doors fitted. The bogies were taken out and adjusted and the handbrakes reconnected. The carriages are finished out in a reddish brown livery with white window surrounds. They are designated AQ and AQB (brake van).

The Gemco-Funkey 4wDM of 1964 has been regauged and was placed on the track at Whiteman Park on 18 September. This comparatively modern unit was able to be put into service right away, although there are still final touches still required. Another loco which has been successfully regauged



Following the diagrammatic plan of the Bennet Brook Railway shown in LRN 54, this scale plan shows the location of the rail systems more accurately. The station near the workshops is Mussel Pool and that in the north-west Keith Maine Station. State Planning Commission of W.A.

and regularly used on ballast trains is Ruston & Hornsby 4wDM 404982 of 1957.

Much concentration of trackwork was also needed in the weeks leading up to the opening. This included several long sessions at Central Station which went on into the night on occasion.

The round trip from Central Station via Keith Maine Youth Camp is 4.6 km, while the return trip from Central to Mussel Pool is 1.3 km. Return fares are \$2 adults and \$1 children.

*Rusty Rails 10/86; Ken Watson
& State Planning Commission of W.A.*

OVERSEAS

NAURU PHOSPHATE CORPORATION 914 mm gauge

(see LRN 51 p.11)

Four locomotives in all are in use on the island. Two are Clyde Model DHI-71 0-6-0DH locos built in Australia. It is believed that these are 67-539 and 67-540 of 1967. Their original GM 6/71 engines have been replaced with Caterpillar 3306T engines. Three earlier locos of the same type supplied to Nauru were 56-108, 56-118 and 56-121 of 1956.

The other two locos were built by Thomas Hill (Rotherham) Ltd, Vanguard Works, Kilnhurst, South Yorkshire, U.K. They are believed to be 4wDH "Vanguard" Model 268V built in 1976 or 1977 and were originally fitted with Rolls-Royce CCN engines. These units have also been fitted with Caterpillar 3306T engines.

There are 100 side discharge ore wagons of 4.5 cubic metre (6.3 tonne) capacity each. These are normally divided into 4 rakes of 22 standard and 3 brake wagons per rake. Total ore delivery railed each day is approximately 6000 tonnes.

There is also an old steam loco on the island. It is in a mined out area inaccessible by road. The tubes have been removed from the boiler as has the chimney and any identifying plates. There appears to be shrapnel damage to the cab - the area was heavily bombed during World War II. It is suggested from markings on the wheels that the loco may date from around 1928.

Bob Gormley via John Kramer 9/86

MEETINGS

MELBOURNE:

VIDEO NIGHT. The last Melbourne meeting for 1986 will feature a number of videos from different sources, so everyone is invited to come along for what promises to be a most enjoyable evening.

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

DATE: Thursday 11 December at 8:00 PM

ADELAIDE:

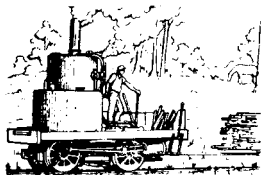
Contact Arnold Lockyer for details of the next meeting.

SYDNEY:

The next Sydney meeting will be in February, 1987, and details will be given in the next L.R.N.

FIVE TO FIVE HUNDRED

Our latest publication has just arrived back from the printers, and will be posted out during the next few weeks. We hope that you find the wait for it to have been well worth while.



LIGHT RAILWAY NEWS

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Deadline for next issue :- 20 February 1987

LIGHT RAILWAY RESEARCH SOCIETY OF AUSTRALIA - ESTABLISHED 26 YEARS



Timbertown's John Fowler 0-4-2T 17881 of 1928 awaits its next appearance in the TV mini series "Cane" in the main street of Ulmarra 5/11/86.

Photo: John Buckland

LRN EDITOR

John Browning has expressed a wish to relinquish his position as Editor of LRN in the very near future. John has done a magnificent job for the Society and the light railway interest in general in getting LRN off the ground and producing 55 of the 56 issues we received to date. This represents nearly 10 years of effort in producing 6 issues of the magazine each year. Who can blame him for wanting a break after such a period. So we must now find someone else to carry on from John.

LRN has successfully filled a gap in regard to light railway history in Australia. It provides a means of recording the on-going activities of operating tramways as well as news of recent discoveries concerning long defunct operations. It is of vital importance that this should continue so that the history of these lines is faithfully recorded.

So we ask members, particularly those in Queensland, where the majority of current light railway activity is centred, to consider taking on the job, although we would be glad to hear from anyone interested. John has kindly offered to assist anyone who might wish to take over as Editor. If you want to know more you can contact John or myself. John's address is on the front of LRN and mine is in LR. We hope to hear from someone soon.

Mike McCarthy

NOTES

You may notice that this issue differs in some respects to other issues of LRN. The reason for this is that John Browning, the Editor of LRN has returned to England for a holiday. In his absence this issue has been edited by Peter Evans, Frank Stamford and Mike McCarthy using some material provided by John plus other input obtained by the editors. The data for the entire issue was transferred (by modem) over telephone lines between the computers of Mike and Frank .

RESEARCH

WARBURTON

Mike McCarthy is currently preparing a manuscript covering the mills and tramways of the Warburton district. If any members have information or photographs relevant to this area Mike would be very pleased to hear from them. He can be contacted at 27 Verbena Ave., The Basin 3154 or on 03-7625847

FIELD REPORTS

Erith Coal Mine, Bundanoon, NSW

Morton National Park near Bundanoon in southern New South Wales has a variety of walking tracks suitable for family outings. One of these is to the Erith Coal Mine situated on Coal Creek, a tributary of Bundanoon Creek. The National Parks pamphlet contains the following information:

"The mine was opened in the 1860s by the Sydney Melbourne Land and Coal Company. The main tunnel is 450 metres in length and branches into six subdrives. The seam was approximately one metre thick but of poor quality. The coal was hoisted in skips about 25 metres to a staging area directly above the mine entrance."

The mine today consists of four fenced off tunnels about 10 metres above Coal Creek on its western bank, and one tunnel on the eastern bank at the foot of a picturesque waterfall. The western bank tunnels are connected by a level tramway formation.

Above the mine the cliff face rises 25 metres. The tramway formation at the top of this cliff is quite distinct and it would appear that the skips were cable-hauled up a wooden trestle paralleling the cliff face and rising at about 45 degrees. All that remains of this structure are a few timbers containing long iron spikes, a length of 30 lb/yard rail and a length of light Barlow rail. Still in place above the main mine entrance is a wooden cable roller in an iron frame fixed to the rock overhang. Deep grooves in the rock indicates that this roller was not always effective.

At the top of the incline the first cutting in the lip of the cliff swings uphill to the right for about 15 metres. The rock face on the inside of the curve has a deep cable groove worn into it. The tramway formation then continues in a straight line for another 20 metres on an embankment before entering a cutting 25 metres long. The formation from here is on private property and is obscured by a bulldozed track.

Information obtained from the ranger of the park indicated that the tramway continued on from this point to Bundanoon railway station. Another coal mine, the Ringwood, was situated on Bundanoon creek eight chains north of the junction of Christmas Creek. This mine also had a tramway to Bundanoon Railway Station, and apparently parts of the formation still exist.

Peter Evans

F.H. DRAIN/WILLIAM COOK SAWMILL, Taggerty, Vic 914 mm gauge

By May 1940 F.H. Drain had established a sawmill at the junction of the Little River and Storm Creek between the Cathedral and Blue Ranges near

Taggerty, Victoria. A 3 ft gauge logging tramway was constructed in a south-easterly direction along Storm Creek for a distance of approximately 3 km. The mill was later purchased by William Cook P/L and was closed down by the end of October 1955. Cook was a pioneer of crawler tractor haulage in the area and the northern section of the tramway was converted into a rough road.

At the mill site, now a camping area, bogie wheels, machinery parts and mill foundations are evident. From the site of the log yard the tramway formation climbs gently parallel to Storm Creek. Many sleepers remain and sections of 30 lb rail can be seen. The formation was substantially constructed and well graded. Further on sections of wooden rail reinforced on the inside with light steel rail can be found along with the remains of two log bogies. The tramway crossed a swampy area on a low makeup about 50 metres long, and then crossed to the east bank of Storm Creek on a reasonably intact bridge 10 metres long and about a metre above the creek. The tramway formation was lost at a loading ramp 20 metres further on.

Peter Evans

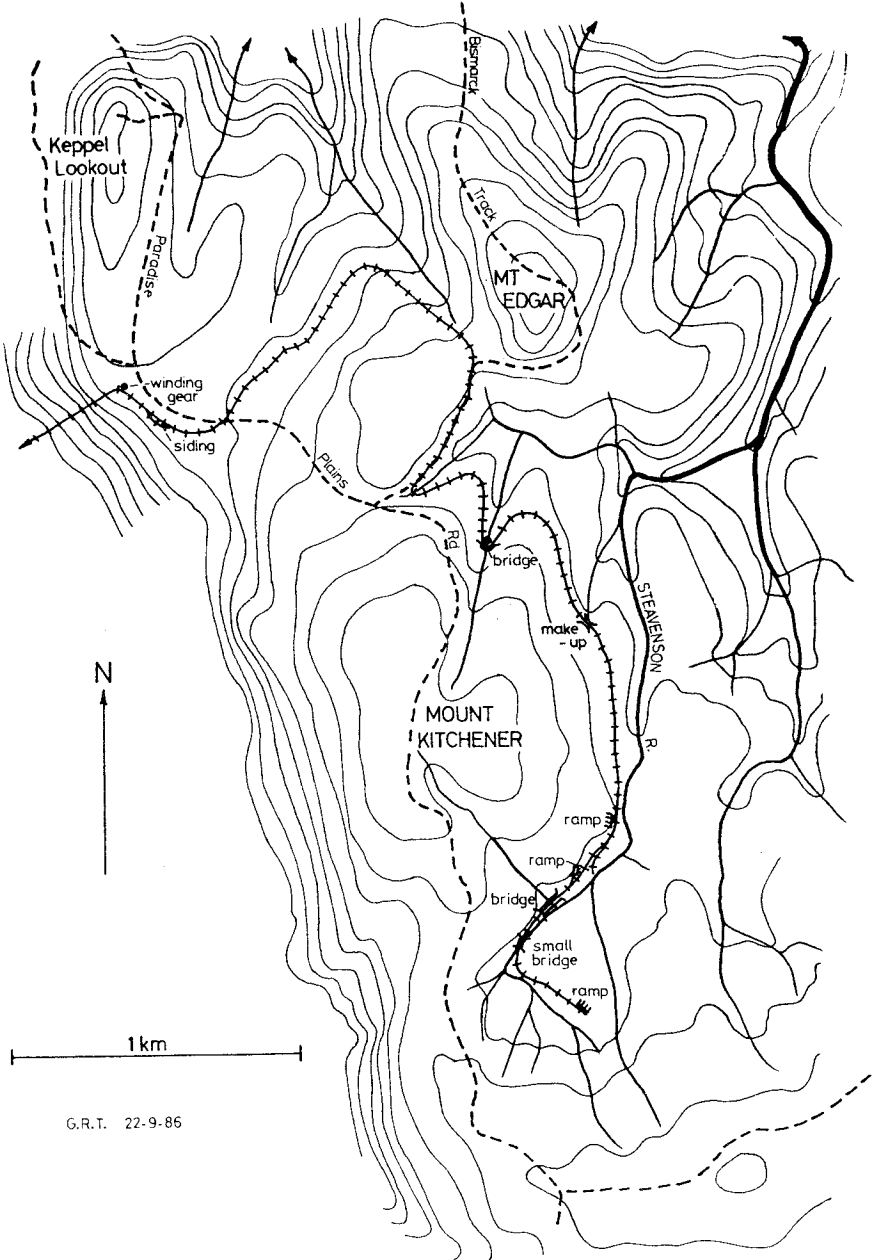
ANDERSON AND ROWE TRAMWAY, Marysville, Vic. Gauge 914 mm

The incline and lower section of this tram line were described in LRN 54 . At the incline winding gear the formation turns south-east to cross a broad saddle between Keppel Lookout and Mt Kitchener. A siding was located about a hundred metres from the winding gear, and a few sleepers, nails , dogspikes, pieces of wooden rail and 20 lb steel rail were observed both along this section and along the remainder of the line.

The line then turns in a north-easterly direction on a gradually rising grade, and runs for about one kilometre before turning south-east to climb over a saddle near Mt Edgar. Very little evidence of the tramline could be found in this section, although the formation was reasonably clear, and its line could be seen as a gap through the trees.

Over the saddle the line appears to have been obliterated by a section of Bismark Track, but was picked up again at the head of a water-course 100 or so metres from Paradise Plains Road. No bridging was needed here. The line was followed for another 500 metres to a 20 metre long 3 metre high bridge, still with many of its sleepers in place. A 45 degree bend half way along the bridge, coupled with a 3 bearer / long sleeper construction allowed the line to cross the creek on a fairly sharp but smooth curve. Large logs were used to support the bearers, and the bridge had been resleepered after being burnt at some stage during its life. (This tramway was destroyed by fire in 1939 and subsequently rebuilt. Ed.)

Onwards from here the line entered a fairly flat forested area, and in many places was hidden under grassy ground cover. Occasional sleepers and



dogspikes were observed, but the line was evident just as a gap through the trees. After about 1.2 km the tramway reached the remains of a loading ramp close to the Stephenson River, and the formation became easier to follow due to the lighter ground cover.

150 metres on, another formation branched off and ran parallel with the main line for about 100 metres before curving away towards the river and disappearing; this branch appeared to be either a storage siding or an early terminus of the main line, as the main line was more evenly graded.

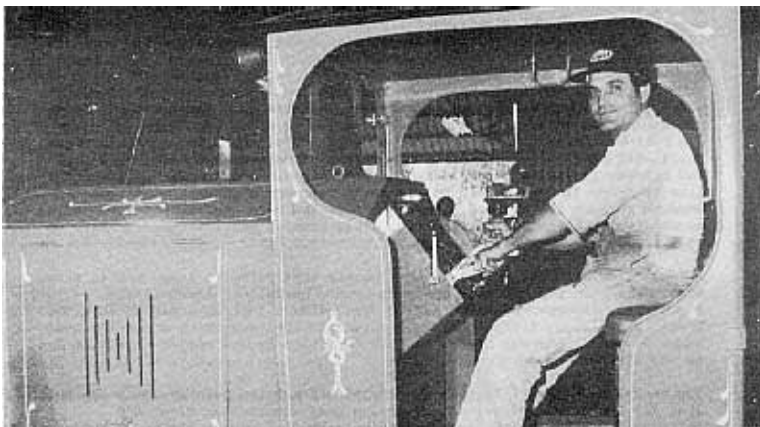
A short siding and loading ramp were then observed before a well preserved bridge was reached. Short lengths of large diameter logs were used to support the bearers, whose maximum height above the water was about 3 metres. The bridge was about 40 metres long and virtually straight, with many sleepers still in place; all of the bearers were intact.

The line continued through a cutting, along a small embankment and over a small bridge before climbing around the side of a hill and levelling out; it continued south-easterly for a couple of hundred metres before terminating at a loading ramp.

Geoff Thorpe 11/86

QUEENSLAND

BRAMPTON ISLAND 762 mm Gauge

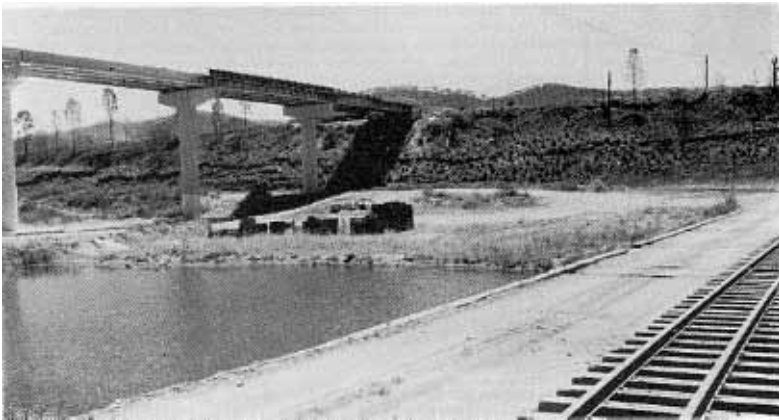


Brampton Island Pty Ltd, F.C. Hibberd "Planet" 4wDM 3475 or 3476 of 1950 (2 ft 6 in gauge) following rebuilding by Jenner Engineering, Slade Point, Mackay. November 1986.

One of the two locomotives on the Brampton Island railway has just been rebuilt at Jenner Engineering at a cost of over \$20,000. The manager of Jenner Engineering, Mr Des Jenner said the locomotive had been rebuilt from scratch. Originally from a Lithgow Coal Mine, the "Planet" locomotive was powered by a Lister diesel before renovation and was due to be returned to service on 21 Nov 1986. It is used to haul up to a hundred passengers on the 1.6 km railway linking the jetty on the island with the tourist resort. The second locomotive may also be renovated.

The Daily Mercury 20/11/86

NORTH ETON SUGAR MILL 610 mm Gauge



New road/rail bridge under construction at Mia Mia. The North Eton mill's tramline will be relocated to cross this bridge. Part of the existing crossing (in newly laid track) can be seen in the foreground, and the tramline's course can be seen climbing the far bank. November 1986.

Photo: Courtesy Mackay Daily Mercury

Construction of the new combined road/rail bridge at a cost of \$1.9m south of Mirani (see LRN55 page 11) is ahead of schedule, and it is hoped to have the tramway relocated to the new crossing in time for the next crushing season. The project is jointly funded by the North Eton Mill, The Queensland Water Resources Commission, The Department of Main Roads and the Mirani Shire Council. (See Photograph)

The Daily Mercury 28/11/86

The Mackay Mills Merger Committee announced on 5 Dec 1986 that it had reached agreement with the North Eton Mill Board on its participation with the historic five way merger with Farleigh, Race Course, Cattle Creek and

Marian Mills. North Eton which has recently diversified into flower growing, had earlier withdrawn from negotiations. A special general meeting of the shareholders of all five mills has been set for 23 Dec 1986.

The Daily Mercury 6/12/86

THE AUSTRALIAN NARROW GAUGE MUSEUM SOCIETY, Durundur Railway, Woodford 610 mm gauge

(See LRN 55)

The boiler from Pleystowe No 5 has been returned to the Woodford site. Babcock Australia has completely retubed the boiler free of charge to the Society. Other work on the locomotive still to be undertaken includes the overhaul of all the boiler fittings.



Durundur Railway Bulletin November 1986

The Main street of Ulmarra in northern New South Wales was transformed into a "North Queensland" location for the filming of the TV mini-series "Cane". The track, supplied by ANGRMS, sits incongruously alongside the parked cars of the 1980s.

Photo: John Buckland 5/11/86

TINTAGEL MOUNTAIN TRAMWAY, near Cooroy 610 mm gauge



Tintagel Mountain Tramway near Cooroy, Qld, October 1986. 2 ft gauge KS petrol trolley at the upper switchback points on this steeply-graded and spectacular line .

Photo: John Buckland 24/10/86

SOUTH AUSTRALIA

MILE END RAILWAY MUSEUM (S.A.) Inc. Gauges various

(See LRN 55)

Narrow Gauge wooden brake van 7553 located at Peterborough has been purchased to form part of the break of gauge platform scene when the museum is relocated to Port Adelaide during 1988. This move has now been officially approved by the S.A. Cabinet. Site boundaries will be fixed within several weeks and site security provided. Site clearing will commence when approval is obtained for the design work and concept plans from the relevant Government authorities. All engines and carriages will be housed within a pavilion 400 foot by 600 foot spanning eight tracks.

Recently restored Andrew Barclay 0-6-0T "Peronne" 1545 of 1919 will be used to haul passenger trains around the 5 acre site on 1067 mm gauge track, while on the 457 mm gauge 0-4-2T "Bub" built at the museum will perform a similar service. Depending on popularity and financial position of the museum, restoration to full working order of 610 mm gauge 0-6-2T

Skipper (Perry 1850.46.1 of 1946) is a possibility. This locomotive could be used in conjunction with the two Ruston and Hornsby diesels owned by the museum.

Catchpoint November 1986.

TASMANIA

VAN DIEMEN LIGHT RAILWAY SOCIETY INC., Don River Railway.

(See LRN 51)

Work on the restoration of Dubs 4-8-0 *Heemskirk*, Builders No 3856 of 1900 is proceeding. The locomotive has been completely dismantled and the frame cleaned, primed and undercoated. The boiler has been detubed and has had its first inspection by the D.L.I. The barrel, front tubeplate and firebox wrapper appear to be in excellent condition, but the firebox tube plate is badly pitted and has a number of cracks between the tubeplate holes. Work has commenced on the restoration of the wheels and front bogie.

The ex-North Mount Lyell car, now TGR No. BA 49 is in the roundhouse awaiting repairs to roadworthy condition to enable it to be moved by rail to Don. Originally owned by the North Mount Lyell Railway, it was acquired by the Mount Lyell Railway in 1924, and later by the TGR for Hobart's suburban service, eventually becoming Camp 134. The vehicle is American in design. Although all of the windows have gone much of the lining remains intact, and there is enough left restore it to very close to original.

Steam Echoes November 1986

WEE GEORGIE WOOD SOCIETY, Tullah 610 mm Gauge

(See LRN 48)

An opening ceremony was due to be held at Tullah at 3 pm on 20 December 1986 by the Premier Mr Gray.

Steam Echoes November 1986

VICTORIA

PRIVATE PRESERVATION/CHEETHAM SALT LTD, Laverton Saltworks 610 mm gauge

(See LRN 52, p. 16)

The remains of 4wDM Motor Rail Simplex 10058 of 1948 were purchased in June 1986 by LRRSA member Peter Evans. The frame of the locomotive had been cut through in six places with the major sections held together only by

the gearbox casing. The frame has now been welded back together and work has commenced on stripping the locomotive for restoration. All parts for this task with the exception of the two-cylinder Dorman diesel engine and drive chains were located around the Laverton works. Anyone who may be able to help with the acquisition of suitable replacements, or who can provide a photograph of this locomotive when it was owned by the S.R.& W.S.C., is asked to contact Peter Evans at 1/24 Howard Street, Kew, Vic 3101.

It is hoped that this locomotive's running mate at Cheetham Salt, Simplex 7351 of 1938, will join it in preservation when it becomes surplus to requirements.

Peter Evans 12/86

BLACK ROCK OCEAN OUTFALL, Geelong

The Geelong and District Water Board is financing a \$13 million dollar Ocean Outfall pipeline at Black Rock 10 km west of Barwon Heads . To be constructed by Leighton-Candac joint venture, the project is due for completion by June 1987. In order to provide access through the surf zone area a 268 metre long steel jetty will carry a rail mounted P & H 670 crane which will be used to excavate the pipeline trench.

Leighton Newsletter October 1986 per Greg Stephenson

WESTERN AUSTRALIA

ROTTNEST ISLAND 1067 mm Gauge

(See Light Railways 46)

Recent discussions regarding the renovation of the gun emplacements on Rottnest Island have included suggestions to rebuild the railway from the barracks to the gun store.

Rusty Rails December 1986

WEST AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION, Bennett Brook Railway Caversham. 610 mm gauge.

(See LRN 55)

The overhaul of NG 118 (believed to be Franco-Belge, but carrying builders plate of Henschel 24476 of 1938) has been started with the removal of cladding to allow inspection of the boiler. Some members have taken on the ex-Mt Magnet Tramway (Tasmania) Orenstein and Koppel 0-4-4-0T Mallet (2609 of 1907) as a restoration project. Most of the Mallet parts are on hand, however the boiler requires extensive repair.

Work is underway on the construction of a fourth bogie coach with the

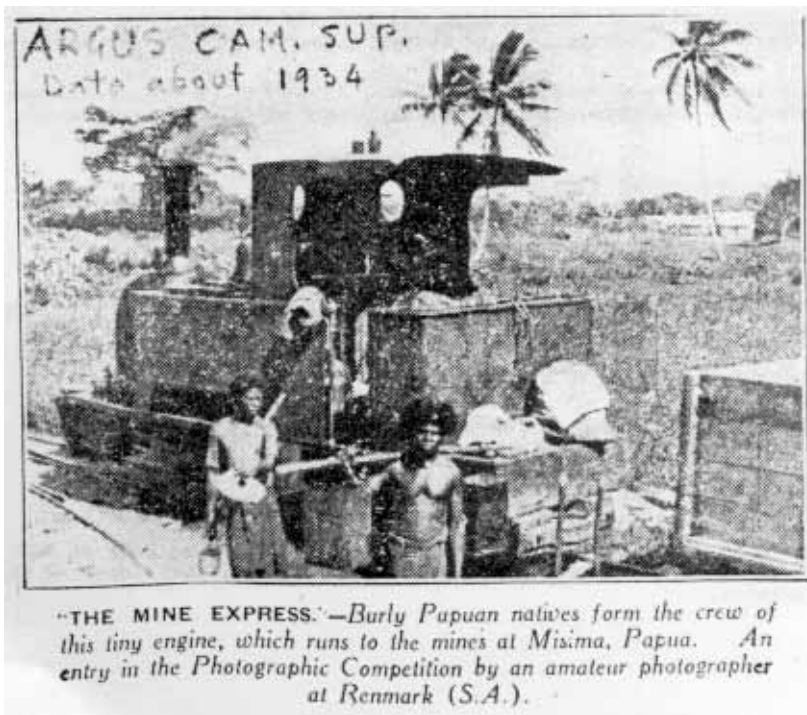
conversion of an ex-Westrail V.W. Worker's Wagon to a vehicle of similar proportions to the present AQ coaches.

A water stand pipe has been installed next to the signal box, which should enable watering of the locomotive in the station during the next steam season. Another signal box has been obtained in the country and is awaiting planning approval to move it to Whiteman Park .

Construction of the Mussell Pool Loop is proceeding. One line is across the road, however some formation work and additional sleepers are required. Permanent survey work is being carried out and when the track is fully completed and has been passed by Westrail it will be handed over to the control of W.A.L.R.P.A.

Rusty Rails 12/86

OVERSEAS - PAPUA NEW GUINEA

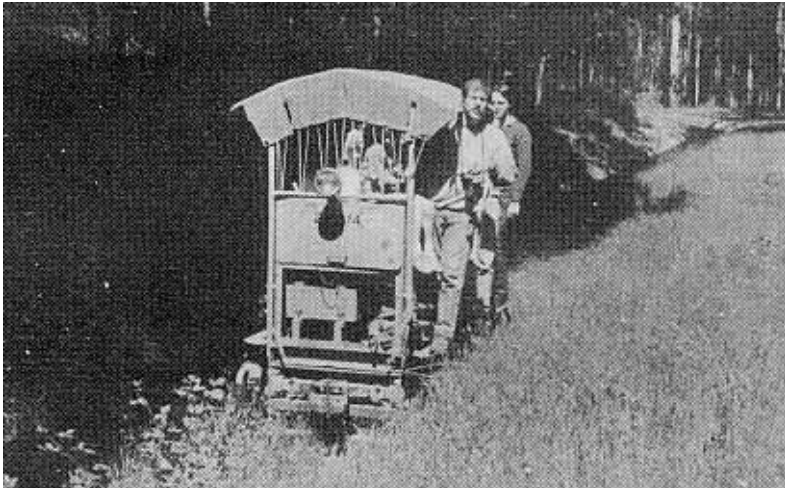


THE MINE EXPRESS. —Burly Papuan natives form the crew of this tiny engine, which runs to the mines at Misima. Papua. An entry the Photographic Competition by an amateur photographer at Renmark (S.A.).

TOUR REPORTS

LRRSA RUBICON AND ALEXANDRA TOUR, 29 - 30 Nov 1986.

This very successful weekend followed the format of our 1985 Marysville tour. Two days of site visits, and a Saturday night meeting. Participants were free to attend any or all of these activities, and each function attracted about 50 participants.



Malcolm Moore tractor running special trips for LRRSA members at Royston Power Station.

Photo: F. Stamford



One of the trestle bridges on the SEC tramway between Royston Power Station and Rubicon Dam.



Left: The SEC's four-wheel battery electric railcar on the tramway to Rubicon Dam;.

Saturday - to Rubicon

We met at the Rubicon River Bridge near Thornton, where the party was consolidated into a convoy of about 16 cars. Our first destination was the Royston Power Station, the journey along the Royston Road being memorable for its dust, on the way we stopped to visit the site of the crossing of the timber tramway from the Royston Valley (to Clarke & Pearce's Nos 4 & 5 Mills) and the dismantled SEC construction tramway to the Royston dam.

At the Royston Power Station (the terminating point for the Society's only previous tour to Rubicon in 1967 - it does not seem like 19 years ago...) the curved trestle bridge was partly dismantled, as the timbers are being replaced. On the Alexandra side of this bridge the 8-wheel battery-electric railcar ran short trips to the SEC sawmill for our benefit; whilst on the Rubicon dam side the Malcolm Moore tractor (complete with snow plough) ran short trips, with three or four passengers clinging on wherever there was room. We

Right: Another view along the tramway to Rubicon Dam.



then set off for the two mile walk to the Rubicon dam - an easy walk along the SEC tramway, with two interesting trestle bridges en route. Like all the trestle bridges on the tramway, these are to be rebuilt, as the timber is nearing the end of its life.

We became aware that we were being followed - by the SEC's four-wheel battery-electric railcar - which gave some added photographic opportunities at the bridges, and provided rides for those who wanted them. The tramway terminates abruptly at the Rubicon dam, with just a dead-end, no point-work at all . A stop was made for lunch here, deep in the forest, before returning to the Royston Power Station. We then drove along the Rubicon River Road for the journey back to Rubicon (Tin Hut). This was an interesting road with deep ruts, rocks, and small fallen trees to negotiate. Progress was slow (0 km/h for most of the way according to my speedometer) which at least kept the dust

down. Much of the road is on an old tramway formation. We came to a dead stop where a large tree had fallen across the road. This fortunately was pretty rotten, and after being battered with a crow-bar it was crossed by the lead vehicle - a Land Cruiser. The second vehicle could not cross it. Our tour leader then attacked it with an axe (the tree, not the second vehicle) until it was made passable. The moral is always bring a crow-bar and axe when attending LRRSA trips.

During this part of the trip the site of Clarke & Pearce's No.1 and No.2 Mills were visited. No.1 Mill was marked by a huge sawdust heap, but blackberries obscured everything else. No. 2 Mill was much the same, except that two boilers could be seen near the side of the road. What was notable was the very deep, steep sided valley. The tramways running from C & P No. 2 Mill to the west must have been very spectacular, and very difficult to build. Being there it was easy to see why the 1939 bushfires wreaked such terrible death and destruction in this area. Powelltown is as flat as a billiard table compared to this.

Some time was then spent at Rubicon (Tin Hut) looking at the foot of the SEC's incline - which is still in use but not for carrying passengers - and the sites of the other tramways in the area. Return was then made to Thornton, where the rest of the cars were parked. Those staying for the weekend then headed for the overnight stop - Alexandra.

The Alexandra Meeting

This was like our Melbourne meetings, but even less formal, and with a more varied audience. Members of the Alexandra and Marysville Historical Societies attended, as well as several of the SEC staff who had made us so welcome at Rubicon during the day.

The feature was an audio-visual presentation titled Rails to Rubicon using two slide-projectors, and a totally-professional prerecorded sound track. This was prepared by Peter Evans. Much of it consisted of a recording of Ernie LeBrun (who had worked in the Rubicon forest from 1927) describing what it was like working and living in the forest. This became quite moving when he described the 1939 bushfires, his description being illustrated with carefully selected slides, including newspaper cuttings of the time. Also of great interest was the description of how they built trestle bridges. Although Ernie retired some years ago, he is assisting the SEC in the reconstruction of the bridges on the SEC tramway, as no current employees have the skills to do this.

This presentation was excellent. I do not think there is any better medium for giving the feeling of "what it was like to be there", for it is the voice of

the person who was actually there that carries much of the atmosphere and emotion. This cannot be conveyed in books.

Thanks are due to Gloria Stebbing, Dorris Bevan, and Dorrel Lockyer for looking after the preparation of supper. Our sales table did a roaring trade, and the meeting was very worthwhile in making the Society more widely known in the Alexandra area.

Sunday - Alexandra Museum

The Alexandra Historical Society has established a museum at the railway station; and this includes a large circular 2 ft gauge track, part of which runs along the front of the platform where the 5 ft 3 in gauge used to be. This was the location of our Sunday activities.

Items of 2 ft gauge interest include the original Kelly & Lewis 0-6-0 diesel-mechanical loco from the Rubicon tramway, a Malcolm Moore 4 wheel petrol loco previously owned by the SEC Yallourn, a Fowler 0-6-0T (B/No. 11885 of 1909) originally from the Gin Gin Sugar Mill (Qld), and a Hudswell-Clarke 0-6-0 (B/No. 1098 of 1915) previously owned by Isis Central Sugar Mill, and later by Gin Gin Mill. On 3 ft 4-1/2 in gauge is a six-wheel Day's tractor, which was used in the Rubicon forest in the 1940s.

Of these locomotives, the Kelly & Lewis diesel is being restored, but is at present partly dismantled; the Malcolm Moore petrol loco is in working order (many of us had the opportunity to drive it); the Fowler is in working order, and was in steam on the day of our visit; the Hudswell-Clarke is not in use; and the Day's tractor is definitely in working order, but has only a very short stretch of 3 ft 4-1/2 in gauge track to run on, and most of this was laid on the morning of our visit .

This tractor is really quite special - though there are a few six-wheel timber tramway tractors still in existence (I know of preserved examples at Yarra Junction, Erica and Marysville), this one is in by-far the best and close to original condition. It has been restored by members of the Historical Society, and is a credit to those responsible.

The Society has only a small number of volunteers, and until recently received little encouragement from the Shire Council. As a result they still have quite a lot of work to do to iron out faults in the track. Unfortunately the Fowler loco derailed before completing one circuit of the track, and was rerailed using jacks and a front-end loader from the timber mill. After this the Malcolm Moore was used to run a one-carriage train.

A 5 ft 3 in gauge track maintenance quadricycle was also in use for people to travel along the old VR line for a short distance up the steep hill towards Koriella.

There were a number of interesting exhibits in the museum in the railway station, but of special note are a number of large models made by Ernie LeBrun. Two of these demonstrate the layout of typical sawmills of the 1930s. Another shows the way loads of timber were transferred from the 3 ft 4-1/2 in gauge to the 2 ft gauge using an ingenious arrangement of transoms and rollers. There were also several models of bush houses, and the school at No. 1 Mill. Ernie was on hand to explain these models.

A barbecue lunch was provided by the Historical Society. This also had a side benefit in providing fat to grease the rails at the tight spot where the Fowler derailed.

This was a very successful weekend. It was good to see a number of interstate members on the tour: Chris Andrews, and Arnold Lockyer and his wife from Adelaide; and Paul Simpson and Ray Graf from Sydney. The weather was the same as on our Easter tours - bright sunshine with above average temperatures.

Thanks are due to the staff of the SEC at Rubicon, who went out of their way to make our visit on Saturday enjoyable, and to the Alexandra Historical Society for Sunday's activities. Particular thanks are due to Peter Evans for organising the tour, a 15 page tour booklet, and the audio visual presentation. The magnitude of the latter cannot be overemphasised; just presenting it required a Land Cruiser full of equipment, without considering the time, care and skill spent in its preparation.

(Frank Stamford)

PUFFING BILLY PRESERVATION SOCIETY, Walk the G into Gembrook

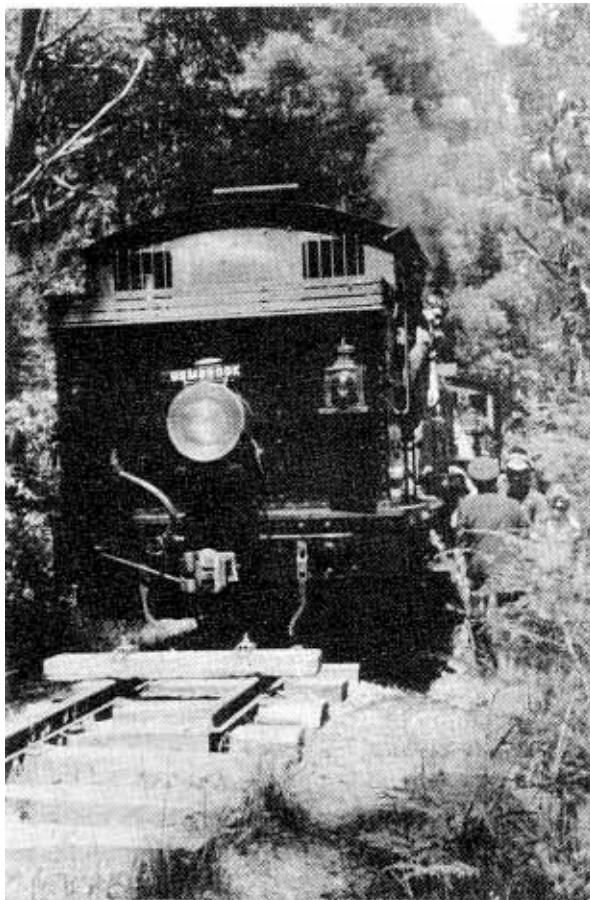
On 22 November 1986 Peter Medlin of "The Get G42 Going Committee" organised a walk from Lakeside to Gembrook for PBPS members, over the formation of the closed and dismantled section of the Gembrook line. This was a fund raising activity for the rebuilding of the Garratt.

The 26 participants travelled on the 10.30 am train from Belgrave, and at Lakeside commenced the 6-1/2 mile walk. The whole distance to Gembrook is maintained as an excellent walking track. Between Lakeside and Cockatoo (about three miles) the track is mostly in forest, which is reserved as Puffing Billy Corridor, so that building of houses near the railway formation is not permitted.

Beyond Cockatoo the forest gives way to open country with magnificent views, and a steady 1 in 30 climb for two miles to within half a mile of Gembrook.

Not much remains of the railway beyond the present end of track, about 400 metres past Lakeside: occasional sleepers and dog spikes, remains of

NA locos 8A and 14A funnel to funnel at the present end of track beyond Lakeside on the occasion of the PBPS's walk to Gembrook, 22 November 1986.



cattle pits, some platform edging at Wright station, one burnt upright of the biggest of the two Wright trestle bridges, and the loco water tank at Gembrook just about sums it up. Rails were embedded in the road at least two level crossings, but those at Cockatoo have never had a train over them. They were laid a few years ago when major road works were carried out, ready for the day when the line is reopened to Gembrook. (The sight and sound of the Peckett tackling the 1 in 30 grade into Gembrook is wonderful to contemplate - maybe in time for the LRRSA's Fiftieth Anniversary in 2011!). Lunch was provided by the PBPS at Cockatoo, and a bus provided transport from Gembrook back to Belgrave. As a walk this can be highly recommended, and it seems a good venue for a future LRRSA outing. It is now hard to imagine that much of this area was totally devastated by the 1983 Ash Wednesday bush fires. On the day of our walk it was made more

interesting by the presence of two locos at Lakeside - 8A which had brought up a chartered special train, and 14A on the regular train. 8A was sitting at the end of track in the forest, looking beautiful. 14A was then brought up to it, funnel to funnel.

(Frank Stamford)

PUBLICATIONS

FIVE TO 500

Five to 500 has finally arrived from the printers. This 128 page book contains a history of the Society and a reprint of the first 12 issues of *Light Railways*. There are now only about 120 copies of *Five to 500* left for sale. So if you did not take advantage of the pre-publication offer, and you still want a copy you should act quickly.

TIMBER MOUNTAIN

Norm Houghton's latest book, on the timber tramways in the area between Healesville and Yea (Victoria) has been selling very well in Yea and Healesville. The local Healesville paper (Mountain Views) carried a full page review of the book, by Les Harsant, the Vice-president of the Healesville Historical Society. It is by far the most thorough review that any of our publications have ever been subjected to, and it is worth quoting from to see how others view our publications...

"It's no exaggeration to state that Norm Houghton's new book *Timber Mountain*, is a major addition to the still small but steadily growing historical record of Healesville, Toolangi, Yea and neighbouring areas thoroughly researched and documented, well illustrated with handily placed maps, diagrams and about forty fine photographs, and with an extensive index, it will stand as a substantial reference work in its own right and serve future writers as a springboard to further exploration.

"Moreover, it is a human record. Fears that might be generated by the name of its publisher ... fears of a book bristling with technical jargon so beloved of the rail enthusiast but incomprehensible to the non-initiate such fears may be dismissed.

"...mill sites - more than seventy - are marked and named on the fold-out map, and it is here that one becomes startlingly aware of the remarkable network of tramlines that men and their animals constructed through the bush clad mountain ranges . . .

"In every sense *Timber Mountain* is a credit to its author, researchers and publisher, It is entertaining, as it must be for a popular market, and with one

exception it also meets this reviewer's fairly exacting reference standards for historical writing. I would like to see a bibliography added.

"It is the product of painstaking research. Three hundred and thirty-six footnotes itemise the sources of Norm Houghton's information..."

A full copy of this review (which runs to 6-1/2 A4 size pages) is available by sending a 36 cent stamp to Frank Stamford, P O Box 1, Yarra Junction Vic 3197. Incidentally, future major Society publications will have bibliographies.

BELL-BRAKES BULLOCKS AND BUSHMEN

Is the title of our next major book, which deals with the timber tramways of Gembrook, and is written by Mike McCarthy. *Bell-Brakes Bullocks and Bushmen* will be in the same style as *Powelltown*, but with about 110 pages. It contains some fascinating material on-the workings of Russell 's tramway with the geared steam locomotive, and apart from the usual complement of maps, photographs, references, index etc. it will have gradient profiles, cut-and-fill diagrams, and other original survey details, and a bibliography! By the time you read this *Bell-Brakes Bullocks and Bushmen* will probably be at the printers, and a pre-publication offer will be included in a forthcoming mailout. We hope to have a special function to launch this book, and the exact publication date will depend on how arrangements for this function progress.

FIFTH NATIONAL CONFERENCE MINUTES:

The minutes of the Fifth National Conference, held in March last year, are now available on receipt of a 36 cent stamp, from Frank Stamford, address above. These have been produced in the form of a 20 page booklet, and include "Draft Policy Papers on *Light Railways* and *Light Railway News*" which were presented by the editors to the Conference.

FUTURE MAJOR PUBLICATIONS:

One of the recommendations made at the Conference was that we should publish a list of future publications, so that people with information on these areas could contact the author, via our Secretary, so that the books might be made more complete. The following is our current list of proposed books. In all cases the basic research is complete, and in many cases writing of the text has reached the fourth draft stage. On present resources we do not expect to be able to publish more than two books a year, and the books will not necessarily be published in the sequence listed: Gembrook Tramways (Mike McCarthy), Mclvor Tramway (Frank Stamford), North Mount Lyell Railway (Ray Ellis), Warburton Tramways (Mike McCarthy), West Gippsland Tramways

(Mike McCarthy), Powelltown Pictorial (Frank Stamford), Beech Forest Railway and connecting tramways (Norm Houghton), Alexandra-Rubicon Tramways (Frank Stamford), Powelltown's Other Tramways (Mike McCarthy), Noojee Tramways - including Neerim and Crossover (Mike McCarthy), Erica Tramways (Mike McCarthy).

BOOK REVIEW

STEAM AROUND PERTH.

Don Finlayson (Editor), published by Australian Railway Historical Society W.A. Division Inc. Price \$5.95 plus postage. This new publication is an album of photographs of railway scenes in the Perth area from the turn of the century up to 1971. With few exceptions the photos are of very high standard, and illustrate a wide variety of interesting motive power on passenger and goods trains. WA had some most unusual locomotives, such as the K class 2-8-4T, and N class 4-4-4T. These and many others are illustrated in this 56 page book, with 103 photographs, almost all of which are of half-page size. Some of these could have been reproduced larger, especially the early view of Fremantle on the bottom of page 28 - a magnificent picture full of detail. This was worthy of a double page spread. The book is well printed on art paper, and is good value at the price. I think the LRRSA will be stocking it, - check the sales list with this and the next LRN.

(FES)

FORTHCOMING TOURS

CHEETHAM SALT WORKS, Laverton Vic.

This tour will take place on Saturday 7 March 1987, and may be the last opportunity to see the 2 ft gauge Laverton tramways. Unfortunately, contrary to previous expectations, there will be no salt-harvest in 1986-87, as the future of the works is in doubt. There is a possibility that the six locomotives and all the rolling stock could be moved to Bowen, Queensland . If you have not already expressed interest in this trip write to Peter Evans 1/24 Howard Street, KEW 3010, or see him at the February meeting.

TASMANIA, Easter

This tour is now fully booked, and there is a waiting list. If interested in the tour you could contact Peter Evans to see if any cancellations have occurred .

MEETINGS

MELBOURNE

POWELLTOWN'S OTHER TRAMWAYS Members would be aware that the LRRSA publication *Powelltown* provided a comprehensive history of the Powelltown Tramway and its predecessor The Gilderoy Tramway. These two lines were the backbone which supported a vast network of tramways radiating to the north and south of the mainline. Mike McCarthy will be speaking on the history of these lines and the mills they served. Location: Ashburton Uniting Church Hall, Ashburn Grove, Ashburton

Date: Thursday 12th February at 8: 00pm

SYDNEY

SLIDE NIGHT The next meeting will be our annual members slide night, so all those coming are asked to bring along 12 or so slides of recent vintage or gems from your personal archives. The choice is yours. This will be preceded by a business meeting to discuss the incorporation of the Society. All NSW members are urged to attend and be involved in formulating the future direction of the NSW Division.

Location: Board Room Bowler's Club, 95 York St., Sydney. Access through the Forestry Commission Office building next door (Town Hall side).on second floor.

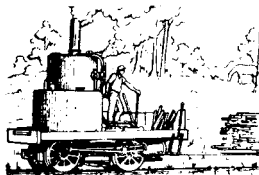
Date: Wednesday 25th February at 7: 00pm

ADELAIDE

Contact Arnold Lockyer (see front cover) for details of the next meeting. Location: 150 First Avenue, Royston Park Date: Thursday 5th February at 8: 00pm

HOBART

In conjunction with the forthcoming Tasmanian Tour at Easter a meeting is planned to be held in Hobart . Watch for the next issue of LRN for details .



LIGHT RAILWAY NEWS

Published by
The Light Railway Research Society of Australia



No. 57

April 1987

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Deadline for next issue :- 10 April 1987



Puffing Billy Railway: the new diesel prepares to leave Belgrave on 7 February 1987.

Photo: Frank Stamford

EDITORIAL

Congratulations and thanks to Peter Evans, Frank Stamford and Mike McCarthy, who formed the Editorial Team for LRN 56. I was able to enjoy a delightful holiday in California and the U.K. secure in the knowledge that LRN was in good hands. The final product justified this faith.

Members will note that the deadline for LRN 58 has been moved forward slightly. This is because I will be attending a work-related course for four weeks after Easter. It is because of the increasing demands of work and family that after almost 10 years I am seeking to relinquish the Editorship of LRN. As mentioned in LRN 57, I would be most happy to assist the new Editor in whatever way seems best. However, I cannot guarantee to continue after LRN 58, so I am very anxious that any potential future Editor contact me as soon as possible.

CORRECTIONS NOTES AND COMMENTS

Roderick B.Smith suggests that a locomotive equipped with hydraulic motors should be described as having hydraulic transmission (reasonably enough), as the wheels can move at different relative speeds from the motor. The editor is led to believe that a transmission consisting of a pump wheel and turbine ("fluid coupling") which simply transmits the engine torque, is generally described as "mechanical". The form of transmission most often described as "hydraulic", a torque converter, contains fixed guide vanes which act to increase the torque acting on the output shaft.

LRN55 p.2 - the second loco at Qunaba is Com-Eng AH2967 of 1963, not FC3473 - thanks to Richard Horne

LRN 55 p.5 - (Lachlan Vintage Village) 16431 should read 16341 - thanks to Ken McCarthy

RESEARCH COLUMN

Sydney North Head Quarantine Station, New South Wales

Although 2 ft 4 in (712 mm) is recorded as the official gauge by Dr Elington in his 1919 report, Paul Simpson has measured the gauge of the track set in concrete at the loco shed and discovered it to be 2 ft 3 in (686 mm).

The loco at this site was built by Caldwell Vale in 1913, being handed over to the Officer in Charge of the Quarantine Station on 13 May 1914. It did not have the patented friction drive centre wheels fitted to other locomotives built by this manufacturer. Instead it had a power-driven winch mounted on

it which held 1000 feet (305 m) of half-inch (13 mm) wire rope. The loco would be coupled to an anchor at the top of the incline and the 4-wheeled wagons lowered or hauled up the 750 ft (229 m) of 1:3 incline from the disinfecting area to the loco shed, uncoupled, turned 90 degrees, and shunted to the "Second Class" quarters. It is thought that the passengers luggage travelled this way to the quarters but not the passengers themselves.

Any photographs of the tramway in operation would be welcomed for inclusion in a future article for *Light Railways*. Anyone having such material available is asked to contact Paul Simpson at P.O.Box 105, PANANIA 2213.

Waymans Tramway, Victoria

Darryl Grant has noted a reference to this tramway in the April 1986 issue of *Roads Victoria*, published by the Road Construction Authority of Victoria. Richard Wayman, a road and bridge contractor, is reported as having built his tramway in July 1846. It was 200 yards (183 m) in length and was used to carry stone from Wayman's Quarry to the banks of the Yarra River. Can any reader provide additional information?

NEW PUBLICATIONS

EFFICIENCY OF TRANSPORT, MILLING & HANDLING IN THE SUGAR INDUSTRY: A CASE STUDY OF THE MACKAY DISTRICT

- B.Borrell & G.Wong; Bureau of Agricultural Economics

Occasional Paper No.96. Australian Government Printing Service, 1986. \$6.95.

This paper presents the findings of a study evaluating the effects of regulations on costs in the off-farm sector of the Australian Sugar Industry. It is based on economic modelling which will probably appear academic to most readers. The model is "applied" to the Mackay District with the finding that substantial cost savings can be made in the transport and milling of cane through reallocation of cane from existing growing areas to mills; reallocation of land; the introduction of weekend milling and closure of some mills; new tramway linkages; and alternative seasonal lengths. The most interesting finding for LRN readers is that the redistribution of cane between mills necessary to bring about cost reductions would make the provision of new tramway links between adjacent mill areas economically possible. Maps are provided of the current mill areas and tramways system; optimum cane allocations with existing supply locations; relocation of cane production; allocation of cane to mills with weekend milling and added

tramway linkages; etc. These make this publication an interesting addition to the literature on Australia's sugar cane transport system.

RJM

AUSTRALIAN SUGAR 1987

This annual production of the Sugar Industry Information Service is designed for use by school students and gives an overview of the industry with specific examples taken from a particular district(s) each year. This year's edition covers the Ingham and Innisfail areas and includes some nice photographs of Mourilyan Mill's Clyde 0-6-0DH 3, a Tully Com-Eng 0-6-0DH, and Victoria Mill's E.M. Baldwin B-B DHs *Wallaman* and *Brisbane*. Also available are a Sugar Industry Map and "Notes on the Australian Sugar Industry". These are worthwhile reference materials available free from PO Box 361, EVERTON PARK 4053; GPO Box 4076, SYDNEY 2001; PO Box 120, TOORAK 3142; PO Box 233, PORT ADELAIDE 5015; PO Box 224, COTTESLOE 6011.

LOCOMOTIVE & ROLLING STOCK MANUFACTURERS

E.M. BALDWIN & SONS PTY LTD, Castle Hill, N.S.W.

The two tunnelling locomotives that had been stored in the yard here had been cut up and disposed of around the end of 1985 before the site was sold. These were 4wDH 1067 mm gauge locos 3568-1-9-70 and 3568-2-9-70 of 1970.

David G. Mottram 12/86

GEORGE MOSS LTD Osborne Park, W.A.

The five 1067 mm gauge locomotives being constructed for the Tasmanian Hydro Electric Commission's Crotty tunnelling job are 25 tonne diesel hydraulic locomotives fitted with a 300 hp turbo-charged engine and hydrostatic transmission. They are equipped with exhaust scrubbers to prevent noxious exhaust emissions. Gemco have recently received a grant under the Federal Government's Heavy Engineering Development Programme. This money will be used among other things for developing an import replacement programme and a global marketing plan.

*Resources Vol 25 No.8, 1986, via Paul Simpson;
The West Australian 6/12/86 via David Whiteford*

TAMPER (AUSTRALIA) PTY LTD, Airport West, Victoria

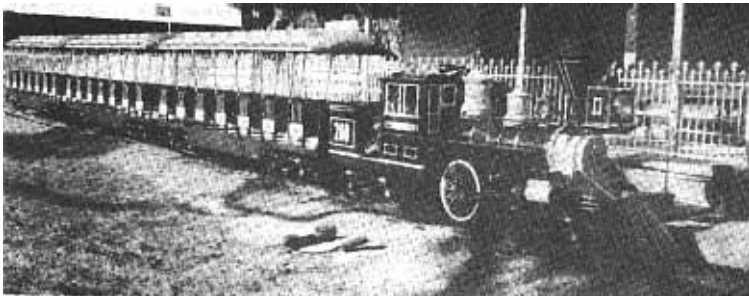
Tamper are reported to have orders on hand from Pioneer Sugar Ltd, Inkerman Mill, for one TSR/TRS Sleeper Renewer/Scarifier and one Section ?ng Car, and from Farleigh Co-operative Sugar Milling Association Ltd for one TSR Sleeper Renewer.

A.R.H.S. Bulletin Supplement 2/87

AUSTRALIAN CAPITAL TERRITORY

CANBERRY HOLDINGS PTY LTD, Canberra Fair, Dickson 610 mm gauge

(see LRN 44 p.7)



Canberra Fair's Chance *C.P. Huntingdon*, December 1986

Photo: Paul Simpson

A recent visit here saw the Chance "4-2-4" steam outline loco *C.P. Huntingdon* at the head of its train of three bogie carriages at the station. Full details of the loco and carriage manufacturer are : Chance Manufacturing Company Incorporated, 4219 Irving Street, Wichita, Kansas, U.S.A. The loco builder's number is 84-50-200-24, which incorporates date, horsepower, serial number, gauge. The motor, believed to drive front and rear bogies, is a "Continental" 4-cylinder petrol engine No TM27-5201. This unit was put into operation in December 1984, replacing the previous train used at this location, the Ruston 4wDM 304457 having been returned to K.Rubie at Forrester's Beach, and the disposition of the carriages unknown .

Paul Simpson 12/88

NEW SOUTH WALES

AUSTRALIAN IRON & STEEL PTY LTD, Cringila 1435 mm gauge

(see LRN 33 p.6)

Three more diesel locomotives were due to be withdrawn at the end of 1986. Included were the last two of the original batch of Com-Eng 565 kw Bo-Bo DE locos built at Granville from 1950, D6 and D8. The other loco was D30, a similar 645 kw Bo-Bo DE built by English Electric (Australia) at Rocklea, Queensland.

A.R.H.S. Bulletin Supplement 2/87

BOOLAMBAYTE 610 mm gauge

Unconfirmed reports have been received of a tourist steam railway which may be in operation by Easter 1987. This undertaking is located at Boolambyte, between Bulahdelah and Mayers Point near Myall Lakes. It would appear that rail for the project has been obtained from the Timbertown Railway at Wauchope, where the original light rail is being replaced. It has been reported that ex-Mourilyan Mill No.7 (Perry 0-4-2T 2714.51.1 of 1951) is to be made available by Steam Trains Pty Ltd for this project.

Ken McCarthy 12/86

HEAT CONTAINMENT INDUSTRIES PTY LTD, Unanderra Gauge unknown

Among quantities of refractory plant to be auctioned on site on 11 February were listed tunnel kiln cars.

Sydney Morning Herald 14/2/87 via Craig Wilson

GOULBURN CITY COUNCIL, Goulburn Steam Museum 610 mm gauge

(see LRN 49 p.3)

John Fowler 0-4-2T *Britannia* (16340 of 1924) was purchased at the Lachlan Vintage Village auction on 1 November 1986, along with the two four-wheel passenger cars. This locomotive originally went to Forbes from Bruce Macdonald, then of the Goulburn Steam Museum, in 1975. The carriages were also built at Goulburn, and are short open sided cross-bench vehicles fitted to cane truck underframes. *Britannia* is believed to have returned to the Goulburn Museum on 6 November 1986, with one of the two carriages also on site by the end of the month.

Since 1978, the only steam loco at Goulburn had been Krauss 0-6-0T *Stella* (3423 of 1896), and it is understood that this has not seen use for about 3 years. Both this loco and the Fowler are understood to be in need of heavy repair. The F.C. Hibberd "Planet" 4wDM (2388 of 1941) is still present and

expected to be in use in 1987.

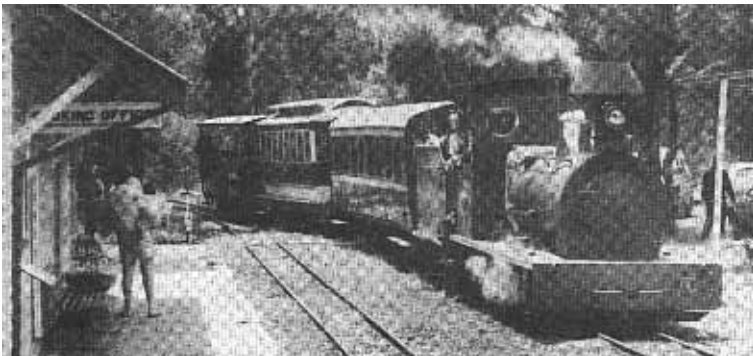
It is said that the Council, National Trust and local businessmen intend to have the museum opening regularly from 1988, and that there are plans to revive the idea of extending the museum railway along the riverbank about 4 km to North Goulburn.

Ken McCarthy 12/86; David G.Mottram 12/86

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY INC. Albion Park 610 mm gauge

(see LRN 55 p.4)

The restoration of Perry 0-6-2T *Tully* No.6 (7967.49.1 of 1949) has reached the stage where trial steaming will be possible in the near future. The lagging and clothing of the boiler was completed at the end of November and by mid-December new cylinder pressure release valves had been manufactured and the boiler feed water valve rebuilt. Other items constructed and fitted during November and December included the blow down valve and control handles, ash pan locks, the sand domes and overhauled controls for them, and a false plate under the smokebox to prevent ash settling in the cavity above the front buffer beams. The Museum Committee has reached the decision that this loco will be painted black and green and it was planned to paint the boiler components in early January prior to fitting the new side tanks and cab.



Hudswell Clarke 0-6-0 *Cairns* (1706 of 1939) hauls a lovely array of carriages into "Yallah" Station, 14 December, 1986.

Photo : ILRMS

Work is proceeding with the construction of new siding points in the

museum station yard which will eventually serve the former Killingworth Colliery turntable. The A.& D. Munro Shay loco will be placed on this siding where the construction of a new composite unit using parts of the two Munro Shays (Lima 906 of 1904 and 2097 of 1907) will be carried out. The museum has obtained two RSJ members 8" x 4" each 9 metres long from which a new chassis will be constructed. It is the intention to use the spare boiler from Davenport 1595 of 1917 supplying steam to a former NSWGR D 58 class stoker unit to power the two 2 ft gauge Shay bogies made available some time ago by ANGRMS in this unit.

Under the Society's aim to have four locos in steam by 1988, work switched to ex-Corrimal Coal's 0-4-0ST *Burra* (Hawthorn Leslie 3574 of 1923) during December. The tradesman employed under the CEP scheme has been attending to the main axle journals and bearings as well as the eccentrics and straps. Work was expected to be completed on the cylinder valve openings during January. This work requires the "D" valve bearing surfaces on the cylinders to be built up and machined.

By the end of November the 1.5 ha picnic area had been enclosed by a new chain wire fence. This was carried out in time for the major steaming day of 7 December when over 1000 rides were taken by children attending the Christmas picnic of the local Oak Flats Bowling Club. Steam train fares were donated to the Illawarra Cancer Appeal on 14 December. Publicity in the local press and radio stations resulted in \$240 being raised for the appeal.

Ken McCarthy 12/86

PALM BEACH ENTERTAINMENT, Ulmarra 610 mm gauge

(see LRN 55 p.6)

As could be noted from the front cover of LRN 56, Timbertown's Fowler 0-4-2T 17881 of 1928 was hired from Timbertown for the filming of the TV mini-series *Fields of Fire* during October. The loco was sent out in "grubby" condition as the film company wanted a "workhorse" for its scenes. There will be two two-hour episodes in the series which is likely to be shown towards the end of 1987.

*Port Macquarie Express 8/10/86 via David G.Mottram;
Durundur Railway Bulletin 12/86*

PAUL SIMPSON, Panania 610 mm gauge

(see LRN 43 p.5)

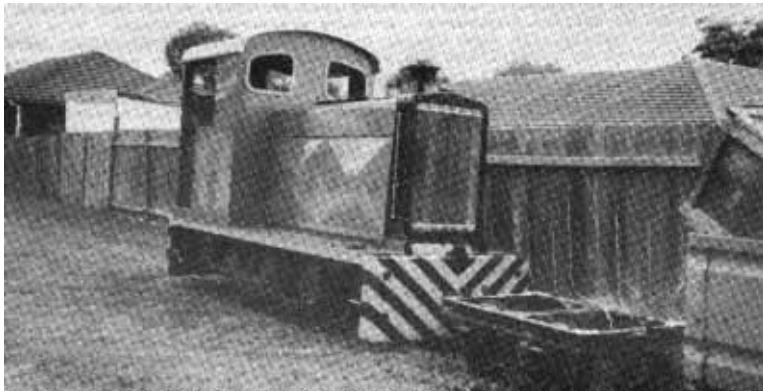
1986 saw the completion of 50 years since the manufacture and delivery of Kelly & Lewis 0-6-0DM 5957 of 1936 to Clarke & Pearce's Rubicon Tramway in Victoria. Restoration of this loco has continued with the side

rods fitted to each sides and installation of equipment such as fuel tank and fuel line, radiator hoses, fuel filter and battery stand. A new paint scheme has been applied using blue with a yellow and black stripe on the buffer beam.

LRRSA member Ian Marks has made available one of the original builder's plates to be fitted to the loco. Cab fittings remain to be completed and when done, the loco should be ready to run for the first time in over 40 years.

Details of the exact date of delivery (sometime between July 1936 and January 1937) are being sought. Any reader who can assist is asked to ring Paul Simpson on (02) 771 3929 or write to P.O Box 105, PANANIA 2213.

Paul Simpson 12/86



Vintage Australian diesel Kelly & Lewis 5957 of 1936 showing the benefits of a painstaking restoration in suburban Sydney, February 1986.

Photo : Paul Simpson

TIMBERTOWN WAUCHOPE 610 mm gauge

(see LRN 54 p.5)

Trains here run on a circuit about 2 km in length and the trip usually takes about 10 minutes. No separate charge is now made for train rides. Heavy rail is being laid progressively, with 30 lb rail being replaced by 60 lb and some 80 lb. Currently, 60 lb is being laid from Upper Bago station. There is one set of points to an engine shed close to Timbertown station, and five sets near Broken Bago Station, serving the goods yard, workshop, and engine pit. Maximum grade is 1 in 30.

Timber is used for firing the loco, obtained locally at a very favourable price. At the present, all wood is loaded onto the locos manually from supply heaps at rail level. Six train trips per day is the normal holiday programme,

using about one ton of fuel. Extra trains are scheduled to suit the arrival of tour buses, and during holiday periods the train may run every 20-25 minutes for much of the day.

The fire in the loco is dropped each night, and re-lit each morning at about 6 am. Lubrication of the running gear is then carried out and the first scheduled trip runs at 10.30.

The favoured loco is Hudswell Clarke 0-6-0 1862 of 1953, which was retubed about May 1986 by Ballina Engineers. Working pressure is 150 psi. This loco works alternately with John Fowler 0-6-0T *The Green Hornet* (12271 of 1910). This works at 120 psi, and was also retubed around the same time as the Hudswell Clarke. It still runs without any boiler cladding. Fowler 0-4-2T 17881 of 1923 has recently been fitted with new side tanks and a spark arrester type cowl of local manufacture. As reported elsewhere in this issue, it was recently hired to a film company near Grafton. It may go into service at Timbertown in 1987.

David G.Mottram 12/86

QUEENSLAND

SUGAR MILL CLOSURES / AMALGAMATIONS - Mackay

Co-operative members rejected an historic proposal to merge Racecourse, Marian, Farleigh and North Eton Mills at a vote held in January. With a vote of 75% in favour needed by each co-operative, the figures achieved were 80%, 92%, 72% and 48% respectively. Although excluded from the merger by the other participants the members of Cattle Creek Mill also voted 72% in favour of a merger. Problems besetting the proponents of the merger included not only the exclusion of Cattle Creek but the withdrawal from negotiations of Farleigh in December, reversed in January, a split between the North Eton board and its Suppliers' Committee when the Board agreed to rejoin the merger talks, and the vociferous demands of Pleystowe growers for full financial benefits of membership of the new co-operative from the start. The effect of the merger would have been to enable the merging mills to receive Federal and State funding so as to be able to purchase Pleystowe Mill from CSR Ltd, and close it, thus enabling a rationalisation of cane assignments in the district. It is believed that this issue still may not be dead.

Mackay Daily Mercury 9/2/87; Editor

SUGAR MILL CLOSURES / AMALGAMATIONS - Johnstone River

CSR Ltd has taken action in the Supreme Court of Queensland in an attempt to prevent the Central Cane Prices Board from examining a financial

package involving CSR (owners of Goondi Mill), Howard Smith Ltd (owners of Mourilyan Mill), Babinda Mill and the Sugar Milling Adjustment Committee, as part of the Prices Board's examination of an application to rezone local cane assignments. The package would make Federal and State funding available to Howard Smith and Babinda to acquire and close Goondi Mill and repay some Babinda debts. Under this scheme, the Goondi crop would go to Babinda and Mourilyan, but the Goondi growers have bitterly opposed this, and are demanding to have their assignments transferred to South Johnstone Mill. The case in the Supreme Court will not be heard until late March or early April, and following its determination the Central Board would then have to reconvene at Innisfail. Thus any final decision may not be made until almost the start of the 1987 crush. If necessary CSR will put Goondi into readiness for the crush at short notice.

Mackay Daily Mercury 19/2/87, 26/2/87 via Editor

AUSTRALIAN SUGAR INDUSTRY MUSEUM, Mourilyan 610 mm gauge

(see LRN 55 p.7)

Hudswell Clarke 0-6-0 1099 of 1919 has now been moved to a display position adjacent to the museum building, and the chimney has been refitted. Contracts worth \$850 000 have been let for the development of the museum as a bicentenary project, and approval has also been given for a \$130 000 landscaping scheme under the Community Employment Programme.

C.J.Hart 2/87; D.J.Mewes 2/87

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY Durundur Railway, Woodford 610 mm gauge

(see LRN 55 p.6 & 56 p.7)

The boiler of Bundaberg Foundry 0-6-2T 5 of 1952 has been returned to Woodford following retubing by Babcock Australia. Work is now proceeding on the preparations necessary to refit it to the frames. A new regulator valve bracket has been manufactured, and a new chimney may have to be built.

The railhead has been extended virtually to Peterson Road, and ballasting work on the newly-laid section is to be undertaken. It is understood that a ballast wagon body suitable for fitting to the Society's ex-CSR line bogies will be made available on loan by Dreamworld so that this work can be carried out more easily.

Durundur Railway Bulletin 12/86; D.J.Mewes 2/87

BABINDA CO-OPERATIVE CENTRAL MILL SOCIETY LTD 610 mm gauge

(see LRN 55 p.7)

Babinda Mill advertised in the Brisbane Courier-Mail on 24 January for expressions of interest in the construction of a 3 km new tramline connecting the Babinda and Goondi tramline systems. The line was described as 3 km in length and with two pre-stressed concrete bridges. It would be presumed that construction of such a link will be deferred until the final determination on the closure of Goondi Mill is reached.

D.J.Mewes 2/87

CQ SALT INDUSTRIES, Bowen 610 mm gauge

(see LRN 38 p.7)

An unconfirmed report has been received that the tramway ceased to operate here a couple of years ago. The rails appear to have been lifted in several spots to allow road vehicles access to the salt pans. The four locos are still on site, namely Ruston & Hornsby 4wDMs 174142 of 1935, 285343 of 1949, and what is allegedly 285340 of 1949, and Motor Rail "Simplex" 4wDM 8653 of 1941.

Vic Greensill 11/86



A
line
up
of

Ruston & Hornsbys with a "Simplex" in the rear in the shed at Bowen Saltworks, November 1986

Photo : Vic Greensill

**TONY GERMANOTTA, Mulei MARIAN MILL CO-OPERATIVE SOCIETY LTD
610 mm gauge** (see LRN 55 p.9)

On 30 January 1987, Perry 0-6-2T 2601.51.1 of 1951 was steamed for the benefit of the boiler inspector. The engine is on loan from the Marian Mill, and it is hoped that it may eventually be used as part of a tourist train project on the mill's Mount Jukes line. A run was made over about one mile of mill tracks hauling one of the carriages constructed for this project.

Peter Robins 2/87

ISIS CENTRAL SUGAR MILL CO. LTD 610 mm gauge

(see LRN 54 p.10)

It is believed an order has been placed with Hexham Engineering for another brake wagons following the successful use of the unit supplied in 1986.

Robert James 1/87

PLANE CREEK CENTRAL MILL CO. LTD, Sarina 610 mm gauge

(see LRN 55 p.11)

Five houses in Sarina suffered damage on 22 January when a contractor blasting an excavation on a tramway formation sent rocks flying 600 metres. Work was going on to improve grades on the line leading from the Plane Creek tramway bridge towards the mill when the accident happened. It is believed no one was hurt in the incident.

Mackay Daily Mercury 23/2/87; Editor

PROSERPINE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD 610 mm gauge (see LRN 55 p.12)

Rationalisation of harvesting operations at this mill will enable the chopped cane bin fleet to be reduced from 2,600 to 2,200.

D.J.Mewes 2/87

RACECOURSE CO-OPERATIVE SUGAR ASSOCIATION LTD, Mackay 610 mm gauge (see LRN 55, p.12)

Another milestone on the 5-year programme to complete cane unloading facilities to the opposite side of Peak Downs Highway has been marked with the installation of the \$500 000 conveyor belt system which will carry cane over the highway. The new facility, including tramway yards will go into operation with the commencement of crushing in June.

Mackay Daily Mercury 25/2/87

THE SUGAR BOARD, Mackay 1067 mm gauge

(see LRN55, p.13)

On 8 February both Com-Eng 0-6-0DHs were observed at the bulk terminal, so the suggestion that they had been disposed of is obviously invalid. The locos are F1018 of 1957 and F1029 of 1958.

Editor 2/87

TULLY CO-OPERATIVE SUGAR MILLING ASSOCIATION 610 mm gauge

(see LRN 55 p.13)

A double bin rotary tippler is being installed at the mill and will be put into use with the commissioning of new yard extensions.

D.J.Mewes 2/87

TINTAGEL MOUNTAIN TRAMWAY, Arcadia, Cooroy 610 mm gauge

(see LRN 54 p.12)



Russell Savage's new B-B PH loco nears completion in Mildura, Victoria

*Photo : Russell Savage
September 1986*

In September 1986, work began on track laying above the top points of the switch back. In five days, the construction gang laid 275 m of track as well as excavating three 450 mm pipe culvert drains. The track remains to be ballasted but has been roughly tamped as a safety measure. When only 55 m remained to be laid, a bush fire

swept the mountain side. Much work had to be put into cutting firebreaks and in particular protecting the loco shed and the track. This was successful with the only loss being three sleepers burnt when a number of trees fell across the track at the railhead.

The fire meant that some of the projects scheduled were not completed, but one successful new system was the welding of all rail joints on curves up to 27 m at a time, which has improved curving no end. Ballasting of the new track will be done in March with the use of the latest loco now under construction at Mildura.

Russell Savage 12/86

SOUTH AUSTRALIA

MILE END RAILWAY MUSEUM (S.A.) INC. gauges various

(see LRN 55 p.14 & LRN 56 p.7)

Work is continuing to prepare Andrew Barclay 1067 mm gauge 0-6-0T *Peronne* (1545 of 1919) for regular use at the museum when it is relocated to Port Adelaide. It has been lifted to enable wheels to be removed, and to allow the cleaning and inspection of axles, springs, brakes and bearings. Further work is being done on the cab to bring it up to the necessary high standard.

Catchpoint 1/87

TASMANIA

HYDRO-ELECTRIC COMMISSION, Crotty 1067 mm gauge

(see LRN 54 p.13)

Five George Moss 300 hp diesel-hydraulic locomotives are being constructed for the 7 km tunnel excavations presumably part of the King River Scheme. The locomotives will be hauling 300 tonne loads incorporating 200 tonnes of tunnel rock spoil in 12 side-tipping Granby cars. Full-load operating speed will be 20 k/mh.

Resources Vol 25 No.8, 1986, via Paul Simpson

IDA BAY RAILWAY CO. PTY LTD, Lune River 610 mm gauge

(see LRN 53 p.9)

Operations on the railway were advertised as follows: November to Christmas 1986: 1 pm & 3 pm Saturday & Sunday; 2.30 pm Wednesday
Christmas 1986 to Easter 1987: 11 am, 1 pm & 3 pm daily (Steam running 27 September 1986 to 15 February 1987)

Treasure Islander November 1986 via Paul Simpson

JOHN ROBIN, Jackeys Marsh 610 mm gauge

A 2 ft gauge wooden railed tramway is being built on a 93 acre property here, with the first 70 m having been laid in 1985. The only rolling stock at present is a sawmill trolley ex-VR Spotswood Workshops donated by Jim Baines.

Jim Baines 1/87

VICTORIA

JIM BAINES, Yangardook Tramway, Toolern Vale 610 mm gauge

(see LRN 31 p.21)

Brian Peart's Ruston & Hornsby 4wDM 223725 of 1944 arrived here in December 1985, and has seen plenty of service since. Previously on loan to Barry Beckerley of The Big Grape at Swan Hill (see LRN 48 p.11), the loco was fitted with a reconditioned engine by its owner at Spotswood. Motor Rail "Simplex" 4wDM 9979 of 1953, acquired from Racecourse Mill, has been in regular service since October 1981.

The bogie carriage built by Denis Steinhauser was disposed of some time ago to Alexandra Historical Society. It was replaced by a new four-wheeled carriage, the body of which built by North Sunshine Timber Cases, has been mounted on an ex-Racecourse Mill cane truck chassis. Two Rubicon Tramway bogies are in store awaiting use in an open air bogie flat passenger car. There are two ex-VR KS motor trolleys, one still 1600 mm gauge, and the others converted to 610 mm gauge, requiring frame straightening following a collision.

Late in 1986, a balloon loop was installed at the northern terminus of the line. The track running into the State forest at the top end was dismantled in July 1983. A spur line of approximately 110 m has been laid, trailing into the Bunsen Junction to Busselltown branch line.

Passengers are welcome to visit this interesting line, but need to write in advance to the owner at Lot 78F, Chapmans Road, Toolern Vale 3337.

Jim Baines 12/86

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Railway 762 mm gauge

(see LRN 53 p.11)

Ex-Tasmanian Government Railways Drewry 0-6-0DM V12 entered service in January 1987. The locomotive was purchased in 1983 but conversion from 1067 mm gauge to 762 mm was delayed while manpower and finances were directed to major work on the NA class of steam locomotives. Sister loco V9

was also purchased to provide spare parts. Both were built in 1948.

The conversion involved raising the engine and gearbox and provision of a new transfer gearbox between the gearbox and the final drive unit. The cab roof has also been lowered about 150 mm in the centre, Westinghouse brakes and knuckle couplers fitted, and new steps provided. At the front, the footplate has been extended, and handrails provided in front of the radiator grille. The locomotive is capable of hauling a standard 12 car train but with this load cannot maintain the schedule of an NA.

Up to 7 February, the locomotive had provided a service on four Total Fire Ban days; the service being three return trips to Lakeside, departing Belgrave at 10.30 am 1.20 pm and 3.30 pm. To maintain the service, the train is reduced to eight cars. A fire patrol trolley follows all trains.

The loco was obviously made ready for service only just in time for the Fire ban season. When observed on 7 February it was still mostly in its battered ANR livery, but had grey undercoat in some parts, not a pretty sight at all. The covers on the engine compartments were removed, so the “works” could be seen. It also carried two fire extinguishers, still in their cardboard cartons. It is to be painted the same green livery as NRT 1, and is reportedly to be numbered D21.

Despite a forecast temperature of 38C and northerly winds (a combination of which should surely deter any sensible tourists . . . and railway photographers), the 10.30 train was well filled, so the loco will obviously earn its keep in bringing in revenue. During February, a 50% discount is being offered on Saturday train fares. Publicity resulting from that probably explained the good crowd on the train. Previously on Total Fire Ban days, NRT1 provided a very reduced service - two car trains (its maximum load) to Menzies Creek only.

The first impression of the loco is that it is big, both in width and height, almost out of proportion with its surroundings, although its axle loading is said to be about the same as an NA. Obviously it will look much better when fully painted but will probably lack the character of NRT1. One report has it that changing gears in the mechanical transmission causes a ride which is much rougher than usual on this line.

Frank Stamford 2/87

WESTERN AUSTRALIA

HARVEY FRUIT BOWL, South West Highway, Harvey 610 mm gauge

On 26 December 1986, the 2 ft gauge Harvey Fruit Bowl railway commenced operations. The 2.5 km line is modelled on the “Big Pineapple” railway in

Queensland, and runs through orchards on the outskirts of Harvey, south of Perth. A Kless Engineering 4wD loco hauls two or three bogie coaches on 45 lb rail.

David Whiteford 1/87

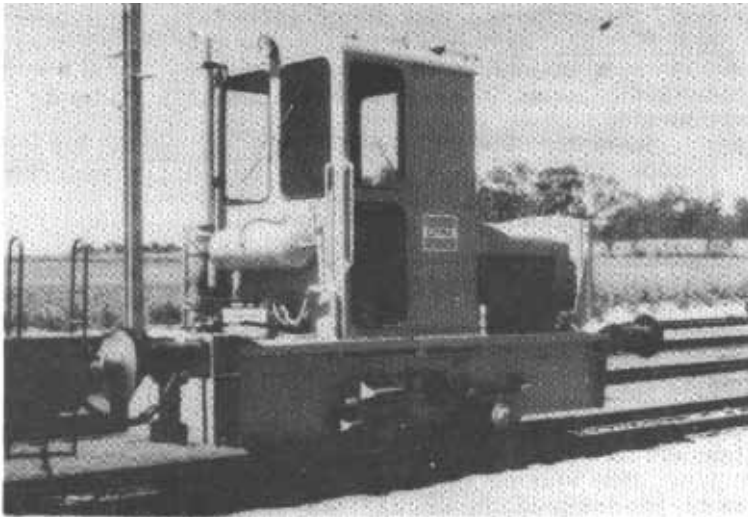
DEPARTMENT of MARINE & HARBOURS Point Samson 1067 mm gauge

(see LRN 36 p.11)

A sale by tender of stockyard materials and railways lines at Port Samson goods yard was advertised in October. (Previous correspondents have indicated that the yard here contained over 50 wagons - Ed.). Tenders could be made for stockyard or rail or both, and sleepers were not to be removed and were to close on at Wickham on 3 November 1986.

North West Telegraph 22/10/86 via David Whiteford

CITRA CONSTRUCTIONS, Jilalan Depot 1067 mm gauge



Citra Constructions Ltd, French-built Billard 4wDM T75P VM 224 as rebuilt by Birch Crane Hire, Mackay Harbour, for use on Citra's QGR electrification contract, seen here at Jilalan Depot, 19 October 1986

Photo: Editor

MEETINGS

HOBART

Members wishing to attend this meeting on Friday evening, 17 April (Good Friday), to be held in conjunction with the L.R.R.S.A. Tasmanian Tour should

contact Jeremy Wainwright on (002) 30 6049 (business hours) or (002) 23 1392 (AH) for details. Entertainment will include an item on Victorian timber tramways and an item on Tasmania.

ADELAIDE

Chris Andrews will show videos of narrow gauge railways in South America.
Location: 150 First Ave., Royston Park Date: Thursday 2 April at 8:00 pm.

SYDNEY

**For the information of those unable to attend the February meeting, the motion circulated to members was unanimously agreed to. It was further agreed that because incorporation has been delayed, the motion not take effect until later this year.

APRIL MEETING Jeff Moonie went on the tour of Cheetham Saltworks at Laverton (near Melbourne) and two of the M.M.B.W. sewer construction sites in March, and will show his slides at the April meeting.

Location: Board Room Bowlers Clubs 95 York St. Sydney. Access through the Forestry Commission office building next door (Town Hall side). On Second floor.

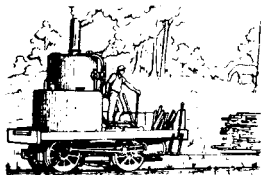
Date: Wednesday 22 April at 7:00 pm

MELBOURNE:

AUDIO NIGHT. The next meeting will be a series of sound recordings of steam locomotives, including G42, timber tramways and mining tramways in Western Australia, and Shays, Heislars and small Mallet locomotives on USA logging lines; together with a variety of music inspired by the steam locomotive. An informative, and occasionally outrageous pre-recorded commentary will introduce each item, whilst slides will provide a visual backdrop. Revealed for the first time will be the sensational happenings on the occasion of the Entry of the Garratt into Walhalla. The presentation is being prepared by Frank Stamford and Peter Evans.

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

Date: Thursday 9 April 1987 at 8:00 pm



LIGHT RAILWAY NEWS

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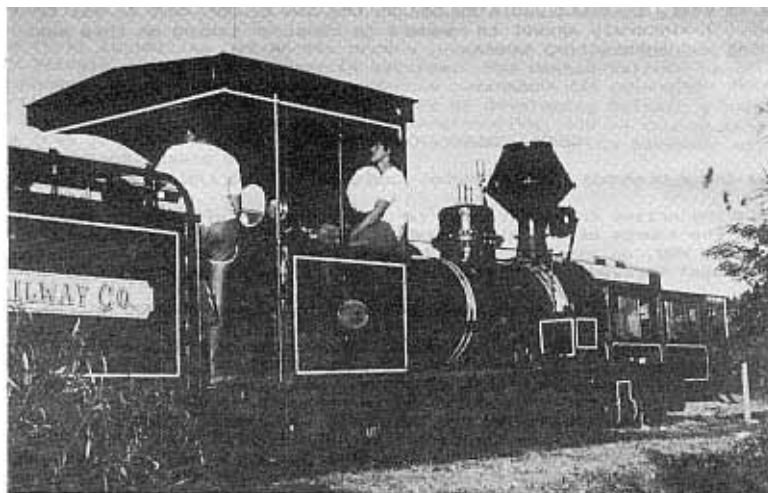
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Deadline for next issue :- 20 June 1987



Fiji's Coral Coast Railway Co. runs 610 mm gauge tourist trains on Fiji Sugar Corporation tracks. Here Hudswell Clarke 972 of 1912 (now diesel engined) runs round its train at Yanuca 17/8/86.

Photo: Bob McKillop

EDITORIAL

Almost 10 years ago, I approached the Council of the Society with an offer to edit a news publication. When my offer was accepted, little did I imagine that this publication would continue under my editorship for a total of 58 issues of which I would be directly responsible for the entire contents of 56. Now, a quarter of a million words later, the time has come when I must relinquish this task. It has been a very interesting 10 years during which time I believe I have received far more than I have given. I have made many new friends and learnt a lot. I have greatly valued the enormous support I have received from Council members during this time, and wish particularly to mention Frank Stamford, Arthur Winzenreid and Mike McCarthy for their special friendship and assistance.

There are two particular groups of people without whose assistance *Light Railway News* could not have existed. The first are the various members of the Distribution Team who have assembled the issues and made up the mailouts. Their task is an onerous and an unsung one and I salute them. The second (and most valuable of all) have been the individuals and groups who have supplied the information which goes into LRN. These people have taken the time to supply me with details of their observations in order to benefit others in the Society, and to further interest in our hobby. They have my heartfelt thanks and I hope they will be joined by many more contributors to future issues of LRN.

It will be noted that the editorial address of LRN will remain the same until a permanent editor is found. Although this is the last issue I intend to edit, I am available to assist the new editor, who as yet is unknown. I sincerely appeal to readers to consider taking on this most rewarding and interesting task. With best wishes to all members.

John Browning, LRN Editor 1977-87.

NOTES, CORRECTIONS AND COMMENTS

Taronga Zoo / Historic Village Motel Coolangatta

(see LRN 55 p.2)

Ken McCarthy writes that just when various items of information seemed to clear up the source of the 610 mm gauge railway rolling stock at Coolangatta NSW, an extract from *The Staff* magazine (of the NSW Railways and Tramways) for 23/1/1930 has emerged to confuse matters.

That issue reported that the latest addition to the Government "railways"

had been built at Taronga Park Zoo. The earthworks were carried put by the Zoological Gardens staff, while the track was designed and laid by the Tramways Department. The gauge was 1 ft 10 in (559 mm) and the track length 500 feet (153 m) in the form of a flattened oval. The deepest cutting was 3 feet while the sharpest curve was 30 feet radius. The curves were transitioned and superelevated and "checked" on curves. 20 lb rails were used on 4 ft 9 in x 4.5 in sleepers laid on a ballast bed. The rolling stock came from Melbourne and consisted of a petrol-driven locomotive with the high-sounding name of "Here She Comes", as well as several carriages. The train operated at a speed of 6 miles per hour.

RESEARCH COLUMN

Calder Highway Road Construction, Victoria

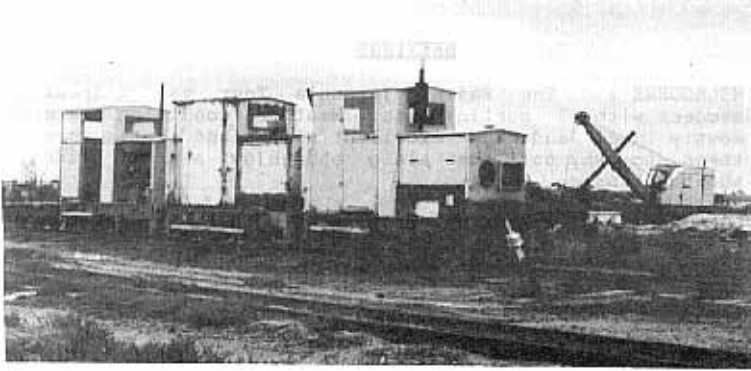
Craig Wilson, of 22 Jackson Crescent, PENNANT HILLS 2120, has obtained a negative of a photograph showing what appears to be a 2 ft gauge Malcolm Moore 4wPM loco of the type built for the Australian Army in 1943 hauling a rake of at least 40 "Jubilee" skips. The scene is believed to have been taken in 1951 somewhere on the Calder Highway in western Victoria, and the loco carries the number 4-8-245 painted on the front of the left hand side frame. Can anyone provide any details as to locations ownership and/or identity?

Sealers Cove, Victoria

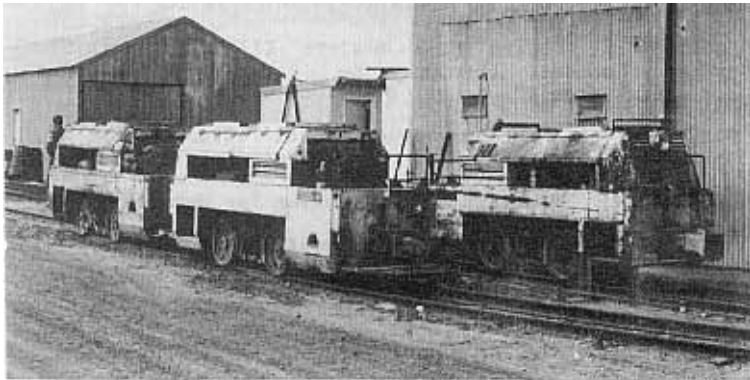
The Victoria Archaeological Survey is undertaking archaeological and historical research on sawmilling at Sealers Cove, Wilson's Promontory National Park, Victoria. The Survey is looking for any photographs documents company records and reminiscences relating to the Buchanan and Turnbull Mill (operating 1850-65) and the King and McCulloch Mill (operating 1903-6). Anyone who may be able to provide any assistance is asked to contact Iain Stuart or Rosemary Buchan at the Victoria Archaeological Survey, PO Box 262, ALBERT PARK 3206 - ph.(03) 690 5322.

SEA SALT & SEWER TOUR III

A report of the LRRSA Cheetham Salt and MMBW 7 March Tour was not received in time for this issue, but photographs did. Hopefully, a report and more photographs will be published in the next issue.



Ruston & Hornsby 610 mm gauge 4wDMs 2 (283509 of 1949), 1 (252805 of 1947) and 3 (283510 of 1949) out of use at Cheetham Salt, Laverton.



Gemco-Funkey 762 mm gauge 125 hp 4wDH tunnelling locos 13 (2896/PI.0474/L620/68 of 1968), 12 (2372/PI.0455/L621/68 of 1968) and 11 (2707/PI.0472/ /68 of 1968) on the surface at Hoppers Crossing site.

Photographs: John Buckland

LOCOMOTIVE & ROLLING STOCK MANUFACTURERS

HEXHAM ENGINEERING PTY LTD, Hexham, N.S.W.

(see LRN 52 p.8)

The first locomotive out of six orders inherited from the defunct E.M. Baldwin company is already in service. The Hexham/Baldwin name is to be phased out and replaced by the Hexham name and logo over the forthcoming months. Hexham is confident of developing Baldwin's markets in the sugar

industry, tourism, civil engineering, and of course mining, the area in which Hexham was already involved before the takeover of the rolling stock assets of Baldwin

Mackay Daily Mercury 2/4/87

QUEENSLAND

SUGAR INDUSTRY RATIONALISATION, CSR Ltd / Pioneer Sugar Ltd

On 31 March CSR Ltd announced a takeover bid for Pioneer Sugar. CSR already owned 31% of Pioneer Sugar prior to the offer. Pioneer Sugar owns Pioneer and Inkerman Mills on the Burdekin and Plane Creek Mill at Sarina, near Mackay. As CSR owns the other two Burdekin Mills, Kalamia and Invicta, a rationalisation in this area seems likely to follow a successful takeover. In terms of tramway operations this would be interesting as Pioneer is unique in having a 3 ft 6 in (1067 mm gauge) tramway system. Plane Creek Mill may become available for some part in a Mackay area rationalisation, where CSR also intends to dispose of Pleystowe Mill. In addition to Goondi Mill near Innisfail (see below) it is also believed that CSR has indicated that Hambledon Mill near Cairns is available for disposal. Thus CSR appears to be concentrating its sugar interests to the lucrative Burdekin and Herbert areas. There has also been speculation that the recent acquisition of a parcel of Bundaberg Sugar shares by Industrial Equity may foreshadow a CSR move into this area also. .

Mackay Daily Mercury 1/4/87; Editor

SUGAR INDUSTRY RATIONALISATION, - Johnstone River

(see LRN 57 p.9)

The Queensland Government has acted to resolve the legal impasse which threatened to prevent the closure of CSR's Goondi Mill for the forthcoming season. The Sugar Milling Rationalisation (Far Northern Region) Act of 1987, which received the Royal Assent on 19 March has the effect of closing Goondi and transferring its assignments of 320,000 tonnes of cane to Mourilyan Mill (in the case of land south of the North Johnstone River and the Innisfail Estate) and 280,000 tonnes (the remainder north of the North Johnstone River) to Babinda. Tramways in these areas are being sold to these two mills but no details are to hand as to the exact disposition of Goondi's rolling stock and other assets between the two mills. The initial reaction of Goondi growers was unanimously to vote to refuse to supply cane to Babinda and Mourilyan Mills because of their belief that their rights had been ignored. They wish to join the South Johnstone Co-operative Sugar Milling Association.

It is understood that a 3 km connection will be built from Babinda's tramline

system to link up with that of Goondi's. Cane to Mourilyan will presumably be routed via Wangan over the Queensland Bridge which until 1977 was part of the Innisfail Tramway, and has not been used regularly since.

Substantial government loans to Babinda Mill have prompted the State Government to take steps to be able to take control of the Babinda Co-operative Sugar Milling Association Ltd until such time as it discharges its financial obligations. This step, also authorised in the legislation is a reminder of the days in the past when the Queensland Government was previously forced to take control of a number of the Central Mills which it had helped to establish.

*Mackay Daily Mercury 18/3/87 19/3/87, 25/3/87,
North Queensland Register 25/3/1987; D.J. Mewes; Editor*

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY Durundur Railway, Woodford 610 mm gauge

(see LRN 57 p.9)

Approval has been received for the placing of the Station Master's Office at Woodford. Approval is currently being sought for the erection of the workshop building and an ex-QGR BLC body for use as a security store adjacent to it.

Durundur Railway Bulletin 2/87

BULLENS AFRICAN LION SAFARI & ZOO, Yatala 610 mm gauge

(see LRN 26 p.8)

The railway here does not appear to have been used after about 1980. The large petrol engined "4-4-4T" locomotives probably built by John Dunlop in Sydney, together with a carriage mounted on CSR line bogies has been placed near the entrance in a static display.

Editor 4/87

BUNDABERG CITY COUNCIL, East Rotary Park, Bundaberg 610 mm gauge

In mid-April it was observed that *Old Germany*, Orenstein & Koppel 0-4-0WT 6805 of 1914 has been removed from the park where it had been on display since 1965. It is not known what has happened to this locomotive.

Editor 4/87

G. CHAPMAN, Murrumba Downs 610 mm & 1067 mm gauge

Visible from the Bruce Highway on the northern outskirts of Brisbane are a variety of locomotives stored at an industrial premises. There are three 2 ft gauge steam locomotives, the first being Bundaberg Fowler 0-6-2T 8 of 1953 ex Proserpine Mill 6. This loco was sold by the mill in 1986 and is dismantled

and without boiler but with frame components in good condition. Hudswell Clarke 0-4-2T 1078 of 1914, originally Mourilyan Mill's *Maroochy* is also on site. This unit, which appears to be reduced to boiler and frame, was obtained by a private buyer from Rocky Point Mill in around 1982, having previously been in the Gilltrap's Auto Museum at Kirra Beach. Hudswell Clarke 0-6-0ST 853 of 1908, originally North Eton Mill 2, has come from Buderim Zoo & Koala park probably in the last 12 months. It had been on display there minus its saddle tank for some years. Also on site is 3 ft 6 in gauge Goodman 4wWE 6035 of 1950, property of the Australian Narrow Gauge Railway Museum Society.

Editor 4/87

CQ SALT INDUSTRIES, Bowen. 610 mm gauge

(see LRN 57 p.10)

Recent visits to the works confirm that the rail operations here have indeed ceased, reportedly at the end of 1983. The four four-wheeled diesel locomotives, Ruston & Hornsbys 174142 of 1935, 285343 of 1949 and what is believed to be 285340 of 1949, and Motor Rail "Simplex" 8653 of 1941 were observed parked in the shed. It is believed that these locomotives and the approximately 30 side-tipping skips at the works are available for sale.

Chris Hart 3/87; Editor 4/87

CSR LTD Victoria Mill 610 mm gauge

(see LRN 55 p.8)

Further details are to hand of double-heading trials at Victoria Mill held in late September 1986. The two Clyde HG-3R 0-6-0DH locos used back-to-back were *Perth* (69-682 of 1969) and *Canberra* (65-433 of 1965), and in addition to a run with 298 bins on 29 September, a second run with 327 bins (1621 tonnes gross) was made from the Stone River to the mill on 30 September. It would appear that multiple-uniting will be introduced to this mill when technical and industrial problems have been overcome.

It is reported that two of the mill's line cars are available for tender. These are likely to be Hansen's 4wPM units, made locally between 1972 and 1978 (see LRN 18 p.1) and incorporating Volkswagen engines. The use of line cars and small "navvy locos", once very common, has become increasingly rare with the use of road transport by maintenance crews, the use of mechanised maintenance equipment and the upgrading of track standards which has reduced the need for routine maintenance during the season.

Victoria Mill Vibes 3-4/87 via Chris Hart; Chris Hart 4/87

ISIS CENTRAL SUGAR MILL CO. LTD 610 mm gauge

(see LRN 57 p.11)

Former number 3, a Clyde Model DHI-71 0-6-0DH (55-66 of 1955) has had its cab removed and has been converted into a "slave" unit permanently attached to sister loco 6 (59-204 of 1959). This is the second such twin unit at Isis Mill.

The Hexham brake wagon supplied last year is unique in being of a bogie design. The unit has two four-wheel bogies and the chassis used is similar to that used in the Baldwin bogie diesels, with a massive concrete block painted yellow placed on the frame above each bogie. The engine used to power the radio-controlled braking system is mounted in the centre of the vehicle. The unit carries a Hexham/Baldwin plate, and welded onto each side of the frame are letters and numbers indicating "HE 663". Presumably 663 is Hexham's serial number. Concrete blocks have already been cast and were noted in the yard ready to be placed on another brake wagon on order from Hexham Engineering for the forthcoming season. Also noted in the yard was a new Gemco four-wheeled self-propelled resleeper and scarifying machine. This carries serial number 521885005295-R853-87 of 1987.

Editor 4/87

NORTH ETON CO-OPERATIVE SUGAR MILLING ASSOCIATION 610 mm gauge

(see LRN 56 p.6)

The new Mia Mia high level road/rail bridge, 175 m in length and 15 m above the old crossing is substantially complete. Track was in place across the bridge in late March, although some rail joints were still to be fixed. The sleepers are laid on top of a mat which seems to be sealed with a bitumen type material. It appeared that the track over the bridge would be set in concrete before the road surface was laid over the concrete bridge decking. Track work on the deviations on each approach to the bridge was substantially complete.

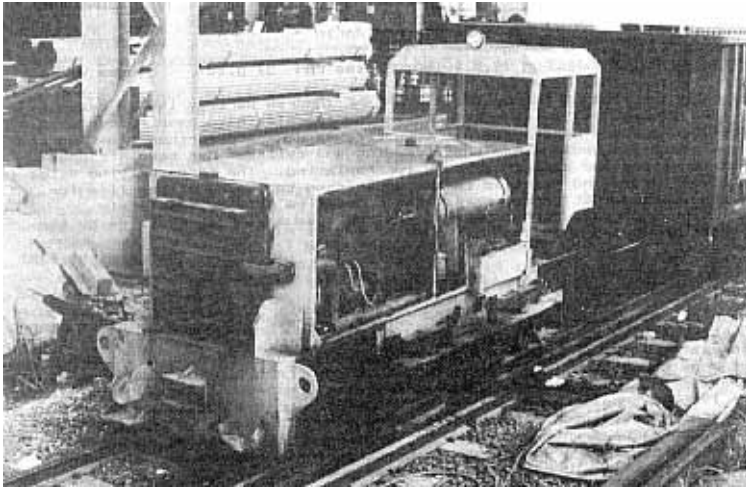
Editor 3/87

PALMER TUBE MILLS (AUSTRALIA) PTY LTD, Acacia Ridge 1067 mm & 1435 mm gauge

This company has obtained a diesel locomotive for use at its Brisbane plant. Standard gauge wagons are hauled from the main line through an adjoining factory area and into a dispatch area where they are loaded using an overhead crane. A third rail has been laid to enable wagon movements to be handled by a 3 ft 6 in gauge loco, Plymouth 4wDH 6125 of 1958 which had been noted for sale by Index Industrial Brokers in 1981 (see LRN 25 p.10).

It had originally been used in the Snowy Mountains Scheme, and later at Bellbird Colliery, Cessnock, NSW. The 12-ton loco has been rebuilt with new bodywork and an open cab.

D.J. Mewes 1/87



Palmer Tube Mills Plymouth 4wDH 6125 of 1958, dwarfed by standard gauge stock at Acacia Ridge, 28/1/87.

Photo: D.J. Mewes

RACECOURSE CO-OPERATIVE SUGAR ASSOCIATION LTD, Mackay 610 mm gauge

(see LRN 57 p.11)

The new balloon yard layout was substantially complete by mid-March with a new connection to the main line completed. The full yard has four roads for full bins and three escape roads. A single track runs from the tippler to the empty yard which also has four tracks. Trackwork is huckbolted 60 lb rail on timber sleepers for plain track, with prefabricated all-steel pointwork.

Editor 3/87

ROCKHAMPTON CITY COUNCIL, Curtin Park, Port Curtis Junction 610 mm gauge

In mid-April it was observed that Hudswell Clarke 0-6-0ST 496 of 1898 had been removed from the park where it had been on display since at least 1968. Even the rails on which it had stood have been removed. It is thought that this locomotive may have been acquired for preservation.

Bill Gray 4/87; Editor

SEA WORLD, Main Beach, Southport 610 mm gauge

The Sea World railway continues to operate with steam outline diesel locomotives. The track forms a circuit and there are three locomotives. In late April, one five-carriage train was in service, hauled by 0-4-2DH No.6, built at Seaworld in 1975 as a scale "replica" of an early QGR A10 locomotive. This locomotive is painted pale blue. The second locomotive, numbered 99, was rebuilt at Seaworld in about 1977 from a Caldwell Vale 4wDM originally used by sand miners at Kingscliffe, NSW, and is painted red and yellow. This would appear to be the spare loco. It originally ran with a rake of four-wheel cars as a "mine train" but these vehicles were not seen. The third loco attached to a five-car train in the shed is a second A10 replica, very similar or identical to No.6, and painted red. This would have been built in the last few years but further details are not known. The carriages are open toastrack cars mounted on ex-CSR line bogies although with replacement wheels and axles.

Editor 4/87

SOUTH AUSTRALIA

MILE END RAILWAY MUSEUM (S.A.) INC. gauges various

(see LRN 57 p.12)

Regular steaming of the boiler of *Peronne* (Andrew Barclay 1067 mm gauge 0-6-0T 1545 of 1919) has continued and no troubles have been encountered. The locomotive's underframe has been cleaned down and further steel work repaired. The whole steam brake rodding and cylinder has been stripped for servicing and cleaning, ready for replacing. The three driving axles will be turned and refitted to the underframe to ensure a long life for the axleboxes. It is hoped that the locomotive will be completely restored and ready for service at the new museum at Port Adelaide by the end of the year.

Catchpoint 3/87

VICTORIA

A1 Mine, A1 Mine Settlement, near Gaffneys Creek 610 mm gauge

Federal Opposition Leader John Howard opened a new crushing mill at the mine on 11 March. This location, which was reported in *Light Railways* a number of years ago, in the past operated Greenwood & Batley 4wBE 2129 of 1948, a 5 hp 2-ton "trammer" which the Greenwood & Batley works list records as being for "A1 Consolidated Gold". It is not known if this was the same machine which featured in TV news reports painted dark green,

and hauling light green painted mine skips, one of which according to press reports featured in an embarrassing derailment. It is believed that an illustrated article in *The Australian Post* of 19 April 1984 featured the mine and the A1 Mine Settlement.

Melbourne Sun 12/3/87 via Arnold Lockyer; Editor

SWAN HILL PIONEER VILLAGE, Swan Hill 610 mm gauge

It is reported that two steam locos sold by auction by the Lachlan Vintage Village, Forbes, last year were acquired for use at this location. These locomotives are Bundaberg Foundry "Bundaberg Fowler" 0-6-2T 4 of 1952 and John Fowler 0-4-2T 16341 of 1924. Both are understood to require heavy work before regular operation is possible. Further reports would be welcome.

D.J. Mewes 4/87; Editor

WESTERN AUSTRALIA

HOTHAM VALLEY TOURIST RAILWAY (W.A.) INC. 1067 mm gauge

(see LRN 55 p.16)

A \$30,000 bicentennial grant has been made to assist in the restoration of 4-6-0 71 *Menzies* (Dubs 3595 of 1895). The work is to be completed by 31 October 1988 and includes fitting a new smoke box tube plate, obtaining tyres from Tasmania for the driving and tender wheels and shrinking these on to the wheels, overhaul of the running gear, replacement of wasted sections of the frames, at least the lower part of the smokebox and the tender water tank, and rebuilding the spark arrester. It is planned that the locomotive will be used on the Etmilyn Tramway service. This ex-WAGR locomotive was used in timber line service by Millars, and is in substantially original condition including wood burning, its cow-catcher, brass dome and safety valve surround, copper-capped chimney, and kerosene headlight.

Pinjarra Steam Express 4/87

WEST AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION INC. Bennett Brook Railway, Caversham 610 mm gauge

(see LRN 56 p.10 & 55 p.16)

The Gemco 0-6-0DMs built in 1964, regauged from 1067 mm gauge, has entered traffic numbered PW27. Livery is dark blue with yellow stripes and a triple air horn and headlights are fitted. This locomotive and the three AQ carriages were used for night running around the loop in a joint Christmas social with the Perth Electric Tramway Society.

Since the official opening, the steam locomotive has not been allowed to

run over the loop line, and passenger services on this section are suspended as a result. This situation arises from the fact that the track has to be passed by Westrail before being handed over to the Society by the State Planning Commission. The first step is a permanent survey of the tracks to be followed by negotiations over what remedial work needs to be carried out, and by whom. In the meantime work is being done on maintenance and upgrading on the Mussel Pool to Central line, work on further coaching stock and steam locomotive restoration, as well as Mussel Pool - Central train services.

Westrail have placed a total of 10 bogie wagons on permanent loan to the Association for possible future regauging and use as passenger stock. This is in addition to the 5 wagons owned by WALRPA, three of which have already been fitted with coach bodies and designated AQ and AQB. Details are as follows:

Number	Class	Type	Owner	Remarks
1751	R	High side wagon	Westrail	
1783	R	High side wagon	Westrail	
1788	QBB	Timber bolster wagon	WALRPA	ex R. Converted to AQ6.
2889	QBB	Timber bolster wagon	Westrail	ex Q.
2970	QBB	Timber bolster wagon	WALRPA	ex R. Converted to AQB9.
3251	V	Covered van	Westrail	
3263	VW	Covered workmans	Westrail	
3273	WV	van Covered workmans	Westrail	
3304	VW	van Covered workmans	WALRPA	conversion commenced
3326	V	van Covered van	Westrail	
3578	QBB	Timber bolster wagon	Westrail	ex R.
3644	R	High side wagon	Westrail	
4461	R	High side wagon	Westrail	
4745	QBB	Timber bolster wagon	WALRPA	ex R. Converted to AQ7.
4775	QPS	Pipe carrying wagon	WALRPA	Frame only.

Rusty Rails 12/86, 2/87, 4/87; Western Rails 3/87

OVERSEAS

SRI LANKA Kelani Valley Railway 762 mm gauge

This line still operates between Colombo Fort and Avisawella (55 km) on a weekday basis only. It formerly continued to Ratnapura (Sri Lanka's "gem city") and Opanake (140 km), but this section has been lifted. The line was operated by a fleet of Beyer, Peacock 4-6-4T locos, based at Dematagoda, 4 km from Colombo Fort. Eight J2 class saturated locos were built between

1912 and 1919, while six J1 superheated locos followed in 1925-9. Hunslet supplied three P1 class 132 hp 0-6-0DM locos in 1949 and five N1 class 492 hp 2-6-2DH locos followed from Krupp in 1953. Three Kawasaki 800 hp Co-Co DE locos arrived in 1972.

Freight services no longer operate and the limited passenger patronage suggests that the future of the line is clouded. In February 1987 there were three morning services from Colombo Fort to Homagama, while there were five evening services. One of these goes through Avisawella and returns next morning, the others terminating at Panapitaya or Homagama.

A local train departs Avisawella at 1515 for Panapitaya and returns at 1830. P1 529 (Hunslet 4158 of 1949) is based at Avisawella for this service. The diminutive loco receives considerable care and affection from its driver and fitter. P1 530 (Hunslet 4159 of 1949) is at Dematogoda, while sister loco 527 (Hunslet 4156 of 1949) has been transferred with two carriages to the childrens railway which runs for about 1.5 km through Victoria Park. J1 4-6-4T 220/1 and 291/2 are serviceable with 221/92 in regular use. 264 and J2 160/74/6/7 are stored in Dematogoda running sheds while historic K1 4-4-0T 106 which was used on the Uda Pusselawa Railway was dumped in the open. A sister loco met a more spectacular end during filming of *The Bridge over the River Kwai*.

Two Sentinel steam railcars, 331/2 are retained. 331 was overhauled and ran to Homagama on a trial run in early February 1987, its first outing since 1972. There are plans for full restoration of this unit for tourist services, although approval for this has not yet been granted. A further item of interest is the steam traverser at the Dematogoda works. It features a Cochran vertical boiler (No.101) and a Ransomes & Rapier steam engine of 1912. All narrow gauge locomotive and rolling stock overhauls are undertaken at these workshops.

Your reporter took the 1735 service from Colombo Fort behind J1 221 on 25 February. The 762 mm gauge train is diminutive in comparison with the 1676 mm gauge trains at adjoining platforms, and the unbraked wooden carriages appear to be of Victorian antiquity. Passengers readily condemn the train as uncomfortable, rough and, above all, slow. For the visitor however, it offers a fascinating backyard view of life in Colombo's slums and the contest of the links of the Royal Colombo Golf Club, through which the driver accelerates with a defiant burst of speed. Above all, there is the sound, smell and soot of a steam locomotive! At the large market town of Nugegoda, we crossed with N1 564 and the opportunity of the return trip to Colombo on this train was taken.

Group steam tours of the Kelani Valley Railway can be booked through JB Tours, 42 Glen Aber Place, Colombo 4. For those who wish to travel the full

length of the line, the Avisawella Rest House is located near the station and is recommended for an overnight stay.

Bob McKillop 3/87

MEETINGS

MELBOURNE:

The Easter Tasmania Tour was a great success with 12 participants. Weather conditions were mostly ideal and many excellent slides and photos were taken, so why not come along and enjoy a great slide show on Tassie.

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

DATE : Thursday 11 June at 8.00 pm.

SYDNEY :

Where do you find narrow gauge timber tramways with 50 mile runs with 0-8-0 steam locomotives? In snow too. In China of course, and at our June meeting Ross Mainwaring will show evidence from his latest trip. Not to be missed.

LOCATION : Board Room Bowlers Club, 95 York St, Sydney, access through the Forestry Commission office next door (Town Hall side). On second floor.

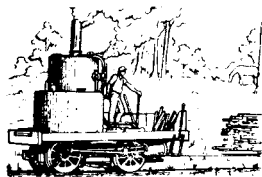
DATE : Wednesday 24 June at 7.00 pm.

ADELAIDE :

Contact Arnold Lockyer for details.

LOCATION : 150 First Ave., Royston Park

DATE : Thursday 4 June at 8.00 pm.



LIGHT RAILWAY NEWS

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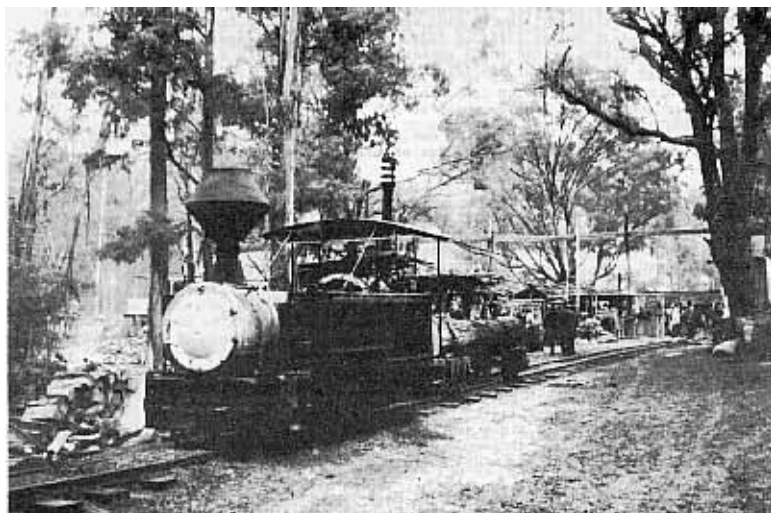
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Deadline for next issue - 20 August 1987



Fowler 0-6-0T B/No. 11885 of 1909 ex Gin Gin Mill, Qld, now owned by the Alexandra Historical Society, as used for filming scenes for *Man from Snowy River II*, at Merrijig, Vic., June 1987.

Photo: Bob Wilson

LRN EDITOR

Several people have expressed interest in taking on the editorship of LRN. In the meantime, contributions may still be sent to John Browning who is acting as a news editor. This issue was produced by Peter Evans, Mike McCarthy, John Browning and Frank Stamford.

NOTES, CORRECTIONS AND COMMENTS

HYDRAULIC TRANSMISSION

W.A. Pearce writes that there are two kinds of hydraulic transmissions. The first, "hydrostatic", is where the engine drives a hydraulic variable delivery pump, which in turn drives hydraulic motors connected to the loco wheels. The second, "hydrodynamic" or "hydrokinetic", is where the engine drives a turbine system arranged to give variable flow rates (a torque converter), this being coupled to the driving wheels. A "fluid flywheel" or "fluid coupling" does not change the torque supplied by the power unit from the driving wheels, so locomotives so fitted are considered to have "mechanical" transmission.

Mr Pearce points out that hydrostatic transmission is widely used by the Italian State Railways for shunting locomotives, and that the Italian firm Ranzi manufacture hydrostatic industrial locomotives in which the hydraulic fluid is not oil but a very finely ground powder.

FIELDS OF FIRE

(See LRN 57, p.7)

This TV mini-series made last year went to screen in many parts of Australia in the past few months. A 2 ft gauge line passed down the main street of what purported to be "Silkwood" (North Qld) and the motive power featured was Timbertown's 0-4-2T Fowler 17881 of 1928. There were also canefield scenes featuring loaded cane trucks which appeared to be built with a timber superstructure specially for the film, presumably on steel underframes from Timbertown.

G. CHAPMAN

Thanks to John Buckland for pointing out an error which occurred in LRN 58, p.5. Hudswell Clarke 0-4-2T 1078 of 1914 was of course ex-Moreton Mill, not Mourilyan Mill.

RECENT PUBLICATIONS

Railmac has released two new titles dealing with private railway

locomotives. *Industrial Locomotive Selections (No.1)* deals with ten locations in South Australia and western Victoria in 16 pages. *Silverton end of the line* of 28 pages is based on a private publication of 1970 which commemorated the end of narrow-gauge services. Both these publications contain plenty of interest, but the quality of photographic reproduction is rather variable.

J.B.

RESEARCH COLUMN

TARONGA ZOO

(see LRN 58, p.2)

John Buckland writes with his recollection of seeing a “putt-putt machine trundling round a circle of track” beside the elephant rides at Melbourne Zoo, when he was about seven or eight years old (I am not sure what vintage that must make the machine). On the “smokebox” was the legend “Here she comes”. John remembers the ride on the elephant, but not on the train ...

CALDER HIGHWAY CONSTRUCTION

(see LRN 58, p.3)

John Buckland points out that the Calder Highway runs from Melbourne to Bendigo and Mildura, rather than being in western Victoria.

FIELD REPORT

BRIGGSVILLE, NSW

The NSW Forestry Commission has put out a guide to the Moonpar Forest Drive near Dorrigo. This includes a section of tramline formation which once ran to Briggsville with steam locomotive power. Stops are at a section of tramline spanning the head of a gully and at a tallowwood and brush box bridge which still survives.

R. Gilbert

McIVOR TIMBER & FIREWOOD COMPANY, Tooborac, Vic 1600 mm gauge

The “Towards Graytown” Branch Found!

On 29 March six members of the McIvor Survey Group found another of the elusive McIvor tramway branches, that which went “towards Graytown”. Acting on sightings of alleged earthworks near a road, and blue pencil lines on an old map, the group found a very shallow cutting and embankment, which could have been a tramway, but could also have been many other

things. Then we saw what appeared to be a very old piece of 4 x 2 lying on the ground. Nothing significant in that, until we realised there was another lying parallel to it about five feet away. Probing revealed that these were not 4 x 2's but much larger pieces of timber, most of which was buried. After some genuine archaeological digging, we found the ends of both pieces of timber, each with a bolt head, which showed that they were attached to a cross piece, which was now well and truly buried. The bolt heads were 5 ft 6 in apart, which would have placed them right under the centre of the rails. This was a cattle pit or small culvert, and if we had not stumbled upon it the Graytown branch would still have been a mystery.

We also found where this line junctioned with the Cherrington line, a most interesting spot, which unfortunately the 1972 Mclvor Survey Group missed. There were considerable earthworks here, signs of sidings in several places. It is possible that this was the site of the junction of the Costerfield, Redcastle, Cherrington and Graytown lines shown on traditional Mclvor maps. There is some evidence to support that supposition, but we were not able to find any remains of these lines in nearby paddocks. Up to 70 years of ploughing makes things difficult in this country.

(Frank Stamford)

T.A.C.L. Rail Tractor - A Worthwhile Preservation Project

LIKE TO HELP RESTORE THE CLIMAX'S LITTLE BROTHER?

The TACL rail tractor was an unusual form of 4-wheel tractor used on Victorian timber tramways, its most prominent feature being large spur gears above the back axle. TACL tractors were used on the FCV's 3 ft gauge Thomson Valley Tramway and 2 ft 6 in gauge Tyers Valley Tramway. They were built in Melbourne in the late 1920s by the Tractor Appliance Company Limited - a Malcolm Moore subsidiary. LR 38 pages 4 and 7 has photographs of them in action.

One of the former Tyers Valley tractors is now in the possession of the PBPS, but is in pieces and in need of much work to restore it, either for static display or as a working exhibit.

As the PBPS is very heavily committed to other work, it is likely to be a long time before they can get round to working on it. But it is worthy of restoration, I believe the only one of its type still in existence, and although by no means beautiful it does typify the ingenuity which was used on Victoria's timber tramways. And, it worked on the same tramway as the Climax which is expected to re-enter service this year.

Members of the LRRSA would like to undertake the restoration of the TACL

if a suitable team of volunteers can be found. Anyone interested should contact Frank Stamford on (03) 830 1640 (evenings).

LOCOMOTIVE & ROLLING STOCK MANUFACTURERS

GEORGE MOSS LTD, OSBORNE PARK, W.A.

(see LRN 57, p.4)

Gemco has won a contract to supply an order of battery locomotives to Lac Minerals of Canada for use at its Macassa goldmine in Kirkland Lake, Ontario. This is the first Gemco export order for North America, but it is hoped that more orders will be secured from the Canadian mining industry.

Gemco's order for five 1067 mm gauge diesel locomotives for the Tasmanian Hydro-Electric Commission is probably completed as the first was observed under test at Subiaco station in early May 1986.

Western Rails 7/86: Australian Railway 1/87

PTA ENGINEERING PTY LTD, LAUNCESTON TAS.

(see LRN 52, p.8)

It is reported that this company may have been successful in a tender to supply the Melbourne & Metropolitan Board of Works with five battery-electric locomotives.

Robert James 6/87

NEW SOUTH WALES

BOOLAMBAYTE 610 mm gauge

(see LRN 57, p.5)

Ex Mourilyan Mill No. 7 (Perry 0-4-2T 2714.51.1 of 1951) was transported from St. Ives Sydney to Boolambayte on 19 May 1987. This loco is being made available by Steam Trains Pty Ltd for a new tourist project in the Myall Lakes region.

K. McCarthy 6/87

BULADELAH LOGGING RAILWAY 610 mm gauge

(See LRN 57, p.5)

The Buladelah logging railway is part of the programme for the Myall Lakes Christian Youth Camp, and operates in an area which once supported several light railways for timber extraction.

The 610 mm gauge railway is located in heavily timbered forest and is being

constructed down the slope of a valley with the incorporation of a zig-zag. At the moment 500 feet of track is laid in 30 lb rail (ex- Timbertown) spiked to brand new sleepers cut on site. The railway will attempt to faithfully recreate a timber tramway and has a great deal of scope for extension.

Trains are to be operated by Perry 0-4-2T 2714.51.1 of 1951. This loco was run for the first time in 25 years on Saturday 6 June and performed faultlessly. It has a boiler certificate for 180lb / sq. in and is leased to the project until 1990 by Bruce Belbin.

The railway is located 10 km from Buledelah and 1km off the Lakesway, and is run by John and Marilyn Baker. It is open Thursday, Friday and Saturdays, Public and School Holidays. Enquiries should be directed to Box 41, P.O. Buladelah 2423.

Bruce Belbin 6/87

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY INC. Albion Park. 610 mm gauge

The third C.E.P. session finished during March 1987. The final stage of this session was involved with the construction of the 6 m x 19 m carriage shed, restoration work on the main bearings and dee valve surfaces on 0-4-0ST *Burra* (Hawthorn Leslie 3574 of 1923), construction of new sand pipes and overhaul of the sand dome flow valves on 0-6-2T, Tully No. 6 (Perry 7967.49.1 of 1949), completion of the 6m x 4m buliding housing the paint store, employees' meal room and small carpenters shop, preparation of footings and components for the 6m x 6m members amenities building, overhaul of the spare Leyland petrol engine for the Leyland Krauss (ex 0-4-0T Krauss 2179 of 1889) *Newbold*, major maintenance to the Ruston and Hornsby and Leyland-Krauss locomotives.

With the conclusion of the C.E.P. projects, members work parties have strengthened. On Saturdays the usual attendance is 12 to 15 workers while 6 to 8 retired and shift working members usually attend the museum on Tuesdays and Thursdays.

By early June all major components of the Perry Loco *Tully* No 6 had been assembled and work was then progressing on refitting injectors, main boiler water feed valves, drain cocks and cab fittings. This engine has been spray painted green and black to automobile standards. The professional finish of the livery makes one feel that it will perhaps be a pity to actually fire and steam this unit!

At the end of May the wooden driver's cab was removed from the 0-4-0ST, *Kiama* (Daveport 1596 of 1917). Funds for a new cab have been provided through a bi-centennial grant and the new structure was received from Krauss

Kitchens of Dapto during early May. The new cab has been constructed from Tasmanian Oak and has been polished rather than painted. By early June a new rear steel buffer frame had been fabricated and fitted to *Kiama* and work was proceeding on the construction of a new plate steel floor and frame.

On 19 May a tender body was collected from the Belbin family. This unit was kindly made available to the ILRMS by Graeme Belbin who purchased the tender from Bruce Macdonald about ten years ago. The tender was built at Plane Creek Mill to extend the working distance of 0-6-0T *Billy* (Maffei 3677 of 1911) but the wheels and underframe were removed at the Goulburn Museum for some other project. It is the intention of the ILRMS to restore the tender and fit it to a new four wheel underframe. It will be used with *Kiama* enabling fuel to be kept clear of the new cab!

A start was made during May on dismantling bogie units of the A & D Shay locos (Lima 906 of 1904 and 2097 of 1907). The castings will be overhauled, corroded steel work replaced and reconditioned bogies reassembled.

The lever frame in the former Otford signal box has been reassembled and the interior of the building, which arrived at Albion Park in December 1985, is presently being repainted. The fourth 6.5 m bay on the carriage shed was completed during early June. Most of the footings and columns for an additional three bays have been erected and it is hoped that this building will be completed by the end of the year to its final 6m x 45.5m length. At that stage a total track length of 148 m will be under cover.

Since January, 13 new pipe side brackets have been fitted along the trolley wire electrified track. These have been constructed to typical tramway design and have enabled the contact wire to be raised to a working height of 3.1 m. A further eight brackets are needed before this task is completed.

Work on upgrading and realigning the compound enclosure track leading to the loco and carriage sheds was completed during June. Shed construction required the original track to be lifted in 1985 and since then five roads and two back shunts have been constructed to the new alignment. The main engine maintenance road No.1 was completed in May. This has been constructed in 80 lb plant fastened to steel sleepers. During early June the new body on the ex Victoria Mill Drewry Cane Inspector's Car was completed with the fitting of the canvas roof cover and wooden edge moulding. Although the original single cylinder petrol engine unit was overhauled several years ago, the radiators and engine ancillaries have to be refitted before this interesting vehicle returns to working order. Unlike the original superstructure, the new body can be easily unbolted from the chassis as a single unit to permit clear access to the engine and transmission.

After 15 years as Secretary, ILRMS member No 1., Tony Madden retired from

that position at the February Annual Meeting. Tony was awarded Honorary Life Membership for his services since the Museum Society was established in February 1972. Tony can now concentrate on the practical aspects of museum development.

K. McCarthy 6/87

PERISHER SKITUBE Little Thredbo 1435mm Gauge

(See LRN 53 p.6)

Full train operations are not expected to commence until just prior to the 1986/87 summer season due to technical and geological problems encountered during tunnel construction. Depending on train lengths, the railway will be able to carry up to 900 passengers on each trip in carriages 3.5 metres wide. This will make them the widest passenger carriages in the world.

Freight will be conveyed over the line in small containers loaded in several ex-S.R.A. four-wheel wagons. These are now being converted to Skitube specifications by Southern Highlands Engineering Works. Apart from the tunnels, other major work nearing completion includes a 150 metre long bridge built on a curve and which doubles as a fauna underpass.

Australian Railway 12/86

ABC Radio reported that this line went into operation on the weekend of 25-26 July, 1987.

F. Stamford, 7/87

QUEENSLAND

CSR - PIONEER SUGAR TAKEOVER

(see LRN 58, p.3)

It is believed that the takeover by CSR of Pioneer Sugar Ltd will be successfully concluded. Pioneer directors reluctantly approved the bid on 16 June. This will bring CSR ownership to Pioneer, Inkerman and Plane Creek mills, to add to their Victoria, Macknade, Hambledon, Kalamia, Invicta and Pleystowe. CSR's Goondi Mill closed at the end of 1986.

John Browning 6/87

MACKAY AREA MERGER

(see LRN 57, p.8)

In late May, Watkins Pacific Ltd made a proposal to Mackay area co-operative mills to acquire and integrate their milling operations with the Pleystowe Mill to be purchased by CSR. The offer developed to the firm proposal stage, but

was rejected by growers during June. This has stimulated renewed efforts to achieve a co-operative merger.

John Browning 6/87

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY, Durundur Railway, Woodford 610 mm gauge

(see LRN 58, p.4)

The two rail motor trailers owned by the Society have been moved to Woodford from storage at the Redbank Railway Workshops. Both trailers will require extensive rebuilding before being placed in use as passenger carriages at Woodford. The boiler of Pleystowe No 5, 0-6-2T Bundaberg Fowler BF5 of 1952 has been crack tested. The tube plates were found to be sound, but several hairline cracks around boiler mountings required welding. Further testing has disclosed some additional cracks which still have to be welded. Once this work has been completed a hydrostatic test will be carried out. The boiler of *Melbourne*, Hudswell Clarke 1701 of 1938 is likely to be tested at the same time.

Durundur Railway Bulletin 5/87

BABINDA CO-OPERATIVE CENTRAL MILL SOCIETY LTD 610 mm gauge

(see LRN 57, p.10)

The construction of the tramway link between Goondi and Babinda was delayed by unfavourable weather conditions and was not completed in time for the start of cru

shing. Arrangements were put in hand for the road transport of cane bins from Schranks Road to Pawngilly until the link around Eubenangee Swamp is completed. Locomotives transferred to Babinda Mill are ex-Goondi 5 & 6 Clyde 0-6-0DH 55-56 of 1955 and 56-90 of 1956, together with 692 bins.

ABC Radio 4QA 27/5/87; Bob James 5/87; D.J. Mewes 6/87

BUNDABERG STEAM TRAMWAY PRESERVATION SOCIETY INC 610 mm gauge

(see LRN 54, p.7)

The Society has been renamed by the addition of the word "steam". Bundaberg Foundry 0-4-2T 3 of 1952 has been fully restored and has been steam tested for the Machinery Inspector. It was due to be displayed at the Agro Trend Show on 7-8 May. Orenstein & Koppel 0-4-0WT 6805 of 1914, recently noted removed from the East Rotary Park, has been acquired by the Society and restoration has already begun.

Alan Robert 6/87

CSR LTD, GOONDI MILL 610 mm gauge

(see LRN 55, p.7)

This mill closed at the end of the 1986 season, and the rail equipment will be split between Babinda and Mourilyan Mills, or else transferred to other CSR mills. In mid-April, the following items were noted in the loco shed and mill yard:

2	0-6-DH	Clyde	55-60	1955
3	0-6-DH	Clyde	56-93	1956
4	0-6-DH	Clyde	55-57	1955
5	0-6-DH	Clyde	55-56	1955
6	0-6-DH	Clyde	56-90	1956
	4wDM	MotorRail	10219	1950
	4wDM	MotorRail	2117	1923
	4wDM	MotorRail		1924?
	2-2wPMR	E.M.Baldwin		1968

There were also two CSR type bogie ballast hoppers. The mill was being dismantled. E.M. Baldwin 4wDH 8002-1-8-78 of 1978 was not seen and is believed to be destined for another CSR mill, possibly Hambledon. The Clyde locos have subsequently been transferred to Babinda and Mourilyan ownership

C.J. Hart 6/87; John Browning

CSR LTD, MACKNADE MILL 610 mm gauge

(see LRN 55, p.8)

An ex-Victoria Mill molasses tanker wagon, complete except for bogies, was noted on 13 May. The welded tank is to be used as a vacuum receiver in the boiler station flyash dewatering plant. On 12 June, Victoria Mill Hansen linecar V4 (34 of 1972) was noted at Macknade

C.J. Hart 6/87

CSR LTD, VICTORIA MILL 610 mm gauge

(see LRN 58, p.5)

Seen on 11 April were two additional CSR type bogie ballast hoppers. They have not been cut down from original as those at Macknade and most of the others at Victoria. They had link and pin couplers and had obviously been transferred from the closed Goondi Mill. By 11 May they had been fitted with Willison couplers with the exception of one end of one hopper. This end had been bent down in some mishap, and a Willison coupler mounted on it would not mate with one on another vehicle. There is a ring below the buffer and this can be used to couple up via an adaptor to Willisons, and directly to

hook and ring equipped stock.

The Clyde linecar (built 1965) was still in the scrap yard on 20 April. Four Hansen linecars, V1 (78 of 1972), V2 (56 of 1972), V3 (12 of 1972) and V5 (1920 of 1978) were in the navy area on 12 June. V1 was under repair at the navy shed.

Hudswell Clarke 0-6-0 1067 of 1914 *Homebush*, was used on 6 May to convey a tour of visiting international sugar technologists and their wives on the Nyzanza line.

The Gedge Street passing loop in Ingham was removed during the 1986 crushing season.

C.J. Hart 6/87; Herbert River Express 9/5/87 via C.J. Hart.

FARLEIGH CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD 610 mm gauge

(see LRN 54 p. 10)

A new Tamper Model TSR self-propelled sleeper renewal machine was observed at the mill in early June, although its underframe had been removed. Serial number is 825827.

John Browning 6/87

MOSSMAN CENTRAL MILL CO. LTD 610 mm gauge

(see LRN 55, p.9)

The expanded operations of the "Port Douglas & Mossman Steam Railway Co. Ballyhooley Rail Tours" appear to have moved up market with the opening of the link to Port Douglas. Half day trips to the mill depart Port Douglas at 9.30 am and 1.30 pm daily (except Christmas Day and Boxing Day). On weekdays only from 1 June to 10 November the 9.30 departure also serves the day tour to Drumsara Plantation which can be joined at the mill at 11.15 am. This tour includes barbecue, plantation tour, rainforest walk and a swim in the Mossman River. Prices for the half-day tour from Port Douglas are \$14 adult and \$7 child. The Drumsara tour from Port Douglas is \$45 adult and \$25 child. From the mill, the Drumsara tour is \$31 adult and \$18 child.

Hudswell Clarke 0-6-0 1838 of 1950 was seen in steam at the mill during June.

Bob Gough 6/87

NORTH ETON CO-OPERATIVE SUGAR MILLING ASSOCIATION 610 mm gauge

(see LRN 58, p.6)

The John Luscombe bridge over the Pioneer River at Mia Mia was opened by Mr Russ Hinze on 11 June. The total cost of all works connected with this

high level road/rail bridge was around \$2 million, with 1.8 km of tramline being relocated on the approaches at a cost of \$250,000. An E.M. Baldwin B-B DH locomotive was in attendance with a rake of empty bins at the opening ceremony which was attended by 300 people.

John Browning 6/87

QUEENSLAND MUSEUM, SOUTH BRISBANE 610 mm gauge

(see LRN 23, p.14)

The Museum's Perry 0-6-2T *Flash* (6160.48.1 of 1948) is believed to have been recently moved from storage at New Farm to the workshops on the new museum premises at the Cultural Centre complex, where it is expected the locomotive will be restored.

Durundur Railway Bulletin 4/87

HOWARD SMITH INDUSTRIES PTY LTD, MOURILYAN MILL 610 mm gauge

(see LRN 43, p.9)

Transferred here on the closure of Goondi Mill are believed to be Clyde 0-6-0DH numbers 2, 3, & 4 (55-60 of 1955, 56-93 of 1956 and 55-57 of 1955).

D.J. Mewes 6/87

TINTAGEL MOUNTAIN TRAMWAY, ARCADIA, COOROY 610 mm gauge

(see LRN 57, p.12)

The April work programme undertaken on the line centred on the delivery and trials of Russell Savage's G42, a 2 tonne B-B PH locomotive built by him from scratch in Mildura. Very few problems were encountered with this machine, which was insured for \$35,000 for its journey from Victoria in late March. A new loco shed was constructed for this loco near the main farm house on a 30 metre spur. A 40 m section of track at the second track crossing was lifted, welded into two lengths, and lowered by 500 mm to greatly improve curvature and running. The next work programme will take place in late 1987 and it is expected that the final section of track to the summit of Mount Timbeerwah will be completed by 1 January. One hundred metres of track will then be laid to the site of the house which the railway has been laid to serve. All construction materials for the house will be hauled up the mountain by rail.

Russell Savage 6/87

SOUTH AUSTRALIA

MILE END RAILWAY MUSEUM (S.A.) INC. gauges various

(see LRN 58, p.8)

It is expected that *Peronne*, Andrew Barclay 1545 of 1919 will be ready to run before the end of 1987 after the expenditure of \$10,000 and much hard work. The axle journals and brass bearings have recently been turned and are ready to be fitted to the locomotive. Further work is required on rodding and brake gear before final undercoating can commence. Anyone knowing the colours worn by *Peronne* during the early years with B.H.A.S. at Port Pirie should contact the museum.

Catchpoint 5/87

SAFCOL, BEACHPORT 1067 mm gauge

The jetty here is still in use for new hand trollies which are used to bring fish from ships to the SAFCOL plant nearby.

R. Gilbert 6/87

NATIONAL TRUST MOONTA BRANCH, WHEAL MUNTA MINING MUSEUM, MOONTA 610 mm gauge

(see LRN 45, p.13)

Apart from the ex-Maylands Brickworks 2-2wPM loco, used for passenger services, there is also present here the remains of a small internal-combustion locomotive which appears to be built on a skip frame.

Industrial Locomotive Selections (No.1) - Railmac Publications

TASMANIA

IDA BAY RAILWAY CO. LTD, Lune River 610 mm gauge

(see LRN 57, p.13)

The Second River Tramway (Karoola) composite Krauss 0-4-0 tank locomotive (5682 -5800) and guards van finished steam hauled operations at Ida Bay on 21 April 1987.

Steam trains ran daily from the 26 December 1986 until 15 February 1987 plus weekends up to and including Easter - running 218 trips, a distance of 2965 km. Burning about 17 tonnes of coal and carrying approximately 5800 passengers with only minor mechanical repairs being necessary.

The locomotive and guards van will be returned to the SRT site at Karoola (near Launceston) by semi-trailer in the near future.

P.J. Martin 6/87

VAN DIEMEN LIGHT RAILWAY SOCIETY INC., Don River Railway 1067 mm gauge

(see LRN 56, p.9)

Work is progressing on the restoration of Dubs 4-8-0 3856 of 1900. The valves and most of the motion have been placed back in the frame. Very little wear was evident in these parts, no doubt due to the short period between the locomotive's last overhaul (when converted to oil burning) and its withdrawal from service.

The wheels will be turned as soon as the heavy workload at the Emu Bay workshops permit.

Both front bogie springs require replacement due to numerous cracks. This is expected to be expensive and may cause some delay with the restoration.

Steam Echoes 5/87

WEE GEORGIE WOOD STEAM RAILWAY INC., Tullah 610 mm gauge

(see LRN 48, p.10)

The Wee Georgie Wood Steam Railway was officially opened at Tullah by the Premier Mr Robin Gray at 5pm on Thursday 5 February 1987, ending the twenty-two and a half year retirement of John Fowler 0-4-0WT 16203 of 1924. A good crowd attended in bright sunshine to watch Bill Winskill drive the first train with its load of dignitaries.

Further trips followed before everyone adjourned to Tullah's solitary hotel for a smorgasbord and liquid refreshments.

Since the opening day, work has continued and a station building has been completed. Many items of rolling stock have also been obtained.

Membership of the Wee Georgie Wood Society is welcomed and further information can be obtained from the Secretary, Anne Drake of Tullah.

Steam Echoes 5/87

VICTORIA

ALEXANDRA TIMBER TRAMWAY & MUSEUM 610 mm gauge

(see LRN 46, p.9)

It is reported that John Fowler 0-6-0T 11885 of 1909 was used on a short length of track in the bush near Merrijig (Mansfield area) for filming sequences for the movie *The Man from Snowy River II*. The loco is reported to have been in steam on 24 May and was used to haul a couple of log bogies.

John Buckland 6/87

On Saturday 30 June, John Fowler 0-6-0T 11885 of 1909 was loaded onto a flat bed truck for return to Alexandra from the film set near Merrijig where

it had been in steam for eight days. Unfortunately, it overturned on a greasy clay road surface. Although no human injuries resulted, the same cannot be said for the loco. The frame was slightly bent, and both side tanks and the cab were severely damaged.

The locomotive was rescued and returned to Alexandra where an inspection and trial steaming on 8 June revealed no major damage to boiler or motion. The boiler was officially inspected on 16 June and received a new certificate, although lowered from 150lbs to 130lbs. The locomotive, which was insured, is currently under repair at Stephenson Engineering in Alexandra.

This incident will be a temporary setback for the museum which had just ironed out the last of their major track faults and were experiencing no difficulties with running the Fowler at reasonable speed around the 0.6km track loop at Alexandra.

P. Evans 7/87

EMERALD TOURIST RAILWAY BOARD, PUFFING BILLY PRES. SOCIETY 762 mm gauge



NRT1, 135 NQR, and 5NBD, make up the LRRSA's special train, with "GEMBROOK" destination sign at Menzies Creek, 30 May 1987.

Photo: F. Stamford

In LRN 57 the new diesel was referred to as a Drewry product of 1948. Mel Elliott, Area Superintendent of the ETRB, has pointed out that although the loco is of a 1948 Drewry design, it was built by the Tasmanian Government

Railways in their Launceston Workshops in 1968. On the LRRSA's Gembrook tour on 30 May, this loco was seen at Emerald. It is now painted in a rich green livery, with red trim, and large VR style "D21" numberplates. Special treatment has been given to the TGR builder's plates, and the overall finish is most impressive. On the same day the frames of G42 were also seen at Emerald, having been delivered from Spotswood (where major work had been done on them) the previous day. Reassembly of G42 is about to begin, and the aim is to have it running again by November 1988.

NRT1 (*William H. Collis*) - the small four-wheel Ruston Hornsby diesel - gave a spirited performance on the LRRSA's special return trip to Lakeside on 30 May, hauling 135 NQR and 5NBD, a most unusual train. It was great fun listening to it grinding its way up the grades, and the slow speed gave the passengers time to enjoy the scenery. A bus took the group to Gembrook, and from there they walked back to Lakeside. Barbecue lunch was provided by the PBPS at Cockatoo. Thanks to the co-operation and enthusiasm of the PBPS/ETRB volunteers (including Don Marshall, Flo Southern, Larry James, Peter Medlin and Bruce West) a great day was had by all.

Frank Stamford 6/87

On Saturday 26 July 1987 the PBPS celebrated the 25th Anniversary of the re-opening of the Belgrave-Menzies Creek section. To mark the occasion the workshops at Belgrave were open for inspection, the museum at Menzies Creek was open with two 2-ft gauge locos in steam, the Peckett provided rides within the Menzies Creek station area hauling 5 NBD, and the Emerald car shops were open for inspection. Eight trains were to be run on the day, including two "car-goods" to Emerald only, two "Tasman Limiteds", a re-enactment special to Menzies Creek only, a night train to the Nobelius Packing shed for a special PBPS members' function, as well as the two regular trains - which were to be double headed (the first as far as Clematis only). The first car-goods was banked between Clematis and Emerald. The "Tasman Limiteds" consisted of the four Mount Lyell passenger cars, a passenger brake van, hauled by "D21" the new diesel (ex TGR "V" class), with a very impressive headboard. This timetable called for all available locomotives except Victoria's least offensive diesel locomotive - NRT1 *William H. Collis*. NRT1 was the yard shunter at Belgrave.

Regrettably the third train of the day, (the first "Tasman Limited") was brought to halt between Selby and Menzies Creek when all wheels of the leading Mount Lyell car became derailed. This took over two hours to rerail, and resulted in the cancellation of the second car goods and both "Tasman Limiteds", and late running of other trains. As a result, NRT1 unexpectedly became involved in the proceedings, when it was called upon to haul the

brakevan and three Mount Lyell cars (with a full complement of passengers) back to Belgrave. How it coped with the grade from the trestle bridge I do not know.

All other available locomotives were between Menzies Creek and Lakeside. At one stage in the afternoon there were six steam locomotives in steam at Menzies Creek (3 NA's, the Peckett, and two 2 ft gauge locos in the museum), and two diesels in growl (D21 and a 2 ft gauge unit in the museum).

It was very unfortunate that so much careful planning was disrupted in this way, but few passengers complained, and most had an enjoyable day. The car goods train included the NH explosives van, NT insulated van, NM cattle wagon, newly restored NU louvre van, and two NQ wagons. Hauled by 7A in green livery it made a fine sight.

The Climax locomotive was in steam at Belgrave (for the first time since 1951), but apart from sounding its whistle, ringing its bell (the original - rescued from a church), and working its Westinghouse pump, it was not operational. Work is still to be done on its pistons and and valve gear. General opinion is that its return to service is now not far away. The Westinghouse brake pump has been fitted on the left-hand side, just in front of the cab, and below the footplate. In this position it has little overall effect on the appearance of the loco. It is certainly not an inappropriate fitting, as many Climax locos in the USA were fitted with Westinghouse equipment.

F. Stamford 7/87

S.E.C. HYDRO SCHEME, Rubicon 610 mm Gauge

The Winter 1987 edition of *This Australia* magazine carries articles on The North Australia Railway, and the S.E.C.V. Rubicon Hydro Scheme. The latter includes many interesting and well reproduced photographs of the tramways used during construction. Unfortunately, the text contains some inaccuracies in the overall history of the region, especially in relation to the timber industry.

P. Evans 7/87

STATE RIVERS & WATER SUPPLY COMMISSION, Waranga Basin 610 mm gauge

(see LRN 38, p.11)

The tramway on the dam wall is still used with sleeper renewals in progress in some sections during February.

Ian J. Stanley 6/87

PRIVATE PRESERVATION 610 mm, 914mm, 1067 mm gauges

(see LRN 56, p.9)

The frames and most of the parts of Simplex 10058, owned by Peter Evans, have been sandblasted and primed. On 11 July the locomotive was transported to the Alexandra Timber Tramway Museum where it is temporarily mounted on two Ruoak bogies while re-assembly commences. During a recent visit to Jindivick where this locomotive was used for tunnelling by the State Rivers and Water Supply Commission, one of the original engine covers was found on the tramway formation and has been retrieved.

LRRSA member Alan Stebbing has purchased a 3 ft 6 in gauge rail tractor from a timber mill at Smithton, Tasmania. Powered by a Ford V8 motor with chain drive to all four wheels, this locomotive has a cast frame and was possibly manufactured by Day's. It is awaiting gauge conversion to 3 foot to enable it to be used on a tramway to be constructed on private property near Belgrave.

P. Evans 7/87

WESTERN AUSTRALIA

MR BARLTROP, Osborne Park

The weekend Australian for the 13/14 of June carried the following advertisement:

Wanted to buy- Steam Locomotive, 2 foot gauge. Must be in reasonable or better condition. Description, price, photo to Barltrop, 26 Elizabeth St., Osborne Park 6017 Western Australia.

WESTERN AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION, BENNET BROOK RAILWAY, Caversham Gauge 610 mm

(See LRN 58 p9)

On Easter Sunday 19 April the "Gemco" and large AQ/B coach set commenced operations between Mussel Pool and Central on a regular basis. This was made possible by the completion of the Mussel Pool Loop, allowing the Gemco to run around the train and eliminating the need to propel. Since Easter the Gemco has run every Sunday except one (due to mechanical failure) and patronage has been good. The smaller train is operating on Saturdays as before.

Easter Sunday and Monday, and the Anzac Day public holiday saw NG15-123 in steam again, creating considerable interest. This loco will be steamed only on public holiday weekends due to the additional crew required.

Track construction and maintenance are continuing using a newly acquired compressor and air drills, and petrol-driven sleeper drills. These machines have proved themselves an important asset.

The Fremantle signal cabin has been repainted, and signals from City Railway Station have been transferred to Whiteman Park. On Easter Tuesday, 21 April, the Collie signal box arrived on site at Mussel Pool Station and considerable work has been done on it since then. An additional use of this building will be as a ticket office for Mussel Pool.

Windows are to be fitted to AQB 9 in order to weatherproof this coach for winter patrons and another four ex-Westrail bogies have been regauged and re-assembled to provide exchange units should those presently in service give trouble.

Rusty Rails 6/87

OVERSEAS

FIJI SUGAR CORPORATION, 610 mm Gauge

(see LRN 54, p.10)

The Government has given a grant of \$1.5M for upgrading the Corporation's cane transport system. The grant will be used to purchase 2 locomotives, about 500 cane trucks, portable lines as well as to upgrade main tramlines. The locomotives are to join the fleet in the second half of 1987. The 1986-7 season has been a record one for Fiji with 500,000 tons of sugar being produced. Meanwhile, the Government will use a \$0.5M grant from a U.N. Development Program Aid Fund for a railway engineer to undertake a feasibility study on the setting up of a public railway system.

Bill Lingham (Sigatoka Town Clerk), F.S.C. Annual Report 1986.

Per John Peterson

"Labasa Police are investigating a cowboy-type raid in Daku where 140 empty railway trucks were hijacked on Monday afternoon." Cane harvesting gangs afraid of their crop being left unharvested at the end of the season are believed to be responsible. The technique is to pick a spot on bends where the driver slows down and cannot see the end of the train. Horsemen then "lasso" the trucks while others hop onto the empty trucks and unhook them.

Fiji Times 11-12-86. Per John Peterson

Because of the recent coup in Fiji, the sugar industry is likely to be in the centre of the protest movement, so most of the development proposals seem to be in doubt.

John Peterson 5/87

LRRSA TASMANIAN TOUR II, 16-20 April 1987

Introduction

Twelve members participated in this most enjoyable tour, which followed the same route as the Society's previous Tasmanian tour in June 1975, but with a completely different group of members, and travelling in the opposite direction.

The 1975 trip was primarily organized as a farewell to the Ida Bay Railway, for it was not then expected to be converted to a tourist railway, whilst the second trip was prompted by the running of steam on the same line. Ironically, the second trip may indeed have been a farewell to this interesting railway. More on that below, but the overall impression on this trip was one of admiration for - the preservation work being undertaken in Tasmania, for there is much more activity than we were aware of.

We departed Melbourne about 1-1/2 hours late on Thursday night bound for Hobart, the delay being due to aircraft mechanical troubles, and the trip being notable only for the frugality of the dinner provided. After picking up our two Toyota Tarago mini-buses our trip to the Balmoral Motor Inn, Glenorchy, was made more interesting when our esteemed President was random breath-tested by the local constabulary, (with a zero reading!).

The Ida Bay Railway

Friday was to be the big day, we headed directly to Ida Bay, 65 miles south of Hobart, and the most southerly town in Australia. Unfortunately the cloudless blue Hobart sky gradually became less cloudless, but there was sunshine most of the day. The immediate attraction here was the Second River Tramway Krauss loco, polished up in beautiful green livery, and simmering quietly ready for the first train at 11.00 am. We met a number of people associated with the operation, including Martin Donelly, who was very much responsible for the success of the previous LRRSA Ida Bay trip, and who told us he treasured an album of black and white photographs which one of the participants on that trip sent him.

For the trip to the railway's terminus at Deep Hole the train consisted of one closed and one open bogie passenger car, and a four wheel brakevan, the latter from the Second River Tramway. Michael Williams, the manager of the Ida Bay Railway (who leases it from the State Government), gave a commentary on points of historical interest during the trip. This area has more history than might be expected, settlement and timber milling operations going back over 100 years. At the Deep Hole the original track layout has



Second River Tramway Krauss loco on the jetty siding of the Ida Bay Railway at the time of the LRRSA visit, 17 April 1987

been slightly modified with a balloon loop now provided to reverse the train, and a station has been built, (which was variously described by the party as pretentious, ambitious, utilitarian, or environmentally sympathetic). The jetty here, where the limestone was loaded into boats for transport to Risdon, now has an ominous and large sag in it and the rails have been lifted. For our benefit the train was run on to the jetty siding as far as possible, for the first time in many years.

It was interesting to see large quantities of goods being unloaded from the brakevan. This was actually camping gear for a number of campers who were setting up base at Deep Hole. There are many good walks from this spot.

After returning to Ida Bay we had a second trip on the tramway, this time with some photo stops, which caused the usual sort of uninformed comments from the bemused normal passengers. This railway now relies on normal passengers of the tourist variety for its survival, and Mr Williams has done a lot of work to build it up as a tourist operation. Unfortunately it is a long way from Hobart, and certainly not on a main tourist route, and whilst there is much of interest in this area, it does not have the drawing power of places like Port Arthur. As a result, outside the December - February period, and Easter, the railway has not attracted sufficient passenger traffic to make it viable. It is doubtful if it could be viable without a strong push to develop

the tourist potential of the district as a whole. Mr Williams has been trying to get someone to take over the railway's lease for over twelve months without success. He told us that he now intends to cease operations after Easter, and sell the rolling stock which he owns. He was obviously taking this action with a great deal of regret, for as he said - the Ida Bay Railway is now the longest 2 ft gauge line in Tasmania. With about 65 years of history behind it, it is also one of the longest lived.

The Dover Steam Museum

On our way back we stopped at Casey's Steam Museum at Dover, about 15 miles north of Ida Bay. The unique feature of this museum is the display of 20 restored stationary steam engines, which operate from a large marine boiler. These are housed in a huge shed previously used for apple processing. The engines include some very large examples from local timber mills, the oldest and largest being a Marshall with a ten foot flywheel, from Raminea mill 3 miles south of Dover. One of the smallest was a two-cylinder engine out of a Stanley Steamer (a steam car). The standard of restoration and presentation of these exhibits was extremely high. Casey's Museum complex also includes an Apple Industry Museum (with over 400 varieties of apples displayed), and a Heritage Museum based on the living conditions of pioneers including a very interesting photograph collection. These displays are a also to a very high standard.

Casey's Steam Museum is suffering the same problems in attracting visitors as is the Ida Bay Railway, and moves are now afoot to move it to an old gasworks building in Hobart. It is to be hoped the move is successful, for the enterprise, hardwork and care which has gone into this display deserves reward. It would be most unfortunate if such a fine collection was scattered.

During our return to Hobart we stopped at Margate where an MA class locomotive (No.3) and a train of former TGR passenger cars is preserved, with a number of displays in the cars. As these were closed I cannot comment on them, but at least the train seems to be maintained in good condition.

The Hobart Meeting

After an interesting dinner at a Hobart restaurant run by an American cowboy, we adjourned to an informal meeting attended by members of the ARHS, TTMS and LRRSA. About fifty people attended, and movies, video tapes and slides were shown. The subjects ranged widely, from Victorian and Tasmanian timber tramways, to narrow-gauge railways in Nauru and New Caledonia as they are today. The meeting provided an opportunity to talk to some of the active researchers in Tasmania, including Lou Rae, Ken Milbourne

and Wayne Chynoweth. Long standing Melbourne members will remember that Wayne was the Secretary of the Society in 1969-70, and since moving to Hobart he has undertaken the massive task of working through the official government boiler records, as a result of which he has come up with a much clearer picture of steam locomotives on Tasmanian private railways. He has also found a number of references to Tasmanian built locomotives not previously known, and has unearthed some most interesting photographs. A pole-road 2-4-0T built by the Hobart firm of Russell Allport was especially intriguing. The meeting finished at midnight.

The Glenorchy Transport Museum

First destination on Saturday was Clennett's timber yard, not half a mile from our motel, where we stopped for a brief look at a pair of preserved timber bogies. We then headed for the Glenorchy Transport Museum, which is run by the Tasmanian Transport Museum Society. This is very well set up, the Society having received assistance from the State Government and local Council. They have a number of very substantial buildings to protect their exhibits, the most recently completed being the locomotive roundhouse. A turntable has just been installed in front of this. A station building from Newtown and a signal box from Botanical Gardens station have also been re-erected on the site, the latter has a 22 lever frame from Moonah. The Museum has a well maintained appearance and promotes a sense of confidence in the organisation. (This was true of all the museums and preserved railways we saw, and was a refreshing change from what is sometimes seen on the mainland). The exhibits cover a wide range, including buses, trolley-buses, trams and railway vehicles. Some of these have been rescued from paddocks, and need a lot of restoration work - like the double-deck Hobart tram - but they are well protected and cared for. There are too many items to mention them all, but those I noted with special interest were the Q class 4-8-2 loco, four early carriages from the Launceston & Western Railway, and three ex-Tasmanian Main Line Railway carriages.

Two items of special interest to the LRRSA are the B class Climax loco rescued from Maydena, and the 0-4-0 vertical-boilered geared tank locomotive which was recovered from the bush near Sharp's Siding in the Derwent Valley (see LR 30, p. 17). Both of these locos will need much work to restore them. The 0-4-0 is a remarkable survivor, with 100% timber tramway history. It is believed to have been built in Tasmania in 1892. Vertical-boilered locomotives were a rare breed indeed, I know of no others which still exist in Australia.

The Tasmanian Locomotive Company

Next stop was at Cadburys, the terminus of a short suburban branchline, which fortunately is owned by the Cadburys company, and not Australian National Railways. It is no longer used by Cadbury's and ANR wanted to pull it up. Instead Cadbury's have leased it at \$100 a year to the Tasmanian Locomotive Company, who are using Cadbury's terminus as their depot. Tony Coen is the principal shareholder in the TLC, and he showed us over their pride and joy, an H class 4-8-2 (H2) with a train of ex Tasman Limited cars. The whole train has been painted purple (Cadbury's chocolate wrapping colours), not at Cadbury's request, but as a way of thanking them for their assistance. A purple H class does not look at all bad, a similar colour was experimentally used by British Railways for express passenger locomotives. H2 made its first run on the mainline for many years on 4 April this year. It was a most successful trip, H2 performing above expectations, and the trip attracted a great deal of interest and publicity.

A special trip was organised for us from Cadburys to Claremont Junction, using a former TGR U class diesel and one passenger car. Although only about a mile long, this line is very scenic, and the trip was most enjoyable.

To Queenstown...

We then set off for the 160 mile trip to Queenstown, stopping on the way at two HEC hydro-electric power stations at Tarraleah. Both of these had incline tramways running parallel to pipelines, and in both cases the rails are still in place, but the tramways appear to be out of use. One of the inclines has curves, which prompted a couple of members of the party to walk up part of it to see how the cable was made to negotiate the bends.

On the outskirts of Queenstown we wandered around the hillsides where the Mount Lyell Company's former 2 ft gauge tramways operated. We were lucky to find the remains of the incline which took the tramway into Gormanstown. Most of its formation on the Queenstown side has now been removed as a result of open-cut mining, but it can still be found near its summit and on the Gormanstown side.

In the evening we visited the Queenstown Museum, which was specially opened for our benefit at short notice. This has a large display of photographs and other memorabilia, and is well worth seeing. The display is well done, although the captions on some of the photographs are a little odd.

First thing on Sunday morning we paid our respects to the Abt rack 0-4-2T locomotive which is preserved at the site of the Queenstown rail yards. The display is most imaginative. The engine is mounted on a section of wooden

trestle bridge, on an angle, as if it was climbing a grade. It is surrounded by a moat, to protect it from vandals, and has an overall roof to protect it from the west-coast's notorious climate. There are steps leading up towards the front of the engine, and a waterfall, and a form of display recording major happenings in Queenstown's history, but the steam locomotive takes pride of place, rather like a deity. (I would be quite offended if I saw a diesel locomotive displayed in this way).

The early morning weather at Queenstown was remarkably mild after the crisp cold Hobart mornings, and it remained this way for our drive to Strahan. We stopped just out of Queenstown to photograph a 2 ft gauge 4-wheel electric loco, and a 3 ft 6 in gauge steam crane which are preserved. At Strahan we looked over the Regatta Point terminus of the Mount Lyell Railway, where the station building and engine shed survive. The station building is in terrible condition, but is fenced off and it appears that it is to be restored. We drove along the formation of the Mount Lyell line for some miles, finding on the way remains of some rolling stock. Near the foreshore at Regatta Point a number of sidings are still in situ, with the rails very badly corroded from the sea spray.

True to form, the west coast weather changed suddenly while at Strahan, heavy rain setting in, and the temperature becoming quite cold. On the drive to Zeehan we stopped at West Strahan to see the old TGR turntable still in place, now surrounded by holiday flats. The road to Zeehan is mostly on the formation of the TGR railway, and includes a couple of the original railway bridges, where we stopped for photographs. We also saw the formation of the Mariposa 2 ft gauge tramway running off towards the east. One of the buses ventured up to the old smelters at Zeehan, but little time was spent here, as the weather was now very west coast.

Ideal weather for indoor activities, and the next 90 minutes was spent in the West Coast Pioneer's Memorial Museum at Zeehan. Not by any means enough time to do this outstanding museum justice. Some museums decay with age, this one gets bigger and better. There is a huge display of photographs, and many interesting exhibits including locos and rolling stock. A beautifully restored ex-Mount Lyell railcar (the "Daimler") is inside a glass case, and a 3-1/2 inch gauge model of Hagan's patent locomotive built by Geoff Murdoch (who drew the scale drawing which appeared in LR 43) is also on display. I think I could spend a day at this Museum without getting bored. Railways and tramways take up a major part of this museums and not without reason, for Zeehan had so many that the whole town should be declared an LRRSA sacred-site.

We had an outdoor appointment at Tullah at 2.00 pm, with the Wee

Georgie Wood Steam Railway Inc., where Wee Georgie Wood, the Fowler locomotive which previously worked on the Tullah tramway was operating on a short section of track (probably less than half a mile), running a tourist service. It is very close to the highway, and very visible, and appears to be doing good business. The actual route it takes is on the formation of one of the original mine tramways, but balloon loops have been installed at each end, with most unusual points - neither of the conventional blade or stub variety. Official passenger-carrying operations only commenced late last year, due to a number of problems, including insurance. The price of a ride is \$2, and original Tullah Ore Treatment Ltd Farrell Junction to Tullah tickets are issued, over stamped with the WGSR Inc Inc's seal. There are some steep grades on the line, and Wee Georgie makes some magnificent sounds as it tackles these. The Hydro Electricity Commission has been busy in this area, as a result of which much of the formation of the Tullah tramway is now flooded, including the bridge illustrated in *Five to 500* page 30.

Miraculously the rain stayed away during our stay at Tullah, but set in again once we departed for the north-coast. On the way we diverted to Warratah (see LR.37, p 24), where the old railway bridge still exists, and is used as a pedestrian bridge. It seems to have sunk at the ends for it has a slight gable-like side elevation. A quick trip was made to the Mount Bischoff mine site, where despite the resumption of mining, there are still many signs of the original mining activity, with remains of rusty wagons still lying around. At Warratah the old loco shed which used to house the electric loco still exists, but the ore treatment works which were in ruins, have been removed. Between Waratah and the Highway, we found a boiler on the side of the road (which is almost on top of the railway formation) and the remains of a set of points.

Most of the establishments we frequented seemed to be "in search of excellence", for the tourist industry is very important to Tasmania's economy. It was therefore a surprise to see a Fawltly Towers approach to service at the last motel we stayed at, at Somerset. Its restaurant was closed "because it was Easter", so our final dinner was at an excellent Chinese restaurant in Burnie, where the very helpful staff provided us with a round table for twelve, with a turntable in the middle, from which things could fly-off at a tangent at high-speed, with unexpected results. The majority opted for a nine-course banquet.

The Emu Bay Railway

First appointment on Monday morning was at the workshops of the Emu Bay Railway Company at Burnie, where we were met by Doug Beath, the Works Engineer. He gave us a most thorough and extremely interesting tour of the workshops and loco sheds, and gave the impression of being

an enthusiast himself. The EBR no longer runs a passenger service, but he said they would never turn away a passenger who turned up for the 4.30 am daily train. The last of the passenger stock has been sold to the Tasmanian Locomotive Company, and when they want to run a passenger train, they now hire rolling stock from the Don River Railway.

The EBR has very well set-up engineering facilities, and does a lot of work for outside organisations, including the maintenance of mining machinery and mine rolling stock. They have done work for the PBPS, including gauge conversion of the ex-TGR V class diesel chassis, and work on the wheels of G42. One of the jobs they are currently doing is re-turning the wheels of ex-EBR Dubs 4-8-0 loco which is being restored to running condition by the Don River Railway. When that loco is restored Doug Beath is looking forward to running a passenger train with it on the EBR.

With 14-1/2 ton axle loads the EBR is not a "heavy" railway, but it is certainly not a classic example of a light railway - especially with trains being hauled by up to nine locomotives (a total of about 6400 h.p.). Nevertheless the EBR has the most impeccable light railway ancestry, and it was good to see that the Company is operating very successfully at present and to paraphrase Mr Beath, it is looking to the next century with the same cautious optimism with which it approached the last. Its fortunes are very much tied up with the mining industry, and it is significant that the Company decided against using concrete sleepers because their high initial cost would require a long period to show a return.



Participants in the Tasmanian Tour at the Don River Railway, 20 April 1987. From left: Peter Clayton, Dave Mickle, Doug Wilkinson, Frank Stamford, Colin Harvey, Mike McCarthy, Peter Evans, Steve Martin, Andrew Jeffrey, Jack Stock, Jack Metcalfe, John Ritter.

The Don River Railway

The last place visited was the Don River Railway, a 3-ft 6-in gauge line running from Don village to Coles Beach, using the formation of a former TGR branch line. It is run by the Van Diemen Light Railway Society. I last saw this in 1979, and the progress which has been made since then is amazing. An MA class 4-6-2 loco was running the train service, and there appeared to be plenty of passengers. The train included two beautifully restored veteran carriages. One was an ex-Tasmanian Main Line Railway bogie platform ended car, and the other was a former Launceston & Western Railway 6 wheel second-class four-compartment car, originally built in 1869 to 5-ft 3-in gauge, and re-gauged in the 1880s.

The railway is now very well set up with workshop and rolling stock accommodation, and the Society has a number of gems in its collection. There are quite a few more very old passenger coaches, which it is intended to restore to make up a complete veteran train, and one of these was in the process of restoration. No small task, for many of the vehicles are received in very poor condition, but they are now well cared for and protected.

Another major undertaking is the restoration of the ex-EBR Dubs 4-8-0 loco (B/No. 3856 of 1900), and the frames of this were seen in the workshop, now completely cleaned up and painted in grey primer. The standard of workmanship seems very high. A combination of Federal Government CEP grants and the availability of highly-skilled and enthusiastic labour are helping the Society achieve its objectives. For those who don't like purple H classes, this Society has one finished in traditional green, and in excellent external condition. Other interesting items include the ex-Ida Bay Railway Hunslet 0-4-0T loco, and a very old rail-car with two-cylinder engine from the Mount Lyell Railway Company. (It is illustrated in LR 62, p.10).

We also met our member Charles Goodwin here, where he runs a 7-1/4 inch gauge railway. Amongst the motive power for this is an 0-4-0T with a definite Krauss appearance.

Finally we headed to Devonport airport for the journey home in a Fokker Friendship - a proper aeroplane with propellers.

The success of the trip is due to the work of Peter Evans, who was entirely responsible for its organisation. Thanks are also due to Mike Williams (Ida Bay Rly), Jeremy Wainwright and other members of the TTMS, Tony Coen (Tas. Locomotive Co.), Doug Beath (EBR), and Ian Hall and other members of the VDLRS for making us most welcome, and to our mini-bus drivers: Peter Evans, Mike McCarthy, John Ritter and Colin Harvey.

Frank Stamford

MEETINGS

SYDNEY

A General Meeting to elect officeholders of the re-constituted N.S.W. Division will precede the entertainment this month. Members can nominate on the night or just have your say in what direction the N.S.W. Division is going to take.

Following this, Paul Simpson will show films of trips to Tasmania and the Tour to Rubicon last year. This will be followed by a miscellany of old and newsworthy slides from members' collections.

And don't forget to return those membership applications. To make the N.S.W. Division a success in the long term, the support of as many members as possible is required.

LOCATIONS Old Board Room, 2nd floor Bowlers Club, 95 York St. Sydney. Access through the Forestry Commission office building next door (Town Hall side)

DATE: Wednesday 26 August at 7:00PM

MELBOURNE

In addition to the Annual General Meeting, a vote is being taken on Incorporation of the Society. Following this is the main entertainment item for the evening - the BUSHBASHER'S SLIDE NIGHT. Everyone is invited to bring along up to 20 of their best slides of defunct, overgrown Victorian tramways and tramway relics, and help make the evening a great success.

LOCATION: Ashburton Uniting Church hall, Ashburn Grove, Ashburton

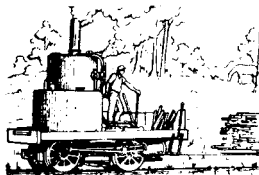
DATE: Thursday 11 August at 8:00PM

ADELAIDE

Contact Arnold Lockyer for details of the next meeting (see front cover for address)

LOCATION: 150 First Avenue, Royston Park

DATE: Thursday 4 August at 8:00PM



LIGHT RAILWAY NEWS

Published by
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October 1987

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Deadline for next issue - 20 October 1987



G42 - Russell Savage 1987 built B-B PM on the snaking track of the Tintagel Mountain Tramway, April 1987

Photo: Russell Savage

JOHN BROWNING, LIFE MEMBER

It is with pleasure that I report that John Browning was awarded Life Membership of the Society at the August Annual General Meeting. The award was made in recognition of John's magnificent effort over the past ten years as the founding editor of LRN. Not only was he the first editor of LRN but the fact that it now exists was solely due to his initiative in highlighting the need for the magazine and then offering to do the work associated with its establishment.

The award recognises not only John's role as editor but also the ongoing work he has had to put in drumming up contributions from others as well as providing a significant proportion of the contents of each issue himself. In recommending the award, the Council was mindful of the significance of John's personal contribution for the benefit of all, a view that was strongly supported by the meeting. Congratulations John on a job well done!

Mike McCarthy 9/87

WE HAVE FOUND AN EDITOR/S! !

With this issue, we welcome Geoff and Peg Hayes of Bli Bli as the joint editors of LRN. We are grateful to Geoff and Peg who offered to take on the role following a special mailout to our Queensland members. We are also looking at the possibility of establishing state news editors to assist Geoff and Peg with the news gathering (and spread the work load a bit!) but more on this in the next issue.

We hope the strong support for the magazine built up by John in the form of contributions will continue. Geoff and Peg's address is on the cover. You can send material directly to them or, for Queensland members, you can continue sending material via John Browning, who has offered to be the Queensland state news editor, if you wish. Either way, keep those contributions coming in, we need them.

Thanks also to the others who offered to assist with the editorship despite heavy commitments in other areas of our interest. The determination of members to see the magazine survive was most gratifying.

Mike McCarthy 9/87

EDITORIAL

As Mike mentioned above, we responded to the Queensland mailout looking for an editor for LRN. Although having no previous experience as "Editors", it seems we fit the bill in most areas and we are happy to offer

ourselves in this respect. We are only feeling our way as yet - there have been a couple of hiccups with this issue! - but it shouldn't take us long till we're "on the rails"! Our association with railways goes back over some 20 years and, as I think we must subscribe to almost every known railway enthusiast magazine in Australia, it is perhaps fitting that we are at last helping with the production side of things, if only in a small way! It will be a joint editorship, with Geoff doing most of the actual "editing" and myself contributing with the typing. We wish to express our thanks to Mike McCarthy and John Browning for all their help and support. We look forward to a long and happy association with LRN.

Geoff & Peg Hayes, LRN Editors 1987-?!!

NOTES, CORRECTIONS AND COMMENTS

Len Heaton points out that South Johnstone number 10 (Fowler 0-4-2T 17881 of 1928), which featured at "Silkwood" in the TV mini-series *Fields of Fire*, was in fact no stranger to the real Silkwood, where it was stationed from 1953. Len himself drove the loco in the 1954 season and it was still stationed there in the late 1960s.

RESEARCH

Member Ian Colman is looking for someone he can assist with light railway research in the Gold Coast area. He can be contacted at 77 Old Coach Road, Coomera, Qld, 4210.

T.A.C.L. RAIL TRACTOR RESTORATION - a project to restore the Climax's little brother

Further to the item in LRN 59 (page 3), a meeting was held at Emerald on 30 August to consider the feasibility of the project.

At present we have a team of at least five people willing to undertake the task, with a good cross section of the skills needed to see the project through. The team is keen to see the machine restored to running condition, and this will be our aim.

No major parts appear to be missing, though a new roof and gear guards will need to be fabricated. The engine is not restorable, but a spare identical engine/gearbox unit is available. This is restorable but will need remetalling/grinding. The magneto and fuel tank still exist. The major problem in restoring the unit to operating condition is the wheels. These are very worn, and it will probably be necessary to get a new set cast using one of the existing wheels

as a pattern.

Restoration will be undertaken at Emerald car-shops on weekends. To facilitate this, the tractor will be put on a flat NQR wagon so that it can be moved in and out of the car-shops. The major item of expense will probably be a new set of wheels. Methods of raising funds for these are now being considered, and you will hear more of this in due course.

In the meantime, if you are interested in helping to restore this historic and ugly beast, either by assisting in the work at Emerald, or with brilliant ideas for fund raising, please contact Frank Stamford on (03) 830 1640 (evenings). For those who have moral qualms at the thought of restoring diesel locomotives, you can be assured this is NOT diesel. It has more in common with a T Ford than a diesel! LR 79 page 11 has a good picture of a TACL tractor on the Tyers Valley Tramway.

F. Stamford 9/87

LOCOMOTIVE & ROLLING STOCK MANUFACTURERS

HEXHAM ENGINEERING PTY LTD, Hexham, NSW

(see LRN 58, p.3)

Hexham are reported to have designed a new and substantially larger bogie locomotive for service on sugar cane railways. The design is believed to be of a 40 tonne machine in the region of 1000 hp, and some 10.8 m in length. This would be a quantum leap in cane railway locomotive power: one might question the ability of current drawgear to withstand the loads involved!

John Browning 8/87

NEIL MOXON PTY LTD, Lot 11 Vale Road, Moss Vale, NSW

(see LRN 16, p.1)

This company, which manufactured machinery for the coal industry, has gone into receivership and equipment was to be auctioned on 30 July.

Sydney Morning Herald 11/7/87 via Craig Wilson

CHEETHAM SALT LTD, Laverton (610 mm gauge)

See MARCH MOOMBA MADNESS IN MELBOURNE

MMBW SEWER CONSTRUCTION, Hoppers Crossing (762 mm gauge)

See MARCH MOOMBA MADNESS IN MELBOURNE

MARCH MOOMBA MADNESS IN MELBOURNE

or

SOJOURN AT THE SALTERNS & SORTIE TO THE SEWER

The following tour report is taken from issue No. 47 of Heavyrails, a mysterious Victorian publication. All efforts to ascertain the identity of the author have so far been fruitless.

As a major part of the Moomba Festivities, the LRRSA held a "Sea Salt & Sewer Tour III" on Sat. 7.3.87. The usual Moomba crowd of 500,000 failed to eventuate and thankfully only 70 hardy souls and 140 hardy soles turned out to savour the delights of trudging for 3 miles around the disused tramways encircling the Salt pans of Cheetham Salt Ltd at Laverton. Weather was fine with a strongish N-Westerly adding to the sombre scene. Some six locomotives were viewed together with an array of rolling-stock, which included the worlds longest 2 ft gauge vehicle. However the "find" was a trestle bridge at the far end of the system.

This massive structure is some 14 ft long and rises 5 ft above water level. It presumably carried the extension to the beach in order to bring sand back to line the salt pans. The walk from the outer end back to the works resulted in many windburnt faces and tired legs.

The tour notes, kindly prepared by Peter Evans, informed us that the original motive-power when the line opened was Saltbush burning Solidungulates, and that in 1902 Cheethams received details from Krauss for a proposed 0-6-0WT Steam locomotive. This loco was to be a direct Salt-burner but the idea was stillborn when the Russian Government banned Prof. Ivan Syrimnyatnikov of the Siberian Institute of Technology from providing details of his unique Firing system to Cheethams.

HR noted with anguish that the earliest track was light portable (20 lb ?) prefab, but was heartened somewhat to note that later relaying had introduced 45 lb by Dowlais Steel dated 1921.

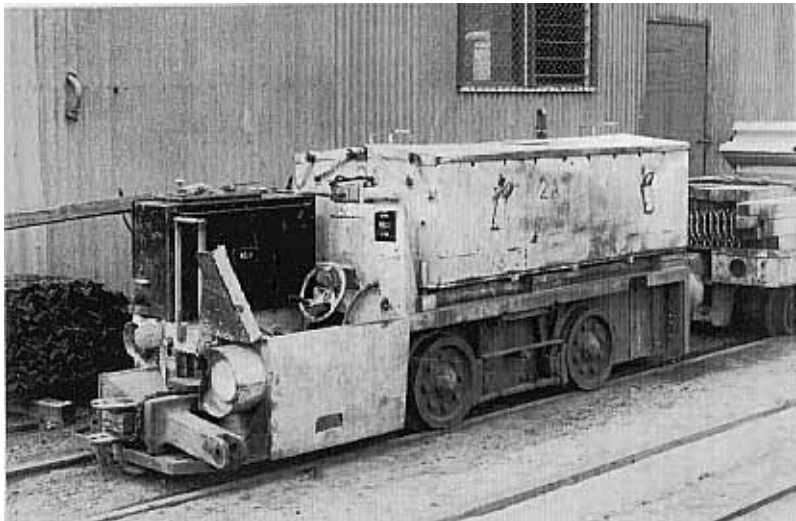
After lunch at a nearby park, the convoy of 24 vehicles and 96 tyres wended its way to firstly the MMBW's Hoppers Crossing pumping station, where several locos were seen plus two little holes in the ground. (If you've seen the old Diamond mine open-cut at Kimberley, South Africa, you know what I mean.)

From here we removed to the Board's Sayers Rd site, where a descent was made underground to the Main Trunk Sewer Tunnel. Some half dozen locos at the bottom of the shaft plus double 2 ft 6 in track with colour light signals were seen and no doubt the PBPS will need to acquire this technology when

they commence the long-awaited Belgrave Underground to relieve the chaotic congestion in Main Street.

The works yard on terra-firma revealed more locos plus rolling-stock. Heaviest rail here was 31 kg (62 lb) and fans were finally seen to smile! Many thanks to Peter Evans, Mike McCarthy, Cheetham Salt Ltd, and the MMBW for a most enjoyable Moomba.

Heavyrails 1/4/87 via Peter Evans



Gemco 0-4-0BE No.3 on surface at MMBW Sayers Road access shaft for construction of deep sewer outfall tunnel, 7/3/87

Photo: John Buckland

NEW SOUTH WALES

COAL INDUSTRY THREE DAY AUCTION, 11 - 14 May 1987 NEWHAMS YARD, Wolgan Road, Lidsdale 1067 mm gauge

Six 3 ft 6 in gauge battery electric locomotives were present as follows, identical in major respects, with an intermingling of Gibson Battle and Jeffery parts:

LOT	FRAME Nos	BATTERY BOX Nos.
3461	5	601
3462	607 8	608 33/2638

3463	2	607 35/2815
3464	3	602 2
3465	4	605 4

WALLERAWANG COLLIERY

No rail items were for sale.

FERNBROOK COLLIERY 1067 mm gauge

The following rail items were offered:

LOT 414	Fox 20-man drift dolly car
LOT 415	No. 612 Moxon 40-man drift dolly car
LOT 416	No. 613 Moxon 40-man drift dolly car
LOTS 417-419	Drift flat top rail cars

HERMITAGE COAL PREPARATION PLANT 1435 mm gauge

The following standard gauge items were offered:

LOT H214	4w fettlers trolley with SRA markings
LOT H217	4w platelayers trolley

AUSTRALIAN IRON & STEEL PTY LTD, Port Kembla 1435 mm gauge

(see LRN 57, p.5)

The following is believed to be the disposition of the loco fleet:

Com-Eng Bo-Bo DE 560kW

D1 - Rail Transport Museum, Thirlmere.

D2, D3, D4, D5, D8 - mothballed.

D6, D7 - in service.

English Electric (Qld) B-B DE 299 kW

D9 - on hire to Lachlan Valley Railway, Cowra .

D10 - on loan to Blue Circle Southern, Portland.

D11 - sold to Simsmetal, Mascot for shunting use.

D12, D13, D14, D15, D21, D23, D24, D25 - withdrawn.

D20 - in service

English Electric (Qld) Bo-Bo DE 634 kW

D16-D19 . D26-D33 - in service .

English Electric (Qld) Co-Co DE 1455 kW

D34 - in service .

English Electric (Qld) Bo-Bo DE 755 kW

D35-D45 - in service .

A new red and white livery is supplanting the previous orange and black colours .

There are three Whiting Trackmobile and three Aresco road-rail shunters in use, and a Plasser Tamping machine and a Plasser PBR 200 ballast regulator for maintenance work.

The ballast regulator and a number of English Electric 229 kW locomotives have recently been advertised for sale.

Australian Railway 7/87 via John Browning

PERISHER SKITUBE 1435 mm gauge

(see LRN 59, p.6)

Although the 3.3 km section from Bullock's Head to Perisher finally opened in late July, the upper 2.6 km section to Blue Cow will operate with a fleet of buses using the tunnel this year. Track will be laid for the 1988 season.

John Browning 8/87

CENTRAL WEST RAILWAY PRESERVATION SOCIETY, Canobolas Wool Top, Orange

A crew from the Army's 158 Tank Transport Troop at Puckapunyal in Victoria came to the rescue recently when this Society needed help to transport the Andrew Barclay Sons & Company Ltd 0-6-0T, B.No. 1234 of 1911, from Portland to the Society's planned museum at Orange. The loco was given to the Society by the Blue Circle Southern Cement Company at Portland where it had carried road No.3, running from 1911 to 1983. It had been mothballed at Portland for the past four years. Unlike so many other privately owned locomotives, this one stayed put, having been purchased new by the company on 2 June 1911. The Army used a 60-tonne Leopard Tank transport to haul the 37 ton steam engine to its new home. It took about four hours to prepare for the unloading, build the ramp and put down the tracks, but only three quarters of an hour to actually get it off. All that remains now is for the engine to be moved the remaining 30 m into the wool tops building.

Western Advocate, Bathurst, 30/7/87 and

Central Western Daily, Orange, 30/7/87 via Ted Downs 8/87

Central Western Daily, Orange, 31/7/87 via Peter Silva 8/87

CSIRO, Culgoora

(see LRN 53, p.2 & LRN 50, p.8)

Five dishes are being constructed on a 3 km long railway track running from east to west. A sixth antenna will be mounted on a separate 80 m track another 3 km to the west. The civil works at Culgoora were performed by Barclay Brothers Ltd of Brisbane, who constructed the antenna foundations, the track and embankment. The \$3.4 million contract also involved the

construction of diversionary channels for flood waters, culverts, conduits and cattle grids.

Engineers Australia via Peter Silva 8/87

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD, Albion Park 610 mm gauge

(see LRN 59, p.4)

Static steam tests were conducted on "Tully No. 6" (Perry 0-6-2T 7967.49.1 of 1949) throughout Saturday 15 August. The tests revealed only one tube end requiring some minor expansion work and some studs which hold cab ancillaries needing recaulking. The trials included steam brake tests, safety valve adjustments, injector operations and electric turbo-generator tests. The original lining out details were provided by Paul Simpson and this layout has been applied to "Tully No. 6 " .

The minor problems which emerged during the static steaming will only require a small amount of time to correct so operation trials should be conducted towards the end of August.

Patterns for the casting of reproduction "Perry" builders plates as well as "Tully No. 6" identification plates are being constructed and it is expected that castings will be made from these by the Phoenix Foundry of Uralla.

Joint straps for the new driver's cabin for "Kiama" (Davenport 0-4-0ST 1596 of 1917) have been made and galvanised. These are now ready to be bolted to the new structure. Work is also progressing on improving the rear draw gear on this unit.

Steady progress is being made on the reconstruction of the first bogie for A & D Munro Shay (Lima 906 of 1904 and 2097 of 1907). The one surviving brass bearing is being used as a pattern for the fabrication of a new set, axle box castings have been dismantled from the bar frames, new channel cross bolsters and spring seats have been constructed. The large bevel gears are being removed from the driving wheels while the small bevel gears and universal coupling yokes have been pressed from the drive shaft for reconditioning. The reconditioned bogies will be fitted with new drive shafts.

The museum was fortunate in receiving three auxiliary steam engines from the former HMAS Kimbla. This vessel was constructed during 1955 as a boom defence maintenance vessel. She was the last reciprocating steamer in the Australian Navy fleet and was known as "The Snail" due to her slow speed! The vessel is being converted privately at Port Kembla to diesel operation. The main engine has been cut up but the ILRMS obtained two single cylinder vertical engines and a double cylinder compound vertical unit. Several trips had to be made back to the berth before all the parts for the last named

engine were found. These units, at least one of which was made by Kelly and Lewis, will eventually be operated in the museum's stationary engine display area.

August 15th was the completion of the rehabilitation of the overhead trolley wire on the 200 metres of electrified museum track. A total of 21 new pipe side brackets ranging from 2.4 m to 4.2 m in length were fabricated for this project while three new steel pipe span poles were erected and three existing poles extended. Most of the new side brackets are fastened to building columns.

The small Gemco tunnel loco hauling two small mine "man cars" traverses the tramway on public steaming days. Its popularity is supported by the fact that over 400 rides have been made on the electric line during recent open days!

Oxford Signal Box was open for public inspection on 9 August. Except for the fitting of rubber floor covering, the interior restoration of this 100 year old building has been completed and track diagrams, block instruments, magneto telephones, lamps etc. have been fitted into position. The task of repainting the outside of the box is well advanced. The ILRMS was fortunate in being able to retrieve for restoration many interesting signal items from the Bulli Signal Branch Reclamation Yard during July. A mixture of N.S.W.G.R. and Q.R. signals will be worked eventually from the signal box.

Work is progressing on a siding from the station yard on which the Shay loco will be restored. The track consists of 45 lb plant placed on steel sleepers fastened down with Pandrol clips. Member Tony Madden constructed the necessary dies from which sleeper chairs and Pandrol clip seats have been made on the museum's medium size hydraulic press. This new track, known as the "Shay Siding", will eventually link up with the former Stockrington Colliery railmotor turn table from which tracks will radiate into a small round house in which the smaller non-steam motive units will be housed.

The recent closure of Huntley Colliery near Dapto resulted in many interesting items being made available by tender. The ILRMS took delivery of two closed crossbench 9 m man transporter cars on 13 August. These are mounted on substantial bogies similar to the Bettendorf (USA) design and are being presently regauged from 1067 mm to 610 mm in the museum's workshops.

The major task of repositioning and expanding the trackwork in the main museum compound was completed on 15 August. Except for some alignment work, the fitting of wharf type point levers and the ballasting of some sections up to rail level, the five shed roads and two back shunts are available for operation. Saturday 9 April has been selected for the official

ceremony which will result in "Tully No. 6" and "Kiama" re-entering service. Further details will be released in the next issue of this publication.

K. McCarthy 8/87

QUEENSLAND

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY Durundur Railway, Woodford 610 mm gauge

(see LRN 59, p.6)

Following a work party on 11-12 July, the bottom bearers on each side of the SM's Office were replaced. Two panels of 3 ft 6 in/2 ft track were laid in the Security Compound. The two RM trailers ex Redbank will be winched onto the 3 ft 6 in track and later the 3 ft 6 in bogies will be substituted with 2 ft bogies.

Work has begun on Goondi No. 1, J. Fowler 0-6-0DM 18260 of 1929. The 5-cylinder Gardner diesel motor has been removed from this loco and a 4-cylinder GM-Detroit diesel is to be fitted in its place. The side-rods have been removed and the loco jacked up and the wheelsets dropped out to allow inspection of all the bearings and repacking of the axle-boxes. The lower half of the cab sheeting on the rear of the loco has been cut off and will be replaced with a new sheet to eliminate large rust holes. The cab sides and the cab floor will be similarly treated. New bonnet doors also will need to be manufactured to replace those removed by the Goondi Mill many years ago.

Durundur Railway Bulletin 7/87

S.R. BUGEJA & SONS, Peri Road, Mackay 610 mm gauge

The remains of a home-made internal-combustion locomotive have been located here. It was constructed to haul cane on a "horse line" at the farm perhaps 20 years ago, but was not a success. Its engine and transmission were removed for use elsewhere, and all that remains is a heavily-constructed welded steel frame with axles mounted in SKF roller bearings, lying at the side of the road.

John Browning 6/87

BURGOWAN COAL CO. LTD, Burgowan No. 13 Colliery, Torbanlea 610 mm gauge

(see LRN 17, p.4)

A visit to the mine site revealed that practically all the equipment on the surface had been removed, including the two 4wDM locos built by Jenbach of Austria (1077 of 1951 and 1079 of 1952) which had been stored here since

the mine's closure in 1976. Most of the wooden coal wagons had been burnt but a few derelict examples remained around the site.

John Browning 8/87

CATTLE CREEK CO-OPERATIVE SUGAR MILLING ASSOCIATION Finch Hatton 610 mm gauge

(see LRN 52, p.12)

A firm of civil engineers has been employed to design a tramway extension to Boongana, on the closed Netherdale branch. This study will allow the mill directors to evaluate the cost effectiveness of such an extension, which would be built on the former QGR trackbed, owned by the mill.

Mackay Daily Mercury 1/5/87 via Clive Booth

CITRA CONSTRUCTIONS LTD 1000 mm gauge

(see LRN 55, p.7)

By July, the two Billard 4wDM diesel locomotives which had been at the Mackay Harbour yard of Birch Crane Hire (T75P VM 224 and T75P VM 228) had reportedly been moved to Citra's yard at Moranbah.

John Browning 7/87

CSR LTD, Victoria Mill 610 mm gauge

(see LRN 59, p.7)

A broken coupling caused a collision in Ingham on 4 August when approximately 100 loaded bins broke away from a rake and rolled back in the path of a following train in the Gedge Street area. The end result was the derailment of some 31 loaded bins and some delays to cane supply. A press report of the incident showed *Seymour* Baguley/Drewry 0-6-0DM 2392 of 1952 in attendance as a crane rights spilt bins.

During July, a start was made to relaying the dual gauge line to the coal ramp in the mill yard with normal 2 ft gauge track. By 10 August, the section from the dual gauge points at the Ingham Road level crossing to the last set of dual gauge points before the ramp had been relayed or was in the process. This line was the last in the mill yard to remain dual gauge. It appears that the mill line to Gairloch siding on the QR remains dual gauge at present.

Christopher Hart 8/87

FARLEIGH CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD 610 mm gauge

(see LRN 59, p.8)

A substantial new shed with a single track road has been built at the depot at Calen, some 50 km from the mill, where a navvy gang is stationed

to maintain the northern section of the mill's "north coast line" to Wagoora. Seen on a siding newly constructed behind this shed was a collection of rolling stock and *Calen Simplex*, Motor Rail 4wDM 21623 of 1958.

John Browning 8/87

GIBSON & HOWES PTY LTD, Bingera Mill 610 mm gauge

(see LRN 54, p.10)

Three main locos are stationed at Wallaville this season. These are *St.Kilda* (0-6-0DH Ruston & Hornsby rebuilt E.M. Baldwin 6-2179-1-6-67 of 1967), *Invicta* (0-6-0DM Com-Eng A1513 of 1956) and *Sharon* (0-6-0DM A1925 of 1959). There was a variety of rolling stock in the old loco shed at the old Gin Mill nearby, notably two ballast hoppers named 3 *Niagara* and 5 *Bounty*.

At the mill on 22 August Com-Eng 0-6-0DH *Tegege* (FD4799 of 1966) sported a new radiator grille with its yellow paint still wet, clearly as the result of a mishap. There was no sign of F.C. Hibberd 4wDM "Planet" 3919 of 1959, but all other locos were present.

John Browning 8/87

ISIS CENTRAL MILL CO. LTD 610 mm gauge

(see LRN 58, p.6)

The new Hexham Engineering bogie brake wagon had still not arrived on 22 August. The new double unit number 5, consisting of Clyde 0-6-0DHs 58-191 of 1958 and the former 3, 55-66 of 1955, coupled permanently together, was seen in service. The first Clyde 0-6-0DH double unit, numbered 8 (64-385 of 1964 and 61-220 of 1961) was seen being assisted in the lead by Clyde Qld 0-6-0DH 9 (75-812 of 1975) up the grade from Cordalba with 60 full bins and E.M. Baldwin brakewagon 3 in the rear. Loco 1, John Fowler 0-6-0DM 20776 of 1935 is still parked out of use near the old sugar shed but has now lost its wheel. Loco 2, John Fowler 0-6-0DM 4110019 of 1950 is still spare loco and has recently been fitted with side rod bushes to replace its old plain brasses.

It is understood that a substantial loan has been obtained from the state government to enable the construction of a new full yard.

John Browning 8/87

MARIAN MILL CO-OPERATIVE SOCIETY LTD 610 mm gauge

(see LRN 57, p.11)

A further extension of about 3 km along the old QGR Kungurri branch trackbed from Mount Martin to Dows Creek has been constructed for the 1987 crushing season. In addition, a branch of about 1.5 km has been built to Benholme Station (the former junction for Kungurri on the Netherdale

branch) to serve as a road dump for cane which previously was brought all the way to the mill by road transport. Only small amounts of cane are now delivered to the mill yard by road.

John Browning 7/87

THE MARYBOROUGH SUGAR FACTORY LTD 1067 mm gauge

Bogie cane bins on 3 ft 6 in gauge track are used here within the mill yard area to store cane, which is delivered by road, and convey it to the tippler. The vehicles concerned are mounted on ex-QGR bogies and are shunted by a tractor. They have no couplings and the highest number noted was 80.

John Browning 8/87

MILLAQUIN SUGAR CO PTY LTD, Millaquin Mill 610 mm gauge

(see LRN 54, p.11)

A new Gemco sleeper renewer machine was noted in the shed at the mill on 22 August. Serial number is 521382002667-R585-87 of 1987. Bundaberg Foundry "Bundaberg Fowler" 0-6-0T 1 of 1952 has been externally restored in Bundaberg Foundry colours of green and red and is on display in the same building in the distillery complex it has occupied for the last few years.

John Browning 8/87

MOUNT ISA MINES HOLDINGS LTD 1067 mm gauge

(see LRN 9, p.14)

Advertised for sale at auction on 26 August were two 30 ton diesel locomotives fitted with Gardner 8L3 engines. These are 0-6-0DM surface shunters. The first is 5804, Drewry 2488, built by Vulcan Foundry (D213 of 1953). The second is 5805, Com-Eng E1017 of 1956. In addition, there were four Eimco 24B rail mounted pneumatic tunnel bidders, 3 ft 6 in gauge, serial numbers 250149, 250415, 250418 & 250151, a number of Gardner Denver rail mounted drill carriers in various states of completeness, with spares.

*Sydney Morning Herald 8/8/87
& Colliers International via Craig Wilson*

PLANE CREEK CENTRAL MILL CO LTD, Sarina 610 mm gauge

(see LRN 57, p.11)

It appears that the loco livery here has been changed from yellow and grey to a yellow and grey-blue colour scheme. Locos 7 (Com-Eng 0-6-0DH FC 3776 of 1964) and D12 (D.M. Baldwin B-B DH 6890-1-10-76) were seen in these colours in the loco shed in early August.

John Browning 8/87

SOUTH AUSTRALIA

MILE END RAILWAY MUSEUM (S.A.) INC various gauges

(see LRN 59, p.9)

Peronne, Andrew Barclay 1545 of 1919, will soon be reunited with its wheels, then refitting of rods etc. will begin, prior to final minor work. The loco will then be undercoated in preparation for its final paintwork. Negotiations are currently underway between the railway museum and Pichi Richi Railway at Quorn with the possibility of transferring *Peronne* to Quorn to be available for the 1988 running season. This will fully test the engine and ensure it is in good working order prior to settling down to run at Port Dock.

Catchpoint 7/87

TASMANIA

AUSTRALIAN NATIONAL RAILWAYS, Tasmania 1067 mm gauge

Malcolm Moore 0-4-0DM U3 (26 of 1949) was put up for disposal on 30 May. It had been stored at Launceston for a number of years, and was the last remaining U class in Tasrail service, notable for having been originally built to 3 ft gauge for the State Electricity Commission of Victoria's abortive Kiewa hydro-electric scheme in 1949. A number of them were regauged and rebuilt after 1958 for service on the TGR.

Australian Railway 7/87, John Browning

VICTORIA

CHEETHAM SALT LTD, LAVERTON 610 mm gauge

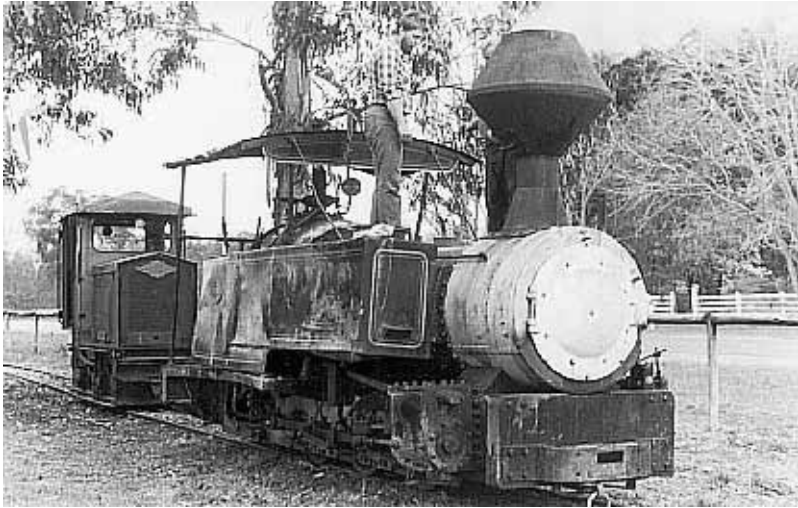
(see LRN 56, p.19)

The tramway system at Laverton remains out of use. A decision is to be made late in 1987 regarding the future of salt harvesting at Laverton, although the mill will continue to process crude salt produced at the Geelong works. Several employees expressed doubts that the tramway would ever operate again, even if harvesting was resumed at Laverton. While the Ruston and Hornsby locos are maintained in running order, Simplex 7351 of 1938 has been removed from the siding where it has remained for several years and negotiations are underway to ensure its preservation.

Peter Evans 8/86

ALEXANDRA TIMBER TRAMWAY AND MUSEUM 610 mm gauge

(see LRN 59, p.10)



Damaged John Fowler 11885 of 1909 at Alexandra on 8/6/87

Photo: Peter Evans

There has been a great deal of activity at this museum in the past year, and despite the recent accident to John Fowler 0-6-0T B.No. 11885 of 1909 while returning from filming of *The Man From Snowy River II*, the future for the museum looks bright .

The tanks, cab and boiler cladding of the Fowler have been removed , the bent reversing gear rod has been straightened and the construction of a new cab has been started. While new tanks are being made the loco will receive a thorough overhaul, and at the end of the repair work will be completely repainted and all brass and copper parts highly polished.

Hudswell Clarke 0-6-0 B.No. 1098 of 1915 has a current boiler certificate for 150 lb but remains out of use at the present time. When the second road into the goods shed is completed, this locomotive can be stored under cover and those items removed for safekeeping replaced. Minor steam leaks around boiler fittings will then be repaired and the locomotive repainted for return to service .

The Kelly & Lewis 0-6-0DM B.No. 4271 of 1935 is being slowly dismantled and the repair of various components has been started. The seized pistons have been removed from the block and work will start shortly on a complete rebuild of the engine to enable this locomotive to be restored to running order.

The 3 ft 4.5 in gauge Day's tractor is fully restored and an extension to the track is planned to enable it to be run for a greater distance towing a pair of log bogies of the same gauge.

Motor Rail "Simplex" 4wDM B.No. 10058 of 1948 (see LRN 59, p.11) has had new leaf springs and chain tensioners fitted, and is once again resting on its own wheels as reassembly continues. The next major item to be tackled will be the fitting of a suitable engine and drive chains.

The "Dustlander" bogie passenger carriage from the Yangardook Tramway has had new roof panels fitted and has been repainted green and cream to match the Museum's other carriage built by Denys Steinhauser. The end result is a visually pleasing and functional item of rolling stock. Work has now started on the conversion of a "Ruok" bogie into a poison car for weed control.

The Malcolm Moore 4wPM is in use for work trains. Heavy rain this winter has caused some of the newer sections of the formation to subside slightly and these are being jacked up and re-packed. Some sleepers on the older section of track are to be replaced shortly and materials for this have been purchased and are stored on site. A large oil tank with a high steel stand has been obtained for use in watering the steam locomotives. The old V.R. signal located on the long embankment leading out of the Alexandra yard will be shifted closer to the station, reduced in height, and reconnected to the lever on the station platform.

Other work undertaken at the museum includes landscaping of the station area. A group of old dead trees have been removed to enable a picnic area to be provided, and several new trees have been planted. An old Fordson tractor is being restored along with a vintage agricultural mower to enable the grounds to be more easily maintained.

On Saturday 7 and Sunday 8 November, the Museum will be holding open days. The Fowler is expected to be back in service, and all interested LRRSA members are invited to attend. No entrance charge will be made, although any donations would be most welcome .

Peter Evans 8/8

WESTERN AUSTRALIA

WEST AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION INC., Bennett Brook Railway, Caversham 610 mm gauge

(see LRN 59, p.12)

Permanent Way: Track laid = approx 6 kms

Trains were run over the July school holidays and it proved to be a very successful exercise.

The installation of windows on the AQB is progressing and when complete will provide an all weather coach. The first set of windows were one piece, made so because of the pressure of the opening last year, however a top drop opening window has been designed for the other end. It is intended to close in the doorways as well so the coach will be watertight. Only laminated safety glass is used on the coaches and while this is initially expensive, it is better quality.

The committee has approved the funding of the regauging of eight more sets of wheels by Westrail. This will enable four more bogies as per our standard AQ/AQB bogie, to be constructed. Ten of these bogies are already held which provides five coaches (three AQ/AQB, 2VW) or R class open trucks or even QBB flat top wagons. Four more bogies will provide seven bogie coaches.

The principle aim of the upgrading is firstly to do the line Mussel Pool to Central. This will have to be done in eight weeks to allow for the steam locomotive to be ready for the Park's first year birthday celebration. In accordance with the second part of the project, the loop line upgrading, several improvements to the line are planned including a better alignment north out of Central Stn, and a perfect curve south out of Central Stn. Most of the work on the upgrading will be done by contractors, however some of the work will also be done by the Association.

Work on the Mallet is progressing well and tenders have been sought for repair work on the boiler. The boiler's original manufacturer in South Australia has even been contacted for more information. One rod is also to be replaced.

The Planet diesel is at the end of a major overhaul and should be running very soon. It was started up in early July after the extensive work on the engine and repairs to the clutch and some slack in the rods is currently being undertaken.

The Gemco is being fitted out with vacuum brake equipment and the Krauss is in a very poor state thereby making it a long term project.

As soon as the job of regauging the Kalamazoo from 3 ft 6 in to 2 ft was finished at about 5.30 pm on 19 July, it was promptly decided to take it for a test run. As they disappeared into the darkness, a voice was heard to scream, "Slow down for the points!", but they needn't have worried as it performed faultlessly.

Rusty Rails 8/87

WYNDHAM-EAST KIMBERLEY SHIRE COUNCIL

(see LRN 46, p.11)

Wyndham celebrated 100 years of settlement in 1986 but in March 1987 a giant birthday "cake" still adorned the display of former harbour railway equipment, Preston, Hudswell Clarke 0-6-0ST 379 of 1891. On a nearby track is a hand crane, 3 wagons and Com-Eng 4wDM GB1046 of 1960.

Western Rails 7/87

HARVEY FRUIT BOWL RAILWAY 610 mm gauge

(see LRN 57, p.15)

December 26th, 1986 saw the first public operation on the newest tourist railway in Western Australia - the 610 mm (2 ft) gauge Harvey Fruit Bowl/ Big Orange railway. This complex is situated on the South Western Highway on the northern approach to Harvey township and is modelled on the Big Pineapple (Qld) idea. 2.5 km of 45 lb rail ex the Meekatharra branch (much dating back to 1896) has been laid to make a circuit through orchards of a large variety of citrus fruits, nuts, etc. A commentary on the fruits, railway, and other features will become a regular part of the trip.

Four bridges are a feature on the line, including one over the old Harvey River watercourse. There is also a long steep grade at one point which taxes the locomotives. Permission has been granted for redevelopment of the Harvey River portion of the property to provide a year round boating, swimming, and picnic area.

The locomotive is a steam outlined 4 wheel drive 4.8 tonne Kless Engineering of Marayong product. Kless Engineering is operated by Malcolm Baldwin of the Baldwin loco production family.

The bogie coaches were built on site in Harvey using wheels built by Connellan in Queensland. Three coaches have been placed into service to date.

Initially there are no sidings on the line but a workshop siding will be put in. There is only one platform at present, a gravel filled landing near the main complex.

Western Rails 7/87

MEETINGS

SYDNEY:

At the October meeting, the M.W.S. & D.B. archivist, Noel Thorpe, will give an Overview of the railways of the Water Board, one of the largest users of light railways in NSW. Not to be missed.

LOCATION: Bowlers Club of NSW. Old Board Room, 2nd floor, Forests Commission Building

DATE: Wednesday 28 October 1987 at 7.00 pm

DECEMBER TOUR: In lieu of a December entertainment meeting, our annual tour will be held on 6 December to the quarantine station at North Head. This establishment had an extensive 2 ft 3 in gauge railway, much of which is still in position, which was worked by a Caldwell Vale locomotive for many years. A small charge will be made by National Parks for a conducted tour. Bring a lunch and meet at Manly Wharf at 11 am . For further details contact C. Wilson (02) 484-7984.

MELBOURNE:

Keith Kings will once again be treating us to some of his films. Keith has always provided an extremely interesting selection from his collection and you can expect that the October meeting will be as successful as his past efforts.

LOCATION: Ashburton Uniting Church Hall, Ashburn Grove, Ashburton

DATE : Thursday 8 October 1987 at 8.00 pm

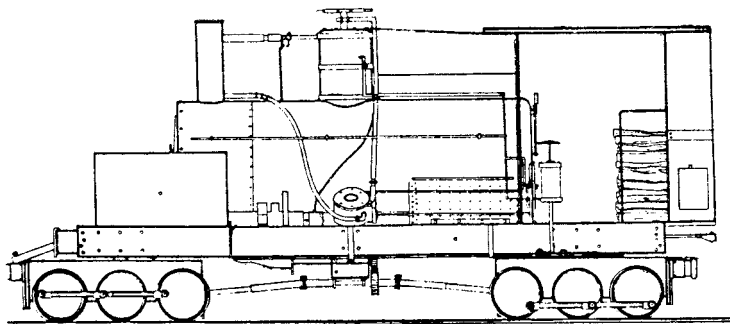
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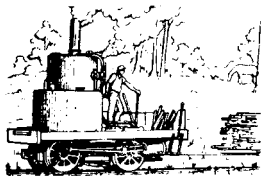
Contact Arnold Lockyer for details. (296 9488)

LOCATION: 150 First Ave., Royston Park

DATE: Thursday 3 December 1987 at 8.00 pm

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LIGHT RAILWAY NEWS

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Deadline for next issue - 20 December 1987

**STOP PRESS: QLD MEMBERS SEE SEPARATE NOTE RE
FORMING A QLD DIVISION**



Perry Loco "Tully 6" crosses Croome Rd. Albion Park on 13 .9. 87. The Jazz Band blasting away on the flat car behind the loco while four passenger cars bring up the rear.

Photo: Ken McCarthy

INDIVIDUAL STATE NEWS EDITORS

We are pleased to introduce the people listed below who have agreed to act as State News Editor for their respective state. Their assistance will ease our work load considerably. Members can now send material to their own state editor if they wish or they can still send items direct to us. Anyone from the other states who feels they can help in this manner will be gratefully welcomed to the ranks!

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STOP PRESS

ROTARY CLUB OF PROSERPINE 610 mm gauge

(see LRN 10, p.11)

It was reported on ABC Radio 4MK Mackay on November 2, that the Proserpine Rotary Club was considering disposing of Hunslet 4-6-0T 1317 of 1918, which has been displayed in the Rotary Park here for some years. There have been rumours of approaches from southern interests for this locomotive recently .

Clive Booth 11/87

NOTES, CORRECTIONS AND COMMENTS

TARONGA PARK ZOO AND MELBOURNE ZOOLOGICAL GARDENS RAILWAYS

(see LRN 59, p. 2)

Further to John Buckland's reminiscences on the miniature train at Melbourne Zoo, I visited the Zoo for the first time on 13 January 1949. On that occasion a petrol (or diesel) powered locomotive, which was a reasonable replica of the "Spirit of Progress", hauled visitors around the railway circuit.

The Zoo Guide Book for that period contains a photo of the train crossing a replica of the Sydney Harbour Bridge as it traverses the circle in a clockwise direction. Craig Wilson has provided photo copies from the 1930, 1939 and 1940 issues of the Taronga Zoo Guide showing the Sydney miniature railway. These items, I believe, have been kindly forwarded by a reader from Western Australia.

The 1930 Guide shows the "Here She Comes" loco similar to the present train situated at Coolangatta Historic Village near Nowra, NSW. The caption reveals that the railway had been opened in December 1929 by the Hon. R.T. Ball MLA, Minister for Lands. The train had proved a popular attraction at Taronga as 80,000 passengers were carried during the first three months of operation.

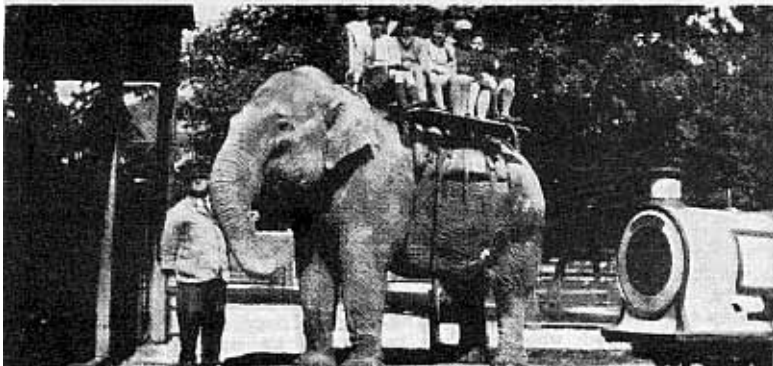
The 1939 Guide has a picture on the newer locomotive. This appears to be mounted on a 2-4-2 wheel arrangement and is of traditional British locomotive style of that era. The AEC logo appears on the smoke box door indicating the manufacturer of the power unit.

The photos up to 1939 show a clockwise operation, but the 1940 Guide has a photo of the new loco operation in an anti-clockwise circuit. Taronga Park Guide books of the World War II era do not contain photos of the miniature railway. At that stage the train was carrying over 100, 000 passengers per annum.

Ken McCarthy 8/87

MELBOURNE ZOO

Mr P.F. Rickard has located an illustration from *The School Paper* of 1 February 1933, which shows the elephant which John Buckland rode at Melbourne Zoo, and the front end of his "putt-putt machine". As he writes: "The question is - which little boy on the elephant's back is Mr Buckland?"



John Browning points out that the small 2 ft gauge diesel seen by Ken McCarthy at Melbourne Zoo in 1949 was still present in January 1976 (see LRN 4, p.12). It carried a Day's builders plate, but no serial number could be found. It and its railway was reported to have been removed from the Zoo by July 1978.

John Browning 8/87

COAL INDUSTRY AUCTION

(see LRN 60, p.5 & 6)

Ray Graf points out that the source of this article was Craig Wilson of Sydney and not the July "Australian Railway" as our omission of credit made it appear. (Sorry 'bout that, Craig! !)

Editors 10/87

SIMSMETAL PTY LTD, Rocklea, Brisbane 610 mm gauge

(see LRN 42, p.9)

Enquiries regarding the fate of former Isis Mill 10, Sharp Stewart 0-4-2 4432 of 1897, suggest that the locomotive may have been sold for private preservation. Further details would be welcome.

Bill Gray 10/87

T . A . C . L . RAIL TRACTOR RESTORATION - PROGRESS REPORT

A PROJECT TO RESTORE THE CLIMAX'S LITTLE BROTHER

(see LRN 60, p. 3)

The first work party took place on 25 October at Emerald. On that day the tractor was completely dismantled, and cleaning up of the wheels and frames commenced. The overall condition of the machine was considered to be good, and it was encouraging that items which would be expensive or difficult to replace were mostly re-useable. We do have problems with axleboxes, some of which will need replacements cast, which will cost money. In one case an original sprung axlebox had been replaced with an unsprung one, we will be returning this to its original condition.

A detailed autopsy was also carried out on the engine, the four pistons of which are completely seized. In most other respects the engine and gearbox is in good condition, and the previous intention to use a replacement engine/gearbox unit is now being reviewed. It is more likely that the best parts of the two units will be combined. The engine/gearbox unit is a standard Fordson "N" model tractor of the 1920s, which used petrol to start, and then ran on kerosene.

The design of the whole machine is very simple and quite crude. It was surprising to see deep wear marks on some parts where they had fouled the drive chain .

Many traces of the original paint were found, which was orange, without any undercoat. It appears that everything was painted orange originally, although traces of red and green paint were found on parts of the engine. We have not yet decided whether to restore the orange colour, or to use something less yucky!

It was previously thought that replacement wheels would have to be cast. It now seems possible that two pairs of old NA pony truck tyres can be made to fit, with a great saving in cost. The members of the team are Peter Evans, Mel Elliott, Hugh Markwick, Roger Wotherspoon, James Wotherspoon, and Frank Stamford.

Frank Stamford 10/87

FIELD REPORT

AYR, QUEENSLAND

Not many members may realise that the derelict remains of a Kalamia Mill 2 ft gauge steam locomotive lie in Plantation Creek near Ayr. The loco is a Krauss 0-6-0T, almost certainly 6415 or 6416 of 1910. After use in north-west Queensland, it came to Kalamia Mill and is believed to have eventually been put to use for stationary pumping duties before being abandoned. After being completely covered by vegetation in past years, the locomotive was recently observed almost completely above the level of the swamp. The cab has gone and the firebox removed by scrap hunters, but the machine is nevertheless an interesting sight. It is to be found on the eastern side of the Kalamia line which crosses Plantation Creek and the location can be reached along a rough road beside the formation.

John Browning 9/87; Bill Gray 10/87

PUBLICATION

A 96-page book entitled *Northumberland - Newstan 1887-1987 : 100 years of coal mining* has been produced by Elcom Collieries. Compiled by Ed Tonks, the book includes photos showing some narrow gauge track dating from earlier days. The mine now has no underground rail system. The book is available on receipt of a \$2 stamp by the Colliery Manager, Newstan Colliery, c/- Post Office, TORONTO NSW 2283.

David Mewes 9/87

LOCOMOTIVE & ROLLING STOCK MANUFACTURERS

E.M. BALDWIN & SONS PTY LTD

See HEXHAM ENGINEERING PTY LTD

HEXHAM ENGINEERING PTY LTD, Hexham, NSW

(see LRN 60, p.3)

It is understood that Australian Iron & Steel attempted to order a second

Model DH40B B-B DH underground bogie loco from E.M. Baldwin while that company was in receivership, but that the Receiver declined to accept the order. It is believed that subsequently, orders for two 25 ton diesel hydraulics from AIS were accepted by Hexham Engineering, but no details of manufacture and delivery are to hand at present.

J.L.N. Southern 10/87

TOUR REPORT - Victoria

TIMBER AND GOLD TOUR, 4 October 1987

This tour, led by *Timber and Gold* author Norm Houghton, commenced at the Daylesford Railway Station with the aim of visiting LRRSA sacred sites in the Wombat Forest. It had been advertised in the August mail-out, a full two months before, so there was some doubt as to whether many would remember and front on the day. Fears were dispelled though when on arrival at the rendezvous point, I found approximately 1000 people milling around obviously waiting for their tour notes! Alleluia, the membership drive had paid off at last! With some excitement I grabbed the said notes, a pile of membership folios and a fistful of *Bellbrakes, Bullocks and Bushmen*, prepublication forms and hastened into the crowd ready to make a killing only to discover our agreed meeting point coincided with the location of the Daylesford Sunday Market!!! No-one even wanted to know about my prepublication forms.

A hunt around the station yard found the LRRSA crew cowering in a corner of the former goods yard, but all was not lost. Around 60 people had turned up for the tour which was an excellent response and infinitely more manageable than the 1000 that was first thought!

Those who arrived early enough had the opportunity to inspect the Daylesford station and grounds, which are now the headquarters of the Central Highlands Railway Project. The former VR branchline is progressively being reopened over part of its length.

Tour notes sold and formalities over, the cavalcade moved out just after the appointed time of 9.15 am. The first stop was at the terminus of Henderson's tramway (1879-1891) on Jubilee Lake Road where we disembarked and followed the tramway formation on foot down to the mill, a distance of about 2 km. Several deep cuttings provided plenty of interest and the finding of two previously unknown branches to the line provided an air of discovery to the walk.

After a return along much the same route, the party proceeded along Star Track to the big cutting near Graves Siding on the dismantled Daylesford -

North Creswick Railway. The Telegraph Tramway (1860-1893) could be seen alongside the road on the way. Near the cutting, the walkers set off along the tramway with the task of trying to find the diversion point of the original line to the Ballan Road and the later tramway into Graves Siding. Ten minutes into the walk, success!! The diversion was revealed as being in the form of a reversing point on the original line. Both formations were clearly evident and of particular note was the bearer impressions left in the tramway formation.

We were about to head off to inspect the tramway in the direction of the Telegraph Mill when the impossible happened. The rain came. In fact it not only rained, it belted down, drenching everyone who had not prepared for the unheard of likelihood that this sort of thing could actually happen on a LRRSA walk! !! We were dumbfounded and I can assure all who attended that the responsible authority will be sent a tersely worded letter as a result. Surely this was the type of thing you would expect in tropical Queensland, not here in Victoria! We huddled under trees and bushes in the hope that this was only a temporary aberration, but to no avail. The attempt to walk the Telegraph Tramway had to be abandoned and, in despair, we all trudged our way back to the cars.

Lunch was taken at the Daylesford Lake where the hardy Dwyers managed to make use of the electric BBQ under a makeshift shelter in the pouring rain while the rest of us abandoned any such thought and ate pies or sandwiches in our cars. By 12.30 pm it was obvious that the rain was there to stay and, for the first time ever and with great disappointment, the decision was made to abandon the tour.

We will, however, be rescheduling the trip for some time in the near future. What we did manage to see was extremely interesting and has whetted the appetite for the next attempt. Thanks are due to Norm Houghton for the work he put in preparing for the trip and drafting the notes as well as leading the tour for the morning. Thanks also to Chris, Shelley and Lindy McCarthy for collating the notes. We look forward to seeing everyone again on the return trip to the Wombat Forest.

Mike McCarthy 10/87

NEW SOUTH WALES

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD, Albion Park 610 mm gauge

(see LRN 60, p.7)

0-6-0T locomotive *Tully 6* underwent successful steaming trials on Sunday afternoon, 23 August. The engine worked the very heavy traffic at the

museum on the 13 September open day without any problems arising. Since then several minor matters have been corrected as these emerge. The track sanding gear has been refitted so that it can deposit sand for working in either direction and the project of wiring the lights from the steam turbine is well advanced. Patterns of the "Perry 7967.49.1" builders plates as well as name plate *Tully 6* have been sent to the foundry so the fitting of these items in December should complete this major restoration project.

It is a credit to the boiler shop at the BHP Port Kembla Steel Works, to the restoration team at the ILRMS Museum and to the Tully Mill fitters that very few problems had to be adjusted during the steam trials of this loco. Although the wheels were dropped from the frame at Albion Park and the motion bushes etc. overhauled, the valve timing did not require adjustment. After possibly 25 years of inactivity the loco operates with a uniform and steady beat!

Over 1000 visitors took trips on the museum steam railway on 13 September while over 450 passengers were carried behind the Gemco electric loco on the museum's tramway. As the two small man transport cars used with the Gemco only seat a total of 25 passengers, most of the miners' tram trips were made at full capacity. The success of this open day was the result of major publicity due to the annual visit of the Illawarra Jazz Band and the recommissioning of the Perry loco.

All steam trips on the open day were made with four passenger cars with the jazz band accommodated on a large bogie flat car fitted with seats behind the loco. The total seating capacity of the passenger cars amounted to just over 100 passengers but many trips were made with over 150 visitors creating their own peak hour loads!

Restoration work has now accelerated on the Davenport loco (0-4-0ST 1596 of 1917). The application of insulation, cladding and cover strips on the firebox is proceeding as well as the renewal of some items of plumbing. When this part of the Bicentennial project is completed the new cabin will be bolted to the rebuilt cab sub frame and the loco will then be repainted.

In addition to the continual task of brass polishing, minor jobs are being conducted on 0-6-0 loco *Cairns* (Hudswell Clarke 1706 if 1939). New conduit and wiring as well as switch gear are being constructed to replace these worn items on the locomotive.

The restoration of the Otford Signal Box was completed by the 13 September open day. The rubber flooring has been fitted and the fixing of new external fascia boards enabled the outside paintwork to be completed. Member Brad Johns, who has been responsible for this project, has been the VIP in several items of publicity concerning this restoration job. A ceremony is

planned for next October when this signal box reaches its centenary.

The regauging of the two large Huntley Colliery cross bench man transporting cars was completed by early September. No. 4 has been retained in its original condition but the other vehicle has been converted to a bogie flat car almost 9 m long x 2.4 m wide. Stability tests were conducted by loading a mobile compressor and other items onto the vehicle. No member could be found willing to have his or her motor car placed on the flat car for further tests! The wagon is very stable and the conversion has been made so that the seats can be refastened to the frame when needed as a "band car".

The new long "Shay Siding" was completed by mid August, branching from the main station yard. This has been constructed on steel sleepers with 45 lb rail fastened by Pandrol clips.

The first reconditioned castings for the Shay bogies (Lima 906 of 1904 and 2097 of 1907) were received at the museum during September. The museum was pleased to receive an offer by the NSW Rail Transport Museum to reprofile the worn Shay wheel treads at their Thirlmere workshops. Although the main thrust of the Shay restoration team is to first restore two bogies to operating condition, work is progressing on stockpiling and cutting to shape the new main frame components for this loco.

John Fowler 0-4-0T loco 16089 of 1923 returned to the Albion Park museum railway on 23 September from its store site in Kiama. Although steady progress is being made on the formalities which will result in a tourist railway being constructed at and adjacent to Kiama harbour, the Kiama Light Rail group transferred the loco to Albion Park as it is expected that restoration will eventually be carried out in the ILRMS workshops.

During October the window frames along one side of former Melbourne cable car 430 were replaced with new sashes constructed in one piece from 12 mm thick marine ply. Many of the existing frames are 97 years old and carry fleet number "25", the identification carried by the car when it entered traffic on the South Melbourne line during 1890. Construction number 430 became the car number when the M&MTB renumbered all cable rolling stock in a uniform roster in the early 1920s. A total of 20 sashes have been constructed so that all the original items will be replaced by the end of the year.

The ceremony to mark the official return to traffic of Perry loco *Tully 6* and Davenport engine "Kiama" on Saturday, 9 April, 1988, will commence at 2 pm at the Albion Park Museum, Tongarra Road at the southern end of the air strip. The ceremony will mark the conclusion of the three CEP programmes conducted during 1985-7 and the Bicentennial grant projects. Three steam locos, as well as the various electric, petrol and diesel units, will be in operation on this gala occasion.

Readers requiring further details during late February, should direct their inquiries to P.O. Box 1036, WOLLONGONG, 2500.

Ken McCarthy 10/87

ROY MILES, c/- Steelmark, Unanderra 1435 mm gauge

This gentleman purchased Ruston & Hornsby Model 88DS 0-4-0DM 326064 of 1952 ex Helensburgh Colliery at an Australian Iron & Steel auction in November 1982, for the Lachlan Valley Railway. It was stored at Elders Metals Ltd, Berkeley Road, Unanderra. Ownership of the site changed to Steelmark in 1985, but the loco is still there, apparently because of a transmission seizure.

J.L.N. Southern 10/87

AUSTRALIAN IRON & STEEL PTY LTD, Nebo Colliery 1067 mm gauge

This is the last colliery in the group where coal haulage by locomotive can be seen. There are four vintage Malcolm Moore 0-6-0DMs available for use here and they will finish up by 1988, forty years after their introduction to the area. One locomotive and some bogie coal skips were donated to the Zig Zag Railway Co-op during 1987. Company policy is to replace underground haulage by conveyor belts, and diesel locomotives involve operating difficulties because of frequent safety checks and costly exhaust scrubber maintenance.

J.L.N. Southern 10/87

AUSTRALIAN IRON & STEEL PTY LTD, Bulli Colliery 1067 mm gauge

(see LRN 28, p.3)

All underground equipment was withdrawn from the mine by 28 August, and the mine is being sealed off. An auction was held at the mine on 19 September, and the following items were disposed of:

Malcolm Moore 0-6-0DM; 25 tonne; Gardner 8L3 engine

- 1 MM 26-204 No. 1 1948 / Drewry 2211 1947 ex Wongawilli Colliery
- 4 MM 26-204 No. 4 1948 / Drewry 2214 1947 ex Bulli Colliery
- 7 MM 26-204 No. 7 1951 / Drewry 2336 1947 ex Bulli Colliery
- 8 MM 26-204 No. 8 1951 / Drewry 2337 1947 ex Bulli Colliery
- 9 MM 26-204 No. 9 1951 / Drewry 2338 1950 ex Bulli Colliery
- 14 MM 26-204 No. 14 1951 / Drewry 2343 1950 ex Kemira Colliery
- 15 MM 26-204 No. 15 1951 / Drewry 2344 1950 ex Kemira Colliery

Sold for \$1400 each to McAlister Bros (Metal Recyclers) Pty Ltd, Smithfield, for resale as locomotives or engines, together with the engine from loco 10, scrapped at Kemira in 1972 for spare parts.

Four-wheel battery electric locos:

- 1 BHP 1947 ex Cordeaux Colliery) Sold for \$250 each

- 15 BHP 1947 ex Cordeaux Colliery) without battery
- 46 BHP 1947 ex Tower Colliery) boxes to three
- 63 BHP 1948 ex Bulli colliery) different buyers
- 64 BHP 1948 ex Bulli Colliery) for parts/scrap.
- 97 Gibson Battle ex Wongawilli Colliery)

(BHP locos built under licence from Jeffrey; Gibson Battle either built by Jeffrey or under licence from Jeffrey) Personnel carriers:

- 98 4wBER Titan 1002 1977 sold for \$550 for parts/scrap
- 99 4wBER Titan 1003 1977 sold for \$550 going to Melbourne
- 124 B-B DHR Hunslet Taylor 1981? sold for \$500 for parts/scrap
- 125 B-B DHR Hunslet Taylor 1981? sold for \$500 for parts/scrap

Miscellaneous rail-mounted equipment:

- EE 250 hp generating set - sold for \$400
- 154 Consolidated compressor, 80 hp - sold for \$250
- 119 Hexham diesel breaker - sold for \$350
- 121 Hexham diesel breaker - sold for \$450
- 117 Hexham diesel breaker - sold for \$460
- Hexham feeder machine - sold for \$500
- 64 bogie coal wagons (operational) - sold for scrap at \$150 ea
- 65 bogie coal wagons (non-operational) - sold for scrap at \$185 ea
- 4 flat top bogie rail cars - sold to Huntley Colliery for wheels, axles & couplers for \$210
- 2 ambulance rail cars - sold to Huntley Colliery for wheels, axles & couplers for \$200
- 345 hardwood sleepers - sold for \$275 the lot.

BHP battery locomotives 58, 62, 65, 65 & 67, (built 1948) and Fox 4wDMR personnel cars 13, 14, 19, 74 s 60 (Box 241, 213, 222 of 1967 & 338, 344 of 1974 respectively) disappeared from Bulli after closure in May 1987. They may have been transferred elsewhere, but it is suspected that at least personnel carriers 13, 14 & 19 may have been scrapped on site .

Craig Wilson 9/87; J.L.N. Southern 10/87

BHP LTD, Newcastle Steelworks 1435 mm & 915 mm gauge

(see LRN 27, p.4)

A further rationalisation of the operations here will lead to the withdrawal of another six Bo-Bo DE locos, including the elimination of the narrow gauge system with its 7 km of track and five locos, with the latest built in 1977.

Between November 1982 and April 1983, eight Goninan centre cab Bo-Bo DE locos (40, 42, 44, 45, 46, 49, 50 & 51) had been placed in mothballs as a part of the rationalisation implemented then. All except number 40 were standard gauge. Numbers 44, 50 & 51 were returned to service in 1983-4. This was partly due to the withdrawal of Goninan end cab "Cooper-Bessemer"

B-B DE locos 32 & 36 after they broke crankshafts. These locos are currently stored for cannibalisation in Lysaght's "Sankey Yard".

The narrow gauge locos currently in use are numbered 37, 38, 39, 41 and 56. These have narrow cabs, while the standard gauge units have had their cabs widened, or else were delivered with the wider cab. The narrow gauge was used for the transport of ingots from casting to bloom mill, and will be eliminated with the introduction of a new caster by the end of 1987.

It is not known exactly which other standard gauge unit will be withdrawn, but it will be made redundant by the installation of a slag granulator at the No. 3 blast furnace. Slag from here is currently handled by number 50. By the end of 1988, the remaining "Cooper-Bessemer" B-B DEs, numbers 33, 34 & 35 will also be withdrawn. Standard gauge track currently totals 108 km.

Full maker's details of the locos may be found in *Steel & Rails in Newcastle*, published by the LRRSA.

Australian Railway via John Browning 10/87

NSW RAIL TRANSPORT MUSEUM, Thirlmere 1435 mm gauge

(see LRN 46, p.2)

Australian National Railways General Electric Bo-Bo DE DE90 has been acquired for preservation at Thirlmere. It was obtained in 1944 under lend-lease for industrial use at the St. Mary's munitions factory, and in 1948 was transferred to Woomera, becoming Commonwealth Railways DE90. It was latterly used for shunting at Port Pirie and Port Augusta.

Australian Railway via John Browning 10/87

ZIG ZAG RAILWAY CO-OPERATIVE LTD, Lithgow 1067 mm gauge

(see LRN 15, p.9)

In September 1987, a historic Malcolm Moore 0-6-0DM loco was donated by Australian Iron & Steel Pty Ltd from their Nebo Colliery. The loco is Malcolm Moore 26-204 No. 11 of 1951 / Drewry 2340 of 1950. Accompanying the loco were some ten-ton axleless bogie skips for possible use on work trains and ballasting.

J.L.N. Southern 10/87

RICHMOND VALE PRESERVATION CO-OPERATIVE SOCIETY LTD Richmond Vale Railway Museum, Richmond Main 1435 mm gauge

(see LRN 45, p.7)

Progress is continuing well in the development of the preserved railway project here. *Marjorie*, Clyde 0-4-0ST 462 of 1938, is in working order and it is hoped to have tourist trains running between Richmond Vale and Pelaw Main

Collieries in 1988. Work is well in hand in the restoration of 0-4-0ST *Kathleen*, Avonside 1862 of 1921. A major discovery has been that of the body of J.A. Brown's personal carriage on a Cessnock farm. A suitable chassis has been located to restore this relic.

Australian Railway via John Browning 10/87

QUEENSLAND

CSR LTD, Macknade Mill 610 mm gauge

(see LRN 59, p.7)

The last section of the Hawkins Creek line to be so done was relaid with 60 lb rail during the 1987 slack season. This line is now 60 lb throughout, most of it thermit welded.

Just prior to the crushing, brakewagon No. 2 (E.M. Baldwin B-B DH 7065-3-6-77 of 1977) was transferred from loco 20 (E.M. Baldwin B-B DH 7070-4-4-77 of 1977) to sister loco 19 (7070-3-4-77 of 1977). No. 19 received a motor and torque converter overhaul during the slack season, so is now in better shape than 20, and has been put on the heavy Hawkins Creek run instead. The brakewagon goes with the loco on the run. Brakewagon 1 (E.M. Baldwin 7065-5-6-77 of 1977) remains with loco 14 (E.M. Baldwin 0-6-0DH 6-2490-1-7-68 of 1968).

Victoria Mill's Hansen's 2-2wPMR linecar V1 (78 of 1973) was at Macknade for the first five weeks of the crushing, but by mid-August it had returned to the Halifax depot where it is used to maintain the section of line used by both Macknade and Victoria for bulk sugar haulage. Macknade car 2 (1112 of 1973) remains at the mill though little used.

An unusual use of 2 ft gauge track was seen in April when a new dryer drum was delivered from the Bundaberg Foundry. A special trolley was built of six new bin frames to run on a pair of parallel 2 ft gauge tracks with six axles running on each track in order to transport the dryer into the building where it was to be installed. Haulage was by man-powered wire rope.

Christopher Hart 8/87

A truck was badly damaged when it was in collision with Clyde 0-6-0DH 12 (65-434 of 1965) at Ripple Creek (where the Bruce Highway crosses the Seymour line) at 8.30 am on 30 September. The loco ended up in the road at right angles to the track, and a piece of flange was broken off one of its leading wheels. This was welded back into place at the mill, but it was then found that the axle had been bent by the force of the collision.

The small loco is in continual use on the yard shunt, and another is in use for

two shifts on sugar haulage to Lucinda. Five locos are used on cane haulage on the day shift, three on the afternoon shift, and only one at night .

The ex-Victoria Mill Hansen linecar 34 of 1972 has been numbered M1. It replaces the former M1 (more recently numbered TROL 1), Hansen 90 of 1973 , which is rumoured to be going to Victoria Mill for display with the *Homebush* steam loco.

Christopher Hart 10/87; Herbert River Express 1/10/87 via C. Hart.

CSR LTD, Pleystowe Mill 610 mm gauge

(see LRN 52, p.11)

The Gemco brake wagons purchased by the mill in 1985 are permanently coupled together, and one is incapable of being used without the other, which is fitted with the engine and compressor supplying air to the brakes fitted to both vehicles. They are normally used on the hilly run to Habana, and late in August were seen in use. Rather surprising was the discovery that the unpowered brake wagon contained a seat which was occupied by a rather reluctant passenger! A mill fitter had been riding around in the vehicle to try to diagnose some wheel lock-up problems which had been experienced when braking.

John Browning 9/87

CSR LTD, Victoria Mill 610 mm gauge

(see LRN 60, p.12)

A Hansen linecar is said to have been donated to the Australian Sugar Industry Museum, Mourilyan.

The Mill's livery has been modified to light yellow with a grey bonnet top. The Baldwin bogie locos also have a green stripe.

Early in October, just six bogie Baldwin locos out of the mill's total of seventeen locos available for cane haulage duties were noted in service for the afternoon shift. There are another four main-line diesels used for yard shunting, sugar haulage to Lucinda, and navy use.

The mill is repainting its ballast hoppers green instead of the yellow previously used. Eight were seen in green and another in primer by early October, with at least three more to be done.

Christopher Hart 10/87; John Browning 10/87

MACKAY AREA MILL MERGER

(see LRN 59, p.6)

Another attempt to gain grower approval for a merged Mackay co-operative is likely to be put to the vote before the end of the year. CRS has agreed to sell any co-operative of four or five mills formed as a result, their

Pleystowe Mill for a basic price of \$25m. The co-operative mills involved are Racecourse, Marian, North Eton, Cattle Creek and Farleigh.

John Browning 10/87

BABINDA CO-OPERATIVE CENTRAL MILL SOCIETY LTD 610 mm gauge

(see LRN 59,p. 6)

The two Clyde 0-6-0DH's transferred from Goondi were observed in late September still in CSR livery and numbering as follows:

5 Clyde 55-56 1955 - still lettered "CSR", working in Goondi area;

6 Clyde 56-90 1956 - under repair in Babinda loco shed.

The "missing link" of tramline between the old Goondi line along Dinner Creek Road and the Babinda line along Cartwright Road was opened around 24 August. The length of this section which skirts the Eubenangee Swamp appears less than 3 km, but other work includes the regrading and reconstruction of most of the old Goondi line north of Garradunga, including one significant deviation, and the construction of new holding loops at the Babinda end of the link. Within Goondi territory, most of the points still face Goondi, but these are expected to be altered in due course.

Two former Goondi bogie ballast wagons were noted on Babinda metals in late September.

Tom Porritt 9/87; John Browning 9/87

MORETON CENTRAL MILL CO. LTD, Nambour 610 mm gauge

(see LRN 49, p.8)

A visit during October revealed-the surprising news that SHAY Lima 2091 of 1908 had disappeared from its position at the entrance to the mill yard, together with its canopy, sometime after 1 October. Investigations have revealed that the engine has been moved for a period of 12 months to Mapleton, the town which it was built to grind its way up to, for the celebration of that town's centenary.

Bill Gray 10/87; David Mewes 10/87

CITRA CONSTRUCTIONS LTD, Yukan 1067 mm & 1000 mm gauges

(see LRN 60, p.11)

By late September, all three Billard 4wDM locos were together at Citra's Yukan depot, as equipment was cleared with the winding down of the electrification project. The loco rebuilt by Birch Crane Hire, Billard T75P VM 227, had been numbered 007. Unrebuilt loco 11E1 (Billard T75P VM 224) had its axles removed and the wheelsets nearby appeared to be 1067 mm gauge. The second unrebuilt loco, 11E3 (Billard T75P VM 228) was still fitted with wheels at metre gauge. These items were advertised in the *Courier Mail* of 29

September as "Billard diesel loco 3 ft 6 in gauge and spares" to be auctioned on 14 October, but these later disappeared from auction notices.

A visit to Yukan on 15 October found them being loaded by crane onto QGR flat wagons, and it is understood that they had been acquired by the Rockhampton City Council for its bicentennial steam tramway project (see elsewhere this issue). They were observed at Mackay Station loaded on "S" wagons on 18 October, with 007 having had its cab removed to fit the loading gauge.

*Craig Wilson 10/87; Ray Graf 10/87;
John Browning & Clive Booth 10/87*

CSR LTD, Hambledon Mill, Edmonton 610 mm gauge

(see LRN 55, p.8)

Traffic tailed back on the Bruce Highway for some distance and loco crews waited impatiently to take their rakes of full bins back to the mill just before 4 pm on 30 September, when some empty bins became derailed on the highway crossing at Edmonton. E.M. Baldwin 4wDH 9109-1-9-80 of 1980 was sent down from the mill to retrieve some of the bins. It arrived here from Goondi in 1986. A similar machine, Baldwin 8002-1-8-78 of 1978, which arrived from Goondi this year, was seen in the loco shed.

Motor Rail "Simplex" 4wDM 10450 of 1954 has replaced Motor Rail 2090 as truck shop shunter. The more modern loco was fitted with the Dorman diesel engine from the 3 ft 6 in gauge "Simplex" which was formerly used for shunting QGR sugar box wagons. This unit appears to have disappeared from the mill.

A Motor Rail "Simplex" 4wDM was noted stationed at Redlynch depot. This is a 4 ton machine dating from the 1920s, and is possibly 2089 of 1922.

John Browning 9/87

CSR LTD, Kalamia Mill, Ayr 610 mm gauge

(see LRN 49, p.7)

ComEng 0-6-0DH *Delta* (FD5094 of 1965) has been fitted with a Caterpillar D343 engine, giving some 365 hp, as opposed to the original 277 hp. The larger engine has necessitated lifting a section of the bonnet cover in order to accommodate it.

John Browning 9/87

MOSSMAN CENTRAL MILL CO. LTD, 610 mm gauge

(see LRN 59, p.8)

During 1987, "Ballyhooley Steam Express" operations departed from a temporary terminus at the Port Douglas end named "Lakeside Station". This

is very near to where the line emerges from the mangrove swamp which it crosses by a causeway. Construction operations for the new Mirage resort are everywhere around, but the area should be most picturesque when the development and associated landscaping are completed. Some track has been laid in the direction of Port Douglas, and it is believed that stations will serve the new Sheraton Hotel and the old wharf area.

When visited on 1 October, only one loco was in steam, Bundaberg Foundry 0-6-2T *Bally Hooley* (6 of 1952), as the Drumsara Plantation tour was not operating. This loco is still LPG fired, but the other loco, Hudswell Clarke 0-6-0 1838 of 1950 is coal fired. It has been graced with the painted name *Bally Hooley Too* on the cabside, and carries extensive signwriting on the tender also. However, it is in excellent condition and appears well cared for in dark red livery with yellow lining out.

Willison couplers are being fitted to the Ballyhooley stock, which now consists of four metal-construction 4-compartment cars, and three new wooden 5-compartment cars. one of these has South African bogies from one of the ex QGR rail motor trailers acquired from Steam Trains Pty Ltd. Investigations regarding the possible use of at least one of these rail motor trailer cars has revealed problems with floor height compared with platform height.

A "canetainer" bin has been mounted experimentally on a pair of the new Sugar Research large diameter self-steering wheelsets used last year on prototype vehicles at Marian Mill. (Canetainer wagons are normally mounted on bogies.) This was seen going through the tippler, and by all accounts, it has been operating with little trouble. A second chassis of this kind, which apparently failed by a few millimetres to give adequate clearance in the tippler, was noted in the mill yard.

John Browning & Bernie Milford 10/87

Mossman Central Mill has indicated that it has vacancies for steam loco firemen and drivers for their Bundaberg Foundry 0-6-2T and Hudswell Clarke 0-6-0 locos used to haul the Balleyhooley steam express. Anyone interested should apply directly to Mossman Central Mill, PO Box 97, Mossman, QLD 4873, marking the application attention Mr B.J. Milford/KD

Sunshine Express 10/87 via Geoff Hayes

ROCKHAMPTON CITY COUNCIL 1067 mm, 1000 mm & 610 mm gauges

(see LRN 49, p.9 & LRN 58, p.7)

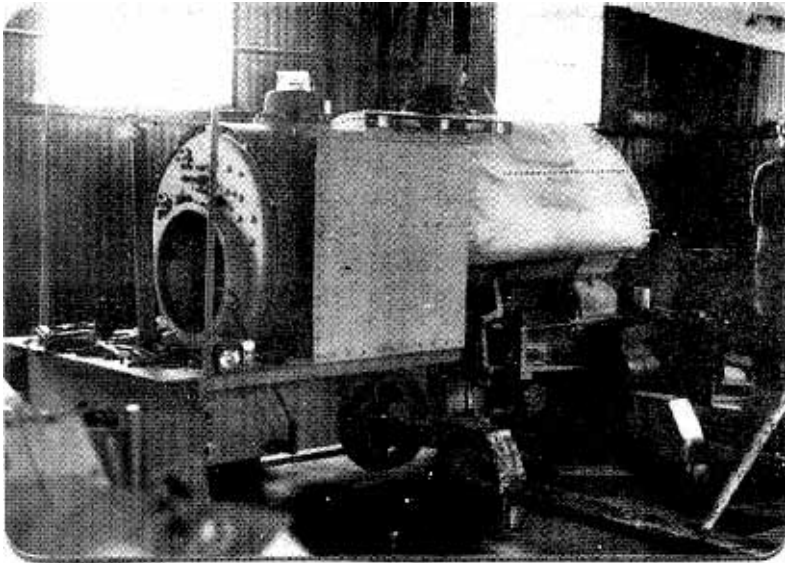
It is understood that the 2 ft gauge Hudswell Clarke 0-6-0ST 496 of 1898 has been stored at the Council Bus workshops following a dispute about its ownership. It had been removed from Curtin Park at Port Curtis Junction

for private preservation. It is understood that progress on the steam tram preservation project is on course for operation in June 1988. One usable Billard 4wDM loco and two others suitable for spare parts have been acquired from Citra Constructions for the project (see elsewhere this issue).

Bill Gray 10/87; John Browning & Clive Booth 10/87

SOUTH AUSTRALIA

COBDOGLA LIGHT RAILWAY LOCO No . 2 610 mm gauge



No. 59 ex Barmera Park , being rebuilt by E. & W. S., Ottoway Depot.

Photo: Rob Sanders, 23.9.87

Most people would probably know the above mentioned loco as No. 59, which was in the Barmera foreshore playground for many years. About two years ago, this loco was removed from the playground, and it was only recently that I discovered that the E. & W.S. had removed it . The loco in this period of time, had been completely stripped down, and almost totally rebuilt by the Industrial Training Section, with the eventual aim of running the loco at the E. & W.S. Cobdogla Museum.

When the loco was brought to the Ottoway Depot and stripped down, things were found to be a lot worse than first expected. The boiler, with the

exception of the Circular firebox, backhead, some stays and throat plate, was totally beyond repair, and so a new barrel, front tube plate, and smokebox wrapper were made. Then, to keep everything as original as possible, these were re-hot-riveted together. As well, three of the four wheels were found to be cracked, and because of this, new centres were cast up. The old tyres were then built up with weld, machined and placed back on the wheels. Axles were replaced as well, as the old ones were also badly worn .

The saddle tank, sand boxes and smokebox door were all replaced, using the originals as patterns, and in keeping with the high standard of workmanship, these were also re-riveted as per the original ones. The cylinders have also been machined out, and new rings and pistons are to be made. Much of the valve gear has had to be made again, almost from scratch, as most of this was missing or broken. At the time of writing, the rebuilt cab still has to be fitted, boiler fittings completed and put back, and valve gear and motion fitting and funnel to be fitted. It is hoped to have this work completed by Christmas, so the loco can start running at Cobdogla early in the New Year.

It appears that the loco is indeed a Bagnall product (1801 of 1906), as the E. & W.S. have obtained copies of general layout from England. They have also managed to find a photo of the loco at work, possibly taken at Cobdogla. I would like to extend a personal thanks to Dean Schultz and Brenton Beard who showed me over the work and answered my endless questions.

Rob Sanders 10/87

TASMANIA

EMU BAY RAILWAY

This privately owned railway which runs 129 km from Burnie to Melba Flats may soon boast a branch line. Since the closing of the Guildford - Waratah Line in 1939 the E.B.R. has had no branches apart from a short loading spur at Primrose Siding. Now however with the planned extension of the Aberfoyle Company's mine at Hellyer, it appears highly likely that a rail link will be built to the mine from the 61.5 km mark on the long established E.B.R. line. Already a survey line has been cleared. If built, the branch will be 11.5 km in length.

Currently the freight hauled on the E.B.R. is almost entirely mineral ore from the mines at Rosebery and Queenstown. Over the past two decades the management has steadily followed a programme of track improvement. Extensive realignment on the northern section of the line has made haulage easier by reducing gradients and removing the sharpest curves. With most bridges now replaced or strengthened, the way is clear for the Company to

consider heavier and more powerful locomotives when replacements are required.

Ken Milbourne 10/87

QUEENSLAND LOCOMOTIVES IN SERVICE

Tasrail has purchased sixteen second-hand locomotives from the Queensland Railways. These engines are being reclassified as ZB class in Tasmania . Some are already in use. Apparently the need to press these engines into service was such that they have not been repainted and are still operating in their Queensland livery.

Ken Milbourne 10/87

TASMANIAN LOCOMOTIVE COMPANY

Despite all manner of difficulties and several years of work in restoring locomotive H2 (Vulcan 5950/1951), the Tasmanian Locomotive Company finally became operational on Saturday, 4 April, when they ran a passenger excursion from Derwent Park to Parattah and return. This was followed the next day by a similar excursion to National Park. These trips on Tasrail tracks are of course subject to the approval of Tasrail. Although this approval has been forthcoming for several trips during the winter, the Company has been refused permission to operate with a steam locomotive during certain summer months.

The operators of the Company are seeking to have this refusal to allow the excursions to proceed, reversed. If they are unsuccessful it will mean that the most suitable and therefore most profitable period of operating will be lost .

Ken Milbourne 10/87

VICTORIA

PRIVATE PRESERVATION 610 mm gauge

(see LRN 59, p.11)

Two 4wDM locomotives have been located at Corowa. Both were in the possession of an engineering company called Uptons, who removed the engines from both locos for use elsewhere.

The first is a Fowler, and has been regauged from 2 foot to about 5 foot by the use of additional framing and axle extensions.

The second, also of 2 foot gauge, was built by the Whitcomb Locomotive Company of Rochelle, Illinios, USA, a subsidiary of the Baldwin Locomotive Company. The builders plate carries the serial number 40521 and class number 5DM26A. The locomotive is believed to have been used in the

construction of the Snowy Mountains Scheme, and was originally powered by an "International" diesel engine.

Both locomotives, substantially complete except for the engines, have been purchased by Alan Stebbing. Anyone who can supply any further information on the history of either locomotive is asked to contact Alan at 2239 Dandenong Road, Mulgrave, Vic. 3170.

Motor Rail "Simplex" 7351 of 1938 has been purchased from Cheetham Salt Limited by Peter Evans. It was removed from the Laverton Works on 10 September 1987 to a site at Belgrave South for some preliminary work. The restoration of this locomotive is likely to be a long term project as several frame members have succumbed to the ravages of salt and will have to be replaced.

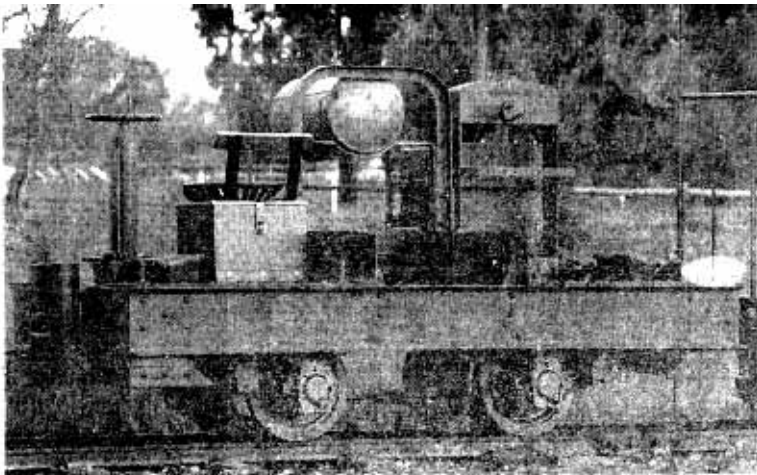
In the short term at least, the Dorman diesel engine of 7351 will be used to complete the restoration of "Simplex" 10058 of 1948. Although this engine is of lower HP than the original, the external dimensions will allow it to be fitted into the frame of 10058.

Peter Evans 10/87

ALEXANDRA TIMBER TRAMWAY AND MUSEUM 610 mm gauge

(see
LRN
p.9)

60,



Motor Rail "Simplex" 10058 or 1948 under restoration at Alexandra.

Photo: Peter Evans

A working bee was held at the Museum on 27 September. Although the day was hot, a pleasing number of volunteers attended, and 20 metres of the

oldest section of track was lifted. This section was then relaid with new red gum sleepers, and the rail joints were staggered. Fresh ballast was added, and this section of the track and one set of points were jacked up and re-aligned.

Work is continuing on the repair of the old broad gauge station. The fence near the toilet block has been replaced, and an avenue of trees planted along the driveway.

On 18 October the station platform was resurfaced with finely crushed gravel and rolled flat. The work was carried out by members of the Lions Club of Alexandra. This organisation has strongly and actively supported the Museum in the past, and their continued contribution is greatly appreciated.

When the Alexandra line was closed, four RY trucks were left in the Alexandra yard as receptacles for superphosphate. These trucks were sold by V/Line to Simms Metal as scrap, and were removed early in October. Enquiries are now being made in order to obtain some broad gauge four-wheel vans to place in the goods shed road for the storage of loco wood. This would enable the area around the goods shed to be cleaned up and landscaped.

Motor Rail "Simplex" 10058 of 1948 has had a new floor and driver's seat fitted. The exhaust conditioner has been reassembled, and after new axle journal oilers were fitted on 26 September, the locomotive was towed several times around the track by Malcolm Moore 4wPM B.No.1049. The "Simplex" rode well on its new springs, and progress so far has been very pleasing considering that the locomotive had been partially cut up for scrap when it was purchased.

Work on the repair of John Fowler 11885 of 1909 has been progressing more slowly than had been hoped. The cab has been repaired, and work has started on the construction of new side tanks. When the damaged tanks were removed the opportunity was taken to jack the loco up, remove the springs and hangers, clean the axleboxes and insert new oil wicks. It is hoped to return the locomotive to service in early November.

Anyone interested in joining the Museum's volunteer workforce is asked to write to the Alexandra Timber Tramway and Museum, c/- 7 Rose Street, Alexandra, Vic. 3714. New members are always welcome .

Peter Evans 10/87

OLD WOOLSHED MUSEUM 610 mm gauge

Noted stored near the causeway at Wodonga on 13 September was Orenstein and Koppell 0-6-0T B.No. 4241 of 1910. This locomotive was originally from the Great Boulder Gold Mine in W. A., and came here via the Goulburn Steam Museum. The loco is stored on a short length of track in the open, and is in poor external condition. It is believed to be owned by a

collector of old machinery who bought it in order to establish a tourist railway as part of a museum on the causeway. The museum appears to be closed.

Peter Evans 10/87

A.E. VICKERY PTY LTD 660 mm gauge

This steel merchant and fabricator at 442 Swan Street, Burnley, employs a 20 m length of 660 mm gauge tramway to transport heavy fabricated parts from the machine shop to the spray painting area. One steel-framed four wheel flat truck, approximately 1 m x 2 m is hand pushed along 30 lb rail set into the concrete floor .

Peter Evans 10/87

O'SHEA AND BENNETT 914 mm gauge

Remnants of a once extensive system of 3 ft gauge tramways for the stacking of timber still exist at O'Shea and Bennett's timber yard in Oakleigh. Still intact, although partially buried, is a section about 100 m long. Part of this line, on a slight gradient, is still used. The four wheel truck is moved by hand and braked by using a length of timber as a lever to bear on one wheel. The yard was originally bisected by Connell Road, but the eastern side of the road has been re-developed as factories. However, the section of rail crossing Connell Road is still intact.

Peter Evans 10/87

EMERALD TOURIST RAILWAY BOARD/PUFFING BILLY PRESERVATION SOCIETY 762 mm gauge

(see LRN 59, p.10)

The boiler of the Climax loco was approved for operation at 180 pounds psi on 1 July. This loco is now not likely to be operational until next year. The frames of G42 are still at Emerald. At the Emerald car shops extensive work is underway on ex Mount Lyell car NBL 3, which will be brought up to the same standard as NBL 1 and 2, and fitted with name plates. An ex EBR track inspection car is also at Emerald, being converted from 3 ft 6 in gauge to 2 ft 6 in

On Tuesday October 27, a special mixed train was run to the Nobelius Packing Shed for the launching of Peter Cuffley's new book *That Little Train*. The train was hauled by 14A (in red livery), with two NQR wagons, an NU van, and five passenger cars, including two NBH's, and no Mount Lyell cars - to retain the authentic appearance of a VR train of about 1920. Long time Emerald resident Gus Ryberg - who worked in the packing shed when it was a packing shed - launched the book, concluding with the comment that "it's

worth the price". The book is a social history of the Gembrook line over the period 1900 to 1953. A full review will follow later, but from a brief perusal of the publication it appears to be a magnificent work, excellently printed, with superb photographs, index, bibliography and references. With 240 pages, and a hard cover, I have to agree it is worth the price - \$35.00 plus postage.

Frank Stamford 10/87

MEETINGS

MELBOURNE :

Frank Stamford will be presenting a variety of current and hysteric slides based on his recent trip to England, Scotland and. Wales; with an emphasis on Welsh Narrow gauge lines, Brunel's achievements, and inspiring scenery. (not to mention the Great Atmospheric Disaster of '47) Not to be missed! !

LOCATION : Ashburton Uniting Church Hall, Ashburn Grove, Ashburton

DATE : Thursday 10 December 1987 at 8.00 pm

SYDNEY :

Annual tour on 6 December to quarantine station at North Head. This establishment had an extensive 2 ft 3 in gauge railway, much of which is still in position. which was worked by a Caldwell Vale locomotive for many years. A small charge will be made by National Parks for a conducted tour. Bring a lunch and meet at Manly wharf at 11.00 am. For further details contact C.Wilson 02-484 7984.

ADELAIDE:

Contact Arnold Lockyer for details. (296 9488)

LOCATION: 150 First Ave., Royston Park

HAVE YOU ORDERED COPIES OF OUR TWO EXCITING NEW PUBLICATIONS YET? NOW AVAILABLE : -

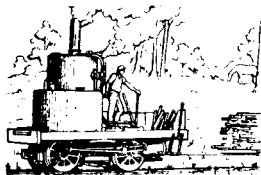
BELLBRAKES, BULLOCKS AND BUSHMEN, \$23.95
JAMES MARTIN / PERRY BUILDERS LISTS, \$5 .95

SPECIAL NOTE

We have been inundated with contributions this time! ! So much so, that unfortunately this issue has had to be fairly heavily "cut" to stay within the 20 pages maximum we are allowed. We have enough material left over for almost half of LRN 62; so if you're looking for your contribution and can't seem to find it - have faith - it will probably appear next time! Although its

hard to have to hold some contributions over till the next issue, it's infinitely better than not having enough material, so please don't stop sending them in Thanks for the support - it's great !

Geoff & Peg Hayes 11/8 7



LIGHT RAILWAY NEWS

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February 1988

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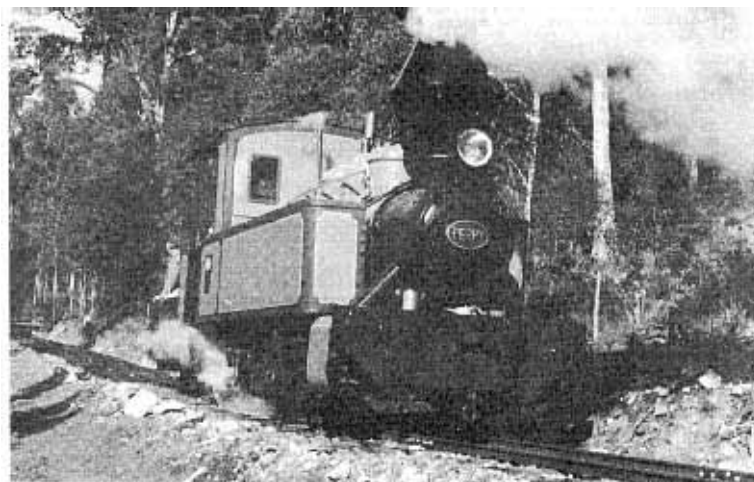
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Deadline for next issue - 26 February 1988



Perry 0-4-2T 2714-51-1 of 1951 - Bulahdelah Logging Railway.

Photo: Bruce Belbin

INDIVIDUAL STATE NEWS EDITORS

(Please note John Browning's change of address.)

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Frank Stamford, 9 McGregor St., Canterbury, Vic 3126.

SA: Arnold Lockyer, 6 Dunedin St., Dover Gardens SA 5084.

TAS: Ken Milbourne, 11 Ruthwell St., Montrose, Tas 7010.

WA: David Whiteford, 102 Cohn Street, Kewdale, WA, 6105

We would like to welcome David Whiteford to the ranks of our individual State news editors and remind our West Australian readers that they may now send their contributions to David if they wish.

EDITORIAL

In this our Bicentennial year, we would like to wish all our members and readers a very happy, healthy and prosperous New Year. We hope the aims and objectives of this Society will continue to flourish and not come into jeopardy as is indicated in Victoria (see Victoria's News Report). We would also wish to thank everyone for the encouragement and good wishes we have received in the past few months - it has been very gratifying

Geoff and Peg Hayes 1/88

NOTES, CORRECTIONS AND COMMENTS

TIMBER AND GOLD TOUR, Daylesford, 4 October 1987

If anyone taking part in this tour has discovered they dropped a pocket knife, would they please contact Mike McCarthy on (03) 762 5847, as one has been handed in to him.

PUBLICATION

THE DEFIANCE - The Story of North Eton Cooperative Sugar Milling Association Limited 1888-1987 - by Frank Rolleston

This 174 page hard back book celebrates the completion of the one hundredth year of crushing at North Eton Mill. Written by a mill supplier and local identity, it is especially valuable in providing local flavour, and although somewhat lacking in technical historical details, it features some material on tramway history and some tramway photographs. It is a valuable addition to the ranks of mill histories and is good value for money. It is available for

\$20 plus \$5 postage and packing from North Eton Co-operative Sugar Milling Association, NORTH ETON 4741.

John Browning 12./87

RESEARCH

ZINNS LOCOMOTIVES

ILRMS would be interested to learn the history of the Leyland-Zinns loco they have recently acquired from ANGRMS (see elsewhere this issue). They would welcome any information on the story of Mr Zinns and the loco/s he constructed in the 1970s.

Ken McCarthy 12/87

T.A.C.L. RAIL TRACTOR RESTORATION - PROGRESS REPORT A PROJECT TO RESTORE THE CLIMAXS LITTLE BROTHER

(see LRN 61, p.4)

Some specifications of T.A.C.L. Locomotives:

Approx. weight: 4 tons

Power unit: Fordson tractor developing 22 b.h.p. at 1000 r.p.m.

Wheels: 28 in diameter, 5 ft wheelbase.

Speeds: Approximately 3, 6 and 12 m.p.h. in either direction.

Where did TACLs run?

The PBPS TACL has "Loco No. 55" stamped in its balance weights, which would indicate that at least 55 were built. At present I only have definite knowledge of eight, as follows:

- 2 - Forests Commission, Victoria; Tyers Valley Tramway 2 ft 6 in gauge;
- 2 - Thomson Valley Tramway, (Victoria), 3 ft gauge;
- 4 - BHP, Whyalla, 3 ft 6 in gauge;

In addition, the following six Fordson-engined tractors were probably TACLs:

- 2 - State Rivers & Water Supply Commission (Vic), Mildura, 2 ft gauge;
- 1 - Adelaide Cement Co., Kleins Point SA, 3 ft 6 in gauge;
- 1 - South Aust. Railways, Pt. Broughton, 3 ft 6 in gauge;
- 1 - Bowen Salt Works, Qld, 2 ft gauge; (Builder's No. 33 ?)
- 1 - SECV, Rubicon, 2 ft gauge.

That makes a total of 14, all of which were built between 1924 and 1929. After that date Malcolm Moore appear to have built tractors under their own name, and of entirely different types to those built by their subsidiary

company - The Tractor Appliance Company Limited. Anyone have any clues as to where the other 40 odd TACLs may have run?

Frank Stamford 10/87

LEES Tramway, Smithton

Although this tramway ceased to operate more than half a century ago, much evidence of its existence still remains and until quite recently the frame and wheels of *Coffee Pot*, one of two vertical boiler locomotives to work on the line, lay near the old workshops building at Leesville.

As records of all the tramways in the Smithton Area are incomplete to say the least, it is not known when *Coffee Pot* (Thomas Green 173, 1883) was finally taken out of service. It is known that it arrived in 1884 and that it worked on the tramway lines to Broadmeadows, Cuba Mill, Six-Mile, Trowutta Mill and Pelican Point. At some time it was converted to an internal combustion locomotive and by 1940 was derelict at Smithton.

In keeping with the lack of detail concerning this locomotive's operational life, there is something of a mystery surrounding its final disappearance from the Smithton area. Whilst it is reliably reported that it was purchased and taken away by two men for shipment to Victoria, the identity of the buyers and their purpose in acquiring the remains of the old engine are unclear. Hopefully further information will be forthcoming.

Ken Milbourne 12/87

MELBOURNE ZOO

(see LRN 61, p.3)

Keith Vanstan writes that he often rode this train on his visits to the Zoo as a child and can remember it being at another location, using an oval layout and running in an anti-clockwise direction, after being moved from the vicinity of the elephant ride walk. On visiting the Zoo in July 1987 (after 20 years), he could still recognise the location of the oval layout.

Keith has expressed an interest in similar trains made as fund-raisers and parts of Shows, travelling from town to town, etc. Perhaps anyone with similar interests, or a particular interest in researching the Zoo trains further, could contact Keith direct at 4 Robyn Place, Delacombe, Vic 3356.

Editors 12/87

LOCOMOTIVE & ROLLING STOCK MANUFACTURERS

EIMCO AUSTRALIA PTY LTD, Alexandria, NSW

Problems experienced with the final drive units of 2 ft gauge E.M. Baldwin

B-B-D-E locomotives has led to some headaches among Queensland sugar mill engineers. The truck-type differentials fitted as final drives were not up to the task under the severe conditions experienced at some mills. In consultation with the Sugar Research Institute, South Johnstone Mill has commissioned Eimco Australia to modify the existing reversing box on a 32-tonne Baldwin bogie loco, and construct a new pair of bogies with a designed wear life of 25 seasons. The new heavy-duty bogies will be incorporating "bogie control", a system of linkages designed to coordinate the movements of the two bogies in use.

It is understood that Eimco have also contracted to construct a new soundproofed cab for a Farleigh Mill Clyde Model HG-3R 0-6-0DE loco.

*Mackay Daily Mercury 12/11/87
via John Browning: Bob James 12/87*

HEXHAM ENGINEERING PTY LTD, Hexham, NSW

A number of orders have been placed with Hexham Engineering for Colliery rail equipment, and it is believed that some have already been completed.

Details to hand are as follows:

7 BE locos	Elcom Collieries Pty Ltd NSW
3 DH locos	Elcom Collieries Pty Ltd NSW
2 DH locos	Newcom Collieries Pty Ltd NSW
1 DH loco	Queensland Coal Mining Co Ltd Cook Colliery, Blackwater
4 DH 18-man personnel carriers	Coal & Allied Operations Pty Ltd NSW
1 DH 22-man personnel carrier	Coal & Allied Operations Pty Ltd NSW
3 BE personnel carriers	Coal & Allied Operations Pty Ltd, NSW

Two 25-tonne 4wDH locos were built for Australian Iron & Steel Pty Ltd and were probably delivered in 1986. A second radio-controlled bogie brake wagon has been delivered to Isis Mill in Queensland, and carries builder's number 684.

ARHS Bulletin Supplement 8/87, 11/87; J.L.N. Southern 11/87

NEW SOUTH WALES

AUSTRALIAN IRON & STEEL PTY LTD 1067 mm gauge

(see LRN 61, p.9)

Three E.M. Baldwin 25-tonne diesel locos are reported to be at Appin Colliery for longwall movement. These would presumably be numbered 20 to 22. Two 16-tonne diesels built by Hexham Engineering are believed to have been delivered to Dordaux Colliery in 1986 and are numbered 23 & 24. No.

24 was transferred to Tower Colliery in November 1987. E.M. Baldwin B-B DH 7722-1-9-78 of 1978 was transferred to Wongawilli Colliery early in 1986 on the Closure of Corrimall Colliery.

Two BHP-built 4wBE locos which disappeared from Bulli Colliery after its closure have been located transferred to other Collieries. No. 62 of 1948 has been transferred to Cordeaux. No. 67 of 1948 has been transferred or work on belt maintenance at Kemira drift.

J.L.N. Southern 12/87

COAL & ALLIED OPERATIONS PTY LTD, Richmond Vale Railway. 1435 mm gauge

(see LRN 49, p.3)

Friday 25 September was the last official day of operation on the line, the last steam-hauled industrial railway in Australia. Green-liveried Beyer Peacock 2-8-2T 25 (6126 or 1922) was the last loco in official use, while black liveried Beyer Peacock 2-8-2T 30 (6294 of 1925) had been used on 18 September. Blue liveried Beyer Peacock 2-8-2T 22 (6055 of 1920) was the third steam loco at Hexham.

However, following a number of protests at the closure of the line during the last couple of weeks before closure, loco 25 was "hijacked" by its crew and became the centre point of a camp set up at Lenaghans Road picketing the road trucks which had begun to haul coal from Stockrington. Stalemate appeared to be the situation during the first weeks of October.

Rail Australia 10/87 via John Browning

COMMONWEALTH OF AUSTRALIA, Munitions Filling Factory, St. Marys 1435 mm gauge

Tenders closed on 25 November for the purchase and removal of Clyde Model DHI-71 18 tonne 58-187 of 1958. This loco is a standard gauge version of the standard cane tramway design and is powered by a General Motors Detroit Diesel model 6080. The engine has a maximum RPM of 2120, is unit No. 6A-71537, and has run for 146 hours. It was originally delivered to Utah Construction.

Network 10/87 via Clive Booth

Financial Review 16/11/87 via Phil Rickard

GOULBURN CITY COUNCIL, Goulburn Steam Museum 610 mm gauge

(see LRN 57, p.5)

John Fowler 0-4-2T 16340 of 1924 was steamed at the museum on 13 July following minor attention after its arrival from Forbes. The Goulburn City Council is keen to reopen the museum and a Council employee has been

transferred to the site with this end in view. An early task for him was to haul Krauss 0-6-0T *Stella* (3423 of 1896) from a precarious position threatened by subsidence, a task which was completed successfully. This locomotive requires major attention including a new smokebox front.

Considerable work is required to bring the existing track at the museum back to passenger standards, and there are plans to extend the line several kilometres to the north.

Australian Railway Vol.1 No.9 via John Browning

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD, Albion Park 610 mm gauge

(see LRN 61, p. 6)

A visit by an ILRMS members to the ANGRMS museum railway at Woodford last July revealed that the Leyland-Zinns four-wheel petrol-mechanical loco could be available for purchase. This unit is fitted with only one reverse gear which limits its use on the end to end Woodford railway operation. The ILRMS has seen searching for a medium size petrol or diesel locomotive to handle school party and mid-week hirings at Albion Park. The battery-electric, diesel and petrol units at Albion Park have adequate hauling power but limited braking due to their light weights.

As a result of successful negotiations, and the efforts of Murray Barker and his ANGRMS colleagues, the Leyland-Zinns loco arrived at Albion Park on 20 November. The ILRMS auto mechanics had the unit running around the main line circuit on the following day! The locomotive is powered by a six cylinder petrol Leyland Cub engine, an air operated clutch and air brakes controlled by former Brisbane tramcar components .

The Leyland-Zinns is presently being overhauled. Keys and keyways are being overhauled, a new fuel pump will be fitted, the radiator is receiving major maintenance and the air clutch mechanism has been modified. The Albion Park Museum is grateful to ANGRMS for making this interesting locomotive available for preservation and restoration.

Reproduction name and builders plates have been received from the Phoenix Foundry of Uralla for Perry loco "Tully No. 6" (7967.49.1 of 1949) and Davenport loco *Kiama* (1596 of 1917).

The museum is fortunate in obtaining the services of a boilermaker under the Department of Corrective Services weekend community services scheme. The new steel floor for the cab of Davenport loco *Kiama* has seen completed and efforts are now being directed to altering the pipe work so that this enters the cabin. through the floor rather than at various locations

through the cabin wall. When this work is completed the new wooden cab will be fitted to the new floor frame. This major work being conducted on *Kiama* has been partially financed by a Bi-centennial grant.

The steam turbine generator on "Tully No. 6" is now fully operational. This provides a 32v supply for the head and rear lights on the loco and the interior lights in former Melbourne cable tram No. 430 through jumper cables.

Heavy section flat steel has been purchased so that new bogie side frames can be constructed for Shay locomotive trucks. (Lima 906 of 1904 and 2097 of 1907). A crank shaft and other power unit component, are being restored away from the museum.

The Mancha battery electric loco ex Ivanhoe Colliery is again operating in an efficient manner. In fact it is able to haul two dead steam locos at the one time out of the loco shed! The museum's collection of traction batteries were carefully tested, exhausted accumulators scrapped and satisfactory ones individually charged before being re-installed in the locomotive.

The task of fitting glass to 20 new marine ply window frames to passenger car 430 is nearing completion. This project will be followed by the application of new canvas to the roof of this 97 year old vehicle.

Over 1000 passengers were carried on the museum railway on Sunday 6 December when Oak Flats Bowling Club again used the museum picnic grounds as the venue for the annual Christmas party. On the December regular steaming day of 13 Sunday, the museum donated all passenger fares from the steam trains to the local Bush Fire brigade.

During early December, the walls of the shower section of the brick toilet block were tendered. Ceramic tiles have been purchased and these will soon be fitted in the shower area.

The new covered table and bench units in the picnic area have been appreciated by the visitors while work is progressing on the replacement of the half drum steel barbecues with large brick units.

Ken McCarthy 12/87

"SIGHTINGS"

Ray Graf reports the following two sightings of locomotives for the interest of readers:

On Wednesday, 25 November 1987, one 4w W/G Battery Electric loco and one Batt box (both newly painted) on the back of a semi, heading away from Wollongong on Picton Road approximately 18 km north of Wollongong. Loco possibly bearing road no. (metal letters) #30.

At 0730 hours on Friday 18 December 1987, ex CR (ANR) 0-4-0D (R & H) (std gauge) #DR1 was seen on a low-loader in Darling Street, Dubbo NSW, near

the Civic Centre, facing north. It was hauled by NSW registered prime mover NBH-639. Destination? Possibly Dorriga?

Ray Graf 12/87

QUEENSLAND

ACLAND COAL MINE MUSEUM 610 mm gauge

The pinhead buildings of the Acland Coal Mine have been preserved as a museum. The mine closed in November 1984 (see LRN 45, p.8). Among the exhibits is a working mining locomotive which hauls a couple of skips along a length of track. This would be a 4wDM of Jenbach design, 1137 of 1952, 1138 of 1952 or Bundaberg Foundry 16 of 1955. There is also an extensive collection of mining equipment, photographs and memorabilia. The museum is open seven days a week with adult admission being just \$2.

The Road Ahead (RACQ) 10/87 via John Browning

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY, Durundur Railway, Woodford 610 mm gauge

(see LRN 60, p.11)

Work on John Fowler 0-6-0DM 18260 of 1929 is continuing with two of the brass axle bearings needing replacement. New ones will need to be cast and machined.

Progress on the overhaul of Bundaberg Foundry 0-6-2T 5 of 1952 is progressing steadily. The interior of the side tanks was due to be cleaned and painted during December. Boiler mountings and cab are then to be refitted, and a new chimney is under construction by Graham Chapman at Kallangur.

Two Douglas Shire Council wagons are being fitted up for passenger use. The ex-QGR rail motor trailer requires maintenance with the timber window frames needing replacement.

The 4wPM locomotive built by the late Alwyn Zinn in Ipswich (3 of 1975) has been sold to the Illawarra Light Railway Museum Society as reported elsewhere in this issue.

*Durundur Railway Bulletin 10/87, 11/87;
ANGRMS Newsletter No. via John Browning 12/87*

BABINDA CO-OPERATIVE: CENTRAL MILL SOCIETY LTD 610 mm gauge

(see LRN 61, p.15)

An E.M. Baldwin line car was transferred from the closed Goondi Mill to Babinda during September. This unit is believed to have been used at Goondi since at least 1975. It seems possible that the later Hansen line cars were based on this vehicle.

Tom Porritt 11/87; John Browning 12/87

BRAMPTON ISLAND PTY LTD 762 mm gauge

(see LRN 56, p.7)

The F.C. Hibberd "Planet" locomotive rebuilt at Jenner engineering in 1986 (assumed to be 3475 of 1950) has been equipped with a hydraulic transmission, although it still has a Lister 2-cylinder engine. It is painted in a red livery and carries the name *Roger's Rocket*. Its sister engine (presumed 3476 or 1950) is spare loco. It is still in yellow livery and carries the name *Sonia*. The small battery electric trolley appears to be serviceable and was noted under charge in a building at the resort.

The passenger station has been moved about 70 m closer to the wharf with the construction of new resort buildings, but the track layout appears unchanged since 1983.

John Browning 12/87

BUNDABERG STEAM TRAMWAY PRESERVATION SOCIETY 610 mm gauge

(see LRN 59, p.7)

Bundaberg Foundry 0-4-2T 3 of 1952 has been magnificently restored, and is currently stored in a shed at the Agro Trend site. Also present were six 4-wheel passenger cars being built on 6-tonne bin frames and a petrol-hydraulic line car donated by Millaquin Mill.

Orenstein & Koppel 0-4-0WT *Germany* (6805 of 1914), is undergoing restoration on private premises. A new cab, along with new sidetanks and smokebox have been fabricated. The boiler is being retubed and extensive work has been done on the frame and running gear.

Little work has been done recently on Baldwin 0-6-0T *Felin Hen* (46828 of 1917) currently at the TAFE premises in East Bundaberg. Parts from seven bogie flat cars (ex Burrinjuck Dam) from Fairymead Mill are also here.

The Botanic Gardens track and running shed are of an excellent standard. A second linecar from Millaquin Mill was noted in the shed here. It is not clear at this stage, when operations will begin here.

David Mewes 10/87

CSR LTD, Haughton Sugar Co. Ltd, Invicta Mill, Giru 610 mm gauge

(see LRN 55, p.9)

Two brake wagons built up from diesel loco frames here show contrasting designs. *Clare* (ex ComEng 0-6-0DH AH4080 of 1964), used with E.M. Baldwin B-B DH *Selkirk* (6750-1-8-76 of 1976) appears to incorporate the full length loco chassis. The second brake wagon carries no identification but used to be ComEng 0-6-0DH *Scott* (C1015 of 1957). This is used with E.M. Baldwin B-B DH *Burdekin* (10215-1-7-82 of 1982), and has been cut down to be of much

shorter length than the original loco.

ComEng 0-6-0DH locos *Northcote* (AH4091 of 1965) and *Haughton* (AH3878 of 1964) have had their names painted in white on the red front buffer beam. Another type of inspector linecar has come on the scene. Seen in the old loco shed at Invicta late in September was a white Mitsubishi Express L300 road vehicle converted for rail use as a 2-2wPMR. Apart from carrying a "Townsville Mitsubishi" sticker, this unit carried no further identification, but its conversion appeared to be a very professional job.

John Browning 9-10/87

CSR LTD, Macknade Mill 610 mm gauge

(see LRN 61, p.14)

No. 12, Clyde 0-6-0DH 65-434 or 1965, returned to regular service on Monday, 26 October, after being fitted with a new axle manufactured at the mill. It had done a trial run the previous Friday. Hansen linecar 1, (originally M1), 90 of 1973, was transferred to Victoria Mill on 17 November and was said to be destined for a museum.

Christopher Hart 12/87

CSR LTD, Victoria Mill 610 mm gauge

(see LRN 60, p.12)

A Hansen linecar is said to have been donated to the Australian Sugar Industry Museum, Mourilyan.

The Mill's livery has been modified to light yellow with a grey bonnet top. The Baldwin bogie locos also have a green stripe.

Early in October, just six bogie Baldwin locos out of the mill's total of seventeen locos available for cane haulage duties were noted in service for the afternoon shift. There are another four main-line diesels used for yard shunting, sugar haulage to Lucinda, and navy use.

The mill is repainting its ballast hoppers green instead of the yellow previously used. Eight were seen in green and another in primer by early October, with at least three more to be done.

Homebush Hudswell Clarke 0-6-0 1067 of 1914, and Decauville carriage were in use giving rides at Ingham on 17 October for the annual Maraka festival, and at Victoria Mill on 12 December for the mill social club Christmas party.

On 13 December, the following Hansen linecars were seen at the mill:

V1 Hansen 78 1972 at Macknade by 16 December

V2 Hansen 65 1972

V2 Hansen 12 1972 renumbered from V3 since 27 November

V5 Hansen 1920 1978

1 Hansen 90 1973 ex Macknade Mill 17 November

It is believed that all Victoria navvies are now based at the mill during the crushing. However, a linecar was based at McKell's depot near Abergowrie (for use in reaching sections of track inaccessible to road vehicles) during the 1987 crush.

By mid-December most of the dual gauge section of the Gairloch line had been lifted. Along one section of the line were stacked ex-"Ghan" steel sleepers which have been punched for 2 ft gauge rail in the middle. These will be used for relaying the line in 2 ft gauge only, but are being retained for any possible use of dual gauge again in the future.

John Browning 10/87; Christopher Hart 10/87, 12/87

FAIRYMEAD SUGAR CO. LTD 610 mm gauge

(see LRN 54, p.8)

The mill is converting to 6-tonne bins. Areas south of the Kolan River and in the former Qunaba Mill area seem already to have been converted whilst the areas furthest from the mill, Avondale and beyond, still use the old 3-tonne bins. Complete conversion is expected within two years. The new bins are fitted with Willison couplings.

Ruston & Hornsby 4wDM 9 (339211 of 1952) was being painted yellow with red and white dazzle stripes on the buffer beams at the end of September. It is believed the mill intends to paint its main line locos in yellow to replace the old maroon and yellow colour scheme.

The longest runs are worked by E.M. Baldwin bogie locos. Loco 80 (8788-1-6-80 of 1980) works to Littabella and 82 (10048-1-6-82 of 1982) to Bucca and Invicta. The Bucca tramline is very lightly laid and is very rough.

David Mewes 10/87

FAIRYMEAD FERRY

To watch the private Fairymead vehicular ferry in operation is a real ey opener. Many years ago cane from a Fairymead owned plantation, near Qunaba Mill on the south side of the Burnett River, was transported by tramline to Fairymead Mill on the north side. Crossing the Burnett River was achieved by placing the cane trucks on a cable-worked ferry which took the loaded trucks to the north bank and the empties back again. Cane from this plantation was later reassigned to Qunaba Mill for crushing. However, the ferry was then used to transport bulk raw sugar trucks from the Fairymead side of the river to the southbank and then the trucks would continue on to the new bulk sugar terminal. The closure of Qunaba Mill and the reassignment

of the cane to Fairymead Mill has meant that the ferry (albeit a more modern one) has again been called on to carry cane.

Luya Julius have the contract to haul the cane from the exchange sidings near the ferry on the south bank to a road/tramline interchange about a kilometre beyond the ferry terminal on the north bank. Each truck can carry three of the 6-tonne bins. The truck drivers use a small hand-held radio control unit to control the winch on their truck when loading full or empty bins. To unload, all they do is back their truck into the ramp, with the rear of the truck automatically picking up the end of the siding and aligning it with the rails on the truck. The driver then releases the lock holding the full or empty bins which roll down off the truck, through a set of springloaded points which maintains the route for the receival road. The driver then walks down from the track dragging the winch rope and connects it to the bins on the departure road and using the remote control, the truck winch hauls the bins up onto the trailer and they automatically lock into place. The driver is then back into his cab and drives off.

Raw sugar trucks from Fairymead Mill also still use the ferry which, along with the cane trucks, combine to make it a very busy place. A truck takes about 15-20 seconds to drive onto the ferry. No sooner is it aboard, than the ferry operator sounds the ferry's hooter and he is off across the river. The crossing takes about 60 seconds, a further 15 seconds for the truck to drive off and the process is repeated. There is usually a truck waiting on either side of the river for transport to the opposite bank.

David Mewes 10/87

FARLEIGH CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD 610 mm gauge

(see LRN 60, p.12)

It is understood that a new soundproofed cab is being constructed for a Clyde HG-3R 0-6-0DH loco here by Eimco Australia of Sydney. Three locos of this type received sound proofed cabs in 1981-2 and two more remain to be so fitted.

Bob James 12/'87

GIBSON & HOWES PTY LTD, Bingera Mill 610 mm gauge

(see LRN 60, p.12)

A severe drought and decline in cane growing in the Wallaville area has meant that this season, a "locotrol" slave unit has not been used on the day shift between Wallaville and Bingera. Two bogie locos have normally worked as separate units on this line, with the third operating in the Splitter's Creek,

Booloongie areas east of the mill. It is understood that the slave loco train has operated on the afternoon shift.

F.C. Hibberd "Planet" 4wDM 3919 of 1959 has been sold to the Bundaberg City Council, possibly for a future tourist project. It is believed the Council has it currently in storage.

David Mewes 10/87

HOWARD SMITH INDUSTRIES PTY LTD, Mourilyan Mill & Goondi 610 mm gauge

(see LRN 59, p.7 & 8)

The Clyde 0-6-0DH locos transferred here from the closed Goondi Mill have been renumbered as follows:

8 - formerly Goondi 2 Clyde 55-60 1955

10 - formerly Goondi 3 Clyde 56-93 1956 - slow ratio gearbox 12 - formerly Goondi 4 Clyde 55-57 1955

Goondi Mill itself and the remaining rolling stock and locos not transferred elsewhere have been handed over to Mourilyan. Additional locos are three Motor Rail "Simplex" 4wDMs seen in late September:

Motor Rail 10219 1950 in loco shed at Goondi

Motor Rail 2117 1923 out of use in old truck shop at Goondi Motor Rail 1924? in Goondi loco shed - has been used by navvies at Mourilyan.

There is still a substantial amount of rolling stock at Goondi including steel cane trucks and navy vehicles. This includes derelict Wickham linecar 8376 of 1959. However, a more modern Baldwin linecar which has been out of use at Goondi for a number of years was not seen. Goondi mill is in the process of demolition and a quantity of beams and long pipes has been transported to Mourilyan on the tramway.

Goondi yard is used by Mourilyan and some full bins are received here by road transport. The Goondi Mundoo line is now the main line-to Mourilyan Mill with a connection to the former QGR Innisfail Tramway Queensland Bridge, which has not seen regular use since the closure of that Tramway in 1977. A triangle has been formed where the Mundoo line joins the old Goondi "main line". Most points still face Goondi, but this is expected to be changed in time

At Mourilyan, a 160-bin long loop has been added to the line heading from Mourilyan towards the Queensland Bridge. A deadend line at the top of the Mourilyan full yard has been extended from 42 bin capacity to more than 100, and it is planned to continue this line as a balloon loop around the mill.

Goondi bins are used in the Goondi area, and also for Mourilyan road

transport and some Mourilyan farmers, as there is a shortage of Mourilyan bins.

Tom Porritt 9/87; John Browning 9/87

ISIS CENTRAL MILL CO. LTD 610 mm gauge

(see LRN 60, p.12)

The new bogie brake wagon from Hexham Engineering arrived around the start of September. It is numbered No. 5 and carries Hexham serial number 684 of 1987, Model BV10266-9-87. It is believed to be the first brake wagon fitted with disc brakes.

Work has already begun to fill in the mill pond to make way for the new yard tramline layout, which will encircle the mill and do away with the need for the headshunt system installed some years ago.

David Mewes 10/87

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD 610 mm gauge

(see LRN 61, p.15)

On 28 November, growers of the five Mackay District co-operative sugar mills voted on a proposal to merge their operations and to acquire Pleystowe Mill from CSR Ltd. The proposal gained the necessary 75% vote among shareholders of Farleigh (78%), Marian (91%), North Eton (80%) and Racecourse (82%). Growers of Cattle Creek Mill gave only a 72% vote in favour, and initially were excluded from the merger, which could go ahead in the absence of one mill. However on 16 December Cattle Creek growers voted again and this time gave a vote of 94.5% in favour. A new milling organisation, the Mackay Sugar Co-operative Association, will take over the five co-operative mills in early January, as well as acquire Pleystowe Mill.

Although it was expected that one mill would close in the 1988 season, it was announced on 22 December that in fact all would remain open to allow proper consideration to be given to the question of closure from the end of 1988.

However, it seems likely that some tramway connections between mills will be built for the 1988 season, to allow for rolling stock transfers, and to allow emergency interchange of cane. It also seems most probable that cane from the Pleystowe north coast area will be hauled by tramline to Farleigh Mill, cutting out a long road haulage to Mandurana.

Mackay Daily Mercury 30/11/87, 17/12/87, 23/12/87;

Robert James 12/87 John Browning 12/87

MULGRAVE CENTRAL MILL CO LTD, Gordonvale 610 mm gauge

(see LRN 37, p.10)

All the mill's ComEng 0-6-0DM & DH locos have previously had their cabs raised and painted yellow. During the 1987 slack season, this treatment was also given to loco 1, Baguley 0-6-0DM 3377 of 1953, which sees intensive use throughout the season as yard shunter. It is said that the mill is having trouble obtaining replacement gearboxes for this unit.

What appears to be an extra pair of flangeless wheels has been fitted to one end of the brake wagon which is used coupled to loco 2, ComEng 0-6-0DM A1001 of 1955. The function of this can only be guessed at.

John Browning 9/87

NORTH ETON CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD 610 mm gauge

(see LRN 59, p.8)

Following the approval of a regional merger of co-operative mills, trials soon began to investigate compatibility of rolling stock. Some 38 Pleystowe bins were seen at North Eton Mill in mid-December. These 6-tonne capacity bins have a longer wheelbase than the North Eton 3.5-tonne capacity bins.

John Browning 12/87

PIONEER SUGAR LTD, Inkerman Mill, Home Hill 610 mm gauge

(see LRN 34, p.14)

Track work was noted in progress at Keebah late in September. A brand new tamper Model TSR-RS sleeper renewal machine was seen in use, and seemed to find the absence of ballast from around the old sleepers somewhat of a disadvantage! It carries Tamper serial 825817. Parked nearby was a green ex-Army tamping machine similar to the one noted at Cattle Creek last year (see LRN 52, p.12). Built by Matisa Materiel Industriel SA, Lausanne, Switzerland, it carries serial number 7664 of 1967, Model BL09M. It carries Defence Stock Number 2230-66-025-5413 and Army Registered number 84501. It was said to have been converted from 1067 mm gauge. A packing case seen outside the loco shed at the mill was alleged to contain yet another of these machines. Also seen at the mill was an unpowered Tamper "section gang", Model S/G, Serial number 825837. This appears to be a small unit to be trailed from another vehicle, and incorporating a spike puller.

John Browning 9/87

PIONEERS MUSEUM, Dalby 750 mm gauge

Tony Gilbert's Henschel 0-6-0WT 29583 of 1956 (see LRN 46, p.4) has been moved to this site.

Bill Gray 10/87

PLANE CREEK CENTRAL MILL CO LTD, Sarina 610 mm gauge

(see LRN 60, p.13)

Plane Creek Mill's E.M. Baldwin B-B DH D12 (6890-1-10-76 of 1976) was seen heading a special test train towards the mill near Yukan on 15 October. The loco was hauling 110 full bins with two specially instrumented weighted bin chassis vehicles between the loco and the load. Sugar Research Institute staff were in attendance and a recording device on the loco was producing a graph of drawbar strain. The report in the previous issue or LRN described the new colours of this loco as grey-blue and yellow, but in the light of day, the blue was seen to be a fairly bright shade of sky blue.

CSR, new owners of Plane Creek Mill, have announced plans to reconstruct its adjacent Australian National Power alcohol plant, so it is likely that the mill and power alcohol operation may become more closely integrated in the future.

John Browning & Clive Booth 10/87

A violent storm struck Sarina on the evening of 28 November, doing considerable damage to buildings and property. A number of cane bins were reported to have been damaged when they were smashed together by the force of the wind. It is believed that a rake of empty bins which were not chained down to the track were blown out of a siding and down a gradient adjacent to Brooks Road, piling up at the bottom. Some 57 bins were seen coupled together on this line in late December, all damaged, and some demolished.

Mackay Daily Mercury 30/11/87

John Browning & Clive Booth 12/87

QUNABA MILL

The mill buildings are surrounded by a "security fence" made by stacking 3-ton bins upside down one on top of the other. The loco shed is still used by the two former Qunaba Mill diesel locos which now gather cane for Fairymead Mill. The old mill weighbridge now acts as a traffic office only, for the two locos. Repairs and servicing are undertaken at Millaquin Mill. Neither loco carries any name or number but are known as 46 and 47 on the 2-way radio, as follows:

46 (formerly *Beetle*) 4wDH EMB 8860-2-8-79 1979

47 (formerly *Burnett*) 0-6-0DH ComEng AH2967 1963

The locos generally work as far as the Seaview/Ffarquahar Road area, beyond which the former Qunaba Mill area is now Millaquin Mill territory. All other lines towards the Port, Rubyanna, Springhill etc. belong to Fairymead. The old mill yard is used as an intermediate marshalling point for the cane before being taken to a tramline/road interchange near the Fairymead ferry for transport across the Burnett River. The locos are fitted with dual channel radios for communication with Fairymead and Millaquin.

David Mewes 10/87

ROCKHAMPTON CITY COUNCIL 1067 mm gauge

(see LRN 61, p.17)

The inauguration of the steam tram will take place on 5 June, 1988. The Billard 4wDM locomotives ex-Citra were observed at the rear of the bus depot on 14 November, but there was no sign of the 2 ft gauge steam loco (Hudswell Clarke 0-6-0ST 496 of 1898).

Steam Echoes (VDLRS) 11/87; John Browning 11/87

SOUTH JOHNSTONE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD 610 mm gauge

(see LRN 55, p.12)

As reported elsewhere in this issue, Eimco Australia are building a pair of heavy duty bogies incorporating "bogie control" for E.M. Baldwin B-B DH *Liverpool* (10385-1-8-82 of 1982). It is understood that the bogies from *Liverpool* will replace those under 4, E.M. Baldwin B-B DH (5477-1-8-743 of 1974).

Towards the end of the season, a major breakdown at Mourilyan Mill led to the crushing of some Mourilyan cane at South Johnstone. Cane in ex-Goondi Mill bins could be handled by the South Johnstone tippler, but cane in Mourilyan bins had to be left as these bins are too wide.

Bob James 12/87; Tom Porritt 12/87

SOUTH AUSTRALIA

ICI AUSTRALIA OPERATIONS PTY LTD, Osborne 1600 mm gauge

Ruston & Hornsby Model 165DS 0-4-0DM 304475 of 1951 has been earmarked for preservation by the Mile End Railway Museum when it is finally withdrawn. The locomotive is used for shunting work within the ICI works at Osborne, and is noteworthy in having been displayed in the Festival of Britain in London in 1951.

Catchpoint via John Browning 9/87

MILE END RAILWAY MUSEUM (SA) INC various gauges

(see LRN 60, p.9)

It is likely that *Peronne*, Andrew Barclay 0-6-0T 1545 of 1919, will be on loan to the Pichi Richi Railway at Quorn for operations during 1989. A passenger carriage may accompany the loco. Restoration of *Peronne* is still proceeding well, and it will soon be placed back on its wheels, allowing the possibility of running tests at Mile End on a small section of track.

Catchpoint via John Browning 9/87

TASMANIA

IDA BAY RAILWAY, Lune River 610 mm gauge

(see LRN 59, p.9)

Mr Mike Williams, leaseholder of the line from the Tasmanian Government, has abandoned his lease after unsuccessfully trying to sell it for two years, and failing to come to a satisfactory arrangement with the State Government regarding the improvements he made to it. The future of this historic line as a privately-operated tourist attraction must be in doubt.

Australian Railway Vol.I No.9 via John Browning 12/87

WEE GEORGIE WOOD STEAM RAILWAY INC. Tullah 610 mm gauge

(see LRN 59, p.9)

The opening of 'Wee Georgie Wood' by the Premier, Robin Gray, marked the start of public services on 1.8 km of track. One restored carriage, from Mount Lyell's Lake Margaret Tramway, was in use. Regular services were difficult at first because of the small work force of the Society, and the isolation of Tullah. However trains will run every 30 minutes from 11 am to 4 pm on the following dates: February 14, March 13, and April 3, and probably on the second Sunday of the month thereafter.

*Australian Railway 10/87 and Steam Echoes (VDLRS)
via John Browning 12/87*

VICTORIA

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Railway 762 mm gauge.

(see LRN 61, p.13)

A press advertisement on 19 December invited expressions of interest for supply of a ballast tamping machine. Tenders will close on 12 February.

The Weekend Australian 19-20/12/87 via John Browning

ALEXANDRA TIMBER TRAMWAY AND MUSEUM 610 mm gauge

(see LRN 61, p.11)

In this Bicentennial year of 1988, during which Australians will celebrate the rich heritage of our history during the past 200 years, the Alexandra Timber Tramway and Museum has been given notice that its future is at risk. This is due to the fact that the Museum site is owned by VI/Line.

At stake are the Museum premises, the Alexandra station built in 1909, the goods shed, part of which stood at Alexandra Road (Koriella) in 1890, and the repairs and maintenance carried out by the Alexandra Historical Society since the early 1970s. Also threatened are the track itself, and the additional buildings erected by the Museum to house its locomotives and rolling stock.

The site is presently occupied under the last of a series of six-monthly leases, the peppercorn rent being generously paid by the Shire Council.

The choice is - "Pay up" or Get Out! The "Pay up" being estimated to be at least \$100,000. This is under the present Government's policy of disposing of "unwanted" public land.

All new construction work at the site has ceased, pending a decision by the Shire Council on their preparedness to purchase the land required to guarantee the future of the Museum. However, the Museum will remain open and restoration of the exhibits will continue as long as there is hope of a favourable resolution to the situation.

The Museum hopes to celebrate the Australia Day holiday at the end of January with the return of John Fowler B.No. 11885 of 1909 to steam. The Museum will be open over all four days to help celebrate the 200th anniversary of European settlement in Australia.

Peter Evans 12/87

A report on Alexandra's Open Day on 8 November 1987, as described by 10-year-old Elissa Jeffery:

ALEXANDRA - It's only a two hour drive through the lovely bush land. You should go. When you get there, go to the station. You get a great welcome. Then why don't you go and have a look at the antiques. They have got record players, old clothes and photos. Then get a ride on the train. It's ace! They even have some other engines. One of them got used in the Man From Snowy River Part II. They even have drinks if you are thirsty. Then to get your muscles working, why don't you go on the rail cart. It's not too far away. And you have a good day - you really want to stay. That's Alexandra!!

Elissa Jeffery via Peter Evans 12/87

SOUTHERN PRIVATE RAILROAD, P.O. Box 126, The Basin, Vic 3154

(see LRN 54, p.14 and LRN 55, p. 15)

Southern Private Railroad inserted advertisements in the Financial Review on 23/11/87 and 8/12/87 for the sale of narrow gauge steam locomotives suitable for amusement parks, industrial haulage or private collection, rare designs, some in going condition and complete. Locating service of rare parts was also indicated as being available. Further details can be gained from the above address, phone: (03) 762 4553.

These locos are being imported from Indonesia by Mr Jeff Daly, a former boiler operator, who lives at The Basin, Victoria. Two operational steam locomotives dating back to 1901 have so far been imported, but neither has found a buyer. Prices for the locomotives were stated to range from \$25,000 to \$60,000, depending on condition. Mr Daly plans to set up a workshop to construct and sell carriages and other items required to build a complete narrow-gauge railway and is reported as organising an exhibition of narrow gauge steam locomotives at the Exhibition Building in Melbourne in December 1988.

The stock market crash in October is blamed for the demise of at least two prospective locomotive sales.

*Financial Review 23/11/87 & 8/12/87 via Phil Rickard;
Melbourne Herald 17/12/87 p. 18 via Peter Evans;
The Weekend Australian 21-22/11/87 via John Browning;
J.L.N. Southern 12/87*

WESTERN AUSTRALIA

HOTHAM VALLEY TOURIST RAILWAY (WA) INC. 1067 mm gauge

(see LRN 58, p.8)

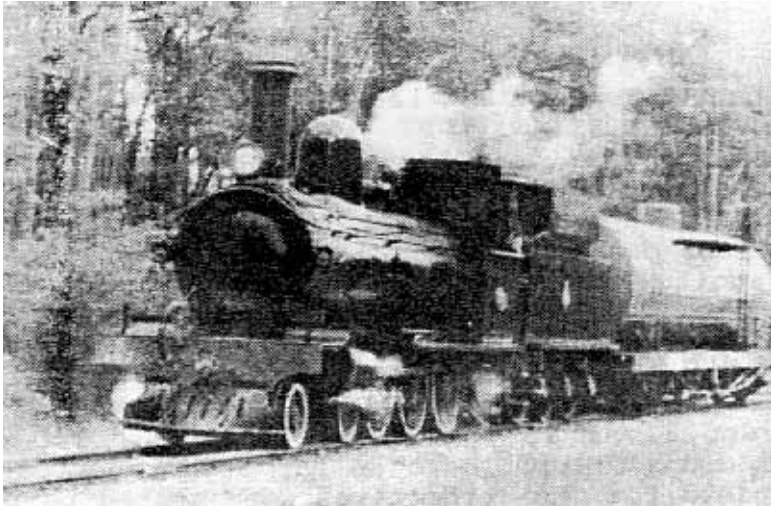
On Friday, 16 October 1987, "G" class locomotive No. 123 *Koombana Queen*, (Dubs B/No. 3507 of 1897) was transferred from the keeping of the Leschenault Railway Preservation Society at Boyanup into the care of Hotham Valley Tourist Railway, at Dwellingup.

This is the last operating 4-6-0 type "G." steam loco. Now in its 90th year it is a sister to the loco *Menzies* - originally WAGR No. 111 (Dubs B/No. 3495) which is also part of the Hotham Valley stable. *Menzies*, out of use for many years, has been the recipient of a \$30,000 Bicentennial grant towards its eventual complete restoration, which has now commenced. Its then owners, Millars Timber's Trading Coy Ltd, changed the name *Menzies* for the number 71 in 1939. Two other locos from this series are No. 117 (Dubs B/No. 3501) and No. 118 (Dubs B/No. 3502), both static museum exhibits, the first at Merredin and the second at Kalamunda.

No. 123 is owned by Westrail and is being leased by Hotham Valley for use

on the Etmilyn Tramway, an 8 km section of the long closed Boddington branch, east of Dwellingup. In the winter months it will work in conjunction with ex State Electricity Commission diesel-mechanical locomotive, SEC1 and ex-Tasrail V4 and V5, which now operate the service three days each week. The 2-6-0 "G" locomotive No. 233 *Leschenault Lady* (Martin, B/No. 174 of 1898) will remain with the LRPS for use on excursion trains in the Boyanup/Bunbury area.

Pinjarra Steam Express via Len Purcell 12/87



No.

123 *Koombana Queen* (Dubs B/No. 3507 of 1897) nearing Dwellingup on 16/10/87

Photo courtesy Pinjarra Steam Express

BOB PEARSON, Pemberton-Northcliffe Tramway 1067 mm gauge

A tourist "tram" service has commenced on the 36 km Pemberton-Northcliffe line. The 40-seat trams are intended for daily operation and commenced running on 12 September. They were built in Perth to a design based on early Fremantle Municipal trams.

Western Rails 11/87 via John Browning

WESTERN AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION INC, Bennett Brook Railway, Caversham 610 mm gauge

(see LRN 60, p.14)

Franco-Belge 2-8-2 NG123 (2670 of 1951) has been in regular use on

passenger haulage on the Mussel Pool line on Sundays and school holidays following the recent upgrading of that line. On Saturdays, services have been handled by the Gemco 4wDM of 1964. Steam services were due to cease on 6 December (because of the summer fire hazard) and recommence around Easter.

Services on the loop line on Sunday afternoons have been handled by L2, the Maylands Brickworks-built 4wPM. These services have now been suspended for the summer season.

Rusty Rails 12/87 via John Browning

OVERSEAS

FIJI

FIJI SUGAR CORPORATION 610 mm gauge

(see LRN 59, p.12)

Three Baguley-Drewry 140 hp 0-6-0DH locos, part of an order built for Mozambique in 1983-4, but subsequently cancelled, have arrived in Fiji after being available for sale in Britain for the last few years. These locos, which were built to 600 mm gauge, are believed to be from the builder's number series 3768 to 3772.

Narrow Gauge News (UK) 8/87 via John Browning

NEW ZEALAND

TOKOMARU STEAM MUSEUM, 1067 mm gauge

This Museum is situated 18 km south of New Plymouth on Highway 57. It boasts New Zealand's largest collection of stationary steam engines, powered by a master boiler. A steam railway operates over 1 km of track on live working days. The operating locomotive is John Fowler 0-4-0T 16343/1924 (which actually carries the builders plate off 16581), ex-Napier Harbour Board No. 6. It hauls a passenger car No. 1013 around the loop line. Live working days are held on the Sunday of public holiday weekends from 1330-1600.

The Museum has the following static locomotives in various stages of restoration:

Manning Wardle 0-4-0T B/No. 1890/1915, ex-Inlay Freezing Works, Fielding;
Climax B-class B/No. 522/1904, ex-Ellis & Burnand Ltd Mangapehi;
Price C-class geared locomotive No. 1, ex-bush tramway near Huntley;
John Fowler 0-4-0WT B/No. 15907, ex-Linton Army base, formerly NZ PWD.

Bob McKillop 10/87

NEW ZEALAND RAILWAYS 1067 mm gauge

NZR employees at Palmerston North have restored F-class 0-6-0ST to working order. The locomotive was built by Dubs in 1880 (B/No. 1367). It is used to haul special chartered trains, most trips being through the spectacular Manawatu Gorge to Woodville. It is said to be used about once per month.

Bob McKillop 10/87

MEETINGS

MELBOURNE:

Mike McCarthy will be giving us an illustrated presentation covering a variety of the smaller light railway operations in Victoria. Included will be the 2 ft gauge Red Cliffs Pumping Station Tramway, the Robinvale Pumping Station Tramway, the sand tramways of Kooweerup and the timber tramways of Hallston.

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

DATE: Thursday 11 February at 8.00pm

SYDNEY:

FEBRUARY MEETING NOTICE.

At our February Meeting Alan Watson will give an illustrated talk on some of the methods and sources he has used in researching light railways. This will be followed by a general discussion on the subject and it is hoped that members will be able to input some ideas of their own.

LOCATION: Board Room Bowlers Club, 95 York Street, Sydney, access through the Forestry Commission office next door (Town Hall side). on second floor.

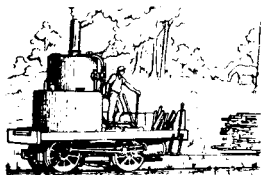
DATE: Wednesday 24 February at 7.00pm.

ADELAIDE:

Contact Arnold Lockyer for details.

LOCATION: 150 First Avenue, Royston Park.

DATE: Thursday 4 February at 8.00pm.



LIGHT RAILWAY NEWS

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April 1988

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Deadline for next issue - 29 April 1988



John Fowler 11885 of 1909 returns to steam at Alexandra on 24 January 1988.

Photo: Peter Evans

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QUEENSLAND DIVISION NOW FORMED

On the very wet Saturday, 13 February, six undaunted Queensland members and one visitor met in Brisbane to consider the merits of the proposal to form a Queensland Division of the Society. The result of the discussion was an unanimous vote to endorse the proposal and to establish an immediate program of field trips and general interest activities.

Thanks are extended to ex-Victorian bush basher Ian Coleman, David Mewes, Graham Chapman and Geoff and Peg Hayes for coming along and supporting the proposal. Murray Barker of ANGRMS, who is a great supporter of narrow gauge preservation, was a welcome visitor. We couldn't do without Murphy of course and he was the one who created the inclement weather and the ubiquitous ARHS tour to clash with the meeting and which accounted for the absence of some expected members. However, whilst we were small in numbers, there. was no shortage of enthusiasm for the proposal or future possibilities.

A program of field trips is being compiled and a Division Newsletter is being developed to keep all members well informed of activities. From a "southern" point of view, we are all a bit mad up here and cases range from semi-troppo to complete troppo (depending how far up the coast you go!), but regardless of these insignificant personal deficiencies, we nevertheless remain a friendly and sociable lot. If you are possibly planning a visit up here and would like to be kept informed of what amazing things we have planned, then why not contact a member of the Society Council and see if they can work out a way of regularly informing all Society members of state Division programs of activities? We sure are the "last outpost" but Boy!, we have some great resource material for narrow gauge railway enthusiasts. Wouldn't it be a great shame, if you came all this way for a visit and didn't know what we were doing?!

Now that we have established a collective Society effort in Queensland, perhaps you may all come to hear of more Queensland subjects from more of

us whilst in the meantime we offer more ground support to our established researchers and historians.

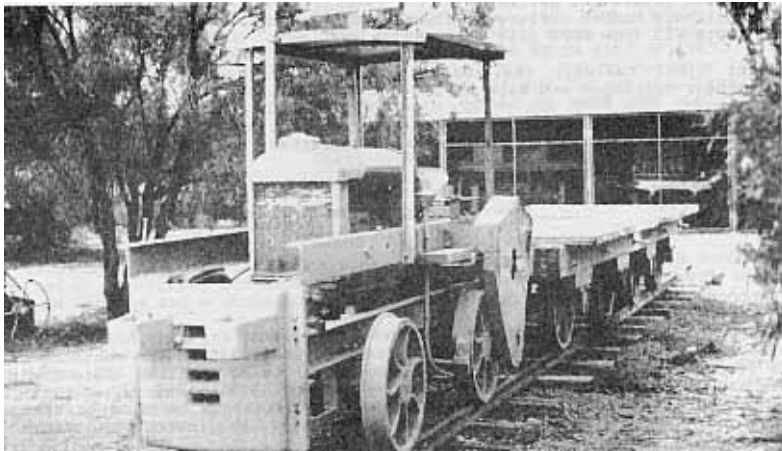
All founding members of the Queensland Division express their thanks to the unqualified support of the Society Council in the proposal. In accordance with the wishes of those founding members to withhold any discussion on the election of Division Office Bearers until such time that a better consensus of opinion can be gauged, the only "position of office" within the existing ranks is that of Publicity Officer. This is a voluntary role assumed by the undersigned and any enquiries regarding Queensland Division activities would best be directed to yours truly as : Hon. Publicity Officer, LRRSA Qld Division, Box 896, QAC, Lawes, Qld 4343. Phone : (work) 075 620 379, (home) 075 622 896.

Terry Paton 2/'88

RESEARCH

T. A. C. L. RAIL TRACTOR RESTORATION

(see LRN 62, p. 3)



TACL Rail Tractor and timber trolleys displayed at Arno Bay museum, SA on 17 August 1987.

Photo: Greg Stephenson

In response to Frank Stamford's request for information on any of the 40 odd TACLs that may have run, Greg Stephenson of Beaudesert Qld has furnished us with details of at least one other still in existence.

This TACL was located in a museum in Arno Bay on the western shores of Spencers Gulf in South Australia, approximately midway between Whyalla and Port Lincoln. It is displayed with two standard Harbour Board wooden trolleys. Unfortunately no details of builders number etc. are available, however the rearmost timber trolley was noted to have the number 106 engraved on the headstock.

The TACL would have operated on the jetty at Arno Bay for the S.A. Harbours Board. The jetty is approached along an earth filled causeway. A short section of rail track to 3 ft 6 in gauge exists on the pier head with a steel trolley to the standard S.A. design in evidence. At the start of the causeway there is a short section of track set in concrete in front of the "Safcol" building. The remains of another trolley to a non-standard design were noted in undergrowth behind this building.

Editors via Greg Stephenson 2/88

VICTORIAS 2 ft 6 in STEAM RAILWAYS

I am currently researching the locomotives and rolling stock used on Victoria's 2 ft 6 in Steam Railways. Companies known to have operated locomotives on this gauge are:- Victorian Railways/Puffing Billy, Forestry Commission of Victoria, Erica; Long Tunnel Extended Gold Mining Co., Walhalla; Meadmore & Ferris, Walhalla; Metropolitan Gas Works; North Long Tunnel Co., Walhalla; Stone & Siddeley, Geelong; Walhalla & Thomson River Steam Tramway; Whistle Stop Amusement Park, Frankston; and V.R. (Narrow Gauge) Line Dismantling Contractors.

Whilst there are still a lot of questions about the rolling stock owned by those mentioned above to be answered, a selection of some are listed below.

Ferris & Meadmore, Walhalla. Some believe that this "circle of track" railway operated in the Walhalla Railway Yard, others believe it operated near the "Bank Vault" in the town proper. Also, did the railway have a carriage, and if so, which carriage? Can anyone help?

Does anybody know the current owners & locations of the following locomotives?:

- a) Former W&TRST No. 2, Fowler 13576 of 1913;
- b) Former Whistle Stop, Decauville 90, Hainault 986 of 1890;
- c) Former Whistle Stop, 'Clarkat', used for maintenance purposes;
- d) Former W&TRST No. 1, Decauville 43, Hainault 861 of 1886.

Tasmanian Government Railways :

a) Builders Number (Drewry & Vulcan) and date entered service of V3; b) Date V12 (now PBPS D21) entered TGR service.

Mount Lyell Railway, Tas. Builder of (now PBPS 'NBL' Class) O Class passenger carriages and date built.

The information is being compiled for publication of a book, profits of which will be donated to the PBPS G42 Restoration Fund.

Peter Medlin 2/88

PUBLICATION

BALLOON STACKS AND SUGAR CANE

The "Winter 1987" edition of NZR&LS *Railway Observer* insert mentions that a second "enlarged" edition of the above book, to be entitled "Cane Train", is expected to be released in the latter half of 1988. Anticipated price is expected to be retail \$NZ50.00. Further enquiries can be made to the New Zealand Railway & Locomotive Society, PO Box 5134, Wellington, New Zealand.

Peter Medlin 2/88

NEW SOUTH WALES

AIMEX 87 (Australias International Mining & Exploration Exhibition)

This exhibition was held at the Sydney Showgrounds on 6-11 July, 1987. One 1067 mm gauge loco was present, a 20-tonne Gemco 4wBE loco for Awaba State Mine NSW with builder's number 3513-14-248-87 of 1987. It was equipped with two 50 hp motors exerting a drawbar pull of 2500 kg. Other items of rail interest on display were couplers made by Bradford Kendall, and a low profile bogie built by Hexham Engineering. Eimco displayed photographs of underground diesel hydrostatic locos under construction by PTA Engineering of Launceston for the Melbourne & Metropolitan Board of Works. These are based on a "PROF" design of Professional Engineering, Zimbabwe.

Ray Graf 2/88

AUSTRALIAN NEWSPRINT MILLS LTD, North Albury 1435 mm gauge

This company has a 4wDH ComEng-Aresco "trackmobile", which was seen shunting here in late November.

Ray Graf 2/88

BHP LTD, Coated Products Division, Wollongong 1453 mm gauge

Formerly known as John Lysaghts, there are two works in the Wollongong area which have rail operations, at Springhill Road and Port Kembla. Four

Goninon General Electric locos service the plants. Three are 194 kw B-B DE "45-tonners", 1 *Anne*, and 2 *Primrose* of 1954, and 3 *Helen Mary* of 1963. The fourth is a 448 kw Bo-Bo 76 tonner, JL4, built 1969. During November 1987, all four suffered failures, to be replaced by D7 and D20 on hire from the steel works fleet (see below). They were joined by *Anne* and JL4, which returned to service after a few weeks, but the future of the other two Goninon locos is currently under review.

Rail Australia 12/87 via John Browning 2/88

BHP LTD, Slab & Plate Products Division, Port Kembla 1435 mm gauge

(see LRN 60 p.6)

An unspecified number of ComEng-Aresco Model G.M.C.C. 4wDH Truck handlers are being advertised for sale at \$30,000 each. These are road/rail units with GM engines and a shunting capacity of 1300 tons.

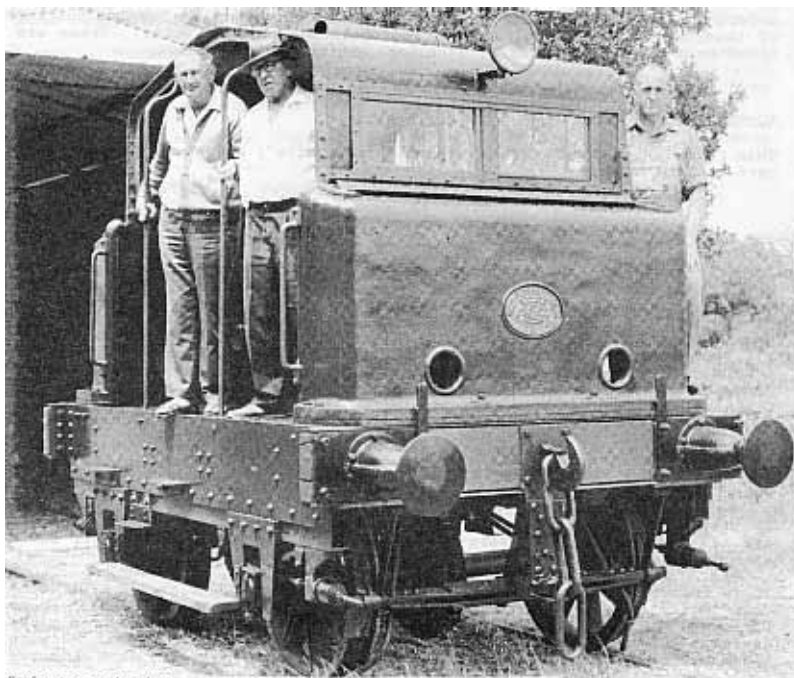
It is reported that the mothballed English Electric "400 class" B-B DE locos D12, D13, D14, D15, D21, D23, D24, & D25, and the ComEng '750 class" Bo-Bo DE locos D2, D3, D4, D5, & D8 are to be scrapped or sold at scrap value (currently \$10,000 each). Meanwhile 400 class D20 and 150 class D7 were hired by the Coated Products Division (formerly John Lysaghts) from November to cover breakdowns.

Rail Australia 12/87 via John Browning 2/88

BYRON BAY MUSEUM

A British built Simplex locomotive which was brought to Byron Bay by the North Coast Steam Navigation Company in 1922 was donated to the Byron Bay Museum by the shire council when the F.J. Walker abattoir closed in 1983. The engine has been kept in perfect working order by Lennie and Brian Parkes who were the last drivers of the jetty engine which ferried passengers and goods from the goods shed of Norco, the railway yards, and sandmining plant, and the North Coast Steam Navigation Company office to the jetty. There were two tram cars, one an old electric car from Sydney and the other was from a steam operated tramcar. Both are now in a Sydney museum and will not be returned, despite efforts by the Byron Bay Historical Society. The branch line from the railway station to the meatworks and whaling station remains, overgrown with grass, but pretty much in the same condition as during its working life. There have been a number of ideas floated to use the engine as a tourist attraction, but nothing has eventuated.

Lismore Northern Star, 14/11/87 via John Buckland 2/88



Hoping to see the Simplex back in action are, from left, Mr Gordon Ritchie, the son of the first driver, Mr Brian Parkes and his son, Lennie.

Photo courtesy Northern Star, Lismore NSW

COMMONWEALTH GOVERNMENT OFFICE OF DEFENCE PRODUCTION Mulwala Explosives Factory 1600 mm gauge

A 4wDM loco was noted here in late November, fitted with a Fordson engine under a blue-painted bonnet and cab. There are also large closed vans which are hand propelled on internal trackage

Ray Graf 2/88

METAL RECYCLERS (ILLAWARRA) LTD, Unanderra 1067 mm gauge

The seven Malcolm Moore/Drewry 0-6-0DM locos sold at auction at Bulli Colliery in September were located at these premises in late November. Engines had been removed and radiators were being cut out. Also seen here, cut into pieces were two 4wBE locos also ex Australian Iron & Steel, numbered 15 and 91. No. 15, built by BHP, was also auctioned at Bulli, while 91, believed to be built by Gibson Battle, is ex Tower Colliery.

Ray Graf 2/88; John Browning 2/88

UPTONS ENGINEERING, Corowa 1600 mm gauge

The two diesel locomotives acquired by Alan Stebbing (see LRN 61 p.11) were seen here in November. The so-called Fowler locomotive is alleged to have been fitted with a Leyland Tank engine, since removed, when acquired by Uptons.

Ray Graf 2/88

QUEENSLAND

ABIGROUP LTD 610 mm gauge

This company has just completed construction of a 2500 metre tunnel through the mountain range just west of Palmwoods on the Sunshine Coast. The tunnel is to be used to carry a water pipeline from the new Baroon Pocket Dam west of the range to a water treatment works on the eastern side.

A 610 mm gauge tramway was used during construction with locomotives Gemco 4wBE 2518 19-177-79 of 1979, Gemco 4wBE ?, and E.M. Baldwin 4wDH 6008-3-7-75 of 1975. The latter was originally built for the Melbourne & Metropolitan Board of Works and now carries Plant No. 327 3043.

Abigroup's contract finished with the completion of the tunnel and another contractor is to install the pipeline. It is not known at this stage whether they will use the tramways and Abigroup indicated that the locomotives were hired by them and are to be sold to John Holland.

David Mewes; Geoff & Peg Hayes 2/88

Rail equipment used by this company in the construction of the tunnel was advertised for sale in the Sydney Morning Herald on 20/2/88 and included two 8 HR Hagglund muckers, one Joy shuttle car and one 5 cubic metre capacity concrete car.

Sydney Morning Herald 20/2/88 via Ray Graf 2/88

BUNDABERG SUGAR TAKEOVER OF HOWARD SMITH SUGAR MILLS

Bundaberg Sugar Ltd purchased the sugar milling interests of Howard Smith Industries from 1 March, for \$32.3m. Howard Smith (part of Coal & Allied) off-loaded its entire sugar division in the sale - Moreton Central Mill at Nambour and Mourilyan Mill, just outside Innisfail. The purchase consolidates Bundaberg's position as the third-ranking sugar miller behind CSR and the Mackay co-operative. This development leaves only the small Rocky Point Mill and Maryborough Sugar Factory as proprietary mills outside the control of CSR and Bundaberg.

*Mackay Daily Mercury 27/2/88 via John Browning 2/88,
Courier Mail & Nambour Sunshine Coast Daily 27/2/88
via David Mewes 2/88*

FRANKSTON AQUATIC CENTRE, Bloomsbury 610 mm gauge

This commercial fish farm and tourist venture between Mackay and Proserpine is currently being expanded under new ownership. The train which formerly operated on Hayman Island (see LRN 47 p.9), has been acquired for use at the centre. Tenders are expected to be called soon for about two kilometres of track to be laid. Locomotives used at Hayman Island were Ruston & Hornsby 4wDMs 179872 of 1936 and 285339 of 1949 and a Motor Rail "Simplex", probably 4199 of 1927.

Mackay Daily Mercury 23/1/88 & 26/2/88 via John Browning 2/88

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD 610 mm gauge

(see LRN 62, p.13)

A study has been put into motion to make recommendations concerning mill closures in the group, a condition of the government assistance package. One mill is to be closed for the 1989 season and another by 1991. Matters to be considered would include mill cane haulage systems, factory capacities and mill economic positions. Local speculation well in advance of any recommendations from the study group suggests that North Eton Mill will be the first to close, to be followed by Cattle Creek.

John Browning 2/88

QUEENSLAND NATIONAL PARKS & WILDLIFE SERVICE, St. Helena Island

A tramway to assist tourists see the remnants of Queensland's main prison on St. Helena Island, Moreton Bay, from 1867 to 1932 is to be constructed. Bicentennial funds will be used to lay 1.5 km of track, mostly on the route of the prison tramway for goods and passengers used from 1885 to 1932, which ran from the jetty to the top of the island. Track materials worth \$60,000 are being acquired from the Queensland Railways.

Mackay Daily Mercury 29/2/88 via John Browning 2/88

SUGAR RESEARCH INSTITUTE, Mackay 610 mm gauge

(see LRN 54 p.6)

An open day was held at the Institute on Saturday, 20 February, and many aspects of cane railway technology were on show. Outside the main entrance was displayed on a semi-trailer, the latest prototype 20-tonne capacity large cane bin with self-steering wheelsets, built by NQEA (North Queensland Engineers and Agents). This unit incorporates a number of features developed as a result of trials held over the last few years. NQEA have taken out a manufacturing agreement with Sugar Research, and it is

expected that the prototype unit will be extensively trialed at Farleigh Mill during the 1988 season.

Other cane railway displays at the institute included strain gauge apparatus for measuring drawbar pull and track load distributions, timber sleeper preservation equipment, a digital loco speed indicator, different types of track materials, electronic bin number reading equipment, hot box detection, loco scheduling procedures, and radio control equipment for locomotives and brake wagons.

A number of rolling stock test units were seen behind the main building including a track evaluation vehicle, instrument car, power wagon, and some dismantled long bin prototypes.

John Browning 2/88

TINBEERWAH MOUNTAIN TRAMWAY, Arcadia, Cooroy

(see LRN 59 p.8)

Progress on the line was delayed due to the tragic death in a road accident of Anthony Savage during December. Anthony had made an enormous contribution to the building of the tramway. In spite of this setback, another 100 yards of track was laid at the top of the line during December. In addition some 60 tonnes of ballast was used on the top section, allowing some 400 yards of track to be jacked and hand tamped in six days. Rock edging was given to 350 yards of this track also. A new bogie "Way and works" wagon was placed in service. Track lubrication has been introduced to ease flange wear with great success.

Russell Savage 1/88

SOUTH AUSTRALIA

COBDOGLA LIGHT RAILWAY LOCO No. 2 610 mm gauge

(see LRN 53 p.8 & LRN 61 p.18)

Extract from proposed book "Rolling Stock of the 2' 6" Gauge Steam Railways in Victoria", compiled by Peter N. Medlin.

HISTORY OF BAGNALL 1801 of 1906 built to 2 ft 6 in Gauge.

- / /06 Ordered through Mussabini & Co. (Agents) for the Long Tunnel Extended Gold Mining Co., Walhalla (117).
- /03/07 Left Bagnall Works England for Walhalla (117).
- / /07 Entered service for the Long Tunnel Extended Gold Mining Co., Walhalla. Believed numbered "2" (117).
- /08/11 Long Tunnel Extended Gold Mining Co.'s operations begin to be wound down (115).

- /07/12 Auction of "the whole of the Long Tunnel Extended Gold Mining Co. plant" by Messrs Miller & Co. at Walhalla (115).
- /06/12? Sold to Stone & Siddeley (contractors) for Geelong Sewerage Outfall construction (113).
- / /16 To Glenelg Breakwater Construction, South Australia (Stone & Siddeley) (113)
- / /21 Sold to Forward (Forwood?), Down & Co. Ltd of Adelaide (35).
- / /?? Believed altered to 2'0" gauge around this time.
- /08/22 Sold to South Australian Government - Engineer & Water Supply Dept., Cobdogla Irrigation construction tramway as No. 59? (35).
- / /23 Placed in storage at Cobdogla pumping station (35).
- / /?? Sold to W.G. Woolmer (but not removed from storage). Ownership returned to E&WSD due to non removal (35).
- / /59 Placed in playground at Barmera as No. 59 (35).
- / /86 Removed from playground and restoration commenced on returning loco to service by E&WSD, Ottoway Depot (129).

It has been suggested that this loco was used by Humes Limited (formerly Hume Pipe Co.) between 1921 and 1926 for the works at Cobdogla (118).

References:

- 35. *Victorian Tramway Register* (APW Productions), 1986.
- 113. *Light Railways*, April 1983, page 3-11.
- 115. *Walhalla Heyday* by G.F. James & C.G. Lee, page 107.
- 117. *Bagnalls of Stafford* compiled by Allan C. Baker & T.D. Allan Civil.
- 118. *SA Preserved Locomotives* compiled by Steve McNicol.
- 129. *Light Railway News*, August 1986.

Peter Medlin 2/88

LAKESIDE LEISURE PARK, Hackham

Late in December, a new leisure park, named Lakeside Leisure Park, opened at Hackham, south of Adelaide on Main South Road, beside the right of way of the old Willunga railway line just north of Noarlunga. Amongst its attractions is a miniature railway, which circumnavigates the man-made lake that gives the park its name. The railway would be about a kilometre in length, of seven and a quarter inch gauge. Motive power is provided by a six wheeled internal combustion loco painted in WAGR colours. At this stage, no further information regarding its origin etc. is available. A similar looking loco in WAGR colours was reported to be running on a miniature railway at Wirrina Holiday Resort, which is at Yankalilla, some kilometres further south. It has not been ascertained whether it is the same loco.

Arnold Lockyer 2/88

MILE END RAILWAY MUSEUM (SA) INC various gauges

(see LRN 62, p. 15)

The last open day at Mile End Railway Museum at Railway Terrace, Keswick, was held on 3 January 1988. The whole kit and caboodle will now be shifted to the old Port Adelaide Dock Station at Port Adelaide and the name changed to "Port Dock Station Railway Museum Inc.". A special general meeting of the Museum was held on Friday, 12 February, to approve these changes.

Arnold Lockyer 2/88

Successful negotiation between the M.E.R.M. and Pichi Richi Railway Preservation Society will see 0-6-0, ex B.H.A.S. loco *Peronne*, with carriage No. 144, being transferred to Quorn for the 1988 season. This will enable *Peronne* to be thoroughly tested before it takes up regular duties at Port Dock and give Museum members the necessary experience to be able to drive and fire.

Catchpoint via Arnold Lockyer 2/88

TASMANIA

EMU BAY RAILWAY 1067 mm gauge

(see LRN 61, p. 18)

On 3/11/87, Don River Tramway's loco MA2 (Stephenson & Hawthorn B/N 7421/1951) ran over the Tasrail track from Devonport to Burnie hauling a flat top waggon carrying the former Mt. Lyell No. 9 Krauss loco (B/N 5988/1908). The Mt. Lyell company sold this Krauss engine to the Commonwealth Carbide Co. at Ida Bay in 1947. In 1949, it was resold to the North Mt. Farrell Co. for use on their line between the mine at Tullah and Farrell Siding on the Emu Bay Railway. After some years of idleness, it passed into the ownership of the River Don preservation group.

The purpose of MA2's trip was twofold. Firstly the trip was to deliver the Krauss to the EBR workshops where it will be fully restored to enable it to return to Tullah and work on the Wee Georgie Wood Steam Railway. The second reason was to allow MA2 to undergo steam tests on the steeper sections of the EBR's line between Burnie and Hampshire as it is proposed to run steam excursions over a section of the line in April 1988.

At 8.40 am on 4 November MA2; and its consist of diesel loco 1004, loaded ballast waggon 002 and guard's van XV 2 steamed out of Burnie. The inclement weather did not help maintain traction as the 135 tonne load was hauled up the 1:33 grade and slipping was experienced. The diesel was used to assist several times. It was later discovered that the slipping had been aggravated by an incorrectly directed sandpipe which had thrown sand to

the side of the rail. However, this problem was righted at Ridgely where a water stop was made.

From Ridgely to Hampshire, the train made good time and driver, Darrel Luke and fireman, Laurie Milburn handled the loco with ease. As there is no loop between Hampshire and Burnie, the return trip was made with MA2 pushing its load tender first.

There were many beaming faces following the day's test and the future of steam excursions in the North West looks rosy. In addition, narrow gauge enthusiasts will welcome the return of another Krauss to the numbers of those in operating condition.

Lou Rae 2/88

It is interesting to note that the last previous steam hauled train to run on the EBR was on 7 March 1964 when an Australian Standard Garratt provided the motive power.

Ken Milbourne 2/88

FARRELL TRAMWAY 610 mm gauge

See EMU BAY RAILWAY

VICTORIA

ALEXANDRA TIMBER TRAMWAY-AND MUSEUM, 610 cm gauge

(see LRN 62 p.16)

Despite the uncertain future of the Museum, the Australia Day weekend was celebrated with the return of John Fowler 11885 of 1909 to steam. All damage sustained in the accident (see LRN 59 p.10) has been repaired, although painting is not yet complete. The locomotive has had a temporary funnel transplant from the Hudswell Clark pending construction of a completely new funnel for the Fowler. On

Australia Day, 530 passengers were carried on the railway, and the Museum staff were in uniform for the first time. This was one of the most successful days steaming experienced at the Museum. Driver for several circuits of the track was 82 year old George Orchard, holder of the oldest steam ticket in the area. George's father was a driver on the Krauss locomotives used by the Rubicon Lumber and Tramway Company.

The Ricardo-Dorman diesel engine of the 0-6-0DM Kelly and Lewis 4271 of 1935 was sent to Melbourne on 16/2/88 where it will be completely rebuilt by Bi-Metal Engineering Pty Ltd of Dandenong. Work is still continuing on the restoration of the frames and cab.

Motor Rail "Simplex" 10058 of 1948 has had new drive chains fitted, and the

engine from Motor Rail 7351 has been dismantled for repairs before fitting to 10058.

As an official part of the Victorian "Heritage Week" program, the Museum will be holding a special Open Day on Sunday, 24 April, entitled "Historic Timber". A feature of the day will be both the Fowler and Day's locomotives hauling loads of sawn timber and logs donated for use on the day by J.L. Gould Sawmills Pty Ltd

The ex-Victorian Railways branch line has now been completely dismantled from Cathkin to the start of the Alexandra yard. The "Last Train" on the line was the Museum's gangers trolley on 26/1/88. All the broad gauge rail and pointwork in the Alexandra yards has been purchased from the contractor dismantling the line.

No progress has been made in resolving the tenure of the Museum at its present site in Alexandra, although the Hon. Jim Kennan, Victorian Minister for Transport, -made an unofficial visit to the Museum in early February. Discussions with the shire council include the Museum's requirement that the site retains access to the original route of the tramway to Rubicon.

Peter Evans

AUSTRALIAN PAPER MANUFACTURERS LTD, Maryvale 1600 mm gauge

(see LRN 35 p.12)

APM have hired two Vicrail locos for use on its private line from Morwell East to the mill. One is T334, Clyde Bo-Bo DE 56-105 of 1956, which was noted on 27 January at Maryvale Siding painted pink and with the word "OZRIDE" on its side. Sister loco, T342, Clyde 56-123 of 1956 was not seen. It is not known if the two Whitcomb diesel-electrics previously used here are to be replaced permanently.

Ray Graf 2/88; Rail Australia 7/87, 12/87 via John Browning 2/88

BHP LTD, Coated Products Division, Melbourne 1435 mm gauge

There are believed to be two road/rail 4wDH units here. Noted late in January was number 1, a ComEng-Aresco Trak Chief. Also said to be here is number 2, a similar machine alleged to have come second hand from Brisbane, Queensland.

Ray Graf 2/88

BRIGHT & DISTRICT HISTORICAL SOCIETY MUSEUM

Two mine skips were observed on the platform at this Museum which is situated at the old Bright Railway Station. However the place was locked up so no further details could be obtained.

Arnold Lockyer 2/88

THE DOOKIE LINE

A 2 ft tramway ran at the up end of Dookie yard an the up side of the line.

In 1950/52 the remains of the double track tramway from the quarry to the VR line were obvious. No track left down but the roadbed could be made out alongside the roadway edge and an embankment existed to get the tramway high enough to tip into railway trucks. The area was littered with 2 ft dump trucks which were four wheel on a wooden frame bearing the makers name "Sewell, Footscray" on small plates.

"Aust. Railway Exploration Assoc." 20/2/88 via Ray Graf 2/88

KERANG/KOONDROOK TRAMWAY

Most of this tramway has been "lifted", although there are some remains at most of the stations. At Koondrook, the station is in good repair and standing at the platform is a train consisting of a replica of-the Sentinel patented steam loco that once worked the line, a bogie open waggon, a 4-wheeled sheep truck and a typical VR brake (I think they are usually called Z vans). The replica, which has no motive power, bears a plaque "Sentinel Patent Locomotive 5766 COFFEE POT Imported 1929, Withdrawn 1941, Scrapped 1952. Replica built 1984 at Hume Colville Engineering, Barham, under Commonwealth Employment Programme."

Arnold Lockyer 2/88

MELBOURNE & METROPOLITAN BOARD OF WORKS, 762 mm gauge Sayers Road, Laverton

(see LRN 60 p.5)

The following locomotives were observed on the surface late in January:

Name	Running No.	Plant No.	Type	Bldr	B/No.	Year	Model	Notes
Max	2		4wDH	PTA		(1987)		(1)
Margaret	029		4wDH	EMB	(3225-1-2-70	DH12T		(2)
					1970)			
Joan	028		4wDH	EMB	(3225-2-2-70	1970)	DH12T	(2)
	5	327 2045	4wBE	Gemco	(2147-8/144/76	1976)		(2)
Tanna	033	327 7033	4wDH	EMB	(5346-2-2-74	1974)	DH12T Mk.5	
Lizzie/ Lizzy			4wCE	MMBW				(3)
Annie	032	327 3032	4wDH	EMB	(5346-1-2-74	1974)	DH12T Mk.4	(4)

		327	4wDH	EMB	5366-6-	1974	DH4T	(5)
		3039			6-74			
	46	327	4wDH	EMB	(6700-1-	1976)	DH4T	(5,6)
		3046			4-76		Mk.2	
		327	4wDH	EMB	5366-4-	1974	DH4T	(5,6)
		3035			5-74			
	2	327	4wBE	(Gemco)?				(6)
		1057						
	005	327	4wBE	(Wingrove/	5303	1955?)		(5,6)
		2005		Rogers				
Gemco	3	327	4wBE	Gemco				
no.		2024						
Gemco	2	327	4wBE	Gemco				
no.		2023						
Gemco	1	327	4wBE	Gemco				
no.		2056						

Details in brackets were not noted on the locos but are taken from members' records.

Notes:

- (1) Hydrostatic transmission
- (2) Rebuilt from original design
- (3) Overhead conduit electric locomotive
- (4) Wheels removed
- (5) Converted ex 610 mm gauge
- (6) Out of use

Ray Graf 2/88

SOUTHERN PRIVATE RAILROAD, PO Box 126, The Basin, Vic 3154

(see LRN 62, p.17)

The two locomotives imported from Indonesia by Mr Jeff Daly are reported to be:

1. 1909 Orrenstein & Koppel, 0-4-4-0 Mallet, 4 cylinder; and 2.
- 1925 Hanomag, 0-8-0, two cylinder.

Melbourne Sun News Pictorial, 24.12.87 via Arnold Lockyer 2/88

STATE ELECTRICITY COMMISSION, VICTORIA, Bogong Creek Tramway, 3 ft gauge

A report of the tour of the Kiewa area on 28/29 November last year, was not received in time for this issue but we did receive these photos. Hopefully the report will be available for the next issue.



Bogong Creek Tram Depot 29/11/88. L to R.: 26 F/7 R&H 4wDM 296070 of 1950; 26-B-11 "Maximove" 4wBER; Wickham 4wPMR 5860 of 1950.

Photo: Peter Evans



Motor Rail Simplex either 7366 of 1939 or 8968 of 1945, Bogong Creek Tramway, 29/11/88.

Photo: Peter Evans

WESTERN AUSTRALIA

HOTHAM VALLEY TOURIST RAILWAY (WA) INC 1067 mm gauge

(see LRN 62 p.18)

Work is about to begin on G class loco *Menzies* (Dubs #3495) which will be stripped down to the frame. The steel tyres for both driving wheels and tender have been received from Tasmania. As soon as the loco is lifted from its wheels, the fitting of new tyres will be sub-contracted to an outside contractor.

Following negotiations with the Narrogin Apex Club, locomotive Pm 706 will be transferred to Pinjarra for restoration to operating condition. The locomotive, which will be named *Narrogin*, is intended for main line services and, being slightly more powerful than the "W" engines, will enable additional coaches to be attached on some tours.

706, built in 1949 by the North British Locomotive Coy. at Glasgow, saw only 21 years of service with WAGR before going on show in a "protected" display situated in the Apex Park adjacent to the Narrogin railway yard.

The fourth "W" class loco, 908, has passed its steam test and moved under its own steam in mid February for the first time in something like 18 years!

Pinjarra Steam Express 2/88 via Editors

PUBLIC WORKS DEPARTMENT, Derby 1067 mm gauge

(see LRN 57 p.7)

Most of the rolling stock abandoned at Derby has been burnt. This includes at least thirty 4-wheel wagons of various descriptions. The only items reported to be still in existence are two 4-wheel wagons, one small hand crane mounted on a flat wagon and a very large self-propelled mobile crane. These items are understood to have been kept for display in a tourist park.

Bill Gray 1/88

MEETINGS

MELBOURNE:

Members slide night. Yes, its on again! Bring any slides which might be of historical or of general interest to light rail enthusiasts (maximum of 20 slides each).

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

DATE: Thursday 14 April at 8.00 pm.

SYDNEY:

To celebrate our new venue, Ken McCarthy will be our inaugural speaker

and will bring us up to date on the latest on that archetypal narrow gauge railway at BURRINJUCK DAM.

So come along and make our new venue a success.

LOCATION: WE ARE MOVING

Due to cost increases and access problems we are vacating our meeting room in the city and moving to the suburbs. Meetings for the balance of the year will be held at: Woodstock Community Centre Church Street Burwood
Note: plenty of off street parking at the rear of the building, and Burwood station is only a 5 minute walk away. DATE: Wednesday 27 April at 7.30pm

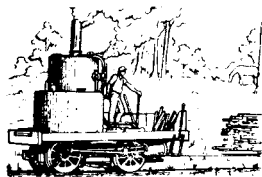
ADELAIDE:

Contact Arnold Lockyer for details, Phone: 08-296 9488 : LOCATION: 150 First Avenue, Royston Park.

DATE: Thursday 7 April at 8 00pm,

BRISBANE:

Contact Terry Paton for details Phone: 075-62 2896



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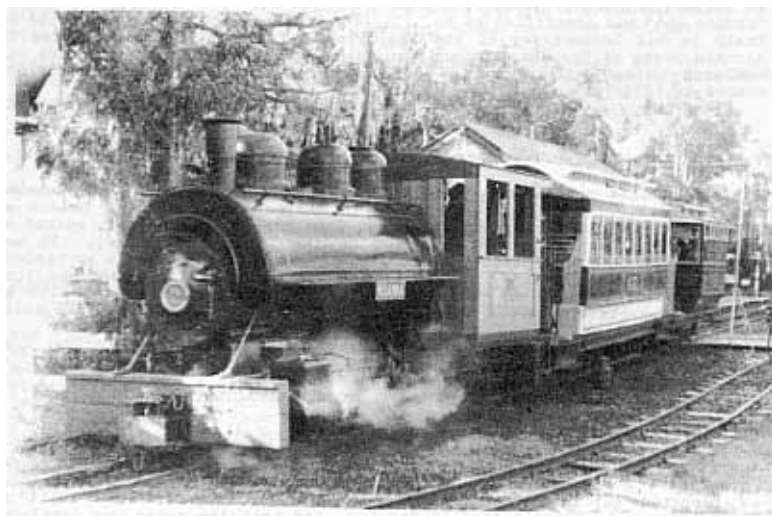
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Deadline for next issue - 1 July 1988



Restored Davenport loco *Kiama* at the recommissioning ceremony at ILRMS Albion Park on 9/4/88.

Photo: Ken McCarthy

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NOTES, CORRECTIONS AND COMMENTS

COMMONWEALTH DEPT OF COMMUNICATIONS

For those interested in aerial cableways, an article about the 5.5km line to the above Dept's Bellender-Ker transmitter station in Far North Queensland, built in 1972, appeared in the November 1987 edition of in-house magazine *The Broadcaster*. John Browning can supply a photocopy on receipt of a S.A.E. Thanks to Ray Graf.

LEES TRAMWAY, Smithton

(LRN 62, p.3)

In the above mentioned article, the Thomas Green vertical boilered locomotive *Coffee Pot* was identified as No. 173/1883 which is the number suggested by Small in his *Locomotives of the Railways of Tasmania*. I am indebted to Richard Horne of Croydon, England for pointing out that this locomotive was numbered in the earlier series of Green's engines and that the correct number is 1272/1883.

Ken Milbourne 4/88

T.A.C.L. RAIL TRACTOR

(see LRN 63, p.3)

It appears this article has "misplaced" the TACL located in a S.A. museum. The ex-S.A.H.B. unit is in the Franklin Harbour History Trust Museum at Cowell about 44 km further up the coast from Arno Bay. The TACL worked on the jetty railway at Cowell and not on the line at Arno Bay. It was purchased by the Local History Trust when it was offered for sale by tender, closing on Monday 15 February 1971, and was described as a Fordson loco (1926 tractor mounted on railway wheels) in poor condition, in situ at Franklin Harbour (Cowell). As recent as 17 April 1988, the unit was still at Cowell.

Murray Wright 4/88; Arnold Lockyer 5/88

LOCOMOTIVE AND ROLLING STOCK MANUFACTURERS

PTA ENGINEERING PTY LTD, Launceston

(see LRN 59, p.4)

The five locomotives ordered by the Melbourne & Metropolitan Board of Works were diesel-hydraulics with hydrostatic transmission, not battery electrics as reported earlier. It is believed these locomotives were built in association with Eimco Australia Pty Ltd and that the order was completed late in 1987.

ARHS Bulletin Supplement 2/88 via John Browning

MEETING REPORT - MELBOURNE

More than 40 Light Railway devotees congregated at the Ashburton Uniting Church Hall on 14 April for their bi-monthly fellowship pilgrimage.

There was a slight delay whilst the Temple doors were unlocked, but once inside the assembled multitude quickly filled the pews facing eastwards. The Sales Department table was set up in just 17 seconds and "Sales" are now applying to the Guinness Book of records for the "Railfan Meeting Sales Table Setting-Up Record".

After Bro. McCarthy had delivered his sermon, several of the congregation had their say - chapter and verse! Bro. Straffen then goaded his revered pre-historic slide transparency projector into action, took up the collection of offered slides and proceeded to project their images onto a white shroud. The gathering was treated to pictures of shrines ranging from Ballybunion to Appleby, Austria to Cape Town, Cairns to Gilderoy, Walkerville and Cheetham and many other exalted places where members had been paying homage recently.

Bro. Buckland created a sensation with a slide of some partially-clad ladies. He claimed they each had two cylinders! Such occurrences must be discouraged lest they divert the devotees attentions from their pursuit of Light Railways.

After the main service, the bookstall reopened and did a brisk business, selling sacred ferroequinological journals, tomes and other publications.

After communion of tea, coffee and biscuits had been partaken of, the devotees made their farewells and departed, vowing to re-assemble in 56 days time when Bro. Gunzburg will be special guest preacher. All are most welcome, there being plenty of room. How about it all of those Melbourne members who we don't see often enough?

"Herr V. Rayles" 4/88

TOUR REPORTS

POWELLTOWN TRAMWAY

The "East of the Bump" family day tour and barbecue was held on Sunday, 20 March, in fine to hot conditions. The tour was attended by 35 people, and the activity for the morning consisted of a walk along the Powelltown Tramway formation from the high lead carpark near the Latrobe River to the foot of the high lead incline and return. This area has changed greatly due to the regrowth which took place after the 1983 Ash Wednesday bushfires, and it was pleasing to note that the bridge at the foot of the high lead (see "Powelltown" page 91) is still standing, although in an advanced state of decay. Other bridge remains were also noted along this section of the tramway.

Lunch was eaten at the high lead carpark using a "Trail-a-Barbie" for cooking purposes as there are no facilities provided at this location. The unit proved to be highly satisfactory.

After lunch, with the day warming up considerably, the tour party tackled the section along the Latrobe River, climbing steadily towards the east end of the bump tunnel. The formation has become rather overgrown in places, although near the end of this section some track clearing has taken place. An alarming feature of the return journey was a fire lit by Conservation, Forests and Lands officers clearing debris from recent logging operations along the side of the tramway. Although no-one was directly endangered, it was decided after some discussion at the April entertainment meeting that in future, the Society should notify local authorities when a tour is planned to a location where such risk may occur.

The attendance on this tour was somewhat disappointing, considering the preference for family walks in the Powelltown area shown in the tour survey taken in late 1986.

Peter Evans 4/88

TIMBER & GOLD Mk II

or

How a Wombat Wanderings Washout became a Dusty Daylesford Diversion

Sunday, 9.00 am on 17 April 1988, witnessed cloudless blue skies and a chilly zephyr as some 35 members and friends met at the Daylesford railway station for the re-run of the Timber & Gold Tour. Presumably Mike McCarthy's terse letter to the responsible authority (LRN 61, p.5 & 6) reached the right person, as in contrast to T & G Mk I, our party, led by the World's Wombat

Forest Tramway's expert, Norm Houghton, was able to follow the planned route as six dry months had rendered virtually all roads and tracks passable, if dusty.

First stop was Henderson's mill site, then on (using a short cut that took 10 minutes longer than the long way, but saved 10 minutes by not having to turn the cars around!) to the Star Track railway cutting where the Telegraph Sawmill Co had their broad gauge tramway. The dust on the bush tracks was present in copious amounts and all cars were rapidly assuming the same colour.

The junction of the line to Grave's Siding was re-examined (see LRN 61) after which a walk along the very clear tramway formation towards the mill was made. After some distance, great exclamations of joy echoed through the forest as some relics were spotted. One sleeper ("principal") and one longitudinal "stringer" in fair condition, considering their century plus age, were found close to each other. Some time was spent mulling over these sacred remains as the more energetic ventured towards the mill and back.

Lunch was taken well away from Daylesford, at Mt. Franklin (is this the first time we've had lunch in a volcano?) due to half the people of Victoria being in town for the Daylesford Festival. (They should've consulted us before holding their Festival!)

After lunch, the much overgrown Leonards Hill station site was visited and most found it hard to credit that in 1891 the outward goods loading from here was over 27,000 tons, mostly timber. Nearby, we turned our vehicles onto the old railway formation for a couple of miles. All were impressed by the massive earthworks on this section and much pondering was done about the number of shovelfuls required to excavate a cutting up to seventy feet deep and a quarter of a mile long. At this stage, shortage of time caused a change in route and we proceeded directly(!), followed by an enormous cloud of dust, to Anderson's tramway between Mollongghip and Barkstead, where a walk was undertaken along the formation for some half a mile. Bridge sites, cuttings, small broken pieces of iron strap rail, the last vestiges of a longitudinal stringer and the clear indentations where both these and the sleepers had been, were seen.

Onward through the dust we rode to visit the Anderson's Barkstead mill (closed 101 years ago) site, or rather the sawdust heap, where, as is customary, an impromptu Society meeting was held. (ref; *Five to 500*).

With the sun now on the wane, a quick visit was made to the site of Anderson's bridge over the Werribee River, now overgrown with sycamore trees. The cutting leading to the bridge site is the only tangible remain, with the sleeper indentations in the ground being extremely clear. On past

Blakeville; where the stragglers' cars managed a short cut and met the head of the convoy who had made a detour, we visited O'Hehir's tramway.

In addition to the one wheel set previously known here, a second set was spotted underwater in the creek some 20 yards away. This discovery was the cause of much jubilation but proved unphotographable unless your camera was both waterproof and had an "f2 at a fortnight" setting!

A short walk along O'Hehir's tramway was made to view the moss and grass covered 3 ft gauge wooden rails. With the sun almost asleep, the tour was terminated at this point and all present showed their appreciation of Norm Houghton's skilful guidance and informed commentary during the day with a spontaneous round of applause. Norm replied, mentioning that years of research and ground work was involved in locating many of the sites, and for this we are most grateful. Thanks again Norm, and all the other organisers whose hard work went into making a very successful and enjoyable tour.

(Many LR fans, being canny folk, resurrected their T & G Mk I tour notes for the day and as a result, I believe there are ample copies of the tour notes available at the Sales Dept. So if you couldn't come, why not buy a set of notes and do a self-drive? You won't see as much as we did but you'll get the feel of the "Wombat", the place where Victoria's tramway history began. However make sure that you've read Norm's book *Timber and Gold* (LRRSA 1980, and still available) before you go. This very readable book is made even more valuable, in your scribe's opinion, due to both the Introduction and the chapter "The Forest - Use and Management". Make sure your bookshelf has at LEAST one copy.)

Phil Rickard 4/88

NEW SOUTH WALES

COSTAIN-SKANSKA JOINT VENTURE, Ocean Outfall Declines Contract, Sydney gauge unknown

(see LRN 54, p.5)

An auction was to be held at North Head following the completion of the contract with the Metropolitan Water, Sewerage and Drainage Board on 22 March. Advertised for sale was 900 m of 50 lb rail and sleepers. The declines are known to have been quite steep, with 1 in 4 quoted in one case. This is confirmed by the inclusion in the sale items of an Inclinaible Alligator Headframe, 1 in 4 incline with 10 cubic metre Alligator Skip.

Sydney Morning Herald 5/3/88 via Ray Graf

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD, Albion Park 610 mm gauge

(see LRN 62, p.6)

The ceremony to mark the official return to traffic of Perry loco "Tully 6" (7967.49.1 of 1949) and Davenport loco "Kiama" (1596 of 1917) was conducted at the Museum on Saturday 9 April. The restoration of "Tully 6" loco was greatly assisted by the C.E.P. schemes, while the new cabin and plumbing fitted to the Davenport was part of the ILRMS Bicentennial programme.

Alderman Bob Harrison, Mayor of Shellharbour Council and State Member for Kiama, officiated at the ceremony which was attended by almost 200 visitors, some from as far afield as Victoria and Queensland, as well as civic representatives.

Colin Hollis, Federal Member for Throsby, who has given the Museum considerable support, was unable to attend, having been called to a conference in England two days prior to the ceremony. His secretary, Mrs Sandra Copeland, however, ceremoniously drove one of the locos around the main line circuit in his absence.

Although the function took place in a period of heavy rainfall and poor weather, the sun shone through the clouds during the actual recommissioning ceremony. The formal part of the proceedings was conducted in a large marquee while the visiting jazz band and the afternoon tea servers took cover in the large picnic area weather shed.

The Society was pleased to be able to thank its friends for their support and looks forward to future functions when further major restored items return to operation.

The trial assembly of the first restored Shay bogie (to be used under Lima 906 of 1904 and 2097 of 1907) occurred at the end of March. New rectangular section steel has been purchased to replace corroded bogie frame components while new channel was used on the fixed and floating cross bolters. This bogie was on display on 9 April.

A mechanic who attends the Museum under the Illawarra Voluntary Workers Programme has commenced work on the assembly of the accessories which will return the former Victoria Mill Cane Inspector's Drewry rail car to operation. A new body was fitted to the restored underframe about two years ago while the single cylinder side valve petrol engine was rebored seven years ago. The frozen clutch has been freed and work is now progressing on overhauling the carburettor. Over the past eight years, the Society has been fortunate in having the services of offenders directed to periods of community service by the courts under the Corrective Services Commission

scheme. Some forty community workers have contributed to the Museum's progress during this period.

During November, Chairman Brian Holmes underwent heart surgery and a lengthy period of recuperation. Brian was working on the major Bicentennial project at that time, the fitting of a steel cabin floor and the renewal of steam plumbing and boiler fittings on the Davenport loco. The Society was fortunate, at the same time it gained the services of a community worker who was a boiler maker by trade. During his period of work at the Museum, he completed the Davenport job and then moved on to constructing a large circular saw bench. In fact, he continued on beyond his period of compulsory work to complete this project!

Part of the Bicentennial grant included refinements to the 98-year-old former Melbourne cable tram trailer No. 430. New canvas has been fitted to the roof, while 20 new marine ply window sashes have been glazed, polished and placed in position. The car received an external repaint prior to 9 April. This car is being fitted with air brakes. Braking gear has been fitted to one bogie and work is progressing on the manufacture of levers, yokes, bearing plates and pull rods for this vehicle.

The Leyland Zinns loco No. 3 was ready for running trials by mid April. The top and bottom radiator tanks have been repaired, new gaskets made, the air operated clutch mechanism redesigned, fuel pump overhauled and alterations made to the structure of the driver's cabin.

An ILRMS member discovered by chance, the other two Zinns locos during a tour of Victoria in December. These are situated near Halls Gap. No. 1 has its engine removed. No. 2 has been fitted with a diesel engine and hydraulic gear box and carried a pseudo steam loco cladding. It seems that No. 3 at Albion Park is the only Zinns loco in its original state.

Ken McCarthy 4/88

M.I. STEEL PTY LIMITED, Hexham

An ex-BHP loco, believed to be No. 36, appears to be sitting on narrow gauge bogies in the yard of M.I. Steel at Hexham. Quite possibly this shell was sold to scrap merchants but somehow was rescued by person/s unknown and gaily painted in a reddish shade and white. This is readily seen and no doubt attracts publicity to M.I. Steel.

There are no rails under the wheels - it is sitting on dirt. It is not known if the motor is inside but the cab is certainly only a shell.

Harry Wright 4/88



Ex-BHP loco No. 36 in the yard of M.I. Steel, Hexham on 22/9/88

Photo: Harry Wright

P.M. RYE PLANT HIRE & SKITUBE JOINT VENTURE

An auction was to be held on site at Bobundara Road, Berridale on 29 March following completion of the contract for the Perisher Skitube. Among items advertised were: a flat car; platform car; 2 x Kumagai side dumpers (DP06047 & DP06004); Maruya Kumagai KH148 2 sq m capacity agitator car; Kumagai DL6 man transport car; 3 x flat cars cut down from dump cars, one with crane; 2 x Kumagai side dump cars (body only) DP06106 & DP06124.

Ray Graf 4/88

PERISHER SKITUBE 1435 mm gauge

(see LRN 60, p.7)

Skitube is reported to be open for its full length to Blue Cow in time for the 1988 ski season. Speed uphill is up to 40 km/h, making it the fastest rack railway in the world, but on the descent is limited to 21 km/h.

The Australian 29/4/88 via John Browning

TOLCO FABRICATIONS, Port Kembla

On Monday, 8 February, at this site, adjacent to Port Kembla North Railway Station, a 4w flat car (inverted) with outside flanged wheels, was noted from the embankment outside the site. Approximately 8 other loose wheelsets (axle + 2 wheels) were also noted. No rails or trackage to be seen at the site. Gauge appeared to be about 3 ft - 3 ft 6 in

Ray Graf 4/88

ZIG ZAG RAILWAY CO-OPERATIVE LTD, Lithgow 1067 mm gauge

(see LRN 61, p.10)

The Zig Zag Railway Co-operative will seek government funding to enable it to operate a newly completed extension to the steam-rail track east of Lithgow. The co-operative was told that tourists could not use the new facility, built with the assistance of a Bicentennial grant, until it funded major roadworks to the entrance on the Bells Line of Road. It hopes the Government will meet the price tag of nearly \$400,000, well beyond the co-operative's financial means, so the track will not lie idle.

Sydney Morning Herald 6/3/88 via Ray Graf 4/88

QUEENSLAND

ABIGROUP LTD, Woolloongabba, Brisbane 610 mm gauge?

Advertised for sale by auction at the Company's Brisbane yard were two HAG underground loaders with conveyors and one Moran underground 5 m concrete car. Gauge was not stated, but possibly the equipment was used on the tunnel at Palmwoods (see LRN 63, p.7).

Sydney Morning Herald 5/3/88 via Ray Graf

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY Durundur Railway, Woodford 610 mm gauge

(see LRN 60, p.11)

The long-awaited event of a return to steam on the railway occurred on 2 March, with the first steaming of Bundaberg Foundry 0-6-2T 5 of 1952 following its overhaul. This was a protracted process, but now the locomotive is in first-class order again, and attention can be turned to other projects.

Durundur Railway Bulletin 4/88 via John Browning

AUSTRALIAN SUGAR INDUSTRY MUSEUM, Mourilyan 610 mm gauge

(see LRN 57, p.9)

The new building at the museum is finished and when visited in March was being fitted out with exhibits preparatory to its April opening.

Hudswell Clarke 1099 of 1915 has been sandblasted and painted with grey primer. It has been moved onto a section of track inside the building, and some tender and cab platework and the boiler cladding are being renewed. It is planned to operate the engine with compressed air with the wheels raised slightly above the rails, as boiler repairs have been deemed too expensive.

Two wooden cane trucks originally from Babinda and said to have come

from Goondi, were also present. One has been completely rebuilt and will be used as part of a display on the hand cutting of cane.

Christopher Hart 3/88

BABINDA CO-OPERATIVE CENTRAL MILL SOCIETY LTD 610 mm gauge

(see LRN 62,p.8)

It is believed that the mill's two Clyde 0-6-0DH locos (55-56 of 1955 and 56-90 of 1956) will be fitted for multiple-unit use for the 1988 season, enabling greater loads to be hauled from the former Goondi Mill area.

Upgrading and deviation work was observed in progress on the tramway north of the new link early in March. 20, Malcolm Moore 4wDM 1057 of 1943, was seen on a work train here.

Bob James 3/88; Christopher Hart 3/88

BUNDABERG SUGAR CO LTD, Mourilyan Mill 610 mm gauge

(see LRN 62, p.12 LRN 62, p.12)

Rolling stock observed at the Goondi Mill site at the start of March included Motor Rail "Simplex" 4wDM 10219 of 1950, a mower, a weed control unit, and an ex-Goondi ballast hopper (Innisfail Tramway type) in the loco shed. There was also Motor Rail 4wDM 2117 of 1923 in a shed at the opposite side of the mill yard. The mill yard was being used for storing bins. An auction was due to be held at Goondi in late April. Believed to have been included in the material for sale was a "Simplex" loco with a 3 cylinder engine (10219 of 1950), 300 cane bins without chassis, 25 steel whole stick cane trucks, a quantity of wheels and axles, a quantity of Simplex diesel engine spares and the sand dryer from the loco shed.

Christopher Hart 3/88, 5/88; David Mewes 4/88

CSR LTD, Macknade Mill 610 mm gauge

(see LRN 62, p.9)

Modifications carried out to E.M. Baldwin 0-4-0DH 17 (6-1446-1-9-65 of 1965) during the slack season have altered its external appearance. The battery box has been removed from inside the cab to the running plate just in front of the cab on the driver's side. The four cylindrical air precleaners have been removed from the hoodtop and replaced by a single conventional one of much neater appearance. In addition, handrails have been fitted to both sides of the hood.

Christopher Hart 4/88

CSR LTD Victoria Mill 610 mm gauge

(see LRN 62, p.9)

On 25/4/88, aeroplanes in the CSR Hinkler Bicentennial Air Race were at Ingham. The visitors were given a short bus tour of the district including a ride behind *Homebush* (Hudswell Clarke 0-6-0 1067 of 1914), which was running between the mill and the outskirts of Ingham. *Homebush's* train consisted of two Hansen linecars and the passenger carriage. The linecars were for extra passenger accommodation and were ex-Macknade Mill 1 and a V2. The other V2 and V5 were in the navy compound. With the other three such units over at Macknade, then none has yet been disposed of to a museum or anywhere else. There are 13 bogie ballast hoppers at the mill, nine green and four yellow. The yellow ones include two transferred from Goondi early in 1987, which seem to have seen little or no use. Pandrol clips are being used with steel sleepers on the Gairlock line relaying.

Christopher Hart 3/88 4/88

FRANKSTON AQUACULTURE CENTRE, Bloomsbury 610 mm gauge

(see LRN 63, p.8)

Tenders have been called for the laying of two kilometres of track at this location.

Mackay Daily Mercury 15/3/88 via John Browning

MACKAY SUGAR CO-OPERATIVE ASSOCIATION 610 mm gauge

(see LRN 63. p.8)

It was announced on 15 April that North Eton and Cattle Creek Mills will be closed, one at the end of the 1988 season, and the other at the end of the 1990 season. A decision as to which will close first will be announced by June. Speculation is that it will be North Eton.

Construction of tramline links between Marian and North Eton and between Pleystowe and Farleigh is about to start, while it is expected that links between other mills will also be put in for the 1988 season. It is expected that a re-arrangement of transport arrangements will see Pleystowe "north coast" cane being brought over the current Farleigh tramline to an interchange point near to the diamond crossing with the Pleystowe tramline. This will replace a long haul by road transport. North Eton is expected to take Marian cane by tramline from the area south of Marian Mill and from Nabilla, also via a new link. Pleystowe and Farleigh cane from Silent Grove will probably be taken to Marian Mill by road via Mount Charlton to the Marian tramline at Dow's Creek.

There are likely to be many such changes over the next few years, culminating in the mill closures and the complete rationalisation of transport. Such changes are difficult to accomplish as the mills have different rolling stock specifications affecting bin capacity, couplers, length, wheelbase, and wheel and axle dimensions. This causes difficulty not only with running trains, but also with the road and infield transport of bins.

Cattle Creek Mill, Finch Hatton

Farleigh Mill

Marian Mill

North Eton Mill

*Pioneer Community News 17/3/88, Mackay Daily Mercury 15/4/88,
ABC Radio 4QA 15/4/88, Bob James, John Browning 4/88*

Cattle Creek Mill, Finch Hatton

(see LRN 60, p.11)

Com-Eng 0-6-0DH 1 (B1724 of 1957) has been fitted with a Cummins Model NT-855-P 280hp 6-cylinder diesel engine. The trackbed of the old Netherdale line to Boongana, terminus of a proposed extension, has been pegged out west of Kowari Road, but no work on this appears to have started. Complete tracklaying of some sections of line was observed in progress at the end of March.

Farleigh Mill

(see LRN 62, p.11)

Two of the mill's E.M. Baldwin B-B DH locos, *Hampden* (6706-1-5-76 of 1976) and *Foulden* (7220-1-6-77 of 1977), were fitted with Cummins Model KTA19-C 600 hp turbo-charged diesel engines for the 1987 season. These brought about fuel savings in the order of 25%, and it is believed that the third loco of this type, *Inverness* (10123-1-5-82 of 1982) will also receive a similar engine before the 1988 season commences.

Meanwhile, a proposal for a branch line to be built crossing the Bruce Highway in the Calen area has aroused the opposition of some local residents of a nearby subdivision.

Marian Mill

(see LRN 60, p.13)

About one kilometre of track on the old Marian line at Boldon Hill was noted lifted for replacement at the end of March.

North Eton Mill

(see LRN 62, p.13)

A sand drag has been built to protect the new road/rail bridge at Mia Mia from any possible runaways from trains of fulls heading east. The catch points were noted near the Range Camp depot with an adjacent signal installation. It would appear that the points will be operated remotely, but the electric motor had not been connected to it when it was observed at the end of March.

Some 43 Pleystowe Mill bins were noted in the mill yard at North Eton in late March, together with 50 brand new bin underframes of the smaller North Eton design. The Pleystowe bins are of longer wheelbase and are fitted with Willison couplers, while the North Eton bins have link and pin couplers.

MOSSMAN CENTRAL MILL CO LTD 610 mm gauge

(see LRN 61, p.17)

Ex Douglas Shire Council 0-6-0T *Faugh-A-Ballagh*, John Fowler 8733 of 1900, was removed from its resting place in a park in Port Douglas to Mossman Mill late in 1987, for possible return to working order on the mill's tourist train services. This loco was observed without cab and tanks on a dead-end line near the scrapyard at the mill in early March. Also on this line was *Ballyhooley Too*, Hudswell Clarke 0-6-0 1838 of 1950. Bundaberg Foundry 0-6-2T *Ballyhooley* (6 of 1952) was in the loco shed. In the scrapyard were the dismantled remains of John Fowler 0-4-2T *Ivy* (15947 of 1922), and the two railmotor trailers obtained with the Hudswell Clarke. The seven "Ballyhooley Steam Express" cars still have a variety of couplings at present, two with Willisons at both ends, three with link and pin at both ends and two with different couplers at either end. The tramline in Port Douglas has been extended to a station at what appears to be the main resort.

Christopher Hart 3/88

PLANE CREEK CENTRAL MILL CO LTD, Sarina 610 mm gauge

(see LRN 62, p.14)

Most of the mill's main line locomotives have now been painted in the new blue and yellow colours. The exceptions noted in the loco shed late in March were Clyde 0-6-0DHs D1 (56-101 of 1956) and 2 (57-147 of 1957), and John Fowler 0-4-0DM 5 (18801 of 1927), which has been out of use for several years.

John Browning 3/88

THE SUGAR BOARD, Lucinda Bulk Sugar Terminal 610 mm gauge

(see LRN 55, p.13)

Motor Rail "Simplex" 4159 of 1926 was observed shunting sugar boxes around the terminal area in mid-January.

Chris Hart 3/88

THE SUGAR BOARD, Mackay Bulk Sugar Terminal 1067 mm gauge

(see LRN 57, p.11)

Both Com-Eng 0-6-0DH locos are still on site here. Orange F1018 of 1957 appears to remain out of use, and is assumed retained for spare parts, with yellow F1029 of 1958 the operational loco.

John Browning 3/88

TULLY CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD 610 mm gauge

(see LRN 57, p.12)

The GM engine from John Fowler 0-6-0DH *Tully* No. 8 (21912 of 1936 rebuilt by E.M. Baldwin 590-9-63 of 1963) has been removed, reportedly with a possible view to fitting it to one of the mill's Com-Eng 0-6-0DH locos. The frame of Clyde 0-6-0DH *Tully* No. 9 (DHI.4 of 1954) is still present, cut down to footplate level, and with the final drive removed. Some of the locos here have had their underframes painted red rather than black as used previously.

Christopher Hart 3/88

SOUTH AUSTRALIA

COBDOGLA LIGHT RAILWAY LOCO No. 2 610 mm gauge

(see LRN 63, p. 9)

Bagnall 1801 of 1906 was registered with the SA Steam Boilers Dept by Stone & Siddeley Ltd for use on the Glenelg breakwater on 22 January 1917. On 16 December 1921, it was reported as having been recently purchased by Forwood, Down & Co. On 16 August 1922, Forwood, Down & Co. advised the Steam Boilers Dept of its sale to the State Government's Supply and Tender Board. During the recent restoring of this loco to working order, plans were found in the old records of the state Engineering and Water Supply Department, showing the conversion of this locomotive from 2 ft 6 in to 2 ft gauge, and from these it would appear that this conversion was carried out by the Department after the loco was acquired by the Government.

Unfortunately there is no record of the date that it actually arrived in Cobdogla to work on the Cobdogla to Loveday Light Railway, although

the local paper reported in its issue of 17 February 1922, that the line was complete awaiting the arrival of the engines and a subsequent issue of 7 November 1922, reported that the line was working all day and sometimes half the night, with two small engines employed. This frantic activity could not have lasted for very long because the issue of 16 February 1923 contained the information that the Hume Pipe Co, which was the reason for the railway, intended closing down "this weekend". In spite of this it was not until the issue of 16 October 1925, that the paper recorded that the demolishing work at the pipe factory was complete; the Company had been granted a clearance by the Officers of the Irrigation Commission and that the last of the Company's representatives had left for the city "on Monday last".

In March 1924, the other loco used on the line (Kerr Stuart & Co Ltd B/N 742 of 1901) was sold and shipped to the State Rivers & Water Commission in Victoria, where it was used on the tramway between Red Cliffs Railway Siding and the Pumping Station.

On 27 September 1926, the Irrigation Commission in Adelaide decided to offer the remaining loco, i.e. the Bagnall, for sale but on being advised that it did not have a current boiler inspection certificate, does not appear to have proceeded with the proposal.

In a report to Adelaide on 31 August 1933, it was stated that there was little left of the light railway except No. 2 loco at Cobdogla. The loco remained "stored" at Cobdogla pumping station, out in the yard amid the firewood stacked for use in the Humphrey pump, until 1947, when it was offered for sale by tender, closing on 21 January 21, at the Supply & Tender Board.

The successful tender was lodged by Mr George W. Woolmer of Glossop (not W.G. Woolmer). He purchased it with the intention of using it for steam raising on his property, but was unable to arrange transport from the pumping station.

I transferred to the Barmera Office of the Irrigation Branch of the Lands Dept in 1948 and resided in Barmera until 1954. About the time that I left, the town was becoming interested in tourist promotion and, a year or so later, the tourist promotion office approached the Department with a view to obtaining the loco and moving it to the shore of Lake Bonney at Barmera. There had been a complete turnover of Officers in the Barmera Branch since 1947, and apparently no-one knew that the loco was no longer Government property, so it was either sold, or given, to the tourist promotion office, who moved it to Lake Bonney. After it had been moved, it was discovered that it really belonged to George Woolmer, but I believe that he agreed to forego his ownership - I do not know if he was repaid what he paid for it!

The number 59 painted on the loco had nothing to do with its working life. I

have always believed that it was given this number by the tourist promotions office because they acquired it in 1959.

With regard to the operation of the railway and the transport of material (cement, stone and sand) from the Cobdogla Wharf and a quarry near the Loveday Road junction with the Cobdogla to Barmera Road, this was carried out by the Irrigation Commission. The suggestion that the line was operated by the Hume Pipe Company, possibly came about because the locals facetiously referred to the train as "The Hume Flyer" and, when I wrote up the history of the line for the ARHS (vide Bulletin No. 161 of March 1951) I used the subtitle "Route of the Hume Flyer". Also, after the loco had been moved to Lake Bonney, the tourist office approached the Hume Company for a suitable plaque to attach to the loco. Humes acceded to their request and provided a plaque, which stated that they had operated the railway.

On a subsequent visit to Barmera, I pointed out to the officer in charge of the tourist office, that this was incorrect, but his attitude, which I have found to be fairly prevalent in this type of situation, was that it was near enough to being right. They wanted a plaque to indicate where the loco came from, Humes Ltd were willing to supply it - the Lands Dept certainly would not have - so they deserved any credit.

As part of the South Australian 150th Anniversary celebrations in 1986, the Engineering and Water Supply Department, which had taken over the administration of the River Murray Irrigation Areas from the Irrigation Branch of the Lands Dept, decided to recommission the Humphrey Pump at the Cobdogla Pumping Station and establish the station as an Irrigation Museum. Included in the plan was the "reclaiming" of the loco from the shore of Lake Bonney, restoring it to running order and establishing a railway on which it could operate at the museum.

In February 1985, the loco was sighted at Ottoway Depot of the E.& W.S. Dept. having just arrived from Barmera for restoration. Some 12 months later, on 7 March 1986, the Cobdogla Irrigation Museum was officially opened and the Humphrey Pump recommissioned, but there was no sign of the Bagnall that was still at Ottoway. Her restoration had proved to be a much bigger job than originally anticipated, and I doubt if there will be much of the original loco left by the time the job is finished.

Arnold Lockyer 4/88

STOP PRESS:

Bagnall 1801 of 1906 was recommissioned at a ceremony at the Cobdogla Irrigation Museum on Friday, 22 April. The loco was in steam for the ceremony. A report on the day will appear in LRN 65.

Arnold Lockyer 5/88

TASMANIA

COMMONWEALTH DEPT OF TRANSPORT, Matsuyker Island

(see LRN 44, p. 12)

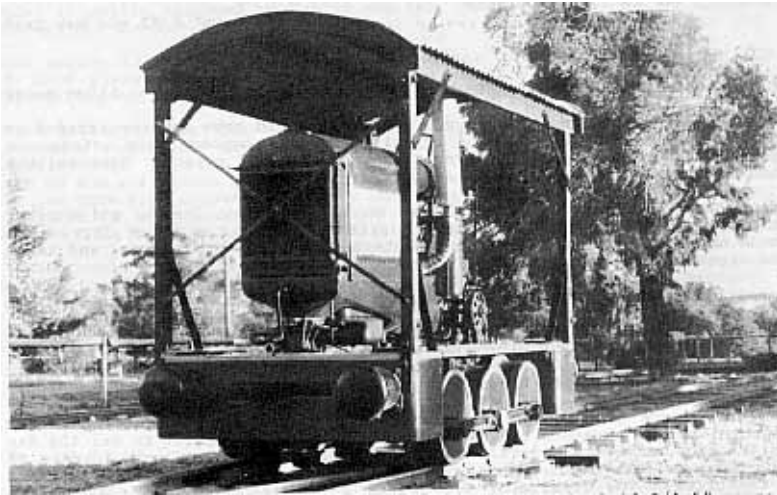
It is confirmed that the incline tramway at this location has been placed out of commission. Although the light here is still manned, it is now completely served by helicopter.

Telecom News 8/87 via Ray Graf

VICTORIA

ALEXANDRA TIMBER TRAMWAY AND MUSEUM 610 mm gauge

(see LRN 63, p.11)



The Alexandra Museum's Day's Tractor idling on the newly laid 3 ft 4.5 in gauge track on 24 April 1988.

Photo: Peter Evans

The immediate threat to the Museum's existence would seem to have receded as pressure mounts from several organisations throughout the state in opposition to the Victorian Government's land disposal policy. However, the situation is still far from a satisfactory resolution.

During Easter, the Fowler was steamed on the Saturday, Sunday and Monday. Patronage was good, with 1000 people attending over the three days. The Museum now stocks T-shirts and windcheaters with the Museum's

logo, and sales have exceeded expectations.

On 24 April, as an official activity of Heritage Week, the Museum held an open Day entitled "Historic Timber". Patronage was excellent, due in part to leaflets distributed through railway bookshops in Melbourne, and to a commercial which was run 10 times on GMV6 Shepparton. Footage for this commercial was taken from a 23-minute promotional videotape recently produced to broadcast standards by a member of the Museum.

1200 trips were provided on the tramway during the day and once again the financial return exceeded all expectations. The only element to mar the day was a minor derailment which damaged the mounting of the leading bogie of the ex-Yangardook Tramway carriage causing it to be retired to the goodshed at lunchtime. The derailment was caused by a sleeper which broke as the locomotive passed over it. The sleeper was quickly replaced and running was resumed. This was the only derailment experienced during a running day at the Museum since the LRRSA tour in November 1986 (see LRN 56, p.10).

A load of sawn timber was included in the train consist, authentically secured to Rubicon bogies with chains and twitch bars, with a Museum "Brakeman" riding on top of the load

The other feature of the day was a new exhibit prepared by the Museum. 100 feet of 3 ft 4.5 in gauge track has been laid in 30 lb rail to a winch site. A double drum steam logging winch manufactured by the Steel Company of Australia has been mounted on skids and a log loading ramp constructed next to it with appropriate ropework. The exhibit was built under the direction of Ernie Le Brun, and was demonstrated on the Open Day by "Ike" Sims, both of whom worked in the Rubicon Forest during the tramway era. The Museum's Day's tractor ran up and down this length of track, which includes a "stub" point, for most of the day.

Along with Ernie Le Brun's model sawmills and mill buildings, this exhibit attracted a great deal of interest. All parts of the steam engine and winch motion have been unseized, and it is hoped that by the time a suitable boiler is obtained, the winch will be fully operational. This project has become the first part of the planned timber mill settlement and tramway complex.

The Museum is open every Saturday and Sunday from 1 pm to 4 pm, with trains hauled by the Malcolm Moore locomotive. On the second Sunday of every month, trains are hauled by the John Fowler Steam locomotive.

Peter Evans

AMRA EXHIBITION, Camberwell Gauges HO, HOn2-1/2, N, Z, and 610 mm gauge!

For the first time in many years, the LRRSA took part in this annual Model Railway Exhibition held at the Camberwell Civic Centre over the Victorian Labour Day weekend.

The results of the Exhibition were gratifying, with over \$1000 of Society publications sold, and several new members attracted. Most important however, was the exposure the Society received to railway modellers and the general public.

The stand stressed the central aims of the Society - research and publication, and through a display of laminated posters, showed other Society activities such as site research, mapping and tours. Several large format black and white timber tramway photographs attracted a great deal of interest, as did videotapes covering some aspects of light railways in Victoria.

Centre point of the exhibit was a 610 mm gauge Rubicon bogie, which was completely restored and painted especially for the exhibition. The bogie was displayed on a short length of track, and was surmounted by a display of light railway builders plates, including replicas of those of both the Powelltown Shays.

The LRRSA has applied for a stand at next years Exhibition.

Peter Evans 4/88

CHEETHAM SALT LTD, Laverton 610 mm gauge

(see LRN 60, p.9)

The tramway system here remains out of use, and the four Ruston and Hornsby locomotives have not been moved for some time. No maintenance is carried out on the tramway, and it seems almost certain that it will never be used again.

Peter Evans 4/88

SECV RUBICON TRAMWAY 610 mm gauge

(see LRN 59, p.11)

The new tramway trestle bridge near the Royston Power Station has been completed by the Rubicon Mountain Streams Gang. The eight-man team finished the task in November 1987. They were assisted by Ernie Le Brun who rebuilt the bridges for the SEC after the 1939 bushfires. The new bridge is a replica of the one it replaced. The "legs" were made from hardwood poles obtained from SEC disposals at Brooklyn, as the local Rubicon timber is unsuitable for this purpose. The deck however, was built from local timber sawn at the SEC sawmill beside the raceline.

The next bridge to be replaced will be the Beech Creek bridge, followed by the horseshoe-curved Lubra Creek bridge. Work will start next summer, and SEC access roads have been put in recently to both these locations to assist with the transportation of heavy materials. The final bridge to be replaced will be the "15,000 Syphon" bridge.

The raceline is patrolled every second day using the bogie B.E. "tram" from the top of the haulage to the Royston Power Station, and the 4wBE inspection car from the power station to the Rubicon Dam. The 4wPM Malcolm Moore locomotive is used for heavy construction purposes, and to clear winter snow from the tramway.

Work along the tramway during summer has concentrated on the clearing of undergrowth from both sides of the line and around the bridges in order to reduce the fire hazard. As a result of this, the formation of a short inclined tramway at Rubicon Dam, used during construction of the scheme, has become useable.

Peter Evans 4/88



Newly re-built bridge on the SECV Rubicon Tramway near the Royston Power Station

Photo: Peter Evans

SOUTHERN PRIVATE RAILROAD, Jeff Daly, Melbourne 700 mm gauge

(see LRN 63, p.14)

Two locomotives imported from an Indonesian sugar mill are in the Melbourne area and are available for inspection to prospective purchasers.

The 1909 Orenstein & Koppel 0-4-4-0T is a Mallet compound articulated locomotive and is believed to be numbered 2, although the publicity material features a photograph of a similar loco numbered 3. Regauging to 610 mm (2 ft) gauge would require some alteration to the inside-framed front engine unit. The 1925 Hanomag 0-8-0T has the flexible Klein-Lindner wheelbase and is inside-framed. A much larger engine, it is numbered 11. Both engines are said to have been last used in 1978 and are operational.

Open-sided passenger carriages can be supplied in minimum orders of six, with a length of 6.2 m, width 2.0 m and height 2.9 m.

Southern Private Railroad via John Kramer

WESTERN AUSTRALIA

MINEMACH (gauge not specified)

This Perth mining machinery company has placed a "Wanted" advertisement for Eimco 12b Bidders (4); 1½ - 2 ton (sic) side tipplers (10); 1½ - 2 ton locos (4). "Must be in A1 working condition and available for sale by end second week April 88." Minemach is in the outer suburb of Helena Valley.

West Australian 13/3/88 via David Whiteford 3/88

POINT SAMSON 1067 mm gauge

The Department of Land Administration invited tenders (closed 19/1/88) for the purchase and removal of old rail wagons located in the former Harbour Reserve at Point Samson. These wagons are remnants of the old Public Works Department 3 ft 6 in gauge jetty railway system. Some items have been preserved in Roebourne, at Cossack, and at the Pilbara Railway Historical Society museum near Karratha. A detailed article about Point Samson appeared in *Light Railways* Numbers 52 and 57.

West Australian 9/1/88 via David Whiteford 3/88

WESTERN AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION INC, Bennett Brook Railway, Caversham 610 mm gauge

(see LRN 62, p. 19)

The "large train" is now fully fitted with vacuum brakes. During summer, this train has been made up of the Gemco (ex Wyndham) and three AQ/AQB coaches built on converted 3 ft 6 in wagon frames. Work on the vacuum brakes was completed in February.

Ex Westrail flat top QBB 2889 is now operational on the Bennett Brook Railway following conversion to 610 mm gauge. The wagon has already proved invaluable in hauling sleepers, rail, and cleared timber from the track

side following the upgrading of the Mussel Pool - Central section. The wagon was trialed on 17 January.

Planet diesel #2150 of 1938 was trialed on 28 February following a complete engine overhaul. The "Planet" has been out of service for 18 months or more.

A scissors crossover is being prepared for installation at Central Station. As well as being a useful piece of track for train operations, WALRPA will be preserving a form of crossover which is disappearing from the Westrail system. WALRPA's set comes from the Wagin goods yard.

Early in March, depot road number 4 was finally linked to the yard trackage. All six shed roads are now connected to the yard.

David Whiteford 3/88

MEETINGS

MELBOURNE:

Adrian Gunzburg will be showing some of his collection of West Australian railway and light railway slides. You would no doubt be aware that Adrian is one of the more well-known experts on WA locomotives. This will be a very entertaining evening so please be there.

LOCATION: Ashburton Uniting Church Hall, Ashburn Grove. Ashburton.
DATE: Thursday 9 June at 8.00 pm.

SYDNEY:

Unfortunately we have not been able to determine the content of this months meeting. (Sorry Craig! Its 1.24 am and I don't think you would appreciate a call at this time of night!!) Any member wishing to know the entertainment item should call Craig Wilson on 02-484 7984

LOCATION: Woodstock Community Centre Church St Burwood

Note : Plenty of off street parking at the rear of the building and Burwood station is only a 5 minute walk away.

DATE: Wednesday 22 June at 7.30 pm

ADELATDE:

Contact Arnold Lockyer for details.

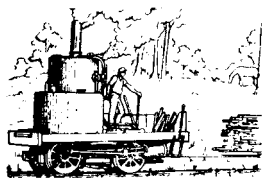
Phone: 08-296 9488

LOCATION: 150 First Avenue, Royston Park.

DATE: Thursday 2 June at 8.00 pm.

BRISBANE:

Contact Terry Paton for details. Phone: 075-62 2896



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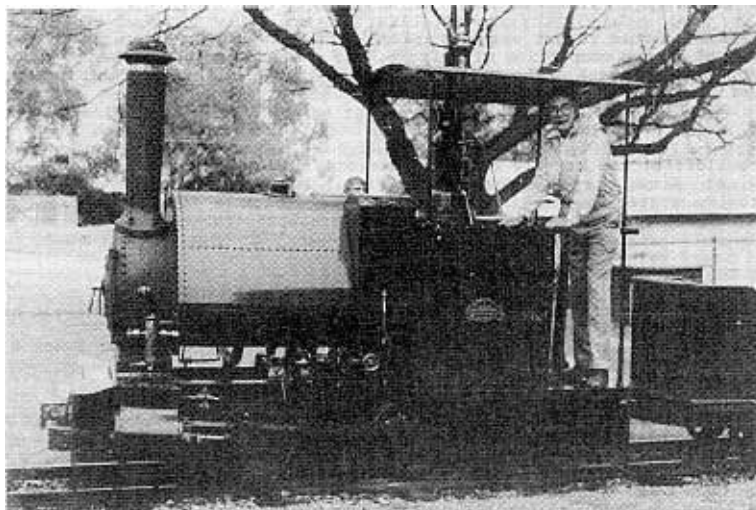
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Deadline for next issue - 2 September 1988



Bagnall 1801 of 1906 at the recommissioning ceremony at the Cobdogla Irrigation Museum, 22 April 1988, with A.D. Lockyer on the footplate.

Photo: Don Backler, Boiler Inspector

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NOTES, CORRECTIONS AND COMMENTS

MELBOURNE & METROPOLITAN BOARD OF WORKS, Laverton

(see LRN 63, p.13)

An additional point of interest concerning the MMBW-built overhead conduit electric locomotive observed by Ray Graf in January is that this machine uses 3-phase alternating current (415V, 50 Hertz or cycles per second). Most railway electrification is either direct current (e.g. the Melbourne and Sydney suburban systems, 1500V), or the more up-to-date 25kV (50 cycles) used in Queensland and well established overseas. 3-phase traction was used on a number of early applications of electrification for overseas use. The last major network using it was the FS (Italy), which was converted to DC in the 1970s. Is this the first railway use of 3-phase in Australia, asks Ray Graf?

P M RYE PLANT HIRE & SKITUBE JOINT VENTURE, Bobundara Road, Berridale NSW

(see LRN 64, p.8)

Omitted from this report was the information that, included in the material auctioned at the completion of Skitube, was a winch and cable system running on 900 mm gauge track. The Mitsui electrical winch had a drum holding up to 4 km of 21 mm rope. Apologies to Ray Graf.

SECV, Kiewa

(see LRN 63, p. 15)

The builder of the battery electric personnel carrier on the 3 ft gauge SECV line at Kiewa is Maximove Industries, Amberley Crescent, Dandenong, Victoria, stated in the telephone directory to be a "Division of H.T.S." This company's main business seems to be fork lift trucks.

John Browning 6/88

SECV RUBICON TRAMWAY

(see LRN 64, p .17 & 18)

The last word in the report on the SEC Rubicon Tramway (page 18) should have been “visible” not “usable”.

TACL RAIL TRACTORS

(see LRN 64, p. 2)

Ray Graf visited the museum at Cowell, in September 1986. He examined the TACL cast end buffer beam weights which have a curved front surface with coupling pockets and cast lettering. On the lower part of the casting are two small flat areas, one of which, (normally on the front right hand side of a TACL loco) should be stamped with the builder’s number. The unit at Cowell has the end weights mounted “upside down” (cast lettering wrong way up) to give a higher coupling height. However, Ray noted the builder’s number, 46, stamped at the right hand side the correct way up, showing the loco was built with the weights reversed from the normal position.

An examination of the two end weights currently lying on the Emerald Station platform should show that the unit under restoration there is builder’s No. 55. Ray noted this number on the front weight before dismantling occurred.

LOCOMOTIVE & ROLLING STOCK MANUFACTURERS

ELECTRICAL MINING & ENGINEERING (AUSTRALIA) PTY LTD Glastonbury Avenue, Unanderra 1067 mm gauge

A short 3 ft 6 in gauge test track was noted at this site. However, it appeared that the track had not been used recently. It would appear that this firm has been involved in construction and/or repair of rail mounted equipment for southern collieries.

Ray Graf 5/88

PRE-PUBLICATION OFFER

CANE TRAIN

The New Zealand Railway and Locomotive Society Inc. are offering their new publication *Cane Train* by Peter Dyer and Peter Hodge to LRRSA members at the special pre-publication rate of NZ\$35.00 until 31 October 1988, after which the expected retail price will be NZ\$50.00.

The new book is more than just a sequel or revised edition of *Balloon Stacks*

and Sugar Cane, previously published by the NZRLS in 1961. *Cane Train* details the history of the Fiji sugar industry and its tramways from the 19th century until the 1980s, and is expected to contain 114 photographs, 20 maps and about 30 drawings of locomotives and rolling stock.

The book is due to be published in October 1988, and may be obtained by LRRSA members by sending NZ\$35.00 (bank draft, money order or NZ cheque) to: Publications Officer, NZ Railway and Locomotive Society Inc., P O Box 5134, Wellington, New Zealand. All pre-publication orders will be acknowledged.

NZRLS/Peter Evans 7/88

RESEARCH

AUSTRALIAN BLUE ASBESTOS, Wittenoom WA

Archive footage of the CSR-owned mine operated by this company from 1944 to 1966 has received quite an airing as a result of recent successful compensation cases. The mine appears to have included a drift operation, and a 4wBE loco numbered 5 is shown in one film shot, hauling steel hopper cars. Gauge could be 3 ft or narrower. Can any member provide more information about this remote operation?

John Browning 6/88

FIELD REPORT

WOLFRAM MINE. MARYSVILLE gauge unknown

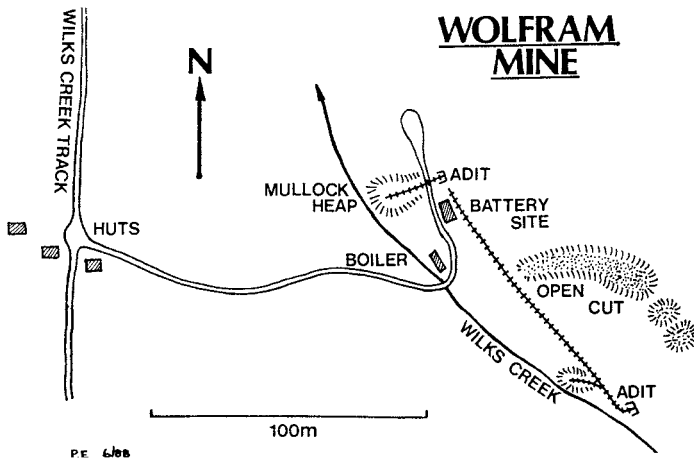
Wolfram, an ore of tungsten, was mined at Wilks Creek near Marysville between 1901 and 1919. The creek was worked alluvially until 1912, when quartz veins bearing the ore were discovered near the head waters. In 1917 a substantial amount of equipment was installed at the mine, including a 25 BHP engine and boiler, a Jaques crusher, trommel, two compartment jig, 3-head battery, wifley table and slime table.

The mine closed in 1919, and in 1940 most of the plant was sold to Mr C.H. Row who was a partner in the Marysville Timber and Seasoning Co. (Anderson and Row), who were operating two timber mills nearby. (For reports of the tramway systems of these mills see LRN 54 p.2, and LRN 56 p.3.)

A recent visit to the mine site in perfect Victorian bushbashing weather (torrential rain and gale force winds) revealed the formation of a short tramway connecting two adits in the steep-sided valley. No traces of rails or sleepers were found, but the formation was very distinct and was

clear enough to walk along easily without the usual struggle through the undergrowth. The tramway was on a slight descending gradient in favour of the load, and was approximately 100 metres long. The gauge could not be ascertained, but would probably have been less than two feet. The tramway terminated just above the battery site near the northern adit. An old boiler and some machinery parts were discovered next to the creek.

Access to the mine is along the Wilks Creek track which is suitable for four-wheel drive vehicles only.



Peter Evans 6/88

NEW SOUTH WALES

CENTRAL WEST RAILWAY PRESERVATION SOCIETY, Orange 1435mm gauge

(see LRN 60. p.7)

The Society has been leased the old East Fork railway depot at Orange from the SRA. It is hoped that the museum on the site, which is right in the centre of town with easy access, will be open in 12 months. First need will be a security fence, following which it may be possible to move onto site

Andrew Barclay 0-6-0T 1234 of 1911, currently stored at Canobolas Wooltop.

Central Western Daily 23/6/88 via Ray Graf

COSTAIN-SKANSRA JOINT VENTURE, Ocean Outfall Declines Contract, Blue Fish Drive, North Head 1067 mm gauge

(see LRN 64, p.6)

An auction was held at this site on Tuesday 22 March, following the completion of a declines contract for the MWS&DB.

On the inspection day, 21 March, it was noted that a 3 ft 6 in gauge wire roped incline had been used in a 1 in 4 adit passing under the sewerage treatment plant and out under the sea. Spoil removal was by means of a controlled winch rope up the adit onto an alligator head frame, where the body was supported by guide wheels on the body side. The skip bottom, hinged at the lower end, then dropped down and discharged the load. A platform for passengers was on the upper end. Also on site was a rail mounted Fox Materials chain-feeder/conveyor which appeared to be unused. A large amount of prefabricated 50 lb track (94 pieces of approximately 9 m each) was stacked nearby. The adit is now used for access for rubber-tired vehicles to go underground (and undersea!) for the ocean outfall tunnel work.

Ray Graf & Craig Wilson 4/88

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD, Albion Park 610 mm gauge (see LRN 64, p.6)

Now that the sense of urgency has passed since the recommissioning ceremony held on 9 April, the Museum work parties have settled down to a more mundane routine.

The locomotive work force is now active on the restoration of former Corrimall Coal Company 0-4-0ST loco *Burra* (Hawthorn Leslie 3574 of 1923). The restored cylinder blocks have been remounted on the main frame and await the fitted bolts for permanent fastening. The main springs are being cleaned and one broken leaf is to be replaced. The oil ways in the main bearings are receiving attention. The passages are being enlarged and realigned to ensure adequate lubrication.

The restoration of the Leyland Zinns loco No. 3 has been completed. The main work entailed the fitting of an electric fuel pump to replace the worn mechanical unit while the radiator has received major maintenance. The unit has received a primer paint coat, but prior to the application of the final coat, the Museum is investigating how springs can be fitted to the main axle boxes.

During May and June, major track maintenance has been carried out. Much of the running shed yard track is being re-sleepered with steel sleepers while the track levels are being realigned so that the yard can be filled with road base up to the rail top. The yard point levers are being standardised with

spring loaded wharf type levers. Some of the worn light rail on the electric tramway is being replaced by new plant and the opportunity is being taken to also fit steel sleepers in this location.

The new large circular saw bench is now in use cutting up timber for loco fuel. This is one of the continuous tasks performed by the Community Service Workers under the Corrective Services Commission scheme.

Restoration work has been completed on the former Otford signal box. The last part of the project consisted of boxing in the roof eaves. This signal box reaches its centenary in October and it is planned to have a small formal ceremony to mark the event. Work is progressing on restoring one of the former NSWGR home signals retrieved some years ago with other plant from Hexham. The two post junction signal purchased from the Queensland Railways is also receiving attention. The lattice masts were strengthened some time ago by the C.E.P. tradesmen but the tedious task of repainting this object is now in progress. It is ultimately planned to have the main station points and signals connected to the lever frame in Otford box.

Ken McCarthy 6/88

M.I. STEEL PTY LIMITED, Hexham

(see LRN 64, p.7)

The ex-BHP locomotive is confirmed as being No. 36. I first noted the loco in the yard of MI Steel on Tuesday, 1 September 1987, and at that time the engine was still in BHP colours and its number was clearly visible painted on the end of the cab. The cast number plate on the side of the cab facing the street had been removed.

W.J. Lane 6/88

PERISHER SKITUBE 1435mm gauge

(see LRN 64, p.8)

Skitube was closed for some months from December 1987 because of problems with track bolts used to fasten the rails to the concrete track bed. Ice had formed in the bolt holes, causing the bolts to become loose. Track in the Perisher - Blue Cow upper section, to be opened for the 1988 ski season, was to be laid on a conventional ballasted track bed.

Rail Australia 1-2/88 via John Browning 6/88

STEELMARK, Berkeley Street, Unanderra 1435mm gauge

(see LRN 61, p.8)

On May 29, it was noted that Ruston & Hornsby 88DS 4wDM 326064 of 1952, ex Helensburgh Colliery, had been cut up. Also cut up was the tipper

body of a hi-rail equipped Ford Tipper. The cab and chassis of this unit, noted previously, had disappeared.

Ray Graf 5/88

TRANSFIELD KUMAGAI CONTRACTING PTY LTD, Sydney Harbour Tunnel

Experienced contractors have been invited to express interest in the construction of two 10.6m tunnels of around 750m in length through sandstone for the North Shore portion of the Sydney Harbour Tunnel work.

The Weekend Australian 14-15/5/88 via John Browning

QUEENSLAND

GRAHAM CHAPMAN, Murrunda Downs 610 mm gauge

(see LRN 58, p.5)

Another dismantled steam locomotive has been noted added to the collection here. This is Krauss 0-6-0T 5869 of 1908, which has been acquired from Evan Morris (see LRN 33, p.9). This is one of the locomotives originally used in the construction of the Burrinjuck Dam in NSW, and it was converted from 0-4-0T at North Eton Mill. A certain amount of restoration has been carried out on the cab, but the tanks need replacing.

John Browning 6/88

CHILDERS

John Fowler 0-6-0 13325 of 1912 has been removed from the Childers State School, which has been closed, and following cleaning and repainting, it has been placed on display in Taylor Street with three steel cane trucks. The loco sits on an old tramway formation, adjacent to a relocated house being established as an historic exhibit, presumably by the local historical society. The loco was built as an 0-6-2 for CSR's Childers Mill, but was found unsatisfactory and rebuilt to 0-6-0, passing to Isis Mill on the closure of Childers in 1932. The tender has a Fowler chassis, but its later body carries a plate saying "MADE BY ISIS CENTRAL MILL No. 6 27-7-52".

John Browning 6/88

CSR LTD, Macknade Mill 610 mm gauge

(see LRN 64, p.10)

During the week ending 11 June, the tank which had been used for the storage of fuel oil for the steam locos, was removed from the loco shed area for future use elsewhere in the mill. Since the end of steam, it had seen occasional use as storage for diesel fuel.

Christopher Hart 6/88

CSR LTD, Pioneer Mill 1067 mm gauge

(see LRN 49, p.9)

A 2.2km extension has been constructed to one of the mill's tramlines during the slack season in preparation for a record crop. It is reported that some Pioneer Mill cane has been diverted to Kalamia Mill in order to handle tonnages.

Townsville Daily Bulletin 1/6/88 via Chris Hart; David Mewes 6/88

CSR LTD, Plane Creek Mill, Sarina 610 mm gauge

(see LRN 64, p.12)

Clyde Model DHI-71 0-6-0DH's D1 and 2 (56-101 of 1956 and 57-147 of 1957) have been painted in the new sky blue and cream livery since March. The full lines in the mill yard have been relaid and ballasted. Maintenance work on mixed gauge track in the Alcohol Plant area was observed in late June with Ruston & Hornsby 0-6-0DH 9 (rebuilt by E.M. Baldwin 6-825-1-5-64 of 1964) hauling the navy train.

John Browning 6/88

ISIS CENTRAL MILL CO LTD 610 mm gauge

(see LRN 62, p.12)

In spite of a record crop throughout Queensland as a whole, the Isis district is drought-stricken, and there will be a very short crushing season. John Fowler 0-6-0DM 2 (4110019 of 1950) was observed parked in Childers in late June, together with a weedkiller tanker. Other locomotives were stationed in the loco shed and around the mill yard as usual, with the exception of Clyde Model DHI-71 0-6-0DHs 4 and 6 (56-113 of 1956 and 59-204 of 1959), which are the only two of this type at the mill not permanently coupled together.

John Browning 6/88

KOLAN SHIRE COUNCIL PARK, Wallaville 610 mm gauge

An unidentified 0-6-0T, believed to be German-built, has been "preserved" here since 1966. It was originally supplied to Gin Gin Mill by agents Arthur Koppel in 1897. In mid-June, it was observed completely covered with a tarpaulin and under a steel canopy surrounded by a security mesh fence.

John Browning 6/88

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD 610 mm gauge

(see LRN 64, p.11)

The first stage of rationalisation has involved the construction of only minor tramline links, as all six mills are remaining open for the 1988 season.

A connection where the Pleystowe tramline crosses the north coast line of Farleigh was completed in good time for the season, while the connection between Marian and North Eton was completed on 27 June, the day crushing was due to commence.

In the 1988 season, Marian Mill will crush cane diverted from Pleystowe and Farleigh Mills in the Buthurra area, which will be hauled over the Marian tramline from Narpi. Pleystowe will haul its cane from the Mount Ossa area over the Farleigh north coast line, augmented by Farleigh cane from the same area. Remaining road deliveries of Pleystowe cane will be made to a "road dump" near Mount Ossa. Pleystowe cane north of Mount Ossa which can conveniently delivered to the Farleigh north coast line will be crushed at Farleigh. North Eton will take cane from Marian's Mia Mia line over the new link to North Eton Mill. Contrary to the suggestion in LRN 64, Marian Mill will retain Nabilla cane and will not take any Silent Grove cane from other mills.

Farleigh Mill

Marian Mill

North Eton Mill

Pleystowe Mill

Racecourse Mill

*John Browning 6/88; Len Heaton 6/88; Graham Thompson 6/88;
Mackay Daily Mercury 30/6/88*

Farleigh Mill

(see LRN 64, p.11)

A new tramline branch at Moondaba, north of Calen, was seen under construction in mid-June. The new line crosses the QGR north coast line and the Bruce Highway in close proximity to the junction with the main tramline, and serves former Pleystowe growers in the Cameron's Pocket area. Motor Rail "Simplex" 4wDM UNIT 27 *Calen Simplex* (21623 of 1957) was being used in the construction work. The line is currently around 2 km in length, but an extension had been pegged out.

By mid-June, the short Mavis Bank line, which crosses the Bruce Highway near Coningsby, had been cut back short of the Highway crossing.

Clyde Model HG-3R 0-6-0DH *Coningsby* (61-232 of 1961) has been fitted with a new cab supplied by Eimco Australia. The cab carries a plate indicating it was built by Aline Body Builders Pty Ltd Kay Street, Granville NSW. The cab is fitted with overhanging sloped rear windows to enable driver observation of the rear coupler, and cabside doors are fitted at the front, rather than the rear as is normal.

Com-Eng 0-6-0DM *Ashburton* (A1614 of 1956) has been transferred to

North Eton Mill for the 1988 season.

The mill's two remotely controlled brake wagons, built by Clyde Queensland in 1976 and E.M. Baldwin in 1978 (7901-1-6-78) appear to be out of use.

Marian Mill

(see LRN 64, p.11)

Marian Mill will be using both its E.M. Baldwin B-B DH locos 16 & 17 (9562-1-6-81 and 9562-2-6-81 of 1981) on the Narpi line during the 1988 season to handle reassigned tonnages, and consequently 15, its 1985 E.M. Baldwin "rebuild" of a Clyde HG-3R 0-6-0DH will be used on the Mount Jukes line. This means that a smaller Clyde Model DHI-71 0-6-0DH will have to share duties on the lines west of Mirani.

A new high level road bridge planned for the Pioneer River at Marian is expected to incorporate a tramline crossing also.

North Eton Mill

(see LRN 64, p.12)

The new 1 km link between the North Eton and Marian networks was completed on 27 June. E.M. Baldwin 4wDM 4-473-3-63 was in use for track construction duties following the completion of earthworks by a contractor. Money for the interconnection was provided by the Commonwealth Government as part of the \$3.4m assistance package for tramline interconnections to be undertaken as part of the Mackay mill rationalisation.

The start of crushing was deferred from 27 June to 29 June because of rain, and on 28 June the first delivery of empty bins was made on Marian's Mia Mia line which will be served by North Eton during the 1988 season. The empties were delivered by Com-Eng 0-6-0DM *Ashburton* (A1614 of 1956), which had been transferred to North Eton from Farleigh Mill about two weeks before. This loco was in Farleigh grey and yellow livery but carried a North Eton Mill logo on each cabside.

Pleystowe Mill

(see LRN 61, p.14)

During the 1988 season, E.M. Baldwin B-B DH *Shannon* (7126-1-5-77 of 1977) will be running from the mill to the Mount Ossa area over the Farleigh north coast line, a distance of more than 40 km, to haul cane previously taken by road to Mandurana for crushing at Pleystowe. Some Farleigh cane from this area will also be transferred to Pleystowe. The mill's pair of Gemco brake wagons will be used on this run, and the loco is fitted with Farleigh and Pleystowe radio, while the Pleystowe traffic office will be in direct

communication with the Farleigh traffic office.

Racecourse Mill

(see LRN 58, p.6)

Racecourse Mill has taken delivery of a new Tamper self-propelled sleeper replacement unit. Model is TSR and serial number is 825988 of 1988.

MAPLETON CENTENNIAL COMMITTEE, Memorial Park, Mapleton 610 mm gauge

Shay, Lima 4w+4wTG 2091 of 1908 has been placed in this park in the main street of Mapleton, on 11 October 1987, according to a descriptive sign placed nearby (see LRN 61, p.16).

It is reported that a local group wishes to construct a 2 ft gauge steam tourist railway in the vicinity, however they are running into some opposition from local residents who claim they were not consulted about the project. The fact that the planned line is to cross several existing driveways is also causing residents concern.

*John Browning 5/88, David Mewes 6/88
Nambour Chronicle 1/6/88 via Geoff & Peg Hayes*

MORETON CENTRAL MILL CO LTD 610 mm gauge

(see LRN 61, p.16)

The Bruce Highway is being diverted to the east of Nambour, resulting in an overbridge being constructed over the tramline in the Petrie Creek Valley. This has necessitated lowering the tramway trackbed and tracklaying was in progress towards the end of May with Malcolm Moore 4wDM *Jimpy* (1051 of 1943)

Meanwhile on Sunday 26 June, trackwork was in progress in Howard Street adjacent to the crossing of Currie Street (the present Bruce Highway) in the centre of Nambour. Malcolm Moore 4wDM *Joe* was in use on this occasion.

The mill's main line locos have been given Bundaberg Sugar logos on the cabside following the recent takeover, however the Adelaide Steam Ship Co. logo continues to adorn the mill's chimney.

Bridge work was going on at the "Big Lifting Bridge" across the Maroochy River in late May. It was stated that no piles had been replaced here for the last 14 years, and that the pile driving derrick had gone rotten in the meantime!

John Browning 5/88, 6/88; Geoff & Peg Hayes 7/88

MOSSMAN CENTRAL MILL CO LTD 610 mm gauge

(see LRN 64, p.12)

Alan Robert's Bundaberg Foundry 0-6-2T *Bundy* (2 of 1952) has been sold back to the mill for which it was built, for use on the Ballyhooley Steam Express Tourist service. It arrived in Mossman in around April/May, and has been found to be in pleasing condition. Consideration is being given to fitting it with new bearings, but it will be available for service this year, retaining coal firing.

The new station building has been placed in position at Port Douglas near the Mirage resort and adjacent to the marina. This building was previously a barracks at the mill, and has been extensively refurbished to make a station building of real character.

The Ballyhooley Steam Express services have continued as two half day return trips from Port Douglas to the mill, and a trip involving a BBQ lunch at Drumsara Plantation which is a day trip from Port Douglas, but which can also be joined at Mossman.

David Mewes 5/88; Bernie Milford 6/88

MULGRAVE CENTRAL MILL CO LTD, Gordonvale 610 mm gauge

(see LRN 62, p.13)

Plans are under consideration to establish a steam tourist tramway service from the mill to the beautiful Little Mulgrave Valley. John Fowler 0-4-2T 20273 of 1934 was recently removed from Norman Park, Gordonvale, where it had been standing since 1960, with a view to possible restoration to working order for this service.

Pyramid News 7/6/88 via Christopher Hart

PARKYS PARTS, Alice Street, Maryborough

John Fowler 0-6-0T 11165 of 1907 is dumped at this wrecking yard on the northern approaches to Maryborough. Condition does not appear very promising, with lantana bushes growing out of the boiler lagging. It had been planned that this locomotive should be restored as a museum exhibit (see LRN 38, p.10).

John Browning 6/88

ROCKHAMPTON CITY COUNCIL 1067 mm & 610 mm gauge

(see LRN 62, p.15)

The reconstructed steam tram (V. Purrey Bordeaux of 1909) was ceremoniously recommissioned at Rockhampton on Sunday 5 June 1988. Steam running trials commenced on the Central Queensland Cement plant

railway siding on 29 March. In spite of some teething problems with water feed and jammed valves, the completion of the project came in on time at a cost of \$212,000.

On 29 April, the right hand piston seized and the piston rod shattered the cast iron piston. Two steel pistons were manufactured and fitted by 10 May and improved lubrication systems overcame this problem.

The tramcar was then transferred to the Stanley Street Station rail motor shed from where it ventured early on the morning of 5 June, 79 years to the day when the original city tramway system opened. The tram was first posed on the Stanley Street Wharf railway line beside the restored colonial railway office building where it was joined by Rail Motor 16 for publicity photos.

At 9 am the tram moved to the triumphal arch in Denison Street at Derby Street, where the recommissioning ceremony took place. The arch was a copy of that used in June 1909 at the corner of William and Bolsover Streets in the original ceremony.

After several 1 km trips with invited guests, public operation commenced around 9.30 am and continued until 4.15 pm. In that time over 2,600 passengers were carried. Rockhampton is fortunate in having the main northern railway line located along Denison Street, where the tracks are laid in tramway style paving for five city blocks. The Queensland Railways permitted the operation of the tram between Stanley Street and Fitzroy Street, a distance of 1 km. Rides were restricted to a single direction, the former Sydney double deck Atlantean bus No. 1169 was used to return riders to the starting point. The last trip of the day was so loaded that it resembled peak hour in Calcutta!

On Monday evening, 6 June, the City Council discussed several alternatives for a permanent tourist tram route. The favoured project will link the highway junction at the entrance to the town on the southern boundary to the Botanical Gardens along the shore of Yeppen lake. This is just over 1 km in length and would tap the tourists as they enter the city.

A trailer car is now under construction at the Council Bus Depot. One or more of the Billard 4wDM locos ex-Citra Constructions will be used for off-peak services.

The 2 ft gauge 0-6-0ST cane locomotive (Hudswell Clarke 496 of 1898) was stored at the Bus Depot for a while but has now gone to the collection of Steve Kele, a local steam enthusiast, who has a quantity of steam machinery located near the Rockhampton Airport.

Ken McCarthy 6/88; John Browning 6/88

SOUTH AUSTRALIA

CEDUNA, SA 1067 mm gauge

A single 1067 mm gauge track is in situ on a jetty at the Ceduna foreshore. No rolling stock was seen and the track on the shore has been obliterated by a car park. A set of points is just visible, being partly covered by bitumen.

David Whiteford 5/88

COBDOGLA LIGHT RAILWAY LOCO No. 2 610 mm gauge

(see LRN 64, p. 13)

Bagnall 1801 of 1906 was recommissioned at a ceremony at the Cobdogla Irrigation Museum on Friday, 22 April. The apprentices and others who worked on her at the Ottoway Depot of the State Engineering's Water Supply Dept, have done a magnificent job. After the Minister had made the usual, expected speech handing the loco over to the Museum, all present were invited to have a ride around a circle of track laid within the Museum area, in open passenger carriages made from old side tipping truck frames. Just before leaving, I had a footplate ride which was interrupted by our train being derailed. It had started raining and the unladen passenger carriages climbed off on the curve.

At the opening, it was also announced that a new Society, "The Cobdogla Irrigation Museum - Cobdogla Steam Friends", had been inaugurated to operate the railway and other preserved steam equipment. The Minister became Member No. 1, whilst I became No. 45. It was recently reported in the Adelaide press, that the Society now has at least three members with the necessary Steam Ticket to operate the loco etc.

Arnold Lockyer 5/88

LAKESIDE LEISURE PARK, Hackham

(see LRN 63, p.10)

On a visit to the layout of the Morphett Vale Seven and a Quarter Inch Gauge Club, I was advised by a member that the loco at Lakeside Leisure Park is the same one that was previously running at Wirrina Holiday Resort. He also stated that it was one of three, built commercially in Western Australia, and at present was believed to be up for sale.

Arnold Lockyer 6/88

PICHI RICHI RAILWAY PRESERVATION SOCIETY 1067 mm gauge

(see LRN 44, p.12)

Three locomotives were seen in steam on Saturday, 2 April ex-

Commonwealth Railways steam railmotor 2-2-0T NJAB1 on a charter service, ex-WAGR 4-8-2 W934 on the passenger service, and ex-SAR 4-8-0 T186 at the loco shed. The T class was used to shunt *Peronne* the Andrew Barclay 0-6-0T from the Mile End Railway Museum (1545 of 1919) outside for coaling. The following day this ex-Broken Hill Associated Smelters engine was to be steamed for crew training in preparation for operations at the new Port Dock Station Railway Museum at Port Adelaide.

Ray Graf 5/88

STEAMTOWN PETERBOROUGH 1067 mm gauge

(see LRN 47, p.11)

Clyde Model DHI-110 0-6-0DH NC1 (56-94 of 1956) has been placed in service at Steamtown Peterborough. This machine was originally owned by the Lakewood Firewood Co. at Kalgoorlie. On 3 April NC1 formed the last vehicle in a passenger train hauled by ex-WAGR 4-6-2 PMR720 from Peterborough as far as Orroroo, where the diesel was detached and ran light following the passenger service to Eurelia. It was subsequently hauled back to Peterborough as a vehicle at the rear of the same train. On return, NC1 was used to stable the water gin and passenger coaches. It is currently painted black.

Ray Graf 5/88

TASMANIA

ELECTROLYTIC ZINC CO OF AUSTRALASIA LTD, Rosebery gauge unspecified

See MT LYELL MINING AND RAILWAY CO LTD

EMU BAY RAILWAY 1067 mm gauge

(see LRN 63. p.10)

The Emu Bay line between Burnie and Rosebery was host to the Van Diemen Light Railway Society's ex-TGR 4-6-2 MA2 (Robert Stephenson & Hawthorns 7241 of 1951) and 2-6-0 CCS23 (Beyer Peacock 4415 of 1902) from April 14 to 18 for special bicentennial passenger running over the weekend between Rosebery and Boco.

Steam Echoes (VDLRS) 5/88

MT LYELL MINING AND RAILWAY CO LTD, Queenstown 610 mm and 900 mm gauge

An advertisement in *The Age* on Saturday, 7 May for general mining

equipment to be auctioned on Monday, 16 May, on behalf of the Mt Lyell Mining and Railway Co Ltd listed the following rail equipment:

3 Siemens Electric and Battery Locomotives, rail gauge 900 mm, 2 axle, axle load 15 tonnes with 2 traction motors, gearbox ratio 93/16, max. speed 30 km/h, overhead wire voltage 500, traction battery voltage 150, rating 350 ah (new); 30 Hudson 9.5cm Rock-Flo bottom dump ore trucks (new); Hudson Rock-Flo tippie to suit Siemens locos (new); 2 Gemco 14.5 tonne Battery locos 24 inch gauge; 3 Mancko (sic) 4 ton Battery locos 24 inch gauge; 21 Granby 3 ton side tipping ore trucks 24 inch gauge.

The same advertisement offered the following items for auction on behalf of the Electrolytic Zinc Co. of Australasia at Rosebery on Tuesday, 17 May:

7 Eimco 21B rail bidders; 7 Gemco 3 ton loco chassis; 1 Manca (sic) 5 ton loco and spares; Overhead aerial ropeway with 46 steel pylons 5m-29m, 18 inch pulleys, 24,000 metres of one inch wire rope and 8,000 metres quarter-inch copper wire.

Colin Harvey/Peter Evans 6/88

TASMANIAN TRANSPORT MUSEUM SOCIETY INC 1067 mm gauge

This Society is considering restoring - to working order - the vertical-boilered locomotive which came from Chesterman's timber tramway in the Derwent Valley. Already the loco has been stripped down and several parts sent away for machining or replacement (e.g. replacement of valve and piston rods, machining of valves and valve parts). The sidetanks have been patched and are now reusable. One wheel set has been cleaned and painted.

The boiler is the real problem. It could probably be restored to low pressure operation, but it is much larger than the boiler originally fitted, consequently it is dangerously close to the wheels and frames, and has suffered damage in the past from this cause.

The possibility of manufacturing a new all-welded fire-tube boiler is being considered. If any reader has information of the history and engineering characteristics of this loco, David Beck would be pleased to hear from you. His address is 10 Bryant Street. Midway Point. Tas 7171 (phone 002-65 2835).

The loco dates from about 1892, and was built in Tasmania. It is of considerable historic interest, and well worth restoration.

TTMS Newsletter via Frank Stamford 6/88

VAN DIEMEN LIGHT RAILWAY SOCIETY INC 1067 mm gauge

(see LRN 59, p.9)

Progress with the restoration of ex-Emu Bay Railway 4-8-0 3856 of 1900 has resumed after a five month lay-off. Steel has been donated for the

fabrication of running boards and a new smokebox, using some reclaimed parts from the old smokebox. New axles have been machined and fitted to the wheelsets. Driving wheels are being profiled by the EBR at Burnie. New axle boxes will have to be cast and machined for the leading wheels. A new firebox tubeplate has been fabricated and after being cut to fit the firebox wrapper x-raying and stress relieving will follow.

Steam Echoes (VDLRS) 5/88

VICTORIA

ALEXANDRA TIMBER TRAMWAY AND MUSEUM INC. 610 mm gauge

(see LRN 64, p.15)

On Sunday, 5 June, work started on the conversion of the track circuit at Alexandra from 30 lb/yd to 60 lb/yd "AS" section rail reclaimed from the Alexandra yards. The first section to be dealt with was that from the engine shed to the road crossing. New redgum sleepers were used on this length, which was completed on Saturday, 11 June, in preparation for steam running on the Sunday and Monday of the long weekend. The Museum gratefully acknowledges the generosity of the PBPS for the loan of their mechanical rail bender which enabled the work to be carried out. The next section to be upgraded will be the road crossing, which will be set in concrete.

The 30 lb/yd rail released as a result of this work is being stacked ready to upgrade the engine shed sidings and for further extensions to the track for the Day's tractor.

The ex-VR signal mast from the 1 in 33 grade out of Alexandra has been shortened and re-erected at the southern end of the station to protect the goods and engine shed points. Work has started on refitting the arm and link rods so that the signal can be re-connected to the platform levers. Framing for a roof over the toilet block has been completed and is expected to be covered with corrugated fibreglass sheeting shortly.

At the May meeting of the Museum committee, Doug and Graham Lister were made honorary life members of the Museum in recognition of their outstanding efforts on behalf of the Museum over many years.

Examination of the Act of Parliament passed in 1908 to authorise the construction of the VR line to Alexandra has revealed that a condition of the construction proceeding was that the Alexandra Shire provide all of the land for the permanent way and for the station, free of charge to the Victorian Railways. It would seem that since the Victorian Government no longer provides a railway service to Alexandra, it has at the very least a moral obligation to hand the land back to the Shire. This aspect is currently being

investigated by a local solicitor on behalf of the Museum.

Peter Evans 6/88

AUSTRALIAN PAPER MANUFACTURERS LTD, Maryvale 1600 mm gauge

(see LRN 63, p.12)

An advertisement in *The Age* on Saturday 14 May called for tenders for the sale of two Whitcomb locomotives owned by APM. The locomotives, one driveable and the other dismantled, were described as 50 ton 0-4-4-0 DE chain drive, with a 4-pole DC logo generator power plant, and included a quantity of spares and drawings. They are numbered 1 and 2, Whitcomb 61108 of 1949 and 61109 of 1950, and are Model 50DE70. Tenders closed at 4 pm on June 2.

Ray Graf/Lindsay Bamford/Colin Harvey/Peter Evans/C. Wilson 6/88 The Advertiser Adelaide 11/5/88 via Trevor Triplow 6/88, The Weekend Australian 14/15/5/88 via John Browning, Locomotives of Australia, by Leon Oberg

Of the two V/Line T class locos hired, earlier in the year T342 was reported to be at Bendigo being painted yellow. In May, a yellow T class was reported to be in service (342?). However this is unconfirmed.

Ray Graf 6/88

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Preservation Soc. 762 mm gauge

(see LRN 61, p.10; LRN 62, p.16)

Trouble is still being experienced with the all-steel boilers fitted to the NA locomotives. Locomotive 8A is out of service at present being retubed, this time with copper tubes. This is expected to take a couple of months, so traffic is being handled by 7A and 14A during the winter months when traffic is lighter. 14A has been turned to run funnel first to Lakeside. As the turntable has not yet been commissioned at Emerald, a crane was used turn these locos. 14A is now fitted with kerosene-style headlights.

Frank Stamford, Ray Graf 6/88

Six years of dedicated work is now drawing to a close with the *Climax* restoration. On 4 June the valve-gear timing was being adjusted. The rear drive shaft has been fitted, but the leading shaft is still waiting to be fitted. The air-reservoir for the Westinghouse brake has been fitted on the right-hand side under the footplate. The loco now has headlights on both ends, and wooden tool boxes have been made to go on either side of the smokebox. One of these contains batteries to power the headlights so the loco will be able to run at night. The *Climax* will be a wood burner, there is no brick-arch in the firebox. Knuckle-couplers are being fabricated at present. Fitting of these will not involve changing the appearance of the ends of the loco, as they will be held

in place by the existing drop-down pins. According to an unconfirmed report, the *Climax* was running under its own steam on Saturday, 18 June. The trial was just within the Belgrave yard. The last time it ran before restoration was in 1951. There are apparently only three *Climax* locos in the world in operating condition (2 in USA. 1 in NZ). so they are extremely rare.

The length of track beyond Lakeside was recently doubled when about another 550 feet was laid. It is laid to "mainline" standards with fairly heavy rails, substantial sleepers, and base plates under the rails, and has just recently been ballasted. A further stretch is to be laid later. The distance between Lakeside and Wright is three-quarters of a mile, and I believe it is intended to operate this extension independently to the Belgrave - Lakeside section.

NBL3, one of the ex-Mount Lyell passenger cars, is still in the Emerald car shops undergoing an extensive rebuild, in which many parts are being replaced. Work on the TACL Tractor restoration continues at Emerald. This is being undertaken by the TACL Tractor Group - a group of LRRSA members. The tractor has been completely dismantled, cleaned, and had rust-preventative and red-oxide primer applied. The transmission of the Fordson tractor has been restored, and work on restoring the engine is underway. Reassembly of the tractor is about to commence. The construction of the original rail tractor was quite crude, and many parts will have to be replaced. One example of the crude design is that part of the brake rigging is badly worn from constant abrasion from the drive chain.

Frank Stamford 6/88

SOUTHERN PRIVATE RAILROAD, Melbourne 700 mm gauge

(see LRN 64, p.18)

The locomotives imported from Indonesia are believed to have come from sugar mill PG Kreet Baru. The Hanomg loco is likely to be one of builder's numbers 10354 and 10356 of 1925. The Orenstein & Koppel Mallet is likely to be 3770 of 1909.

Ray Ellis 5/88

SUNRAYSIA STEAM PRESERVATION SOCIETY 610 mm gauge

P.O. Box 204. Buronga NSW 2648

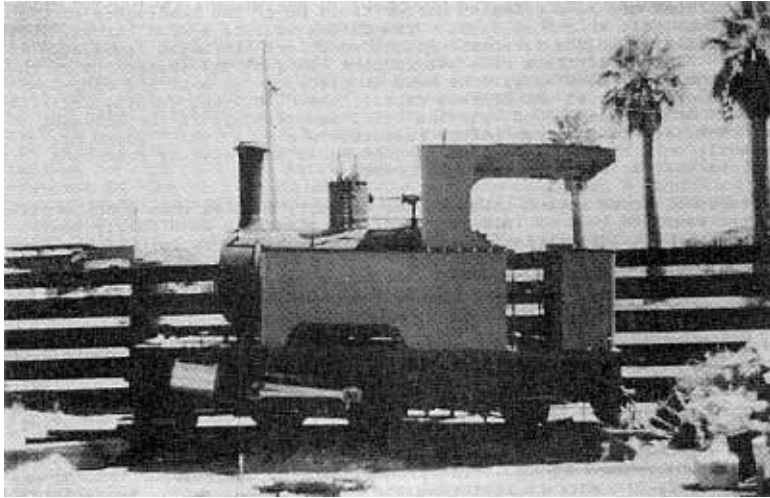
This Society has restored a "Skylark" class Kerr Stuart 0-4-0T B.No. 742 of 1901 - to operating condition over a period of five years. The boiler was recently inspected and granted a certificate for 120 psi.

The loco was owned by the State Rivers and Water Supply Commission of Victoria who operated it over 3.5 miles of track linking the railway station with the Redcliffs pumping station between 1924 and 1953.

It is hoped to run the locomotive at Redcliffs in the near future with the

help of the local Rotary Club.

F. Mabey/Peter Evans 7/88



Kerr Stuart 0-4-0T B.No. 742 of 1901 at Redcliffs

Photo: Sunraysia Steam Preservation Society.

TELOPEA GARDENS/ZINNS LOCOS, Halls Gap 610 mm gauge



Zinns loco No.2 with train at Telopea Gardens, Halls Gap, 26/6/88

Photo: Peter Evans

The No.1 and No.2 Zinns locos referred to in the ILRMS report (see LRN 64 p.7) are located at Telopea Gardens on the Dunkeld Road just south of Halls Gap. This tourist attraction, run by David and Susan Burkhill, has a 1 km loop of 610 mm gauge track laid in very light, steel sleepers, portable track panels. These panels are reinforced with additional wooden sleepers. The track has two timber bridges and is steeply graded in places. Five carriages built on cane truck chassis are operated behind the No.2 Zinns loco .

This site is scheduled to be visited during a forthcoming LRRSA tour of the Grampians area.

Peter Evans 6/88

UPTONS ENG, Corowa 610 mm gauge

(see Private Preservation LRN 61 p.11)

The BLW-Whitcomb unit, B.No. 40521 of 7/47, was originally part of a large group to the French Supply Council.

K.M. Ardinger, Washington USA via Ray Graf 5/88

WESTERN AUSTRALIA

BEDFORD PARK, Broome 1067 mm gauge

The only item from the former Public Works Dept 1067 mm gauge harbour railway believed to have survived is to be found in this park near central Broome. It is a 4-wheel toast rack coach in reasonable condition. It does not sit on a panel of rail. All four axle box covers are different: a GSRV cover with no other information; a GSRV CRC & W Co. Ld 1896 Oldbury; a GSRV Stableford & Co 1896 Coalville; and a WAGR undated plate.

David Whiteford 5/88

KAMBALDA, WA 2 ft 6 in gauge

In a park at the entrance to Kambalda East townsite, is a small 2 ft 6 in gauge railway which appears to be a local fund raising venture that receives little use. It has a two track shed which is extremely securely made from large round culvert pipes, and a "square" of track about 100-150 metres long. Some of the rail is 45 lb BV & Co., 1895! The one set of points, just outside the shed, is a very well made home-built affair. A ground level concrete landing with a "Kambalda" nameboard forms the only station on the line. The train could just be made out by peering through the narrow gap of the shed doors but no detail seen. One road of the shed is a through road for operating trains and both roads contained rail vehicles when seen on 28 March. The rails are welded to angle iron sleepers and the track is well ballasted.

David Whiteford 5/88

MARINE AND HARBOURS DEPARTMENT, Derby 1067 mm gauge

(see LR 57)

A visit to Derby on 28 April, revealed the two 4-wheel flat tops noted by Bill Gray (LRN 63, p.14) bear very historic axle box covers. One has two NZR 1879 covers and the other one GSR cover. The wagon and the flat top mounted hand crane are in a former PWD yard near the Derby jetty while the self-propelled crane is just outside the compound. All track on the jetty is intact - being set in concrete - and at least three tracks exist in the yard although much is covered by gravel. (See map in LR 57).

David Whiteford 5/88

PARKESTON, WA 2 ft 6 in gauge

Adjacent to the Commonwealth Railways Institute building at Parkeston is a small circle of 2 ft 6 in gauge track which is largely now buried in the ground and disused. The rail is possibly 60 lb and the posts of two ex-CR signals have been erected beside the track. Two small open 4-wheel coaches were on the former goods transhipment platform (3 ft 6 in to 4 ft 8-1/2 in) in Parkeston yard. A small display of largely 4-wheel CR wagons is nearby.

David Whiteford 5/88

PUBLIC WORKS DEPT, Wyndham 1067 mm gauge

The former jetty/meatworks rail system has been closed for some years. A local newspaper article in April 1984 stated it "is no longer in use and is progressively being removed". However, various sidings are still at least partially intact and many wagons, 4-wheel and bogie, were noted in a large scrap pile, dumped by roads or old sidings and even lying extremely overgrown in small mangrove groves. The whereabouts of Comeng unit PW 25, one of four locos at Wyndham at closure, is unknown. It was believed preserved at a Kununurra school but could not be found in April this year.

David Whiteford 5/88

STREETER & MALE PTY LTD, Broome 610 mm gauge

Streeter's jetty, Chinatown, Broome, is often featured on postcards and tourist publications as it is the only jetty in Broome townsite where pearling luggers may be seen tied up or sitting on the mud at low tide. The jetty features a 610 mm gauge tramway with (very corroded) 45 lb (?) rail. One 4-wheel trolley is "in use" and when seen on 28 April, it was well and truly chained to a section of rail. It, too, is extremely corroded but still operable. From the jetty, the track leads to a loading platform at a small warehouse. The total length of track being about 70 metres with no points or sidings.

David Whiteford 5/88

WYNDHAM-EAST KIMBERLEY SHIRE COUNCIL 1067 mm gauge

(see LRN 60, p.15)

The Wyndham rail display is now in a small park next to the main road at the entrance to the Port and former meatworks complexes. "Preston" had been displayed elsewhere in Wyndham and it is believed to have been in 1986 or 1987 that the current display was created.

David Whiteford 5/88

CHRISTMAS ISLAND

PHOSPHATE MINING COMPANY OF CHRISTMAS ISLAND 1435mm gauge

(see LRN 44, p.14)

The phosphate mining operation, owned by the Commonwealth Government, is reported to have been closed down as no longer viable on 31 December 1987, putting more than 300 workers out of a job. Plans have now been unveiled for Elders Resources to reopen a smaller-scale operation on the island by the end of 1988. It is not known if this will involve the use of the standard gauge railway.

*ABC TV News 20/5/88 & The Weekend Australian 2-3/7/88
via John Browning*

EDITORS NOTE:

Contributions are continuing to flow in at a great rate which is really fantastic. However, it means we have had to hold over some material once again for the next issue. Thank you all once again for your continued support.

MEETINGS

MELBOURNE:

Murray Ferguson and Mike McCarthy will be presenting an illustrated talk on the history of Tanjil Bren and its mills and tramways. Murray has spent a lot of time in the area in recent years and has acquired quite a collection of photographs and related information. It will be an interesting evening dealing with an area we have all heard of but know little about. Be sure to be there.

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

DATE: Thursday 11 August at 8.00pm.

SYDNEY:

Craig Wilson will be talking about the Bunnerong Power Station. From 1926

to 1930 up to 1000 men worked, often in 3 shifts, to build the Bunnerong Power Station for the Sydney City Council. It was one of the last uses of railways for building construction utilising 4 steam locomotives over 4 miles of standard gauge railway with a further mile of 2 foot gauge railway.

LOCATION: Woodstock Community Centre, Church St. Burwood

Note : Plenty of off street parking at the rear of the building and Burwood station is only a 5 minute walk away.

DATE: Wednesday 24 August at 7.30pm

ADELAIDE:

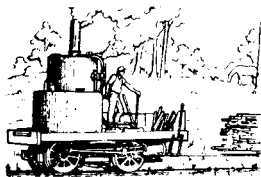
Contact Arnold Lockyer for details. Phone: 08-296 9488

LOCATION: 150 First Avenue, Royston Park.

DATE: Thursday 4 August at 8.00pm.

BRISBANE:

Contact Terry Paton for details. Phone: 075-62 2896



LIGHT RAILWAY NEWS

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October 1988

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Deadline for next issue - 28 October 1988



Ruston & Hornsby No.4, 320555 of 1951 (left) and No.1, 252805 of 1949 (right) at Cheetham Salt Limited's Laverton works on 21.8.88. (The gloves on the exhaust pipes are to keep water out of the exhaust manifolds and engine head.)

Photo: Peter Evans.

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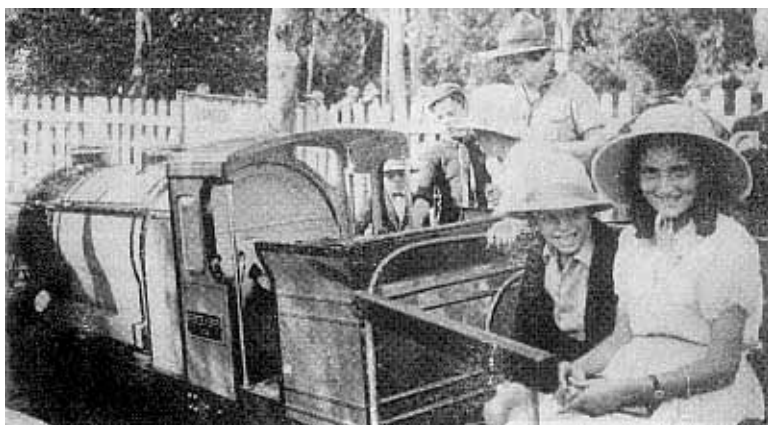
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NOTES, CORRECTIONS AND COMMENTS

TARONGA PARK ZOO AND MELBOURNE ZOOLOGICAL GARDENS RAILWAY

(see LRN 61, p.2)



Taronga Zoo Railway, January 1938. The loco carries the name plate "Prince Henry 1934" which possibly celebrated the visit of the Duke of Gloucester to Australia for the Melbourne Centenary at that time. Wal Lane is the youngster sitting in the carriage closest to the loco.

Photo: Mrs G. Lane

A visit to the Coolangatta Village Motel complex near Nowra during late May revealed that the 60 cm track has been lifted. The only item of rolling stock observed on the former railway site was an open four wheel carriage. The internal combustion loco and other carriages seem to have been removed from the village.

Long time railway enthusiast, Wal Lane of Mt Colah, has located two negatives of the Taronga Zoo railway in his family collection. These show the internal combustion steam outline loco "Prince Henry". The builder's date is 1934. Other sources suggest that the wheel arrangement on this engine was 2-4-2T. Ken McCarthy 6/88

SUNRAYSIA STEAM PRESERVATION SOCIETY 610 mm gauge P.O. Box 204, Buronga NSW 2648 (see LRN 65, p.16)

The Kerr Stuart restored by the Society and pictured at the foot of the page is of course an 0-4-2T and not an 0-4-0T. (OOPS!! Ed.)

Peter Evans 8/88

ZIG ZAG RAILWAY CO-OPERATIVE LTD, Lithgow 1067 mm gauge

(see LRN 64, p.9)

The source of this item was incorrectly stated as *Sydney Morning Herald* 6/3/88 however it was in fact *The Sun-Herald* of 6/3/88.

Editors 9/88

FIELD REPORTS

QUARANTINE STATION, MANLY, NSW 635mm gauge

Some seventeen members and families attended this tour on 6 December 1987. The weather was fine and we had a guide from the National Parks and Wildlife Services of NSW to show us over the remaining buildings that served as the quarantine station built during the period 1860 through to 1920 until closure in 1984. Tour Notes (compiled by Paul Simpson) were distributed to members in attendance, on the history of the quarantine station and railway and loco.

The station had a 2 ft 3in (635mm) gauge railway laid to serve the jetty and the various buildings such as luggage store, disinfecting block, third class baths, laundry and coal store. Push waggons were used to transfer luggage around the station trackage.

It wasn't until 1914 that a funicular railway was constructed to service other stores buildings and the third class passengers quarters which were located much higher up on North Head. The grade was 1:3. The loco on the top section railway was a Caldwell Vale product of 1913, fitted with a winch, which was used to haul up the push wagons from below and vice versa.

Our visit enabled inspection of the various buildings and the track around the station although parts had been tarred over in places, but it could be traced without trouble.

After lunch, our more intrepid members sought out the funicular section; alas all traces had been removed when it was pulled up, c.1956. Likewise the top section from the loco shed to the third class quarters was traced out and the party of members walked the length of trackbed

The loco shed still stands, being of brick construction, complete with the rails set in concrete, confirming the gauge at 2 ft 3in.

Paul Simpson 8/88

LAHEYS CANUNGRA TRAMWAY, QLD

Saturday, 9 July 1988, was an auspicious occasion for the newly formed Queensland Division of the LRRSA. A perfect day dawned when nineteen members and friends made their way to Canungra, south east Queensland, to participate in the first ever field trip conducted by the Society in Queensland. The participants gathered in the Memorial Park at Canungra and were met by John Guest and Ian Colman who were responsible for organisation and initial research for the outing.

The inspection of the sawmill remains revealed major concrete foundations of some buildings together with associated rusting iron which was the subject of some conjecture. Some of the rails imbedded in the cement were marked "Campbell 1887". This rail appeared to be of 35 lb sections. Another possible relic, a curved brick (possibly fire arch brick), was stamped "Campbell Redbank". On departure from the sawmill, a trip was made via the scenic route (a rough dirt road) to obtain access to the first major trestle on the line. A pilot trip taken some four weeks before by John and Ian and members of their families had some difficulty in locating this owing to the regrowth of the forest which had occurred since John's previous visit. Additionally, a large fallen tree had reduced two of the piers of the last upright trestle, leaving only one vertical post remaining. This was some 30 feet high. Some evidence of minor supporting bents was also illustrated to the party. On back-tracking the route, it was found that the recent heavy rains had washed away some 15 cm of topsoil and uncovered some sleepers approximately 20 metres to the south tunnel entrance. The tunnel is in good condition, easily accessible and fortunately no major evidence of vandalism has appeared. Due to the rains, we were unable to access the complete length of the tunnel for flooding at the northern entrance. Some evidence of sleepers and dogspikes were found in the centre of the tunnel. The bats also provided an additional highlight.

An ascent was made to the road over the top of the tunnel together with a corresponding descent to approach the northern entrance. Here the rains had removed some 20 cm or more of topsoil in various locations and uncovered further sleepers.

After this inspection, the descent of the 1 in 12.5 grade towards the township was made. In evidence was the safety ramp, the operation of which is described at page 21 of LRN 54. Some wash-away had occurred in this area, however the grade is readily discernible by all, particularly so on the way back.

Approximately 50 metres to the south of the tunnel, there is substantial evidence of a major branch from the main line which parallels the main line for some distance. This branch passed through a cutting but after that the roadbed disappears. The purpose of this siding paralleling the main line for this distance is unclear.

After lunch, the party departed Canungra and headed south and west to follow the main line of the tramway. At the first major crossing of the Coomera River, the party set out on foot and reached the remains of the low level bridge shown in the lower photo on page 19 of LRN 54. Little evidence apart from some timber piers on the south side of the river remains. Some 200 metres south west from here, evidence of another trestle exists, of which there are two major bents, one still existing in mid river. This was agreed to be the most substantial find of the whole trip apart from the tunnel, considering its existence after some 50 years of floods and fire.

A dense jungle on the other side of the river prevented any further observation of evidence. On return to the vehicles, some members elected to terminate the journey at that stage, while others ventured further. Approximately one kilometre past this bend, the road appears to have usurped the majority of the tramway's route with the only evidence being bridge piers for some of the small creek crossings remaining. No attempt was made to explore either of the known branch lines, although one small group did travel for a little distance up the road which now covers the Flying Fox branch.

John Guest, Ian Colman 8/88

DRY CREEK MAGAZINE & ICI SALT WORKS, S.A.

Sunday, 29 May 1988, turned out to be an ideal day for the LRRSA SA Division's visit to the Government Explosives Magazine and the ICI Salt Pans at Dry Creek, two sacred sites, each of which were reported to contain some mortal remains of 2 ft gauge railways.

David, the Explosives Magazine Keeper, was an ideal guide and in the course of the morning, showed us the route of a line through the compound, which none of us knew existed, and the photograph of a short branch line which also disappeared years ago. Before proceeding to the Magazine Buildings area, David relieved us of matches and any other artifacts capable

of accidentally or otherwise reducing the area and us, if we happened to be there, into a large hole in the ground. We then proceeded along the route of the railway, between the baffles and the buildings, where the track is still in situ, but is covered up to the top of the rails, which in many places are exposed. We were also allowed to enter a couple of the magazine buildings and inspect the nasties stored therein.

At the end of the magazine buildings, the line curved left before passing through a gate in the fence separating the Magazine Compound from the ICI property. Here the track was also still in position, although it had been lifted (or covered) shortly after passing through the gate. When the line was in operation it continued through a reserve across the ICI land to its terminus on Broad Creek.

Arriving at the ICI, in true railway fashion, about an hour late, we were met by Bob, one of the ICI Supervisors. He promptly produced a key which would give us access to the ICI compound north of the road to St. Kilda, where their railway terminated, and let us out through the gates at the St. Kilda end of the Dry Creek compound. Having completed these formalities, he said, "Well, you are now on your own", and turned us loose.

Once outside, because of - or in spite of - the efforts of one of our party, who had a plan showing the route of the Magazine line, we found Broad Creek, its terminus, where explosives used to be landed and despatched by boat. Broad Creek did have a wharf and a jetty. The wharf was found still in situ complete with track, but all that remains of the jetty are a few short pieces of timber sticking up in the mud.

Leaving the creek area, we were able to follow the route of the line back to the fence and gate, where we had terminated our morning walk in the Explosives Compound. When both lines were in operation, it was near here that the lines crossed. We found the southern end of the trestle, which had carried the line over Swan Alley Creek and was the longest bridge on the line.

We then found our way to the north end of the Swan Alley Creek trestle, and drove along the road which appeared to have been built over the old roadbed to the gate at St. Kilda Road. On the other side of St. Kilda Road were the remains of a short trestle. Although there were other trestles similar to this, they have all completely disappeared. After the remains had been thoroughly inspected, photographed and negotiated by one of our more adventurous members we continued and entered the St. Kilda compound. Because this area has not been changed like the Dry Creek area, it was relatively easy to follow the old roadbed to the last embankment, about a mile long, which led to the original pumping station and the terminus of the railway.

The embankment proved to be most interesting, as the track was in situ for

most of its length. Over the years the salt field has extended far beyond here, with the result that the brine is now much deeper in these pans, than when the railway and pumping station was in operation. Because of this, we found the base of the pumping station and the rail tracks beside it, permanently covered by about a foot of water.

Arnold Lockyer 7/88

NEWS SOUTH WALES

BULAHDELAH LOGGING RAILWAY, Bulahdelah 610 mm gauge

(see LRN 59, p.4)

Perry 0-4-2T 2714/51/1 of 1951 was operational here on Friday 1 July 1988. Signs on the turnoff road stated that steam train rides were available Monday to Saturday. To find this railway when travelling by car, proceed as follows: travelling north, drive through Bulahdelah until you come to the Forster turnoff, Lakesway Drive, then travel 6 km along it until you reach Violet Hill Road, turn right, another 1 km (dirt road), you will reach house no. 3, turn left into the driveway and park your car.

A hike up the steep incline of the hill brings you to the loco shed. From here the track descends into the valley below by means of a zig zag. The bottom set of points has been completed and work has commenced on the middle road.

The train consists of an open four wheel waggon (unsprung) and a log mounted on two sprung bogies and an open flat top waggon. The latter vehicle is very stable for taking videos etc. from, although unsprung.

Although the rides are free, a donation towards the camping scheme of the Myall Lakes youth camp would be welcomed by John Baker, the owner of the property and organiser of the youth camp programme.

Paul Simpson 8/88

BYRON BAY HISTORICAL SOCIETY, Byron Bay 1435mm gauge

(see LRN 63, p.6)

A visit here on 27 July 1988 with Brian Parkes, reveals that apart from a channel TEN video taken of the Simplex B/No 2129 of 1923 in action on the Jetty branch which was to be shown on Sydney TV in May, nothing further has transpired to develop the Simplex as a tourist tram. If this eventuates, a tramcar trailer is needed, so thoughts of a tramcar purchased from Parramatta Park by a Sydney enthusiast comes to mind.

Brian is also researching the NORCO Company tramway crossing at the Sydney end of the Station (1435mm gauge) which is believed to have been

opened in 1913 and used a small petrol engined loco. A possibility is that the loco was first used by the contractors that built the first jetty.

Paul Simpson 8/88

GOULBURN CITY COUNCIL, Goulburn Steam Museum 610 mm gauge

(see LRN 62, p.5)

After being closed to the public for some time, a trial opening was held at the Museum on 21/22 November 1987.

John Fowler 0-4-2T 15340 of 1924 was in steam and ran short trials from end-of-track to the boundary fence of the Museum building, hauling the steel framed passenger car.

The Krauss 0-6-0WT loco *Stella* (3423 of 1896) was not in use. Further work is required on the boiler and replacement of some tubes being necessary.

The F.C. Hibberd "Planet" 4wDM 2388 of 1941 was not in use but is to be overhauled by the local TAFE college in the near future.

The Appleby beam engine was also in steam as well as a display of smaller steam model engines and a small vertical boiler. The Hargraves stationary engine was in steam also.

Work is progressing around the Museum with plans for a new engine shed together with a building to house some of the other steam exhibits which are being restored to operating condition. Another open day was planned for the long weekend of 26 January 1988 but was cancelled because of the hot and dry conditions prevailing.

During 1988, track relaying has taken place and most of the main line was relaid in 80 lb/yd rail donated by Blue Circle Cement Co. at Marulan.

Part of the steep hill, known as the "Bluff", has been removed to ease the sharp curve and increase visibility for road traffic.

It is anticipated that the Museum will be open over the long weekend in October 1988 and the Fowler loco will be in steam.

A new exhibit is being constructed, in association with the National Trust. It is the Wedderburn Colliery poppet head and winding engine which, it is reported, will be ready by 5 November 1988. The official opening of the Goulburn Steam Museum will take place on Saturday, 26 November 1988.

Neville Brown (GSM) via Paul Simpson 8/88

THE MOUNTAIN HIGH RAILWAY, Tumut-Batlow

It is intended to establish a tourist railway by this name over the long-closed Tumut to Batlow line. Clyde model DHI-71 0-6-0DH 58-187 of 1958 has been acquired from the St. Mary's Munitions Factory (see LRN 62, p.5) and has been used on a trial trip from Tumut to Batlow and return. It is hoped that a

second loco will be obtained from among the redundant Australian Iron & Steel locomotives at Port Kembla.

Railway Digest August 1988 via Ray Graf

NSW STEAM PRESERVATION CO-OPERATIVE SOCIETY LTD

Campbelltown Steam and Machinery Museum, Menangle 610 mm gauge (see LRN 35, p.6)

Following a decision by the Macarthur Development Board to sell off most of the area this Society was leasing from them, the railway track was pulled up and removed from the area involved.

The last train ran on 13 November 1987, being the last day of the steam rally. It is not known at this stage when the train will run again as the new track layout has yet to be decided upon, although a perimeter line is suggested, but the engine shed has to be erected to store the rolling stock before work will commence on track construction.

The opportunity has been taken to overhaul the Robert Hudson 0-4-0WT loco (Hudswell Clarke 1423 of 1922). The wheel tyres require reshaping, the valve gear to be rebushed and repinned, axle bearings to be cast for the rear axle and axle boxes and hornguides to be reconditioned, a steam brake is also being considered for fitting to the loco.

Paul Simpson 8/88

PERISHER SKITUBE 1435mm gauge

(see LRN 65, p.6)

Skitube have put their first locomotive into commission. This is Tulloch 0-4-0DM 001 of 1958, which was acquired in very poor condition in September 1987 from A.G. Sims Ltd. It was latterly at the Simsmetal scrap yard near Dunheved Station (near St. Mary's) after having been at the Mascot scrap yard for many years. The locomotive was refurbished by Skitube at Bullocks Flat and is now used to shunt rolling stock around the workshop area at Bullocks Flat. However, it cannot venture beyond this as its wheel profile has not been altered to suit the specialised measurements necessary for the Skitube stock to ensure perfect meshing of power vehicles with the rack.

Railway Digest August 1988 via Ray Graf

SUGARTOWN, Condong 1435/1067 mm gauge

An interesting proposal here is for construction of a "sugartown" opposite the CSR Condong mill using the existing standard gauge line to the mill and the addition of a third rail to 1067 mm gauge to run sugar trains between Murwillumbah and "sugartown". It is not known what rolling stock is proposed

to be used, but purchase of land opposite the mill site is under way.

Paul Simpson 8/88

TIMBERTOWN, Wauchope 610 mm gauge

(see LRN 57, p.8)

The Green Hornet Fowler 0-6-0T 12271 of 1910 was in operation here on 28 July 1988 hauling the usual three passenger cars. The Hudswell Clarke 0-6-0 1862 of 1953 was out of action as the leading wheelset had been sent away to have new tyres fitted. These leading wheels get the brunt of the wear and tear as the loco has no leading pony truck to guide the loco around the curves of the track.

Although it was just before school holidays, the loco was expected to be in operation to handle the usually busy period, but the wheelset had not been returned so *The Green Hornet* would have to work harder.

Fowler 0-4-2T 17881 of 1928, last used for the mini series, "Fields of Fire", was seen residing in the shed just off the end of the station siding, apparently nothing has been done to the loco since it returned from filming.

Motor Rail "Simplex" 4wDM 4214 of 1929 was seen near the Hudswell Clarke. It was in a sorry state - the engine covers discarded, the radiator repaced by a 44 gallon drum and generally the worse for wear out in the open, still in the yellow livery (what's left of it), which it carried when it was acquired from CSR's Harwood Mill, near Grafton NSW.

Paul Simpson 8/88

QUEENSLAND

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY Durundur Railway, Woodford 610mm gauge

(see LRN 64, p.9)

The return to service of Bundaberg Foundry 0-6-2T 5 of 1952 has brought about a great increase in public attendance at running days. As a result of this, it has been decided that each Sunday should be a running day from January 1989. The locomotive has now been lined out.

Bench seats have been fitted to one end of the Douglas Shire Grover's bogie wagon to increase passenger capacity. A ballast wagon has been on loan from Dreamworld and has been used to lay approximately 42 tonnes of ballast from the Petersons Road end of the line towards Woodford Station

The Bundaberg Fowler was seen operating on Saturday, 24 June 1988. It was steamed up in the morning for filming a sequence for the "Wombat" TV show. On arrival at lunchtime, the loco was still found to have 50 lb on the

gauge, so a trip to the end of the line and back was provided for photo stops etc. The consist was a railmotor trailer and a Grover bogie waggon coupled next to the loco. Work to complete restoration of the Station Master's office/shop on the station was continuing, a coat of paint was all that remained to be done.

*Durundur Railway Bulletin and ANGRAMS Newsletter
via John Browning 9/88; Paul Simpson 8/88*

AUSTRALIAN SUGAR INDUSTRY MUSEUM, Mourilyan 610 mm gauge

(see LRN 64, p.9)

The new building is open. Hudswell Clarke 0-6-0 1099 of 1915 and Fowler 0-4-2T 4667 are on display inside. Although restoration of the Hudswell seems to be complete, it is still only painted in grey primer. The rebuilt wooden cane truck is sitting on a length of portable track in a mock canefield scene. Dominating one end of the building is the A & W Smith mill engine and flywheel from Goondi.

Chris Hart 7/88

BABINDA CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD 610 mm gauge

(see LRN 64, p.9)

Com-Eng 0-6-0DM *Bramston* (AH2460 of 1962) has no identification at present. It had a new Cummins motor and Allison torque converter fitted during the slack. The two ex Goondi Mill Clyde 0-6-0DMs have been fitted with multiple unit equipment. They work back to back, can be controlled from either loco, and can be disconnected so each can work as a single unit. These locos still have their Goondi numbers and livery, but names have been added. No. 5 (55-56 of 1955) is the *Goondi* and No. 6 (56-90 of 1956) is the *Daradgee*. An ex Goondi Mill ballast hopper was seen in a siding just east of Miriwinni.

Chris Hart 7/88

BUNDABERG SUGAR CO LTD, Mourilyan Mill 610 mm gauge

(see LRN 64, p.10)

In the locoshed at the end of July were two ex Goondi Mill 4wDM Motor Rail "Simplex"s: the 6 ton high cab Simplex, 10219; and the red and yellow, bow frame, full length roof Simplex. An ex Goondi Simplex was sold to an unknown buyer at the Goondi Mill site auction on 29/4/88. This, by a process of elimination, would have been the yellow, bow frame, full length roof Simplex, and not the 6 ton Simplex 10219, as reported in LRN 64. Also in the loco shed were two ex Goondi Clyde 0-6-0DHs, now numbered 8 and 12 (55-

60 of 1955 and 55-57 of 1955).

Seen in the mill area were the following items:

Derelict Plasser four wheeled tamping machine model KMX06 No. 10. This was Victoria Mill's first tamping machine, which has now found its way to Mourilyan. It had previously been sent to Hambledon Mill for spare parts a few years ago.

Two Fowler 0-4-2T frames converted to heavy duty wagons, one of which has a crane of sorts mounted on one end.

Two Malcolm Moores, one derelict (1001 of 1943). The other was previously No 10 and carries no identification

Seen at the Goondi site were the following ex Goondi Mill items: one Ballast hopper; the mower; the poison spraying unit.

The Goondi yard was in use as a road-rail interchange point and as well, an ex Goondi Clyde was using it to assist in shunting a nearby farmer's siding. This loco had no number but must be 10 (56-93 of 1956) on the Mourilyan roster. The mill is steadily being dismantled.

Chris Hart 7/88

CSR LTD, Macknade & Victoria Mills 610 mm gauge

(see LRN 65,p.7 & LRN 64,p.10)

On 12 July 1988, Victoria Mill's E.M. Baldwin B-B DH *Wallaman* (6400-3-4-76 of 1976) and Macknade Mill's E.M. Baldwin 0-6-0 DH 14 (6-2490-1-7-68 of 1968) met head on, just on the mill side of Gentle Annie Creek, approximately 3 miles from Lucinda. *Wallaman*, with empty sugar bins and a Com-Eng brakewagon, was heading to Victoria, whilst 14, with full sugar bins was going to Lucinda. Both crews leapt to safety before impact and no-one was injured. *Wallaman* was pushed back some distance with many bins from both trains being derailed, and some being severely damaged. Each loco was derailed at one end only, and both were damaged. The line was reopened to traffic in around 6.5 hours. Clyde 0-6-0 DH 12 (65-434 of 1965) stood in for 14 until it was repaired two days later. E.M. Baldwin B-B DH *Brisbane* (5423-1-9-74 of 1974), with a Clyde brakewagon, worked the Victoria sugar train for about a week, while the *Wallaman* was out of action.

Seen near the truck shop at Victoria Mill on 9 July 1988, were the match wagon which was used for coupling 3 ft 6 in QR rolling stock to 2 ft mill locos, and the frame of the experimental four wheeled sugar bin which had been trialed in the consist of the sugar train for at least two seasons in the early '80s.

Chris Hart 7/88

DREAMWORD PRODUCTIONS PTY LTD, Coomera 610 mm gauge

(see LRN 53, p.8)

A visit here on 23 June 1988 saw 0-6-2T *Perry* (5643/51/1 of 1951) hauling two covered and one open passenger cars. The open one was between the two enclosed cars. The train rides continue to be popular and it was expected to put the 4-6-0 Baldwin into use the next day as it was being lightly steamed in readiness for the school holiday crowd that weekend.

Motor Rail "Simplex" 21543 of 1956, still unpainted, is used on the work train in the early mornings before Dreamworld opens.

The new Enchanted Forest railway has been out of action for some time now the adhesion of the "loco" (with powered tender rebuilt from Ruston and Hornsby 4wDM 218002 of 1943), particularly in the wet, is less than desired. The only way to salvage the operation would be to convert the loco and track to a rack railway. Could it succeed on 610 mm gauge and would this be a first?

A new entertainment section has been opened as the gold mine town, one of its attractions being the "runaway mine car", shades of Indiana Jones! It is a hair raising ride which thunders along inside a mountain where at times the mine car hurtles towards the opening in the mountainside only to swing back into the mountain again. Then, just when you think it is safe again, the car drops down a steep incline at breakneck speed to end the ride.

Paul Simpson 8/88

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD 610 mm gauge

(see LRN 65, p.8)

It has been announced that North Eton Mill will close from the end of the 1988 season, while Cattle Creek Mill will close by the end of 1990. This will necessitate major tramway developments, and re-assignment of cane areas of the mills which remain open, in order to accommodate the growers of the closed mills. It is expected that the greater part of North Eton's cane will be diverted to Pleystowe Mill while Cattle Creek's cane will be crushed at Marian, which will become a double train mill before the 1991 season.

John Browning 8/88

MOSSMAN CENTRAL MILL CO LTD 610 mm gauge

(see LRN 65, p.10)

As of July 1988, the limit of "Ballyhooley Steam Express" tourist operations is a station within the Mirage Complex at Four Mile Beach, Port Douglas. Trains leave here most mornings, at 9.30 am for Mossman, returning at 12.30 pm. The journey takes approximately one hour each way. Construction of an extension to a new marina complex in Port Douglas itself is well advanced.

At the new terminus is a large station, erected as part of the Mirage Marina complex, and a custom-built turntable for the steam locos, particularly the Hudswell Clarke 0-6-0 tender loco (*Bally Hooley Too*, 1838 of 1950). The second steam loco in regular service is 0-6-2T *Bally Hooley*, Bundaberg Fowler 6 of 1952.

When the new extension into Port Douglas itself is fully operational, tourist trains will run from here to Mossman Central Mill and return on an almost daily basis. In addition to this basic service, shuttle trips from the resorts at Four Mile Beach into Port Douglas and back will be operated, utilising a tiny vintage 4 wheel Malcolm Moore diesel loco (1042 of 1943) which has been out of use for a number of years. A new station is also under construction at the southern end of Four Mile Beach. It too has a turntable, located in the middle of the passing loop.

A second Bundaberg Fowler 0-6-2T loco (2 of 1952) has been obtained by the Mill for use on its main passenger services. It is currently under restoration in the Mill's loco shed - it is hoped to have it in service by the end of 1988. This loco was originally obtained by Mossman Mill new for cane haulage but has been owned by Alan Robert since being sold by the mill in 1971

Two other steam locos are owned by the mill, but it is unclear if they will ever be restored to operating condition. These are *Ivy*, a John Fowler 0-4-2T (15947 of 1922) originally from Mossman Mill, and *Faugh-A-Ballagh*, an earlier John Fowler 0-6-0T (8733 of 1900), also ex Mossman Mill, which sat on the waterfront at Port Douglas for many years, prior to its recent retrieval by the Mill

One notable feature of the Mossman Mill's railway network is the fact that a large percentage of it runs parallel or close to the extensive network of bitumen roads throughout the area. This makes the job of the rail photographer much easier, as access is excellent. The ever changing background of lush green cane fields and high rugged jungle-clad mountains make this surely one of the most scenic settings imaginable for rail photography. The large distances needed to be travelled by rail fans living in other parts of Australia is really the only drawback.

J. Kramer 7/88

PUFFING BILLY CO PTY LTD, Mapleton 610 mm gauge?

(see LRN 65, p.9)

A Mr F. Rankin proposes to operate a tourist railway in Mapleton to ply tourists between the township and Mapleton Falls. He proposes that the route of the railway proceed along the strip of land between the gutter and the front fences of houses that it would pass by.

The route and proposal has generated much opposition from local residents, so much so that the route has been changed to lessen the impact on those residents affected. but still there is opposition.

It is not known what gauge the railway would be nor what steam locos would be used if any are obtainable in Queensland. Maybe those imported locos that are available in Victoria would fill the bill.

Paul Simpson 8/88

SOUTH JOHNSTONE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD 610 mm gauge

(see LRN 55, p.12)

E.M. Baldwin B-B DH *Liverpool* (10385-1-8-82 of 1982) has new bogies supplied by Eimco which have the word PROF cast on them. The two bogies are connected by "bogie control" linkages. This loco is now two or three inches higher and a strip of steel plate has been welded onto the bottom of each headstock to retain the same rail clearance.

Chris Hart 7/88

TULLY CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD 610 mm gauge

(see LRN 64, p. 13)

No. 8, a John Fowler 0-6-0 DH (21912 of 1936 rebuilt by E.M. Baldwin in 1963} now has a Rolls Royce motor, model C6NFI,, from one of the Com-Eng locos .

No. 10 (Com-Eng 0-6-0 DH AD1341 of 1960) was rebuilt during the slack with a GM 6 cylinder motor and a raised insulated cab made at the mill. The livery has been modified with this loco. The top half of the cab is yellow with the bottom half and all of the hood being red. Underframes are red as they seem to be with most of the locos now. No. 10 also has brass oval shaped number plates on the cabsides. They are worded "TULLY No. 10".

No. 18 (Com-Eng 0-6-0 DH AO6113 of 1977) was also noted to have a GM 6 cylinder motor.

According to one of the Traffic Officers, No. 14 (Com-Eng 0-6-0DH AK2663 of 1963) is the next to be rebuilt, and the conversion of the frame of No. 9 (Clyde 0-6-0 DH DHI-4 of 1954) to a brakewagon is still in the pipeline.

Chris Hart 7/88

YANDINA GINGER FACTORY 610 mm gauge

Brochures on the Ginger Factory mention a future tourist railway to be added to the grounds at Yandina. A visit there on 24 June 1988 saw a steam locomotive, which on closer examination was found to be *Moreton* Krauss

4687/1900, sitting on a piece of portable cane track.

The loco had been removed from its previous resting place at Brisbane showgrounds. The loco looks in good order, newly painted, but the brasswork is missing. It is not known if *Moreton* has been obtained to run on the proposed tourist railway.

Paul Simpson 8/88

TASMANIA

TRANSDERWENT CRUISE & FERRY CO PTY LTD 610 mm gauge Ida Bay Railway, Lune River

(see LRN 62, p.16)

The Ida Bay Railway at Lune River started operation in June 1988 for the first time in over a year.

The Transderwent Cruise and Ferry Company, which operates the ferry "Emmalisa", has bought the lease and all the rolling stock. Ferry operator, Mr Peter Fell, said the Ida Bay Railway was Tasmania's most under-developed attraction

"Only a handful of these narrow gauge pioneer bush railways operate in Australia", Mr Fell said. "The Ida Bay line is much better than most of these surviving lines. Its trackwork is excellent, but still retains the feel of a bush railway."

Treasure Islander July 1988 via Paul Simpson

VICTORIA

ALEXANDRA TIMBER TRAMWAY AND MUSEUM INC 610 mm gauge

(see LRN 65, p.14)

Work during the past two months has concentrated on general maintenance. Both the engine and goods sheds have been cleaned out and a display of agricultural machinery has been set up under cover on the rear platform of the goods shed. The Station Master's office attached to the goods shed has been repainted, and is to be converted into a museum amenities room with overnight accommodation for Melbourne members.

The roofing of the toilet block has been completed and a painted corrugated iron fascia constructed so that the modern facilities blend well into the old station facade. One of the original ash pit toilets has been retained and will be restored as an exhibit. The other two toilets have been removed and the area used as much needed storage space for tools and mowers.

Much of the track, laid in the early days of the Museum used second-hand sleepers obtained from the Cementation P/L tramway at Bacchus Marsh. These are now fast approaching the end of their useful life and are being progressively replaced with redgum. The old sleepers will be converted into loco firewood using a large swing saw purchased by the Museum in August.

The 20 lb/yd track on the siding to the loco shed used to store the 0-6-0T Fowler between steaming days was replaced with 30 lb/yd rail and new redgum sleepers on 13 August. On the same weekend, work was begun on the embankment for a new 610 mm gauge spur to pass along the front of the goods shed. This will eventually lead to a new loco depot, but in the short term will be used to store the 0-6-0 Hudswell Clarke 1098 of 1915 under shelter for the first time when a new verandah roof is extended from the goods shed.

A short length of 3 ft gauge track has been laid using two lengths of cable tram rail retrieved from a bush mill. This is used to display a number of 3 ft gauge timber tramway wheelsets.

While the Museum's tenure at the Alexandra Railway Station is still not resolved, the Alexandra Shire Secretary is investigating the legal aspects of extending the tramway from the Museum site along the original formation of the Alexandra to Rubicon tramway. The initial distance under consideration is a 2 km length to the Fraser National Park turnoff, and will involve crossing two minor roads and the construction of two bridges. A report is expected shortly.

Peter Evans 8/88

BRIGHT HISTORICAL SOCIETY MUSEUM

This Museum is located in the brick railway station built at Bright in 1900. The Museum houses amongst other items, a display of memorabilia of the Ovens Valley railway line along with some ex-VR rolling stock. The Museum is open during school holidays, on Thursdays, Sundays and Tuesdays, or by prior appointment. Enquiries about the Museum can be made at the Bright Tourist Centre.

Wal Larsen/Peter Evans 8/88

CHEETHAM SALT LTD, Laverton 610 mm gauge

(see LRN 64, p.17)

Victoria's last narrow gauge industrial railway using locomotives is to be closed, ending an era in Victorian light railway history. Cheetham Salt Ltd had its beginnings in Geelong one hundred years ago when Richard Cheetham began construction of his salt works on the shores of Stingray Bay at Geelong in 1888. The use of horse and man-powered tramways began in the early

years of production, and at one stage the company contemplated the purchase of a 1902 design 0-6-0WT Krauss locomotive. However, this was not proceeded with and mechanical traction eventually arrived in the form of 4wPM Day's tractors (one of which is in the PBPS Museum at Menzies Creek), and two "home-made" 4wPM locomotives based on automotive engines and transmissions built in Cheetham's own workshops. One of the latter was recently purchased by Peter Evans and will join the locomotive collection at Alexandra. The other is still in storage at the Geelong works.

In 1924, production at Geelong fell below demand, and the first "harvest" at a new site at Laverton was made in 1926. Tramways were used at this site from its inception, and included one or more of the Day's tractors. In later years the Laverton system used two Motor Rail "Simplex" and four Ruston and Hornsby 4wDM locomotives. Both "Simplex's" (10058 of 1948 and 7351 of 1938) were purchased by Peter Evans in 1986-7 and are being re-built into one operational locomotive at Alexandra.

Still awaiting their fate at Laverton are:

No. 1 R & H 252805 of 1949 - ex Geelong works

No. 2 R & H 283509 of 1949 - new to Laverton 20.10.49

No. 3 R & H 283510 of 1949 - ex Geelong works?

No. 4 R & H 320555 of 1951 - ex M.M.B.W.

(None of these locos have retained their works number plates.)

Only No. 4 retains its original engine and transmission, and negotiations are under way with Cheetham's management for its purchase and eventual restoration at Alexandra. The other locomotives were re-built in 1975-6 with new engines and hydraulic transmissions at a cost of around \$20,000. While several potential purchasers have expressed an interest in the locomotives, the company is keen to recoup some of its expenditure on the conversion.

All four locomotives have stood in the open for some years, but recently No. 1 (the only serviceable loco) was used in the reclamation of some 40 lb/ yd rail from the western leg of the southern loop line around the salt pans. This took place in July, and the rail lifted was sent to Geelong to be used on the conveyor system used during salt harvesting

The main line at Laverton will not be lifted for the moment, as the tramway is the only access route to several of the pumping stations, and will be required for removal of this equipment. Arrangements have been made with the works manager for access for a television crew to preserve some aspects of the tramway on broadcast standard videotape, before the tramway ceases operation forever.

Of all the Laverton operations, only the salt refinery built in 1940 is to be retained to process salt from other Cheetham harvesting sites.

Peter Evans 8/88

CROWES BUFFER STOP PRESERVATION PROJECT 762 mm gauge

A group of PBPS members are involved in the preservation of the buffer stops at the site of the terminus of the VR 2 ft 6 in gauge line south from Colac to Beech Forest and Crowes. With the assistance of local residents, over \$1200 has been raised, and 25 metres of 762 mm gauge track has been laid and ballasted leading up to the buffer stops. The rail used was obtained from the Mortlake line at Terang Racecourse, and is 60 lb/yd "D" section. PBPS has agreed to donate enough parts to re-create an NQR wagon for static display on this track.

Work still to be carried out includes the provision of a small carpark near the Melba Gully Road, and construction of access footpaths. The buffer stops themselves have been damaged by rot and fire, and have yet to be repaired. Once this is done, a railway-type shelter is to be erected carrying the restored VR "Crowes" nameboard complete with cast iron letters. An information and photographic display inside the shelter will complete the project.

R.K. Whitehead/P. Evans 8/88

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Preservation Society 762 mm gauge

(see LRN 65, p.15)

Locomotives:

8A has had new copper boiler tubes fitted, and 11 boiler stays replaced. It is currently being repainted (black, as it was previously) prior to re-entering service. 12A is being fitted with a rear pony transom as work proceeds slowly on its rebuilding. G42 - all wheelsets have come back from Bayswater Engineering where they have had their cranks and pins checked and requartered. The wheels are now being needle-gunned at Belgrave. The Climax has had two trials under steam both within the confines of Belgrave yard, and worked very satisfactorily, although there is some slop in the drive chain, which creates some noise. Knuckle couplers are still to be fitted, also a handbrake on the front pilot beam - as per American practice. It will officially return to traffic on 5 November 1988, which is the PBPS's A.G.M. day. For the first time the A.G.M. will be held in the Nobelius Packing Shed. The T.A.C.L. tractor, which is being restored by a group of LRRSA members, is progressing satisfactorily. The main drive shaft has been reassembled, and the pistons

fitted back in the engine. Reassembly of the chassis is now underway but we are waiting on new axlebox castings.

Track:

An extra span has been put in the Belgrave trestle bridge as part of works to upgrade the road which runs under it. This resulted in a curtailed train service on the last weekend in July and first weekend in August, when trains ran between Menzies Creek and Lakeside only. The same service operated on many weekdays in late July and early August, but all work on the bridge was supposed to be finished by 26 August.

Beyond the present end of track past Lakeside, the formation has been cleared of trees for a considerable distance in preparation for further extension towards Wright.

Rolling Stock:

Removable glass windows have been put in NBH's 15, and 16, and will be put in the extended NBH's - 51 and 52.

Night Train:

The Night Train is normally only available to chartered groups, but this year on the second Saturday in September, October, November and December it is being run for members of the public. It departs Belgrave 7.00 pm, and returns before midnight. Dinner, consisting of an entree, main course (two choices) and dessert (two choices) is served in the Packing Shed. The cost is \$45 per head, including drinks, and bookings are said to be very heavy. Including charter trips, the Night Train is scheduled to run about 12 times in the remainder of this year.

Frank Stamford 9/88

OVERSEAS

FIJI

FIJI SUGAR CORPORATION 610 mm gauge

(see LRN 26, 59 & 62)

The following notes are based on a visit to Viti Levu in May 1988. The sugar industry has weathered the post-coup economic crisis in Fiji remarkably well, with 420,000 tonnes of sugar being produced in an extended season in 1987. Outlook for the forthcoming 1988 harvest is mainly constrained by severe drought conditions in most sectors during 1987, but given good growing conditions this year, the FSC predicts a harvest "in excess of 400,000 tonnes this year" and a bumper crop in 1989.

Lautoka Mill

This mill has received two new Hunslet locomotives, a 4wDH 140 hp model (9267/1986) and a 6wDH 240 hp model (9285/1987), delivered in June 1987 and January 1988 respectively (currently unnumbered, but believed to be Nos. 18 and 20 on the mill roster). Another 140 hp model is reported to have gone to Labasa. No. 19, an 0-6-0DH Baguley-Drewry has also been received and is located at Nadi (not seen). This is believed to be the third Baguley-Drewry unit reported in LRN 62 (possibly 3771/1983). Major upgrading work with concrete sleepers has been completed over 1.5 km of the main line between the mill and Nadi.

Clyde locos 2, 3, and 7 were at Cuvu, with Nos. 4 and 6 undergoing overhaul at Lautoka. When these return to Cuvu, No. 7 will go to Lautoka. Clyde units 5 and 12 still had their engines removed for overhaul.

Two large Simplex locos (Model 122U), 14 and one unnumbered unit (12 or 15) also had their engines removed. Simplex units 7 (Motor Rail 14041/1959), 8 (23014/1959) and 11 (60s375/1969) were at Lautoka loco, but there was no sign of Nos. 1-6, 9 and 10.

Coral Coast Railway

This tourist train still operates, with advertised departures daily except Sunday, though actual workings appear to depend on bookings. There are now three passenger cars, numbered 2, 4 and 5.

Rarawai Mill, Ba

There have been a number of new locomotive deliveries at this mill. All units appear to be well maintained and are now in standard FSC grey livery with red lining. Changes from the list presented in LRN 26 are:

1	0-6-0DM	Hudswell Clarke	D609	1938	written off 6/87; tns Penang-spares
2	4wDH	Plymouth	?	?	rebuilt 1988 using parts No. 18
11	B-B DH	EM Baldwin	7248-1-10-78		ex-Labasa; direct swap with Rarawai 0-6-0DH No.11 (EMB 4413-3-9-72), c.1983
13	4wDM	Motor Rail	10441	1955	written off 7/87
15	4wDH	Motor Rail	14024?	1957	Tns Penang 1987
18	4wDH	Plymouth	?	?	w/off 7/87; parts used No. 2
19	4wDH	Com-Eng	HB2764	1963	ex-NZ Ministry of Works, 1983; formerly Utah Const. Snowy Mtns u'ground; conv. Rarawai mill
20	6wDH	Hunslet Eng	9087	1985	240 hp
21	6wDH	Hunslet Eng	9273	1987	240 hp

22	6wDH	Hunslet Eng	9274	1987	240 hp
23	0-6-0DH	Baugley-Drewry	3772	1983	Built for Africa but not delivered; purch FSC 1987; based Tavua
24	0-6-0DH	Baugley-Drewry	3773	1983	Built for Africa but not delivered; purch FSC 1987; based Tavua.

Penang Mill, Rakiraki

The railway system at Penang is generally in poor condition, but the line to Ellington wharf is being rebuilt with concrete sleepers and secondhand rail. Locomotives continue to be small and elderly units, although the mill expects to receive a new 140 hp Hunslet loco in 1989. Steam loco No.4 (Huds Clarke 1658/1935) is now located near the weighbridge, without tender and in poor condition. The locomotive roster is:

1	4wDM	Motor Rail	10003	1947	Rebuilt with engine from No.2, 1986
2	4wDM	Motor Rail	10440	1955	Engine to No.1 and w/o 1986
3	4wDH	EM Baldwin	5060-2-9-73		Model DH12
4	4wDM	Motor Rail	11036	1956	ex-Labasa Mill
5	4wDM	Motor Rail	5064	1930	Ellington wharf shunter
7	4wDM	Motor Rail	14046	1959	
8	0-6-0DM	Baguley-Drewry	2727	1965	Top overhaul 1988
15	4wDM	Motor Rail	14024?	1957	ex-Rarawai 1987

Bob McKillop 5/88

NEW ZEALAND

A booklet listing the members of the New Zealand National Federation of Rail Societies is available from Len King, 8/58 Kings Road, Five Dock NSW 2046 for \$1.20 including postage. It contains contact phone numbers or addresses where additional information can be gained. (Commercial enterprises, as opposed to preservation societies, are not in the Federation.)

Len King 6/88

BAY OF ISLANDS SCENIC RAILWAY LTD 1067 mm gauge

This private company currently operates a 1927 4-4-0T Peckett, on loan from Wilsons (NZ) Portland Cement. The train is based at Opuia and operates to Kawakawa, a round trip of approx. 2 hours which includes a 45 minute refreshment stop at the Star Hotel Kawakawa, where the line runs down the middle of the street. The line was closed by the NZ railways some years ago, after a coal mine closed down. The tourist operation only runs part of the year, when tourism warrants, and usually from Friday through to Monday, although school holidays usually see every day running. Opuia is on a peninsula in the Bay of Islands, approx. 4 hours drive north of Auckland.

BUSH TRAMWAY CLUB INC, THE PUKEMIRO LINE, Pukemiro Junction via Huntly 1067 mm gauge

This volunteer group have collected locomotives used in the timber and coal industries, plus some equipment and machinery and small diesel shunters ex-NZ government railways. The club was founded in 1965 and initially was able to store and work on the growing collection at the MOTAT museum in Auckland. But by 1974 the storage space was inadequate and a search was undertaken to find a new site. The Rotowaro-Pukemiro-Glen Afton section of the Glen Afton branch railway, 3 miles in length, was acquired. There are 7 chain curves and 1 in 50 gradients in an area once covered by coal mines. When visited on April 25, no locos were in operation as the line was being readied for the school holidays a week later. However many members were working on the rolling stock and the following varied collection of locos was observed in the yard, plus two conventional locos which worked at coal mines as late as 1972, at nearby Huntly:

1904 Heisler, 1924 Climax, 1924 Price E, 1927 Price Cb, 1878 NZR 0-6-0T F, 1923 Peckett 1630 Class 0-6-0T, Union Foundry Rail tractor, bush rail jiggers.

Len King 6/88

FAIRYMEAD TRUST HISTORIC PARK & TECHNOLOGICAL MUSEUM, Christchurch

Established in the 1960s, the Ferrymead railway follows most of the right of way of the original line laid in 1863. The railway is part of the above museum which commenced steam operations in 1972, running being confined to most Sundays and public and school holidays. The track is approximately one kilometre in length, with a connection being laid to the nearby Christchurch-Lyttelton line (port) being relaid for the Festival of Steam to take place in October. There is an extensive collection of locos in varying condition, from the large Kb 4-8-4 968, to the Bagnall 0-4-0T No. 186. There are industrial locos including a Heisler built in 1922, Manning Wardle 0-4-0T built 1914. Price Cb 0-4-4-0 113 built 1924, and Barclay No. 1894

0-4-2T built 1926. Also stored are several diesels and electrics, ex NZR. There is a wide assortment of goods stock and several types of carriages. As well as the railway for transport through the park, there is a tramline which operates every day from the entrance and carpark, to the rebuilt township, with its extensive range of commercial businesses, church and residences. Large exhibition halls contain all aspects of life covering the past 100 years. The tramline has in its collection a fully restored Kitson steam tram, which operates on selected dates throughout the year.

Len King 6/88

GLENBROOK VINTAGE RAILWAY 1067 mm gauge

Generally, steam operations are confined to Sundays and most public holidays. The collection features ex NZR locomotives of the Ww, F and JA classes, plus NZ s only Mallet, a 2-4-4-2, fully operational, but under repair when visited on 25 April. Hauling the train over the six miles of undulating track was the Ww 4-6-4T. The quality of restoration and presentation is very impressive, with clean stations and environs, and smart train. During the round trip of 1.5 hours, time is allowed to visit the workshop depot, where there is also a collection of ex NZR diesels, of three types, awaiting restoration.

Len King 6/88

MUSEUM OF TRANSPORT AND TECHNOLOGY OF NEW ZEALAND TRUST (MOTAT), Auckland 1067 mm gauge

Within the park is a small railway layout of sidings, station and shed and signal box, all ex NZ railways. There are a couple of carriages and several locos on display and a limited season of operations. There is a 1.8 km tramline from the museum beside the Great North Road, offering rides nearly everyday. Within the site there is an extensive trackage laid out, passing through streets of homes and businesses of a past era. The site is large and has an extensive collection of all forms of transport and service vehicles. The section of the museum not visited was MOTAT II (Sir Keith Park Memorial Site), which has a more extensive railway operation, with a loco in steam during school and public holidays.

Len King 6/88

SHANTYTOWN, Rutherglen 1067 mm gauge

Shantytown is based on a typical gold mining town of the 1880s. It's railway is 1.8 km in length, passing through thick fern bush, along Infants Creek. Two locos are currently in use, although usually only one in steam each day. "Kaitangata" is an 0-6-0T built by Sharp Stewart, Glasgow in 1897 and used by Kaitantata coal mine in Otago until bought by Shantytown. There is a Heisler awaiting rebuilding. Of particular interest is the Climax loco, No. 1203, built in 1913, which was undergoing necessary work when visited on 4 May. This loco had worked for the Potate Timber Co. Matapuna, Pukeweka Sawmill Co, and Ellis and Burnand and was owned privately until last year, when the Shantytown management purchased it for \$20,000. There has been extensive rebuilding of the loco, but retaining all its original features. Currently it is the only operating Climax in New Zealand, although several others exist with other preservation groups.

Len King 6/88

MEETINGS

MELBOURNE:

THE GREAT TACL AUCTION Got any TACLs you want auctioned? Yes? Well here is your big chance!

Seriously, we are having an auction in support of the TACL fund as the entertainment item at the next meeting. Of course if you do have the odd Malcolm Moore TACL tractor sitting unwanted in your back yard then send it along. I'm sure we will be able to assist you to get rid of it! For those of you without a spare TACL bring along those spare photographs, magazines and other items that have been cluttering up your drawers for the past couple of years and donate them to the aid of the TACL fund.

Those of you who don't have such clutter can bring along the cash to buy someone else's clutter. What a great idea. Everyone wins'

It should be a fun night and we haven't had an auction for sometime so it will also be something of a novelty.

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

DATE: Thursday 13 October at 8.00pm.

SYDNEY:

Unfortunately we have not been able to determine the content of this month's meeting. Any member wishing to know the entertainment item should call Craig Wilson on 02-484 7984

LOCATION: Woodstock Community Centre Church St Burwood

Note : Plenty of off street parking at the rear of the building and Burwood station is only a 5 minute walk away.

DATE: Wednesday 26 October at 7.30 pm

ADELAIDE:

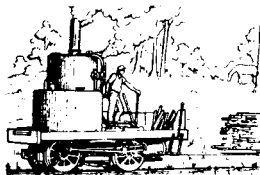
Contact Arnold Lockyer for details. Phone: 08-2969488

LOCATION: 150 First Avenue, Royston Park.

DATE: Thursday 6 October at 8.00pm.

BRISBANE:

Contact Terry Paton for details. Phone: 075-62 2896



LIGHT RAILWAY NEWS

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December 1988

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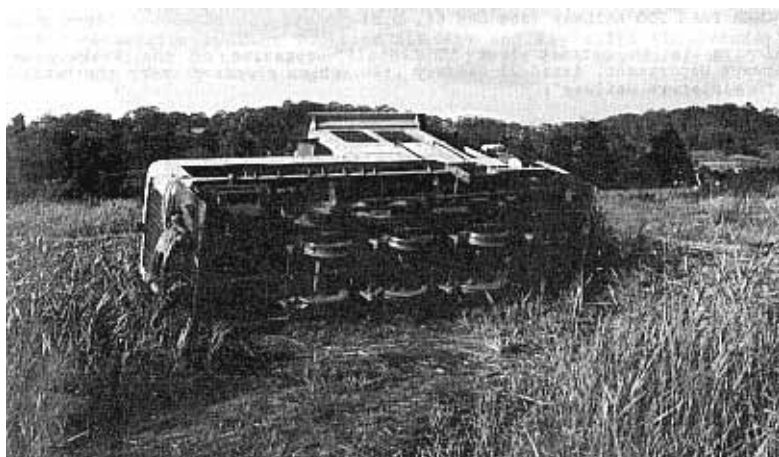
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Deadline for next issue - 30 December 1988



Baguley/RMP 0-6-0DM *Jamaica* (formerly DL13 *Innisfail*), 3389 of 1954, at right angles to the track after parting company with the rails on the night of 10/11 November (see p. 10).

Photo: Geoff Hayes

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MERRY CHRISTMAS !!

We wish to extend to all our members and readers and their families, the compliments of the season and we hope 1989 will be a happy and successful one for you all. We would also like to thank all our contributors for their help during 1988.

Geoff & Peg Hayes 11/88

NOTES, CORRECTIONS AND COMMENTS

GOULBURN CITY COUNCIL, Goulburn Steam Museum 610 mm gauge

(see LRN 66, p.6/7)

The winding engine referred to is indeed a Hepburn Colliery poppet head winding engine and not "Wedderburn Colliery" as stated.

Paul Simpson 11/88

TARONGA PARK ZOO RAILWAY 560 mm gauge

(see LRN 66, p.2)

Following is an extract from *The Staff* magazine of the Railway and Tramways Department, dated 23 January 1930, which appeared under the heading of "A Miniature Railway":

The latest addition to the Government "railways" of New South Wales is the line opened at Taronga Park Zoo. While the mileage is negligible the interest created among the younger generation will no doubt make up for that deficiency. Alongside Jumbo's beat, where for many years children have had a more or less rocky ride, a short light railway track has been built to provide an added attraction to the Zoo. This track is interesting to us because it was designed and laid by the Tramway Department, although the earthwork was carried out by the Zoological Gardens staff. The line is built to a high standard, and all the calculations were worked out so as to avoid the sacrifice of any existing trees. The gauge is 1 ft 10 in and the track is 500

feet long in the form of a flattened oval - pear shape. Practically the whole of the work is in "cut" or on "fill",- the deepest being about 3 feet. The road is full of curves, the sharpest being 30 feet radius. These curves are transitioned and superelevated as on ordinary lines and the rails are checked. The road is ballasted, laid on sleepers 4 ft 9 in by 4.5 in, and 20 lb. rails have been used. There are no grades, the line being dead level throughout. There is a tunnel on the route which serves the dual purpose of giving a thrill to the riders and providing cover for the vehicles during rest periods.

The rolling stock came from Melbourne and consists of a petrol-driven locomotive, with the high sounding name of "Here She Comes", and several carriages. The train is capable of a speed of 6 miles an hour. No doubt many of our young folk and perhaps some of their elders will make an excursion behind "Here She Comes" when next they visit Sydney.

via Paul Simpson 11/88

RESEARCH

Two additional publications in the LRRSA series, *Australasian Locomotive Builders Lists* are in the course of preparation. John Browning is editing a production on the locomotives built by Commonwealth Engineering (Qld) and Harry Wright is handling a list of the products of the locomotive builders of Hunslet, Leeds: EP Wilson, Manning Wardle, Kitson and Hunslet Engine Company - less Hudswell Clarke, which is the subject of No.1 in the series. Any LRRSA members who have information on the above builders and who have not been contacted should write to John (address page 2), or Harry at 22 Sampson Avenue, Belmont NSW 2280.

Bob McKillop 10/88

OATLANDS TRAMWAY, Tasmania

Accounts of this tramway which ran from Parratah to Oatlands and later became a branch railway of the TGR invariably state that three small tank engines worked on the line in its earlier years. One of these engines is identified as a four-wheeled Baldwin with a diamond funnel. An attempt is being made to compile a history of this line but the absence of any conclusive identification of this engine has raised a question regarding the accuracy of the oft repeated claim that it arrived in January 1886 and worked on the line thereafter.

Articles written by John Buckland (LR 65) and Ray Ellis (LR 78) fail to throw any light on this matter. Does any reader have any information which could help clarify this question?

Ken Milbourne 10/88

T.A.C.L. RAIL TRACTOR RESTORATION - PROGRESS REPORT

(see LRN 63, p.3)

Work on the frames is now virtually complete, and we are waiting on the replacement axleboxes and the re-turning of the wheel tyres before reassembly of the frames can proceed further. The wheels will be turned on the newly installed wheel-turning lathe at Emerald car workshops, but it is still not certain that there is enough metal left on the tyres for them to be successfully turned.

Progress on the engine is very good. A number of replacement parts have been imported from the USA, and we were lucky to get a number of other replacement parts which had never been used.

The new axleboxes have now been cast (at a cost of \$281 - slightly less than the profit from the Gembrook trip, and a much more satisfactory figure than the \$1600 we were first quoted!). They now require a lot of machining before they can be used.

Our next big expense item could be chain sprockets (our first quote was \$1220), and drive chain (quoted at \$61 a foot).

Frank Stamford 10/88

FIELD REPORTS

LRRSA GEMBROOK TOUR, 10 September 1988

This was run as a fund-raising effort for the TACL Tractor restoration project, and consisted of a special train from Belgrave to Lakeside, a bus ride to Gembrook, a walk back to Lakeside along the railway formation, the special train back to Belgrave, and barbecue lunch at Cockatoo - all for \$15 a head! Forty-seven people took part, a full capacity load, and \$291 was raised for the TACL - a very satisfactory result.

The train consisted of NRT1 (Ruston Hornsby diesel locomotive) hauling a two car train (NBH and NBHC car) and departed on time at 9.30 am, arriving at Lakeside about 10.40 am, after a brief stop at Emerald to view progress on the TACL tractor. At Lakeside we saw D21 depart for Belgrave on a special goods train.

The bus journey to Gembrook took twenty minutes, arriving at 11.20 am. After looking around the station yard, we set off on the walk. By now steady drenching rain had started to fall, which continued for the rest of the day. This seemed to encourage the party to walk faster, as we made good time to Cockatoo, where Larry James provided the barbecue lunch under shelter provided by a church.

On arrival at Lakeside the sodden walkers were glad to patronise the railway kiosk which did a roaring trade in coffee. The ETRB offered to run the return trip ahead of schedule, which suited us, so we departed twenty minutes early at 3.40 pm, and arrived at Belgrave fifteen minutes early at 4.45 pm. This is the fourth trip of this type to be run - two have previously been organised by the PBPS and one by the LRRSA. This one attracted the most participants and the worst weather! The saving grace was that temperature was relatively warm, and at the end of the day I could not find anyone who regretted coming. Several expressed strong interest in the next trip.

Frank Stamford 10/68

VIC BUSHBASHERS VISIT TO KIRCHUBELS MILL & TRAMWAY, TANJIL BREN - July 1988

LRRSA publication *Five to 500* gives an interesting account of relics to be found in this mill area in 1973. Fifteen years on, the tour to this site may be re-traced, and virtually the same observations made.

Referring to the accompanying map, bridge number 1 is the one shown in LR 41. Only its lower level remains, and is now a road bridge. On its north side, the tramway curves west to follow the river valley. The formation is very overgrown along this section, and following a parallel track from that bridge to bridge 2 is recommended. This bridge is about 10 m or so long, and about 50 m west of the track. Bridge 3 is close by but is not very big.

Bridge 4 is quite substantial, and still intact. Its photo appears in *Five to 500* on page 42.

Bridge 5/5a is bisected by a very large rock, but both sections are intact, and even have most of the sleepers in place. Height is only 2 or 3 metres.

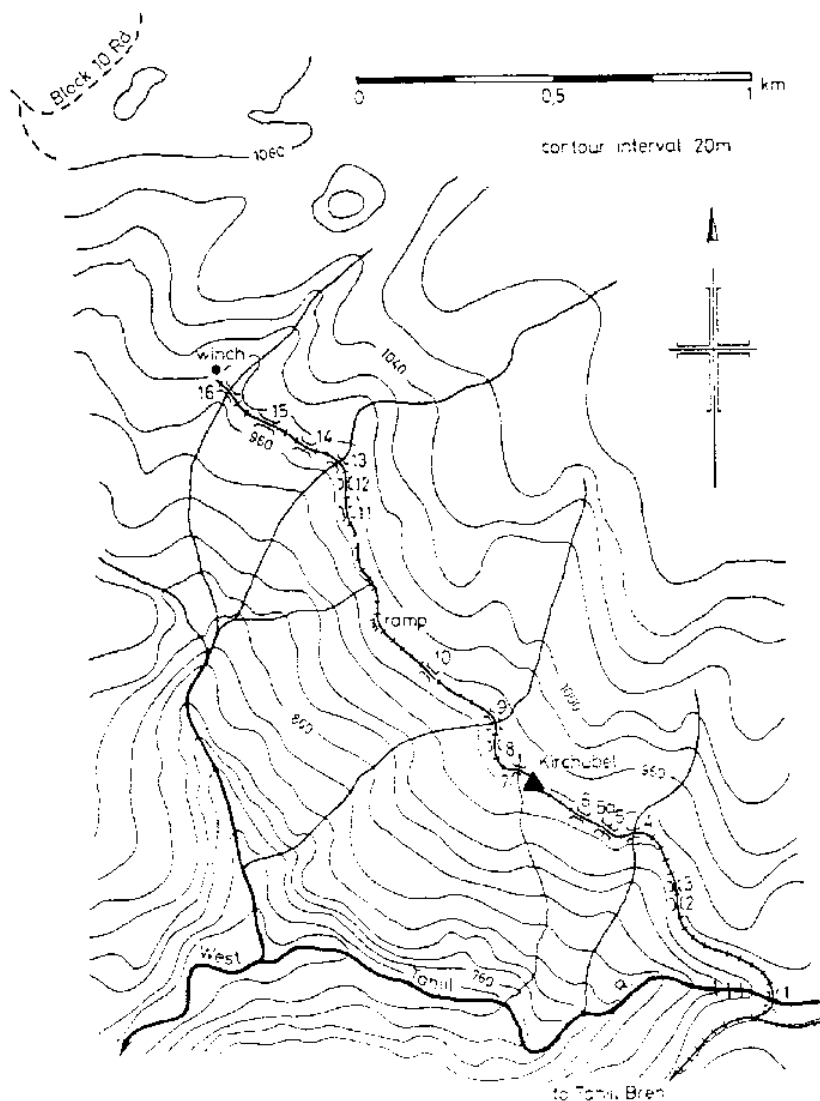
Another small bridge (6) is crossed before the mill site is reached about 200 m on. The mill site is still much as described in *Five to 500*, page 33 and may be explored without much difficulty.

At the north-western end of the mill site, the log-line crossed a 20-30 m wide water course on a now-collapsed bridge, then crossed a small spur before turning north. Bridge 8 is soon reached, followed by bridge 9, an impressive still-intact curved structure about 50 m long and 3 m maximum height. All bearers were intact and many of the sleepers still in situ.

The line continues in a north westerly direction, crossing smallish bridges 10 and 11. The formation is easily followed and fairly clear of undergrowth.

From bridge 12 onwards the line is very interesting tramway country; deep gullies abound, and bridges 13 and 16 (now collapsed) would have been 15-20 m high. Bridge 16 would have been significantly inclined, with a winch located on a spur at the western end. A galvanised iron tank, boiler chimney,

machinery foundations, wire rope, and other items, mark the winch site, and it was soon determined that the end of the log-line had been reached.



The walk along this line is reasonably easy, and the number of bridges makes for a very interesting trip in sub-alpine forest country. Access to the log-line terminus from the Block 10 Road would be difficult due to medium density undergrowth and the heavily undulating nature of the area.

Geoff Thorpe 10/88

PUBLICATIONS

An agreement to publish a second issue of the *Directory of Australian Tourist Railways and Museums* in association with Cromarty Press of Sydney came to a sudden halt in late 1987 when Cromarty went into receivership. Unfortunately, it has not been possible to recover material sent by preservation groups to Cromarty. Negotiations are now underway for a joint venture between LRRSA and the ARHS to publish a new edition of the Directory in early 1989.

Bob McKillop 10/88

LOCOMOTIVE & ROLLING STOCK MANUFACTURERS

EIMCO AUSTRALIA PTY LTD

This company has opened a branch office in Mackay, Qld, and will establish workshop facilities there to service both the Bowen Basin coalfields and the local sugar industry. The company is in the market to manufacture new cane railway locomotives.

Mackay Daily Mercury 12/9/88 via John Browning 11/88

NEW SOUTH WALES

NYMBOIDA MINE

The Ten Network's "Jack Thompson's Australia" programme that went to air in Adelaide on 13 November, contained a segment on this mine. It had shots of the mine railway in operation, including a view of the coal unloading area where the skips were cable-hauled. From the commentary, it appeared that this mine and the railway are no longer in operation.

Arnold Lockyer 11/88

PERISHER SKITUBE 1435 mm gauge

(see LRN 66, p.8)

Skitube's giant \$3.5m tunnel boring machine has been sold back to Kumagai and sent back to Japan for reconditioning and possible reuse. It had been stored near Jindabyne for about 18 months awaiting a buyer. It was used to excavate the section from Bullocks Flat to Perisher from December 1985 to December 1986. The section from Perisher to Blue Cow was excavated by drill and blast methods.

The Summit Sun 8/88 via Ray Graf

SUGARTOWN, Condong 1435 mm gauge

(see LRN 66, p.8)

It would now appear that only a standard gauge rail operation will be formulated for use between Murwillumbah and Condong using the existing branch line. A new separate station for the tourist venture will be built north of the present SRA station at Murwillumbah.

Paul Simpson 11/88

QUEENSLAND

BABINDA CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD 610 mm gauge

(see LRN 66, p.9)

Locomotives seen at work in the former Goondi Mill area early in October were Com-Eng 0-6-0DH *Bartle-Frere* (AH3979 of 1964) and the two ex-Goondi Clyde Model DHI-71 0-6-0DHs 5 *Goondi* (55-56 of 1955) and 6 *Daradgee* (56-90 of 1956). The two Clydes were working in multiple back-to-back. *Daradgee* has been fitted with a Cummins engine, and it is reported that *Goondi* will be fitted with one also.

A possible offer from Bundaberg Sugar to purchase the mill was to be discussed with the Babinda board with a view to coming to a mutual proposal, but Babinda was stated to be still interested in pursuing merger with other local co-operatives.

Chris Hart 10/88; Courier Mail 15/9/88

CSR LTD, Macknade Mill 610 mm gauge

(see LRN 66, p.10)

On 16 September, E.M.Baldwin B-B DH 19 (7070-3-4-77 of 1977) was derailed by split points at Hawkins Creek and considerable track damage resulted. Victoria Mill's ballast plough, converted from Motor Rail "Simplex" 4wDM 10381 of 1953 was borrowed to assist with track repairs. It remained at Macknade for three weeks, being used during part of that time on general track maintenance. It was collected for return to Victoria Mill by Baguley/Drewry 0-6-0DM *Leichhardt* (2393 of 1952) on 7 October. The value of the ballast plough prompted a decision to convert a dismantled "Simplex" at Macknade. This is 2, Motor Rail 4wDM (ex PM) 3717 of 1925, which had been in the scrapyard for some time. It was outside the locoshed at Macknade by 30 September.

In early September, work commenced on the replacement of the final drive of Clyde 0-6-0DH 18 (DHI.5 of 1954), which had broken amount mounting

brackets. The 14:1 final drive from this loco has been sent away for casing repairs. Two 10:1 final drives were obtained from Hambledon Mill, the first of which would not fit and has been stored. The second was fitted to 18 after some repairs and was given a trial run on 11 October. It is anticipated that Clyde 0-6-0DH 16 (DHL1 of 1954) will be taken out of service as it is thought to have the same problem. Its 11.75:1 final drive may be replaced by the one from 18.

Chris Hart 10/88

CSR LTD, Plane Creek Mill, Sarina 610 mm gauge

(see LRN 65, p.7)

John Fowler 0-4-0DM 5 (18807 of 1927) is out of use and has been removed from the loco shed to the mill yard. Tamper Type TSR-RS sleeper replacement machine 825817 of 1987 has been transferred from Inkerman Mill. Com-Eng 0-6-0DHs 7 (FC3776 of 1964) and D8 (FC3777 of 1964) have been fitted with "Eagle" 6-cylinder diesel engines, carrying Perkins and Rolls-Royce plates respectively.

An extension of some 2 km has been constructed on the Dawlish tramline, which now extends as far as the QGR main line. Hook and chain couplers are still retained at this mill.

An 18-year old youth received an injury to his right leg when pinned by a loco at about 4 am on 23 September, when shunting in the mill yard. The loco was lifted by mill crane after about 20 minutes to avoid any possibility of further injury.

John Browning 9/88; Mackay Daily Mercury 26/9/88

CSR LTD, Victoria Mill 610 mm gauge

(see LRN 66, p.10)

Seen in the consist of the sugar box train at the mill in August, was a vehicle with a yellow-painted underframe. This is probably the underframe of the experimental 4-wheel vehicle which ran in the train for some years. It had been fitted with bogies, and was presumed to be pressed back into service following the head-on collision in July. By early October, a number of new underframes were noted to be in service, replacing those wrecked previously.

Chris Hart 10/88

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD 610 mm gauge

(see LRN 66, p.11)

Although there was some protest at the closure of North Eton Mill, scheduled for the end of the 1988 season, far more significant has been widespread discontent among Farleigh growers. Dissatisfied at their

treatment, Farleigh growers proposed to leave the co-operative and take back their mill to operate on a "stand-alone" basis. This move is impossible under existing legislation unless agreed to by a vote of 75% of all shareholders. It is understood that a major cause for discontent among Farleigh growers is the more generous provision of rail facilities which have been allowed growers in the other mill areas under the previous co-operatives. Farleigh growers have been used to bearing heavier transport costs themselves, and believe they are at a disadvantage compared to other growers.

Tramway connections expected to be built before the start of the 1989 season include a link from the Pleystowe Peri line to the Racecourse main line, from the Pleystowe Habana line to the Farleigh north coast line and from the Pleystowe Victoria Plains line to North Eton. This will enable cane to be diverted from Pleystowe to Racecourse and Farleigh and enable the transfer of the greater proportion of North Eton cane to Pleystowe. (Oakenden cane will go to Racecourse and Allandale cane to Marian.) Further development for the 1991 season is expected to include the acquisition and gauge conversion of the QGR Finch Hatton branch from Uruba (east of Finch Hatton) to Gargett to link up the Cattle Creek and Marian systems, together with an extension west from Finch Hatton between Kowari and Boongana. There will also be a high level bridge built over the Pioneer River near Marian. Further long-term possibilities include re-routing the steeply graded section of the Farleigh north coast line towards the coast in the Habana area.

On the closure of North Eton, 420 bins will be transferred to Marian and 250 to Farleigh. Pleystowe will receive the North Eton tippler, which will be modified to tip a variety of bin types, enabling Pleystowe to crush cane from other mills in the event of rain, breakdowns etc.

Cattle Creek Mill
Farleigh Mill
Marian Mill
North Eton Mill
Pleystowe Mill
Racecourse Mill

John Browning 9/88

Cattle Creek Mill

(see LRN 64, p.11)

In August, "Bundaberg Jenbach" 6wDM D1 (Bundaberg Foundry 10 of 1953), was transferred to Cattle Creek, bringing Cattle Creek up to its highest ever total of five main line locos.

Farleigh Mill

(see LRN 65, p.8)

Two branch lines were built on the north coast line for the 1988 season. The first near Calen, recorded in LRN 65, was extended to a total of 3 km by September. It serves one Farleigh and two Pleystowe sidings. The second, near Mt. Pelion is a little over 2 km in length and serves Pleystowe growers. Pleystowe cane delivered to these lines was collected by a Pleystowe loco during 1988, but it is expected that in 1989 these areas will all be reassigned to Farleigh. Farleigh's Motor Rail "Simplex" 4wDM *Calen Simplex* {21623 of 1957) was noted parked in a siding at Mount Pelion in September. Its replacement at the Calen Depot was E.M.Baldwin 4wDH 5-774-6-63 of 1963.

Marian Mill

(see LRN 65, p.8)

All the mill's main line locos were in use during the day shift during the 1988 season. The chassis of wrecked Clyde 0-6-0DH *Melba* (64-377 of 1964) still lies in the mill yard. A new Tamper Type TSR sleeper replacement machine has been acquired (825998 of 1988). A spike puller unit has been purchased from Gemco. It was built in Europe by Geismar (Type AS2 No. 1038). This is a hand-propelled unit with a hydraulically-powered spike puller mechanism.

North Eton Mill

(see LRN 65, p.9)

Com-Eng 0-6-0DH D5 (FB3170 of 1963) has been based at Base Camp (Mia Mia) during the season and works day shift only. On the main line close to the depot is an electrically operated set of points normally set to divert any runaway bins from running onto the road/rail John Luscombe Bridge across the Pioneer River. These points are set for the sand drag except when activated by a hand-held infra-red device operated by the loco driver to set the points for the main line when heading towards the river. Loaded trains crossing the river were observed receiving assistance in the rear as they tackled the steep climb towards the mill once over the bridge.

This season, North Eton was to crush cane from Marian's Mia Mia and Zillfleisch lines hauled over the new connection by Com-Eng 0-6-0DM *Ashburton* (A1614 of 1956). During September, this cane was directed back to Marian, but North Eton remained responsible for its haulage to an exchange point where it would be collected by a Marian loco.

Pleystowe Mill

(see LRN 65, p.9)

E.M.Baldwin B-B DH *Shannon* (7126-1-5-77 of 1977) has been working over the Farleigh north coast line to collect Pleystowe cane from Calen and Mt Pelion (see above). It has been worked hard and because it is not particularly suited to this hill-country route, being geared for fast running on the flat, there have been a number of breakdowns.

Clyde DHI-71 0-6-0DH *Habana* (60-215 of 1960) broke an axle on Dew's line on the night of 13 September. It was removed from the track by a mill-crane and the broken axle dropped out. The loco was left at the side of the line while a new axle was prepared, and was back in service by the 16th. Motor Rail "Simplex" 4wDM 21575 has received a complete repaint in yellow livery.

Racecourse Mill

(see LRN 65, p.9)

A new Tamper Type TSR sleeper replacement machine has been purchased (825988 of 1988). There are a number of electrically-operated points in the new mill yard. There is a colour light signal/points indicator at the neck of the yard which indicates whether the road is set for the full or empty lines, as well as allowing locos to proceed in or out of the yard.

MORETON CENTRAL MILL CO LTD, Nambour 610 mm gauge

(see LRN 65, p.9)

Baguleys/RMP 0-6-0DM *Jamaica* (formerly DL13 *Innisfail*), 3389 of 1954, derailed and came to rest on its side as it rounded the curve at English's siding Bli Bli en route to the mill with a load of full bins on the night of 10/11 November (see front cover). Luckily no-one was hurt as the crew were able to jump clear to safety. The leading two bins had to be cut free and a crane had to be brought from Brisbane to right the loco. Apparently the problem was caused by faulty springs and JAMAICA is now up on blocks ready for the fitting of new springs so will see no further service this season.

Geoff & Peg Hayes, 11/88

ROCKHAMPTON CITY COUNCIL 1067 mm & 1000 mm gauge

(see LRN 65, p.10)

During July, the three Billard 4wDM locos ex Citra Constructions were observed still stored in poor condition at the rear of the bus depot. They are 007 (T75P VM 227), rebuilt for use on the QR electrification project, and two unrebuilt locos, 11E1 (T75P VM 224) with wheels removed, and 11E3 (T75P VM 2289), still metre gauge.

Harry Wright 10/88; John Browning 10/88

SOUTH JOHNSTONE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD 610 mm gauge

(see LRN 66, p.12)

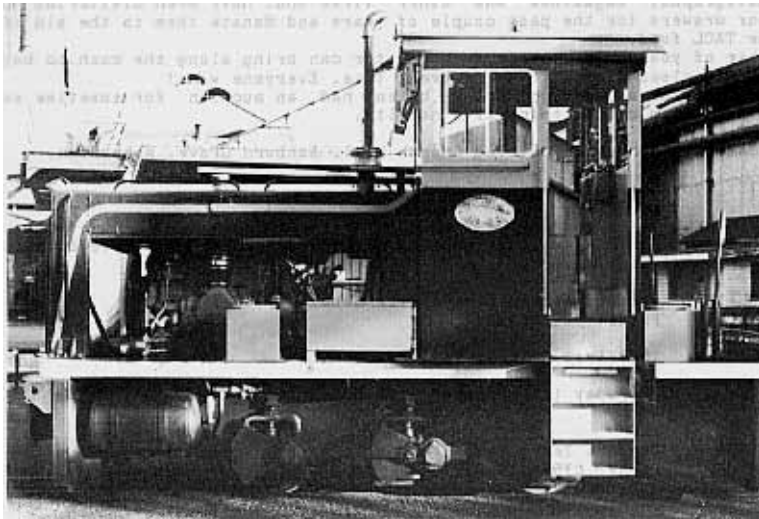
Two new bogie ballast hoppers were seen here, manufactured by the Boogan Implement Co., numbered SJM1 and SJM2. They are painted yellow with black lettering. A pair of spare Baldwin locomotive bogies were noted in the storage shed in the mill yard.

Chris Hart 10/88

TULLY CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD 610 mm gauge

(see LRN 66, p.12)

Com-Eng 0-6-0DH TULLY NO. 14 (AK2663 cf 1963). Note new cab, new livery and



oval number plate.

Photo: Chris Hart 9/10/88

Com-Eng 0-6-0DH No.14 7(AK2663 of 1963) has been rebuilt similarly to No.10 (AD1341 of 1960) with new GM-engine, raised cab and new livery. It also has a cast oval "builder's plate style" TULLY No.14 plate on the cab side, in this case chromium plated (see photo p.19). One of the three Baldwin 0-4-0DH locos was also being repainted in the new livery. The frame of Clyde 0-6-0DH No.9 (DHI.4 of 1954) was noted being converted into a brake wagon.

The frame has been shortened at each end and a CompAir Compact-75 compressor unit has been mounted at one end. The side rods have been retained.

Chris Hart 10/88

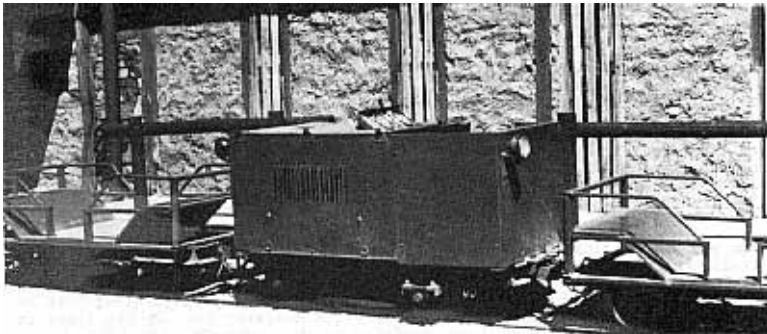
SOUTH AUSTRALIA

COMMERCIAL MINERALS, Orraparina Mine, Flinders Ranges

This new firm has re-opened the Orraparina Mine and is working the No. 3 level with a locomotive. The mine was previously worked by SA Barytes Ltd who had, what from photographs appeared to be, a small battery operated loco. It is suspected that the new mine owner has taken over this locomotive, skips, etc.

SA Dept of Mines & Energy via Arnold Lockyer 11/88

GERALKA HOLIDAY FARM, Clare 18 in gauge



The homemade unit marshalled in the centre of the six car train at Geralka Holiday Farm in October 1988.

Photo: Arnold Lockyer

This property is a mixed farm which provides a camping ground and rural attractions for tourists. These include a collection of old farm machinery, some of which has been restored and can be seen working, a Clydesdale horse stud, as well as the normal farm work. In addition, the property has what the owners describe as a "replica" copper mine, named "Wheal Sarah" - wheal being the Cornish word for mine. This mine was made principally by erecting the walls, roof etc., then covering the lot with a pile of dirt. The inside has been fitted out with a large rock collection and underground

mining equipment, much of which came from Broken Hill. Visitors enter the mine on foot through an adit and, after being shown around the "workings", load onto an 18 in gauge train for a ride out of the mine. The line is only a couple of hundred metres in length and the train consists of 6 cars with the loco marshalled in the middle. The cars seat 4 adults - possibly 6 with a squeeze - whilst the loco is a box-like, homemade unit. According to the owner, it is powered by a Morris 1500 motor, driving through a Datsun gear box, with the final drive taken from a Sunshine Harvester. Also displayed on the premises are three 18 in gauge side-tipping ore trucks, now branded "Wheal Sarah Mine". Their origin is not known.

Arnold Lockyer 11/88

EMU WINERY, Morphett Vale 610 mm gauge?

At a visit on 9 November, this winery was found to be in the course of demolition. Some evidence was found that at some time, the winery had a light railway, about 2 foot gauge, in operation. Approximately 12 feet of track was found in situ embedded in a road at the rear of the premises. Further information from any member regarding this line would be appreciated.

Arnold Lockyer 11/88

TARCOOLA GOLD PTY LTD; Tarcoola

Trial mining of 2,000 tonnes of ore occurred from this deep level mine at Tarcoola in mid 1988. The mine has three levels that have been restored for the operation and one Gemco locomotive was in use underground. A phone call to the Company confirmed this information adding that at present the mine is not in operation.

David Whitford via Arnold Lockyer 11/88;

TASMANIA

IDA BAY RAILWAY, Lune River 610 mm gauge

(see LRN 62, p.16)

This little tramway has had a chequered existence since limestone haulage ceased in 1975 and a succession of operators have attempted to develop it as a viable tourist venture. After the previous operator gave up his lease in 1987, the future of the line appeared most uncertain. However a new operator re-opened the line on 1 June 1988. As a result of a vigorous programme of maintenance and improvement, the survival of the line appears reasonably secure.

Four locomotives are now operational: No. 1 and No. 3 being diesel

powered whilst No. 2 and No. 4 have petrol motors; that in No. 4 coming from a Hillman car. The passenger motor which formerly conveyed workmen to the quarry has been returned to the Tramway from the Donnelly family and is being restored as a memorial to the late George Donnelly who was closely associated with the line. It is intended to have this motor return to service at the end of November 1988.

Work has also been undertaken on track improvement and the repainting of rolling stock which now carries a new colour scheme, namely black undercarriage, red body, yellow roof and cream interior. Since the resumption of the service, two trains operate each day except Friday. As from November, the daily service will be increased to three trains per day. This decision reflects increased passenger patronage.

The management of the Tramway have ambitious plans to develop the terminal site as a 1920 railway village and are anxious to reintroduce steam traction on the line. Future developments on this sole surviving two foot gauge tramway in the region will be followed with interest.

Ken Milbourne 10/88

TASMANIAN TRANSPORT MUSEUM SOCIETY INC. 1067 mm gauge

(see LRN 65, p.13)

Some additional details on the vertical boilered locomotive under restoration are as follows:

The locomotive is an 0-4-0 side tank machine with two cylinders (vertical) 6" x 12" geared 2:1 to the leading axle. The slide valves are imparted motion from a separate geared shaft. The date of construction of "about 1892" is open to considerable doubt as this statement was made at its first boiler inspection in Tasmania during 1901. It was common practice at this time for operators to understate the age of their boilers when the Government Inspector eventually caught up with them. The reason to doubt this date is the amount of wear, as opposed to damage, sustained by the locomotive prior to the well known photograph being taken pre-1904. The wear about the coupler pocket on the buffer beam is very considerable although by 1904 this pocket had been abandoned in favour of a lower coupling position to suit timber bogies. There are holes in the buffer beams that indicate that buffers, possibly of the "dumb" variety, were fitted in combination with the original standard drawhook. The standard of workmanship on the framework is excellent except for the crude attachment of the "bush tramway" type wheel/axle sets. It can safely be presumed that the locomotive was at some stage set slightly higher and that the running gear is not original.

This raises the question of where the locomotive came from if it was not

new to the Hastings Tramway. The spacing of the frames is such as to allow either 3 ft 6 in gauge or 5 ft 3 in gauge, but not standard. An original gauge of less than 3 ft 6 in is unlikely due to clearance problems with the boiler.

The question of who built the locomotive is also a problem. The boiler inspector in 1901 stated "Markham & Co Ltd" which is presumably the Broad Oaks Works of Chesterfield, Derbyshire. A letter to this firm has so far received no reply. The boiler inspector of course was only stating the manufacturer of the boiler and not necessarily that of the whole locomotive but it is very likely that he got this information from the large builder's plate on the loco's sidetanks. Efforts to locate a print of the photo clearly showing this plate, have so far been unsuccessful.

The Hastings Mill Tramway, on which the loco was the sole motive power (except for horses) from c.1901 to c.1919, extended from the Mill to the general area of Hastings Caves where a cable incline carried the line to higher ground. This tram had at least two four-wheeled passenger carriages with longitudinal, inward facing seats for use both by workmen and for picnic excursions to the Caves.

The loco passed from the Hastings line to the Weilangta Tram on the east coast and from there to Sharp's Mill in the Thirties. It was not a success on Sharp's steeply graded bush line but at some stage it saw some use hauling sawn timber between the mill and the government railway siding. Its boiler (a 1911 Cowley replacement of the original) was removed and used about the mill for a time but the locomotive was eventually put back together and taken to the upper end of the bush line for stationary duties. It was in this position that it was discovered many years later by Hobart enthusiast, E.M. Lidster, and it was this gentleman's well known sense of direction that resulted in certain LRRSA members spending a night lost in the bush when he attempted to act as "guide"!

The little vertical boilered locomotive really is a perfect gem and every effort is being made to return it to operating condition for use on the Tasmanian Transport Museum's display track at Glenorchy. Just how one restores a rough bush locomotive is causing a bit of argument. I am inclined to retain as much of the rough "bush" fabric as possible, especially as to do otherwise would involve the replacement of almost the entire machine! The immediate question for LRRSA members is where did the locomotive come from before its timber tram duties at Hastings and who was its builder? I am inclined to believe that it originally operated on a conventional steel railed line with standard drawgear, either of 3 ft 6 in or metre gauge. Any suggestions??

D.L. Beck 9/88, Project Co-ordinator

TTMS Vertical Boilered Loco Restoration Project

WEE GEORGIE WOOD STEAM RAILWAY INC, Tullah 610 mm gauge

(see LRN 63, p.10)

Work on the restoration of Krauss loco 5988 of 1908 is proceeding at the EBR workshops in Burnie. New tanks and cab roof together with considerable restoration to the frame and probably a new boiler will be necessary. By mid September much of the above work was under way. It is intended to return this engine to Tullah where it operated for several years from 1950.

Ken Milbourne 10/88

VICTORIA

ALEXANDRA TIMBER TRAMWAY & MUSEUM INC 610 mm gauge

P.O. Box 21, Alexandra, Vic 3714

(see LRN 66, p.13)

A further 10 lengths of 60 lb rail were laid on 1/10/88 between the road crossing and the start of the "big curve". New redgum sleepers were used and the road crossing has been set in concrete. The 30 lb rail lifted has been stacked ready for further extensions to the 3 ft 4.5 in gauge track.

The petrol powered locomotive purchased by a Museum member was delivered to the Museum on 8/9/88. It is one of three manufactured by Cheetham Salt Ltd in the early sixties for use at the Laverton works.

The chassis is fitted with a 4 cylinder engine and transmission from a Morris bus driving a reversing box fitted with right-angle drive. Power is transmitted to both axles by chain drive.

It is a very spartan locomotive, with no cab, no springs, and only the crudest of wooden seats for the driver. It was used on the tramway to the beach on Port Phillip Bay to obtain sand for lining the floor of the salt pans. Of the other-two locomotives, only the final drive gearboxes still exist, and these are now at Alexandra for use as spare parts.

Restoration of this loco will commence as soon as Simplex 10058 of 1948 is finished. Re-conditioning of the engine of the latter is proceeding well, and the first coat of paint has been applied to the frames.

Attendance on steaming days on the second Sunday of every month has only been fair during the winter months, but the Museum's income has been boosted substantially by mid-week coach tours organised by local tourist operators. The Malcolm Moore 4wPM 1049 of 1943 is operated for these tour groups.

The Museum is interested in hearing from anyone who may have frames, wheels, boiler, cab or motion gear, from a 2 gauge 0-4-0WT Krauss locomotive,

or detailed drawings of this type of locomotive. The Museum would like to eventually operate a locomotive of this type as representative of the motive power on the Rubicon tramway when it opened in 1912.

Following a segment on the widely-viewed "A Current Affair" on the Nine Network on 21/9/88, highlighting the land tenure problem of the Museum, the Victorian Government has requested a submission on the Museum's land requirements. This is now under consideration by Victorian Transport Minister, the Hon. J. Kennan.

Peter Evans 10/88

AUSTRALIAN PAPER MANUFACTURERS LTD, Broadford 1600 mm gauge

It was noted in October 1988 that rail traffic at this site had ceased. The Malcolm Moore 0-4-0DM loco previously used here is now at Maldon on the Castlemaine and Maldon Railway. However, the fate of the other unit, a converted 4w truck (possibly ex class IA) which had a full length roof at one time, is unknown. Can anyone provide the answer?

Ray Graf 10/88

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Preservation Society 762 mm gauge

(see LRN 65, p.15 & LRN 66, p.15)

Locomotives: on Thursday 8 September, the Climax ran a test train from Belgrave to Emerald and return, almost exactly sixty years after its delivery run from Collins Siding to Erica (which occurred on 5 Sept 1928). It had a ten car, seventy-ton train, the actual travelling time (exclusive of stops) was 68 minutes for a six mile (10 km) journey. It is reported to have performed very well, though there was some problem with hot bearings, and it ran out of steam on one occasion - due apparently to lack of familiarity with its wood firing. On the return journey NRT1 (dead) formed part of the train. NRT1 was required at Belgrave on the following Saturday for an LRRSA chartered train.

I am told that at speed (above about 5 mph!), the Climax begins to display considerable flexibility and oscillation, a very different sensation to that on the NA's.

On Saturday 8 October, the Climax ran a special return trip from Belgrave to Lakeside for the benefit of the volunteers who worked on it. It hauled a train consisting of three NBH cars and an NBHC. Then on Friday 21 October as part of the bicentennial steam festivities, it double-headed with an NA as far as Menzies Creek. An unusual feature of the Climax is that it is very quiet. The volunteers who are responsible for feeding it have found that it has a gourmet appetite for wood. Cheap and nasty softwoods don't appeal to it at

all, but it is rather partial to sleepers!

A ceremony is to take place at Menzies Creek on Saturday 12 November, to officially mark the restoration of the Climax to service. This will be a Gala Day, with a number of special trains running, special activities at the museum and the Peckett in steam.

Operations: Partly as a warm-up exercise for the Galah Day, four extra trains were run on Saturday 10 September. These included a Night Train to the Packing Shed, a goods (hauled by D23), a "mixed-goods", and the LRRSA's special to Lakeside.

Frank Stamford 11/88

MASSEY FERGUSON AUSTRALIA, Sunshine 1600 mm gauge

This site was visited on October but no sign of the Malcolm Moore 4wDM locomotive was seen. The broad gauge points and the standard gauge diamond crossing had been removed recently. The tracks are overgrown with weeds and the shed where the loco was kept is now empty. Can anyone provide details as to the fate of this unit?

Ray Graf 10/88

SECV RUBICON TRAMWAY/TACL TRACTORS 610 mm gauge

(see LRN 64, p.17; LRN 62, p.3)

During construction of the Rubicon hydro-electric scheme, the State Electricity Commission obtained a Fordson powered rail tractor for use on the raceline tramway running from the top of the haulage to Rubicon Dam. A photograph of this rail tractor in the collection at the Alexandra Museum shows it to be very similar to a TACL tractor, utilising large gears fitted where the Fordson tractor's rear tyres would normally be. These gears drove on to an intermediate shaft, which in turn drove two axles coupled by roller chains. Large cast iron buffer/coupler pocket/traction weights were fitted front and rear.

This tractor was scrapped after the SEC regauged one of their 3 ft gauge "1,000" series locomotives from Kiewa, and sent it to Rubicon where it was used to haul trains for an aqueduct enlargement project. However, one of the heavy cast weights fitted to the end of the original rail tractor was recently located near the top of the haulage, using information from Ernie LeBrun who was in charge of tramway operations and maintenance for the SEC for many years.

The weight has been donated to the Alexandra Museum by the SEC. Cast into the top of the weight are the words "Malcolm Moore Melbourne Loco. No. 23". The weight was removed because of the difficulty experienced when

trying to rerail the tractor. This tractor was not liked by the SEC employees and had a reputation for back firing when being started. The crank handle was located in a difficult position between the frames, until a hole was cut near the top of the weight and an extended crank handle was made. The tractor was not fitted with a reversing mechanism, and relied on the single reverse gear of the Fordson gearbox. Consequently, after a long trip back to the haulage in the evening, the exhaust manifold was almost red hot from over revving the engine in an effort to maintain a reasonable speed.

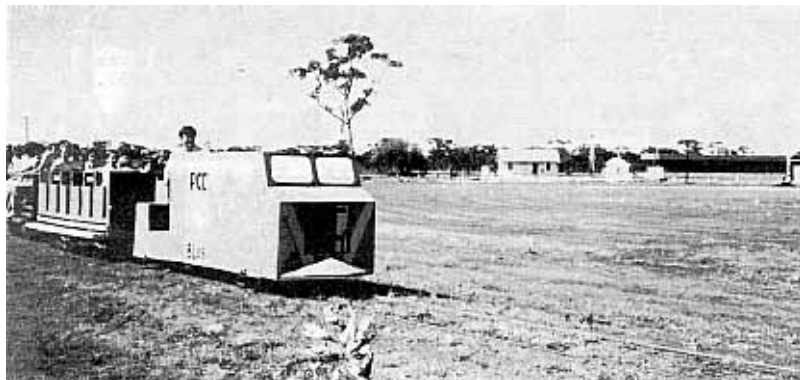
While differing in some respects from the 2 ft 6 in gauge ex-FCV Tyers Valley Tramway TACL tractor currently being restored by a group of LRRSA members at Emerald, the Rubicon tractor is obviously a very close ancestor of the TACL patent tractor.

Peter Evans 10/88

WESTERN AUSTRALIA

PARKESTON, WA 2 ft 6 in gauge

(See LRN 65, p.18)



AN's Parkeston Railway Institute train, hauled by BL 26, carries a happy crowd of children. Parkeston station is in the background.

Photo: Fred Glenie

The 2 ft 6 in gauge track at Parkeston was built in 1984 by volunteers of the Australian National Institute. It was the brainwave of Keith Edwards, President of the Social Club at that time. The locomotive is powered by a 6 cylinder automatic Ford motor and has forward and reverse in all gears. The line is only used when A.N. Institute has a social function involving children,

which is only a few times a year and being where it is, it doesn't take long to become covered by grass and sand drift! This railway is an Equal Opportunity "employer" and "employs" both male and female drivers - some of whom are well known as drivers on the Golden Mile Loophole.

Elaine & Fred Glenie 9/88

MINEMACH, Perth

(see LRN 64, p.19)

On 16 April 1988, this company advertised for sale: 5 S/H Eimco boggers, 24" gauge, fully reconditioned; 4 S/H 1.5 tonne locos, 24" gauge, top condition; and ten new 1.5 tonne side tippers (gauge not specified).

West Australian 16/4/88 per David Whiteford 10/88

On 24 September 1988, the company advertised 6 Eimco 12B boggers (\$13,000 each); 1 Scona 9250 bogger (\$10,000); and 1 Atlas Copco loco with spares (\$16,500). No gauges were specified for these items.

West Australian via David Whiteford 10/88

PERTH ZOO

The company of Bateman Kesteven Architects called tenders for the erection and completion of a timber station and ticket office for a new replica train at Perth Zoo. Tenders closed on 6 September 1988. Apparently the replica train will be rubber tyred and is being built by Willis Engineering in Perth. This company built the Pemberton-Northcliffe railway trams and has built many miniature railway locomotives and so the replica train is expected to be to a genuine railway design. Perth Zoo had a small railway which closed in the early 1970s.

West Australian 20/8/88 via David Whiteman 10/88

WESTERN AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION INC., 610 mm gauge

Bennett Brook Railway, Caversham

(see LRN 64, p.19)

Perhaps one of the most unusual hirings of any tourist rail train in Australia occurred on 22 & 23 August when the S.A.S. hired the BBR Gemco and train for all night operations over the 4.5 km loop line at Whiteman Park. The train was part of an army training exercise throughout the park.

The first converted R wagon (ex WAGR bogie low side open wagon) was placed into passenger service on Fathers' Day (4/9/88). The open wagon with bench seating proved very popular despite threats of ash and sparks raining

down on passengers. As some work is still required to finish the vehicle off, it is only placed into use during exceptionally busy days. R 3644 was the first conversion to 2 ft gauge and work is underway on the second, R 1783.

On 1 October, members of WALRPA collected a former WAGR passenger shelter from Pingelly on Westrail's Great Southern Railway. The next day it was positioned on Mussel Pool platform and it is now giving sterling service once again as a shelter for rail passengers. The shelter is standard structure of the 1910-1930 period and this style was seen on many of the WAGR's light country railways constructed in this period.

Former WAGR passenger brakevan ZA, 5100 which; ended its railway career as Workmen's van VW 5100, has been purchased by WALRPA and-placed at Central station behind ex WAGR loco PMR 735. 5100 is being restored for use as a museum/photograph exhibit coach.

An open day was planned for the Bennett Brook Railway on 5 November when all operational locomotives were to be in service on trains closely reminiscent of their pre-preservation life. Some examples are ex-Maylands brickworks petrol loco on a train of hopper wagons, ex-Wyndham Port diesel (Gemco) on train of ex 3 ft 6 in gauge wagons representative of such lines, and ex-Lake View & Star goldmine Planet diesel on train of ex LV&S hopper. NG 123 was to operate a steam passenger service throughout the day. A highlight of the day was expected to be a kalamazoo time trial between teams from various preservation groups in WA.

WALRPA via David Whiteford 10/88

OVERSEAS

FIJI

Light Railways editor, Bob McKillop, is a member of an Australian consulting team selected by the Asian Development Bank to prepare a Tourism Master Plan for Fiji. A significant initiative to be examined by the team is the potential to further develop the FSC light railway system as a tourist feature, linked to rising North American, Japanese and European interest in unusual and specialist railway operations. Bob will undertake field work for the team in November/December. The outcome of the study will be reported through future issues of LRN.

Bob McKillop 10/88

MEETINGS

MELBOURNE: THE GREAT TACL AUCTION

You're right!!!! You have read all this before. Unfortunately the auction had to be postponed from last month because of a delay in mailing LRN. This means of course that you have had an extra month to collect items for sale and to save dollars to spend. Bring them all along and have a great time!

Got any TACLs you want auctioned? Yes? Well here is your big chance!

Seriously, we are having an auction in support of the TACL fund as the entertainment item at the next meeting. Of course if you do have the odd Malcolm Moore TACL tractor sitting unwanted in your back yard then send it along. I'm sure we will be able to assist you to get rid of it! For those of you without a spare TACL bring along those spare photographs, magazines and other items that have been cluttering up your drawers for the past couple of years and donate them to the aid of the TACL fund.

Those of you who don't have such clutter can bring along the cash to buy someone else's clutter. What a great idea. Everyone wins!

It should be a fun night and we haven't had an auction for sometime so it will also be something of a novelty.

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

DATE: Thursday 8th December at 8.00pm.

SYDNEY

No meeting this month. The February issue will have details of the next meeting.

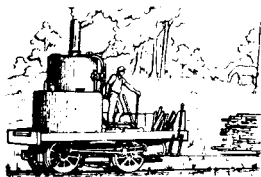
ADELAIDE:

Contact Arnold Lockyer for details. Phone: 08-2969488

LOCATION: 150 First Avenue Royston Park. DATE: Thursday 2nd February at 8.00pm.

BRISBANE:

Contact Terry Paton for details Phone: 075 622896



LIGHT RAILWAY NEWS

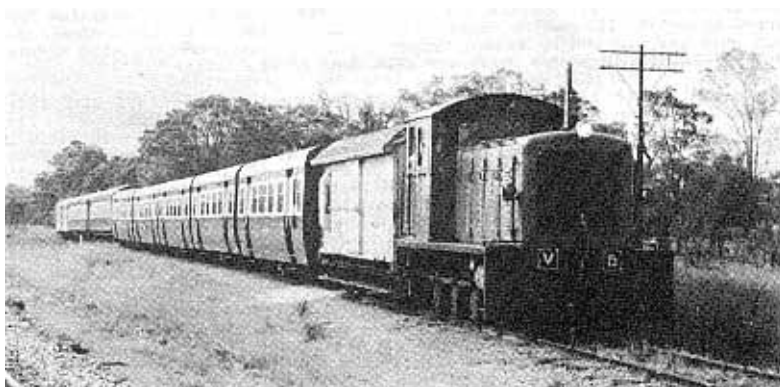
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Deadline for next issue - 3 March 1989



Travelling from Dwellingup to Pinjarra on Tuesday 11 Oct 1988, this Hotham Valley train was photographed at Alumina Junction. Ex Tasrail loco V5 is leading brakevan ZD23; 5 ex Tasmanian coaches with sleeping coaches AQZ420 and AQZ424 (empty stock) and vintage brakevan Z9. These vehicles, apart from Z23, in company with buffet car AQL290, 2RA wagons with coal containers, plus JDA water tanker were to form part of an extended weekend charter train for Merredin/Bruce Rock residents. Loco W908 handled the charter throughout.

Photo: Len Purcell

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NOTES, CORRECTIONS AND COMMENTS

The following item of interest was found in a tourist brochure at a Narooma (NSW) motel:

"...Mr T.S. Mort of Bodalla built a tramway from that town to Narooma. It commenced from near the Bodalla Post Office, followed the old road to the top of Borang Hill, thence via Brou Creek."

W.L. Wembridge 1/89

RESEARCH

CHANCE LOCOMOTIVES

As shown in LRN 44 & 57, Chance steam outline 4w-2-4wPM 84-50200-24 of 1984 came to Canberry Fair in the ACT late in 1984. The British magazine The Narrow Gauge No.118, which features a builder's list up to 1986, shows that this unit was ordered by Exsaco Corporation. The same company also ordered 79-50177-24 of 1979. Did this unit also come to Australia?

Leisureland Fair, at Langwarrin, Victoria, opened late in 1983 with three Chance locomotives (see LRN 39). An examination of the builder's list indicates three locomotives recorded as coming to Australia, 75-50134-24 of 1975 and 76-50142-24 & 76-50143-24 of 1976. These were ordered by Group Property Services. Can anyone confirm that they are the ones at Langwarrin and if so, what they were doing before 1983? (The fact that one was noted carrying the number 142 tends to indicate that it would be 76-50142-24, as Chance are known to number units with the serial number.)

John Browning 1/89

GRAHAM HANDLING EQUIPMENT

A perusal of the book Greenwood & Batley Locomotives reveals that in 1974 two 2 ft 6 in gauge 5 hp 2 ton "Trammer" 4wBE locomotives (builder's numbers 420363/1 and 420363/2) were ordered by Graham Handling Equipment Pty

Ltd Moorabbin Victoria. Can any member indicate where these locomotives were used?

John Browning 1/89

SOUTH AFRICAN GARRATT

The overseas press have featured South African reports of a 2 ft gauge Garratt having been sold to Australia. When will it "come to light" on this side of the Indian ocean?

John Browning 1/89

FIELD REPORTS

ALPHA ISLAND, Monte Bells Group, Western Australia

Remains of a narrow gauge tramway are to be seen on this island, presumably a relic of the British nuclear testing programme which was carried out here in the 1950s.

The West Australian 10/10/85 via Ray Graf

NORTH KEELING ISLAND, Indian Ocean

This is reported to be the only island in the Cocos (Keeling) group which still retains its original vegetation, as all the South Keeling islands were stripped by the Clunies-Ross family for plantations. This is the site of the wreck of the German raider "Emden" and a disused tramway said to be in remarkably good condition leads from the island interior to the Ocean beach. Its exact origin is unknown. One theory is that it was laid by Clunies-Ross when instruments and non-ferrous remains were salvaged from "Emden" in 1915-6. The other theory is that it was laid by the Japanese for a much larger salvage operation, which lasted for about a year.

The Age Sunday Extra 3/9/88 via Ray Graf

REVIEWS

The last couple of years have seen yet two more attempts to establish a commercial rail enthusiasts magazine: "Australian Railway" and "Rail Australia". Unfortunately, neither have fared too well, with the first having been taken over to become a trade-oriented publication, and the second possibly heading in a similar direction.

Rail Australia, since its July 1987 launch, has featured private and industrial railways prominently, and issue No.1 included articles on Weipa, Port Kembla, Whyalla, Hamersley Iron, and Hexham. Since then, there has been a fair

level of news about these and other private railways, with notable articles being in No.5 which included Sugar Mill Railways - an Overview and No.8 which featured Cane Tram Units, both by David Jehan. Both these articles were substantial, interesting and comprehensive, although photograph captioning seemed somewhat of a problem. This publication is well worthy of support - contact Bowenia Publications Pty Ltd P.O. Box 119, Berowra Heights NSW 2082.

Australian Railways appeared to be a lighter style of publication which possibly did not catch the "serious" enthusiast's eye so readily, and seemed to make less of an effort to feature other than government railways. In its new form, it closely resembles a trade journal, but does include numbers of interesting articles. The June/July 1988 issue was devoted to light rail and rapid transport and featured (among others) items on Skitube, Mt Isa Mines, cane tramways, and an historical article on Mortlake Gasworks. Available by subscription only, publishers are Trade News Corporation Pty Ltd 17 Charles Street, Redfern NSW 2016.

John Browning 1/89

NEW SOUTH WALES

BULAHDELAH LOGGING RAILWAY, Bulahdelah 610 mm gauge

(see LRN 66, p.6)

This railway now has steam operations every week, on Thursdays, Fridays, Saturdays and public holidays, and during school vacations from Monday to Saturdays. Visitors may also inspect the railway on non-running days, except Sundays. Running times are from 1000 to 1630. Admission is by donation assisting development of the Myall Lakes Christian Youth Camp.

Bob McKillop 1/89

GOULBURN STEAM MUSEUM, Goulburn 610 mm gauge

(see LRN 66, p. 6)

Goulburn City Council advised in December 1988 that the Museum will reopen during 1989, but a definite opening date is not yet available.

Bob McKillop 1/89

HUNTLEY COLLIERY PTY LTD, Avondale 1067 mm gauge

A number of members of the LRRSA NSW Division visited the Colliery in June 1988. Rail is used for materials and man transport depending on the part of the mine being worked, with a 7 km run to the face. Track also extends for about 1.6 km on a shelf extending north from the mine entrance, along

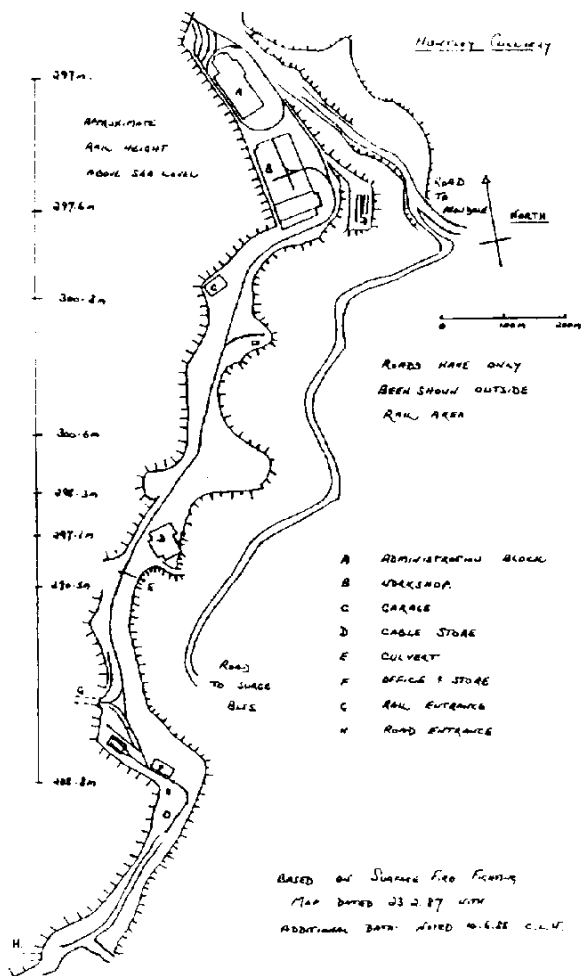
which are sited the mine buildings.

There are two 24-tonne dual cab Gemco 4wBE locomotives in regular use. One, numbered 1, is Gemco 3654.3657.265.88 of 1988, while the other was not seen. One is used for shunting and plant movement underground, while the other is available for transport between the coal face and the surface.

Two diesels are on standby. The first is Kevin, E.M. Baldwin 0-6-0DH 2941-1-2-70 of 1970, which weighs 25 tonnes. This is unusual for a Baldwin underground loco in having side rods, and is fitted with sliding cab doors. The second diesel available for use is 9

Bruce, Neil Moxom 4wDH (L102 12.11.70 of 1970), which came from Coalcliff Colliery in around 1983 (see LRN 28, p.6) and also weighs 25 tonnes. Another similar Moxom locomotive from the same source, 8 Victor, was observed dismantled for spare parts. The derelict remains of Com-Eng 4wDH D1016 of 1957, which was re-engined by E.M. Baldwin in 1979, have been abandoned underground.

Four Gemco 4wBE man-riding vehicles are in service for personnel transport, with two in use at any one time. These are numbered 1 to 4 and



Gemco serial numbers are 3300.01.236.85 of 1985, 3298.99 237.85 of 1985, unknown, and 3540.41.258.86 respectively. These cars have a capacity of 28 men each.

Rolling stock includes Hannaford bogie flat cars for carrying rubber tyred vehicles, two ambulance cars and some flat top wagons acquired at the Bulli Colliery auction, and a four-wheel ballast wagon.

Signalling on the surface includes two-colour lights operated by the driver upon entering each section.

*Craig Wilson {LRRSA NSW Div Research Bulletin No.3}
via John Browning 1/89*

QUEENSLAND

CANE TRAMWAY BIG BIN DEVELOPMENTS 610 mm gauge

A number of mills are pressing ahead with experiments to introduce "big bin" technology. Tully and Babinda mills are reported to have trialled during 1988, a number of four-wheel rigid wheelbase bins of around 10 ton capacity produced by Boogan Implement Works. Marian Mill has trialled a bogie bin equal in size to three of its standard four-wheel bins. This is fitted with bogies produced locally, so constructed as to allow for optimum riding qualities. The bin is fitted with a dummy pair of axles in the centre for automatic handling by the mill's yard creeper system, and it can be tipped in the mill's three-bin capacity tip. The bin worked very successfully for the last few weeks of the season and it recorded loads in excess of 16 tonnes. It is reported that a pair of the same type of bogies have been trialled at Mossman Mill under one of their 12-tonne "canetainers". It is not clear how much service the NQEA/Sugar Research flexible-wheelbase four-wheel bin saw under trial at Farleigh Mill (see LRN 63, p.8). This vehicle was noted parked in the Farleigh Mill yard on a number of occasions during the 1988 season. However, it is reported that Pleystowe Mill will be trialling a number of 15-tonne capacity vehicles thought to be of this type in service in 1989.

The advantage of the bin types being trialled at Tully, Babinda and Marian is that they utilise a significant number of components from existing bin types, such as wheels, bearings, axles and end mesh sections. This means that conversion to such bins is cheaper than building an entire new bin fleet from scratch.

John Browning 12/88

BABINDA CO-OPERATIVE SUGAR MILLING ASSOC LTD 610 mm gauge

(see LRN 67, p.7)

Bundaberg Sugar announced a \$23m takeover bid for Babinda Mill on 30

November. In view of the substantial indebtedness of the mill, it is thought that many growers will be considering the offer carefully. A decision from growers is not expected before the early months of 1989.

Townsville Daily Bulletin 1/12 & 2/12/88 via John Browning

BUNDABERG STEAM TRAMWAY PRESERVATION SOCIETY 610 mm gauge

(see LRN 62, p.8)

From 1 January 1989, this railway will operate in the Botanical Gardens every second Sunday, with additional days during school holidays, between 1000 and 1600. Fares are \$2.00 for adults and \$1.00 children.

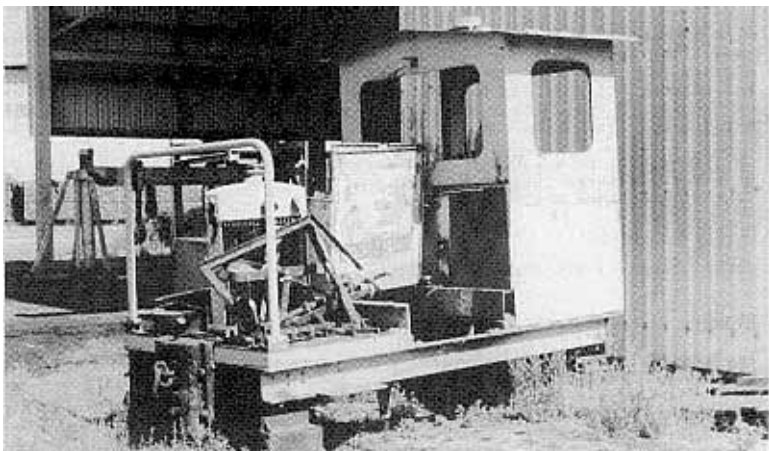
CSR LTD, Burdekin District Mills 610 mm & 1067 mm gauge

A development plan for the Burdekin mills has been put forward which, if adopted, could lead to an increase in cane production by 508 to 6.3 million tonnes annually. The plan proposes the amalgamation of all four mill areas (Inkerman, Kalamia, Pioneer and Invicta). A uniform cane bin size and tramline gauge are recommended as well as new tramlines to service future cane areas. The implementation of a uniform tramline gauge would most probably mean the conversion of Pioneer Mill from its unique 1067 mm gauge to bring it in line with the other systems throughout Queensland at 610 mm gauge.

Durundur Railway Bulletin 11/88

CSR LTD, Macknade Mill 610 mm gauge

(see LRN 67, p. 7 & 8).



ABOVE: Macknade's Motor Rail "Simplex" 3717 of 1925 awaiting rebuilding as a ballast plough.

Photo: Chris Hart, 10/10/88

CSR LTD, Hambledon Mill, Edmonton 610 mm gauge

(see LRN 55, p.8)

Reports have been received of proposals for a tourist development based on this mill, incorporating a cane train passenger service.

David Mewes 12/88

LAPPA 1067 mm gauge

Queensland Railways AIA-AIA DE 1180, built by Walkers Maryborough, was sold during the year to a gold mining company at Lappa (between Mareeba and Chillagoe) for shunting its private siding which serves a treatment plant.

Sunshine Express 10/88 & Rail Australia 9-10/88 via John Browning

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD 610 mm gauge

(see LRN 67, p.8)

North Eton Mill closed on 17 November, at the end of the 1988 crushing season. The tramway system is now under Pleystowe control with the exception of Allandale, transferred to Marian Mill, and Oakenden, transferred to Racecourse. In addition, Habana and the new North Coast line branches are believed to have been transferred from Pleystowe to Farleigh. Physical rail connections already exist to these areas, but the North Eton-Pleystowe link is yet to be built.

Some locomotive transfers from North Eton took place shortly after the end of the season. Com-Eng 0-6-0DM *Ashburton* (A1614 of 1956) was taken to Marian Mill for permanent way work, and will be returned to Farleigh Mill by rail on the completion of the North Eton-Pleystowe link next year. In addition, Com-Eng 0-6-0DH D5 (FB3170 of 1963) was transferred to Marian. Bogie Baldwin locos D7 and D8 (6780-1-8-76 of 1976 and 9815-1-10-81 of 1981) were moved to Pleystowe by road transport, and in return Clyde 0-6-0DH *Palmyra* (63-273 of 1963) and the Gemco Sleeper replacement machine were transported to North Eton from Pleystowe.

It is understood that two more Com-Eng 0-6-0DE locos from North Eton Mill, D4 and D6 (FB3169 of 1963 and FB4383 of 1965) will be transferred to other mills for the 1989 seasons. At this stage, however, there is some divergence of opinion as to whether both should go to Racecourse Mill or one only to Racecourse and one to Marian. In the meantime, both are retained at North Eton for track work during the early part of 1989

Dismantling of North Eton mill was already well under way by December, and considerable cleaning-up around the mill yard seems to have occurred. This seems to have led to the disappearance of the remains of Motor Rail "Simplex" 4wDM 21503 of 1953, which had been dismantled in the mill yard

since 1982.

A considerable amount of track material is stored at North Eton, and the first part of the rail link to Pleystowe will be constructed on about 2.5 km of the trackbed of the old QGR Eton branch line north from Victoria Siding before diverging to join the Pleystowe Victoria Plains line. The old QGR track bed had mostly been graded by late December.

It is understood that Pleystowe will station a number of locomotives on the former North Eton tramway system next year. At this stage, it would appear that these locomotives will be D2, D3 and *Palmyra*, with two based at North Eton and one at Base Camp (Mia Mia). It is expected that bogie Baldwin locomotives will haul made up loads from Mia Mia and possibly North Eton to Pleystowe Mill.

Large numbers of ex-North Eton bins were observed in Pleystowe territory at the end of December both on the Victoria Plains line and at the mill. Other bins were having their wheelsets removed at North Eton Mill, and presumably will be rebuilt for use elsewhere.

John Browning 12/88

MULGRAVE CENTRAL MILL CO LTD, Gordonvale 610 mm gauge

(see LRN 65, p.10)

It is reported that the planned tourist train service will be inaugurated in May 1989. Overhaul of the locomotive, John Fowler 0-4-2T 20273 of 1934 is proceeding, and the construction of carriages has commenced.

CLIVE PLATER, Caloundra 610 mm gauge

Ruston & Hornsby Model 30DLU 4wDM 371386 of 1954 has been acquired from the Sunshine Plantation by Clive Plater for rebuilding for a tourist project. This unit, originally at Caledonian Colliery, was the original motive power at the "Big Pineapple" but had been on display there for a number of years (see LRN 32, p.10). However, it was not visible on site in May 1987, so it had probably gone by then.

Durundur Railway Bulletin 12/87; John Browning 1/89

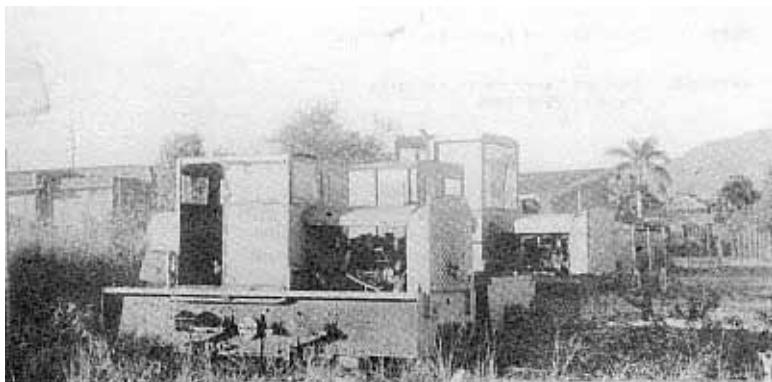
EDGAR PLATER, Nambour 610 mm gauge

This long-time employee of Moreton Central Mill has acquired from the Australian Narrow Gauge Railway Museum Society, the Moreton Mill-built 2-2wPM *The Flyer*, built in 1933. This unit was originally fitted with an International petrol engine, replaced in 1954 with a Ford Model A. It was obtained by Ron Aubrey for the abortive Pioneer Transport Museum at Forest Glen in the early 1970s, and was afterwards given to ANGRMS. It has been

stored in Brisbane in semi-dismantled condition for about 15 years.

Durundur Railway Bulletin 12/87 via John Browning

ROCKHAMPTON CITY COUNCIL



(See LRN 67, p.10)

Billard 4wDM locos ex Citra Constructions stored at the rear of Rockhampton Council Bus Depot.

Photo: H.J. Wright, 25/7/88

TOWNSVILLE HARBOUR BOARD 1067 mm gauge

(see LRN 27, p.11)

Townsville Sugar Terminal's Co-Co DE Clyde 81-999 of 1981 has been sold to the Queensland Government Railways for mainline use and was sent to Brisbane at about the end of August. By the end of October it was in service, bearing the number 2507S.

Sunshine Express 10/88 & 12/88 via John Browning

SOUTH AUSTRALIA

COBDOGLA IRRIGATION MUSEUM 610 mm gauge

(see LRN 65, p.11)

The museum is open to visitors every Tuesday afternoon. Approximately 10 operating days are held each year. In addition to Bagnall 1801 of 1906, the famous Humphrey Pump (State Heritage Item) and a John Fowler steam traction engine are working exhibits. The museum is in the grounds of Cobdogla Pumping Station, 215 km east of Adelaide via the Sturt Highway.

Contact is the President, Cobdogla Steam Friends Society, c/- Cobdogla Station Caravan Park, Cobdogla, SA 5346 - phone (085) 88 7164.

Bop McKillop 1/89

TASMANIA

IDA BAY RAILWAY, Lune River 610 mm gauge

(see LRN 67, p.12 & LRN 66, p.13)

New owners, the Trans-Derwent Ferry & Railway Company, advise that the railway operates six days per week, Saturday to Thursday. Trains operate at 1300 and 1500 between 1 June and 31 October; 1100, 1300 and 1500 between 1 November and 31 May. Fares are \$8.00 adults, \$4.00 children, and \$17.00 family. Cabin style accommodation with all facilities is available at the depot. Four Malcolm Moore ex-4wPM units of 1943 vintage are available, two with Isuzu diesel engines (1038 and 1056), one with a Hillman petrol engine (1052), and one with the original Ford V8 (1017). It was expected that the railcar would be in service by September. The livery has been changed to red. Rail enthusiasts weekends, with all stock running, are being mooted. Contact is Ida Bay Railway, c/- Lune River, TAS 7109 - phone (002) 98 3110.

Items of Interest (AREA) 8/88 via Ray Graf;

John Browning 1/89; Bob McKillop 1/89

TASMANIAN TRANSPORT MUSEUM SOCIETY INC. 1067 mm gauge

(see LRN 67, p. 13)

A reply recently received from Markham & Co. Ltd of the Broad Oak Works in Chesterfield, Derbyshire, indicates beyond doubt that they were the makers of the vertical boilered locomotive currently undergoing restoration here. Their order No. 1467 of 27 June 1889 (Olivers) reads: "Customer T.W. & T. Walker - one coffee pot locomotive 3 ft 6 in gauge wheels 7 in on tread, flange two and quarter deep and turned well back, including feed pump and injector, with ash pan, the whole as specified, to burn wood. Total cost 425-17-0 sold for 360-0-0 total weight t6-19cwt-14 lbs". The order book does not record destination. Dispatched in March 1890 (Markham) Markhams had taken over the Oliver works in 1889. No evidence of T.W. & T. Walker having operated a tramway in Tasmania has come to light. The locomotive was a long time in the works and was sold at a loss. The disposition of the locomotive between March 1890 and its first boiler inspection in 1901 is therefore a mystery. It is now obvious that the locomotive was built to run on wooden rails and as it was a wood burner, it was very likely designed for a logging line somewhere. The well known photograph of the locomotive at Hastings

has now been dated at pre-1904 so the evidence of heavy wear with the couplings in the high railway-like position did not have all that many years to occur. Perhaps some reader of LRN may have some idea of the disposition of the locomotive between the years 1890 and 1901 when it is first recorded as being at Hastings, and who were T.W. & T. Walker???

D.L. Beck 10/88

VICTORIA

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Preservation Society 762 mm gauge

(see LRN 67, p.15)

The Climax starts this time, but non-Climax activities will be reported first.

A.G.M.: For the first time ever the PBPS's Annual General Meeting was held at the Nobelius Packing Shed, on Saturday night, 5 November. A special train was run, hauled by 7A, with Mount Lyell cars and an NBH. The AGM went well, though no startling announcements were made. On the departure, 7A sounded magnificent in the quiet night air, as it started to move the train on the steep grade out of Nobelius Siding.

Wright extension: A problem has arisen in that while the right-of-way beyond Lakeside has been reserved for railway purposes, it is currently zoned for recreation. Some local residents have seized on this to object to the extension, and all track-laying work has ceased until the land is rezoned. This may take six months. Apparently one of the alleged concerns of the residents is that the train will disturb the local wombats, which displays an appalling lack of understanding by the residents of the good taste and discrimination of your average wombat.

TACL Tractor: This restoration project is being undertaken by a group of LRRSA members. Work on the frames which are at Emerald is now virtually complete, and the new axlebox castings are currently being machined. Before much further progress can be made the wheel tyres will need to be turned. In the meantime the TACL Tractor Group is negotiating to restore a train for the TACL (and Climax!) consisting of four timber bogies, which are currently at Menzies Creek Museum - two intact and two in bits.

CLIMAX IN THE RAIN

One of the many highlights of the Aus Steam fortnight was the special train to Lakeside, present terminus of the 2 ft 6 in gauge Puffing Billy Railway, on Friday 21 October 1988. From Flinders Street station to Belgrave, the tour

party used the preserved ElecRail set comprising 107M, 341T and 327M "double heading" with the four-car Victoria 150th Anniversary Tait set; the whole ensemble resembling a mobile "Historic Monument". At Belgrave the railfans, many from Britain and the USA as well as interstate, changed to Puffing Billy's station. The special narrow-gauge train had been scheduled for double-headed NA class 2-6-2T's. But, during the preceding week one of the three serviceable NA's had a relapse and reported in sick. With 8A rostered on the regular 10.30am pass., the decision was made to double-head 7A and the Climax locomotive, (B/No.1694 of 1928 ex FCV Tyers Valley Tramway) which had recently been restored to running condition.

The Aus Steam special became its first revenue train, preceding the official launch on 12 November at the Railfans Gala Day (not 5 November as noted in LRN 66)

The weather was rather "soft", with light rain most of the day. This made all English fans feel at home. The 10.30 down pass. departed ten minutes late with driver R. Picking and fireman L. Rickard. Its consist included two carriages for any Aus Steamers who wished to have extra time at Menzies Creek visiting the PBPS Museum which had been specially steamed up for the occasion. This train was followed some half hour later by the Aus Steam special with the Climax (driver D. Marshall, and fireman M. Austin) leading 7A (driver G. Daniel, and fireman L. Thompson).

A slow but steady run ensued to Menzies Creek with the Climax's faster exhaust beat, rumbling gears and clanging bell combining with the NA's slower beat and the shriek of their respective whistles to echo through the rain-sodden forest with an euphonious resonance loud enough to awake the ghosts of Collins Siding.

At Menzies Creek the Climax was detached, leaving 7A to continue to Lakeside and return to Menzies Creek where it was re-attached. The regular train was crossed at Lakeside. At the Museum, Peckett 0-4-0ST (1711/1926 ex West Melbourne Gasworks) was in steam and when placed next to the Climax provided the industrial steam locomotive enthusiasts with a vision of their Shangri-La. Several of the stationary engines were also in steam.

For the return journey to Belgrave, 7A was given the task of leading engine. With the rain setting in and the light deteriorating, photographers were thankful for the sedate pace of the train which still enabled pictures to be made at 1/30 of a second. Try that with the Flying Scotsman all you heavyrailers!!

CLIMAX IN THE SUN

On Saturday 12 November 1988, Melbourne's Age newspaper - which

modestly claims to be Australia's finest daily, proved its claim is justified by giving pride of place on the front page to the Climax.

That day dawned fine and sunny, and stayed that way - unheard of in Melbourne this Spring, but rain would not dare fall on a day of this importance.

A special Galah - sorry Gala - Day timetable was in operation, which was said to be the most intensive in the line's entire VR/ETRB life. All three NAs were in steam (7A, 8A, and 14A), D21 was in growl, and of course the star of the day - Climax 1694 - was in steam. At Menzies Creek museum the Peckett was in steam. NRT1 - Victoria's least offensive diesel locomotive was left out of the proceedings at Emerald car workshops.

The day's events commenced at 9.00 am with diesel-mechanical D21 departing Belgrave yard with a goods train for Menzies Creek. A handful of passengers were accommodated in the combination car/van. This was followed twenty minutes later by the Climax with seven cars and many excited fans. On account of the Climax's demure gait (it was allowed 45 minutes for the four miles to Menzies Creek), it was just after 10.00am before the green painted 7A departed with the next train; a minuscule load that Thomas the Tank Engine would be proud to own. Consisting of one ex-Mount Lyell carriage plus van, the little train had two photo-stops en-route and still arrived at Menzies Creek almost on time.

With the arrival twenty minutes later of the regular Saturday morning pass. behind 8A (black) and 14A (red) bunker to bunker, Menzies Creek was fast becoming a Fat Controller's nightmare. 8A and 14A were in No.1 Road, the Climax in No.2, 7A in No.3 - now on a car-goods train; whilst D21 was hiding at the Belgrave end of No.3 Road.

A large crowd gathered round this impressive sight for the Climax re-commissioning ceremony. PBPS President, Lon Wymond started proceedings by saying that the restoration was done as a result of 9,000 hours of volunteer labour and \$31,000 expenditure. Norm Wadeson then put the Climax in its historical context, by describing the part timber tramways played in Victoria, mentioning the Tyers Valley Tramway in particular, and pointing out the foresight the FCV displayed in choosing 2 ft 6 in gauge. (In retrospect it seems a miracle that the sole survivor of Victoria's steam timber tramway locos was 2 ft 6 in gauge). Norm also mentioned the LRRSA's project to restore the T.A.C.L. tractor. Then Allan Threader - retired former Chairman of the Forests Commission was introduced to re-commission the locomotive. He was responsible for arranging the sale of the loco to the ETRB for one dollar. In his speech he paid tribute to the men who used to work the loco on the Tyers Valley Tramway, to the people responsible for its restoration, and to the Climax itself. He then smashed a bottle of champagne on its front coupling,

and a great cheer arose from the crowd.

It was a simple but very effective ceremony - hopefully someone recorded it on videotape for posterity.

No doubt feeling rather peeved at the attention accorded the four proper locomotives at the Emerald end of the station, D21 sulked as only a diesel can and blew a gasket. Unable to go on, it was rescued by the gallant 14A, which was detached from the regular pass to haul it and its tiny train back to Belgrave. This caused cancellation of the diesel hauled train of Mount Lyell carriages which had been scheduled for later in the day.

With the official ceremony over, trains started leaving Menzies Creek for Lakeside- first the regular pass. now hauled solely by 8A, then the Climax, followed by 7A with a car-goods (mixed). These three trains formed the basis of the day's activities, with the Climax working two return trips Menzies Creek - Lakeside, and both the car-goods and the pass. doing two return trips Belgrave - Lakeside. With such an intensive service, crossing opposing trains at the major stations became the norm; in addition to which Selby and Clematis were at various times open as intermediate block posts to expedite the running of following trains. The car-goods shunted at Clematis twice during the day to provide an authentic recreation of a 1920's VR narrow-gauge train.

Originally some 20 individual workings had been scheduled. Cancellation of the diesel hauled pass. and also the late afternoon Lakeside extra pass. due to late running creep reduced this to 16 workings. With the Night Train also scheduled, it was imperative that the line be clear of all other trains by 7.00 pm. The Climax arrived back at Belgrave about an hour later than its scheduled 5.35 pm.

The Climax was being run very slowly due to one hot axlebox. By the end of the day other people were feeling the heat too.

A most successful day was had, with Museum exhibits in steam, the workshops open for inspection, the sun shining, the steam locomotives steaming, the diesel failing, and almost everyone's first look at an operating Climax loco. A slightly disappointing aspect was that the crowds seemed down on last year's 25th Anniversary extravaganza (which also saw D21 disgrace itself by pulling a carriage off the rails - see LRN 59). Maybe the local fans had OD'd on 3801 or "Flying Scotsman" and could not afford the modest \$25 charge for the go-on-any-train tickets!

Thanks must go to all the volunteers who made it all possible. Next project - G42. If you want G42 to be the only operating 2 ft 6 in gauge garratt in the galaxy, send all your money at once to the "Get G42 Going Committee" at P.O. Box 451, BELGRAVE. (Its tax deductible). By 1995 it could be Collins Siding

Revisited with Climax, Garratt, TACL, and NA s. (Anyone got a spare Harman?).

Incidentally, the Climax is not as soft-voiced as indicated in the last LRN. It made quite a respectable sound as it made its way up the Emerald bank, seemingly without effort, just a very steady rapid beat. Firing it is a hard job - the firemen have had difficulty keeping steam up with a seventy ton load, so a fifty ton limit is in force - still a good train of seven vehicles.s

CLIMAX IN THE DARK!

The PBPS's "End of Year Do" - a social event for its members - was held on Saturday 26 November. A special late-afternoon train consisting of Mount Lyell cars was run to Lakeside, hauled by the Climax. At Lakeside the train continued to the present end of track, before returning to the Nobelius Packing Shed where a good feed was had, and Allan Rowe provided some entertainment. The Climax hauled train then sped back to Belgrave, arriving about 11.15 pm. For this trip the hot axle-box which had been troubling the Climax a fortnight earlier had been cured.

This was probably the last Climax run for some months, as work is now to be done on the drive train, which contains a fair amount of slop, which in turn creates quite a rumble. In any case there is reluctance to use the Climax in the high fire danger period, as it tends to throw out live sparks. These are easily seen on night trips.

Phil Rickard; Frank Stamford 12/88

WESTERN AUSTRALIA

KIMBERLEY RESTORATION GROUP, Carnarvon 1067 mm gauge

Mike Thomas is heading a group which intends to restore Andrew Barclay 0-4-0T *Kimberley* (1755 of 1922). The locomotive was withdrawn from Public Works Department service in 1960, and was preserved in a local kindergarten. It is planned to move the loco for stripping so that restoration can commence. The boiler and firebox appear to be in good condition. It is also hoped to restore Motor Rail "Simplex" 4wDM 9096 of 1955, which is currently in the grounds of the Lighthouse Cottage Museum after having been placed out of service a few years ago (see LRN 46, p.10).

Rusty Rails 11/88 via John Browning

WEST AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION INC.

Bennett Brook Railway, Caversham 610 mm gauge

(see LRN 67, p.19)

November 27 marked the end of the 1988 steam season, the first full-length one, beginning on 25 April. Steam hauled trains ran on 34 Sundays and Public Holidays, totalling about 1000 km.

On Saturday 5 November, an Open Day was held on the railway and featured a range of unusual trains, including the Kalamazoo pumper trolley, the Suzuki gang trolley, the Maylands Brickworks-built 4wPM hauling brickworks hoppers, the ex-Bunnings Manjimup Ruston & Hornsby 4wDM (404982 of 1957) hauling four-wheel carriages and flat tops, the ex-Lake View & Star F.C. Hibberd "Planet" 0-4-ODM (2150 of 1938) hauling Lake View hoppers, the 1964-built Gemco-Funkey 4wDM hauling converted WAGR wagons, and ex-South African Railways 2-8-2 NG15 123 (Franco-Belge 2670 of 1951) hauling a mixed train of bogie stock.

The Gemco diesel failed with a faulty final drive gearbox on 13 November, but the "Planet" is available to deputise for it, if required.

Work is continuing on the restoration of the Orenstein & Koppel Mallet 0-4-4-OT (2609 of 1907). Following dismantling, many parts will need to be remachined or built up, with a major early job being the reprofiling of the wheelsets, following building up as necessary. In addition, all the main bronze bearings will need resting and machining. Work is also proceeding on the restoration of 2-8-2 NG15 118 (Henschel 24476 of 1938).

Western Rails 11/88; Rusty Rails 11/88 via John Browning

OVERSEAS

FIJI SUGAR CORPORATION 610 mm gauge

(see LRN 66, p.16 & LRN 67, p.19)

An outcome of Fiji's political upheavals has been an increased concern for security. For the FSC, this has resulted in the construction of high security fences around the mills and restricted access for the general public. Accordingly, photography of railway operations is difficult, particularly outside the crushing season. On the other hand, the FSC is examining the potential for promoting railway enthusiast tours to Fiji. Restoration of Lautoka No. 19 (Hudswell Clarke 1056/1914) to operating condition is under examination.

Lautoka Mill

The new Baguley-Drewry loco mentioned in LRN 66 is B/No. 3770/1985 and

it is numbered SX.18 on the Simplex list, while the 12-ton Hunslet (9267/1986) is No. 17 on the same list. The 18-ton Hunslet (9285/1987) is number LM.18 on the main-line loco list.

Barawai Mill

Loco No. 23 (Baugley-Drewry 3772/1983) has been transferred from Tavua back to the mill. Its place at Tavua has been taken by No. 5 (Clyde 57-149).

Labasa Mill

The new Hunslet loco here is a 12-ton unit, B/No. 9284/1987 and numbered 14 on the mill roster.

Coral Coast Railway Company

This venture is now under new ownership, Bula Investments Pty Limited. The new owners have constructed two additional open carriages and a new station complex at Yanuca Island. They have also opened the Ka Levu cultural and tourist centre opposite the Yanuca station. The locomotive and carriages have been repainted in a bright red livery. A total of five carriages are now available with a total capacity of 90 passengers. A full compliment was aboard for a special tour from a Concorde charter on 1 December 1988. The service to Natadola Beach now operates 7 days a week at 1000 and a sunset and dinner tour recently commenced on Wednesdays.

Bob McKillop 1/89

MEETINGS

MELBOURNE:

WARBURTON

Mike' Mc.Carthy will be speaking on the early years of tramway and sawmilling operations at Warburton. Mike is currently writing the history of tramway operations in this area as a follow-up to Bellbrakes Bullocks and Bushmen. He will be speaking about the mills on Mounts Donna Buang and Victoria, the East Warburton mills, the Mississippi Sawmilling Company as well as the Warburton Steam tramway.

This will be a subject of interest to most members. The area in question featured probably the most intensive use of tramways in Victoria. Be sure not to miss out.

LOCATION: Ashburton Uniting Church Hall Ashburn Grove Ashburton.

DATE: Thursday 8th January at 8.00pm.

SYDNEY

Any member wishing to know the entertainment item should call Craig Wilson on 02-484 7984

LOCATION: Woodstock Community Centre Church St, Burwood

Note : Plenty of off street parking at the rear of the building and Burwood station is only a 5 minute walk away.

DATE: Wednesday 22nd February at 7.30pm

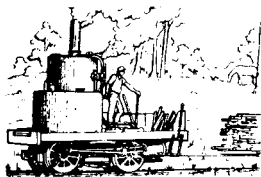
ADELAIDE:

Contact Arnold Lockyer for details. Phone: 08-2969488

LOCATION: 150 First Avenue Royston Park. DATE: Thursday 2nd February at 8.00pm.

BRISBANE:

Contact Terry Paton for details Phone: 075 622896



LIGHT RAILWAY NEWS

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April 1989

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Deadline for next issue - 28 April 1989



18 in gauge 4w+4wPM Railcar at The Hogans Creek Tramway, Kiewa. Builder: Denys Steinhauser.

Photo: Peter Evans

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NOTES, CORRECTIONS AND COMMENTS

NYMBOIDA COLLIERY

(see LRN 67, p.7)

The closure of this mine in 1979 was recorded in LRN 13, p.17.

John Browning 3/89

RESEARCH

PIPEMAKERS PARK, Maribyrnong, Melbourne

Mention of a narrow gauge tramway at the old Humes Limited pipe factory was discovered recently in "Hume News". "After curing in the steam chambers, the finished pipes were rolled onto trolleys on a tramway and then over wooden planks to the pipe racks. Extensive use was made of some 700 m of narrow gauge tramways and a small train to haul pipes to the storage areas. Some of these tramways may have been adapted from the earlier occupants of the site (Melbourne Meat Preserving Company) who also used narrow gauge tracks for the movement of meat.". Does anyone have any further information about this site?

Hume News Vol.65 No.11, 11/88 via Lee Rodda (SA) 1/89

FIELD REPORTS

NSW DIVISIONS BURRAGA FIELD TRIP - 19 NOVEMBER 1988

Fifteen members of the Society attended the annual field trip which was to Burraga, about 240 km west of Sydney on the NSW Central Tablelands, the site of the Lloyd Copper Company's copper mine, smelter and firewood tramway.

The tour was organised by Ross Mainwaring, who put together an

interesting set of tour notes plus a detailed map, and used his familiarity with the site to explain the roles of the various mine, smelter and tramway relics to be seen there.

Members gathered at the derelict Oberon Railway Station which was the terminus of the Tarana to Oberon branch line, now closed. From Oberon it was a 45 minute drive west to Burruga which nowadays is a sleepy village of less than 100 inhabitants, a far cry from the heyday of the mining era when over 1000 people lived there. Two kms south of Burruga, on the side of a steep valley, was where the rich copper lodes outcropped, sparking off Burruga's "golden era".

The copper lode was discovered in 1877 and mining commenced the next year. Mr Lewis Lloyd acquired the property in 1879 and began smelting in 1881. The Lloyd Copper Co. was formed in 1899 to take over the operation. The copper ore was very rich in the early years encouraging the investment of large sums of money, particularly on the copper smelting side. However poor financial and technical decisions characterised this regime and much money was wasted; The "Big Chimney" is a monument to one of these decisions. Together with large water jacket blast furnaces, it cost 60,000 pounds to erect, and was never used because the Burruga ore was not suited to this treatment. The chimney is still standing - apparently it was too expensive to demolish.

Everything was fueled by wood, both mine and smelter. Over 200 tons were burned each day. At times stockpiles of up to 100,000 tons of firewood were accumulated at the works to ensure supply. It is easy to imagine the surrounding area being quickly stripped of trees in the early days. The difficulties in maintaining supplies of firewood, especially in wet weather, led to the decision in 1912 to construct an 8 mile 3 ft gauge tramway north towards still forested regions. Two Shay locomotives were imported to work the line; these eventually found their way down to Powelltown in the 1920s.

The whole operation finally ceased in 1918, though there were some short-lived attempts at mining in latter years during times of high copper prices.

Access to the mine site is over forestry back roads, as the old "traction engine" main road is washed out and also closed off by locked gates where it crosses private property.

An interesting morning was spent inspecting the remains of the mine workings, the Big Chimney, and the foundations of the various crushers, ore concentrators, roasters and furnaces. The large tailings dumps and furnace slag dump are very impressive. Thousands of large moths erupted from the face of the biggest slag dump when we climbed down to look at a tramway formation. Apparently this artificial environment suits them, but it certainly

startled us. Remains of some of the ore and slag tramways were seen but could not be investigated in detail in the time available.

The mine area is liberally sprinkled with open shafts and signs warn unwary trespassers of the perils of venturing off the road. Pebbles dropped down one or two of the nearer shafts certainly took a very long time to hit bottom.

The apparently haphazard layout of the smelter workings was hard to work out, until Ross explained that the Company had ignored conventional smelting wisdom during construction. They did not site each operation lower down the hillside than the preceding one, so that ore could be gravity fed from the mine to the concentrators, down to the calciners, then down to the furnaces. If anything, each installation was sited higher up the hillside than the last so that ores and concentrates had to be hauled back up the hillside after each operation. This materially added to the operating costs.

After lunch the group walked selected lengths of the firewood tramway. Between the mine and Burraga village, strategically sited blackberry thickets called for some detours and also discouraged close-up investigation in their vicinity. Quite substantially earthworks made the formation easy to follow.

North of Burraga, the line traverses open farmland, until near the northern terminus where a Forestry Commission pine forest has been planted on top of it. Finally the line petered out in a broad grassy valley, which was probably thickly wooded before the tramway and the firewood cutters arrived.

In some isolated locations a few sleepers and dogspikes remain, though it seems all the rails and other track materials were thoroughly retrieved.

More information on Burraga and its copper mine is presented in a good local history publication (unfortunately out of print): "The Annals of Burraga", 2nd Edition 1986, by Kevin F. Toole. Ross had brought a copy along, so we were able to compare the photographs of the mine, smelter and tramway in their heyday with today's remains - a great help in interpreting the site.

The Burraga Copper Mine and its tramways have yet to be researched in depth, but they would certainly make for a very interesting feature article in Light Railways someday.

This annual field trip was judged very successful and in the best traditions of the LRRSA - good company, a spectacular location full of industrial archaeology, and the remains of a unique Shay locomotive operated tramway that played a key transport role for an unusual mine and smelter. As one of the group remarked at the end of the day, "This is going to be a hard act to follow next year!"

Tour Notes; Ian McNeil 1/89

SOME RECENT PUBLICATIONS

THE LOST PLANTATION: A HISTORY OF THE AUSTRALLAN TEA INDUSTRY

By R.J. Taylor

This book features mention and illustration of a wooden-railed tramway which ran 800 yards from a wharf at Bingil Bay in North Queensland to a sawmill. The line was built in the 1890s as part of the development of the area by the pioneering Cutten family, and was destroyed by a cyclone in 1918.

THE WONTHAGGI COALFIELDS: A STORY OF THE MEN AND THE MINES

By Philip Harper Published by Electrical Industry Advertising, Melbourne, 1987.

PROSERPINE "THEN AND NOW": A PICTORIAL RECORD

Compiled by Proserpine Historical Museum Society and published by Mercury Printing Services, Mackay, 1988.

This 96 page book is of some interest to light railway enthusiasts, with a few photographs of sugar, mining, and jetty tramways, but these form only a small proportion of the entire work.

CANE TRAIN: THE SUGAR-CANE RAILWAYS OF FIJI

By Peter Dyer & Peter Hodge. Published by the New Zealand Railway & Locomotive Society Inc.

Simply magnificent, excellent value, and a must for every genuine enthusiast!

John Browning 3/89

LOCO & ROLLING STOCK MANUFACTURERS

GEORGE MOSS LTD, Osborne Park, W.A.

(see LRN 59, p.4)

Gemco have won a \$140,000 order to supply an underground 10 tonne trolley wire electric locomotive to India. The contract has been awarded by Hindustan Zinc, for its mine at Udaipur.

Network 1-3/89 via John Browning

This company has also received a \$200,000 order for battery-powered locomotives and a drill rig from two interstate companies. The twin 2.5 tonne locomotives have been purchased by Eltin Mining, which is currently sinking shafts and developing an underground mine for BHP Gold at Gympie

Queensland. The locomotives will be specially designed by Gemco at its Osborne Park factory for underground mining work. The drill rig has been purchased by R & P Lord of Lithgow NSW for reverse circulation and diamond drilling at alluvial gold deposits.

Government Equipment News 11/88 via Colin Harvey

NEW SOUTH WALES

BHP LTD, Coated Products Division, Wollongong 1435 mm gauge

See BHP LTD, Slab & Plate Products Division, Port Kembla

BHP LTD, Slab & Plate Products Division, Port Kembla 1435 mm gauge

(see LRN 63, p.5)

The former Lysaghts Goninon B-B DE 45 Tonner locomotives 1 *Anne* (4 of 1955), 2 *Primrose* (5 of 1955) and 3 *Helen Mary* (017 of 1962) appear likely to be replaced in the Coated Products Division by ex-steelworks English Electric 400 class Bo-Bo DE locos D23 and D24. It is reported that these two were removed from "rotten row" at Steelhaven for refurbishment in November.

It is reported that BHP are considering purchasing some Westrail or Goldsworthy K/KA class English Electric Co-Co DEs which would displace English Electric Bo-Bo 1000 series DEs from coal train working to steelworks use.

ARHS Bulletin 1/89 via John Browning

MOUNTAIN HIGH RAILWAY CO PTY LTD, Tumut 1435 mm gauge

(see LRN 66, p.7)

On 2 January, Clyde 0-6-0DH 58-187 of 1958 was observed in Tumut Station yard with two open passenger cars with wire mesh sides and transverse garden seats, preparing for running. Two trains were to be run on the 2-hour, 24 km return trip from Tumut to Wereboldera, departing Tumut at 2 pm and 5 pm. No other motive power was on site. For timetable information, ring (069) 47 3798 or (069) 49 1177.

Ray Graf 1/89

TIMBERTOWN, Wauchope 610 mm gauge

(see LRN 66, p.8)

On 14 January, Fowler 0-6-0T 12271 of 1910 (no name carried at present) was in use. Stabled at Broken Bago station was Hudswell Clarke 0-6-0 1862 of 1953, and Motor Rail "Simplex" 4wDM 4214 of 1929. Although the Hudswell Clarke does not carry a running number, it is referred to as "No.6" on a sign at

the main station. Fowler 0-4-2T 17881 of 1928 was in storage in the running shed near the main station, and is apparently in need of new tubes.

Chris Hart 1/89

QUEENSLAND

ACLAND COAL MINE MUSEUM 610 mm gauge

(see LRN 62, p.7)

There are two working locos on site, Jenbach 4wDM 1138 of 1952, and Bundaberg Foundry 4wDM 16 of 1955. In addition, there are two 4wDM chassis numbered 1 (Jenbach 1139 of 1952) and 3 (Jenbach 1137 of 1952). One spare Jenbach one-cylinder diesel engine is stored in the colliery workshop.

Kath Greenhalgh (Acland Coal Mine Museum) 1/89

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY Durundur Railway, Woodford 610 mm gauge

(see LRN 66, p.9)

Two VTS steel ballast hoppers have been donated to the Society by Queensland Railways. It is hoped that they can be mounted on line bogies and placed into service on ballasting duties in the near future.

Durundur Railway Bulletin 2/89 via John Browning

CANNONVALE 610 mm gauge

Observed stored on the site of the closed Airlie Cove caravan park were a number of items of four-wheel rolling stock ex Hayman Island (see LRN 47, p.9). Six passenger cars, one baggage car, five flat cars and one flat trolley were noted. Two Ruston & Hornsby 4wDM locomotives which had been on site here are stated to have been sold somewhere in south-east Queensland for possible reuse. The third locomotive has been acquired for use at Frankston Aquatic Centre, Bloomsbury.

John Browning 1/89

CSR LTD, Macknade Mill 610 mm gauge

(see LRN 67, p.7)

A start was made on 25 October on the conversion to a ballast plough of Motor Rail "Simplex" 2 (3717 of 1925). By December, it had been cut down to footplate level and was moved to near the navvy shed where it remained with no further work being done by 19 February.

From 13 October until the end of crushing, Clyde 0-6-0DH 18 (DHI.5 of

1954), took over the duties of sister loco 16 on cane haulage for one shift per day, following the fitting of 18 with a high geared shaft drive to replace a cracked low gear one. During the 1989 slack season, 16 (DHL1 of 1954) is receiving a virtual complete overhaul, with motor, torque converter, final drive, rods, wheels and other running gear removed and receiving attention.. The final drive was found to have cracks in the mounting similar to those experienced with 18.

The Hawkins Creek line is to be extended by 1.2 km this slack season, with a large loop siding to be constructed at the terminus. This will shorten the 11 km round trip for cane haulouts from the Dalrymple area.

Chris Hart 2/89

CSR LTD, Victoria Mill 610 mm gauge

(see LRN 66, p.8)

On 15 October, Hudswell Clarke 0-6-0 *Homebush* (1067 of 1914) and the passenger carriage were used to give passenger rides in Ingham in conjunction with the annual Maraka festival.

Two ballast hoppers received from Goondi Mill when it closed have not been used since arriving at Victoria as a result of their poor condition.

In mid-February, the QR Gairloch loop siding was seen to have been completely removed, including the points. The short length of dual gauge mill trackage from this siding to Sach's Lane had also been lifted, leaving only the level crossing intact. The rest of the dual gauge line to Victoria Mill had been lifted and replaced with 2 ft gauge track during the 1988 slack season.

McKells Depot at Abergowrie closed at the end of the 1988 season. Opened in 1953, it was an important feature of the Abergowrie Extension, a massive expansion which took place from 1950 to 1953, and which resulted in the duplication of Victoria Mill. At its peak it had four diesel locomotives based there, although this was reduced to one in recent times.

Chris Hart 2/89; Victoria Mill Vibes 12/88 via Chris Hart

W.H. & D.C. DINNIE, Strathdickie Smithy, near Proserpine 610 mm gauge

Motor Rail 4wPM 4199 of 1927, ex Hayman Island is in store here, pending rebuilding to steam outline for use at Frankston Aquatic Centre, Bloomsbury (see LRN 64, p.10). Also on site were two wooden framed flat cars with no wheels or axles and a water tank wagon complete, also from Hayman Island. In addition, a four-wheeled steel chassis built on site was observed.

John Browning 1/89

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD 610 mm gauge

(see LRN 68, p.7)

Tenders closed on 23 January for the construction of a reinforced concrete tramway bridge at Dows Creek, on the Marian Mill system. The bridge will have two 11 m spans, and is part of a further extension of tramway along the closed QGR Kungurri branch.

Mackay Daily Mercury 7/1/89 via John Browning

MOSSMAN CENTRAL MILL CO LTD 610 mm gauge

(see LRN 66, p.11)

Omitted from a previous report was note of the arrival of a new Gemco sleeper replacement machine, 521885005293-R854-87 of 1987. Apologies to our correspondent.

John Kramer 7/88

MULGRAVE CENTRAL MILL CO LTD, Gordonvale 610 mm gauge

(see LRN 68, p.8)

Observed here at the end of December were three yellow painted bogie ballast hoppers, numbered MG1, MG2, and MG4. They carried "CAPITAL ENGINEERING, BRISBANE" plates. Also seen near the mill was a Fowler steam locomotive cab, presumably that from 0-4-2T 20273 of 1934, believed to be under restoration for a tourist train project.

Chris Hart 2/89

NORTH COAST EQUIPMENT HIRE, Mackay Harbour 610 mm gauge

Discovered in this scrap yard was engineless Motor Rail 4wDM 21503 of 1953 ex North Eton Mill. It appeared to have been placed to one side with other equipment which might see further use. Also present were a number of cane bins and wheelsets.

John Browning 1/89

THE SUGAR BOARD, Mackay 1067 mm gauge

(see LRN 64, p.12)

Com-Eng 0-6-0DH F1029 of 1958, which had been absent from its usual position at the bulk sugar terminal for some months, reappeared in January, freshly painted in silver. It was noted in the small shed near the terminal entrance with Com-Eng 0-6-0DH *Alex T. Hamilton* (F1018 of 1957), parked nearby.

John Browning 1/89

THE SUGAR BOARD, Townsville 1067 mm gauge

(see LRN 68, p.8)

A surprising discovery at Townsville Harbour in January was the 4wDM "Simplex" locomotive formerly at Hambledon Mill, which disappeared after 1984. This unit, constructed using the frame of a World War I Motor Rail 2 ft gauge 40 hp petrol locomotive, came to Hambledon in 1949, and was possibly supplied as an F.C. Hibberd "Planet" locomotive. (Hibberd built many "new" locomotives using stockpiled surplus locomotives and parts of World War I vintage). It has no engine or canopy, and is parked just inside the main gate of the bulk sugar terminal.

Chris Hart 1/89

VICTORIA

ALEXANDRA TIMBER TRAMWAY & MUSEUM INC 610 mm gauge

P.O. Box 21, Alexandra Vic 3714

(see LRN 67, p.14)

Ex



SECV 3 ft gauge Bogong Creek Tramway petrol trolley converted to 2 ft gauge for use at the Alexandra Timber Tramway & Museum.

Photo: Peter Evans

Pleasing progress has been made on several projects at the Museum over

the summer months. A new shed has been erected for the broad gauge ganger's quadricycle, and the old shed dismantled to make room for a new way and works depot. The signal mast has been painted and is now operational, and several tons of loco wood have been cut up and stacked next to the loco shed. A large quantity of 60 lb rail has been lifted from the Alexandra yards for the next stage of the re-railing project, with the added benefit of making the job of grass cutting easier. To further assist in this work, the Museum recently purchased a ride-on mower. A large gantry has also been purchased and erected over the dual gauge line at the loco depot. This was used to lower the two cylinder Dorman diesel engine into "Simplex" 10058 on 15.2.89.

On 10 January, a plaque was unveiled at the winch site to commemorate the deaths of twelve timber workers in the Rubicon forest on the 50th Anniversary of their deaths during the 1939 bushfires. The short ceremony was conducted by Alexandra Shire President, Worrall Jones, who also took the opportunity to re-affirm the Shire's commitment to the continued existence of the Museum. The ceremony was well attended by the local community, including many former timber workers and relatives of the deceased.

Patronage during the summer months has been a little below the Museum's expectations, and was no doubt due to the extremely hot weather which coincided with the running days. Trains are now operated with the John Fowler locomotive running in reverse in an attempt to equalise the flange wear on the wheels. This also makes duty on the footplate a little cooler for the crew!

On 11 February 1989, the Museum took delivery of a new item of motive power. This was originally a 5 ft 3 in gauge Victorian Railways KS petrol trolley. It was last used converted to 3 ft gauge on the S.E.C.V. Bogong Creek raceline tramway. After being taken out of service around 1980, it was purchased by Denys Steinhauser and after being in storage for some time, was restored and further re-gauged to 2 ft by Denys and Alan Douglas at the Wombat Gully Tramway at Leneva, and purchased by Peter Evans for use at Alexandra. While being restored, the number "2" was found stencilled on the frame. The "KS" has been loaned to the LRRSA for display on its stand at the A.M.R.A. Model Railway Exhibition to be held at Camberwell during March.

The Museum has produced a videotape entitled *Rails to Rubicon*, a history of the timber mills and light railways in the Rubicon Forest. Running 53 minutes, the videotape is narrated by those who worked at the mills and on the tramways, and includes a graphic account of the 1939 bushfires. The tape is illustrated with many old photographs drawn from collections held by the Museum and LRRSA members. VHS copies are available from the Museum

for \$30.00 plus \$5.00 post and packaging. A second videotape is now in production.

Peter Evans 2/89: Ray Graf 2/89

BENAMBRA

A press item concerning local opposition to the development of copper mines at Wilga and Currawong showed a photograph of a mine adit with a rough rail access.

The Australian 13/2/89

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Preservation Society 762 mm gauge

(see LRN 68, p.10)

Wright extension: Rezoning of the right-of-way beyond Lakeside for railway purposes has not yet happened, so track laying is still halted. One of the objectors allegedly has his vegetable patch on ETRB land (but not interfering with the railway alignment) - when this was pointed out to them they ceased to object! Once the bureaucratic problems have been solved the track laying team will attempt to break all their previous records on the length of track laid in a single day.

Plasser Ballast Tamper: During the week ending 18 February, the Puffing Billy Railway became the proud owner of a brand new Plasser ballast tamper, costing around \$140,000. On Sunday, 19 February, it was in the Belgrave workshops standing next to the Climax - quite a contrast. It bears a plate showing that it is Machine No.361, Type: PTT 116; Year of Manufacture: 1988; Travelling Speed: 40 km/h; and Gross Weight: 12 tonnes.

Locomotives: 7A and 8A are handling most of the regular traffic. 14A is being used less than the others, since it will soon be due for work on the wheel profiles. Few regular trains this summer have suffered the indignity of being hauled by D21, as Total Fire Ban days have been almost non-existent. Volunteer teams are quite active on the restoration of 12A and G42, whilst the Climax team is working on improving the drive shafts, which have a lot of slop in them. On 19 February, four volunteer teams were active at Belgrave on motive power restoration (12A, G42, Climax and TACL). It is intended to bring G42's boiler to Belgrave shortly.

The Climax will shortly end its period of aestivation (its like hibernation but in the summer!) as it is rostered to haul a ballast and firewood train on Saturday 11 March. The trip is scheduled to depart Belgrave at 7.30 am, and the train will spend most of the day at Clematis where firewood will be cut.

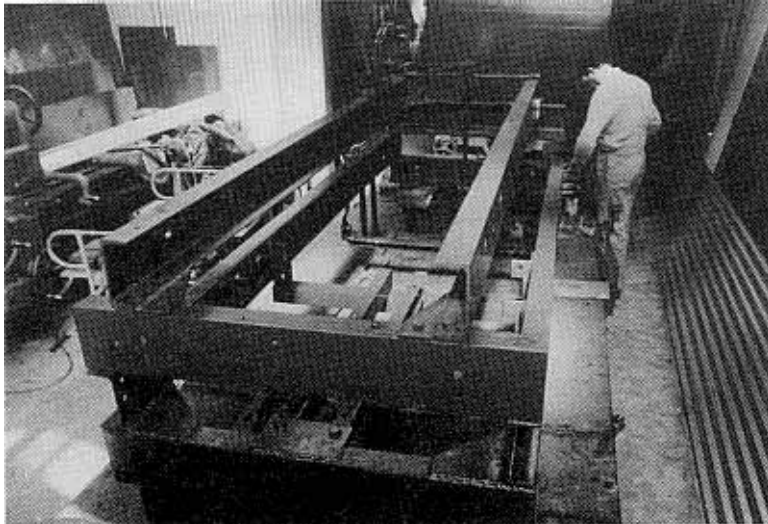
It is scheduled to return to Belgrave after the last passenger train of the day.

Frank Stamford 2/89

T.A.C.L. RAIL TRACTOR RESTORATION - PROGRESS REPORT

A Project to Restore the Climax's Little (Ugly) Brother

(see LRN 67, p.3)



Visible progress on this project, which is being undertaken by LRRSA members, came to a hiatus some months ago after work on the frames was effectively completed, but there has been activity behind the scenes. Roger and James Wotherspoon have completely restored the engine, radiator and fuel tank - and made a magnificent job of them. The axlebox castings are currently being machined at Belgrave workshops by the T.A.C.L. team, under Ron Gunn's valued guidance. Replacement coil springs for the axleboxes have been ordered. There remains a major potential problem with the wheel tyres. It appears that three wheel tyres are capable of being turned to the right profile, but the fourth is beyond redemption. We will have to make a decision on this shortly - unfortunately most of the options appear to be expensive. (Standby for some novel fund-raising efforts if this proves to be the case!). Do any of our astute readers have any bright ideas for a solution? (Call Frank Stamford on 03 830-1640; or leave a recorded message on 03 668-7341 and I will call you back).

At some stage in the T.A.C.L.'s rugged life, the bush engineers replaced one of the sprung axleboxes with a very crude fixed axlebox. This has created

more problems for us than anything else with this restoration. The fixed axlebox caused the axle-journal to wear into a sort of pear shape - this has to be turned and sleeved. But so much wear occurred on the wheel tyre that it now has a very thin tread and is beginning to resemble a pulley.

T.A.C.L. Donations: Donations are gratefully acknowledged from W.H.J. Blyth, and Ralph Alger. Total donations received to date amount to \$409.99, income from other fund raising efforts has been \$387.50. Expenses have been \$352 (axleboxes and hornguides); so our available funds are currently \$445.49).

Also acknowledged with thanks, are the several people who called with suggestions for cheaper sources of chains and chain sprockets.

Frank Stamford 2/89

MEETINGS

MELBOURNE:

MARYSVILLE

Peter Evans has undertaken extensive research into the history of the sawmills and tramways of Marysville over the past four or five years. Although his work in this area is on-going he will be describing the history of tramway operations at the April meeting.

Those of you who know Peter will be aware of the considerable time spent by him 'on the ground' in investigating this area. This will be a highly informative and interesting evening dealing with the last sawmilling region to extensively use tramways. Be sure not to miss it.

LOCATION: Ashburton Uniting Church Hall, Ashburn Grove, Ashburton

DATE: Thursday 13 April, 1989 at 8.00pm.

SYDNEY:

Indonesia is one of the last frontiers of the traditional steam industrial railway. Several years ago Ian Seers went in search of these narrow gauge exotics. If you like steam, a meeting not to be missed.

LOCATION: Woodstock Community Centre, Church St Burwood.

DATE: Wednesday 26 April. 1989 at 7.30pm.

ADELAIDE:

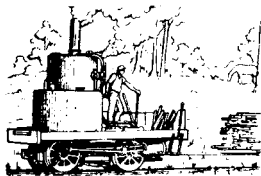
Contact Arnold Lockyer for details. Phone 08-2969488

LOCATION: 150 First Avenue, Royston Park.

DATE: Thursday 6 April, 1989 at 8.00pm.

BRISBANE:

Contact Terry Paton for details. Phone 075 - 622896



LIGHT RAILWAY NEWS

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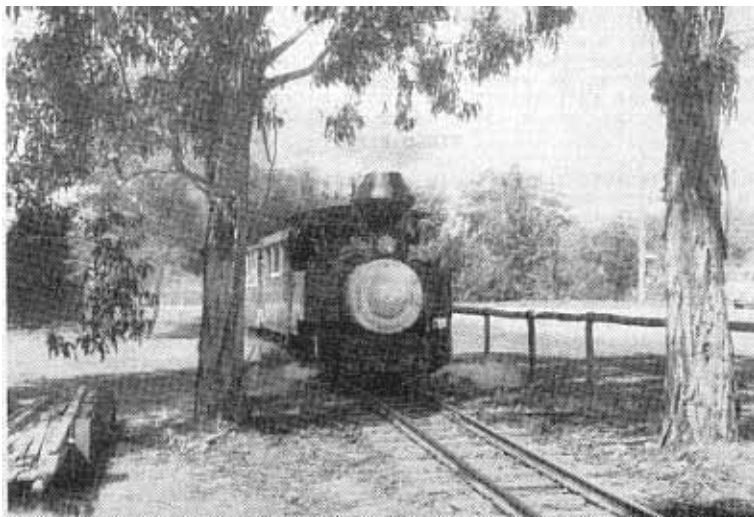
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Deadline for next issue - 30 June 1989



John Fowler 11885 in a picturesque setting at Alexandra on 27/3/89..

Photo: Peter Evans

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NOTES, CORRECTIONS AND COMMENTS

ILLAWARRA HISTORICAL SOCIETY MUSEUM, Wollongong

The museum has a display of artifacts connected with the coal mining industry. For Heritage Week, commencing 16 April, an exhibition, "Illawarra at Work" was mounted, featuring a fine display of photographs of early collieries, coke works, smelters and steel works, many of which feature rail operations, and many of which come from BHP Archives. The museum is open 10 am to 2 pm weekdays and 1.30 pm to 4.30 pm weekends.

Daily Mirror 10/4/89 via Ray Graf

ROTTNEST ISLAND, Western Australia

Ray Graf has uncovered the publication *All in a Flash - Rottnest Communications 1829-1979* by John Moynihan, which deals with the history of Rottnest Island, and features a number of photographs showing tramway operations. Another useful source would appear to be *Rottnest Island in History & Legend* by W. Somerville, published by the Rottnest Island Board in its 4th edition in 1976.

FOR SALE

TGR Gang motors WG 36 & 66 plus manual and spare parts including turntable. Last serviced 1985. Offers Lou Rae 004 25 5236.

Peter Jzilezck

FIELD REPORT

NORTH KEELING ISLAND, Indian Ocean

(see LRN 68, p.3)

The *West Australian* of 11 March 1989 carried a weekend feature article on a German diving expedition on the *Emden*. A photograph with the caption

"First Officer Hellmuth von Mucke and the German raiders leave Direction Island jetty to take charge of the schooner *Ayesha*" (courtesy Imperial War Museum, London) shows what appear to be two or three small flat top trolleys on a jetty railway. The '*Ayesha*' was the Clunies-Ross schooner which the Germans commandeered for their return to Germany. A paragraph of the article reads: "Clunies-Ross built a small railway line across North Keeling from the protected anchorage, to remove material. It is still there, threading through the growth." Clunies-Ross apparently was the first to salvage material from *Emden*, "smarting about the loss of his schooner", but the Japanese did undertake further salvage many years later.

West Australian 11/3/89 via David Whiteford 3/89

TOUR REPORT

MORE MARCH MADNESS IN MELBOURNE

or

Palm Sunday Pilgrimage Past Powelltown

Despite the weather forecast of a warm 27 degrees, Sunday 19 March dawned rather cool with total cloud and patchy drizzle. No doubt the weather god couldn't handle the change from Daylight Saving that occurred during the night! Stumbling out of beds all over Melbourne, Light Railway devotees commenced their Pilgrimage to the Ada Valley for their annual family day outing. Along the "Pilgrim's Way", through Yarra Junction, Gilderoy and Powelltown; watched over by the spirits of *Little Yarra* and *Powellite*; the smaller than usual crowd convoked where Dowey Spur Road crosses the route of the Powelltown Tramway's High Lead incline.

Shortly after 10 am our assembled pilgrims, including some welcome "new faces", headed off in single file northwards down the incline towards the Ada River. Along the way, remains of sleepers and dogspikes were noted together with lengths of rusty cable and the remains of the three-rail trestle bridge which was part of the incline. At the bottom, a pair of tramway wheels off a log bogie were inspected accompanied by suitable murmurings of reverence. Unfortunately the Ada River bridge is approaching a mid-life crisis point and the traveller must, for part of the way, tramp through the swampy river flats, crossing the river by logs in order to reach the Ada No.2 Mill site. Here there are more wheels, pieces of steel rail, old boilers and the holy grail itself - the saddle tank from *Squirt*, the 0-4-2ST (AB311/1888 and KS539/1896). Suitably enriched by this encounter, the group headed off up the incline towards the New Ada Mill, a distance of some 1.5 km, all uphill. The Federal Mill tramway

was crossed after some 300 yards, then a bit further a winch engine and boiler, encircled shrine-like in the enveloping greenery, were inspected. (See LR 31 for photo of these objects un-encircled - 19 years ago.)

After this brief respite, the faithful resumed their upward climb. On this stretch, the smallest legs in the group gave out and had to retire, however the majority of pilgrims reached their mecca and paid dutiful homage to the various "dejecta membra" at the New Ada Mill site. From here, we retraced our path to the south side of the Ada River, meeting a group of late arrivals along the way. Lunch was partaken at this point with the meat-eaters encircling the barbecues whilst the vegetarians devoured sandwiches and salads.

Suitably refreshed, the party (making real martyrs of themselves) headed off again into the Ada River swamp to retrace their footsteps of the morning passed the Ada No.2, to the Federal Mill tramway crossing where a right turn was made onto the track that meanders eastward a couple of kilometres to the New Federal Mill. The cleared path made walking easy as it follows the contours and it was only the bridge crossings that made you wonder about the "family" bit in the tour brochure! (Could Grandma have done it?) Cut into the hillside overlooking the Ada valley, this tramway must have enjoyed considerable vistas before regrowth. Just before the mill, the tramway crossed the Little Ada River on a massive pigsty type bridge which now leans precariously. It is worth recording for posterity that our world-renowned Tour Organiser may well have been the last person in our Galaxy to have crossed this bridge whilst doing the trial-run for this tour! Since his crossing, the bridge has taken a further turn for the worse and is now in danger of committing suicide! Unfortunately, so much timber industry engineering and construction was with logs and timbers, which being bio-degradable, don't stand the test of time. Can anyone say that to stand in the chilly waters of the Little Ada and gaze up at this venerable bridge is any less an experience than to gaze up, at say, Flinders Street Station or St. Pauls Cathedral? They are all monuments to their designers and the men who built them. (Maybe the PBPS could build a pigsty type bridge at Wright to re-create a decaying art and solve their bridging problem.)

A short distance further on at the millsite, the party scattered to try and locate the remains which had previously been mapped here. The so-called "100 ft poles", once used to support a water tank, had shrunk somewhat, and the old huts are looking a bit worse for wear. Diligent searching is required to locate tramway formations and other revered items that have all but disappeared; the concrete mill foundations will one day become the only relics that pious bush-bashers will find to adore here.

Finally, with their veneration sated, the group reassembled and started the

homeward plod. Over the creeks, across bridges, down slippery paths, "hang-a-lefty" at the Powelltown Tramway, down to Ada No.2 through the mud and slush and finally plod...plood...ploood uphill to the parked cars where arrival was spot on the advertised 4 pm. How's that for organisation! Many thanks to Peter Evans and Jack Stock for the great efforts each put into the day, which despite the small turnout, was much enjoyed by all.

"Herr V. Rayles" 3/89

LOCO & ROLLING STOCK MANUFACTURERS

EIMCO AUSTRALIA PTY LTD

(see LRN 67, p.6)

It is reported that this company has contracted to supply a bogie diesel hydrostatic locomotive to South Johnstone Mill, expected to be delivered by the end of the 1989 season. It is believed that this unit will be constructed by associate company Prof Engineering of Harare, Zimbabwe, and will be imported to Australia in knock-down form, for assembly locally prior to delivery. Prof has already built 762 mm gauge bogie diesels for service in southern Africa. It is understood that the imported unit will be a prototype for future construction planned to be carried out in Australia.

Eimco are also understood to be supplying a soundproofed cab for a Clyde 0-6-0DH at Proserpine Mill.

Mike Gray via David Mewes 2/89; Bob James 3/89

NEW SOUTH WALES

BHP STEEL, Sheet & Coil Division, Wollongong 1435 mm gauge

See BHP STEEL, Slab & Plate Division, Port Kembla

BHP STEEL, Slab & Plate Division, Port Kembla 1435 mm gauge

(see LRN 69, p.5)

The former Lysaght's Works Pty Ltd and Commonwealth Rolling Mills Pty Ltd are now combined as BHP Steel Sheet & Coil Division.

Two of the former Lysaght's Goninon B-B DE locos have now been withdrawn, JL2 *Primrose* (5 of 1955) in December 1987, and JL1 *Ann* (4 of 1955) in May

1988. Sister loco JL3 *Helen Mary* (017 of 1962) and larger Bo-Bo DE JL4 are still in use, but the decision has been taken to replace them with locos leased by the Slab & Plate Division.

Commonwealth Engineering Bo-Bo D7 was expected to enter service in February 1989, with English Electric (Australia) B-B DE's D23, D24 and C21 to follow. These units will be maintained and overhauled by the Slab & Plate Division, but will be reliveried in the yellow with black dazzle stripes of the Sheet & Coil Division. Other Slab & Plate locos hired to Sheet & Coil over recent times will be returned to Slab & Plate to become spare locos for use as required.

Ray Graf observed JL4 hauling D7, in yellow livery, to the Spring Hill works on 6 March. This was possibly the delivery of DL7 to the Sheet & Coil Division. On 10 March, D7 was seen in service hauling the coil steel train which runs over SRA tracks between the two plants.

There is no truth in the rumour that BHP were to buy Westrail K class locomotives.

Rail Australia 1-2/89; Ray Graf 3/89

HUNTER VALLEY TRAINING CO, East Greta 1435 mm gauge

In early January, Coal & Allied handed over the ex-South Maitland Railways 2-8-2T locomotives, which have been unused since the closure of the Richmond Vale Railway in September 1988, to the Hunter Valley Training Co. This organisation was responsible for the restoration of 3801 in Newcastle. It is understood that their operations have now been moved to East Greta, where the SMR locomotives will be restored, but for what type of future use is not known.

ARHS "Bulletin" 3/89 via John Browning

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD, Albion Park 610 mm gauge

(see LRN 65. p.5)

The Leyland Zinns loco No.3 was cleared for regular operation during March 1989. Final work entailed the fitting of a heavier air compressor and new air pipes. This unit is now available for school visits during weekdays when the steam locos are not in service.

Work is continuing on the assembly of former Corrimall Coal Coy. loco *Burra* (Hawthorn Leslie 3574 of 1923). Attention is being paid to the fitting of the slide bars and making new slippers for the crossheads, while initial work is being carried out on assembling the eccentric straps and valve rods.

Automatic couplers have been fitted to the trailing end of the Perry loco *Tully 6* and Hudswell Clarke loco *Cairns* and the leading end of the passenger car set. These were first used on the March running day. It is planned to gradually fit these modern couplings to all passenger rolling stock and locos.

Brake gear has been constructed for former Melbourne cable car 430 and this is being progressively fitted to this 99 year-old carriage. During August 1988 the weather rails above the windows were shaped and screwed into position on this car.

Former Sydney tramcar C 95 arrived at Albion Park on 7 January 1989. This was purchased by member R. Hague from the Steam Tram Preservation Society at Parramatta Park on 27 November 1982 after the standard gauge Peckham truck had been sold to the Ferrymead Museum in New Zealand. This 8 metre long tram entered service on the George St. electric tramway in Sydney during December 1899. R. Hague is leasing this vehicle to the ILRMS for a nominal sum and work has commenced on its reconstruction. The side panels have already been stripped from one side and by early April damaged side ribs had been repaired and rotten horizontal members replaced by new timber. Marine ply has been purchased to replace the cracked red cedar sides.

At present this end loading saloon car is standing on former Rubicon Tramway (Vic) bogies but R. Hague has provided a pair of heavy duty low profile 3 ft gauge bogies which will be narrowed down to 2 ft gauge. A community service worker with boiler making experience is constructing a steel underframe for this carriage from channel and angle steel sections.

By the end of December, the first reconstructed Shay loco bogie was completed which will eventually be used under a unit to be reconstructed from former Munro Shays (Lima 906 of 1904 and 2097 of 1907). Bolt and rivet holes are being currently set out on the RSJ's which will form the new chassis for this locomotive.

Work is progressing on the construction of an imitation battery box for the Gemco electric loco used on the tramway which connects the Museum car park with the main steam train station. This locomotive collects power from overhead wire.

During August, a restored NSWGR home signal was connected to the lever frame in the former Otford signal box. In addition the west points in the "Yallah" station yard are also worked from this frame. The double post former QR lattice mast signal has been repainted and will soon be erected at the eastern end of the station loop. A small display of signal box artifacts has been established in the signal box.

The replacement of wooden sleepers with steel ones has continued in the main Museum compound yard while the points in this area have been connected to individual "wharf type" levers.

The major project completed during September 1988 was the 6.5m x 17m extension to the annex shed. A total of 150 metres of track is now under

cover, while a carpenters' and electricians' workshop has been included in the extension covering a 6.5m x 6.5m area.

A large band saw, a planing machine and a power docking saw bench have been installed in the new woodwork shop. The machines available now in the 7m x 20m fitting shop include a lathe, shaper machine, circular saw sharpening machine, a milling machine, large pedestal drill, small pedestal bench drill, a large radial drill and a power hack saw. In addition to welding equipment and air powered tools, the Museum has light capacity and heavy capacity hydraulic presses, as well as two powered grinding machines. These facilities, as well as machines available in local industrial plants, mean that the ILRMS now has the capacity to possibly build new steam locos if time and funds permitted!!!

Steady progress is being made on assembling the motor unit and ancillary items on the former Victoria Mill Drewry inspection car. The motor was overhauled many years ago while the chassis has been straightened and a new body constructed. It is hoped that this unit will finally be available for limited traffic at the end of this year.

The fork lift, powered by a Meadows engine, has been taken to a local auto engineering shop for a complete motor overhaul.

NOTE: The Society has changed its postal address to BOX 244, ALBION PARK NSW 2527. Items sent to the former Wollongong address are being forwarded over the next few months to the new address.

Ken McCarthy 4/89

MOUNTAIN HIGH RAILWAY CO PTY LTD, Tumut 1435 mm gauge

(see LRN 69, p.5)

A second locomotive has been acquired for the line, from BHP Steel, Port Kembla. This is possibly English Electric (Australia) B-B DH D10, which is said to have been sold into preservation. It is hoped that track maintenance progress will enable trains to run the whole distance to Batlow by late 1989.

The Land Magazine 9/2/89 via Ray Graf;

Rail Australia 1-2/89 via John Browning

QUEENSLAND

CSR LTD, Burdekin district mills 610 mm & 1067 mm gauge

(see LRN 68, p.6)

An industrial dispute concerning the loading of QGR bulk sugar wagons at CSR's Burdekin mills took place last year. The CSR company announced early in the year that all shunting and loading operations would in future

be carried out by QGR employees. The upshot of a Conference before the Industrial Commission was that mill employees would load but that QGR locomotives would be responsible for all shunting, leading to a loss of five mill positions rather than the 17 first proposed.

The decision to have QGR locomotives do shunting in the place of mill locomotives probably applies to Pioneer and Kalamia Mills. Kalamia Mill has a 6.5 km dual gauge line from the QGR main line to the mill on which a 2 ft gauge mill diesel hauled the sugar wagons. Pioneer Mill has a 2 km link with the QGR (the mill tramlines are the same gauge as the government railway), and the sugar wagons used to be handled by the ex-Aramac Tramway Walkers 0-6-0DH 583 of 1968. Inkerman and Invicta Mills were constructed adjacent to the QGR north coast line, and are served by government railway sidings.

A radio report on Cyclone Aivu stated that flooding had been exacerbated on the Haughton River when cane bins from Invicta Mill were washed into the river, causing a barrier to the flow of flood waters.

Pioneer Mill is reported to be further extending its tramline up river on the north side of the Burdekin.

*The Australian Worker 2/8/88 via Chris Hart,
John Browning, Bob James*

CSR LTD, Macknade Mill 610 mm gauge

(see LRN 69, p.6)

Work had still not commenced on the Hawkins Creek tramline extension by the end of March, although 60 lb ex-Ghan rail has been arriving at the mill and made up into panels in preparation for tracklaying. Speculation of further possible extension of this line to link into the Abergowrie area of Victoria Mill has resurfaced as a State Forest area at Dalrymple has been reserved for possible future cane growing.

Motor Rail "Simplex" 3717 of 1925 was converted into a ballast plough at Rinaudo's Engineering, Macknade, in March-April. An 11 hp Honda motor drives a hydraulic pump supplying oil to the three hydraulic rams used for raising and lowering the blades. It is not self-propelled. The two ballast weights which had been removed from Simplex No.4 some years ago have been bolted across the middle of the frame.

Chris Hart 4/89; Herbert River Express 3/1/89 via Chris Hart

CSR LTD, Victoria Mill 610 mm gauge

(see LRN 69, p.7)

Growers have been asked to consider making expressions of interest into an area of vacant Crown Land, the Lannercost section of Wharps Holding,

which is under pending resumption. This area is suitable for cane growing and CSR has indicated that it will be serviced by tramline and siding facilities to cater for cane crops produced on it. The area is directly to the south-west of the township of Ingham.

Herbert River Express 3/1/89 via Chris Hart

MACKAY SUGAR CO-OPERATIVE ASSOC LTD 610 mm gauge

(see LRN 69, p.7)

A great deal of tramline and other work is being carried out in connection with the rationalisation following the closure of North Eton Mill. Major tramline construction and maintenance was observed during March and April, but this was being very seriously hampered by bad weather. Large parts of the former North Eton tramline network are being completely reconstructed, while tracklaying has begun on the former QGR Eton branch formation which will provide the link to Pleystowe Mill. The southern part of the Pleystowe Victoria Plains line, which will also form part of the North Eton link, is also being completely rebuilt. However, by the end of March, work did not seem to have commenced on such important projects as the Habana-Farleigh link, the Langdon extension to the Marian Mill Dows Creek line (apart from foundation work for the Dows Creek bridge), and the new formation on the Pleystowe-North Eton link. Even by the end of April, work on the Racecourse-Pleystowe link had not commenced, and the new formation for the Pleystowe-North Eton link had barely been started, amidst seas of mud and with water standing in excavations everywhere. Continuing bad weather and delayed starts on some jobs means that to have the tramlines ready for a mid-June start of crushing date will be extremely difficult to achieve.

At Racecourse Mill late in March, the soundproofed cabs of Clyde 0-6-0DH's *Rosella* (64-317 of 1964) and *Homebush* (55-58 of 1955) were undergoing a refit, with a five year lifespan for the original insulating material being achieved. Meanwhile *Chelona* (59-201 of 1959) was awaiting a new centre axle following the discovery of a crack in routine testing, while *Racecourse* (65-440 of 1965) had its engine and torque converter removed for attention. A number of the Racecourse locos have had the new Mackay Sugar logo applied

to the cabside, following corporate policy, but are retaining the familiar yellow and green livery. The mill's Tamper tamping machine (4375515 of 1955) and 4wDH loco *Leo* (E.M.Baldwin 6-2612-1-10-68 of 1968) were in use on track reconstruction work in the Oakenden area, transferred from the closed North Eton Mill. The promised Com-Eng locomotives from North Eton were expected to arrive late in April.

At Pleystowe Mill at the end of April, the two ex-North Eton bogie Baldwin locomotives were receiving attention. Baldwin 6780-1-8-76 of 1976 was parked behind the loco shed devoid of its bogies. The bogies had recently been painted, but the wheels and axles had been removed, as all four axles had been found to be bent and in need of replacement. Baldwin 9815-1-10-81 of 1981 had been painted in Pleystowe colours of yellow, hawthorn green and crimson. It is planned to name these bogie locomotives *Mia Mia* and *Septimus*, while the ex-North Eton D3 (Com-Eng 0-6-0DH A2128 of 1958), still based at North Eton mill site, will probably be named *North Eton*. Two Motor Rail "Simplex" 4wDM's (9861 of 1953 and 21575 of 1956), together with the Tamper (4375636 of 1977), have been engaged on track work on the Victoria Plains line.

On the former North Eton lines, E.M.Baldwin 4wDM 4-473-3-63 of 1963 was on track work in the Barrie area. During April, a second Clyde 0-6-0DH was transported by road from Pleystowe mill in the shape of *Victoria Plains* (66-450 of 1966), joining *Palmyra* (63-273 of 1963). Late in March, Com-Eng 0-6-0DH D4 (FB3169 of 1963) was seen stationed at Base Camp Depot, *Mia Mia*, isolated from North Eton by track work, while D6 (FB4383 of 1965) was at the mill site. These two locos were reported to be due to be transferred to Racecourse Mill, but early in May, D6 was observed on a Farleigh Mill ballast train. Bundaberg Jenback 0-6-0DM 13 of 1954 was still at North Eton at the end of April, but is said to be bound for Cattle Creek Mill. Also seen at North Eton in late April was a Com-Eng diesel in Farleigh livery, possibly *Ashburton* (A1614 of 1956) which has been at North Eton or Marian for the best part of a year. The track between North Eton and Mia Mia is being extensively rebuilt, involving much use of locos on work trains.

John Browning 3/89. 4/89. 5/89

MULGRAVE CENTRAL MILL CO LTD, Gordonvale 610 mm gauge

(see LRN 68, p.8)

The Mulgrave Rambler will be the name given to the tourist train which will run from the mill to Orchid Valley from 1 May. An extension has been built at the end of the Little Mulgrave line to Orchid Valley, and this was substantially complete by the end of February. The tourist train will be hauled by John Fowler 0-4-2T 20273 of 1934, newly restored to running order.

The Cairns Post 22/2/89 via Chris Hart

SOUTH AUSTRALIA

BHP LTD 1067 mm gauge

(see LRN 44, p.12)

A 40 km extension from Iron Baron to Iron Duke is under construction with major earthworks observed underway in January. Tracklaying is expected to be carried out in late 1989 or early 1990. Currently, iron ore mined at Iron Duke is road trucked to the existing rail head at Iron Baron.

Rail Australia 1-2/89 via John Browning

NATIONAL TRUST MOONTA BRANCH, WHEAL MUNTA MINING MUSEUM, Moonta 610 mm gauge

(see LRN 59, p.9)

A photograph in the Travel Section of the *Adelaide Advertiser* showed the tourist train in front of the old SAR Moonta Railway Station building. The train comprised of 4 carriages and what is believed to be a locally built steam outline, internal combustion locomotive. Additional information from any member visiting Moonta, regarding this line and its rolling stock, would be appreciated.

Adelaide Advertiser 18/2/89 via Arnold Lockyer 3/89

PENRICE SODA PRODUCTS PTY LTD, Osborne 1600 mm gauge

(see LRN 62, p.15)

ICI Australia Ltd has sold its South Australian soda-ash business in a "management buy-in" for about \$100m. The operation includes a quarry at Angaston, saltfields at Dry Creek (once site of a 2 ft gauge railway), and the manufacturing plant at Osborne. Ruston & Hornsby 0-4-0DM 304475, built in 1951, was despatched from England for shunting work within the Osborne factory, but it is not known if this unit is still in use.

The Australian 20/4/89 via John Browning

PORT DOCK STATION RAILWAY MUSEUM INC various gauges

(see LRN 63, p.10)

The relocated Mile End museum was opened by Premier John Bannon on 10 December 1988. Main star of the opening ceremony was 1067 mm gauge 0-6-0T *Peronne* (Andrew Barclay 1545 of 1919) which, with the Premier on the footplate, broke the ceremonial red tape. This locomotive is in service giving rides at the museum on weekends and holidays.

Rail Australia 1-2/89 via John Browning

TARCOOLA GOLD PTY LTD, Tarcoola

(see LRN 67, p.12)

This company appears to have ceased operations at Tarcoola and moved their office from Kent Town, SA (a suburb of Adelaide) to Western Australia.

An auction advertised by Minemach, under instructions from the above company, was to be held on site on 15 March 1989 for sale of all mining equipment and plant. The only railway plant and equipment listed, under the heading "Underground Mining Equipment" were: 2 x EIMCO 12B Bidders; 4 x brand new .38 cubic metre side tippers and 1 x 2 ft gauge set of points.

A phone call to Mr R. Wilson of Minemach a week before the sale, resulted in the following additional information. The side tipping trucks still had the manufacturer's paint on them and were what in the past were known as "1 yard side tippers". When asked about the locomotive, which was not included in the list of plant and equipment for sale he stated that this had only been on hire to the Company from a firm in Ballarat, Victoria, however he couldn't recall the name of the firm. He confirmed that it was a battery operated electric loco and added that it was not as good as a similar loco that the Company had once owned. Unfortunately this other loco had "disappeared" and nobody knew what became of it!

West Australian 4/3/89 via David Whitford and Arnold Lockyer 3/89

TASMANIA

EMU BAY RAILWAY 1067 mm gauge

(see LRN 63, p.10)

The one train per day operation, with up to nine diesel-hydraulic locomotives hauling as many as 60 wagons, ceased in early September 1988. The new timetable involves two trains per day in each direction, departing Burnie at 04.45 for Primrose (arriving back at 13.50), and 15.00 for Melba (arriving back at 23.28).

New schedules are being prepared for the additional trains required for the new Hellyer branch. This leaves the main line at the Murchison Highway underpass, south of Guildford, and is being constructed using steel sleepers. The locomotive used on the Hellyer work train is 0-6-0DM 22 (Vulcan Foundry D193/Drewry 2405 of 1953). This was new to the Mount Lyell Railway & Mining co Ltd and was disposed of by them to the EBR in February 1962.

ARHS "Bulletin" 3/89: John Browning

MOUNT LYELL MINING & RAILWAY CO LTD, Queenstown 610 mm gauge

(see LRN 65, p.13)

The underground ore haulage railway system at Mount Lyell closed on 27 February 1987. This was a once extensive system using overhead wire as well as battery electric haulage.

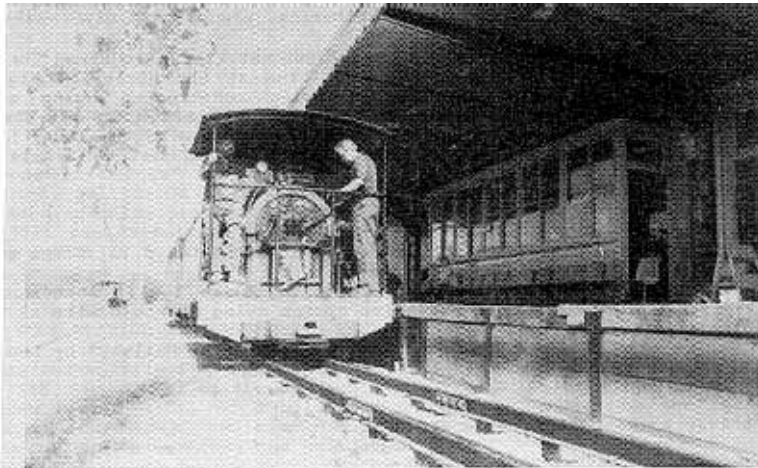
The Abt Railway by Lou Rae

VICTORIA

ALEXANDRA TIMBER TRAMWAY & MUSEUM INC 610 mm gauge

P.O. Box 21, Alexandra Vic 3714

(see LRN 69, p.8)



John Fowler 11885 running in reverse through Alexandra Station on 27/3/89.

Photo: Peter Evans

Recent work on John Fowler 11885 has resulted in the re-commissioning of the steam brake, and the re-facing, re-studding and re-gasketing of all the steam fittings on the turret located above the firebox. Although the locomotive has been performing very well, it will soon require attention to the big-end brasses as a "knock" has developed due to excessive wear.

The 80th birthday of the Fowler, which left the works in March 1909, was celebrated at the Museum on Sunday 26 March when a lady visitor of the same age was invited to cut a cake decorated with an iced replica of the locomotive's builder's plate. The cake was then distributed to Museum staff and Patrons - except for one slice which was fed to the firebox!

Patronage on the three steaming days over Easter was excellent. Sales of the Museum's expanded souvenir range, which now includes teaspoons decorated with an enamelled picture of the Fowler, added substantially to the revenue obtained. Regular steaming days will continue to be held on the second Sunday of every month.

The embankment for the new locomotive storage road has been completed with the assistance of the local S.E.C. gang over a few evenings in March, and a recent working bee almost doubled the size of the locomotive firewood stack.

The Museum's second videotape is now available. Entitled *Two Feet Between the Rails*, it has been produced to broadcast standards and runs 56 minutes. The tape covers the preservation activities at the Alexandra Museum, the last days of Cheetham Salt's tramway at Laverton, and current operations of the S.E.C. tramway at Rubicon. VHS copies are available from the Museum for \$40.00 plus \$5.00 post and packing.

Peter Evans 4/89

AMRA EXHIBITION, Camberwell gauges HO, HO_{N2&1/2}, N, Z,.....and 610 mm!

(see LRN 64. p.16)

Once again, the LRRSA participated in this Exhibition which was held at the Camberwell Civic Centre over the Victorian Labour Day long weekend. The stand, which was manned by a small group of Society volunteers during the four days on which the Exhibition was open, attracted a great deal of interest. Books and Society periodicals to the value of \$1,260.00 were sold, and a special membership offer resulted in a one percent increase in the ranks of the Society.

Exhibited on the stand were maps, photographs, details of Society activities, and a 610 mm gauge ex-S.E.C. petrol trolley loaned by the Alexandra Museum. The track on which the latter stood was especially notable, demonstrating as it did the leading edge of Light Railway technology in Victoria - genuine S.E.C. Rubicon pre-cast concrete sleepers!

The Society has applied for a stand at the 1990 Exhibition.

Peter Evans 3/89

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Preservation Society 762 mm gauge

(see LRN 69, p.9)

Not a great deal to report this time - the most serious news seems to be that the tea urn in the Belgrave workshops broke down ... again!

A grant of \$420,000 has been received from the State Government, this is part of a one million dollar grant to be paid over the next three years. The grant is to be used to finance the new Belgrave station building, rebuilding a locomotive (12A?), and for track maintenance equipment (presumably the ballast tamper).

The contractors for the new Belgrave station moved in early in April. The building is to be on the western side of the existing station.

A full-time Operations Manager has been appointed. His remit covers train operations and publicity. Over fifty applications were received for this position, and the successful applicant has previous experience in the leisure/tourist industries.

Teething troubles are being experienced with the Plasser ballast tamper.

Locomotives: There is now quite a lot of activity on the rebuilding of 12A, which last ran in 1982. A full time fitter has been employed to work on the reassembly of G42. This work is being financed by the funds raised by the Get G42 Going Committee.

Frank Stamford 4/89

T.A.C.L. RAIL TRACTOR RESTORATION - PROGRESS REPORT

(see LRN 69, p.10)

A Project to Restore the Climax's Little (Ugly) Brother

Work on machining the replacement axleboxes is continuing at Belgrave. This is taking some time, as there is quite a lot of work to do, and the team members are new to this type of work.

Replacement coil springs, which go above the axleboxes, have been purchased.

Frank Stamford 4/89

BRIAN PEART c/- Yangardook Tramway, Toolern Vale 610 mm gauge

(see LRN 57, p.13)

Brian Peart has advertised his Ruston & Hornsby 4wDM 223725 of 1944 for sale at an asking price of \$29,000, including "accessories and some rolling stock". The locomotive is described as "fully restored to perfect working order - ideal for tourist or industrial operation." Contact phone number is (03) 830 5249.

The Australian 31/3/89 via John Browning

POWELLTOWN TRAMWAY 914 mm gauge

An examination of the Powelltown mill area while returning from the Ada Valley tour on 19 March 1989, revealed that the last link with the steam era has been demolished. A battery of three Babcock and Wilcox W.I.F. type

water-tube boilers which were installed in 1912 to supply steam to the mill, and which survived intact for many years, have been dismantled. Only one steam and water drum, and one set of tubes and headers, survive more or less intact, the remainder having been cut up for scrap. The boiler foundations have also been demolished.

Peter Evans 3/89

SECV RUBICON TRAMWAY 610 mm gauge

(see LRN 64, p.17; LRN 67, p.16)

The next tramway bridge to be tackled in the replacement program was to have been that over Beech Creek. However, a serious rot problem in a pile in the long bridge immediately to the north of the S.E.C. sawmill, has meant that the latter bridge has been closed to all traffic. Consequently, this bridge will have to be replaced before the bridge over Beech Creek is tackled. It is anticipated that work will start at the end of winter.

Peter Evans 3/89

WESTERN AUSTRALIA

EMPRESS GOLD MINE, Mount Magnet

A mine site clearance auction held on site at this mine on 21 March, included 2 x EIMCO 12B bidders, 2 x 1 ton side tippers, 2 x 1.5 ton side tippers, and 600 ft of 20 lb rail.

West Australian 11/3/89 via David Whiteford 3/89

HARVEY FRUIT BOWL RAILWAY 610 mm gauge

(see LRN 60, p. 15)

Late in 1988, ownership of the Big Orange (Harvey Fruit Bowl) changed, with New Zealander Bruce Snow and his wife taking over from the Chapman and Johnson families. Some changes have occurred to the train operation since then. The journey now takes about 40 minutes with two stops for commentaries and a lengthy stop at "Wild Animal Island" where passengers detrain to view monkeys, lions and a buffalo. The water recreation proposals have not been developed and the railway is still without any sidings or train shelter.

Harvey-Waroona Reporter 11/1/89; David Whiteford 3/89

KIMBERLEY RESTORATION GROUP, Carnarvon 1067 mm gauge

(see LRN 68, p. 13)

Andrew Barclay 0-4-OT 1755 of 1922 (*Kimberley*) and Simplex diesel PW 21 have been moved from their respective resting places, a Carvarvon

kindergarten and the Lighthouse Cottage, Babbage Island, to a workshop at the OTC complex on the North West Coastal Highway. A length of track is being laid through the workshop and the two locos will be housed inside for restoration work.

The body of a 4 wheel coach (possibly ex WA Government's 1879 Geraldton-Northampton railway opening) was removed from a plantation property to the jetty depot and placed on a PWD wagon frame. Unfortunately vandals have damaged the coach but reports are that it is not beyond repair.

It is to be hoped that either the Restoration Group or the Lighthouse Cottage Museum that acquired the coach will ensure that it is placed in a more secure storage.

David Whiteford 3/89

WEST AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION INC, Bennett Brook Railway, Whiteman Park, West Swan 610 mm gauge

(see LRN 68, p.13)

The latest locomotive to arrive at Whiteman Park is Freudenstein 0-4-0T 217 *Golden Ridge* (217 of 1905), arriving on 3 March. It was originally built to 508 mm (1 ft 8 in) gauge and operated on the Golden Ridge-Boorara railway, east of Kalgoorlie, until around 1910. Its fate between 1910 and 1961 appears to be poorly documented and we would welcome any information readers may have. In 1961 the locomotive was purchased from a scrap dealer by Perth resident Keith Watson and he and Peter Ledgerwood have regauged and extensively rebuilt it. New tanks and other parts had to be fabricated but the frame and wheels are original. Test running of the little locomotive began shortly after arrival but it is not known at this stage whether *Golden Ridge* will operate on regular "Bushland Belle" services over the 4.5 km loop line or will appear at intervals of a month or so. A sister engine is preserved at the ARHS (WA) railway museum in Bassendean.

The upgrading of the 4.5 km Community Welfare Loop for steam locomotive operation was due to commence in early April. Also included as a part of this work will be the building of a new run around and platform to be named "Forest Grove". This facility will be heavily used in connection with a major car rally to be held in September.

During February, members of WALRPA and the Army's 22 Construction Squadron worked on the removal of the Nungarin railway station building to Whiteman Park. Nungarin, on the Westrail network, is 40 km north of Merredin. The wooden building was built during WW II but has been out of use since the station master was withdrawn in 1973. WALRPA purchased the building in 1987 following Westrail's calls for tenders for the purchase and

removal of the building. It will be restored for use as the Mussel Pool station building.

All passenger services were suspended in February and early March. This is the quietest time of the year at the Park and the opportunity was taken to undertake major work programmes. The Perth Electric Tramways completely relaid the section through the Trade Village while the Bennett Brook Railway installed a scissors crossover at Central Station and undertook associated main line and platform line track work.

Rolling stock work is concentrating on having a second passenger train of four 30 ft regauged vehicles in service by September. This will involve modifying two regauged R wagons for passenger use and preparing two more vehicles. Meanwhile work is continuing in finishing off the buffet car which will provide extra revenue when the loop is upgraded. New acquisitions have been a 4 wheel JOA distillate tanker ex Westrail (our second) to be regauged and used for both firefighting and steam locomotive purposes, and a second LA ballast wagon to be regauged for use in the upgrading work. Shell Australia have kindly donated 4 more standard camber bar bogies. The regauged workman's van will be used as a crib room for workers engaged on the upgrading program.

*WALRPA via David Whiteford 3/89 Rusty Rails Vol.14 No.2,
1989 via John Browning*

MEETINGS

MELBOURNE

From the point of view of someone who is responsible for organising the entertainment items for members meetings one of the benefits of taking part in a LRRSA tour is that it provides an excellent opportunity to railroad (sorry!) an unsuspecting member into doing something he would normally run a hundred kilometres from. The trick is to trap the poor being in a position from where there is no escape. In this instance the unfortunate was Bill Hanks and the location was a mullock heap at the Coopers Creek lime kilns with a 30 metre leap over the edge of the mini-mountain the only way out! Success! Poor Bill inadvertently mentioned that he had a few light railway slides at home and before he knew what had hit him he was cornered into providing the entertainment item for the June meeting. Thanks

LOCATION: Ashburton Uniting Church Hall Ashburn Grove Ashburton
DATE: Thursday 8 May 1989 at 8.00 pm.

SYDNEY

ANNUAL GENERAL MEETING & MEMBERS SLIDE NIGHT

As always the procedural part of the meeting will be kept as short as possible, however come along and have your say on how the division is being run.

Afterwards the once a year MEMBERS SLIDE NIGHT. Dig out two or twenty slides on an industrial railway topic and bring them along or just be part of the audience. We always have some memorable slides which otherwise don't see the light of day.

LOCATION: Woodstock Community Centre Church St., Burwood

DATE: Wednesday 28 May. 1989 at 7.30 pm

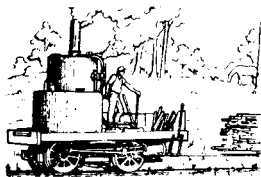
ADELAIDE

Contact Arnold Lockyer for details. Phone 08-2969488

LOCATION: 150 First Avenue, Royston Park. DATE: Thursday 1 June 1989 at 8.00 pm.

BRISBANE:

Contact Terry Paton for details. Phone 075-62 2896



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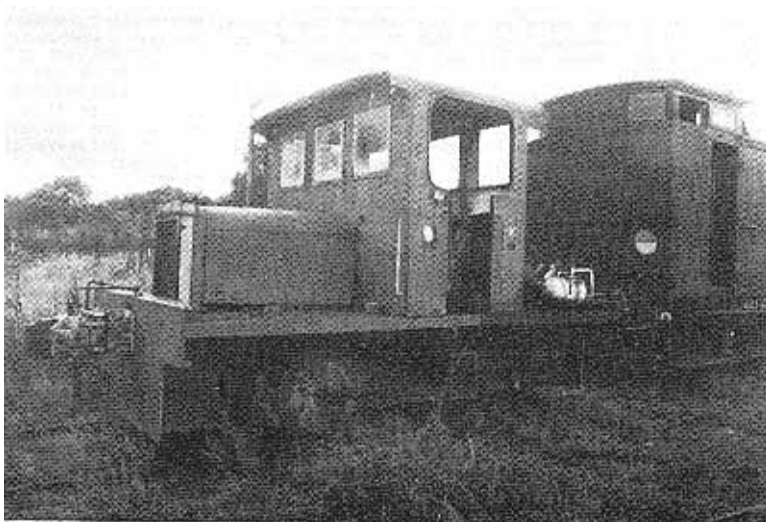
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Deadline for next issue - 1 September 1989



Malcolm Moore 1600 mm gauge locomotive ex APM Broadford, now at Maldon, Vic. (see LRN 67, p.15).

Photo: Peter Evans

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OBITUARY - JOHN L. BUCKLAND

It is with great regret that we record the death of John Buckland on 5 June. John was one of the most well known Australian railway enthusiasts. From the mid 1930s he was a very active contributor to railway enthusiast publications, and a prolific photographer. He was a foundation member and former Committeeman of the Victorian Model Railway Society, and had been a member of the Australian Railway Historical Society for over fifty years. In the 1930s and 1940s the VMRS was actively interested in prototype as well as model railways, there being at that time no other formal railway enthusiast organisations active in Victoria.

John had a very wide interest in railways - mainlines, branchlines, timber tramways, sugar tramways, steam and diesel locos, safe-working, and train operations in all states of Australia and overseas.

John joined the LRRSA in 1963, and was a Committeeman from 1978 to 1980. He was a regular attender at meetings, and made many contributions to *Light Railways*. Of particular note are issues No. 65, 82 and 84, which contain his major articles on Baldwin 0-4-0ST locomotives and the SECV railways at Yallourn.

He was always very co-operative with the LRRSA in providing photographs and information for articles and publications other people were working on. The standard of his photography was very high. John was the pioneer writer on the subject of Victorian timber tramways, with articles appearing in enthusiast publications as early as 1939.

He will be greatly missed by his many friends in the Australian railway enthusiast movement.

Frank Stamford

“... an old English bell whistle was heard echoing down the valley, and in due course, heralded by a tremendous ground shaking roar, appeared a strange apparition on flanged wheels under a cloud of smoke. It literally tore past our party who had taken refuge behind a stout tree, just in case she

decided to do a waltz through the undergrowth; a by no means uncommon occurrence! The engine was an old, and very dilapidated 2-6-0 tender type of unmistakable Beyer Peacock origin... Behind her home-made tender were half a dozen timber bogies- with wide treads and deep flanges loaded high with sawn timber, and on top of them the passengers clung precariously to their belongings and the timber, all of which appeared imminently likely to come to a sticky end at the bottom of a gully!"

*John Buckland, writing of the Goodwood Tramway,
ARHS Bulletin, Dec. 1948.*

RESEARCH

PIPEMAKERS PARK, Maribyrnong, Melbourne

It appears that the company magazine *Hume News* (quoted in LRN 69, p.2) has reprinted excerpts from brochures recently prepared by Melbourne's Living Museum of the West on this important industrial site. Some background may be of interest to readers.

The first manufacture on this site was Joseph Raleigh's boiling down works of the 1840s and 50s. Substantial bluestone buildings housed plant for converting animal fat to tallow, a process which was a boon to the depressed pastoral industry. The factory was sited on the west bank of the Maribyrnong River and use was made of the river for transport. The existence of a tramway from factory to wharf in this period is feasible but no substantial evidence has yet come to light.

In 1854-5 the Victoria Iron Works of Robertson Martin and Smith was located in the by then vacant works. This firm built a locomotive for the Hobsons Bay Railway Company in 10 weeks. This makeshift loco was the first built Australia.

A decade later, the site was once again vacant when the Melbourne Meat Preserving Company was formed to manufacture and export tinned, preserved meat using an innovative vacuum cooking process. The factory was renovated and extended and by 1868 an extensive system of narrow gauge tramways was in operation between the slaughterhouses and the preserving department and from the factory and stores to the river wharf

Surviving tramways from this period have not been positively identified although drainage works by the Board of Works in 1986-8 uncovered several lengths of rail. These tramways were possibly of around 3 ft gauge.

From 1880 to 1882 another novel technique in meat preserving was trialed by the Australian Frozen Meat Export Company who leased-part of the works and built large freezing chambers. They probably also made use of the

tramways but shifted to Newport in 1882 to be closer to the Williamstown Port.

Another idle period for the works lasted from the collapse of the MMPC in 1888 to 1911 when the Hume Brothers Cement Iron Company arrived from Adelaide with a revolutionary method for making steel reinforced centrifugally spun concrete pipes. Hume Pipes (as it later became known) first set up their machinery in the bluestone buildings which still survive. The works later expanded with the construction of rather ramshackle factories of timber and galvanised iron to the south. Tramways were employed for moving raw materials and finished products from the start of the company's operation.

Within the pipe factories, very short lengths of 3 ft and 3 ft 6 in gauge tramway were used to move skips of wet concrete from the concrete mixers to the moulding machines and back again. Somewhat longer traversers on approximately 6 ft gauge track were used to transfer pipes from moulding machines to steam chambers for curing and then out of the steam chambers for disassembling the moulds.

Finally, tramways were used to take finished pipes to the adjacent pipe racks for further curing. With thousands of pipes stored on the site, considerable space was required and pipes had to be moved quite long distances. A small train was used on one section of tramway consisting of two 4 wheel trolleys and a motorised 4 wheel trolley which began life with a two cylinder diesel engine and ended with a six cylinder Holden petrol engine. This unit was cobbled from whatever parts were at hand (as was the rest of the factory) and is believed to have been driven via a chain drive from the gearbox drive shaft to a live axle.

Humes left the site in 1979 scrapping much of the equipment as they went. Vandals and the later site clearance have removed much of the original buildings, machinery and tramways. The company also has factories in country areas such as Geelong and Bendigo as well as interstate and overseas. Many of these are believed to utilise narrow and broad gauge tramways.

The Board of Works now owns the Humes site in Maribyrnong and has developed it as an historic park with the Living Museum of the West occupying one of the buildings as a resource and visitor centre. The Living Museum is documenting the history of Melbourne's Western Region, part of which involves looking at the many industrial sites which have utilised light railways.

Nineteenth and early twentieth century factories and quarries employed material handling systems very different from today's. Where heavy or bulk materials or products were moved, tramways were the normal method.

Prominence of heavy and large scale industry in Melbourne's western suburbs has meant that it has a large proportion of these industrial tramways.

Local industries which are known to have used tramways include:

Nobels (ICI)	Deer Park	explosives manufacture
CSR	Yarraville	sugar refinery
Cuming Smith	Yarraville	fertiliser manufacturer
Cheetham Salt	Laverton	salt collection
H.V. McKay	Sunshine	agricultural implement maker
Michaelis Hallenstien	Footscray	leather tannery
Explosives magazines	Laverton & Maribyrnong	explosives storage
Hume Pipe Works	Maribyrnong	concrete pipes
MMPC	Maribyrnong	preserved meat.

As part of our ongoing program of recording the history of the region, the Living Museum is looking for information and material on all of these and any other industrial tramways and sites. Any assistance will be greatly appreciated. The resources of the Museum are also available for members of the public for private research although they would be of limited use for researching light railways.

*Gary Vines, Melbourne's Living Museum of the West,
14 David Street, Footscray 3011. Phone 689 7293*

PUBLICATIONS

A CENTURY OF SUGAR - RACECOURSE SUGAR MILL, MACKAY

by John Kerr.

Published by Mackay Sugar Co-operative Association Ltd P.O. Box 5554, Mackay Mail Centre 4741.

This hardback book has 224 pages and is illustrated in black and white and in colour. Tramway details are included as part of a comprehensive history of Racecourse and associated mills. Excellent value. Available by mail order from the publisher at \$22.50.

JKB 6/89

LOCO & ROLLING STOCK MANUFACTURERS

EIMCO AUSTRALIA PTY LTD

(see LRN 70, p.4)

It is reported that Bundaberg Sugar has placed an order with Eimco Australia

for the supply of a 32-tonne 600 hp diesel-hydraulic locomotive fitted with DDEC (Detroit Diesel Electronic Control) and a Voith hydraulic transmission and capable of 40 km/h. This machine, for delivery in the 1990 season will probably be constructed at a plant in Brisbane. It is understood that this unit is for a Bundaberg district mill, with Fairymead a possibility.

Bob James 6/89

TOLCO FABRICATIONS, Port Kembla North, NSW

(see LRN 64, p.8)

This company is rebuilding standard gauge RM class 3-bay hoppers for BHP as 2-bay hoppers. The bodies (minus bogies) are stacked in the transfer yard at Port Kembla North. Two prefabricated hopper assemblies are placed within the original wagon body sides of each wagon and welded in, raising the sides by approximately 800 mm. By 26 May, eight bodies had been modified and two remained untouched still with the bottom dump doors in place.

Ray Graf 4/89: 5/89

TOUR REPORT

LRRSA ERICA - WALHALLA TOUR, 27-28 May 1989

About 54 people in about half as many vehicles attended this highly successful and enjoyable event, which began at Tyers Junction at 9.00 am on Saturday morning. Tyers Junction is a 2-1/2 hour drive from Melbourne, so early rising was the order of the day. The morning's activity was a walk along the western branch of the Tyers Valley tramway from Tyers Junction to Morgan's Mill site, a distance of 4 km each way. The tramway formation is a cleared walking track, but Morgan's Mill site is now on private property and completely cleared of any interesting remnants. This part of the tramway was not worked by the Climax, but by T.A.C.L. tractors (and other very odd types). I was quite disappointed not to find any T.A.C.L. wheels lying around complete with unworn tyres, but there were some log bogie wheels.

After lunch at Tyers Junction the convoy headed for Platina on the Walhalla railway, a very interesting spot. We walked along the formation of the lime kiln tramway (1 km each way) and looked at the remnants of the lime kilns at the terminus. Then we inspected the Platina station site, with its deep cutting on a sharp curve, original road overbridge, interesting earthworks, and site of two tramways - it must surely warrant classification as a sacred site.

We then headed further down Coopers Creek Road to the Thomson River ford, where the four four-wheel drive vehicles provided a ferry service across the river, a memorable spectacle, especially when four of them were in the

water at once, and traffic jams were created in the river! After crossing the river, we walked up to the mine site, where there is still a lot to see, including rails still in situ, ore hopper, bridge, and mine wagon.

On leaving the mine site we passed the historic Coopers Creek Hotel, and it was good to see that some efforts towards preserving this building are underway. Our overnight stop was at Rawson, where some slides and films were shown after dinner.

On Sunday, the weather dawned bright and sunny, which was a pleasant change from the previous day's overcast sky. We headed for the Thomson River road bridge, and walked up the firewood tramway formation along the Thomson River, crossed the Poverty Point Bridge, and came back along the other side of the river - a total of 8 km. The first stage of this walk is a precarious narrow track on a steep hillside, but the formation then widens out and the path becomes easy. Of interest were the earthworks of various branch tramways, occasional sleepers, and rock walls along the side of the formation in some places. The leeches were very friendly, and pleased to see us.

We then headed to Walhalla for a leisurely lunch amongst the ghosts of this extraordinary town. Not having been here for about ten years, I was amazed to see that the Mechanics Institute has been rebuilt. It was burnt down in 1944, and the reconstruction is very well done, using all the materials appropriate to its era.

After lunch we went on a guided tour of a small part of the underground workings of the Long Tunnel Extended mine. This consists of a 300 metre long horizontal tunnel to the underground machinery chamber. This is a very interesting site/sight. Whilst the machinery has all gone, some of the foundations were still there. It is interesting to imagine what it would have been like when it was operating - five boilers, some of which were quite large, in a confined space, lit only by candles.

The last activity of the day was a drive along the Cricket Ground Track to see the formation of a firewood tramway on which ran two Bagnall 0-4-0ST locomotives. The site of the trestle bridge which appears in a well known photograph of one of the Bagnalls, was visited, but nothing remains of the bridge.

Thanks are due to Peter Evans for organising the trip, and producing a very comprehensive set of tour notes. These included a map showing the firewood tramways around Walhalla. Previously published maps have not been in any way complete - the extent of the mining tramways in the Walhalla area is almost beyond belief.

Frank Stamford 6/89

FIELD REPORT

GOLDTOWN, Copeland, NSW 610 mm gauge

The Mountain Maid Gold Mine, Copeland, is situated 16 km west of Gloucester NSW, some 260 km north of Sydney. The mine dates back to 1878 and was the richest mine on the Copeland Goldfield at that time. It has been worked on and off since then, according to the fluctuations in the price of gold and the optimistic hopes of various mining syndicates.

The gold occurs in narrow quartz veins within very hard volcanic host rocks. Most of the 100 year-old shafts and tunnels are still intact, though some of the shafts are flooded. The main access today is via a horizontal tunnel driven into the hillside at the bottom of Copeland Creek gorge. It was constructed in the 1880s to intersect the earlier vertical shafts sunk from the top of the ridge, and no doubt was a considerable help in draining the mine and in removing spoil and gold bearing ore. The mine is naturally ventilated and maintains a pleasant temperature of 20 degrees Celsius all year round. Altogether there are over 2.5 km of tunnels on various levels inside the mine.

Of light railway interest is the intact 610 mm gauge steel railed tramway running into the mine for just over a kilometre. This was put in during the 1930s depression years. There is also a mixture of steel and wooden railed originals. One-ton capacity wooden-bodied mine skips were used throughout the mine, all pushed manually. This must have been a back breaking job because most of the tunnels are not high enough to stand upright in. Some more modern steel-bodied skips are still in use.

Just outside the tunnel entrance, a 1 metre diameter turntable enabled mine skips to be turned onto any of three short sidings. The first is the ore siding which runs about 5 metres into the adjacent shed housing the working 5-head stamper battery and a 1930s vintage one-lung diesel generator and air compressor. The second is the spoil siding running 10 metres down a steep drop to Copeland Creek. The third was the battery tailings siding which used to run about 20 metres over a small bridge spanning the creek to the tailings dump. All the mine's surface workings are neatly sited in a very small area.

Other items of interest include the working 5-head stamper battery, a restored 8 hp Robey portable steam engine, old wooden mining skips, and various static stamper exhibits. A replica miner's hut houses various mining era exhibits and is the reception point for visitors.

The Mountain Maid Gold Mine is now the Gloucester district's latest tourist attraction. It is advertised as "Goldtown" and is open 7 days a week. The enthusiastic manager, John Daley, escorts visitors through the first 350

metres of the mine. An exposed quartz reef showing glittering pieces of gold is a highlight of the tour. Hard hats, electric lights and a concreted path inside the tram rails make it easy for visitors in this "tourist section". Outside, the narrow forested valley of Copeland Creek, tame brush turkeys and other wildlife add to the feeling of stepping back in time.

Further information may be obtained by writing to Goldtown, P O Box 22, Gloucester NSW 2422, or by phoning (065) 58 4303.

Ian McNeil 7/89

NEW SOUTH WALES

BHP, Sheet & Coil Division, Wollongong 1435 mm gauge

(see LRN 70, p.4)

Ray Graf has kindly clarified the account published in LRN 70. On 6 March, it appears that Com-Eng Bo-Bo DE D7 had failed at the CRM (Commonwealth Rolling Mills) Works at Port Kembla and was towed back to the Spring Hill (Lysaghts) Works later. The Sheet & Coil Division locos are stationed and used internally at the Spring Hill Works, and take loaded trains to the CRM Works over State Rail tracks, returning after shunting. At CRM the internal traffic appears to be road only. Traffic between Spring Hill and the steelworks (Slab & Plate Division) uses the private tracks between the two adjoining premises.

The four Goninan locomotives JL1-JL4 (4 of 1955, 5 of 1955, 017 of 1962, and 027 of 1968 respectively) have been advertised for sale by tender. JL1-JL3 are advertised as 45 tonne shunting locomotives powered by two Cummins 160 hp diesel engines, and JL4 as a 72 tonne shunting locomotive powered by two Cummins 250 hp diesel engines. Major and minor spares are also available. Tenders close on 9 August.

Ray Graf 5/89; The Australian 22/6/89 via John Browning

BIG BANANA THEME PARK, Coffs Harbour

Hume Pipes has completed a contract to supply approximately 2.25 km of concrete rails for a miniature rail system at Coffs Harbour's Big Banana Plantation theme park.

The miniature railway, or "people mover", as it will be known, will wind its way through the park stopping at points of interest. The ride will take visitors from the Aboriginal Dreamtime, through the first white settlement period, and into the futuristic world of tissue culture, genetic engineering and orbiting space stations.

The major challenge was in finding a people mover that travelled at a constant speed regardless of the gradient or horizontal alignment. The only

systems on the market that met these criteria cost around up to \$10m.

Two Melbourne consultants, Terry Cartlidge, a mechanical engineer with Leisure and Recreation Concepts Australia, and Dick Baird of R.M. Baird and Associates, were commissioned to design a new system. The consultants were supported by farm machinery and locomotive manufacturer R.M. Baldwin & Sons, which eventually designed and built the four prime movers for the people mover. (Does anyone have any further information about these? Ed.)

The undulating terrain of the Theme Park site required the use of a large number of sag, crest, curved and bend rails. Humes order called for the supply of 760 concrete rails in total, consisting of 540 straight rails; 100 vertical sag-crest rails; 82 horizontal curved rails and 38 horizontal curved rails with built-in 1-22 helical incline.

*Humes Construction News 03/89 via Lee Rodda 7/89
Engineers Australia 16/6/89 via Lee Rodda 7/89*

BLUE CIRCLE SOUTHERN LTD, Berrima 1435 mm gauge

Goninan Bo-Bo DE D2 (024 of 1967) was noted on 21 May, recently repainted and possibly refurbished or overhauled, hauling a single hopper from the cement works to Southern Limestone at Berrima Junction. This unit was built in 1967 to GE design, and a similar loco D1 (023 of 1967) was supplied to the same operator at Marulan South.

Ray Graf 4/89

COYA CONSTRUCTIONS, Gosford 610 mm gauge

(see LRN 46, p.4)

It is believed that this Brisbane-based company has been engaged in a tunnelling job in the Gosford area, utilising battery locomotives.

David Mewes 4/89

HUNTLEY COLLIERY PTY LTD, Avondale 1067 mm gauge

(see LRN 68, p.5)

This colliery, owned by Elcom (NSW Electricity Commission) was closed by order of the State Government on 14 June, together with the associated Elcom Tallewarra Power Station. Huntley Colliery had battery and diesel locomotives for materials haulage and battery man transporters, and was visited by a Society NSW Division tour last year.

ABC TV News 15/6/89 via John Browning

METROPOLITAN WATER SEWERAGE & DRAINAGE BOARD

(see LRN 54, p.5)

An 11 km sewerage tunnel from Faulconbridge to Hazelbrook will be

constructed in 1989-90, and a further 18 km to North Katoomba may follow if a feasibility study recommends it. It could be expected that the tunnel will be constructed using rail transport.

The Sydney Morning Herald 4/5/89 via Peter Jzilezck

PASMINCO LTD, North Mine, Broken Hill 610 mm gauge

"On all levels except No.32 and No.36, ore is transported from chutes to ore passes by 2.3 cubic metre automatic tipping Granby trucks hauled by 8.5 tonne battery locomotives on 610 mm gauge tracks."

Pasminco Ltd Prospectus via R.G. Graf 5/89

PASMINCO LTD, ZC Mine, Broken Hill 610 mm gauge

(see LRN 55, p.6)

At the former Zinc Corporation mine, "all ore is transported horizontally within the mine using both trains and diesel trucks."

Pasminco Ltd Prospectus via R.G. Graf 5/89

RICHMOND VALE PRESERVATION CO-OPERATIVE SOCIETY LTD various gauges Richmond Vale Railway Museum

(see LRN 61, p.10)

An impressive selection of ex-industrial locomotives and rolling stock has been collected, and were viewed on 7 May as follows:

Standard Gauge

9	2-8-2T	Kitson	4567	1908	ex J & A Brown
10	2-8-2T	Kitson	4798	1911	ex J & A Brown
21	2-8-0	Kitson	5201	1918	ex ROD and J & A Brown
Marjorie	0-4-0ST	Clyde	462	1938	ex Lysaghts Newcastle
DR1	0-4-0DM	Ruston & Hornsby	327986	1954	ex Shell & ANR
32	Bo-Bo DE	Goninan	1/S1001	1954	ex BHP Newcastle
	4wDM	F.C. Hibberd	3715	1955	ex Maritime Services Board
42	Bo-Bo DE	Goninan	3456-006	1960	ex BHP Newcastle
Kathleen	0-4-0ST	Avonside	1862	1961	ex Lysaghts Newcastle
No.2	steam crane			1915	ex BHP Newcastle
No.5	steam crane				ex BHP Newcastle

1067 mm gauge

41	4wWE	Jeffery			ex ?
55	4wWE	Jeffery	8855	1952	ex Stockrington No.2
57	4wWE	Jeffery	8857	1952	ex Stockrington No.2

610 mm gauge

4wDM	Ruston & Hornsby	331246	1952	ex Nymboida Colliery
4wDM	Ruston & Hornsby	385901	1956	ex Nymboida Colliery

Marjorie was running a passenger service with two bogie carriages. The F.C. Hibberd "Planet" was in use hauling ballast hoppers. DR1 has been operable since Christmas, but restoration work is proceeding on rusted bodywork. 32 has a broken crankshaft and is painted yellow. The Kitson 2-8-2T locos are out of service and the "R.O.D." 2-8-0 and *Kathleen* are dismantled for restoration. The steam cranes are both without jib, with the boiler of No.2 removed. Of the 3 ft 6 in gauge trolley wire locos, 55 and 57 have had their collection gear removed and are dumped while 41 is in the open complete with trolley pole. Of the two narrow gauge Rustons, one is under cover and the other in the open near the gate. A replica miners train of 4-wheel carriages is being built on ex-State Rail Authority 4-wheel steel underframes. A contractor was on site with a ballast tamper working on track restoration towards Kurri Kurri.

Ray Graf 5/89

QUEENSLAND

CANE RAILWAY SAFETY VIDEO

The Australian Sugar Milling Council is producing a safety video and instruction booklet on "codes of Practice for Safe Operations on Cane Railways." Filming for the video was due to take place early in the 1989 season.

Mackay Daily Mercury 23/5/89; Bob James 6/89

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY Durundur Railway, Woodford 610 mm gauge

(see LRN 69, p.6)

Restoration work on Hudswell Clarke 0-6-0 *Melbourne* (1701 of 1938) has been restricted because of wet weather. The top part of the cab has been sent to Palmer Tube Mills for rebuilding, and the boiler has been removed from the mainframes. The two VTS ballast wagons donated by the QGR were delivered to Woodford during April.

The Caboolture Shire Council have announced that they will donate the former D'Aguilar station building to the Society. It is currently located in the council works yard at Caboolture.

Durundur Railway Bulletin via John Browning 4/89, 5/89

BABINDA CO-OPERATIVE SUGAR MILLING ASSOC LTD 610 mm gauge

(see LRN 68, p.6)

Babinda shareholders are once again being asked to review the status of their mill, in the face of a number of takeover offers. Late in 1988, shareholders rejected a plan to change the organisation from a co-operative, which would have been necessary to accept a Bundaberg Sugar takeover offer. Now Bundaberg Sugar is bidding again, and a counter offer has been made by three local milling co-operatives, Mossman, Mulgrave and South Johnstone.

Mackay Daily Mercury via John Browning 4/5/89

BUNDABERG SUGAR CO LTD, Qunaba

A clearance sale was held at the Qunaba Mill, closed at the end of the 1985 season, on 12 May. Included in the sale was no less than 6 tons of 75 mm new tram axles.

Mackay Daily Mercury via John Browning 6/5/89

COYA CONSTRUCTIONS PTY LTD, Gordonstone 610 mm gauge

(see LRN 46, p.4)

An underground drift coal mine is being driven by these contractors at Gordonstone, near Gregory, about 55 km from Emerald. A 2 ft gauge railway is being used in connection with this work, which involves 1,000 metres of 1 in 4 grade tunnel with a further 300 metres at the foot of the decline. A dolly car and winch are being used on the project, which should be completed by about October.

*Sunday Sun 2/10/88 via Ray Graf; David Mewes 4/89;
Coya Constructions 6/89*

CSR LTD, Burdekin District Mills 610 mm gauge

(see LRN 70, p.7)

Victoria Mill's Plasser KMX-12 Tamping machine (255 of 1982) was on loan here for about a week late in May.

Chris Hart 6/89; Bob James 6/89

CSR LTD, Hambledon Mill 610 mm gauge

(see LRN 68, p.7)

It appears that proposals for a tourist park adjacent to Hambledon Mill are going ahead. The complex, to be known as "Sugarworld", will incorporate a passenger train ride behind a small diesel or petrol locomotive.

Tom Porritt 5/89

CSR LTD, Macknade Mill 610 mm gauge

(see LRN 70, p.8)

Earthworks for the Hawkins Creek extension began on 6 May. By 18 June, the day before the scheduled start of crushing, the track was laid, but ballasting was not completed. The delays had been caused by rain. From 16 June, nine of Victoria Mill's ballast hoppers were on loan for this job. The ballast plough recently built from the chassis of Motor Rail "Simplex" 4wDM 3717 of 1925 has been successfully used here as well as on repair work at washouts earlier in the slack season.

Chris Hart 6/89

CSR LTD, Plane Creek Mill, Sarina 610 mm gauge

(see LRN 67, p.8)

Com-Eng 0-6-0DH D3 (FA1036 of 1959) has been fitted with a Perkins "Eagle" 6-cylinder diesel engine for the 1989 crush. It is believed that a self-propelled rail jack has been ordered by this mill.

Bob James, John Browning 6/89

CSR LTD, Victoria Mill 610 mm gauge

(see LRN 70, p.8)

It is anticipated that the mill will be acquiring a new loco for the 1991 season. Current axle loading permitted by bridges on the mill tramway is 6 tonnes, meaning that the current 24 tonne bogie Baldwin locos are the largest currently allowed. However, strengthening the bridges on the Lucinda line would enable a 32 tonne machine to be used on the bulk sugar trains, leaving E.M. Baldwin B-B DH *Wallaman* (6400-3-4-76 of 1976) free for cane haulage. The new loco would probably be around 700 hp and geared for 40 km/h operation.

Victoria Mill Vibes 5/89 via Chris Hart

LAPPA 1067 mm gauge

(see LRN 68, p.7)

Ex-QR diesel 1180 was observed parked at the end of the 300 metre remnant of the Mt. Garnett line, having been used for shunting by a mining company. RAILCO (The Ravenshoe Atherton Insteam Locomotion Company) are making enquiries to purchase this loco for a proposed tourist service from Ravenshoe. Five QGR carriages have been purchased already, and RAILCO also hope to obtain a rail motor and a steam locomotive.

*The Cairns Post 13/5/89, 31/5/89; "FNQ Sunday"
11/6/89 via Tom Porritt*

MACKAY SUGAR CO-OPERATIVE ASSOCIATION 610 mm gauge

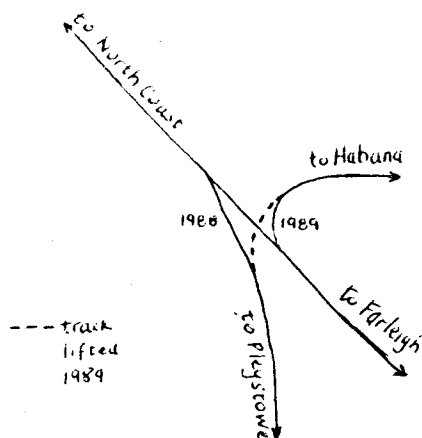
(see LRN 70, p.8)

The district crush was supposed to have commenced on 19 June, but this did not eventuate due to continuing wet weather. Havoc has been caused to the program of tramway construction and reconstruction, so that feverish work was in progress in mid-June to try to complete the essential work as soon as possible.

Only one ex-North Eton Mill Com-Eng 0-6-0DH has been transferred to Racecourse Mill. D4 (FB3169 of 1963) arrived by road about the end of April. Still with North Eton number and colour scheme in mid-June, this unit will possibly be named *Oakenden*. Construction of the 1.5 km Racecourse-Pleystowe link was only commenced on 19 June, and was expected to take about three weeks, with completion expected two weeks into the crush. Some problems had earlier been experienced in gaining access to the land required for the formation.

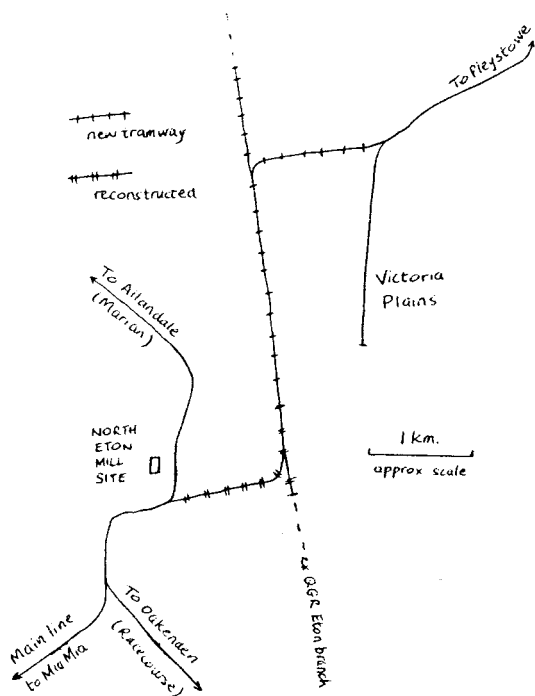
At Pleystowe Mill, ex-North Eton Mill E.M. Baldwin B-B DH locos 6780-1-8-76 of 1976 and 9815-1-10-81 of 1981 (ex-D7 and D8) have been repainted in Pleystowe livery and named *North Eton* and *Mia Mia* respectively. Ex-North Eton Com-Eng 0-6-0DM D3 (A2128 of 1958) was in Pleystowe loco shed in mid-June being prepared for repainting in Pleystowe livery. This unit will receive the name *Septimus*. Still at North Eton in mid-June was Bundaberg Jenbach 0-6-0DM D2 (13 of 1954), along with four Clyde 0-6-0DHs from Pleystowe: *Habana* (60-215 of 1960), *Palmyra* (63-273 of 1963), *Victoria Plains* (66-490 of 1966), and *Palms* (70-708 of 1970). *Palmyra* had been moved by road from North Eton to Pleystowe after the end of April, but was moved back to North Eton, again by road, on 19 June. Two NQEA 15-tonne capacity four wheel "big bins" with self-steering wheelsets have been delivered to Pleystowe Mill for trials this season. These have been designed for infield use, and one was OD display on a trailer at the Mackay Show in mid-June, together with a range of historical cane bins and trucks and the trailers which carried them.

The Pleystowe-North Eton rail link from Victoria Plains had still not been completed by 21 June. At Victoria Plains, some track was being laid on the new formation, but much more work was required to be done. Track had been laid for the whole of the distance for which the ex-QGR Eton branch formation is being used, but this was not completely ballasted. New track had been laid nearly to the connection at the south end of the North Eton mill yard. However, by working the local Show Public Holiday and the weekend, it was hoped to have the line completed for 26 June.- Motor Rail "Simplex" 4wDM locos 9577 of 1951, 9861 of 1953, and 21575 of 1956, and the ballast tamper



Farleigh-Pleystowe link

JB 6/89



North Eton - Pleystowe link

JB 6/89

(Tamper 4375636 of 1977) were observed on trackwork near North Eton. A device for laying concrete track panels was seen. This takes the form of a steel girder truss about 22 metres long, mounted at the centre on a bogie wagon chassis, and with a small overhead travelling crane mounted along its length. One end of the truss extends over a line of track bogies on which the panels are carried, while the other extends over the "head of steel". To lay track, the truss is jacked up at its corners

and a panel of track is lifted, moved to the other end, and dropped into position. The North Eton Oakenden line, which forms the line to Racecourse Mill, has been under reconstruction in the Barrie area, and this line had not been completed by mid-June either.

Ex-North Eton Mill Com-Eng 0-6-0DH D6 (FB4383 of 1965) was transferred to Farleigh Mill by road about the end of April. Still with North Eton number and colour scheme in mid-June, this unit will be named *Barcoo*. One of the bogie carriages built

by Tony Germanotta for his proposed tourist operation (see LRN 57, p.11) was observed in use by the Farleigh navvies in June. The unique Pacific petrol line car (1046 of 1976) which has not been used for some years has found a new use - being towed behind the weedkiller train (by a rope!) to accommodate the operator. Track alterations have been made to connect the former Pleystowe Habana lines to Farleigh Mill. The diamond crossing on the Farleigh north coast line has been removed and trains coming from Habana will now join the north coast line by a new connection installed here. The link from the north coast towards Pleystowe, installed last year, has been retained

At Marian Mill, ex-North Eton Mill Com-Eng 0-6-0DH D5 (FB3170 of 1963) remained in North Eton livery with its North Eton number in mid-June. New locos will be needed for the Finch Hatton tramway link required with the closure of Cattle Creek Mill at the end of the 1990 season, and two or three are being considered, of 32 or 40 tonnes. No order had been placed by mid-June. The new tramline bridge at Dow's Creek has been completed, but the track extension to Langdon will not be constructed until early in the crushing season, as more urgent maintenance work, held up by wet weather, had to take precedence. Three more bogie bins of the type tried out in 1988 are to be supplied during July for further trials at Marian Mill. Preparatory work is about to begin in connection with the construction of the new high-level road/rail bridge across the Pioneer River at Marion. Marian Mill will be making a contribution of \$600,000 towards the costs of the bridge, which will involve a tramway deviation to the south of the Mackay-Eungella Road. Frequent flooding and the annual sugar crush means that the building of the bridge will be staged over two years, with completion planned for 1991.

Mackay Daily Mercury via John Browning 2/5/89, 23/5/89, 30/5/89, 2/6/89, & 24/6/89;

John Browning, Bob James, Len Heaton 6/89

MORETON CENTRAL SUGAR CO LTD, Nambour (Bundaberg Sugar) 610 mm gauge

(see LRN 67, p.10)

It is believed that Bundaberg Sugar's Plasser KMX-12 Tamping Machine was loaned to Moreton Mill for about a week recently to complete some track renewal work. Operator and machine travelled from Bundaberg for this duty.

Bob James 6/89

MOSSMAN CENTRAL MILL CO LTD 610 mm gauge

(see LRN 69, p.7)

Bally Hooley half-day rail tours now operate from Marina Station, Port Douglas to Mossman at 9.30 am on Mondays, May to November; Tuesdays,

Thursdays and Fridays, April to January; and Wednesdays, June to October. Afternoon tours from Mossman Mill operate at 1.30 pm on Mondays and Thursdays, June to October; Tuesdays, May to October; Wednesdays, June to September; and Fridays, May to September. Trains do not operate at weekends or on Christmas Day, Boxing Day, or Good Friday.

Tom Porritt 5/89

MULGRAVE CENTRAL MILL CO LTD, Gordonvale 610 mm gauge

(see LRN 70, p.9)

The "Mulgrave Rambler" tourist passenger service officially began operations on 15 May following trial trips the previous week. A train of three bogie carriages is hauled by John Fowler 0-4-2 *Nelson* (20273 of 1934) which has been converted from a tank locomotive.

A station has been built at the southern end of Gordon Street from which passengers depart for the Orchid Valley via the Little Mulgrave line. Tours depart Gordonvale at 8.30 am and 2.30 pm daily, and include a mill and Orchid Valley tour.

Considerable problems with flooding were experienced on the Little Mulgrave line during the slack season, with the river having put the line under water on three separate occasions.

Tom Porritt 5/89, Cairns Post 9/5/89 & 13/5/89 via Tom Porritt;

Pyramid News 21/4/89 & 12/5/89 via Chris Hart

THE SUGAR BOARD, Mackay 610 mm gauge

(see LRN 69, p.8)

Com-Eng 0-6-0DH F1029 of 1958 has now been returned to a yellow livery and has been back at work shunting bulk sugar box wagons. Presumably the silver paint scheme noted previously was an undercoat.

John Browning 6/89

SOUTH AUSTRALIA

BHP LONG PRODUCTS DIVISION 1067 mm gauge

(see LRN 70, p.9)

The 32 km tramway extension reported previously is part of a \$50m project to replace the worked out Iron Baron mine with a new Iron Duke Mine. The project is being carried out by KBR, a joint venture between Baulderstone Hornibrook and Kinhill Engineers. By the end of March, tramway formation construction was nearing the halfway mark. Track will be fully-welded from 51 kg rail fixed by Trak-Lok fastenings to steel sleepers, and bedded in a

crushed slag ballast. Maximum gradient is 1 in 90 against empty trains and 1 in 200 against loaded trains.

Two trains daily, each carrying 3000 tonnes of ore, will handle an annual demand of 2 million tonnes. Each train will be composed of 50 bogie ore wagons hauled by twin diesel-electric locomotives from BHP's existing fleet. At Iron Duke, ten ore loading bins will be able to load five wagons at a time. Trains will complete one round trip from Whyalla each 8-hour shift. Completion of the tramway is scheduled for December 1989, with commissioning taking place in February 1990.

Engineers Australia 5/5/89 via Greg Stephenson

TASMANIA

BUSH MILL TRAMWAY, Port Arthur 381 mm gauge

A Garratt locomotive is in the course of construction in the workshop of the Bush Mill near Port Arthur on Tasman Peninsula, south-east of Hobart. This ambitious project is being carried out by Lester Jones who is the regular driver of the 0-4-0 Vanderheiden loco Sarah Kate, on the tourist scenic tramway operated by the management of the Bush Mill complex.

The engine is being largely modelled on the famous K class Garratts which were the first Garratt engines ever built and worked on the 610 mm gauge North East Dundas line. Due to the gauge difference, the engine under construction will be roughly half the size of the K class, and will be 16 ft long and 3 ft 9 in wide. Due to the restrictive nature of a half sized cab, this component will be of a somewhat larger scale.

Engine blocks, bogies, motions and wheels are approximately 75% complete. The boiler will be 7 ft long, have a diameter of 2 ft and is designed to work on a pressure of 150 psi. Work on the project started in November 1987 but a likely completion date has not been predicted.

The building of this locomotive raises several interesting points regarding Garratt engines and the construction of steam locomotives in Tasmania. Recent research done by Wayne Chynoweth and David Beck has established that John Clark was building steam locomotives in Hobart as early as 1877. Other "builders" apparently assembled or modified engines using parts from various sources and seldom, if ever, undertook a complete construction of their own. Whilst it is known that several diminutive Garratts have operated commercially in Africa and Asia, the loco under construction could very well prove to be the smallest Garratt ever built for regular passenger traffic.

Ken Milbourne 6/89

EMU BAY RAILWAY CO LTD 1067 mm gauge

(see LRN 70, p.11)

This company is now a subsidiary of Pasminco Ltd which since 1 July 1988 has held the merged assets of CRA Ltd and North Broken Hill Peko Ltd 1989 haulage tonnage on the 130 km line is 582,000 tonnes of concentrates, 9000 tonnes of rail freight for the Rosebery Mine, and 90,000 tonnes of sulphuric acid for North-West Acid Pty Ltd \$7.6m is being spent to handle the additional tonnage from Aberfoyle's Hellyer Mine, including the 11 km spur line to Hellyer, the purchase of additional rolling stock, and increased storage capacity at Burnie.

Pasminco Ltd Prospectus via R.G. Graf 5/89

PASMINCO LTD, Rosebery Mine gauge unknown

(see LRN 65, p.13)

"Ore is produced by a sub-level stoping method utilising remote diesel and electric loaders, and is transported to the shaft system by either rail or diesel truck haulage."

Pasminco Ltd Prospectus via R.G. Graf 5/89

VICTORIA

ALEXANDRA TIMBER TRAMWAY & MUSEUM INC. 610 mm gauge

P.O.Box 288, Alexandra Vic 3714

(please note new post office box number).

(see LRN 70, p.11)

Between the May and June steaming days, the 1.5 chain radius curve adjacent to the loco shed was relaid in 60 lb rail, a total of 16 lengths. New redgum sleepers were used, along with two truckloads of new ballast which had to be distributed by hand as very wet weather precluded the use of a front-end loader. The Museum crew were assisted in this task by members of the Lions Club of Alexandra, and by the PBPS who kindly loaned their hydraulic rail bender to the Museum. The Museum also wishes to thank John Shaw of the PBPS for his assistance with this part of the re-railing project. Approximately half the loop has now been relaid in 60 lb rail.

The Museum has purchased the last remaining buildings from Molesworth and Cathkin on the Tallarook-Mansfield Railway. When re-erected at Alexandra, the building from Molesworth will become a tool store, and the shed from Cathkin a new Way and Works Depot. The original Way and Works Depot at Alexandra will serve as a garage for the Museum's vintage Fordson

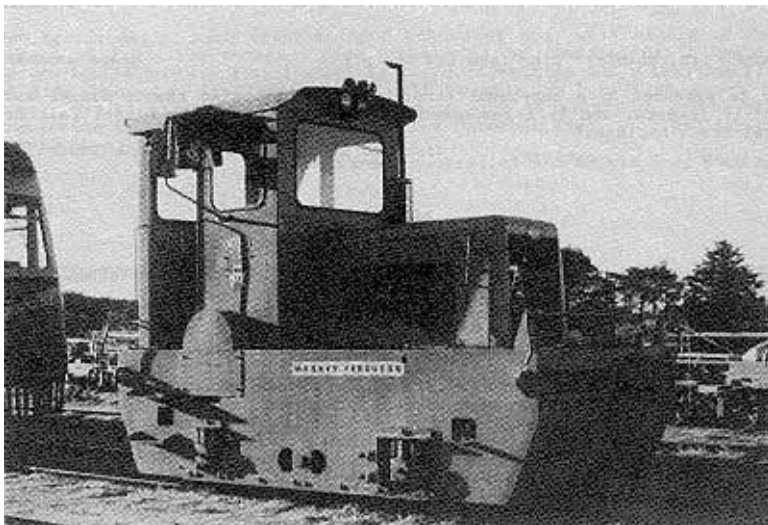
Tractor which is now almost fully restored.

The framework for the extension to the goods shed has been completed and sufficient second-hand corrugated iron purchased for the roof. It is anticipated that the remaining two locomotives stored in the open will be under cover by summer.

There is still no official word from the Victorian Government regarding the Museum's tenure of the railway land at Alexandra. While the Museum committee feels that it has no choice but to continue with the development of the project, a local service club has decided that it will not go ahead with the landscaped picnic area which it had agreed to fund and construct, until the land question is settled.

Peter Evans 6/89

CENTRAL HIGHLANDS TOURIST RAILWAY, Daylesford 1600 mm gauge



Malcolm Moore, 1600 mm gauge locomotive, ex-Massey Ferguson, Sunshine, now at Daylesford, Vic.

Photo: Peter Evans

The Society has a collection of mostly ex-VR rolling stock and operates "trolley trains" in connection with a weekly Sunday market held at Daylesford. However, one industrial railway item is a Malcolm Moore 4wDM formerly used at Massey-Ferguson, Sunshine, Melbourne (see LRN 67, p. 16).

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Preservation Society 762 mm gauge

(See LRN 70, p.13)

The PBPS Monthly News for May 1989 reported that enough rail is on hand to go to Beenak. This is about 20 km past Gembrook!

The Plasser tamper has been working two days a week between Menzies Creek and Clematis, and over 200 tons of ballast has been laid.

Work on rebuilding Clematis station continues, with weatherboards and doors being fitted.

Locomotives:

G42 - The cab/boiler-frame unit was returned to Belgrave on 19 April in preparation for its restoration. Work has now commenced on its cleaning. All driving wheels have been cleaned ready for repainting. All major work on the brake hangers has been completed, and work has commenced on the equalising beams. The Annual Great Train Race was held on 30 April and raised \$15,000 for the G42 fund.

7A is currently in the workshops, with the crossheads being whitemetalled.

12A - Pony truck assemblies have been nearly completed. The weightshaft has been fitted to the frame.

Monthly News via Frank Stamford 6/89

T.A.C.L. RAIL TRACTOR RESTORATION - PROGRESS REPORT

A Project to Restore the Climax's Little (Ugly) Brother

(see LRN 70, p.13)

Machining of the axleboxes continues, the only work remaining to be done on these is to open out the lubrication slots, and clean up the horn-guide pathways.

It seems likely that the solution to the wheel tyre problem will be to get one new driving wheel cast, and turn a running surface on the casting. But we are still looking at the possibility of building up the thin tyre with welding.

Frank Stamford

MELBOURNE & METROPOLITAN BOARD OF WORKS 762 mm gauge?

(see LRN 63, p.13)

Tenders have been invited for the supply of a 4-metre diameter tunnel boring machine to excavate approximately 11 km of tunnel through various ground conditions in the Melbourne metropolitan area. Tenders close on 16 August.

The Australian 31/5/89 via John Browning

WESTERN AUSTRALIA

WEST AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION INC., Bennett Brook Railway, Whiteman Park 610 mm gauge

(see LRN 70, p.15)

Steam operations for 1989 commenced on 16 April. Since then, two of the superheater elements of 2-8-2 NG15 123 (Franco-Belge 2670 of 1951) have developed leaks and had to be replaced, resulting in the loss of one Sunday's steam operations. Saturday passenger services have been operated using the Gemco 4wDM of 1964 and the AQ/AOB coach set.

The Maylands Brickworks 4wPM, *Maylands*, has been out of service with a fractured oil line to the pressure gauge, and the week after, F.C. Hibberd "Planet" 4wPM *Yellow Rose* failed in traffic with the same problem. The Gemco has been used for materials and ballast trains by the contract track upgrading crew on weekdays, and following the failure of *Yellow Rose*, Ruston & Hornsby 404982 of 1957 was used on the weekend track tamping train.

The track upgrading programme on the 4.6 km Community Welfare loop is to bring the line up to acceptable operating standard for steam locomotives. The initial 1.5 km from Central Station is being done first, with the first 600 m out of Central on new formation, and 240 m of Dead Horse curve, further on, being re-aligned by up to 20 m. A new run around loop is being constructed at Forrest Grove. This initial section should be finished in time for the last leg of "Rally Australia", which will be held in Whiteman Park on 16 September.

An approach has been made with a view to possibly purchasing the 700 mm Hanomag 0-8-0T of 1925 being offered for sale by Southern Private Railroad in Melbourne (see LRN 65, p.16). This locomotive was until recently oil-fired, which would allow all year round operation at Whiteman Park. The Klien-Lindner hollow front and rear axles would make regauging difficult.

Rusty Rails Vol.14 No.3 1989 via John Browning

MEETINGS

MELBOURNE:

PHILLIP RICKARD - BUSHBASHER EXTRAORDINAIRE

Following our usual short AGM our attention will be transferred to Phil Rickard, one of our most accomplished bushbashers. Phil has undertaken numerous expeditions to the wilder parts of the state in search of the more remote tramway remains. Much of what he has found has only been visited by him so there is a unique aspect to the slides he has taken to record what he has found.

Be sure not to miss this night as there will be plenty to satisfy everyone

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

DATE: Thursday 10 August at 8.00 pm

SYDNEY:

JOADJA: A SOUTHERN HIGHLANDS MINING COMMUNITY

Our special guest for our August Meeting is Leonie Knapman whose work on this subject should be familiar to all with an interest in this area. Her talk will cover the industry, the railways and the people that lived around the shale mines. For those that have seen the valley, it will be a chance to get an understanding of the community of immigrants that lived in splendid isolation to leave only ruins for us today.

LOCATION: Woodstock Community Centre, Church St Burwood

Note : Plenty of off street parking at the rear of the building and Burwood station is only a 5 minute walk away.

DATE: Wednesday 23 August at 7.30 pm

ADELAIDE:

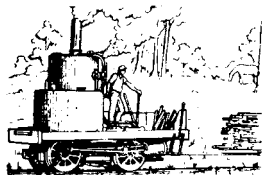
Contact Arnold Lockyer for details. Phone: 08-296 9488

LOCATION: 150 First Avenue, Royston Park.

DATE: Thursday 3 August at 8.00 pm.

BRISBANE:

Contact Terry Paton for details. Phone: 075-62 2896



LIGHT RAILWAY NEWS

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Deadline for next issue - 27 October 1989



Mulgrave Mill's John Fowler 0-4-2 Nelson (20273 of 1934) hauls "The Mulgrave Rambler" towards Orchid Valley, 16/7/89 (see page 15).

Photo: Chris Hart

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RESEARCH

AUSTRALIAN BLUE ASBESTOS, Wittenoom, WA

(see LRN 65, p.3)

A recently published paperback, *Blue Murder*, which deals with the occupational diseases associated with the mine's operation, features a photograph of a battery electric locomotive underground.

Ray Graf 8/89

TRAMWAYS AT MACEDON (VIC) RAILWAY STATION

Paul Steinhauser has forwarded the following items published in the Mount Macedon & District Historical Group newsletter (winter 1989 edition).

"Originally there was a sawmill on the other side of the creek, below where the road crosses it, from where a tram track ran up to the main road, along what became known as the Devil's Hole Road - this is the road that runs along the northern boundary of Sefton. The last operators of the saw mill found this unsatisfactory, so they made a track along the side of the hill through private property. This was eventually taken over by the Shire Council and later named Sangsters Road.

"James Nicholls.... arriving at Macedon and again becoming involved in brickmaking from 1857.... operated a brickworks close to the station and was contracted by Cornish and Bruce, who were building the Melbourne-Bendigo railway, to supply bricks for bridges, culverts and station platforms."

And from the *Woodend Star* of 9 November 1888 - "Macedon Steam Brick, Tile & Drainpipe Company have been granted permission by the Gisborne Shire Council to construct a tramway across Government Road to connect the Company's works with the railway at Macedon."

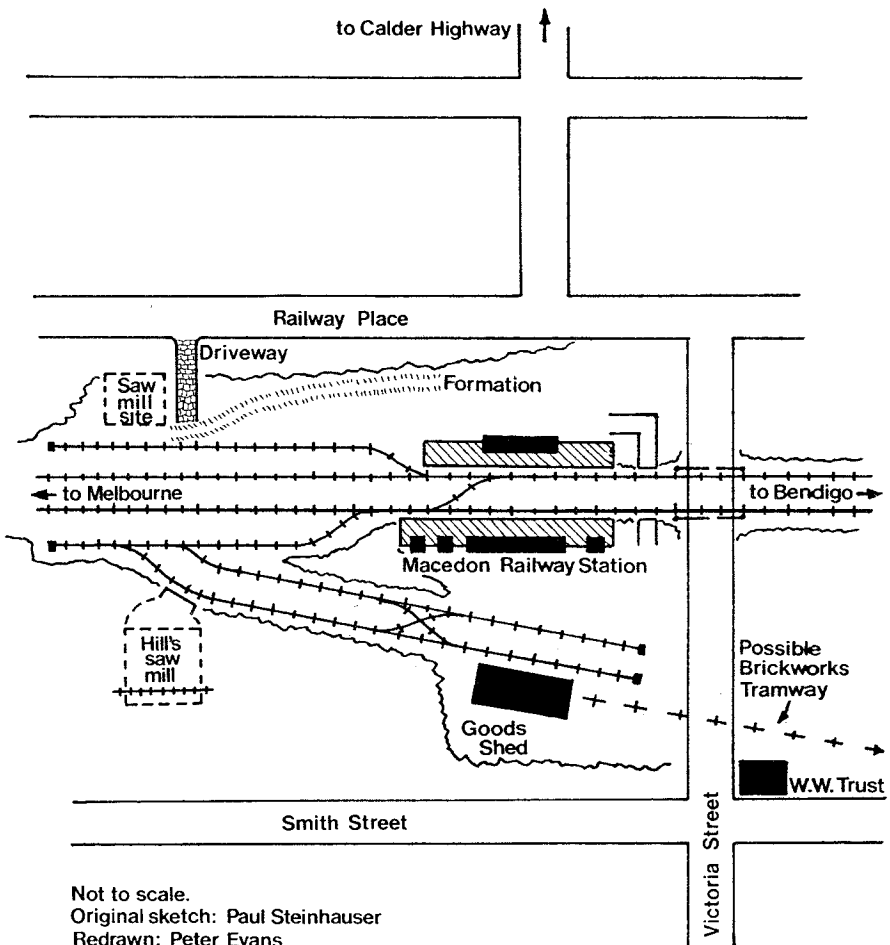
The brickworks were closed by July 1895 when the operators started a eucalyptus distillery on the site.

Paul also adds, "All the remaining sidings at Macedon were lifted about

two years ago, nearly all of it the chaired rail type. The goods shed lines were filled in to form a car park. The goods shed itself was destroyed in the 1983 bushfires. The station area had a sawmill (Hills) operating there for many years until it was moved some twenty years ago to a new site on the Calder Highway. It was situated on the Melbourne side of the Macedon Railway Station. There was possibly another mill on the opposite (Bendigo) side of the tracks as there was a cobblestone drive and a formation running away from the siding northwards at the back of the station waiting room."

Perhaps this is an area warranting further attention from light railway researchers.

Paul Steinhauser via Peter Evans 8/89



DECAUVILLE (COUILLET) B/No 986 of 1886

The following letter has been received from Bernard R. Holmes, Managing Director of T.W. Sands & Co, 449 Elizabeth Street Melbourne 3000 (Phone 03 329 7804). Perhaps someone can be of assistance.

"I am writing in the hope that your Society may assist in supplying any photographs or drawings that show the headlight of the Decauville locomotives that ran at the West Melbourne gasworks.

"We have at present, the remains of one of the headlights in our workshop for restoration (more like a total rebuild!). This is being carried out for the present owner of the Decauville who, knowing of my personal interest in steam, especially narrow gauge and light railways, has entrusted my Company with the task.

"I would like to present the restoration as authentically accurate as possible and to this end I make this request for any assistance possible.

"The more detailed the photographs/drawings are, the closer we will be able to achieve our aims in restoration and preservation of this unique article."

Bernard R Holmes via Peter Evans 7/89

LAKES ENTRANCE, VICTORIA

A newspaper article to commemorate the centenary of the opening of the Lakes Entrance featured a photograph of rail operations associated with concrete pile driving along the entrance walls. Track gauge appears to be 3 ft 6 in

The Weekly Times 21/6/89 via Ray Graf

NOTES, CORRECTIONS & COMMENTS

BUSH MILL TRAMWAY, Port Arthur 381 mm gauge

(see LRN 71, p.16)

Further to Ken Milbourne's report on the building of a Garratt locomotive for this line, it may interest readers to know of several other miniature, as opposed to model, Garratts in existence. (You get in them not on them.)

In 1938 Kitsons built two 10.25in (260 mm) gauge Garratts for the Surrey Border & Camberley Railway. This English pleasure line had only a brief existence, closing at the start of WWII. Both locos are still in existence, one in Norfolk, having been to India where it was owned by the Maharaja of Baroda. The other, rebuilt into "n.g." style, is in Dorset, having previously been owned by Sir Thomas Salt who used it on his pig farm railway. Wheel arrangement: 2-6-0 + 0-6-2. Cyls: (4) 3.5 in x 5 in. Weight: 2.25 tons.

More recently, on 7.25 in (184 mm) gauge, two Garratts of about 1:5 scale replicas of East African Railways "59" class 4-8-2 + 2-8-4s were built in the 1970s in England. Each is capable of hauling some 150 passengers on the level.

For the record, the smallest 2 ft (610 mm) gauge Garratts built were two for the Chemins de Fer Vicinaux du Mayumbe in the Belgian Congo. Built in 1911 by SA St Leonard, these 0-4-0 + 0-4-0s weighed in at just over 23 tons in working order and had the distinction of being the first of the species "Garratt" to roam Africa.

References : *Garratt Locomotives of the World* - Durrant D+C 1981

The Narrow Gauge magazine, England NGRS No. 70 and 71.

Phil Rickard 8/89

FIELD REPORT

TINBEERWAH MOUNTAIN RAILWAY, COOROY, QUEENSLAND:

The morning of Sunday, 19 February 1989 dawned bright and shiny on one of the few occasions of a fine weekend in Brisbane earlier this year. A group of approximately twenty assorted railfans and their families, both young and old, met at Graham Chapman's Engineering Works, Kallangur to travel in convoy to the Tinbeerwah Mountain Railway. After a short inspect on of some of the narrow gauge locomotives stored at Mr Chapman's works, the group departed for Cooroy, approximately 100 km north of Brisbane.

On arrival at the railway's location, we were warmly welcomed by Russell and Peter Savage. After introductions all round, the group was ushered to the base terminus of the railway. A Fairmont style trolley then took some spectators by rail to the new carriage sidings. The balance of the group walked past the original engine shed to the new carriage sidings and shed.

From here the scale of the railway could start to be imagined. A diesel locomotive and passenger car were run out from the shed and the first group commenced their ascent to the top and a second group followed shortly after by the Fairmont trolley. The visual observation of trains was used as the principal method of safeworking. The remainder of the group walked from here to the original sidings where an assortment of semi derelict locomotives, wagons, spares, etc. were kept. These had been used in the original construction of the line, and most had seen better days. Due to its location amongst a large grove of trees, relocation of this area is necessary to avoid damage from falling branches.

One train returned to take the balance of the party to the summit. The writer

travelled on this train and this is his description of the line. It heads almost due east for some 200 to 300 metres on an ascending grade and makes a 90 degree turn north for the steepest portion of the ascent. At this stage grades of 1 in 8 are encountered just prior to the switchback. This grade was handled with ease by the locomotive with its load. The train ran forward into a dead end siding where a small washaway had occurred and then reversed up the first leg of the switchback which goes for some 50 metres. After points were changed, the locomotive again set off up the grade circling the northern and eastern parameters of Mount Tinbeerwah. The grades on the balance of the line vary between 1 in 15 to 1 in 25. It is an almost continuously climbing gradient which eases near the peak. Magnificent views were obtained from here as the summit of the railway offers sights over the Noosa Hinterland.

Two or three trips were made with both the diesel and passenger car and the trolley. Some members of the group enjoyed the free wheeling ride of the trolley down the track. At various points along the line, both Peter and Russell stopped and indicated their various plans and spoke of the difficulties encountered relative to the construction through rock outcrops, over gullies etc.

Eventually the group returned to the base terminus where members of the Savage family had thoughtfully provided barbecue facilities. Throughout lunch both Russell and Peter answered the many questions put by the group. After lunch further trips were made up the mountain while Russell explained their eventual aims with the line.

At the conclusion of the day, Convenor/Arranger, Terry Pa-on, presented Russell and Peter with a carton of appreciation for the warm and generous hospitality extended to each and every member of the group. A most pleasurable day was had by all.

John Guest 9/89

NEW SOUTH WALES

CENTRAL WEST RAILWAY PRESERVATION SOCIETY, Orange 1435 mm gauge

(see LRN 65, p.5)

This Society has raised the \$20,000 needed to buy and renovate four carriages for the Ben Chifley locomotive. The Society's appeal brought great response particularly from schools in Bathurst and Orange Rotary Club which donated \$4,000.

The Sun-Herald 21/5/89 via Ray Graf 8/89

COAL & ALLIED INDUSTRIES 1067 mm gauge

(see LRN 19, p.7)

Rationalisation of Coal & Allied's colliery operations has been underway since 1986. Some mines have been shut, including Aberdare North and Stockrington No.2, while others have been sold, including West Wallsend No.2 and Liddell Colliery. All these had underground rail systems.

An auction was to be held at the Hexham Coal Preparation Plant on 9-10 August, and the lots were inspected on 8 August. The major rail items are listed below:

LOT 743 - "EBM" underground shuttle car. E.M. Baldwin 4wDH 2921-1-4-69 of 1969, Model 6DHS Mk3SR. Numbered 2607. In good external condition but no engine. Some parts are labelled "Stockrington", so it may have last worked there Painted white.

LOT 767 - Baldwin underground locomotive powered by Cummins 6-cylinder diesel engine.

E.M. Baldwin 4wDH 3550-1-11-71 of 1971, Model DES20M/A2. Numbered 4 in cab on left hand side. Also carried number 81319 painted on rear left hand side. This unit was partially disassembled, and the cab had suffered damage. It had been out of service for some time and stored in the open. Painted yellow.

LOT 768 - Baldwin underground locomotive powered by Cummins 6-cylinder diesel engine.

E.M. Baldwin 4wDH 2426-2-7-69 of 1969, Model DHS20M. Carried painted name *Madge* on cab sides, and also "I" on right hand cab side in steel. This locomotive is illustrated in the catalogue. In poor condition, partially disassembled. Had been out of service for some time and stored in the open. Painted white.

LOT 796 - Baldwin underground locomotive powered by Cummins 6-cylinder diesel engine.

E.M. Baldwin 4wDH 2426-3-9-69 of 1969, Model DHS20M-A2. This was numbered 2, with a metal number on the cab side. Also carried number 8682 on left hand rear end. This unit was in reasonable external condition and was painted yellow.

Other items included several rail-mounted transformers, and spare parts for Baldwin personnel carriers, together with wheels from wagons.

At Ayrfield Colliery, North Rothbury - Branxton, on 8 August, a further auction was held, and the items included 40 x 15m lengths of 47 kg rail and a "railway inspection wagon with 4-cylinder petrol engine" (standard gauge?).

*Craig Wilson 8/89, Sydney Morning Herald 22/7/89 via Ray Graf
Rail Australia 6-7/89; The Australian 5/9/89 via John Browning*

METROPOLITAN WATER SEWERAGE & DRAINAGE BOARD, North Head gauge unknown

(see LRN 71, p.9)

A head-on accident took place in the North Head sewerage outfall tunnel on 7 September. This project is under construction, and may in fact be in the hands of a contractor (Holzmann-Holland? see LRN 52, p.9).

The accident took place between a diesel personnel carrier conveying 16 men to the work face for the afternoon shift, and a locomotive hauled spoil train on its way in to the foot of the decline. The spoil train locomotive may have been a battery electric, and apparently it was hauling five muck cars. The collision occurred about 80 m below the sea bed and about 2 km from the foot of the decline, on a curve, at a speed of approximately 10 km/h. Both trains were derailed, and only one of the men on the personnel carrier escaped injury. Most of them were dozing on the 4 km trip, and they were wearing ear plugs, so were not aware of any danger until the impact. The spoil train driver was unhurt. It was stated that the spoil train usually only comes to the decline foot after the afternoon shift has commenced.

Possibly some Sydney member might be able to find out further details of the rail equipment being used for the ocean outfall tunnels at North Head, Malabar and Bondi?

*David Mewes; Daily Sun (Bris. 8/9/89;
Sydney Morning Herald 8/9/89*

MOUNTAIN HIGH RAILWAY CO PTY LTD, Tumut 1435 mm gauge

(see LRN 70, p.7)

D10, a 400 hp B-B DE built by English Electric (Australia) from the Port Kembla steelworks is confirmed as having been acquired for this line. It is understood that this unit is being overhauled by BHP at Port Kembla before delivery. It is also understood that an offer was also made to purchase the ex-Lysaghts Goninon B-B DE JL3 *Helen Mary* (017 of 1962) from BHP (see LRN 70, p.4).

Rail Australia 6-7/89 via John Browning

NEWCOM PTY LTD, Angus Place Colliery 1067 mm gauge

This site was visited on 17 July, and is a Longwall operation. There are two diesel and two battery locomotives as well as three personnel carriers as follows:

DL1	4wDH	Baldwin	3738-1-12-71	1971	DH20M
DL2	4wDH	Hexham	659	1988?	DH25M
BL07	4wBE	Vale Engineering			

BL08	4wBE	Vale Engineering
PC01	4wBER	Vale Engineering
PC02	4wBER	Vale Engineering
PC03	4wBER	Vale Engineering

DL1 has lost its builder's plate, but it went new to Lidsdale in 1971. It carries BALDWIN No.1 on the engine compartment sides. It has a single cab and is painted white, but has previously been yellow. Fitted with a Cummins diesel, it is on standby at present. DL2 has been at the mine for about 18 months, and carries Baldwin/Hexham builder's plate. It has a dual cab and is fitted with a Caterpillar engine.

BL08 carries Vale Engineering plates, and is of single cab design. BL08 and the identical BL07 were originally numbered BL02 and BL01, but Newcom numbering has now been consolidated across the various mines.

PC01 carries 18 men and is painted white. Both the other personnel carriers were being used.

Other rolling stock noted included a four-wheeled dolly car fitted with a driver's compartment and passenger accommodation. The drift winder was installed by Goninon. There are four man riders built by Hannaford. Two were seen which weigh seven tons and have a capacity of 40 men each, numbered 1 (builder's number 1057-77-2) and 2 (1057-77-1). These two have dump brakes and do not go beyond the drift, while the other two are used for man transport beyond the drift. There are also a hopper car by Hannaford, a dust car, two 40 tonne capacity flat wagons, and a 60 tonne capacity flat wagon used for moving a coal shearer underground. When loaded, the shearer straddles 2 m on either side, and it can be turned using a pivot built into the wagon.

The signal system works through the automatic tripping of section signals by side-mounted reflectors. Personnel cars have the reflectors on one side only, while the locos have them on both sides.

Craig Wilson 8/89

NSW STEAM PRESERVATION CO-OPERATIVE SOCIETY LTD, Campbelltown Steam and Machinery Museum, Menangle 610 mm gauge

(see LRN 66, p.7)

Following the reduction in land area and purchase of the smaller site by the Society this year, plans were drawn up to utilise the area to best advantage. In addition to a balloon loop, a feature of the line will be a 32 ft span steel girder bridge to cross the creek on a 1:60 grade. Work has not commenced on the railway track to date, as restoration of the two carriages has been carried out

since the line closed to traffic in November 1987.

The loco Robert Hudson (Hudswell Clarke 1423 of 1922) is next for further restoration. The wheels are to be reprofiled and new axle box bearing cast and machined. The valve gear has to be repinned and bushed, hornguides etc. to be repacked and a steam engine brake fitted.

The new arrangements at the Museum will include a shed to house the locos and carriages, in addition to a Signal Box (ex Thirroul Frame B) to operate the nearer points and signals. The line will also have several level crossings over it, in particular the main entrance to the Museum will be over the level crossing, flashing lights etc. are planned for safety.

The railway group is always interested in hearing from persons over 16 years, interested in working with the gangs. We work two Saturdays a month. Opportunity exists to gain Steam Boiler Attendant's Certificate and Driver's Permits issued by the D.I.R.E. Contact Paul Simpson on (02) 771 3929 or Len King (02) 818 3111 and leave a message.

The next Steam Rally is 11/12 November 1989. Although the steam train won't be running, there will be a section of temporary track in use for converted standard gauge push-trikes (now with 4 wheels for 610 mm gauge) - for a small fee you can propel yourself along the track!

Paul Simpson 8/89

NSW STEAM TRAM & RAIL PRESERVATION SOCIETY, Parramatta Park 1435 mm gauge

(see LRN 45. p.6)

A December deadline has been imposed by the State Government for the Society to raise the \$200,000 necessary to relocate the museum and track at Parramatta Park, otherwise eviction may follow to make way for the latest stage of the park's redevelopment. The Society is appealing for more time.

Daily Mirror 24/7/89 via Ray Graf

PAUL SIMPSON, Panania 610 mm gauge

(see LRN 57, p.7)

On 13 August 1989 the Dorman Diesel motor in Kelly & Lewis 0-6-0DM 5957, of 1936 was brought to life when the final adjustment was made to the timing of the fuel pump! and batteries fitted to turn over the motor for starting. On August 20, the loco itself was made to move under its own power - the first time in over 40 years! Further fitting of the instrument panel is yet to be done and the floor, lamps etc. fitted also.

Paul Simpson 8/89

RICHMOND VALE PRESERVATION CO-OPERATIVE SOCIETY LTD Richmond Vale Railway Museum various gauges

(see LRN 71, p.9)

The Museum has added four 10 class steam locomotives to its extensive collection. The engines are four of 14 ordered by the Richmond Vale mine between 1915 and 1926 and were entrusted to the Museum by Coal and Allied Industries. Three of the locos are operational and it is hoped the fourth will be running within six months.

Daily Mirror (Sydney) 2/8/89 via Ray Graf

WOLLONGONG 1067 mm gauge & 1435 mm gauge

At lunchtime on Friday 11 August, three semi-trailers were seen descending the Macquarie Pass towards Wollongong, loaded with underground mining equipment. Among a quantity of rubber tyred equipment was seen the following 3 ft 6 in gauge rail items: Personnel carriers numbered 11 and 15 (painted white) and a battery locomotive numbered 13 with battery box lettered NA (painted white). There were also two extra battery boxes, 13 (orange) and JC (yellow). The numbers carried were black painted metal, about 30 cm, and the items appeared reasonably clean. Some parts appeared to have been removed however. It is unknown where these items were from or where they were destined.

At approximately 10.30 am on 29 June, a standard gauge slag car was seen on a low loader on the Princes Highway, Unanderrra, facing north. It had been freshly painted white all over with black bogies. Could preservation be a possibility?

P.S. Mangels via Ray Graf 8/89; Ray Graf 8/89

QUEENSLAND

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY Durundur Railway, Woodford 610 mm gauge

(see LRN 71, p.10)

Some repair work to *Melbourne*, Hudswell Clarke 0-6-0 1701 of 1938, is being undertaken by Palmer Steel Industries at Mt. Gravatt, Brisbane. This work includes the replacement of the cab inner and outer roofs and both upper side panels. The tender is receiving a complete rebuild including the replacement of the tank floor and footplating, and the straightening of the chassis. At Woodford, the boiler of this unit is being prepared for inspection, and consideration is being given to the replacement of the smokebox wrapper.

The Caboolture Shire Council have offered the Society the former D'Aguilar station building, which was removed to a Council works yard at Caboolture following the closure of the branch railway. A building suitable for use as a locomotive and rolling stock storage shed, 30 m long and 6.5 m wide, has been acquired from the closed Com-Eng factory at Rocklea in Brisbane. The building was dismantled in two weekends and transported to Woodford on 22 July.

The 3 ft 6 in gauge Goodman 4wWE loco (6035 of 1950) from the Southern Electricity Authority, Bulimba A power house has been sold to a Brisbane bus and tram preservation group known as "Q Bus" This locomotive has been stored at Kallangur for a number of years.

Durundur Railway Bulletin 6/89, 7/89, 8/89 via John Browning

BABINDA CO-OPERATIVE SUGAR MILLING ASSOC LTD 610 mm gauge

(see LRN 71,p.10)

The future of Babinda Mill is still uncertain, with growers only having voted to investigate further the offer of purchase by Bundaberg Sugar. Clyde 0-6-0DH 5 *Goondi* (55-56 of 1955) appears to have been fitted with a Cummins engine like 6 *Daradgee* (Clyde 56-90 of 1956).

John Browning 7/89; Chris Hart 7/89

BUNDABERG SUGAR CO LTD, Mourilyan Mill 610 mm gauge

(see LRN 66, p.9)

The unnumbered Clyde 0-6-0DH ex Goondi Mill (56-93 of 1956), which was numbered 10 at Mourilyan for a while, was observed in mid-July with a small picture of a snail painted on each cab side. This probably indicates the unit is fitted with a low geared final drive.

Some of the Clyde 0-6-0DH locomotives have had headstocks painted with red and white stripes with an orange band on the running board valencies. The Com-Eng diesels had plain red headstocks and valencies

Apart from main line locomotives, other items of interest were noted in the mill area, such as two Malcolm Moore 4wDM locos, one derelict (1001 of 1943) and the other formerly numbered 10, two Motor Rail "Simplex" 4wDM locomotives (10219 of 1950 and 3688 of 1924), and a derelict Plasser KMX-06 tamping machine (10 of 1970). Also observed were two Fowler 0-4-2T frames an 0-4-0WT frame (Krauss 3267 of 1895), and ex-Goondi Mill a ballast hopper, mower, poison spraying unit, and rail-mounted compressor.

Chris Hart 7/89

CSR LTD, Macknade Mill 610 mm gauge

(see LRN 71, p.11)

The new Hawkins Creek extension was completed for regular use from 26 June, shortly after the start of the crush, and has been built with 60 lb rail. A 100 bin siding has been built at the terminus, and the old Fagets Siding near to the previous terminus was relaid as a 60 bin siding after having previously been lifted a few years ago. On 24 June, Clyde 0-6-0DH 12 (65-434 of 1965) was used to haul ballast from a dump some miles away to be dropped into position on the new line, using Macknade's five ballast hoppers and nine from Victoria. The biggest rake of hoppers hauled was 12, and with the ballast plough in use at the end of the train, the loco had to work hard. (The ballast plough, built using the frames of Motor Rail "Simplex" 4wDM 3717 of 1925 was painted yellow during the week ending July 22). The ballast packing was done manually throughout, with the ballast tamper only being used for the final levelling, from 26 June. On this day, Clyde 0-6-0DH 11 (65-383 of 1965) returned to Victoria Mill their nine ballast hoppers. Macknade locos also ran to Victoria the following week, when some Macknade cane was crushed at Victoria because of rain disruptions.

A film crew was at Macknade on 23 June making a cane railway safety film. Locos filmed included 0-6-0DH 18 (Clyde DHI.5 of 1954) and B-B DH 19 (E.M. Baldwin 7070-4-4-77 of 1977) which received extensive coverage on the River line. The film crew was reported to have previously visited at least Victoria and Tully Mills.

There have been problems with loco breakdowns, which resulted in Victoria Mill's Drewry 0-6-0DM *Seymour* (2392 FO 1952) being placed on loan on two separate occasions, from 20 July to 2 August and from 2 to 22 August. Both times, it was used for cane haulage before becoming spare loco, but limited haulage capacity was a restricting factor.

A major tourist project, "Secret Harbour", has been proposed for the area north of Taylor's Beach, and includes a proposal for a tourist tramway service, with a tramline extension to the resort from an existing mill branch, Gosling's line, which diverges from the Lucinda line at Halifax.

*Chris Hart 7/89, 8/89; Herbert River Express 22/6/89, 1/7/89
via Chris Hart*

CSR LTD, Plane Creek Mill, Sarina 610 mm gauge

(see LRN 71, p.11)

A mill locomotive and 12 full bins were derailed in the outskirts of Sarina on the afternoon of 7 August, blocking the Sarina Beach Road for several hours. It is believed by police that the accident, which caused damage worth

\$15,000 to \$20,000, was caused by children changing siding points against the train.

Towards the end of August a head-on collision is believed to have occurred on the Koumala line. Bogie Baldwin D12 (6890-1-10-76 of 1976) sustained damage serious enough to put it out of action for the best part of a week. Another incident, on 30 August, saw a derailment at Alligator Creek, which cost the mill an hour's crushing time.

*Mackay Daily Mercury 7/8/89, 15/8/89 & 5/9/89
via John Browning; Bob James 9/89*

CSR LTD, Victoria Mill 610 mm gauge

(see LRN 71, p.12)

On 23 August, a Lucinda-bound bulk sugar train hauled by E.M. Baldwin B-B DH *Wallaman* (6400-3-4-76 of 1976) collided with full cane bins at the Two Mile as a result of the main line points being left set into the siding. The sugar loco could not pull up in time, and cane and raw sugar were spilt and rolling stock damaged. *Wallaman* was back in service the next day, although replaced by sister loco *Brisbane* (5423-1-9-74 of 1974) on the day of the accident.

Wet weather early in July was disruptive to crushing, and Macknade Mill cane was crushed at Victoria for two days, with Macknade locos working through. Drewry 0-6-0DM *Seymour* (2392 of 1952) was sent to Macknade Mill on loan on 20 July. Some E.M. Baldwin bogie locos have had their underframes painted silver this year.

*Chris Hart 8/89. 9/89 The Herbert River Express 26/8/89
via Chris Hart*

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD 610 mm gauge

(see LRN 71, p.12)

The North Eton-Pleystowe rail connection was completed just in time for the start of the Pleystowe crushing on 28 June, as a result of extensive and expensive overtime work by all concerned. On 27 June, the former North Eton Mill 0-6-0DM D3 (Com-Eng A2128 of 1958) was observed in the Pleystowe loco shed, newly painted in Pleystowe colours and fitted with *Septimus* nameplates.

The Pleystowe-Racecourse rail link was completed on 7 July, after three weeks feverish work by some 60 people. Former Pleystowe growers in the Palms and Peri areas, who have been reassigned to Racecourse, had to delay the start of harvesting by ten days while the connection was completed. The first train of empty cane bins, hauled by Racecourse Mill's 0-6-0DH *Ceelona*

(Clyde 59-201 of 1959) crossed the 1.7 km line at 4 pm. The former Pleystowe line up to the Palmyra line junction has been transferred to Racecourse, and sidings have been turned around to face Racecourse Mill. At the boundary, a stop board has been erected to control Racecourse locos venturing into Pleystowe territory. It reads "STOP - CALL T.O. FOR CLEARANCE" (T.O. means Traffic Office).

Mackay Sugar's tramway interconnections not only have allowed cane to be reassigned as part of mill rationalisation. They should also enable ore or other mill to take cane from other areas when wet weather disrupts harvesting operations. The Pleystowe tippler had been adapted to handle Marian and Racecourse bins as well as the Pleystowe and ex-North Eton bins which would be its normal fare, and a few problems were experienced at the start of the crush, as what had worked perfectly with empty bins refused to operate with full ones! When the second week in July turned out to be wet, it was time for contingency plans to be put into effect. From the night of 13 July, Pleystowe crushed cane from every mill (with the exception of Cattle Creek which has no tramway link). For a few days, Marian and Racecourse Mills had a loco stationed at Pleystowe for shunting their own bins in the yard. Farleigh had the loan of some "foreign" bins to enable cane to be sent across to Pleystowe (the Pleystowe tippler will not handle Farleigh bins), but this experiment came to an unhappy end when about 30 Pleystowe bins went into tidal Constant Creek on the Farleigh north coast line on 12 July, at a completely inaccessible spot. It was suggested a road would have to be bulldozed into the area to recover the bins.

Marian Mill loco shed was host to Farleigh's Com-Eng 0-6-0DM *Ashburton* (A1614 of 1956) and Pleystowe's Baldwin B-B DH *Mia Mia* (9815-1-10-81 of 1981) on the night of 18 July. *Ashburton* had brought some Marian bins back from Farleigh and was to pick up some Farleigh bins at North Eton on the return journey. *Mia Mia* had brought some Pleystowe bins to Marian to try out in the Marian tippler. On 12 July, 50 Racecourse bins had been loaded at Mirani and had been taken to Allandale by a Marian loco, from Allandale to Oakenden by a Pleystowe loco and picked up from Oakenden by a Racecourse loco. Racecourse also crushed Pleystowe and Farleigh cane on this day, before Pleystowe started up.

A total of 2560 full bins were sent from Marian to Pleystowe between 13 and 19 July, with more scheduled to follow over the next few days. The 32 km run via North Eton took a loaded train about 2 hours non-stop. (The mills are about 10 km apart as the crow flies.) Both Marian Baldwin bogie locos 16 & 17 (9562-1-6-81 and 9562-2-6-81) were observed at Pleystowe on 22 July. Normal crushing arrangements resumed a few days later with the return of

good weather.

A major derailment took place on the Marian tramway bridge on the afternoon of 23 July. Problems had been experienced at this point where the line crosses the Pioneer River with steep grades on either bank, and as a result, the Assistant Chief Cane Inspector and Loco Engineer were on the footplate as bogie Baldwin 16 came onto the bridge with a full load of 53 bins. The first bin behind the loco derailed on the curve entering the bridge, and the driver attempted to allow the load to ease down behind, hoping eventually to come to a halt. However, after some distance, the derailed bin managed to foul the bridge structure, jerking the loco so severely that the front bogie became derailed. The loco pitched around violently before coming to a halt precariously balanced on the bridge, while a number of bins piled up behind it and into the river upstream of the bridge. When the train had come to a halt, two-thirds of the way across, the last bin in the rake toppled over into the water downstream, and dragged off each remaining bin in turn until all were in the river. This was the first major loco derailment on the bridge for many years, and it was probably only newly-installed checkrails which prevented the loco itself going into the river.

The loco was chained to the bridge and floodlights rigged up to enable recovery work to go on through the night. Many loads of dirt were loaded into a large hopper wagon in the mill yard to be hauled by EM. Baldwin 4wDH rebuild 8860-1-8-79 of 1979 (originally 4529 of 1973) down to the bridge approach on the mill side. Here the dirt was dumped on the trackbed, and shifted by a front end loader building a causeway out into the river to enable a road crane to rerail the loco. The crane came out the next morning to do this, but the recovery of the damaged bins and the cane in them was expected to take at least 36 hours.

Ironically, the derailment occurred only a few yards from where preliminary work had begun just a week before in preparation for the construction of the new Marian high-level road-rail bridge, which will come into use in 1991. The bridge will be 220 m in length, with the deck 16 m above the river bed. The roadway will be 8.5 m wide, with an additional 2.2 m width for the tramway. Total cost will be \$5m, of which Mackay Sugar is responsible for \$600,000.

Marian Mill was also adversely affected when a QGR train collided with a truck on a road crossing at Otterburn on 27 July. The truck was propelled onto the adjacent mill tramway, which required repair by mill navvies.

An order for three 40-tonne B-B DH locos for Marian Mill has been placed with Eimco Australia for delivery in August 1990. These will have 750 hp General Motors diesel engines, and Voith hydraulic final drives instead of the axle-mounted crown wheel and pinion gearboxes used on the bogie Baldwin

locomotives. The new units will be 2 m longer than the 32-tonne Baldwins currently in use, and are expected to be used on the connecting line between Finch Hatton (site of Cattle Creek Mill, which will close at the end of the 1990 season) and Marian.

Cane handling and tipping arrangements at Marian Mill will be rearranged for the 1990 season, including the construction of a new weighbridge complex. The mill will become a double crushing mill in 1991. Four 15-tonne bogie "tri-bins" will be further evaluated in service this year. Two prototypes were tested towards the end of the 1988 season.

*Mackay Daily Mercury 3/7/89, 8/7/89, 17/7/89, 19/7/89,
24/7/89, 25/7/89, 26/7/89, 27/7/89, 28/7/89, 8/8/89, 15/8/89
via John Browning; Jan Ryan 7/89; Len Heaton 7/89*

MILLAQUIN SUGAR CO LTD, Millaquin Mill 610 mm gauge

(see LRN 60, p.13)

It is reported that a major expansion is planned for Millaquin Mill for the 1990 season. Apart from an increase in mill plant and an expanded bin fleet, an additional locomotive is to be obtained. It is expected that this will be either the Eimco bogie machine ordered recently (see LRN 71, p.5) or else a locomotive made available at another mill by its delivery. It is possible that this expansion is to enable Millaquin to handle the entire Qunaba crop. Since the closure of Qunaba Mill at the end of the 1985 season, a portion of its crop has been conveyed, by semi-trailer bin transports, over a ferry across the Burnett River to Fairymead Mill.

David Mewes 9/89

MOSSMAN CENTRAL MILL CO LTD 610 mm gauge

(see LRN 71, p.15)

A head-on collision took place on 22 August, between a Bally Hooley Express tourist train and a cane train just south of Mossman township. Apparently, a loaded cane train was heading into the mill when it came into collision with the steam-hauled train as it left Mossman on its return trip to Port Douglas. Twenty-seven people were injured in the accident, non seriously with eight being admitted to the Mossman Hospital. Press details of the accident appeared sketchy and contradictory, but the mill's two way radio network is normally used to control all traffic and prevent conflicting movements. It is reported that a shuttle passenger service has been in operation between the Mirage resort and Port Douglas, with *Mowbray*, Baguley 0-6-ODM 3378 of 1954 in charge of trains.

*Chris Hart 8/89; The Cairns Post ?/8/89
via Chris Hart: Bob James 9/89*

MULGRAVE CENTRAL MILL CO LTD, Gordonvale 610 mm gauge

(see LRN 71, p.15)

John Fowler 0-4-2 *Nelson* (20273 of 1934) was observed in service hauling "The Mulgrave Rambler" tourist train on 16 July. The whole train is stored and prepared in the navy compound. Three green open-sided bogie carriages are in use, connected to each other and the locomotive tender by drawbars. *Nelson* has been converted from an 0-4-2T and now sports a bogie tender with a walkway around all its four sides. As well as water, the tender carries diesel fuel for the burner on the loco. Mounted in a sound-insulated compartment within the tender itself is an internal combustion engine used to drive a generator for the electrical gear and an air compressor for the oil burner. The burner is mounted outside the boiler, pointing in through the firehole. Maximum boiler pressure is approximately 175 psi. Mounted on the centre of the smokebox door is a round brass plate bearing the builder's name, builder's number, and year built. A small brass bell is positioned in front of the cab where the rear sand dome used to be. Loco and tender are painted green with black underframes, red rods, and red & yellow trim. The loco's name is in large brass letters on the cab sides. Loco and carriages all have orange beacons on their roofs, and the loco is driver only operated.

The train travels up the valley of the Mulgrave River and then the Little Mulgrave River crossing numerous picturesque bridges, and all the while passing through tropical jungle and canfields, before terminating at the Orchid Valley tourist attraction, which is an orchid plantation. There are balloon loops at both the mill and Orchid Valley which the whole train uses for turning. A short branch has had to be built into the Orchid Valley site from the existing tramway. There are station buildings at each terminus, with that at Orchid Valley being the original Smart's sawmill building from Stratford. Two tourist trips are done each day, but the train only does the outward portion in the morning and the return portion in the afternoon, with a bus filling in for the rest. The train is thus to be found at "Orchid Valley" from mid-morning to mid-afternoon, during which time the loco is shut down.

In the navy area at the mill were seen E.M. Baldwin 4wDH 10 (6-881-6-64 of 1964), the unnumbered 4wDM loco (built at the mill around 1962), the Plasser tamping machine (98 of 1975) and Motor Rail 4wDM 4207 of 1929, a four-ton "Simplex" fitted with a canvas canopy. The gearbox has been removed from this unit, and it was noted that the home built loco appeared to be fitted with a "Simplex" gearbox. Four Capital Engineering bogie ballast hoppers, numbered MG1 to MG4 were also observed.

Chris Hart 7/89; The Tablelander 13/6/89 via Chris Hart

PROSERPINE CO-OPERATIVE SUGAR MILLING ASSOC LTD 610 mm gauge

(see LRN 57,p.11)

A new Eimco locomotive cab thought to be for fitting to a Clyde DHI-71 0-6-0DH loco is believed to have been delivered in May 1989. Currently on order is a TSR sleeper renewal machine from Tamper Australia.

ARHS "Bulletin" 8/89 via John Browning

SOUTH JOHNSTONE MILL LTD 610 mm gauge

(see LRN 67, p.10)

Seen in a workshop here in mid-July was what appeared to be a bogie brake wagon frame. At that time it was a newly constructed bare frame painted in grey primer with a set of South Johnstone type buffers and drawgear sitting on top of it. It is possible that the spare pair of Baldwin locomotive bogies may be fitted to this vehicle, which could be intended for use with the new bogie locomotive on order from Eimco.

The new locomotive, being built in Zimbabwe by Prof, is not now expected to be delivered much before the end of the season, with despatch ex Harare being expected around the end of September.

Drewry 0-6-0DM 15 (2520 of 1954) has been painted a silvery grey above footplate level with the exception of the engine compartment front around the grille, which is yellow.

Chris Hart 7/89; Bob James 9/89

SUGAR RESEARCH INSTITUTE, Mackay

(see LRN 63, p.8)

The 1988-89 Annual Review of Sugar Research gives details of a number of projects related to cane railway research and development.

One interesting development is the Animated Cane Railway Transport Scheduling System (ACTSS). This system not only schedules the rail operation to optimise the use of the railway system, but displays a track map on the screen which the user can modify interactively. The location of the mill, individual sidings and each active locomotive are displayed on the track network. Particular schedules can be simulated, and an animated display of the transport operation is shown as this progresses.

Other projects mentioned in the Review include software to provide finite element analysis of rolling stock (used when planning design modifications or new types of use with existing rolling stock), a study of the load transfer characteristics of sleepers and ballast, trials of the 11-20 tonne two axled wagons for cane haulage, technical advice for the purchase of second hand rail for the sugar industry, the improvement of rail to sleeper fastening

systems, the evaluation of bogie locomotive gearboxes, and progress with the hot axle-box detector and barcode bin identification system.

John Browning 8/89

THE SUGAR BOARD. Townsville 1067 mm gauge

(see LRN 69, p.8)

The canopy off the 4wDM "Simplex" ex Hambledon Mill was noted standing alongside the Bulk Sugar Loading (road transport) bins at Hambledon on Monday, 26/9/88.

R.J. Graf 8/89

TINBEERWAH MOUNTAIN RAILWAY, Arcadia, Cooroy 610 mm gauge

(see LRN 63, p.9)

In spite of some 2000 mm of rain in the first six months of the year, the amount of erosion damage experienced on the zig zag area and below was minimal, and was remedied during a two week working period by means of ballasting and rock wall repairs.

In October 1988, a large dead tree fell close to the bush depot, where most of the line's rolling stock and equipment is stored. Disastrous damage would have been done had the tree fallen across the shed, and this prompted the decision to provide rail access into an existing shed near to the farm buildings, in February 1989. It is intended to move the bush depot shed to this position next year.

The railway was host to an open day in February which was attended by a number of LRRSA members with their families.

Russell Savage 7/89

TONY GERMANOTTA, Mulei 610 mm gauge

(see LRN 57, p.11)

Tony Germanotta has abandoned his dream of operating a tourist passenger service on the Mount Jukes line of Marian Mill. After constructing three passenger carriages, and purchasing two small diesel locomotives, as well as acquiring Perry 0-6-2T 2601.51.1 of 1951 from Marian Mill, expenses amounting to \$200,000 had been committed. However, Mr Germanotta was unable to afford the high insurance cover required by the mill in order to operate his tourist train over mill tracks, and the mill was unwilling to operate the tourist train on its own behalf. Mr Germanotta has now offered the equipment for sale to Mackay Sugar.

Mackay Daily Mercury 17/7/89 via John Browning

TULLY CO-OPERATIVE SUGAR MILLING ASSOC LTD 610m: gauge

(see LRN 67, p.11)

The radio-controlled brake wagon built on the frame of Clyde 0-6-0DE DHI.4 of 1954 was observed in mid July and was obviously in service. It is painted yellow above footplate level and red below with the exception of a white band on the running board valencies, and is fitted with a horn. A further Com-Eng 0-6-0DH locomotive has been rebuilt with new engine and cab, but its identity was not established.

The ARHS Bulletin records Tully Mill as having received four "electronic tandem controllers" from Eimco Australia. This is radio-controlled multiple unit equipment to allow two pairs of Com-Eng 0-6-0DH locos to work together.

*Chris Hart 7/89; ARHS "Bulletin" 8/89
via John Browning; Bob James 9/89*

VICTORIA

ALEXANDRA TIMBER TRAMWAY & MUSEUM INC 610 mm gauge

P. O. Box 288, Alexandra Vic 3714

(see LRN 71, p.17)

During an exceptionally wet winter, work at the Museum has by necessity been concentrated indoors. An extra set of 610 mm gauge track has been laid inside the goods shed in order to display, under cover, several items of rolling stock. A display of builder's plates and signalling equipment has been set up along one wall to allow for easy perusal.

The Shire of Alexandra has allocated the sum of \$700 towards the resurfacing of the station platform. This work will be undertaken as soon as the weather allows.

A new set of firebox door mounts has been fabricated and installed on the John Fowler locomotive, which continues to perform well. A booklet describing all the locomotives at the Museum as well as a short history of the tramways of the Rubicon Forest has been produced by the museum and is available for the modest sum of \$3.00 plus postage.

The Victorian Government has now revalued the disused railway land occupied by the Museum at Alexandra. The Valuer-General arrived at the astounding figure of \$215,000. However the Minister for Transport, the Hon. J. Kennan, has been contacted again by the Museum, and he has indicated his willingness to discuss the matter with Museum representatives.

Peter Evans 8/89

WESTERN AUSTRALIA

BELMONT (WA) BRICKWORKS TRAMWAYS

(see LR 59, Jan 1980)

The Belmont Historical Society has erected plaques at historical sites within the City boundary and included are the former WAGR Belmont station site in Mathieson Road and Millard Brickworks, Fautleroy Avenue, Redcliffe. A small winch operated tramway is commemorated by the plaque at the brickworks site. The Society has produced a booklet Belmont Historical Sites which has additional notes about other brickworks in the area as well as the WAGR branch history.

David Whiteford 8/89

KIMBERLEY RESTORATION GROUP, Carnarvon 1067 mm & 610 mm gauge

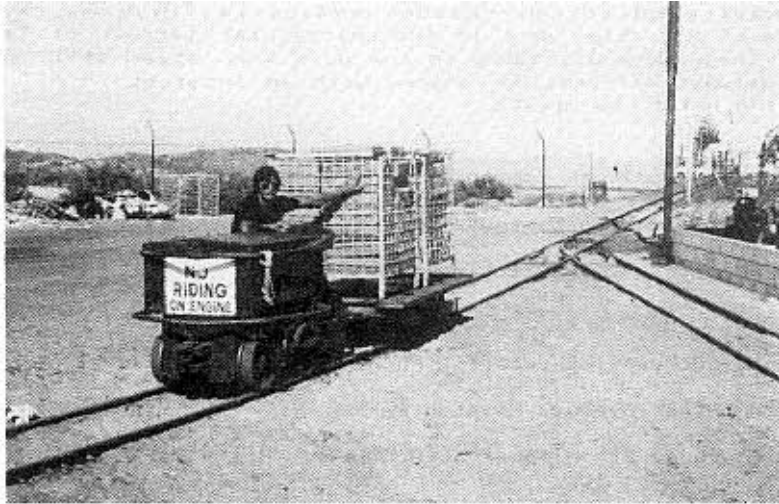
(see LRN 70, p. 14)

Ex-Public Works Dept diesel PW21 (Simplex 9096 of 1955) has been made operational at the "Kimberley" Restoration Group's depot under the satellite dishes just outside Carnarvon. It was used to push Andrew Barclay 0-4-0T *Kimberley* into the Group's workshop following the laying of track in May.

The 4 wheel coach body mentioned in LRN 70 should be in the Westrail Midland Workshops when these notes appear in print. The WA Dept of Transport arranged for Westrail to restore the coach (believed to be an original Geraldton-Northampton railway carriage of the 1870s) to as original condition as possible. The Gascoyne Historical Society agreed to the removal of the carriage from their Lighthouse Cottage Museum grounds at the Carnarvon jetty and it is possible the carriage will be displayed in Perth.

The Carnarvon Express jetty passenger train is once again operational following some years of intermittent running. Carnarvon's Rotary Club acquired the mini-moke and carriages from Busselton's Apex Club in 1980 and the first services were operated over Easter 1981 (see LR 76, April 1982). Early in 1988, the Rotary Club donated the train to the Gascoyne Historical Society and services were begun on 1 May. Early in May 1989, the Dept. of Occupational Health Safety and Welfare put a stop to the train, claiming there was no permission to operate and that the track was unsafe. Marine & Harbours Dept. were surprised and annoyed at this move as it was they who owned and operated the jetty and still used their own locomotive for jetty repair work. The issue was resolved in time for Carnarvon's peak tourist season in July and during July the train commenced running once more. It is

now known as "Little Kia-Ora" (*Kia-Ora* was the name given to a former steam locomotive to operate at Carnarvon) and operates regular weekend and holiday services along the jetty.



Nor-West Whaling Company's 0-4-0 battery electric loco hauls one wagon loaded with prawns towards the factory. The siding at the right is a dead end siding adjacent to fuel tanks.

Photo: David Whiteford 5/89

The Nor-West Whaling Company now concentrates on prawn harvesting and has a factory on Babbage Island, a little to the south of the old jetty. The Company's own jetty is served by a 610 mm gauge railway and at least seven four-wheel flat top wagons with wire mesh containers are used on the line and hauled by a diminutive four wheel battery electric locomotive. No identification marks could be seen on the loco during a recent inspection. Boxes of frozen prawns are removed from ships' holds by portable conveyors and placed into the containers. The loco will then haul one or more wagons right into the factory where the boxes are immediately opened and the prawns thawed. Two sidings exist in the factory yard as well as the "main line" to the inside unloading platform. On the jetty there is one track running the length of the jetty and a short siding near the shore end. On 18 July, it was very interesting to be riding on the long jetty passenger train while watching the prawn train operate in the distance! Inspection of the prawn jetty is only encouraged via tours run through the Tourist Bureau and these only run during the prawn season.

David Whiteford 7/89

MOUNT MAGNET

A 20 in gauge miniature railway has been laid in about a 50 metre circuit next to the sports complex built on the former WAGR yard. The rails appear to be 30 lb and steel sleepers (probably ex a local mine) have been used. There is no siding or shed on the site and I do not know what is used on the line.

David Whiteford 7/89

YOUANMI

In the 1930s Youanmi was a thriving gold mining town situated south of Sandstone. It is known to have had a steam loco operated surface railway and locomotive operated underground railways during its history but little is known about these. A visit in July 1989 revealed some standard side tip hoppers in a scrap pile while we were informed that the open cut mining now in place has cut through many of the old underground drives. Many rail hoppers have been recovered from these drives but there seems to be no preservation move. Close inspection of operations was unavailable.

David Whiteford 7/89

MEETINGS

MELBOURNE:

ANNUAL MEMBERS SLIDE NIGHT Yes, its on again! Bring any slides which might be of historical or of general interest to light rail enthusiasts (maximum of 20 slides each).

Always an interesting night with plenty to satisfy everyone. Don't miss it!!

LOCATION Ashburton Uniting Church Hall, Ashburn Grove, Ashburton
DATE Thursday 12th October at 8.00 pm.

SYDNEY:

TASMANIA: THE WEST COAST

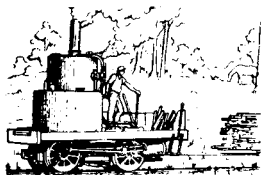
Another special guest for our October meeting is Jim Powe. He will be showing some of his films shot in the spectacular terrain of Tasmania's West Coast. These were all taken in the days when steam still ruled and many more railways existed. For anyone with an interest in ABT railways etc. a meeting not to be missed.

LOCATION Woodstock Community Centre Church St., Burwood. Note: Plenty of off street parking at the rear of the building and Burwood station is only a 5 minute walk away. **DATE** Wednesday 26 October at 7 30 pm

ADELAIDE:

Contact Arnold Lockyer for details Phone 08-2969488 **LOCATION** 150 First Avenue, Royston Park

Date: Thursday 5 October at 8.00 pm



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Deadline for next issue - 29 December 1989



The Climax basks in the sun at Emerald during the running of the LRRSA Special Train on 5/8/89 (see page 2).

Photo: Peter Evans

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NOTES, CORRECTIONS & COMMENTS

CSR LTD, Macknade Mill

(LRN 72, p.11)

The second period in which *Seymour* was loaned to Macknade Mill should have read 6 to 22 August.

MOSSMAN CENTRAL MILL CO LTD

(LRN 72, p.15)

The collision involving the Bally Hooley Express took place as the loco headed a -passenger train back into Mossman from the golf course area to the north of the town.

(thanks to Chris Hart and David Mewes)

LOCOMOTIVE & ROLLING STOCK MANUFACTURERS

WATO ENGINE WORKS, Rossmoyne, Perth

Keith Watson and Peter Ledgerwood have under construction a 2 ft gauge 0-4-2T with 5" x 7 5" cylinders based on the design of Bagnall 1921 & 1922 of 1911. These 4-ton machines were a variation of the much more common Bagnall 0-4-OST design.

Rusty Rails (WALPRA) No. 5, 1989; John Browning

PUBLICATIONS

Cobar - Founding Fathers

By William Clelland, published by Macquarie Publications Pty Ltd, 51-59 Wheelers Lane Dubbo. This has a number of photographs of interest, including one of a John Fowler steam loco and a couple featuring electric

loco operations.

Ray Graf 10/89

ARHS Bulletin September and October 1989

Features an article on the Construction Railways of Wyangala Dam in NSW. Recommended Light Railways reading material.

John Browning 10/89

TOUR REPORTS

AN EPICUREANS EXTRAVAGANZA or ANY EXCUSE FOR A BEANFEAST!

Commemorating the 40th anniversary of the closure of the Tyers Valley Tramway - Victoria's last steam operated timber tramway.

To commemorate this rather obscure but nonetheless important anniversary, some 56 members and friends gathered at Belgrave on a cold Saturday, 5th of August, to travel by special train to the Packing Shed at Nobelus Siding (via "Lakeside East") for a commemorative meal. Our little train comprising the restored Climax hauling four carriages (and a truck for wood) departed Belgrave around 9.30 am beneath overcast skies. Most passengers preferred to travel either Grott (135 NQR) or Tourist (NBH) Class so they could savour the passing scenery without extraneous items (like windows) spoiling the view. Some lucky ones (depending on your point of view) travelled Executive Class in 5NBD, the beautifully restored combination carriage/van. The Climax quickly got into stride (at a breathtaking 5 mph), paused briefly at Selby for safeworking purposes (to ensure we weren't catching up or the diesel hauled works train which had preceded us) and following a photostop just past the landslide, we arrived at Emerald some ninety minutes after departure.

Here we made two crosses, first the works train, now on its return journey and then the "down" Saturday morning pass., for which the sun miraculously emerged for about 9.5 seconds which enabled the assembled celluloid exposureologists to use up a hundred rolls of film! With safeworking complete we steamed on, powering downgrade to Lakeside at a hair-raising 5.5 mph! Passing Nobelus Siding, nostrils twitched and mouths watered as the smell of cooking mingled with the Climax's wood smoke. Some no doubt would gladly have bailed out there and then! At Lakeside we crossed the passenger train and then continued on to the head of track at "Lakeside East". Until the local shire gets its "act into gear", tracklaying unfortunately will remain halted.

Following the making of photographs to record its presence, the Climax

pushed the train back to Lakeside for run-around purposes. Whilst taking water, one of the Climax's unusual attributes was watched with interest - its ability to blow perfect smoke rings! Underway again, with the "inner-man" fairly hollering out for satisfaction, it wasn't long before we arrived back at the Packing Shed and reversed into Nobelius Siding. Inside, a roaring fire awaited and dense was the throng that gathered around it to thaw out. A magnificent meal awaited us, provided by the Puffing Billy Preservation Society's Night Train caterer and volunteer staff. For those who weren't there, let them suffer a little as we relate the menu - entree of home made chicken and veggie soup with fresh chunky home baked breads followed by main-course of slabs of prime beef AND pork AND chicken (carved by our friendly Chef) with all the usual extras - potatoes, carrots, peas, and corn plus side salad (and the Chef invited the hungry back for seconds!) followed by dessert - a choice of pavlova with fresh fruits, or wine trifle, or (yum! yum!) hot peaches in port wine sauce with loads of fresh cream on top. Several well known members thought so highly of the hot peaches they couldn't resist seconds! Round all that off with a cheese platter then tea or coffee (other drinks at the bar) and many were wishing they could stay there all afternoon in front of the fire. Certainly beats chasing leeches with machetes over rotten slippery bridges in the rain at Ezard's No.27! Our meal was followed by a short home movie from the Stamford collection, taken on Puffing Billy in 1947 with Frank making a cameo appearance!

Back on the train heading home some travellers were fortunate to be invited by our driver Graeme Daniel, for turns at having cab rides in the Climax. Most appreciated by all. Despite the cold day I feel sure everyone rated the trip a great success. Hearty thanks to Frank Stamford who organised it and produced the tour notes which, interestingly, includes a list of all Victorian steam operated timber tramways. Well done Frank, a great job. Just think, next year will be the 41st anniversary of the closing of the Tyers Valley Tramway

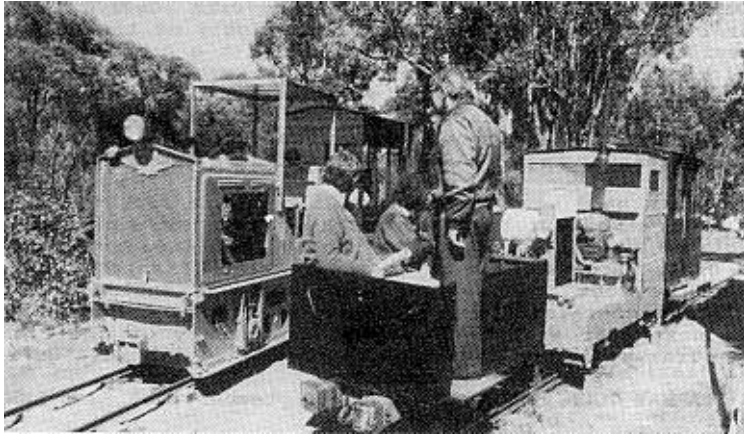
"Herr V. Rayles"

YANGARDOOK TRAMWAY TOUR REPORT

Sunday 24 September 1989 (see LRN 70, p.13)

Between 1969 and 1978, Jim Baines constructed a tramway nearly 1 km in length on private property near Toolern Vale to the west of the city of Melbourne. The 610 mm gauge line is laid in 20 lb/yd rail and abounds in tight curves and steep gradients, including a section of 1 in 9. Named the "Yangardook Tramway", the line twists and turns through bushland as it traverses the length of the property along a hilltop ridge. This line is not

normally open to the public, but by special arrangement with Mr Baines, 44 LRRSA members, family and friends visited this location on Sunday 24 September 1989.



Malcolm Moore 1090 of 1943 & Simplex 9979 of 1953 on the Yangardook Tramway.

Photo: Peter Evans

Motive power operating on the line included Malcolm Moore 4wPM 1090 of 1943 (ex State Electricity Commission and "Whistle Stop", Frankston). This unit, which is painted yellow, previously carried the SECV number 26-C-3 when purchased. The other locomotive in use on the day was Motor Rail Simplex 9979 of 1953, a 2.5 ton 4wDM which came from the Racecourse Sugar Mill at Mackay, and is painted green. Also present on site, but unfortunately not in use due to the absence of owner Brian Peart, was Ruston & Hornsby 4wDM 223725 of 1944 *Rusty*, which has been used at several locations since it was purchased from Moreton Sugar Mill in 1976. (This locomotive is currently for sale.) For the energetic, there was the opportunity to work up an appetite using a regauged ex-VR quadricycle which seated two people.

BBQ facilities were provided for lunch, and the tour organiser's run of good luck held with the weather which was fine and sunny with just a pleasant breeze.

After lunch, further trains were run using both locomotives and an assortment of small carriages built on 4-wheel frames, and a modified coal skip once used at Wonthaggi. With a light load both locomotives tackled the 1 in 9 gradient with ease. The descent was made in low gear without use of the brakes to avoid wheel skid on the steep gradient. Several LRRSA

members were offered the opportunity to drive the Malcolm Moore, which was also taken down a siding and operated over a short section of track laid in wood rail.

The tour was enjoyed by all who attended, and its success was due to the efforts of owner Jim Baines who even repainted the locomotives for the occasion. LRRSA members wishing to visit this line in the future should contact Jim at Lot 78F, Chapmans Road, Toolern Vale, Vic 3337.

Peter Evans; Ray Graf; 10/89

RESEARCH

COCOS (KEELING) ISLANDS, Indian Ocean (North Keeling Island)

(see LRN 68 p.3, LRN 70 p.2 & LR 78 p.16)

“Light Rail News”

There appears to be two tramways being discussed at this location, one being on North Keeling Island, the other on Direction Island (in the South Keeling Islands). LR 78 contains a short article from David Burke who recounts that Mr Gavin Souter found a tramway on the north-west side of North Keeling Island. It was of about 2 ft/610 mm gauge, some 500 m long, running from the ocean to the lagoon. Local enquiry suggested that it was used for about 20 years until the 1940s to transport copra from the (now overgrown) coconut plantation for shipping. This is presumably the tramway referred to in LRN 68 and the last six lines of the entry in LRN 70. The dispute seems to be its age, builder and use.

“Light Sail News”

The photo referred to in LRN 70 is, as stated there, of the jetty on Direction Island, one of the 3 or 4 inhabited islands on the South Keeling atoll, some 16 miles south of North Keeling. It was on Direction that John Clunies Ross first settled in 1827.

At dawn on 9 November 1914, Commander Karl von Muller anchored the German light cruiser SMS *Emden* about 3 km off Port Refuge, Direction Island. A raiding party of 50, led by the *Emden*'s First Officer, Kapitänleutnant Hellmuth von Mücke, set off for shore in a steam pinnace towing two cutters with orders to destroy the Cable and Wireless station operated there by the Eastern Extension Telegraph Co. Ltd. This cable station was an important strategic target being at the three way junction of the underwater telegraph cables to Fremantle, Australia; Batavia, Dutch East Indies (and hence to S-E Asia); and also Africa. This remote outpost of the British Empire was staffed by 34 people.

After destroying all cable and wireless equipment, transmitters, cutting the cable, blasting down the wireless transmitter's aerial mast (acceding to the staffs' request not to fell it onto the tennis court!), von Mucke heard the Emden's siren sound an urgent recall. The raiding party quickly headed back to sea, but the Emden was already underway, heading out to its last battle. A couple of hours later, just before noon, with his ship a floating wreck from the pounding it had received from HMAS *Sydney*, Commander von Muller steered the SMS *Emden* onto a coral reef off the south-west coast of Norton Keeling Island.

Meanwhile back at Direction Island, von Mucke realised that the much smaller Emden would be outgunned by the larger vessel. He landed his party again at the cable station, commandeered half the staffs' four months supply of rations and proceeded to load them all onto the 97 ton schooner *Ayesha* which belonged to Clunies Ross and was lying just offshore. The raiders had passed her on their way in and had originally intended to scuttle her when leaving. The German sailors worked all afternoon transferring supplies and would certainly have used the jetty tramway to facilitate this. The photo of the Germans leaving, with the empty flat-top trucks at the sea-end of the jetty supports this.

The jetty itself was very short, maybe 70 or 80 feet long, however the distance to the cable station is not known. The rails were not fastened directly to the jetty's decking but rather they appear to be supported on about 6 in x 6 in "sleepers" laid down the middle of the jetty. A small hand crane is at the sea-end of the jetty however, being obscured by people, it would be either affixed to the jetty or to one of the flat-top trucks.

At dusk, no doubt being unable to believe his luck that the *Sydney* hadn't come back yet (it was off chasing the *Emden's* collier), von Mucke and crew departed in the *Ayesha* on one of those epic voyages of the sea.

Read it all in the "Last Corsair - the story of the Emden", published by Hodder & Stoughton in 1983 and written by noted WW I historian and researcher Dan van der Vat. Included in the book are two photos of the jetty; the one mentioned in LRN 70 taken on 9 November 1914 and one taken the following day when the Australians arrived.

Does anyone know how many of the other islands also had tramways?

"Light Mail News"

By now, as the diligent reader will have noted, all this drama took place exactly 75 years ago. To commemorate this event you may wish go "hoof" it down to your nearest Post Office Philatelic centre and procure the set of four stamps (40c, 70c, \$1, & \$1.10) issued by the Cocco Keeling Islands on 9

November 1989. The miniature sheet at \$3.20 is quite nice.

Phil Rickard 10/69

NEW SOUTH WALES

BROKEN HILL 610 mm gauge

In mid-October, a green-painted Ruston & Hornsby 4wDM locomotive was noted in a yard alongside the State Rail trackage. Enquiries revealed that this had previously been stored at the "coke yard" of Zinc Corporation, together with other possible museum items. A closer examination of the site a few days later, revealed the presence also of two small 4wBE locos and at least two small underground trucks. The exact location is in Crystal Street, Broken Hill, opposite numbers 478/480.

Ray Graf 10/89

(Ruston & Hornsby records indicate the following locos went to the Zinc Corporation:

B/N	Ex works	Gauge	Model
287688	4/1951	610 mm	40DLU
287689	4/1951	610 mm	40DLU
349075	10/1953	610 mm	48DLU
370560	10/1953	610 mm	48DLU
394021	5/1956	610 mm	48DLU

The last one, painted green, was seen by Anthony Weston dumped on the surface of the New Broken Hill Consolidated Mine in February 1977. - JB)

KIAMA 610 mm gauge

(see LRN 52 p.9 & LRN 61 p.8)

The proposal to restore the railway line which used to run from the Kiama quarries to the Harbour has been publicised by a display at the Kiama Council Chambers. The 2.3 km line would be expected to attract 200,000 passengers per year, and a Davenport 0-4-0ST (1596 of 1917) and Fowler 0-4-0T (16089 of 1923) locomotive from the line are still in existence at the Illawarra Light Railway Museum Society's Albion Park Museum.

"ARHS Bulletin" 10/89 via John Browning

RICHMOND VALE PRESERVATION CO-OPERATIVE SOCIETY LTD Richmond Vale Railway Museum 1435mm gauge

(see LRN 72, p.9)

The four ex-South Maitland Railways 10 class 2-8-2T locos which were

moved here on 8 July are:

22	2-8-2T	Beyer Peacock	6055	1920
24	2-8-2T	Beyer Peacock	6125	1922
25	2-8-2T	Beyer Peacock	6126	1922
30	2-8-2T	Beyer Peacock	6294	1925

ARHS Bulletin 10/89; John Browning

QUEENSLAND

BABINDA SUGAR LTD 610 mm gauge

(see LRN 72, p.10)

Two cane trains collided head on at Eubenangee at 6 pm on 12 September, as a result of which the driver of one locomotive was taken to the Cairns Base Hospital with neck and shoulder injuries, cuts and bruises. Involved were a train heading towards Babinda pulling 72 full bins, and one heading in the direction of Goondi hauling 42 empties.

Meanwhile, shareholders have converted their co-operative into a new company, Babinda Sugar Ltd in order to facilitate a possible takeover by Bundaberg Sugar Ltd A final decision on Bundaberg's \$27m bid was due to be taken late in November.

Cairns Post 13/9/89 via Tom Porritt;

Mackay Daily Mercury 8/11/89 via John Browning

BUNDABERG SUGAR CO LTD, Mourilyan Mill 610 mm gauge

(see LRN 72, p.11)

Ex-Goondi growers, allocated to Mourilyan by State Government legislation in 1987, are threatening to apply en masse to the Cane Prices Board for transfer to South Johnstore Mill. They are dissatisfied with the way their wishes were ignored when Goondi Mill closed, and by the deal they have received from Bundaberg Sugar.

Cairns Post 7/10/89 via John Browning

CSR LTD, Hambledon Mill, Edmonton 610 mm gauge

(see LRN 71, p.11)

An article on the tourist theme park, "Sugarworld", appears in the September 1989 issue of the magazine *On Q*. According to the article, Sugarworld opened in the grounds of Hambledon Mill late in June, and has a two kilometre "Sugar Railway" used for moving people around. It is stated to have four stations and a "restored steam locomotive". A back-to-front picture illustrating the article shows a head-on view of a small E.M.Baldwin diesel in

Hambledon colours at the head of five small carriages. This would be one of the ex-Goondi Mill Baldwin 4wDHs, 8002-1-8-78 of 1978 or 9109-1-9-80 of 1980.

The project was officially opened by the Governor of Queensland, Sir Walter Campbell, on 11 September. The attraction, 14 km south of Cairns, is open 10 am to 6 pm daily.

Tom Porritt 9/89; Chris Hart 10/89

CSR LTD, Macknade Mill 610 mm gauge

(see LRN 72, p.11)

Clyde 0-6-0DH 16 (DHI.1 of 1954) returned to service following a slack season overhaul which had extended into the crushing, late in July. Clyde 0-6-0DH 18 (DHI.5 of 1954) then became the spare loco once more.

Chris Hart 10/89

CSR LTD, Victoria Mill 610 mm gauge

(see LRN 72, p.12)

On 14 October, preserved Hudswell Clarke 0-6-0 *Homebush* (1067 of 1914) and the passenger carriage were, as usual, used to give rides in Ingham on the occasion of the annual Maraka Festival.

The situation of the Drewry 0-6-0DM locos in mid-October was as follows:

Dalrymple	2391	1951	obviously not used for some time; motor removed
Seymour	2392	1952	seeing some use, occasional or regular
Leichhardt	2393	1952	navvy loco
Herbert	2394	1952	seeing some use, occasional or regular
Victoria	2404	1953	obviously not used for some time

Chris Hart 10/89

MACKAY SUGAR CO-OPERATIVE ASSOC LTD 610 mm gauge

(see LRN 72, p.12)

Mackay Sugar's long-awaited new transport policy has been announced. The vexed issue of inequitable transport arrangements between different mill areas was a major obstacle to the merger, and a cause of some dissatisfaction since. The new policy comes down heavily in favour of tram transport, and there will be significant activity in building new branches and extensions as well as re-routing some difficult sections. A two-year programme of work has been announced and a five-year plan is under preparation. For 1989-90, the following \$5m work programme has been approved:

Racecourse Mill	- Balberra line construction;
Pleystowe Mill	- rehabilitation of former North Eton lines in Mia Mia and Septimus areas, and re-routing at Mount Vince;

Marian Mill	- construction of Mirani Weir extension (Mia Mia branch), first stage of Mount Martin extension and a cut-off line to link the Mirani branch and the main line at Mirani: Farleigh Mill - design and survey work for a by-pass of the Summit (north coast line);
Cattle Creek Mill	- construction of Boongana line (ex Netherdale branch railway).

\$1m is to be spent on new bins before the start of next season. More big bins (currently under trial) will be purchased if grower demand warrants it. The position of Cane Railway Engineer at Pleystowe has been advertised. This position requires someone with extensive experience of track construction and maintenance. The person appointed will be responsible not only for the 190 km of track under Pleystowe control, but will also maintain an overview of the entire Mackay Sugar tramway system.

A complex system of haulage is being used to bring cane to Pleystowe Mill from former North Eton territory. One Clyde 0-6-0DH (usually *Palmyra* 63-273 of 1963) is stationed at Mia Mia to work cane in from Septimus and Pinevale. E.M. Baldwin B-B DH *North Eton* (6780-1-8-76), stationed at North Eton, works cane between Mia Mia and the North Eton area. Clyde 0-6-0DH *Habana* (60-215 of 1960) and Com-Eng 0-6-0DH *Septimus* (A2128 of 1958) are also based at North Eton. Cane is hauled from Savannah (near North Eton) to Pleystowe by Pleystowe-based locos, including the two other bogie locos, *Shannon* (7126-1-5-77 of 1977) and *Mia Mia* (9815-1-10-81 of 1981).

Flexibility brought about by tramline links was again demonstrated on 17 September, when Racecourse Mill's Clyde 0-6-0DH *Sunnyside* (57-160 of 1957) arrived at the Pleystowe loco shed to assist as a result of a Pleystowe loco breakdown.

Cane on the old North Eton lines west of "the water" (5 km east of Mia Mia) is still hauled in old North Eton 3.5-tonne bins, while the remainder is hauled in Pleystowe 6-tonne bins. Track in Pleystowe bin territory was supposed to have been upgraded during the slack season, but bad weather prevented this being completed, leading to a number of derailments. During September, track was being progressively replaced at Brightly on the Mia Mia line, by the construction of new track parallel to the existing line, to be cut in as sections are completed.

A major worry bringing cane from North Eton to Pleystowe is a hill at Mt. Vince, at the foot of which is an S-bend. This was the scene of some mayhem in mid-September when a number of 6-tonne bins were derailed on the curves and men were busy picking up cane and repairing track, assisted by Motor Rail 4wDM 21575 of 1956. A number of bins lay upside down nearby, quite a few with undergear completely torn off. As a result of this misfortune, the maximum load on this section was reduced to 100 6-tonne bins.

The two new NQEA 15-tonne flexible wheelbase bins were to go into service at Pleystowe in September after some minor modifications. Each has two bin numbers, a different one being displayed at each end (8335/8336 and 8337/8338).

The final ex-North Eton locomotive due to be transferred, D2, Bundaberg Foundry 0-6-0DM 13 of 1954, was sent by road to Cattle Creek for the start of the crushing season. Here it was soon renumbered 5. With its previously unpainted engine compartment panels (fitted last year) newly painted yellow, it looked quite smart when seen in September shunting cane from the Zarb's Transport road depot across Eungella Road to the mill. 50% of Cattle Creek's cane comes by road, an uneconomic situation which will be changing soon. Also renumbered was Bundaberg Jenbach 6wDM 10 of 1953 (ex North Eton D1) which had arrived here in 1988, becoming number 6. However, Cattle Creek did not maintain its new record number of locomotives for long, for by mid-September, 6 was back at North Eton, being used for navvy duties on the Mia Mia line. Seen outside the loco shed at Cattle Creek in September was a discarded Farleigh Mill Clyde cab, possibly for fitting to a Cattle Creek loco.

Racecourse Mill's new acquisition, Com-Eng 0-6-0DH FB3169 of 1963, was observed in mid-September fitted with new engraved brass-style *Oakenden* nameplates, although still in North Eton colours.

Farleigh's new loco from North Eton has also received its name, *Barcoo*, in this case on engraved steel-style nameplates. It likewise has remained in North Eton yellow. A number of boards have appeared at various locations on Farleigh's north coast line which read "CALL BASE FOR CLEARANCE". The results of the 12 July derailment at Constant Creek were very apparent two months later, with one Pleystowe bin visible upside down in the water beneath the bridge. Immediately to the south of the bridge, 15 Pleystowe bins were lined up in the mangroves at either side of the track. Many were upside down and still contained cane. Towards the end of October, Farleigh's two 16-tonne Com-Eng 0-6-0DM locos, *Richmond* (A1308 of 1955) and *Ashburton* (A1614 of 1956) began trials after having been fitted up for multiple-unit operation. On the north coast line, this double unit has been reported as capable of averaging 16kph, whereas the Clyde Model HG-3R 0-6-0DHs only average 11 km/h on this line.

Marian Mill suffered a misfortune on the night of 12 September, when a rake of loaded bins ran away from a siding on the Mt. Jukes line. They crossed the Bruce Highway at some speed, protected by flashing red lights, and then tried to negotiate the creek bridge immediately to the south, a timber trestle structure. Unfortunately, not only did they derail but in crashing into the creek, they also managed to demolish the bridge itself. The result was 45 bins

and their contents plus a jumble of bridge timber, rails and sleepers in the creek and one tramline severed with cut and burnt cane awaiting crushing. Within 48 hours, the creek was cleared, the cane picked up and sent to the mill for crushing, and the bridge replaced with culvert and embankment. In the meantime, E.M. Baldwin 4wDH rebuild 8860-1-8-79 of 1979 (originally 4529 of 1973) was transported by road to handle the bins on the Mount Jukes line, which were brought to a loading point for road transport to Farleigh's Leap line to enable the cane to be crushed at Farleigh. This locomotive also shunted ballast hoppers which were transported to the site by road also.

Marian Mill's Com-Eng 0-6-0DH from North Eton (FB3170 of 1963) has still retained its North Eton number, D5. It is believed that construction is proceeding for the Langdon extension, with a view to the line being finished this year.

*John Browning 9/89; Len Heaton 9/89; Mackay Daily Mercury
14/9/89, 16/9/89, 26/9/89, 30/9/89, 9/10/89, 31/10/89*

MILLAQUIN SUGAR CO LTD, Millaquin Mill 610 mm gauge

(see LRN 72, p.14)

Clyde 0-6-0DH 4 (57-159 of 1957) came into collision with a car on the Walker Street level crossing following failure of the flashing lights at 1.30 pm on 6 August. The *Bundaberg News-Mail* of 7 August reported that the locomotive was knocked completely off the track by the impact and ended up at right angles to, and some distance from, the track. There were no serious injuries.

Durundur Railway Bulletin 9/89 via John Browning

NORTH COAST EQUIPMENT HIRE, Mackay Harbour 610 mm gauge

(see LRN 69, p.8)

When visited in mid-September there was no sign of the remains of Motor Rail 4wDM 21503 of 1953 formerly at North Eton Mill. Much other scrap seemed also to have been disposed of.

John Browning 9/89

PJ ENGINEERING, Mount Ossa 610 mm gauge

(see LRN 69, p.7)

Moved here from Strathdickie Smithy, is Motor Rail 4wPM 4199 of 1927. It is visible from the Bruce Highway when travelling north from Mackay. Also here are four baggage cars from Hayman Island. Reportedly, this equipment is still to be restored for use at Frankston Aquatic Centre, Bloomsbury.

John Browning 9/89

PROSERPINE CO-OPERATIVE SUGAR MILLING ASSOC. LTD 610 mm gauge

(see LRN 72, p.16)

Although Proserpine Mill took delivery of a new loco cab from Eimco earlier in the year, it had still not been fitted to a locomotive by mid-September. This work will probably be postponed until the forthcoming slack season.

On 15 September, Clyde 0-6-0DH 8 (65-443 of 1965) was derailed adjacent to the Shute Harbour road at Mount Julian when, hauling full bins towards the mill, it collided with a rake of empties which had been allowed to run onto the main line from a siding. The locomotive came to rest propped up on a cane bin which was in turn supported by a power pole. The weight on the power pole caused a domestic power line crossing the road to sag, with the result that it was snagged by a passing high vehicle, leaving the severed power line on the tramway. The Electricity Board workers had to be called out, and they were concerned that if the locomotive was lifted by a crane, then the power pole might spring back and the main power lines brought down. With another loco and cane waiting to be crushed trapped behind the derailment, there was every prospect of a long afternoon ahead!

John Browning 9/89

QUEENSLAND ELECTRICITY COMMISSION, Tully

Tenders for the construction of an exploratory tunnel 5.5 m in diameter and 1300 m in length have been called. The tunnel will run mostly in hard rock at a site 40 km west of Tully. Tenders closed on 30 August.

The Weekend Australian 9/7/89 via John Browning

TASMANIA

EMU BAY RAILWAY CO. LTD 1067 mm gauge

(see LRN 70, p.11)

The new 12 km Hellyer branch was officially opened on 10 April. From 1 May, a new working timetable was introduced which features as many as four trains in each direction each day, a contrast to the pattern of a few years ago when a single train was used. Two trains run between Burnie and Hellyer, one between Burnie and Primrose and one between Burnie and Melba.

ARHS Bulletin 10/89 via John Browning

HYDRO-ELECTRIC COMMISSION, King River Scheme 1067 mm gauge

(see LRN 57, p.13)

Completion of the tunnelling for this scheme, located near Crotty, was

completed in April. The track was to be lifted in panels and the locomotive and rolling stock to be overhauled by the HEC for use on the Anthony Scheme.

ARHS Bulletin 10/89 via John. Browning

VICTORIA

ALEXANDRA TIMBER TRAMWAY & MUSEUM INC 610 mm & 1029 mm gauge

P.O. Box 288, Alexandra Vic 3714

(see LRN 72, p.17)

The Museum has been notified that the boiler of John Fowler 11885 of 1909 will be examined on 28 November. As the inspector has asked that the steam turret be dismantled, the opportunity is to be taken to resurface the mating faces and to fit the turret with new studs. These are being prepared by member Philip Thorne, who is also preparing new copper piping to replace the rather ugly collection of iron plumbing which presently services the steam blower and the injectors. The boiler will be emptied and dismantled for inspection immediately after the November running day.

Restoration work carried out recently has included the turning of new bearing lubricator caps for the John Fowler, the dismantling and clearing of the radiator of the Kelly & Lewis, the fitting of an engine bearer extension to Simplex 10058, and the replacement of the footrests and repainting of the broad-gauge ganger's quadricycle. Another Rubicon tramway bogie has been restored and returned to the rails.

After two years of restoration by Graham Lister, the engine of the Museum's vintage Fordson tractor was started recently for the first time in decades. The return of this unit to operating condition will allow a member's long-suffering Toyota Landcruiser to be retired from its duties at the Museum which have included rail reclamation and even shunting!

The roof of the new locomotive shelter has been completed, and the Shire has graded the new formation leading to this area. The old broad-gauge No. 3 road will now be lifted and relaid to 610 mm gauge. In preparation for the movement of relatively heavy locomotives into this area, the siding leading to the goods shed and shelter has been re-sleepered.

At the end of August, the Museum took delivery of a track sprayer constructed by the Rubicon SECV gang in their spare time under the direction of Ken Smedley. This unit is built on a Rubicon tramway bogie and fitted with an iron tank and electrically operated pump, and is painted green and orange.

Peter Evans 10/89

DEMPSEY MINE, Gaffneys Creek, gauge unknown

On 21 October, the machinery section of *The Age* carried an auction notice for the plant of "The Dempsey Mine" at Gaffneys Creek. The auction is set for 2 November and included in the list of items to be sold is a Gemco electric locomotive and a quantity of 20 lb rails.

The Age 21/10/89 via Colin Harvey

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Railway 762 mm gauge

(See LRN 71, p.18)

TIMETABLE: The 1989-90 (Sept 89 - Aug 90) timetable has a few changes to the previous years: Midweek trains, now two a day from October to April inclusive (previously one); Saturday, three trains a day in March and April (previously two); Midweek, school term holidays, three trains a day (previously four).

Public Night Trains will run on 9 Sept, 14 Oct. 11 Nov. and 9 Dec. at a cost of \$55 per head, which includes drinks on the train, and dinner at Nobelius Siding.

LOCOMOTIVES: The current (1 Nov 1989) position regarding all locomotives is:

"Sir John Grice" (Peckett 0-4-0ST). Work is currently underway to provide air-brake equipment so that this loco can return to mainline service. The equipment is being fitted to a separate vehicle. A kerosene marker lamp is also being fitted.

Climax. This was used on an LRRSA charter on 5 August (see tour report, page 3/4), a Buck's Night Special to Lakeside on 7 October, and a ballast and firewood train on 4 November.

3A. Still at Emerald, minus a few parts (like wheels, boiler, water tanks, cab, smokebox etc.).

6A. Still at Belgrave, minus a few parts (like driving wheels and boiler).

7A. In service.

8A. In service.

12A. The proposed colour scheme is VR "all-over" black, with white lettering on the Number and Marker plates, which will have a black background. Work is steadily continuing on its restoration, with the motion plate now fitted, and both pony assemblies ready for installation.. New cab side-walls have been made and fitted.

14A. This is currently in the Belgrave workshops. Two new axles have been machined at Emerald on the wheel lathe. One new wheel casting was

machined, and two others rebores. The boiler has been relagged.

G42. Work has been completed on removing fittings from the centre unit, and needle gunning the heavily built-up areas of rust. Unfortunately this revealed cracks in both pivot castings, and the arduous task of removing the 76 rivets which held these in place has just been completed, to enable them to be welded. 1988-89 was a record year for G42 fund-raising with about \$57,000 being raised, including \$17,000 from the Great Train Race Day. So far a total of about \$235,000 has been raised.

T.A.C.L. Tractor. Machining of the axleboxes is complete. New axlebox brasses are now being cast. An original builder's plate has been found, and this has been cleaned-up and sent off to have another cast. These are very impressive large plates. The existing wheels are to be retained, and the tyres re-turned.

"William Collis", (NRT 1. In service at Emerald as workshops shunter. D21. (ex TGR V 11). In service.

ROLLING STOCK:

91NQR has just been returned to service after extensive repairs and refurbishment, and 92NOR is now at Emerald for similar treatment

3 NBL. This (Mount Lyell) car is now well advanced in its refurbishment and the interior is now being refitted. The cost of the work carried out on this is estimated to be about \$50,000 by the time it is finished.

BELGRAVE STATION BUILDING: Work on the new building is progressing with the roof now fitted, and the brick-work well underway.

TRACK: Ballast trains are being run every week, concentrating on the section between the trestle bridge and Selby-Aura Road, which is the same section that the tamper PTT 11 is working. These trains are normally hauled by D21, and from 9 November will run on Thursdays departing Belgrave at 6.00 pm to make use of Daylight Saving. Only 500 sleepers between Belgrave and the trestle bridge need to be plated to finish the mainline. Rail anchors are now being fitted to stop rail creep.

RESTORATION BEYOND LAKESIDE: There will be a new level crossing about 350 yards beyond Lakeside station, for the road which runs across the new dam wall at the lake. Bureaucratic difficulties have delayed laying of further track towards Wright, as a signature is required on a document to make this all legal. Whilst this is considered to be a formality it involves several government organisations, which is slowing things down. Plans are now being considered for restoration beyond Wright. There were three trestle bridges in the Wright - Cockatoo section. The first one, which was fairly small will be replaced with an earth fill. The second, which was the biggest

on the line, will be bypassed with a deviation involving several three chain curves. This deviation was recently surveyed. Rebuilding this bridge would cost around \$500,000. The third bridge, over Cockatoo Creek, will be rebuilt as a bridge, but using steel girders.

Monthly News via Frank Stamford 11/89

LAKES ENTRANCE, various gauges

(see LRN 72, p.4)

Construction and maintenance tramways running along both sides of the channel at Lakes Entrance still exist half-buried in the sand and have been measured as 3 ft not 3 ft 6 in. A small 0-4-0PM locomotive operated on the line on the eastern side of the channel. This loco was solidly constructed and bears several "trademarks" of those built by DAY'S of South Melbourne - cast end frames, siderods, sprung buffers and drawbars pivoted from the centre of the locomotive frame. The loco was powered by the engine from a "Bullnose" Morris car, although it is not known if this was the engine originally fitted. The remains of the locomotive still exist on the foreshore, and several years ago an attempt was made to obtain it for preservation.

Permission to remove the locomotive was sought from and granted by the Lakes Entrance Harbourmaster who believed that it fell under his jurisdiction as the loco's last duties were in the maintenance of the channel walls as part of the facilities maintained and operated by the Ports and Harbours Department. He was pleased to know that the loco would be preserved. A steel sled was constructed and transported by boat to the location, and two days were spent digging the loco out of the sand and winching it onto the sled and chaining it down. However, when the owner of the kiosk on the foreshore was approached for the key to the gate to the beach so that the sled could be towed along the beach and the loco loaded onto a waiting trailer, he rang the then Department of Crown Lands in Bairnsdale who would not allow the loco to be removed as "everything on the beach dates from the 1890s (!!!!) and must not be touched". A sadder, wiser and poorer pair of light railway enthusiasts returned to Melbourne minus a seek of their annual leave!

When last visited both locomotive and sled were fast disappearing under the sand again, and it would seem unlikely that anything can be done to save it. Also on the foreshore are the remains of a vertical-boilered self-propelled steam crane. This is still sitting on a short length of track which is 5 ft 3 in gauge. To add to the variety of gauge even further, a short section of portable track was found which was measured at 2 ft !

Peter Evans 10/89

MELBOURNE & METROPOLITAN BOARD OF WORKS 762 mm gauge

82 Chifley Drive, Preston

(see LRN 71, p.19)

An auction was due to be held on 10 October which included two diesel tunnelling locos. These were Gemco-Funkey 4wDHs numbered 327 7012 and 327 7013, described in the sale catalogue as Lot 527, 8-tonne Gemco-Funkey locomotives. An additional item for sale was one four-wheel dump car.

(The roster published in LRN 24 listed four Gemco-Funkey 4wDHs, numbered 011 to 014. It would appear likely that the two mentioned above are:

012 4wDH Gemco-Funkey 2372/Pl.0455/L621/68 of 1968; and

013 4wDH Gemco-Funkey 2896/Pl.0474/L620/68 of 1968 - JB)

Also on the MMBW site were four rails arranged to make three tracks of approximately 1200mm gauge with four-wheel trollies to move items into and out of a large chamber, apparently used for sand blasting.

The Age 23/9/89 via Ray Graf; Craig Wilson 9/89; Ray Graf 10/89

WESTERN AUSTRALIA

WEST AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION INC, Bennett Brook Railway, Whiteman Park 610 mm gauge

(see LRN 71, p.19)

The "Rally Australia" day held at Whiteman Park on 17 September 17 was an outstanding success, with 4000-5000 passengers carried.

This day saw the entry to regular service of the buffet car AV3273 and a third "R" wagon. The buffet car was originally Westrail goods wagon VW3273, which was received with no bogies, no vacuum cylinder, no handbrake and no rigging. Restoration took two years and cost an estimated \$10,000. One "R" wagon will be retained as an open passenger car, but the other two can also be used for a variety of service uses.

Regular services to Kangaroo Flats Station, built to serve the Rally site, commenced from 3 September. This station is 1.5 km from Central Station. Track alterations at Central had caused some disruptions to regular weekend services in June-July.

2-8-2 NG15 123 (Franco-Belge 2670 of 1951) received new firebars on 8 September, following the collapse of an original one the previous Sunday.

Rusty Rails Vol.14 No.4 & No.5 via John Browning

Please note that this Association now has a new postal address: GPO Box A37, Perth WA 6001.

Ed. via David Whiteford 10/89

OVERSEAS

FIJI SUGAR CORPORATION, Labasa Mill 610 mm gauge

(see LRN 68, p.14)

A return visit to Labasa sugar mill was made in July 1989 after eight years absence. Changes to the tramway system since 1981 are not insignificant. Closure of the Tabia extension line (9 km) in 1983 has resulted in a greater proportion of cane transport by road and excessive delays (4-6 hours) are the order of the day for lorry drivers. Rails remain in situ on the Tabia line and the FSC has been seeking to encourage farmers directly served by the route to convert to rail transport, but without success.

Upgrading work on the mill includes installation of 84 inch mills: No. 4 in 1988 from Hawaii, and No. 3 (a new mill from Walkers) in 1989. This has lifted crushing capacity by about 20%. About 48,000-50,000 tonnes of cane is now crushed per week, with a new record of 50,559 tonnes being set during my visit. Between 45 and 55% of cane transport is by rail.

A start to upgrade the tramway network was made in 1988 when 9 km of track was upgraded from 35 lb to 60 lb rail. Two new storage tracks have been laid in the empties yard at the mill and new heavy-duty wagons are being delivered from Lautoka. Locomotive changes include No.3, a Baldwin 0-6-0DH exchanged with Rarawai for the bogie Baldwin, No.12, a Commonwealth-Engineering 4wDH former underround loco, and No.14, a new Hunslet 4wDH unit. The latter is B/No. 9284/1987 (not 9267 as previously advised by FSC). Baldwin No. 7 is rated the best performing loco by traffic staff, while No. 3 has been giving a lot of mechanical problems. The Com-Eng unit (No. 12), has generally been unsuitable for the track conditions at Labasa, suffering from many derailments and several broken axles. It is kept as the "spare" main line loco. The small Baldwin former underground locos (Nos. 5 and 6), however, continue to give good performance on short haul work.

The current locomotive register is as follows:

1	Clyde Eng	62-270	1962	0-6-0DH	Model DHI.71
2	Clyde Eng	64-319	1964	0-6-0DH	Model DHI.71; ex-Lautoka
3	EM Baldwin	4413-3-9-72		0-6-0DH	ex-Rarawai No. 11, 1982 in exch. for B-B DE loco No. 3
4	Clyde Eng	64-320	1964	0-6-0DH	Model DHI.71
5	EM Baldwin	3229-?-4-70		4wDH	Built for Atkinson-Holland to 762 mm gauge for use Thompson Dam, Vic; to Codfela for Suva tunnel project purchased Labasa mill and rebuilt 610 mm gauge with cab 1980.

6	EM Baldwin	3229-?- 4-70		4wDH	As for No. 5
7	EM Baldwin	9442-1- 4-81		0-6-0DH	Model DH.18
8	Baug-Drewry	2365	1950	0-6-0DM	68hp; yard shunter
9	Clyde Eng	DH1-8	1955	0-6-0DH	Model DH1.71; new engine 1988
10	EM Baldwin	5995.1	1976	0-6-0DH	Model DH.18
11	Drewry	2676	1960	0-6-0DM	71 hp; built for "Free Train" Lautoka; t'ferred Labasa, 1976; weighbridge shunter.
12	Com-Eng	HB.2765	1963	4wDH	ex-NZ Ministry of Works, 1983; formerly Utah Const. Snowy Mtns u'ground loco; conv. Labasa mill. "Simplex"; empty yard shunter
13	Motor Rail	11288		4wDM	
14	Hunslet	9784	1987	4wDH	12 ton unit.

Plasser Tamper Type KMX-06, No. 63, built 1974, also at mill.

Bob McKillop 8/89

MEETINGS

MELBOURNE: Video Night

With the aid of Peter Evans seemingly inexhaustible capacity to borrow equipment from his rmates in the TV industry the next entertainment meeting will be a video night.

Bring along your favourite VHS video (not those ones! !) and we will select two or three to show. In other words it will be a sort of high-tech slide night! Be sure not to miss it.

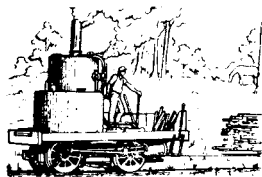
LOCATION: Ashburton Uniting Church Hall, Ashburn Grove, Ashburton.

DATE: Thursday 14 December at 8.00 pm.

SYDNEY: Any member wishing to know details of the next meeting should call Craig Wilson on 02-484 7984

ADELAIDE: Contact Arnold Lockyer for details. Phone: 08-296 9488

LOCATION: 150 First Avenue, Royston Park. DATE: Thursday 3 August at 8.00 pm.



LIGHT RAILWAY NEWS

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Deadline for next issue - 2 March 1990



Macknade Mill's 18 (Clyde 0-6-0DH DHI.5 of 1954) with 144 bins from Tara having just crossed the QGR line near Bemerside.

Photo: Chris Hart 5/8/89

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LOCOMOTIVE & ROLLING STOCK MANUFACTURERS

HEXHAM ENGINEERING PTY LTD, Hexham NSW

(see LRN 61, p.5)

On 12 October, it was announced that Hexham Engineering would be closing. It is understood that employees were terminated on 20 October. Hexham Engineering acquired the locomotive construction business of E.M. Baldwin & Sons Pty Ltd around the end of 1985.

Craig Wilson 11/89

GEORGE MOSS LTD, Osborne Park, WA

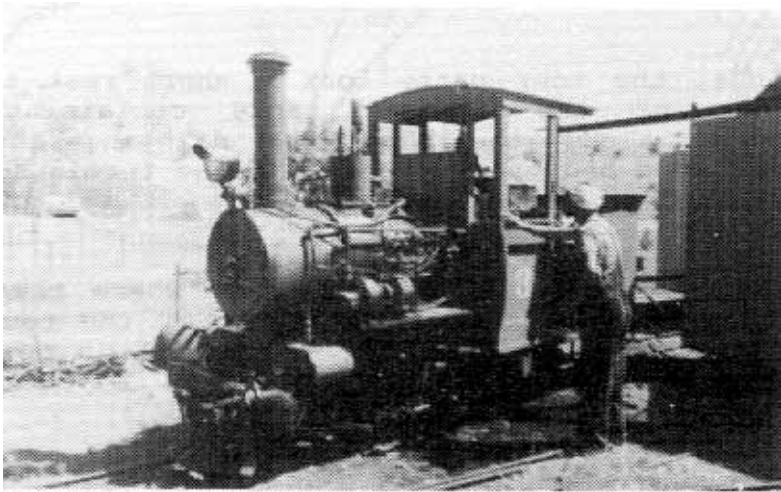
(see LRN 69, p.5)

"Cash starved mining and railway equipment manufacturer George Moss (Gemco) expects to formally relinquish control of its operations to suitor Futuris Corporation of December 20." Shareholders were told at the 1989 annual meeting "the company could not survive in its present form and there was little choice but to accept the three for four Futuris offer." In recent years Gemco has suffered trading losses and a severe shortage of working capital to expand its business. The proposed merger would provide this capital and could possibly create the biggest railway equipment supplier in Australia. Gemco had suffered a 14% sales drop last financial year and needed to reduce its product lines and become bigger to compete in the export market - which comprised 25% of turnover. There are presently seven ranges of products and 50,000 line items. The group's after tax losses for the last financial year, including extraordinary items, was \$1.49 million.

West Australian 25/11/89 via David Whiteford

TOUR REPORT

THE SECOND WOMBAT, WOODLINE AND WATER RACE TOUR



2-4-4 geared locomotive at Wombat Gully.

Photo: Peter Evans

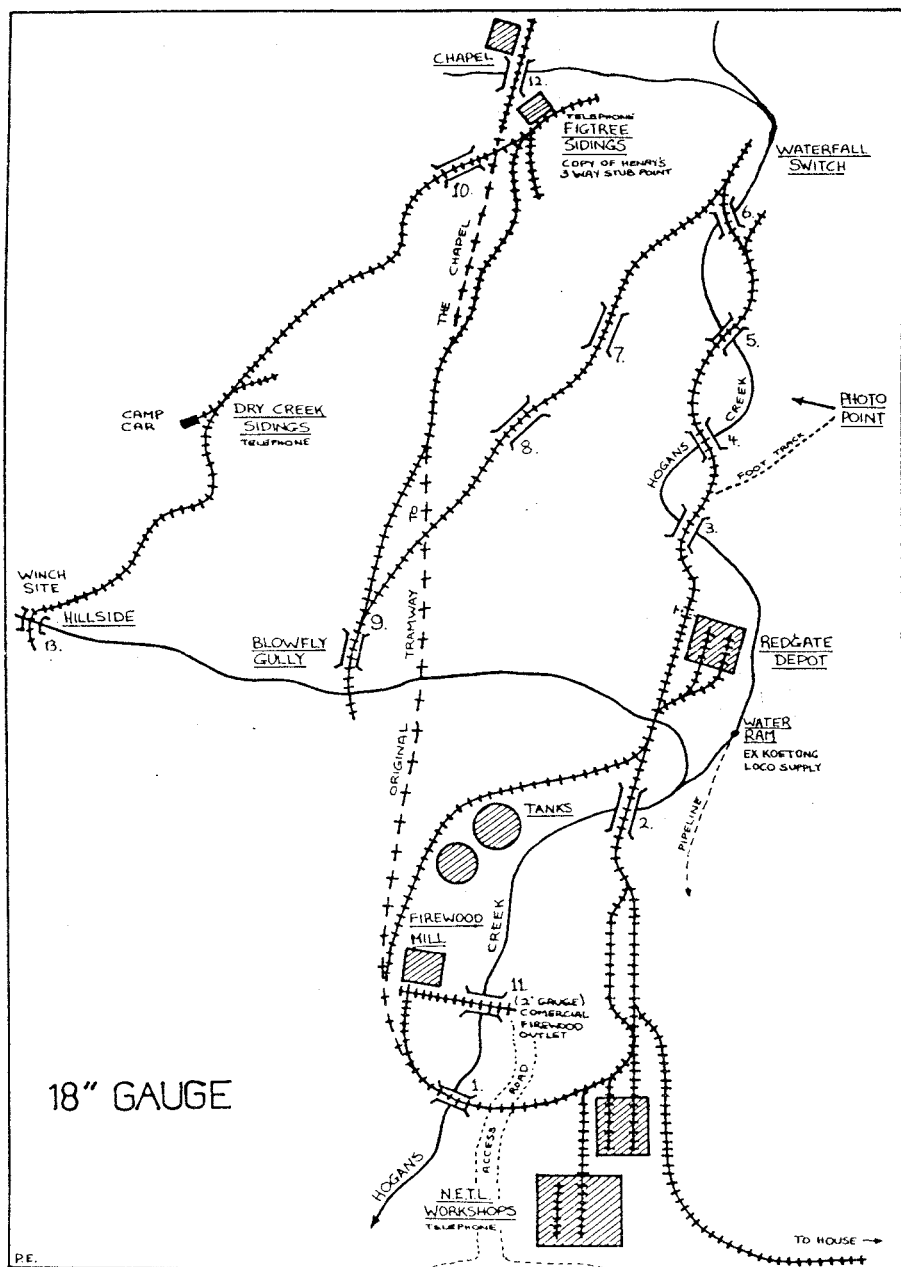
This tour was held in fine to hot weather on the weekend of 25 and 26 November 1989, and was a repeat of a similar tour held in 1987. Attendance on the tour reflected the popularity of the last tour, with a total of around 40-50 members, families and friends.

EIGHTEEN INCHES BETWEEN THE RAILS

First stop on the tour was the Wombat Gully Tramway on the rally site of the Border Steam and Oil Engine Club at Leneva, near Wodonga. This 18 inch gauge line has a large loop laid in 20 lb rail, and includes some sharp curves and steep gradients. A small museum houses relics of railway and tramway significance, and the site is surrounded by a collection of steam and oil engines in various stages of restoration. Of special significance are the side frames and a pair of driving wheels from "Meteor", a 2-4-0WT locomotive built by R. Stephenson in 1858 for the Melbourne and Hobsons Bay Railway Company. In 1878 this became the Victorian Railways "N" class No.244. Subsequently sold to a railway contractor in 1886, the locomotive ended its days as a stationary plant for the Exelsior Tin Mining Company at Koetong.

The engine for the LRRSA "special" was a 6 ton 2-4-4 geared locomotive built

HOGANS CREEK TRAMWAY



NOT TO SCALE

in 1984 by Alan Douglas and Denys Steinhauser. The boiler of this diminutive locomotive is from a 1912 steam tractor obtained from Condobolin, the engine is from a Glen Wills gold mine winch, and the whistle from a logging winch. This unit was a pleasure to watch, with its cranks spinning away madly as the engine proceeded at a sedate pace along the lightly laid track. After a couple of circuits as fireman, the tour organiser was offered the opportunity to drive the locomotive, and distinguished himself by not only stalling the train going uphill, but managed to repeat the performance going downhill (all of which was cheerfully recorded on videotape by Puffing Billy firemen Cliff Leigh and Bill Hanks)! The somewhat chastened trainee driver is returning to Alexandra for more practice where there are less mountains and fewer right-angled bends.

The last train for the morning was run by "Wombat" an 0-4-0PM locomotive built by Denys in 1961. Weighing 2 tons, this unit is powered by a Ford Prefect engine driving a Vanguard gearbox.

After a picnic lunch at Wombat Gully, the tour party moved on to Denys Steinhauser's property at Kiewa to inspect his Hogans Creek Tramway. This spectacular line is also 18 inch gauge, and is used to extract firewood from dead trees on the steep slopes above the property for commercial and domestic needs. The total length of the line is over 1 km, and it climbs 75 metres vertically with a maximum grade of 1 in 14. Between 2 and 20 tons of firewood are cut per week, depending on the season, and the operation has in the past provided full-time employment for two men. Firewood is cut into 2-3 metre lengths and made up into loads of 2 tons before being transported down the tramway to the petrol powered sawmill. The unique features of this line are that three sets of reversing points are required to gain the necessary elevation, and that it may well be Victoria's last working timber tramway.

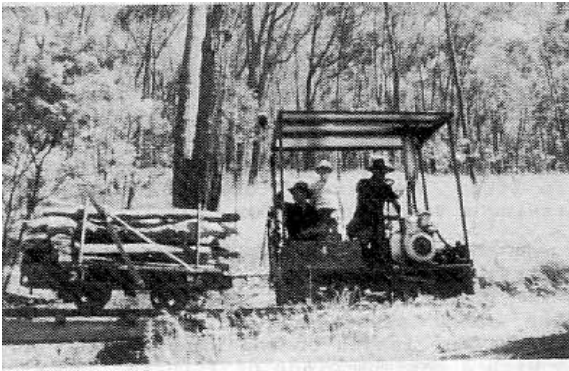
After inspecting the loco depot, the tour party were given the opportunity to ride on Denys RM6, a 4w+4wPM railcar constructed on the chassis of a 1926 Essex and powered by a 1948 Ford 10 engine. A photograph of this remarkable unit appeared on the cover of LRN 69. After the expenditure of much film and videotape, the party proceeded to walk up the tramway to the terminus, followed by *Murra*, a 4wPM rail tractor built by Denys in 1980 using the frame and wheels of an ex-VR Way & Works unit. The tractor weighs 2 tons and is powered by a Wisconsin twin-cylinder petrol engine driving a gearbox from a 1938 Ford. This unit is used for all heavy haulage on the tramway. Also present on the line was a regauged ex-VR "RS" petrol-powered trolley which acted as a pilot engine.

The ecologically sound nature of this tramway was demonstrated when the roof of *Murra* came into contact with a young gum tree which has grown

a little too large for the passage of the loco. cut it down? - not Denys - the track was barred the necessary few inches to one side and the tree allowed to live on!

Once at the terminus, the tour party took a short rest and we refreshed ourselves from one of the several tanks containing spring water strategically located along the line for drinking and fire-fighting purposes. A load of wood had been prepared at the terminus, and Denys took this down to the sawmill behind *Murra* where it was cut into useable lengths.

After thanking Denys, we drove to Mount Beauty where the comfort of the local hotel proved enormously popular with most of the tour party after a hot but pleasant day spent touring the "one-foot six" of the Kiewa Valley.



Murra hauling load of timber on the Hogans Creek Tramway

Photo: Peter Evans

EIGHTEEN + EIGHTEEN = THIRTY SIX

At 9.30 am we met at the SECV Information centre at Mount Beauty where the party were shown a short videotape detailing the construction and operation of the Kiewa Hydro-electric scheme. This contained a great deal of historic footage, including some of the underground locomotives in operation, and an interesting method of emptying buckets of concrete dangling from a crane. The latter involved some fancy footwork of which Fred Astair would have been proud .

We then proceeded to the terminus of the 3 foot gauge Bogong Creek Tramway which is used by the SECV to patrol and maintain a water race feeding the Clover Power Station. Unfortunately the SECV were not able to provide a driver for us, however all items of motive power had been brought out of the shed for us to inspect. These included a Ruston & Hornsby 4wDM (296070 of 1950), a Motor Rail "Simplex" 4wDM (one of 8359, 7366 or 7369,

regauged to 3 ft), and a Wickham 4wPMR (5860 of 1950). The "Maximove" 4wBE normally used for patrols was not present, being away for major repairs after a derailment which caused considerable damage to its cabin. Apparently derailments of this nature are not uncommon, and the Wickham carries both "L" plates and a sign reading "this way up" after a recent mishap of a similar nature. Also at the terminus were many items of rolling stock, mostly built by the English firm of Robert Hudson, or built on Robert Hudson underframes. The latter includes a crew car resembling a garden shed on wheels, and fitted with gas heating and cooking facilities. (The tramway is located along the 700 metre contour line and snowfalls are common in winter.).

After inspecting the depot, we walked out along the tramway for a short distance which included two bridges, one of which was an interesting combination of steel girders supported by wooden pig-sties. Most of the line is laid in 40 lb rail, with a high proportion of concrete sleepers, and although almost level, has many sharp curves.

After a picnic lunch, many of the tour party went on to inspect other SECV facilities in the area before returning home. At the McKay Power Station, an amazing discovery was made, a whole fleet of Brunel electric locomotives, carefully stored in a compound enclosed by a tall chain-mesh and barbed-wire fence. This find was hotly disputed by some members who maintained that these were only SECV transformers sitting on flanged wheels on short lengths of 7 foot gauge track. We look forward to this argument being settled in a future edition of "Heavyrails" (a mysterious publication often distributed at the Victorian entertainment meetings).

The tour organiser wishes to thank on behalf of the participants, those people who made our enjoyable weekend possible. These include Denys and Peter Steinhauser, Alan Douglas, and the SECV staff at Kiewa - in particular Mr Bill Sutton who went out of his way to make the LRRSA visitors welcome.

Peter Evans 12/89; R. J. Graf 12/89

NEW SOUTH WALES

COAL & ALLIED OPERATIONS PTY LTD, Chain Valley Colliery Doyalson 1067 mm gauge

This colliery was visited on 19 October. There are three 4wDH diesel locomotives here, with two being observed on the surface. Livery is yellow with black dazzle stripes on the ends. The two locos observed were numbered 3410 and 3411, being E.M. Baldwin 10597-2-84 of 1984 and 10597-3-1-85 of 1985. 3411 was due to be transferred to Wallarah Colliery and replaced at

Chain Valley by a new Hexham Engineering locomotive.

Also observed on the surface were two battery-electric personnel carriers, painted white with red dazzle stripes on the ends. These were 2761, a Hexham Engineering 4wBER (678), and 2660, a Titan 4wBER (EMT 1009 of 1979).

Craig Wilson 11/89



E.M. Baldwin 4wDH 25-tonne mining loco 10597-2 of 1984 on the surface at Chain Valley Colliery, while Titan battery electric personnel car EMT 1005 of 1979 looks on from the shed.

Photo: Craig Wilson 19/10/89

NEWCOM PTY LTD, Cooranbong Colliery 1067 mm gauge

This colliery was visited on 18 October. It began production in 1982 and its sole function is to provide coal to Eraring Power Station. With the Great Northern Coal seam only 40 metres from the surface here, the colliery has drift access.

Six locomotives have operated here. BL 01 - BL 05 are Gemco 4wBE locos of the 25-tonne design and DL 03 is a 25-tonne Hexham diesel. The first three battery electrics were built in 1982 and were new for the opening of the colliery but following an accident on the opening day of operations, they were returned to George Moss for modifications, remaining until about 1984. BL 01 and BL 02 were returned directly to Myuna Colliery. Thus the current loco stock is:

BL 03	Debbie Low	4wBE	Gemco	3731.32.204.82	1982
BL 04	Veta	4wBE	Gemco		c.1984

BL 05	4wBE	Gemco		c.1984
DL 03	4wDH	Hexham	690	c.1988

The battery locomotives are painted orange with black dazzle stripes to frame height on the cab front. The diesel is white with red dazzle stripes.

There are also five battery personnel cars, E.M. Baldwin's Model 17BE as follows:

PC 04		4wBER	E.M. Baldwin	9981-4- 2-83	1983
PC 05		4wBER	E.M. Baldwin	9981-5- -83	1983
PC 11		4wBER	E.M. Baldwin	9981-1- 9-82	1982
PC 12		4wBER	E.M. Baldwin	9981-2-11-	1982
PC 13	Ginger Cat	4wBER	E.M. Baldwin	82 9981-3- 3-83	1983

These are painted yellow and PC 05 and PC 13 have black dazzle stripes. The diesel loco works mainly on heavy stone trains, and was observed on the surface standing at the head of three hydraulically operated side dump trucks. A fourth, not in use, was parked in the yard. Other rolling stock consists of two Hannaford passenger cars, a four compartment bottom dump wagon and four materials transporter flat wagons. One of these carries Hexham Engineering builder s number HE 687.

The drift was originally built by open cut, then framed and backfilled. It descends on a 1:20 grade. It was here that on the opening day one of the Gemco battery-electrics ran away, killing the driver.

A major maintenance problem at the mine is provided by the clayey floors which water causes to become boggy and swell considerably. Some sections of trackbed have been removed, dug out, levelled and replaced four times. The rail in use is 41 kg and the progressive replacement of wood sleepers by steel is being adopted. Rail transport is much more efficient than trackless in these conditions. Pod transport is used to give flexibility. Pods are steel material bins which can be easily conveyed on flat wagons and taken to sidings where ramps allow rubber-tyred vehicles to pick them up and carry them to the work face.

LRRSA NSW Div Research Bulletin No.5 (Craig Wilson)

PASMINCO LTD, North Mine, Broken Hill 610 mm gauge

(see LRN 71, p.9)

An auction was held here on Thursday 23 November and the following noted during a quick inspection on Monday 20 November:

For Auction:

4wBE 18 inch gauge B1 Greenwood & Batley.

For Auction?:

4wBE 2 foot gauge ZGM 01, BGM 3, ZGM 12

These locomotives were tagged with lot numbers but had been removed from the auction holding area and placed with the following locomotives:

4wBE 2 foot gauge ZGM 8. BGM 12. ZGM 6.

In Machine Shop Yard:

4wBE 2 foot gauge B15, 9C, HGM 10, BGM 15.

At Shaft (not in use):

4wBE 2 foot gauge D4

At Gatehouse Preserved:

4wBE 18 inch gauge, 2, Greenwood & Batley.

Locomotives (apart from the 18 inch gauge Greenbat locos) are believed to be either Gemco or Mancha products. The only locomotives noted with builders plates were 9C and BGM 15, both having Gemco plates. All other locomotives had modern replacement Gemco controllers.

Craig Wilson 12/89

PASMINCO LTD, ZC Mine, Broken Hill 610 mm gauge

(see LRN 71, p.9)

An auction was held here on Wednesday, 22 November and the following noted during a quick inspection on Monday, 20 November:

For Auction:

4wBE 2 foot gauge: ZGM 301, ZGM 303, B9, ZGM 24, BGM 9, B4, B20, B21, B25, B24, BGM 11, Z21, B18, Z23, ZGM 501, Z22, Z40.

4wBE 3 foot gauge: B32, B2, B29, B23.

At Workshops (not for auction):

2 foot gauge ZGM 25.

At Shaft (in service but not working during visit):

2 foot gauge Z27, ZGM 21

Craig Wilson 12/89

ROYAL AUSTRALIAN NAVY, Newington Armament Depot, Silverwater 610 mm gauge

ABC-TV's "Four Corners" on 27 November was about the possible move of naval facilities from Sydney to Jervis Bay. Some shots were taken inside the Newington Armament Depot and a modern-looking yellow locomotive with cab (reminiscent of a U-series "Simplex" as supplied to Fiji) was shown hauling 5 wagons. In 1978 this site was worked by battery-electric locomotives. Further details of this line would be welcome

John Browning 11/89

QUEENSLAND

AUSTRALIAN RAILWAY HISTORICAL SOCIETY (QLD DIV) 1067 mm gauge

(see LRN 50, p.6)

A100-4-2T No.6 (Neilson 1170 of 1865) has been removed from the Redbank Museum and dismantling work has taken place to ascertain whether it can be returned to operating condition. This locomotive was sold out of QGR service in 1896 and worked from then until 1965 on the Watawa tramline of Bingera Mill near Gin Gin. Its boiler was built by the Bundaberg Foundry in 1955.

The ex-Bulimba Powerhouse Baldwin 4wWE; 59549 of 1926 was taken from storage and delivered by road to Kunkala on the Rosewood Railway recently.

Supplement to Sunshine Express 12/89 via John Browning

BABINDA SUGAR LTD 610 mm gauge

(see LRN 73, p.7)

At a meeting on 29 November, 78% of Shareholders voted in favour of a takeover bid by Bundaberg Sugar. The bid was worth \$18m, and Bundaberg Sugar also promised to spend \$8m in improvements at Babinda. In voting in favour of the Bundaberg Sugar offer, the Babinda shareholders were also rejecting the overtures made by a consortium of co-operative mills, namely South Johnstone, Mulgrave and Mossman. Babinda Sugar Ltd was to become a wholly-owned subsidiary of Bundaberg Sugar on 8 December.

Cairns Post 30/11/89 via John Browning

BUNDABERG SUGAR CO LTD, Fairymead Mill 610 mm gauge

(see LRN 62, p.10)

Fairymead's lengthy bridge across the Kolan River at Booyan was found to be unsafe towards the end of October and was condemned. It is believed that it will be replaced by a concrete bridge for the 1990 season. In order

to service the cane areas of Littabella and Eucca until the end of the 1989 season, it was necessary to station two Clyde 0-6-0DH locomotives on the far side of the Kolan River. Rakes of bins were able to be pushed across the bridge but locos were not allowed on it. One Fairymead Clyde loco was taken across by road and a second was brought down from Mourilyan Mill in North Queensland. where the season had finished.

Bob James 11/89; David Mewes 11/89

BUNDABERG SUGAR CO LTD, Mourilyan Mill 610 mm gauge

(see LRN 73, p.7)

As recorded above, a Mourilyan Clyde 0-6-0DH loco was on loan to Fairymead Mill from around the end of October. In addition, it is believed that a Plasser KMX-12 ballast tamper (249 of 1982) and a Gemco sleeper replacement unit have been on loan at Mourilyan from Bundaberg area mills.

In mid-December a hearing was held by the Cane Prices Board to consider an application by 48 ex-Goondi growers wishing to transfer from Mourilyan to South Johnstone. These growers, with an assignment of 190,000 tonnes of cane, had been allocated to Mourilyan Mill by legislation when Goondi Mill closed rather than allowing the normal processes of the Cane Prices Board to take their course. It was stated that much of this cane would have to be transported by road. The judgement of the Beard was reserved.

*Bob James 11/89; David Mewes 11/89;
Cairns Post 13/12/89 via John Browning*

COSTAIN AUSTRALIA LTD, Cardstone

(see LRN 73, p.11)

The first tenders have been let in Connection with the Tully Falls hydro-electric power station. Costain has Commenced construction of the 1.3km exploratory tunnel which will eventually contain power cables. A second tunnel for access to the power Station Sate will be built later with work peaking in the 1993-5 period.

Cairns Post 9/12/89 via John Browning

CSR LTD, Macknade Mill 610 mm gauge

(see LRN 73, p.7)

Owing to loco breakdowns, Victoria Mill's Baguley-built Drewry 0-6-0DM *Herbert* (2394 of 1952) was on loan to Macknade from 31 October to 23 November. It was only used on the first day of loan, and was kept in reserve thereafter. Sister loco *Seymour* (2392 of 1952) was on loan to Macknade on December 20 and 21 to assist in the clearing of debris from the Herbert River bridge behind the mill following a rise in the river. As the track in the cutting on the mill side of the bridge had been lifted for relaying, none of

the Macknade locos could get to the bridge, thus necessitating the loan of a Victoria loco from the other side. *Seymour* was stabled overnight in the cutting on the Cordelia side of the bridge.

Early in November, Macknade's E.M. Baldwin DH 20 (7070-4-4-77 of 1977) was fitted with a brake wagon radio control antenna and wiring to enable easy transfer of a brake wagon in the event of one of the brake wagon-equipped locos (14 - E.M. Baldwin 0-6-0DH 6-2490-1-7-68 of 1968 and 19 - E.M. Baldwin 7070-3-4-77 of 1977) breaking down.

Line car V1 (Hansen 78 of 1972) and its navy gang, which belong to Victoria Mill, were based at Macknade Mill for practically all the 1989 crushing season. In the past, this gang has been based at Halifax. Among its duties is the maintenance of the line to Lucinda, used by both mills for sugar trains.

Both Victoria and Macknade Mills were due to finish crushing late in the week ending 25 November. However rain intervened, and Macknade finished crushing on 23 November. From the next day, all Macknade cane able to be cut was sent to Victoria, which accepted cane until Thursday 30 November. Nearly 6000 tonnes of cane were sent to Victoria on the busiest day, 27 November, including a convoy of three trains late that afternoon hauled by Clyde 0-6-0DHs, namely 11 (65-383 of 1965) leading with 150 bins followed by 12 (65-434 of 1965) and 16 (DHL1 of 1954) each with more than 100 bins. During this night an unknown Victoria loco assisted with the shuttle of bins between the two mills. The next day saw E.M. Baldwin 14 take a rake of 176 fulls for Victoria across the Herbert River bridge in one hit and without assistance. Victoria Mill's Clyde 0-6-0DH *Canberra* (64-433 of 1964) did a return trip to Macknade during the day shift. Owing to more rain, the 29th and 30th saw only small amounts of cane cut and transported to Victoria. E.M. Baldwin B-B DH 19 took the last rake of Macknade cane across late on the afternoon of the 30th. All Macknade locos except yard loco 17 (E.M. Baldwin 0-4-0DH 6-1446-1-9-65 of 1965) had been in use for varying periods or cane transport this week.

Victoria Mill refurbished one of the ballast hoppers from Goondi Mill during the crushing season, and it was in use by mid-December. It is still painted yellow, but has been cut down to the same height as the other hoppers, bringing the total number in service to 12. The other ex-Goondi hopper is still in storage.

During the 1990 slack season the Macknade mill yard is to be automated, thus eliminating the need for a yard loco. Work had already started by the end of the year and includes extensive rearrangement of the pointwork at the mill end of the full yard.

Chris Hart 12/89

CSR LTD Victoria Mill

(see LRN 73, p.8) (See CSR LTD, Macknade Mill 610 mm gauge)

MACKAY SUGAR CO-OPERATIVE ASSOC. LTD 610 mm gauge

(see LRN 73, p.8)

A second major derailment this year at a low-level Pioneer River tramway bridge, this time at Pleystowe Mill, took place early on 15 November, about 24 hours before crushing was due to finish. Clyde 0-6-0DH *Palmyra* (63-273) was hauling a train of full bins which became derailed, leaving 18 bins in the Pioneer River, and the locomotive coming to rest precariously balanced across the bridge near the bank. It is believed that the loco was hauling 38 bins across when the driver lost control, jumping to safety before the crash occurred. An inspection later that day revealed seven smashed bins on the bank at the mill side and about a dozen others on the top of the far bank. The check rails appeared to have assisted keeping the loco on the bridge. Three locomotives were marooned on the northern bank until 6 pm.

Seen at the Pleystowe loco shed on this day was Farleigh Mill's Com-Eng 0-6-0DH *Pioneer* (A12358 of 1962). It was just one out of a number of temporary loco transfers which took place towards the end of crushing (all details of these movements are not yet to hand).

On 12 December, Bundaberg Foundry 0-6-0DM 6 (10 of 1953) was sent by road from North Eton to Marian Mill. Track repairs meant that the loco could not be driven between the two mills.

Five simple open passenger cars made up on cane truck frames were noted at the Pleystowe loco shed on 14 December, presumably for children's rides at the annual Christmas party at the mill.

At Farleigh Mill, Motor Rail "Simplex" 4wDM 21625 of 1957 was noted dismantled in the navvies' shed late in December. An industrial bin behind the loco shed contained its cab, which was badly corroded. Also in the navvies' shed was a new four-wheel passenger car with a metal body painted green.

At Cattle Creek Mill, loco 2 (Com-Eng 0-6-0DH AA1549 of 1961 rebuilt AN5849 of 1975) has been renumbered D2, after a Mackay Sugar logo was applied over the cabside number. Bogie Com-Eng Diesel 4 (NA59112 of 1977) had already been stripped for a major overhaul by the end of the year, believed to include re-engining with a Detroit diesel.

Track work for the 1990 season was already going ahead at certain locations by the end of 1989. The major part of 12 km of track from North Eton Mill to The Water on the Mia Mia line had been ripped up by the end of the year, with the only exceptions being those sections relayed during the 1989 slack

season. The trackbed was being regraded with earthmoving equipment before track was to be replaced.

New trackbed construction was well advanced for about a kilometre on the new Marian Mill line in the Mount Martin area by the end of the year. The trackbed for Marian Mill's Mirani Weir line had been pegged out.

John Browning 12/89; Len Heaton 11/89; Bob James 11/89;

Mackay Daily Mercury 16/11/89

SOUTH JOHNSTONE MILL LTD 610 mm gauge

(see LRN 72, p.16)

Around the start of November, the Eimco bogie locomotive for South Johnstone was reported to be undergoing final testing at the Harare (Zimbabwe) works of Prof Engineering, before being despatched to Australia.

Bob James 11/89

VICTORIA

ALEXANDRA TIMBER TRAMWAY & MUSEUM INC 610 mm & 1029 mm gauge

P.O. Box 288, Alexandra Vic 3714

(see LRN 73, p.11)

On Wednesday, 15 November, a deputation representing the Museum and the Shire of Alexandra met with the Minister for Transport, Mr Jim Kennan. The Minister was presented with a photo album detailing the efforts of the Museum members over the past few years, and a videotape outlining the history of the timber mills and tramways of the Rubicon Forest.

The meeting was amicable, but the Government representatives were adamant that the land would not be handed over to the Museum for nothing. Various avenues were explored, including:

- (i) A more realistic price for the land;
- (ii) A short term lease while the Museum raised the money for the purchase;
- (iii) A long term lease (eg. 45 years) at a mutually agreeable rental, with an option to purchase at the expiry of the lease.

No action on the matter was formally resolved at this time. However, on Thursday, 30 November, two officials from the Ministry of Transport made an unexpected visit to the Museum and later held talks with the Museum president and the secretary of the Shire, at which time the officials suggested a further avenue to resolve the matter. This was that the Department of Conservation, Forests and Lands be approached to take over the site from V/ Line as a heritage area, and appoint the Shire and the Museum committee to

manage and develop the site. This is the first official sign that the Government acknowledges the worth of the Museum and is anxious to see it continue to develop, and is most heartening to those who have continued to work on during the past two years while the future of the Museum has been in doubt. This alternative will now be actively pursued.

On a further heartening note, the boiler of John Fowler 11885 of 1909 has had its certificate renewed, with the maximum pressure remaining at 120 psi. This was subject to some minor welding to build up the area around the lower washout plug in the front tube plate. This has now been carried out, and the locomotive returned to service.

Peter Evans 12/89; Timberline No.2 via Ray Graf 1/90

AUSSIE-LAND ADVENTURE PARK, Stirling Causeway, Wodonga

It is understood this amusement park opened during November 1989 and an 18 inch gauge amusement line was noted through the fence on passing, returning from the Wombat, Woodline and Water Race tour. No locos or rolling stock were seen. Opening hours stated were 10 am-6 pm but on the day seen, the railway had closed by 5 pm. Perhaps some members have further details?

Ray Graf 1/90

STATE ELECTRICITY COMMISSION OF VICTORIA, Morwell-Yallourn 900 mm gauge

(see LRN 55, p.15)

Two SEC Bo-Bo WE locomotives have been painted silver and named, *Red Devil* and *Electric Blue*. A report on the now-truncated SEC System in this area is overdue. Surely one of our Victorian members could oblige?

ARHS "Bulletin" 12/89 via John Browning

WESTERN AUSTRALIA

BUILDING MANAGEMENT AUTHORITY OF WA, Perth

Tenders were recently called for "Registrations of interest ... for the supply of 8 railway carriages to the Building Management Authority by January 1990". Tenders closed on 21 September 1989 with the Contract Clerk, BMA (formerly Public Works Dept).

Enquiries with the BMA revealed that the Community Services Department was planning "family centres" in the new (northern) suburbs where traditional community centres such as halls etc. did not exist. The family centres would

be used for child care facilities and other community uses. At the time of the tenders, it was thought that ex-Westrail or other railway system carriages would be a cheap but effective way of supplying these services. Coaches from the "Flying Scotsman" train which were purchased from NSWGR by the WA operator of the tours were also considered. However the idea of using railway carriages has now been abandoned.

West Australian 16/9/89 via David Whiteford

CARNARVON LIGHT RAILWAY ASSOCIATION INC, Carnarvon 1067 mm gauge

(see LRN 72, p.18)

Previously known as the "Kimberley" Restoration Group, the above named association has now become an incorporated body.

Motor Rail "Simplex" 4wDM 9096 of 1955 has now been rebuilt and is almost complete. Running trials were conducted on Sunday, 10 December. Andrew Barclay 0-4-0T *Kimberley* (1754 of 1922) is now stripped and serious work on descaling the boiler was to start in mid December. The address for the group is c/- Mr W.M.C. Thomas, P.O. Box 417, Carnarvon WA 6701.

Mike Thomas 12/89

GOLDFIELDS REGIONAL MUSEUM, Kalgoorlie

The Goldfields branch of the Western Australian Museum was opened in 1989 and is situated at the eastern end of Hannan Street in a combination of new premises and the former British Arms Hotel. Some outside display items have been transferred from the Hainault Tourist Mine and include a former

Lakewood Firewood Company four wheel wagon frame with a portable office attached. Entry to the Museum is free. It is extremely well arranged and photograph displays include many of the Woodline, Kalgoorlie suburban rail and Kalgoorlie tram operations.

David Whiteford 11/89

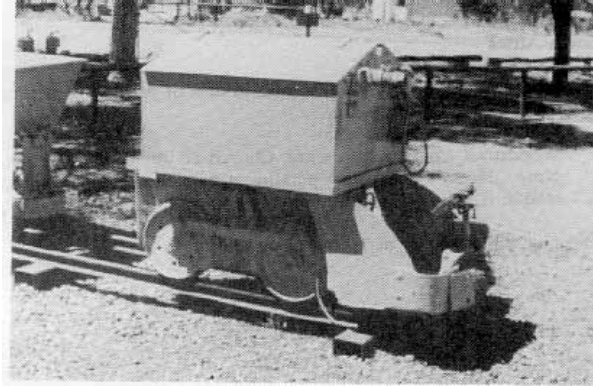
LIONS PARK, Battery Road, Norseman

Among the small display of mining and other machinery are two battery electric underground locomotives and one hopper. Gauge appears to be 610 mm but unfortunately neither locomotive carries identification.

David Whiteford 11/89

Battery electric locomotive at Lions Park, Norseman. Identification from other members would be appreciated.

Photo: David Whiteford 11/89



OVERSEAS

OK TEDI MINING LTD, Western Province, Papua New Guinea

(see LRN 49, p.14)

A photograph published in *The Australian* newspaper shows an adit with three Granby cars on what appears to be 2 ft gauge track. A small portion of what appears to be a locomotive appears in the bottom right hand corner of the photograph. Further details would be welcome.

The Australian 13/10/89 via John Browning

MEETINGS

MELBOURNE: WARBURTON 2

Mike McCarthy will be speaking on the later years of tramways and sawmilling operations in Warburton. Mike is currently writing the history of tramways operating in this area as a follow-up to Bellbrakes, Bullocks and Bushmen. The first segment of his presentation was given last February. Mike will continue the Warburton story and will speak in particular, about the mills at East Warburton, the Starvation Creek mills and tramway, the Federal Mill as well as the later days of operation of the Warburton tramway.

This will be a subject of interest to most members and will be supplemented with slides of the Warburton tramways. The area in question featured probably the most intensive use of tramways in Victoria. Be sure not to miss out.

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

DATE: Thursday 5 February at 8.00 pm

SYDNEY: South Africa

Ross Mainwarring will give an illustrated talk on his period of temporary employment some years ago in the West Rand Gold Mines in South Africa.

LOCATION: Woodstock Community Centre, Church St Burwood

Note: Plenty of off street parking at the rear of the building and Burwood station is only a 5 minute walk away.

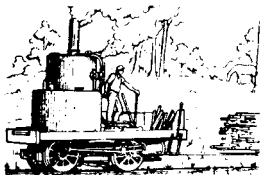
DATE: Wednesday 28 February at 7.30 pm

ADELAIDE:

Contact Arnold Lockyer for details. Phone: 08-296 9488

LOCATION: 150 First Avenue, Royston Park.

DATE: Thursday 1 February at 8.00 pm.



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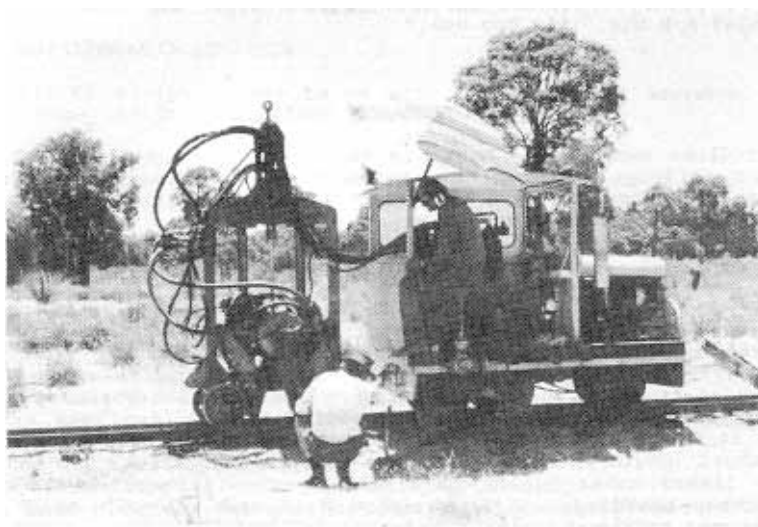
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Deadline for next issue - 27 April 1990



WALRPA - Ridley six-wheeled locomotive coupled to tamper head after extensive modification at the Mussel Pool workshop, January 1990.

Photo: Ken Watson

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NOTES, CORRECTIONS & COMMENTS

DEALS ON WHEELS published by Rollocorp No. 39 P/L

122-126 Ormond Road, Elwood Vic 3184

Two advertisements from the December 1989 issue of the above mentioned magazine are repeated here for interest of members. Perhaps local members could obtain additional information by ringing the contact numbers.

Page 460: "ANTIQUÉ FUNCTIONAL 1921 STEAM TRAIN, new boiler D.L.I. approved, 7 carriages, suit resort, fun park, very popular with kids. Ph(066) 49 4212, (066) 49 4282, or (066) 53 6397 NSW. \$48,500 ono." Illustration shows what appears to be an 0-4-0 loco of about 1 foot gauge. Page 472: "LOCOMOTIVE DIESEL RUSTON 20 hp ex-Sugar Mill 2 feet gauge, 3 ton, immaculately restored including spares, suit tourist railway or industrial application, package includes 18 feet Bogie flatcar and other trucks. Ph (03) 830 5249 A/H Vic. \$12,000 ono.

Arnold Lockyer 3/90

RESEARCH

South Australian member, Ian Back, is trying to prepare a list of all the known light railways and privately-owned locos in SA and would appreciate any information from members. He can be contacted through the SA News Editor, Arnold Lockyer (address above).

Editors 2/90

SITE REPORT

TREASURY PLACE TRAMWAY 610 mm gauge

A recent visit to No.2 Treasury Place in Melbourne has revealed a short but interesting tramway system in the basement. The building was erected in

1871, and it would appear that the tramway system was once more extensive than the short length which still exists today. Indications are that it may also have linked other buildings in the system, as turntables have been found in other buildings in the group, and one set of rails heads out of a door at one end of the existing tramway.

The section seen on this visit was 610 mm gauge, and is laid in rails of about 6 kg/metre set into the floor. Two turntables still exist in the line, however one does not seem to lead anywhere although it is situated opposite a doorway. The other serves a four-way intersection. One of these branches still exists and is around 15 metres long, ending at a wooden baulk set into the floor at the end of the track. One of the other branches seems to have been lifted, and a third leads behind a set of locked doors and was not investigated. The fourth branch comprises the longest section of tramway at around 80 metres in length, with the other turntable mid-way along it. The rail sections on the turntables are made of angle-iron.

The sole item of rolling stock is a hand-propelled four-wheel flat truck. The top (platform) section of the truck is of wooden construction and appears to be very old. The bottom section would seem to have once been the frame and wheels from a side tipping skip. The outside frame of this portion is made of channel iron and the wheels run in enclosed bearings. It would appear that when the wheels and axles of the original truck wore out that the skip frame was used as a substitute.

Of additional interest are several permanent marks set into the floor. These are calibrated in inches, and were once used for checking the calibration of surveyor's chains.

This small tramway system would make an excellent project for further research by an LRRSA member.

Peter Evans/Colin Harvey 1/90

NEW SOUTH WALES

BHP LTD, COLLIERIES DIVISION 1067 mm gauge

A variety of equipment was to be sold by auction on 30 November by Mason Gray Strange NSW Ltd including the following:

Appin Colliery:

Number 12 diesel locomotive chassis suitable for spares (probably Malcolm Moore 0-6-0DM 26-204 No. 12 of 1951/Drewry 2341 of 1950).

Nebo Colliery, Mount Kembla:

Two Joy shuttle cars located underground.

Tower Colliery, Douglas Park:

Four Moxon diesel man cars suitable for spare parts, five Fox diesel man cars, three 10-tonne Jeffrey battery locomotives (probably BHP built), two Joy 22 shuttle cars, a water tanker trolley and a "ballasting trolley". Also a quantity of fishplates and bolts, points, dogspikes, and sleepers. This colliery had nine Neil Moxon cars delivered new and numbered 128 to 136.

Brambles Yard, Newcastle (ex **John Darling Colliery**):

Three Titan Electric man cars Model MK2-FLP and three more suitable for spare parts. John Darling Colliery had three units (EMT 1010 to EMT 1012) delivered new in 1979. The other three were probably transferred from Wongawilli Colliery, which would make them EMT 1004 to EMT 1006, numbered 99 to 101.

R.J. Graf 2/90: John Browning

GOULBURN CITY COUNCIL., Goulburn Steam Museum 610 mm gauge

(see LRN 68, p.5)

Public steam operations resumed at Goulburn on 2 December 1989. The John Fowler 0-4-2T locomotive (16340 of 1924) acquired from Forbes in 1986 has been restored and fitted with new tanks. (Some identify this loco as Fowler 16339). The track has been relaid in heavier materials under a prisoner release scheme, and the rock cliff which caused tight clearances for road end rail traffic has been professionally removed. It is now planned to restore Krauss 0-6-0T *Stella* (3423 of 1896) to service, and it appears that a new smokebox and some mechanical work is all that is required. An official opening is expected to take place during the first half of 1990.

Railway Digest 1/90 via Chris Hart

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD, Albion Park 610 mm gauge

(see LRN 70, p.5)

The restoration of former Corrimall Coal Company steam loco *Burra* 0-4-0ST (Hawthorn Leslie 3574 of 1923) is continuing. The driving wheels are at present having the drive pins reprofiled at a local engineering works. All valve gear and linkage has been restored and rebushed while a new eccentric strap has been machined in the Museum workshop to replace one of the originals fractured many years ago. The opportunity is being taken while this loco is being reassembled, to rebush all worn bearings, even those in minor duties. The required restoration has been completed on the boiler and it is now ready to receive new tubes.

Automatic knuckle couplings have now been fitted to all passenger cars and locos in regular public service. The completion of the installation of hand brakes on former Melbourne cable tram trailer No.430 means that all passenger stock in regular operation now have parking brakes.

After limited use, it was found that the Leyland Zinns loco No.3 regularly slipped under load and was uncomfortable to drive due to the very limited springing. During the latter half of 1989, radial suspension arms and springs were fitted to the axle boxes while the opportunity was taken to improve other mechanical aspects of this petrol loco. While its haulage and braking power have been greatly improved, our fitters are now investigating the possibility of fitting chain drive and sprockets which will convert the vehicle from a two wheel to four wheel drive.

Recent work on the Munro shay loco (Lima 906 of 1904 and 2097 of 1907) has concentrated on the restoration of the fuel bunker/water tank. While severe rusting has occurred in some areas, the problem had not advanced to the stage where complete reconstruction is required. Sections of the rusted plate have been removed ready for new pieces to be welded flush into position. A wheel heating ring fabricated at the Museum was used successfully to remove the tyres from the wheel centres on the shay bogies. This was necessary as some wheel sets were as much as 2" (50 mm) under gauge. Our signalling team has been busy extending rodding and signal cable around the main station yard. Signals and points at the western end of the station yard have been connected to the lever frame in the former Otford box while work is now well advanced in connecting the eastern end points to the frame.

The main station building, book shop and signal box were repainted prior to the summer holiday season. Work has commenced on the construction of the 6m x 6m meal room adjacent to the main workshop. By late January the steel framework and roof had been completed. Our Community Order workmen continue to provide appreciated service. In addition to the continual task of cutting old fence pieces to size for fuel, some are at work repainting the side brackets which support the trolley wire for the electric tramway. Another heavy task has been the laying of large concrete pipes in the drainage culvert along old Croom Road adjacent to the compound. When this project is completed the chain wire fence will be relocated to enclose a larger store area.

The external restoration of former Sydney electric tram "C" 95 is nearing completion. The only other major task is the restoration of some ribs and roof timbers along one edge of the clerestory roof. The worn and cracked side panels on this 91 year old vehicle have been replaced with marine ply while a

considerable length of window sill and most of the body ribs on one side had to be replaced. All windows have now been restored, six of the 18 required major reconstruction. The roof reconstruction awaits the completion of the new underframe which will lower the body onto a more accessible level. In the meantime work is progressing on the restoration and refitting of the saloon seats.

As with all the historic passenger rolling stock at Albion Park, "C"95 will be mounted on a new heavy steel underframe. Since March 1989 the ILRMS has been fortunate in having boiler makers as Community Order workers. Work is now well advanced on the construction of a new steel underframe 8 m long and 2 m wide. Two heavy bogies are being regauged for this vehicle. These are low slung units converted from 610 mm to 900 mm at some stage in the past. Work is now in hand converting these back to 610 mm. When the tram is mounted on the new underframe, the task of fabricating new end platform aprons to the original NSWGT design can proceed.

On 28 October 1989, the stationary machinery display building was named "The Arthur Moore Stationary Engine Display" as a mark of respect for the work carried out by our late member. Arthur's family moved to Wollongong in 1932 (on the day the Harbour Bridge opened) and from the 1950s he was employed as a loco driver at the Port Kembla Steel Works. In the late 1960s, poor health resulted in Arthur being transferred to the visitors centre as a co-ordinator and guide. After retiring in 1977, Arthur was able to spend more time at Albion Park as Operations Manager. As a result of his efforts, ground preparation, loco servicing, refreshment provisioning etc. were always ready for steaming days, while materials and tools were always on hand on major work days so that a full 8 hours labour would result from each member on the day.

Some years ago Arthur Moore was given Honorary Life Membership to mark the Museum's appreciation. His contacts through personal friendships and visitor centre introductions enabled the Museum to negotiate many services through local firms over the years. After taking ill during October 1988 and a slight recovery in January, Arthur passed away on 1 July 1989. His wife, Marie, unveiled an attractive plaque in the display area witnessed by a large gathering of members and friends, including the Mayor of Shellharbour and State Member of Parliament for Kiama, Bob Harrison. The ceremony in October, as well as an appreciation of Arthur's efforts at the Museum, were the subject of several major articles in the local press.

The public steaming days at the Museum continue to be on the second Sunday of each month, Saturdays and Sundays of long weekends and every Sunday in January (except New Years Day). Readers are invited to visit the

Museum on work days, which are held every Saturday and on most Tuesdays and Thursdays.

K. McCarthy 2/90

TIMBERTOWN. Wauchope 610 mm gauge

(see LRN 69, p.6)

When visited during the Christmas holiday season, Hudswell Clarke 0-6-0 1862 of 1953 was in service, and is usually used for holiday traffic. At other times, John Fowler 0-6-0T 12271 of 1910 is used. John Fowler 0-4-2T 17881 of 1928 apparently has been retubed, but being surplus to normal requirements, it is now said to have been sold to someone in Proserpine, North Queensland.

Len Heaton 2/90

QUEENSLAND

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY Durundur Railway, Woodford 610 mm gauge (see LRN 72, p.10)

Work is processing with the restoration of John Fowler 0-6-0DM 18260 of 1929, with the motor now being reassembled, and most components having required an overhaul. The latest job to be carried out was for the main and big end bearings to be cleaned and the oil pump and oilways checked. Shortly, the work on this engine should be completed.

Durundur Railway Bulletin 1/90 via John Browning

AUSTRALIAN RAILWAY HISTORICAL SOCIETY Qld Div. 1067 mm gauge

(see LRN 74, p.9)

Restoration on A10 0-4-2T No. 6 (Neilson 1170 of 1865) is going ahead with the boiler tubes having been removed and a favourable mechanical inspection having been carried out.

Supplement to Sunshine Express 1/90 via John Browning

BILBROOK PTY LTD, Dittmer Gold Mine 458 mm gauge

(see LRN 40, p.7)

The Dittmer Gold Mine, operating under the management of the above company, has been closed and 25 employees made redundant. It had a 1 ft 6 in gauge tramline and had previously been operated by Buddha Gold Mines. The mine was owned by a joint venture and was closed by receivers so as to be able to "assess its profitability and to make sure it can be operated in a safe manner".

Mackay Daily Mercury 24/2/90, 27/2/90 via John Browning

BUNDABERG SUGAR LTD, Mourilyan Mill 610 mm gauge

(see LRN 74, p.10)

The unnumbered Clyde 0-6-0DH ex Goondi (56-93 of 1956) has had the cabside snail painted over. It was seen in mid-January in the mill yard with a Willison coupler fitted in the front buffer slot. This probably indicates it was the loco sent to Fairymead towards the latter part of the 1989 season. The four-wheeled Gemco sleeper replacement unit on loan from Bundaberg was also seen in the mill yard. The two additional steam locomotive chassis, from a Fowler 0-4-2T and Hudswell Clarke 0-4-2T, were observed. At Goondi, Motor Rail "Simplex" 10219 of 1950 was observed in the locoshed, which appears to be a navvy depot. The Goondi mill site has largely been levelled.

Chris Hart 1/90

CSR LTD Hambledon Mill. Edmonton 610 mm gauge

(see LRN 73. p.7)

A 2 ft gauge railway for the transport of visitors encircles the "Sugarworld" theme park built in the mill grounds. It has four stations, "Hambledon" (the main station), "Pyramid", "Mulgrave" and "Hap Wah". Five open four-wheel carriages are hauled by E.M. Baldwin 4wDH 9109-1-9-80 of 1980, painted in Hambledon yellow and green colours and with the name "Sugarworld Shuttle" on the side. The carriages are semi-permanently coupled together and to the rear of the loco with solid link and pin couplers without buffers. The front of the loco has a Willison coupler.

The mainline loco livery has been altered by the addition of an extra yellow band above footplate level. All mainline locos have "Visit Sugarworld" painted on the cab rear.

The cab roof from the 3 ft 6 in gauge "Simplex" loco and a home built four-wheeled poison sprayer were seen on a short length of remaining 3 ft 6 in gauge track. In the loco shed was seen a loco frame cut down to footplate level, apparently being rebuilt to form a brake wagon. The drawgear had been removed, but marks indicated that it had once been fitted with buffers and hook for 3 ft 6 in gauge rolling stock. It was not possible to examine this vehicle closely, but the likelihood appears to be that it is the remains of Drewry 0-6-0DM *Seaforth* (Baguley 2514 of 1954) which has been derelict at Kalamia Mill for a number of years.

Chris Hart 1/90

CSR LTD, Haughton Sugar Co. Ltd, Invicta Mill, Giru 610 mm gauge

(see LRN 62, p.9)

On the southern side of the Haughton River bridge was a long 16-wheel

"Bridge crane" (see LRN 34, p.11). It is painted green and was fitted with an Invicta Mill Willison coupler at the rear end. It had been in use lifting spans out of the bridge.

Chris Hart 3/90

CSR LTD, Kalamia Mill 610 mm gauge

(see LRN 61, p.16)

Drewry 0-6-0DM *Seaforth* (Baguley 2514 of 1954) has disappeared from its usual spot near the navy shed where it has been derelict for years, lending weight to the likelihood that it is the unit seen at Hambledon Mill being converted to a brake wagon.

Chris Hart 3/90

CSR LTD, Macknade & Victoria Mills 610 mm gauge

(see LRN 74, p.11)

During the 1990 slack season, the Victoria "A side" tippler is being converted to a double bin tip ("B side" is already double tip). Both will be converted to weighbridge tipplers. In addition, the output lines from the tipplers are being lengthened to accommodate 200 bins each. This, together with the installation of extra pushers in the full bin feed lines between the full yard and the tipplers, will mean that only one yard loco will be needed in future. It is believed that E.M. Baldwin 0-4-0DH *Albany* (6-1792-1-11-66 of 1966) will be made redundant while Malcolm Moore 0-4-0DH *Moore* (DH-112-GT-1 of 1956) will be retained to handle both fulls and empties.

A new Plasser rail jack (374 of 1989) has been delivered to Victoria, arriving in December or January.

Continuous crushing will be introduced to the two mill areas in 1990. This will involve some siding capacities being increased as well as some tramline extensions.

*Chris Hart 1/90; Herbert River Express
10/2/90 via Chris Hart*

CSR LTD, Plane Creek Mill, Sarina 610 mm gauge

(see LRN 72, p.12)

Local farmers are concerned at the threat of Rhodesian Sudan grass (wild sorghum) which it is claimed has been spread along tramways. Some sidings are choked with the grass and bins parked in them almost obscured.

Mackay Daily Mercury 15/1/90 via John Browning

GIBSON & HOWES LTD, Bingera Mill 610 mm gauge

(see LRN 62, p.11)

A head-on collision is believed to have taken place on the Wallaville

tramline towards the end of the 1989 season. A full locotrol train with two Baldwin bogie locos heading into the mill hit a train of empties headed by a Com-Eng 0-6-0DH which apparently had failed to stop at its designated crossing place.

David Mewes 12/90

MACKAY SUGAR CO-OPERATIVE ASSOC LTD 610 mm gauge

(see LRN 74, p.12)

Further details of the crash at Pleystowe on 15 November indicate that the accident happened when the loco was setting back a rake of full bins into the full yard at the mill. Unfortunately, the points were set for the wrong direction, and the rake was backed down the river bank in error, running away out of control.

The resulting closure of the Pleystowe bridge led to an interesting working to retrieve cane from the north of the Pioneer River. Road transport was used to haul loaded Pleystowe 6-tonne cane bins north to Narpi, the terminus of the Marian tramway, where they could be unloaded from semi-trailers. In the meantime, Pleystowe's E.M. Baldwin B-B DH *Mia Mia* (9815-1-10-81) took 40 Pleystowe bins via North Eton to Marian, from where it was piloted to Narpi by Marian Mill's E.M. Baldwin B-B DH 17 (9562-2-6-81 of 1981). A total of 120 loaded bins were then hauled back to Pleystowe in several trips. Marian had finished crushing 24 hours before, with the last 140 bins from Marian having been sent to Pleystowe for crushing.

Marian Mill's E.M. Baldwin B-B DH 16 (9562-1-6-81 of 1981) had been sent to Farleigh Mill via Pleystowe the day before the accident at Pleystowe, and worked there for the last three days of the crushing at Farleigh.

Substantial lengths of the old North Eton lines are being completely reconstructed. A distance of about 12 km on the main line from North Eton towards *Mia Mia* had largely been replaced by the start of March, although much tamping remained to be done. Activity was also intense in the *Mia Mia*-*Septimus* area, with long sections ripped up and work going ahead to replace the large timber trestle bridge at *Septimus* in concrete. All the new track is being laid using Bidim U34, a geofabric polyester material, underneath the ballast. It is understood that all growers supplying Pleystowe will be using the 6-tonne bins in the 1990 season.

At Marian, work in association with the installation of double crushing in the 1991 season has led to the removal of the tippler/weighbridge, which will be relocated, and yard track alterations will be carried out. Towards the end of the 1989 season, some loco crews from Marian Mill travelled to the Bundaberg area to familiarise themselves with the operations of locotrol

locomotives at Bingera Mill and of multiple-unit locomotives at Isis Mill.

At Cattle Creek Mill, Bundaberg Jenbach 6wDM 13 of 1954 had been repainted in an approximation of Marian Mill colours by early March, while Com Eng locos 1 (0-6-0DH B1724 of 1957) and 4 (B-B DH NA59112 of 1977) were stripped for overhaul.

Two KMX-12T tamping machines are on order from Plasser Australia at a total cost of \$800,000. They are due to be delivered in April and September. The three 40-tonne diesel hydraulic locomotives on order from Eimco are due for delivery in August and will cost approximately \$567,000 each.

Mackay Sugar is hoping to take over the Marian-Finch Hatton section of the QGR Netherdale branch soon. Sections of the line are expected to be rebuilt as 2 ft gauge tramway for the haulage of cane from Finch Hatton to Marian following the closure of Cattle Creek Mill at the end of the 1990 season. Meanwhile tenders have been called for the removal of rail and the disposal of sleepers and bridges between Finch Hatton and Boongana, a distance of 4.8 km, preparatory to a tramway being built on this section of ex-QGR trackbed. The remains of bridges will also be removed between Boongana and Netherdale.

*Mackay Daily Mercury 1/1/90, 8/2/90, 24/2/90;
ABC 4QA News 9/3/90; Len Heaton 2/90, John Browning 3/90*

MOUNT ISA MINES HOLDINGS LTD 1067 mm & 610 mm gauge

(see LRN 60, p.13)

A recent advertisement in *The Age* gave notice of an auction to be held on 7/3/90 at the mine. Rail-related equipment listed for sale included:

- 36 Wagner ST2B, ST3-5C, ST4C and LU503 scoop tram loaders
- 3 ComEng 8 wagon self-loading trains, 1067 mm gauge
- 25 Hudson bottom-dump rail trucks with tippie and indexing
- 2 Eimco 21 pneumatic bidders, 610 mm gauge
- 610 mm gauge work platforms and trolleys
- 1 Aresco wheeled diesel shunter
- 1 ore shaft head-frame with tippie and ore bins to suit 8 ton skips.

*The Age via Colin Harvey 2/90 West Australian
17/2/90 via David Whiteford*

QUEENSLAND PIONEER STEAM RAILWAY 1067 mm gauge

(see LRN 45, p.11)

Perry 0-4-2T *Kilrie* (265 of 1927) has been restored to working order and was steamed recently. This locomotive is on permanent loan from ANGRMS and last worked at Pioneer Mill.

Sunshine Express 2/90 via John Browning

TINBEERWAH MOUNTAIN RAILWAY, Arcadia, Cooroy 610 mm gauge

(see LRN 72, p.17)

As planned, the bush depot shed has been moved to a new position at the rear of the new depot near the main farm buildings, improving operations greatly.

On 18 March, it is planned to commence construction of the final 130 m of track to the summit of Mt Tinbeerwah. A new bogie ballast carrier, NBW1, recently built by Russell Savage at Mildura will be put into service. With a capacity of 1.6 cubic metres, it has air brakes and electrically operated discharge doors.

Russell Savage 2/90

TASMANIA

EMU BAY RAILWAY CO. LTD 1067 mm gauge

(see LRN 73, p.11)

North British 0-8-0DM 21, purchased in 1954 has been overhauled and repainted. It returned to service as Burnie shunter painted in the EBR light and dark blue livery but with yellow headstocks.

ARHS Bulletin 2/90

VICTORIA

ALEXANDRA TIMBER TRAMWAY & MUSEUM INC. 610 mm & 1029 mm gauge

P.O. Box 288, Alexandra Vic 3714

(see LRN 74, p. 13)

Two new exhibits have recently been made available to the Museum.

The first of these is a "Cletrac" diesel-powered crawler tractor last used by sawmiller Wm. Cook to haul logs to one of his mills in the Acheron Valley. The tractor is complete and has been stored under cover for many years. A shed has been built for the tractor next to the winch site at the Museum. As this type of tractor was instrumental in the closure of many logging tramways in Victoria, it was considered appropriate to construct the shed using lengths of old rail for the roof supports.

The second item provides a tangible link with the three Krauss 0-4-0WT locomotives which once worked on the Rubicon tramway. During the 1920s, one of the two smaller locomotives required a new boiler. This was built for the Rubicon Lumber and Tramway Company by the Newport Railway

Workshops. During construction of the boiler, three cast iron die blocks were made in order to press the throatplate, backplate and firebox crown. These die blocks were rescued by the ARHS during a clean-out of the boiler shops and have resided in their museum at Williamstown for many years. After a short negotiation, the ARHS have generously agreed to make the die blocks available on permanent loan to the Alexandra Museum in exchange for an ash-pit toilet from the Alexandra railway station. Arrangements are now being made to transfer these exhibits to Alexandra.

Peter Evans 3/90

AUSTRALIAN PAPER MANUFACTURERS LTD, Maryvale 1600 mm gauge

(see LRN 65, p.14)

It is believed that APM will be replacing its ex-VR T class units with Y class locomotives, which provide better visibility for driver-only operations. Clyde Bo-Bo DE T342 *The Little Yellow Machine* (56-123 of 1956) was at V/Line South Dynon on 2 September, and may possibly be scrapped. Sister loco T334 *The Pink Thing* (56-105 of 1956) was at Maryvale on the same day. Clyde Bo-Bo DE Y173 (58-593 of 1968) was withdrawn by V/Line on 16 August and transferred to APM on 18 August.

Rail Australia 12/89 via John Browning

ALSTERGRENS MILL, Upper Thomson, KIRCHHUBELS MILL, East Tanjil 914 mm gauge

Both of these old mills and their attendant tramway systems are located in areas which are under consideration for either logging or ash re-forestation projects. The Historic Places Branch of the Department of Conservation Forests and Lands has commissioned a survey and a report on the significance of these mill sites and tramway systems. The work is being undertaken by an LRRSA member and the report is expected to be completed in early March.

Peter Evans 2/90

MELBOURNE & METROPOLITAN BOARD OF WORKS 762 mm gauge

(see LRN 73, p.14)

An advertisement in *The Age* on 17/1/90 called for tenders for the supply of five diesel locomotives for tunnel construction in connection with the North Western sewerage project.

The Age via Ian Stanley

PILKINGTON ACI OPERATIONS PTY LTD, Dandenong 1600 mm gauge

The glassmaking plant was visited in late December. Wagons are brought in by V/Line but shunting is done internally by Pilkington's Whiting "Trackmobile"

road/rail unit, which is numbered 632.

Ray Graf 12/89

PUFFING BILLY PRESERVATION SOCIETY MUSEUM, Menzies Creek 915 mm gauge

(see LRN 52. p.17)

Privately owned John Fowler 3 ft gauge 0-4-2T 15989 of 1923 (see LRN 51, p.9) is reportedly dismantled at the Menzies Creek Museum for restoration.

Chris Hart 3/90

SOUTHERN PRIVATE RAILROAD 700 mm gauge

(see LRN 65, p.16)

It is reported that one of the two locomotives imported from Indonesia, a Hanomag 0-8-0T and an Orenstein & Koppel 0-4-4-0T, has been sold to a buyer the United States, although this requires confirmation.

Chris Hart 3/90

STATE ELECTRICITY COMMISSION, Kiewa 915 mm gauge

(see LRN 74, p.6 & LRN 63. p.15)

The possibility of converting the Bogong Creek tramway to tourist operation has been canvassed and the Minister for Tourism, Mr Steve Crabb, has responded enthusiastically. The tramway, visited twice on LRRSA tours in the last few years, is 8 km long and was built in 1950 to service the raceway attached to the Clover hydro-electric power station. Costs involved are estimated at \$1m for the purchase of rolling stock and the improvement of safety standards. A spokesperson for the Victorian National Parks Association viewed the proposal "with great concern".

The Sun 15/1/90. The Age 15/1/90 via Ian Stanley

WESTERN AUSTRALIA

WEST AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION INC Bennett Brook Railway, Whiteman Park 610 mm gauge

(see LRN 73, p.14)

The last public steam hauled train for 1989 was run on 19 November, but on 4 December, 2-8-2 NG15 123 (Franco-Belge 2670 of 1951) was in steam for the Australian launch of the Toyota Celica, which took place at Central Station. Whiteman Park was scheduled to be closed throughout February.

The Mallet locomotive wheels (from Orenstein & Koppel 0-4-4-0T 2609 of 1907) have had the flanges built up and tyres reprofiled by Western Mining.

A bulk diesel fuel tank has been installed to service locomotives. A tamping machine is under construction, which will be permanently coupled to, and powered by, the Ridley six-wheeled locomotive.

Rusty Rails Vol. 15 No 1 via John Browning

MEETINGS

MELBOURNE: NARROW GAUGE IN BRITAIN

Colin Harvey will be presenting slides of his recent trip to the U.K. Plenty of narrow gauge and steam. Come along and enjoy a good evening.

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

DATE: Thursday, 12 April 1990 at 8.00 pm.

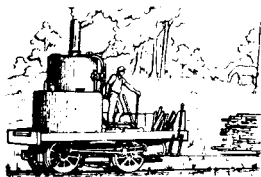
SYDNEY:

Any member wishing to know details of the next meeting should call Craig Wilson on 02 484 7984.

ADELAIDE:

Contact Arnold Lockyer for details. Phone 08 296 9488

LOCATION: 150 First Avenue, Royston Park. DATE: Thursday, 5 April 1990 at 8.00 p.m.



LIGHT RAILWAY NEWS

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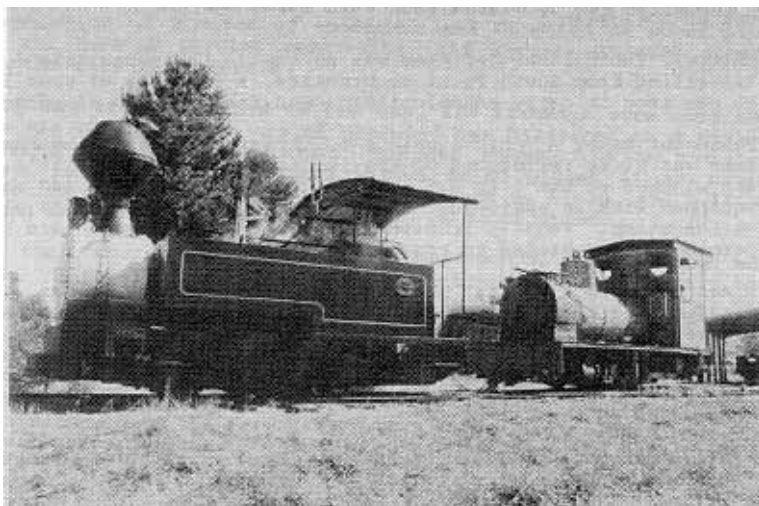
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Deadline for next issue - 29 June 1990



John Fowler 11885 of 1909 simmers quietly in the afternoon sun while preparations are made to re-unite Hudswell Clarke 1098 of 1915 with its tender. (see page 14).

Photo: Peter Evans

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NOTES, CORRECTIONS & COMMENTS

Tourist Railway and Museum Engineers & Management Consultants Pty Ltd (TRAM):

The address of this company (Warren Doubleday 03-376-6882 and Rolf Jinks 054-26-2582). is P.O. Box 128, FLEMINGTON VIC 3031.

John Browning 5/90

CHRISTMAS ISLAND STAMP ISSUE

A new Christmas Island definitive series traces various modes of transport used since the island was first settled. Part 1 in the series was issued on 18 April 1990 and comprises eight stamps, three of which depict items of light railway interest. The *Australian Stamp Monthly* describes these three stamps as follows:

3c - Railcar: The railcar depicted was unique to Christmas Island. Travelling from South Point to Drumsite, a distance of some 20 km, it was used to carry schoolchildren and residents on shopping trips

30c - Passenger Rake: A vehicle unique to Christmas Island, the Passenger Rake was first introduced on the inclined railway about 1914. It was winched up the 1 in 6.5 gradient using a side-wire and was equipped with an emergency hand-brake which is shown quite clearly on the stamp. Vehicle transport improved and pavement laid to permit motor vehicles to travel "up the incline".

\$5.00 - Steam Loco and Flat Car: The standard-gauge railway was an integral part of life on Christmas Island. The loco shuttled between the wharf and the foot of the incline coupled to the flatcar used to transport all building materials from the wharf area to the incline where it was winched to a second shunter and towed to the Drumsite workshops. Sadly, both locomotives have been buried "somewhere on the island".

Copies of these stamps, at face value, are now available at nominated

Australia Post Philatelic Sales Centres and by mail order from either The Philatelic Officer, Christmas Island, Indian Ocean 6798, or Freepost 9988, Philatelic Mail Orders, GPO Box 9988 Your Capital City.

*Australian Stamp Bulletin No. 204; The Australian Stamp Monthly
April 1990 via Arnold Lockyer 4/90*

PRIVATE TOUR ALONG THE OLD GHAN LINE

LRRSA member John Hasler is organising a tour by four-wheel drive along the abandoned formation of the Old Ghan to mark the 10th anniversary of the cessation of services on the line. The tour will visit most places on the line where relics may still be seen, and will include a visit to the Ghan Preservation Society site.

The trip is planned for late August or early September and is expected to take about two weeks with a choice of several options for the return route. Further details may be obtained by ringing John on 059 75 1144 during business hours.

Peter Evans 5/90

CHICHESTER RIVER GRAVITATION SCHEME, NSW

The *Transactions of the Institute of Engineers (Australia)* Vol. VII of 1925 contains a paper by E.T. Henning on the construction of this scheme, which was used to supply water for the Hunter Valley district. A concrete dam was built just below the junction of the Chichester and Wangat or Little river which impounded 5,000 million gallons of water drawn from a catchment of 106 square miles. The water from this reservoir was channelled through a main consisting of 9 miles of woodstave and 45 miles of steel pipe to the Buttai and Waratah service reservoirs, the latter situated close to and serving the city of Newcastle.

A quarry was situated close to the dam, and tramways were used to deliver rock to the crusher. The gravel produced was delivered to a mixing hopper by conveyor belt, and the mixed concrete transported by two Lidgerwood cableways to a hopper and chute system which placed it as required for

construction of the dam. The plant was worked by steam, and a large boiler house and several other buildings had to be constructed.

"All of the timber required for the construction of the buildings was cut in the area. A sawmill was erected for the purpose and, the country being very rough, a greater proportion of the mill logs were brought in by means of a log hauler capable of operating over a circle of about 3/4 mile radius. The mill logs were carted from the log hauler to the mill by means of a 2 ft gauge tramline and petrol motor.

Most of the pipes for the main were transported into position by motor lorries, although in the more hilly areas horse jinkers were used. However, "As it was impossible to take even a horse team over the Hexham and Woodbury swamps, a timber 2 ft gauge tramway track was laid along the formation for the pipe line, in the former case for a distance of 5 miles, the pipes were hauled over this track by means of a petrol locomotive. The locomotive pushed the full trucks out and hauled the empty ones back. The trucks were of light construction. Two were used to each pipe in the form of a double bogey (sic). When the pipe had reached its destination, it was supported by means of levers and the small trucks pulled out from under and passed along the bank behind the pipe to be taken back to the railroad."

The dam was filled to capacity for the first time on 25 June 1925.

The paper is illustrated by a small map and eight photographs, although the standard of reproduction of the latter is very poor. Perhaps a NSW reader would like to take this on as a research project, as no doubt more information exists in the files of the relevant Authority.

Peter Evans 3/90

LOCOMOTIVE & ROLLING STOCK MANUFACTURERS

BIOMASS ENERGY SERVICES & TECHNOLOGY (BEST) PTY LTD, Saratoga NSW

This small company undertakes research and development for appropriate technology in the energy field and is developing low-cost steam boilers and engines for industry and village applications in developing countries. The Editor of Light Railways was a guest to the second ever run of their new prototype double-acting single-cylinder uniflow steam engine at their Wamberal workshop (Central NSW Coast) on 2 March 1990.

The new engines offer a high-speed, efficient unit with a revolutionary poppet valve designed to allow variable cutoff in order to ensure that efficiency does not vary greatly when the engine is operated at partial speed. The 20 kW prototype unit is steamed from a vertical, water-tube boiler designed to utilise biomass materials (timber offcuts, rice husks, coconut husks etc.) and producing 250 kW @ 12 bar. Sufficient steam to operate the engine was generated within 20 minutes of initial firing.

The prototype engine will undergo extensive testing and modifications over the next six months. The aim is to produce a range of steam engines to 40 kW for application in developing countries, particularly the South Pacific Region. Small industrial applications, such as sawmills, and village electricity generation are envisaged. Your reporter was left pondering whether Australia

will be at the forefront of a new steam age with the generation of power for local industry and transport following new concepts of environmental sustainability?

Bob McKillop 3/90

EIMCO AUSTRALIA PTY LTD

(see LRN 71, p.5)

Eimco's first cane locomotive, fully imported, and constructed by Prof Engineering in Zimbabwe, has been delivered to South Johnstone Mill. Three more units are known to be on order and are under construction in Australia. Two are for Mackay Sugar and one for Bundaberg Sugar, and it is believed they are being assembled in Sydney. However, sheet metal fabrication work for cab and body panels is being carried out in Mackay.

John Browning 4/90

TOUR REPORT

GALLIVANTING AROUND GIPPSLAND ON MIKES MARCH MEANDER

The Society's first tour for 1990, attended by over 40 travellers, was held on the weekend of 24/25 March and was blessed with fine, warm conditions. On the Saturday morning our tour party assembled at Gembrook, next to the old VR water tank and were soon on their way south under the expert guidance of Tour Leader Mike McCarthy, towards Nar Nar Goon, paralleling for much of the way, the still discernible century old formation of the Melbourne & Beaconsfield Sawmill & Firewood Co's tramway, the earliest in the area.

From here a thirty minute drive took us to Yarragon and a quick "Cook's Tour" ("Mike's Meander" ?) of the amazing, still-visible-after-100-years, formations of three timber tramways which operated south from Yarragon station, high into the surrounding hills. These hills, once thickly forested, are now almost completely given over to open pasture and the various tramway routes are clearly to be seen high on the steep hills. A whole day could easily be spent in this area.

Next stop, the dam wall at Lake Glenmaggie, was ninety minutes drive away, and our lunch venue. Since your scribe's last visit many years ago, a display room has been opened illustrating the building of the dam, whilst down on the dam wall itself a 35 ft (approx.) gauge, split-level (one rail is higher than the other!) heavy railway for a travelling crane has been built. This is in addition to the 2 ft gauge line already existing on the wall. In the afternoon two walks were held along the route of the construction tramway which once ran from Heyfield station to the dam wall, and in a discovery akin to Columbus discovering the New World, the second walk was found to

include a zig-zag which certainly caused some animated discussion among the zig-zagologists! Did they build the line from each end, get to the middle only to discover a surveying error and resort to a zig-zag? For a construction tramway built in the 1920s, this line appears to be very well graded and engineered (except for the zig-zag!); not your usual short lived construction line.

From here, our party made their various ways to Yarram for our overnight stop. In an endeavour to wash the dust from their throat, some well known members (released by their wives for the weekend) resorted to helping Mr Bond out of his troubles!

Next morning, our tour of the Goodwood Timber & Tramway Co's 2 ft gauge line commenced with a trip along the route. Most of the line from Port Albert to the mill (some 32 km) is paralleled by road and in some places, is the road. Inspection was made of the probable spot where *Mona*, an 0-6-0T by Krauss blew up on 1 September 1914, just a few days after the outbreak of The Great War. (In view of *Mona's* Germanic origins and the anti-German sentiment prevalent at the time, was the boiler explosion purely coincidental?). Amazingly, *Mona* was later resurrected.

Some of the cuttings along the route have been partly obliterated, but much remains for the interested searcher. The millsite, deep in the Mullundung forest was our lunch stop and very pleasant it was beneath tall trees on a warm day amid amiable company.

The largest object here, apart from the substantial mill foundations, is the cladding from the boiler backhead off one of the three locos; most likely the legendary *Mona*, and it was accorded nearly as much veneration as the "Shroud of Turin"!

After lunch, another walk was held along a kilometre or so of the formation east of the mill on one of the log lines. Included were two bridges both of which still have substantial remains after seventy years. The first was about 100 ft long and 20 ft high. The second, comprising twenty-six 20 ft spans for a total length of 520 ft and a maximum height of 20 ft with several spans standing.

With time on the march, one more bridge site was visited to conclude a most interesting weekend before gallivanterers made their way home, some of whom had quite a way to go (such as Adelaide! - good to see the Croweaters over here).

Special thanks must go to Mike McCarthy who led the tour with distinction and produced a thick wad of tour notes to complement our gallivant around Gippsland! Thank you Mike!

"Herr V. Rayles" 4/90

FIELD REPORT

RUOAK TRAMWAY, Middle Range, Rubicon, Vic. 1029 mm gauge

This report describes the remains seen in late 1989 of the tramway operated by Ru oak P/L along the side of the Middle Range at Rubicon between 1940 and about 1950 by which time the tramway had been replaced by a road on a different alignment. It is part of a systematic survey of remains in the Rubicon Forest being carried out by members of the ATT&M and the LRRSA. This tramway was worked by the 1029 mm gauge Day's tractor now preserved in operating condition at Alexandra. Only the portion between the old No.4 mill and the junction with the 610 mm gauge tramway to Alexandra was investigated on this occasion.

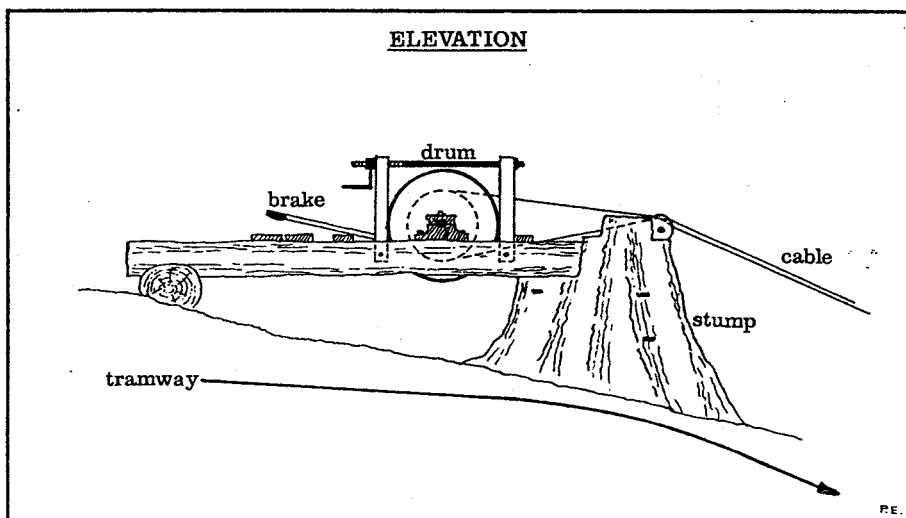
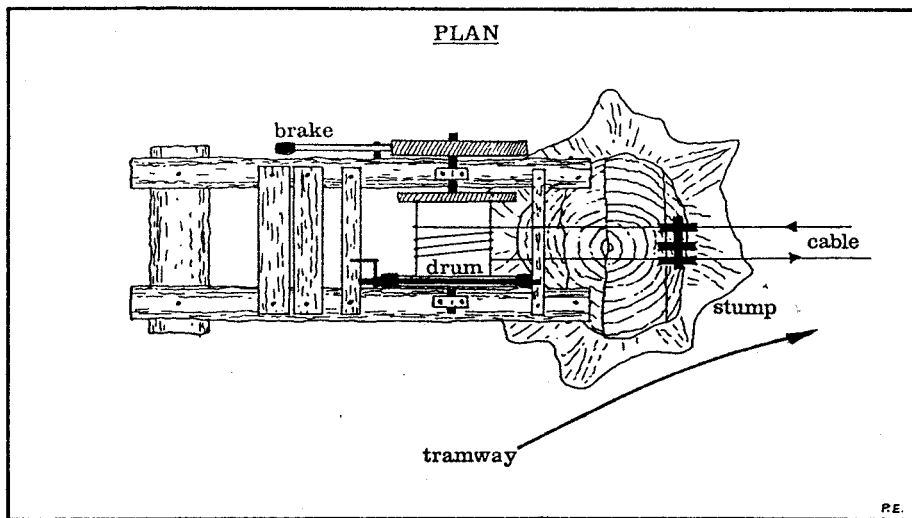
Between the site of the old No.4 mill and the junction of the Rubicon and Royston Roads, the tramway is covered in thick blackberry making it impossible to follow. The only place that it could be located with certainty is at the crossing of the SECV Royston aqueduct where the remains of the bridge over the aqueduct can be seen on the uphill side, and a gap in the trees indicating the route of the tramway on the downhill side is fairly obvious.

From the road junction, the tramway formation is obliterated by the Royston Road for approximately 1 km. At this point the road falls away steeply and the tramway formation is easily picked up on the uphill side. After a short distance, the formation is once again obliterated by Le Brun Road. At this point on the tramway, a large bridge existed before the road was built. Le Brun Road follows the tramway for 150 metres before climbing steeply to the left, and the tramway formation is easily picked up below the road. Several hundred metres further on the tramway rises slightly to get around the remains of the unsuccessful lowering gear to the No.3 mill.

This was built to lower the timber down to an outlet road, but the grade on the incline was insufficient to operate it by gravity, and after trying first horses and later a steam winch to overcome the friction inherent in all balanced inclines, the incline was abandoned. A new length of tramway was constructed to take the timber out to the end of the Middle Range where another, steeper incline was built.

The abandoned lowering gear to the No.3 mill is still largely intact. The foundation of the gear is a huge tree stump which securely anchors the whole structure to the forest floor. To the top of this stump is firmly bolted to a pair of parallel logs in line with the formation of the incline, the other ends of which are spiked to a cross member resting on the ground. Because of the slope of the site, the bearer logs are horizontal. Across these logs the

drum of the lowering gear is mounted on large bearings bolted to the logs. The drum is similar in construction to a winch drum, and is approximately 1.3 metres wide and 1 metre in diameter. Several turns of cable would have



Sketch plan and elevation of the lowering gear at the unsuccessful incline above Clark & Pearce's No.3 Mill on the tramway built in 1939 (see text).

passed around this drum, reversing the direction of the cable by 180 degrees. On the left hand side of the drum (when looking down the incline) is a brake band about 1.5 metres in diameter which bears on the circumference of the drum which is about 15 cm wide at this point. The brake is operated by a large foot lever which is still connected to the brake band. On the right hand side of the drum is a screw-operated handbrake using two large timbers which can be locked onto the circumference of the drum as a "parking" brake. This device can still be operated using the threaded crank handle. After leaving the drum, the cable passed over a set of iron sheaves mounted on the front face of the stump to direct the cable down the incline.

The tramway here was once elevated on a timber staging, however no sign of this is now apparent. Unfortunately, time did not permit the exploration of the route of the incline on this visit.

After by-passing the lowering gear, the tramway resumed its steady fall towards Rubicon. Several hundred metres on is located a bridge of four spans. This bridge was about 15 metres long, and just past it the formation widened, indicating that a crossing loop may have been located here. The tramway now passed through a rocky area before crossing a "make-up" about 25 metres long.

The next bridge was very large - about 40 metres long and possibly 6 or 7 metres high. Unfortunately, it has collapsed into the gully, and all that could be discerned of its construction was that it was supported on several timber trestles.

A short "make-up" about 6 metres long was located a little further along, and as the tramway curved around a spur it passed through a small cutting about one metre deep. At this point the vegetation began to change from Mountain Ash with a thick understorey of prickly scrub to a more open aspect of Messmate with a much thinner understorey of bracken, and the formation of the tramway could be followed more easily. All along the tramway insulators and lengths of wire can be found, the remains of the telephone line to the No.4 mill. Hundreds of sleepers were also seen, many with dogspikes still in place indicating that the tramway was largely steel-railed.

The sound of rushing water heralded a major obstacle ahead. The bed of a creek at this location is used by the SECV whenever they need to release water from the aqueduct at the Rubicon forebay, and this has cut a deep channel into the hillside. The tramway crossed this on two large bearer logs about 8 metres long. At this point a short length of 30 lb rail was found, the first piece of rail seen on the tramway so far. Unfortunately, the bridge has partly collapsed, and the crossing of the creek proved to be quite difficult due to the steep nature of the banks.

Just around the next spur is the creek previously used by the SECV for the release of water, and here the highlight of the bushbash was located. This was a two-span bridge with one central trestle support and three bearers intact and complete with decking. The bridge is approximately 10 metres long and 4 metres high at the centre.

About 100 metres past this bridge the top of the incline was reached. On a siding off the main line to the right are the remains of a shed for the rail tractor. The line extended through the area once occupied by this structure to an inspection pit formed by two logs over a natural depression in the ground. Springs and a drive chain from the tractor were scattered around the area.

Adjacent to the shed was a long passing loop at the end of the locomotive-worked section, and on the left are the extensive timber foundations of the lowering gear. This was located on a knoll overlooking the SECV pipeline and haulage, and was right on the edge of the cleared area maintained by the SECV staff. The lowering gear was once covered by an extensive corrugated iron roof, but this is no longer standing.

The incline falls steeply away at this point in a north-easterly direction. The formation is drained by large ditches on either side parallel with the incline. The only item located on this section was a 30 lb check rail, obviously from the crossing loop. At the foot of the incline the tramway crossed the Royston River at right angles. No trace of a bridge was found, this probably was washed away many years ago as peak levels in the Royston River can be quite high in the winter and spring.

From here the tramway followed the Royston River for a short distance before turning east to cross the Royston Road and skirt below the site of some SECV houses. Shortly, the tramway swung back towards the west to the site of the transfer gantry and transom near the east bank of the Rubicon River. No sign now remains of this structure, nor of the 610 mm gauge branch line which crossed the Rubicon River below its junction with the Royston, at the site of the present road bridge. This branch tramway then climbed for a short distance to junction with the main section of the 610 mm gauge tramway to Alexandra.

Anyone wishing to repeat this walk from the Royston Road would be well advised to wear protective clothing as the undergrowth, especially on the upper section is thick and prickly. The undergrowth near the Royston River is very nearly impenetrable, and this section could be bypassed as there is very little to see. The total time for the trip was nearly 5 hours.

HISTORY OF THE TRAMWAY

Prior to the 1939 bushfires, the only way to get sawn timber out from the

mills on the upper reaches of the Rubicon and Royston Rivers was via a 1029 mm gauge wooden railed tramway built by Clark & Kidd in 1907. This tramway traversed steep rocky country and followed the valley of the Rubicon River to Clark & Kidd's No.1 mill. (This firm became Clark & Pearce in 1919 and Ruook P/L in 1938). Several more mills were built in later years, and tramways extended to serve them on the upper reaches of the Royston River and Snobs Creek. An excellent history of the timber mills and tramways of this district has been written by Frank Stamford and was published in Light Railways numbers 28, 36, and 44. Some of the information below was extracted from these articles. Information on the construction and operation of the inclines and tramways was provided by Ernie Le Brun and Ike Sims, both of whom worked in the Rubicon area at this time.

The 1907 tramway to Rubicon which carried all the output of the Rubicon and Royston valley mills was destroyed in the 1939 bushfires and was not rebuilt. A replacement tramway using a different route was constructed from a point on the ridge between the Rubicon and Royston Rivers. It may have been intended to construct this tramway before the disastrous fires as a portion of it is shown on an FCV map dated 1938. This tramway followed a steady falling grade to a point not far south of the No.3 mill where a balanced incline was laid down to the mill with the intention of taking the timber out with the output of No.3 along the Royston River. The incline and lowering gear were built by Sam Cherry, who was an expert bridge builder having built all of the original bridges on the SECV tramway nearby. However, in this case he miscalculated as he did not allow enough grade on the incline to overcome the friction losses inherent in balanced inclines, and the load had to be "started" by a team of horses. Assistance from the horse teams was later done away with when a steam winch was installed at the foot of the incline to provide motive power for the rope. This caused a great deal of inconvenience, as did the steepness of the newly constructed road along the old tramway formation below the No.3 mill which now had to cope with the output of both No.3 and No.4 mills.

As the No.5 mill was shortly to begin working again and would add to the timber to be carried on the tramway, the line along the eastern fall of the Middle Range was extended by 120 chains from the top of the unsuccessful incline in a northerly direction to a point close to the SECV pipeline and haulage. The line had a steady falling grade of 1 in 18 in favour of the load. At the terminus of this section a balanced incline was built down the end of the range so that the timber could be delivered to the 610 mm gauge tramway to Alexandra.

In mid 1940 an 0-6-0PM rail tractor built by Day's of South Melbourne was

purchased to work the line, displacing several men and horses. The tractor would take the loads of sawn timber out to the end of the locomotive-worked section near the SECV pipeline. Here the bogies were connected to a steel cable controlled by a braking system consisting of two large wheels placed horizontally, around which the cable passed in a figure "8" configuration.

The speed of the rope was controlled by large brake bands lined with wooden blocks forced against the outer rim of the wheels by a long lever. The incline had two rails for most of its length, but was divided into two tracks of four rails at each end, and in the centre of its length (this passing loop was known as the "frog"). The incline was 27 chains long and had an average grade of 1 in 2. At the foot of the incline the line crossed the Royston River where the load was detached and taken along a 28 chain tramway under the control of a brakeman to a point near the banks of the Rubicon River for transfer to the 610 mm gauge tramway to Alexandra. Transfer was accomplished using the gantry and transom also used for the transfer of timber from the 914 mm gauge tramway from the Snob's Creek area. The empty bogies were returned to the foot of the incline by a horse team. Here, the next descending load on the incline hauled the waiting empty bogies up to the top of the incline where the "Day's" tractor returned them to the bush mills.

In the mid 1940s an all-weather road was extended from the No.3 mill to near the old site of the No.4 mill, and the tramway north of here was dismantled, as was the incline. Timber was transferred to motor trucks using a gantry at the new terminus of the shortened tramway. The trucks now delivered the timber direct to Alexandra, sealing the fate of the 610 mm gauge tramway. The shortened section of tramway left for the Day's tractor to work was also closed when an all-weather road was extended to No.5 mill, thus ending about 40 years of timber tramways in the Rubicon Forest.

After the closure of the line in about 1950, the Day's tractor was transported to Alexandra where it is now preserved in running order at the Alexandra Timber Tramway and Museum. Not so lucky was the other item of motive power on the tramway, a petrol powered passenger vehicle used by the mill workers, which was last seen disappearing under the blackberries near the old No.4 mill site.

Peter Evans 11/89

NEW SOUTH WALES

BHP LTD, Slab & Plate Products Div. Port Kembla 1435 mm gauge

(see LRN 70, p.4)

A visit to the foreshore area near No.6 jetty at Port Kembla on 16 February

saw the following ex-AIS locos lined up for scrapping, together with the remains of other rolling stock: D2 Bo-Bo DE Com-Eng (NSW) D14 B-B DE English Electric Aust A014 1957 D22 Bo-Bo DE English Electric Aust D4 80-Bo DE Com-Eng (NSW) - D16 Bo-Bo DE English Electric Aust D8 Bo-Bo DE Com-Eng (NSW) D13 B-B DE English Electric Aust A013 1957 D5 Bo-Bo DE Com-Eng (NSW) D3 Bo-Bo DE Com-En (NSW)

By 23 February the first five of these nine units had been cut up into large pieces and by 2 March, all had ceased to exist as locomotives. By 23 March, almost nothing remained.

Ray Graf 4/90

MOUNTAIN HIGH RAILWAY, Tumut 1435 mm gauge

(see LRN 72, p.7)

On 18 March, an after-lunch visit to the line revealed B-B DE D10 (ex AIS Port Kembla) parked in the station yard, with two ex-NSWGR carriages, one under repair. There was no sign of Clyde 0-6-0DH 58-187 (ex St Mary's Munitions Factory) or the open passenger cars, and these were not to be seen at Batlow either. Even by 6 pm, there was no sign of the Clyde diesel, and its shed remained open and empty.

The line was featured on ABC-TV's "Countrywide" televised on Friday, 20 April.

The Land Magazine 11/1/90 via R. Graf;

Ray Graf 4/90; John Browning 4/90

RICHMOND VALE PRESERVATION CO-OPERATIVE SOCIETY LTD Richmond Vale Railway Museum 1435 mm gauge

(see LRN 73, p.7)

Ex-South Maitland Railways 2-8-2T 24 (Beyer Peacock 6125 of 1922) has been used since shortly after arriving last July. Sister locomotives 25 (6126 of 1922) and 30 (6294 of 1925) require attention to stays and tubeplate respectively.

Work has been going on to rebuild the track on the Direct Passenger Line to Pelaw Main, including a bridge replacement, and it was hoped that it would be ready for opening by Easter.

Rail Australia via John Browning 2/90

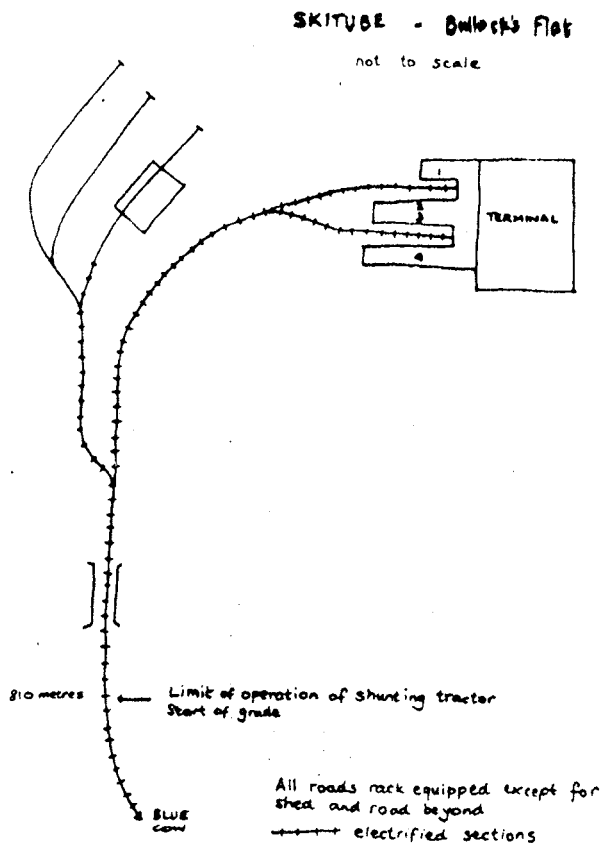
PERISHER SKITUBE, Bullocks Flat 1435 mm gauge

(see LRN 66, p.8)

Under the summer timetable, finishing on 7 July 1990, trains run on the hour, every hour, from 9 am to 5 pm. The first train on 19 March had five passengers up and returned with one.

Tulloch 0-4-0DM 001 of 1958 was seen coupled to a car set near the car shed, and a Toyota high-rail vehicle was in the depot area. Two S trucks and a van chassis for service use were also noted in the depot area. 810 m from the terminus is a sign indicating the limit of operations for the "shunting tractor".

Ray Graf 4/90



NORTHERN TERRITORY

PEKO MINES, Tennant Creek gauge unknown

An advertisement in The Age on Saturday, 17 March, advised of an auction to be held at the smelter site and the Warrego, Gecko and Peko mines at Tennant Creek in the Northern Territory in early June. Included in the list of equipment to be disposed of as surplus to future requirements are locomotives and underground plant (unspecified).

The Age via Colin Harvey 3/90

QUEENSLAND

BUNDABERG STEAM TRAMWAY PRESERVATION SOCIETY 610 mm gauge

(see LRN 68, p.6)

Bundaberg Foundry 0-4-2T 3 of 1952, numbered 3, operates passenger trains on a 1 km circuit at the Botanic Gardens, North Bundaberg every Sunday from 10 am to 4 pm at 20 minute intervals. Trains began operating in November 1988, and a new station has recently been built near the kiosk. Orenstein & Koppel 0-4-0WT *Germany* (6805 of 1914) has been overhauled and fitted with a new firebox, receiving its boiler certificate in January. Enquiries about services can be made on (071) 59 3341.

Rail Australia 2/90; ARHS Bulletin 3/90; Sunshine Express 3/90

CSR LTD, Victoria Mill 610 mm gauge

(see LRN 75, p.7)

The Hinchinbrook Shire Council has approved a 1.2 km extension of cane tramway in the Black Rock area, subject to satisfactory drainage and road works being undertaken.

Herbert River Express via Chris Hart

ISIS CENTRAL SUGAR CO LTD 610 mm gauge

(see LRN 65, p.7)

Major work is being undertaken to rebuild the track north from the mill up Cordalba Hill in order to make it suitable for the passage of loaded trains, which currently need to negotiate the circuitous route via "the Deviation" and through "Roma Street" in order to reach the mill from the south. Major earthworks will be required, and it is believed that this work is being carried out in association with the construction of a new mill yard.

David Mewes 5/90

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD 610 mm gauge

(see LRN 75, p.8)

Much of the track construction work announced for the 1990 season does not appear to have been proceeded with. Work seems to have been concentrated on the maintenance of existing lines, reconstruction of the former North Eton lines west of North Eton, and the Langdon and Mount Martin extensions to Marian Mill lines west of Mirani.

At Farleigh Mill, Com-Eng 0-6-0DM locos *Richmond* (A1308 of 1955) and *Ashburton* (A1614 of 1956) were fitted for multiple-unit operation late in 1989. They can be worked back-to-back and each unit has dual controls.

Com-Eng 0-6-0DHs *Pioneer* (A12358 of 1962) and *Carlisle* (A13271 of 1964) are currently being rebuilt and will receive new Cummins 404 engines of 290 hp together with new torque converters (due in June), and will also be fitted with multiple-unit equipment. Clyde 0-6-0DH *Seaforth* (61-233 of 1961) will also be receiving a Cummins 404 engine. It is planned that *Richmond* and *Ashburton* will eventually be fitted with the Gardner engines from *Pioneer* and *Carlisle*, and that *Barcoo* (Com-Eng 0-6-0DH FB4383 of 1965) will receive the GM V-8 engine from *Seaforth*. Also at Farleigh, Motor Rail "Simplex" 4wDM 21625 of 1957 is dumped in the navy yard, with its engine partially dismantled.

At Marian Mill, all track access to the loco shed has been cut as a result of the construction work going on for a new tippler and weighbridge, and traffic and cane inspectors offices. All locomotives were isolated in the shed in April with the exception of 0-6-0DM 6 (Bundaberg Foundry 10 of 1953), 4wDH E.M. Baldwin 4529-?-1-73 of 1973, and 0-6-0DH 12 (Clyde 58-588 of 1958).

Mackay Daily Mercury 10/5/90; John Browning 4/90

SOUTH JOHNSTONE MILL LTD 610 mm gauge

(see LRN 74, p.12)

Seen heading north on a semi-trailer on the Bruce Highway north of Rockhampton on Saturday 28 April, was the new bogie locomotive for South Johnstone Mill. This B-B DH unit was supplied by Eimco and was manufactured by Prof Engineering in Zimbabwe. It was painted yellow and black.

John Browning 4/90

SOUTH AUSTRALIA

STEAMRANGER

After 30 years "in the driver's seat", Dean Harvey has decided to step down as the Director of SteamRanger. Dean will continue to help the Society in any way that he can, but feels that it is time for someone younger to have a go. Dean was a foundation member of the South Australian Division of the ARHS in the 1950s and when the new division decided to organise rail tours, became the Division's tours manager. It was from this early beginning that SteamRanger came into being. In 1981, his efforts in steam railway preservation and operation were rewarded by his being presented with the Order of Australia medal.

The Adelaide Advertiser 2/4/90; Arnold Lockyer 4/90

VICTORIA

AMRA MODEL RAILWAY EXHIBITION gauges HO, HOn2.5, N, Z, and 15 in

The LRRSA was once again represented at the AMRA model railway exhibition, held over the Labour Day weekend at the Camberwell Civic Centre. Over one thousand dollars worth of publications were sold by the Society volunteers who manned - sorry, "personned" - the stand over the four days of the exhibition. Several new members were also gained as a result of this effort. The stand displayed details of the aims and activities of the LRRSA, as well as several steam sawmill and tramway relics. The major item on display was a 15 in gauge mining skip mounted on "box" rails once used on the Black Rock to Beaumaris horse tramway, recreating the rolling stock and track used on the Benwerrin Coal Company's haulage incline in the Otways. This exhibit was loaned by the Alexandra Timber Tramway and Museum, as was a framed original general arrangement drawing of the Museum's Kelly and Lewis 0-6-0DM.

The Society has applied for a stand at next year's exhibition.

Peter Evans 4/90

ALEXANDRA TIMBER TRAMWAY & MUSEUM INC 610 mm & 1029 mm gauge

P.O. Box 288, Alexandra Vic 3714

(see LRN 75, p.10)

Easter 1990 saw the culmination of a project which has occupied the Museum's small workforce for the past year. This involves the erection of a skillion roof extension to the goods shed and the laying of the longest section of new track at the Museum since the "big curve" was completed in late 1986, enabling the last two of the Museum's locomotives presently in the open to be stored under shelter.

Regauging of the old broad gauge No.3 road was completed late on the evening of 15 April, and before ballasting was commenced John Fowler 11885 of 1909 gingerly shunted the Rubicon tramway's Kelly & Lewis 0-6-0DM down the 1 in 25 gradient into the new shelter. Early next morning, while the Fowler was being fired up, the track was ballasted using the Malcolm Moore 4wPM loco and three ex-SECV side tipping skips. The connection between the tender and locomotive of Hudswell Clarke 1098 of 1915 had been broken some days previously in order to take the tender out on to the main line to check clearances. The tender was now also shunted into the shelter. The arrival of a coach load of tourists put a temporary stop to the shifting of the

locomotive itself until a lull around lunchtime. Museum workers held their breath while the Fowler crawled up behind the Hudswell Clarke on 20 lb rail which had not seen a locomotive movement for many years. Several new sleepers had been put in for the occasion, but the light track still groaned and sank under the combined weight of the two locomotives. With connecting rods and part of the valve gear removed to prevent damage to the cylinders, the Hudswell Clarke was carefully drawn out to the security of the main line. The Fowler ran around the loop and the Hudswell Clarke was soon reunited with its tender under the shelter.

A survey is now being undertaken on the condition of the Hudswell Clarke so that planning can be commenced for its return to service. The first stage will be to strip the boiler for an official examination. When the locomotive was taken out of service as too heavy for the 30 lb rail then comprising most of the track at Alexandra, it had a current certificate for 150 psi, and it is hoped that this will be renewed.

The Museum would greatly appreciate it if the person who stole the turbo-generator from the locomotive several years ago would return it so that the locomotive can be fully restored.

To top the Easter period off, the three running days were financially very rewarding adding to the satisfaction of seeing two important exhibits stored safely under cover at last.

Peter Evans 4/90

AUSSIE-LAND ADVENTURE PARK, Wodonga 457 mm gauge

(see LRN 74, p.13)

A visit on 28 January, showed 5 *Jumbuk*, an 0-4-0PM, hauling two bogie toastrack cars, numbered 3 and 4, on a clockwise circuit. The loco has a Holden 121 engine and a mechanical gearbox. Also observed were a four-wheeled tank car numbered 46, and a trike numbered 42. Some other service vehicles were also noted in a closed-off area alongside the loco and carriage shed.

Ray Graf 4/90

OVERSEAS

JANAKPUR RAILWAY, Nepal 762 mm gauge

A visit to the religious city of Janakpur, on the Nepalese Terai, in November 1989, revealed that 29 km of the line to Jaynagar (Bizulpura) on the Indian border is still operational. It is the last railway still in situ. The all-steam railway is known to have operated two Garratts, but I was unable to confirm if these are still in service.

The railway station was visited in the evening of 12 November, to reveal a dilapidated collection of wooden carriages packed, inside and out, with hundreds of intending passengers. The outline of a typical British side-tank locomotive shunting in the yard was discernible through the dim lights. A timetable painted on the wall was translated from Nepalese as: "0645 DOWN; 0930 UP; 1010 DOWN; 1125 DOWN 1335 UP; 1510 UP, 1545 DOWN; 1745 UP". A return visit at 1100 next morning found large numbers of intending passengers but no trains. We were advised that "the engine has fallen from a bridge into a creek and they are now trying to recover it"! A small Robert Hudson personnel carrier packed with men and women headed off to survey the damage. This appears to be a common occurrence on the line which is in a very run down condition. With the trade difficulties between Nepal and India, coal (together with motor fuel) is in short supply, so the future of the railway is precarious. Anyone wishing to visit this museum relic should do so soon. The Welcome Hotel in Janakpur is recommended.

Bob McKillop 3/90

MEETINGS

MELBOURNE: THE GREAT TACL AUCTION

Frank Stamford will be running an auction of old TACL bits and other incredibly interesting and useful paraphernalia in support of the TACL restoration project. Films will also be shown to make it an evening of variety. Don't miss it. (See separate flyer in the last mail out)

LOCATION: Ashburton Uniting Church Hall. Ashburn Grove. Ashburton.

DATE: Thursday 14 June at 8.00 pm.

SYDNEY: SLIDE NIGHT

The Division's now traditional June Annual Meeting with business held to the absolute minimum to be followed by our member's slide night. Bring along a box of slides (or one or two only) and show us what you have been doing in the last year,

LOCATION: Woodstock Community Centre. Church St. Burwood Note: Plenty of off street parking at the rear of the building and Burwood station is only a 5 minute walk away.

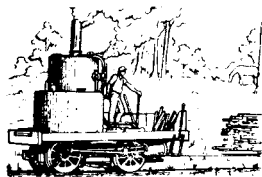
DATE: Wednesday 27 June at 7.30 pm

ADELAIDE:

Contact Arnold Lockyer for details. Phone: 08-296 9455

LOCATION: 150 First Avenue. Royston Park.

DATE: Thursday 7 June at 8.00 pm.



LIGHT RAILWAY NEWS

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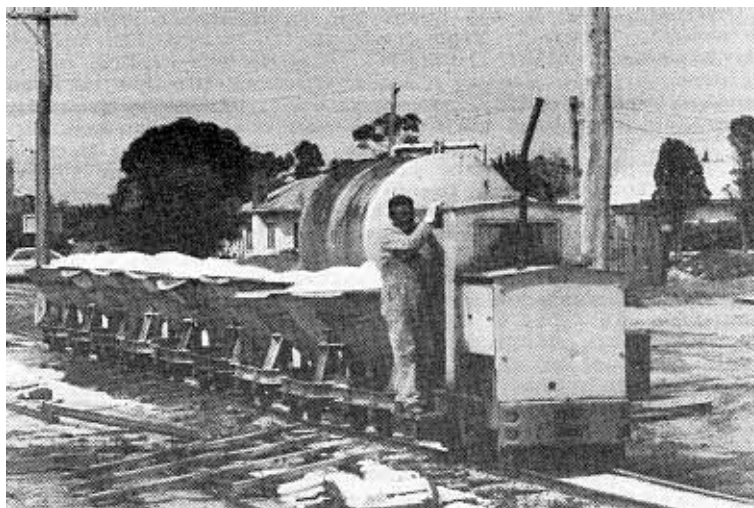
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Deadline for next issue - 31 August 1990



In September 1984, Ruston & Hornsby No.3 brings a trainload of salt from the stockpile to the crushers, at Cheetham saltworks, Laverton. (See page 18).

Photo: Peter Evans

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NOTES, CORRECTIONS & COMMENTS

TWO DAYS IN ONE DAY or THE MYSTERY OF THE MISSING INCH AND A HALF

"Let's go for a picnic Dear, and get the kids away from the TV". "Oh, OK", I respond rather dubiously. But then the grey matter bursts into life. Why not go to Alexandra and visit the famous Alexandra Timber Tramway & Museum and check out the so-called 3 ft 4.5 in gauge Day's railtractor; but I'd better keep it quiet until we're on the road!

So early on the Queen's Birthday holiday, Monday 11 June, all are packed into the car together with picnic, dolls, puzzles, camera, coats and gumboots and off we go. Up the Maroondah Highway, past Lilydale,

"Better-half" pipes up, "are we going to Healesville Sanctuary?". "Nope!" Through Healesville, shrouded in fog, are we going to Maroondah reservoir? "Nope!". Over Blacks Spur, now in brilliant sunshine, "Are we going to the snow?" "Nope!". Right turn at the Marysville turnoff; "Bet we're going to Stevenson Falls!". "Nope!" Stop in Marysville, out with the tape-measure, over to their 3 ft gauge Day's tractor; "I might've known there would be an engine here!" "Mmmm. So there is!". Crawling around on hands and knees, I carefully measured the back-to-back distance between the wheels - 2 ft 8.5 in "All back in the car!" We're off again, towards Buxton. Silence and a confused look emanate from the front passenger's seat as we head back into the fog. Through Taggerty and Acheron, then the Alexandra sign appears. "Bet we're going to Alexandra!", comes the triumphant rejoinder. "But there's nothing here, is there?" We'll see!" Picnic lunch completed, we drive around town and suddenly in front of us, a Fowler 0-6-0T steaming past in the sudden sunshine, whistle blowing with Peter Evans driving! Kids are interested now! Steam train to ride on, Malcolm Moore 4wPM loco to ride in, Day's tractor (not stuffed and mounted like Marysville's) to ride on, carriages to hang out of, rusty boilers to peer into, old machinery to climb on, even some mud to

paddle in! - the list is endless. Look! - There's that character what's-his-name? Jack Stock! and his lads, James and Phillip. Hardly saw our kids for the rest of the day whilst I got on doing the important things; like having a drive of the various locos, drooling over old photos and maps and wonderful models of a sawmilling community, gasping at all sorts of high quality railway junkie and most importantly - out with the tape-measure to check the back-to-back measurement on the 3 ft 4.5 in gauge Day's tractor ex Ru oak Timbers Pty Ltd Mmmm, 3 ft and a quarter of an inch - that's three and three-quarters inches more than the Marysville loco; so add that to 3 ft gauge equals 3 ft 3.75 in not quite 3 ft 4.5 in, but fairly close. After all it is a bush tramway loco. Besides, in LR 44, Frank Stamford cites a Mr Tom Scheffer of Alexandra who actually built and maintained various Rubicon tramways. He states that wooden railed tracks were laid to 3 ft 4.25 in and steel to 3 ft 4.5 in Problem solved. Q.E.D.. Game, Set & Match!

Then, enter the Peter Evans theory. In the beginning, once-upon-a-time, timber men entered the Rubicon forests, said "This is the place for a tramway", telegraphed Melbourne and requested "Send bush tramway wheelsets". The foundry looked around their yard, saw a pile of wheels (3 ft 6 in gauge) loaded them into a "GY" and sent them north. Upon arrival at Alexandra Road/Lily/Rhodes/Koriella (depending what date it arrived) they were carted to the new mill, dumped on the ground and the workers then shoved a couple of bits of timber rail under them and nailed them (the rails) down. Upon measuring the distance apart they were found to be - surprise, surprise 3 ft 4.5 in The edict then went out "Build all tramways to 3 ft 4.5 in gauge!" - and it was done.

In other words, they just laid the rails a bit "tight". Refer LR 28 page 16 which quotes an accident. The rails are found to be, variously, 3 ft 4 in and 3 ft 3 in and the Forest Ranger comments that three inches difference is a bit much but one inch would have been acceptable. Also LR 36 page 19, top photo - note how tight the gauge is - the rails are hard up against the flanges. If the track in this photo is typical of the whole system then an inch and a half widening would have made for easier running and with those six inch wide treads there would be no danger of derailment. Remember, flanges are not to keep the wheels on the track but to stop the wheels falling off.

And so it came to pass that on a certain day 50 years ago when Ru oak ordered a Day's tractor someone raced outside, measured the gauge and wrote to Day's "3 ft 4.5 in" and Day's, knowing that the customer is always right even when he's wrong, built it accordingly. (Even though it hauled 3 ft 6 in gauge rolling stock.)

I'm now head for the dug-out before the bullets start flying! (As a matter of negligible interest the Day's at Marysville presently sits astride 3 ft 3.5 in

gauge tracks. No doubt, one day it will be described as a Metre gauge "Day's"!)

"Miss Terri Gage" 6/90

RESEARCH

ANOTHER MALCOLM MOORE RAIL TRACTOR - ALBEIT SOMEWHAT MODIFIED - SAVED

Some years ago, when the Waratah Gypsum Co ceased using railways to transport salt and gypsum at Stenhouse Bay, one of the locomotives had its "innards" removed, a window being fitted to the side of the engine cover with a display of various minerals where the engine used to be. It was then placed on display outside on a short section of track, together with a few side tipping trucks.

This locomotive, bearing a Vulcan Iron Works, Wilkes Barre, Pa USA, builders plate B/No. 4182 when I visited the works in 1947, was the Company's main line locomotive and their biggest. It was powered by a Caterpillar diesel and bore the identifying letter "H". On a subsequent visit, twenty-two years later in 1969, just after rail transport had ceased, it was found that the number had been changed from "H" to "301". It was also learnt during this visit that the Caterpillar diesel was the result of a rebuild. The loco appeared to be an 0-4-0 with outside coupling rods.

In May I was contacted by Mr Ron Fluck of the Port Dock Railway Station Museum for details of this loco as it had been offered to the Museum. Upon inspection the loco was found to be beyond restoration due to its being stored in the open near the sea. However while at Stenhouse Bay, Mr Fluck was shown another tractor type loco which had been stored in a shed and was in quite good condition. From his description, I identified this loco as being a Malcolm Moore, which between my visits in 1947 and 1969 had been rebuilt, with the original Fordson engine being replaced by a Deutz diesel. In 1947 the Company had three of these units numbered "J", "K" and "M". Although on the 1969 visit I was able to identify the "K" had been renumbered 113, I was unable to ascertain how "J" and "M" had been renumbered. One had been cannibalised whilst the other remained the only locomotive still in use, working on a small section of track, extending for about three-quarters of the length of the jetty, from the seaward end. Bearing the number 1514, it had been extensively rebuilt as mentioned.

In early June this locomotive was transported from Stenhouse Bay to Port Adelaide where I inspected it prior to its relocation at the Museum. It still bore the No. 1514 and the only parts that appear missing are the large cast

buffer-cum-cowcatcher-cum-multi-height couplings (both front and back). If any reader knows where two of these could be obtained, the Museum would be pleased to hear from them, preferably through me. This locomotive joins two others at the Museum that worked at Stenhouse Bay, both of which were built by Ruston Hornsby.

Arnold Lockyer 6/90

LOCOMOTIVE & ROLLING STOCK MANUFACTURERS

BOGAN IMPLEMENT CO, Queensland

This company, situated near Innisfail, is owned by Joe Camuglia & Sons. It supplies tramway wheels, wheelsets, cane bin components, complete cane bins, and other items of rolling stock to the sugar industry. It was recently presented with a gold-plated half size bronze tramway wheel by Bradken Consolidated to mark the 100,000th wheel they have supplied. The wheels are received from Bradken in rough cast form, and are machined to mill requirements at Boogan.

Boogan have recently supplied South Johnstone Mill with two ballast hoppers, and Tully Mill with a ballast plough.

The Island Coast & Tully Advertiser 22/6/90; John Browning 6/90

FIELD REPORTS

AUSTRALIAN NATIONAL BOGIE EXCHANGE, DRY CREEK - LRRSA S.A. DIVISION

On Saturday, 28 April, a party of 13 members, families and friends visited the Bogie Exchange at Dry Creek. Upon arrival, we were made very welcome by staff, who explained the operation of exchange and answered all our question whilst changing the bogies on a rake of trucks from broad to standard gauge. Free access was given to all of the Bogie Exchange buildings as well as to the adjoining freight yard and sidings. At the conclusion of the visit,

Arnold Lockyer who had made the arrangements with AN, personally thanked the staff for their co-operation. Mr Tom Milton, the Bogie Exchange Foreman, was also thanked for making possible such an enjoyable and interesting visit.

Arnold Lockyer 6/90

TRAMWAYS AT MACEDON, VIC

(see LRN 72, p.2)



A sawmill at Mt.Macedon, Victoria, with a log coming down a simple tramway from the forest, and sawn timber being loaded on a delivery dray. *Illustrated Australian News*, 25 February 1874. National Library of Australia.

Following the item in LRN 72, there has been an exchange of information between researchers from the MM&DHG and the LRRSA. Part of this information was a field report prepared by Colin Harvey after the 1983 bushfires. While the bushfires were a great tragedy in both human and financial terms, for a brief period afterwards a great deal of field work was

done by a number of members of our Society before the bush once again reclaimed old timber tramway formations. It was hoped at the time that this would eventually be published as a "Bushfire Book" - regrettably, it never eventuated. With some additional historical details provided by Mr Barney Hutton of the MM&DHG, Colin's report is now presented for the first time.

Fitzsimmon's "Devils Hole" Mill

Fitzsimmon's mill on the Willimigongon (Stony) Creek is shown on the 1866 map of the Gisborne Road District but was probably operating earlier. The mill had a tramline running near the Devils Hole Road through the northern border of "Sefton". The tramline is shown on the Lands Department plan M53 on allotment A of the parish of Macedon, and was most probably an incline providing an outlet for sawn timber. When the easily accessible timber around the Devils Hole Mill was cut out, an incline tramway was constructed over the ridge to extract logs from the Cockpit (Barringo Creek). This line was operated by an engine located at the summit. According to an employee, Mr Hackett, "when the log was on the truck in the Cockpit they blew a bullocks horn". The tram tracks were laid on logs and there were rollers at intervals to keep the cables off the ground. The mill and incline are believed to be those shown in the *Illustrated Australian News* on 25/2/1874 (see page 8). (See also *Sawing, Selling & Sons*, page 32.)

The land on which the mill was situated was brought by W. H. Langland and George Davis in February 1864 and was sold again in that year to J. P. Bear and Chas. McMahon. George Davis seems to have operated the mill after this date as he appears in a rate book entry for 1865 which states "extensive steam sawmill (very large concern), superior dwelling house and several cottages. Sixty men employed during summer and eight wagons on the road. Twenty five men at work at present at one time. Sixteen bullock teams also drawing timber; mill working night and day".

Bear and McMahon continued to own the land but "a party of Macedon hands" took over the mill, which they operated as the "Australian Steam Sawmill Company". These "old hands" were Henry Campey, William Kidd, James Gracie and Matthew O'Hare. They probably took over after 1865. The mill operated until 1873.

The last operators of the sawmill found the outlet tramway unsatisfactory, so they abandoned it in favour of a track around the side of the hill which was eventually taken over by the Shire Council and later named Sangsters Road.

Field Report 1983

The recently constructed New Willimigongon reservoir has removed all

trace of the mill site. The route of the outlet tram ("A") from the mill is through cleared private land ("Sefton") and no remains of this are evident.

The incline to the Cockpit climbed steeply up the hill behind the mill in an easterly direction and the formation has been cleared as a fire break. No earthworks are visible (or necessary) until approaching Barringo Road.

At about the middle of the climb the tramway is intersected by the route of a chute (12 metres south of the tramway at the track marked "B" on the map). This chute is very clear on the lower section with the impressions of the timber poles evident. Lying in the chute just east of point "B" is a broken iron tram wheel with straight spokes and a railway width tyre.

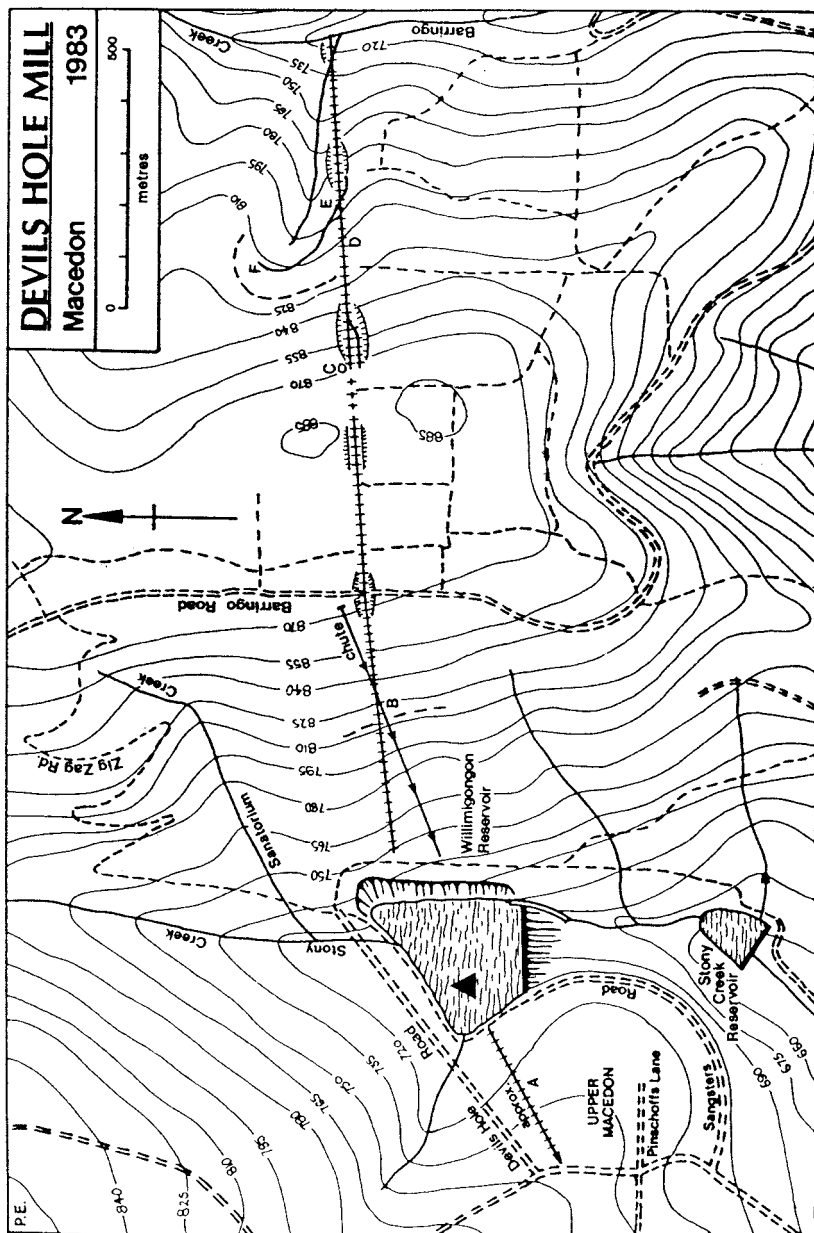
The grade eases to cross the relatively flat top of the ridge, and passes through a cutting about 1 metre deep; at this point Barringo Road is reached. Across the road the route is through fire-killed pine plantations. At the time of inspection, the 1923 plantation had not been fallen and the formation, consisting of a low embankment with a line of rocks on the south side, was completely clear. Sleeper impressions with a spacing of 1.3 metres were still visible.

Beyond the plantations the summit of the line is reached. This area has been cleared and levelled and no remains of tramway or winch can be seen. At point "C" on the map is a hole about 3 metres in diameter - possibly a tank for boiler water fed by a race from the north. From point "C" the tramway formation again becomes evident and- consists of a cutting about 1 metre deep, with another cutting parallel to it about 3 metres to the south. The second cutting is slightly shallower, and after about 30 metres joins the "main" line. For the remainder of the descent to the Cockpit the formation is clear and easily followed.

At point "D" are several broken tram wheels and clear sleeper impressions. The latter are spaced approximately 1 metre apart.

At "E" a formation comes in from the north-west; this is probably a log slide but may be a tramway. This formation originates at "F" where it is fed by a group of snig tracks, and terminates at a landing on the south side of the incline.

Numerous snig tracks lead down into the Cockpit, approximately paralleling the incline. After crossing a small creek and passing through a cutting the tramway terminates right on top of Barringo Creek. The remains of the stringers over the creek at the terminus could still be seen. These were spaced about 1.3 metres apart possibly indicating a gauge of about 4 feet. On the east side of the Cockpit are log slides and roads and/or tramways which have not been examined.



The whole tramway from Devils Hole to the Cockpit has lengths of rusting cable in proximity.

Historical research by Barney Hutton and Colin Harvey

Site investigation by Colin Harvey

Report collated by Peter Evans 6/90

NOTES ON THE MAP

This map was prepared from an original produced by Colin Harvey in 1983. The base map was an FCV map of 1962 entitled Mt Macedon - Mt Towrong. Contours are expressed in metres with an interval of 15 metres between adjacent contours. It is emphasised that anyone wishing to visit this site will find the vegetation much changed from that described in this report.

AUSTRALIAN CAPITAL TERRITORY

AUSTRALIAN RAILWAY HISTORICAL SOCIETY. ACT Division 1435 mm gauge

English Electric Australia B-B DE D25 has been purchased from BHP Slab & Plate Division, Port Kembla. It has been out of use for some years and will be restored for general shunting duties.

Rail Australia No. 14 via John Browning

NEW SOUTH WALES

BHP LTD, Sheet & Coil Division, Port Kembla 1435 mm gauge

(see LRN 71, p.7)

See BHP LTD, Slab & Plate Division, Port Kembla 1435 mm gauge

BHP LTD, Slab & Plate Division, Port Kembla 1435 mm gauge

(see LRN 76,p.11)

There is some confusion over the identity of one of the locos cut up in February. One report indicates that Bo-Bo DE D12 (English Electric Australia A012 of 1957) was cut up, not D16 as previously stated.

The Sheet & Coil Division CRM works (formerly Commonwealth Rolling Mills) will be closed in 1991-2, centralising operations at the Springhill works. This will lessen the requirement for locomotives as the transfer work between the two works will be eliminated.

Four locomotives are currently hired from the Slab & Plate Division, painted in Sheet & Coil Products yellow livery. Bodyside lettering is "BHP Steel Sheet & Coil Products". The three English Electric Australia B-B DE locos are named as

follows: D21 *zincalume*, D23 *colorbond*, and D24 *galvabond* (note lower case letters). Com-Eng Bo-Bo DE D7 remains unnamed.

A new livery is being adopted for steelworks locos. D32 was the first to be released to service, in late 1989, followed by D37. Bodysides are pale yellow and white, with dark charcoal green headstocks, running boards, cab roof and sides, and bonnet top. Bodyside lettering is "BHP Steel RAIL OPERATIONS".

Rail Australia No 14 via John Browning

DORRIGO STEAM RAILWAY & MUSEUM 1435 mm gauge

(see LRN 54, p.4)

It is reported that a split has occurred among those involved in the project. The SRA required the line to be operated by an incorporated body and lack of progress towards that objective led to the SRA withdrawing permission for trains to be operated from August 1988. Subsequent disagreement between members about the way in which the organisation should be controlled by the membership has led to action in the NSW Supreme Court.

Rail Australia No. 14 via John Browning

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD, Albion Park 610 mm gauge

(see LRN 75, p.4)

The Museum was fortunate in obtaining a large Foster lathe from the Hamar Engineering plant during April. This unit is large enough to machine all sizes of 610 mm gauge wheel sets on locomotives and rolling stock. During mid-June the foundations for this lathe were prepared and the concrete pad poured.

On 15 June, the former NSWGR standard guage carriage (LFA code), which has stood since 1976 in the property area once used by the Model Engineering Society, was transferred to new foundations behind Yallah station. This car will be restored internally for use as a refreshment area while an external repaint will return the carriage to its 1950s appearance.

A new tube expander has been obtained for the retubing of Hudswell Clarke loco (1706 of 1939) "Cairns". All the tube holes have been cleaned and while this boiler work proceeds the regulator gear is being overhauled and some baffle plates in the tender water tank replaced.

Rusted portions of the saddle tank on Davenport loco (1596 of 1917) Kiama have been removed and replaced by sound plates and the tank is now ready for repainting. New hand brake rigging is being constructed for this engine.

The reassembly of Hawthorn Leslie loco (3574 of 1923) Burra continues. The overhauled driving wheels have been refitted to the chassis and the

side rod bushes have been remetalled. In recent years the cabin, fuel bunker and saddle tank have been rebuilt, leaving the retubing of the boiler as the only major part of the project to be completed before this engine can be recommissioned.

Former Melbourne cable tram trailer No. 430 reached its centenary on 17 June. This anniversary received favourable cover in the local press. During this century, the first 46 years were spent in service on the Melbourne cable tramways. The next 45 years saw the relic used as a farm shed at Mt. Taylor near Bairnsdale, Victoria. Restoration occupied two years and since 1983 the carriage has carried several thousand passengers at Albion Park.

Since February, the interior of the ninety-year-old former Sydney tramcar 95 "C" has been fitted out. Efforts are now being concentrated on the end platform canopy roof reconstruction. The new steel chassis has reached the stage where only truss rods remain to be fitted.

The 50 m x 45 m enclosed Museum compound area has been extended westwards for a further 18 metres. This will enable the 0-6-0 Hudswell Clarke standard gauge loco (297 of 1888) "South Bulli No.2" to be displayed in a new area clearing the northern boundary of the compound for a fabrication shop. The Museum has on hand 14 cast iron columns and wrought iron lattice girders, part of the former Darling Harbour goods sheds. Some of this material will be used in the construction of this new workshop.

K. McCarthy 6/90

LEYLAND BROTHERS WORLD. Tea Gardens 610 mm gauge?

This new theme park was due to open at Tea Gardens, north of Port Stephens, at the end of June. It features "an authentic sugar-cane train" which will traverse a 1.6 km "scenic tour" around the complex. A steam outline internal-combustion locomotive will haul four carriages seating 24 adults each.

Good Times (East-West Airlines) 6/90 via John Browning

SILVERTON TRANSPORT INDUSTRIES, Broken Hill 1435 mm gauge

The Silverton Tramway has purchased two 1067 mm gauge A.E. Goodwin Co-Co DE 830-class locomotives from ANR Tasrail. 857 has become Silverton 31 and 864 Silverton 30, and were shipped in January. In addition, the shells of 856 and 862, stripped of all useable parts, have also been purchased by Silverton.

Rail Australia No. 14 via John Browning

QUEENSLAND

BABINDA SUGAR LTD 610 mm gauge

(see LRN 74, p.10)

White appears to be the basic livery for the Com-Eng 0-6-0DH locos. Latest to be repainted is *Morrison* (AD1239 of 1960) which has red headstocks and rods, and green running board edge, grilles, sandbox lids and handrails. The E.M. Baldwin line car ex Goondi Mill was seen in the navy shed together with Malcolm Moore 4wDM 20 (1057 of 1943). However, the second Malcolm Moore 4wDM (1011 of 1943) was not present.

A substantial number of new large bins will be in use for the 1990 season. These appear to be of approximately 5 ton capacity.

John Browning 6/90

BUNDABERG SUGAR LTD, Fairymead Mill 610 mm gauge

(see LRN 74, p.10)

It is believed that the new Eimco B-B DH loco was delivered to Fairymead Mill in mid June. However by the end of the month, unconfirmed reports were circulating to the effect that this unit was overweight compared to specification, and that it might possibly be returned to the makers for modification.

John Browning 6/90

BUNDABERG SUGAR LTD, Mourilyan Mill 610 mm gauge

(see LRN 75, p.6)

Clyde 0-6-0DH 56-93 of 1956 has had its number (10) restored on the cab side. The original Mourilyan Clyde locomotives are having external battery boxes fitted on the walkway in front of the cab in the same style as the ex Goondi units. Motor Rail "Simplex" 4wDM 3688 of 1924 was noted dismantled in the shed. Wickham line car 8376 of 1959 is still at Goondi Mill site, in derelict condition. The Gemco sleeper replacement machine from Bundaberg is 521382002667-R585-87 of 1987 ex Millaquin Mill.

Chris Hart 5/90; John Browning 6/90

COSTAIN AUSTRALIA LTD, Cardstone 1067 mm gauge

(see LRN 74, p.10)

An exploratory tunnel some 1300 m long is being bored for the Queensland Electricity Commission on the lower Tully River below the Kareeya hydro-electric power station. The tunnel is being built to the site of the proposed

underground hydro-electric power station which forms part of the Tully-Millstream scheme, and is designed eventually to contain power cables. The scheme is currently being examined by the new state government in view of environmental concerns, and the works are under a strict embargo, with the site closed to the public.

About 400 m of tunnel has been built and two E.M. Baldwin 4wDH locos of approximately 12 tonnes which were purchased in Sydney are being used with Hagglund loaders, two of which come from Mt. Isa. One loco, numbered UL749 and painted white and blue, has been fitted with a canopy. The other is stated to be identical. Five four-wheel wagons purchased from QGR have been modified for a variety of special purposes such as concrete transporter, gantry car etc.

Rail is 40 lb purchased from Tully Mill, and points are 60 lb. The tunnel is scheduled to be completed around September 1991.

An aerial photo of the site showing the tunnel mouth and a train on the spoil tip was published in *The Weekend Australian* but this was reversed.

The Weekend Australian 16-17/6/90; John Browning 6/90

CQ SALT INDUSTRIES, Bowen 610 mm gauge

(see LRN 58, p.5)

The four diesel locomotives have disappeared from the shed where they were stored out of use for a number of years.

John Browning 6/90

CSR LTD, Hambledon Mill 610 mm gauge

(see LRN 75, p.7)

Further residential development between White Rock and Redlynch has meant that little cane land remains between the mill and the Barron River flood plain. The economics of the tramline which extends for some 30 km north from the mill as far as Trinity Beach must now be very questionable. Motor Rail "Simplex" 4wDM 10450 of 1954 is currently stationed at Redlynch for navy duties.

Clyde 0-6-0DH locos 5 (58-190 of 1958) and 9 (65-435 of 1965) have recently been repainted and have temporarily lost their numbers as a result. Progress on the construction of a new brake wagon on the chassis of Drewry 0-6-0DM *Seaforth* (Baguley 2514 of 1954) ex Kalamia Mill has not proceeded very far. The frame has been cut down and headstocks refitted but only a brake cylinder and basic brake rigging have been fitted to the bare frame so far.

The circuit of track inside the "Sugarworld" theme park is connected to the main mill tramway network, and each day at 3 pm the "Sugarworld Shuttle"

departs for a "Cane Field Excursion", a one-hour tour on the mill tramway, at a cost of \$4 for adults.

John Browning 6/90

CSR LTD, Pioneer Mill 1067 mm gauge

(see LRN 65, p.7)

See FESSL PTY LTD

FESSL PTY LTD

For approximately 10 years, slack season track maintenance at Pioneer Mill has been carried out by Fessl Pty Ltd of Townsville. On 16 June, two machines owned by Fessl were seen near the Bruce Highway. A Plasser ballast tamper was in use packing track. Nearby was parked a ballast regulator, Aresco Trak Chief Pty Ltd BR 230. These two units appear to have been acquired second hand from a government railway system. Also present was Pioneer Mill's small ballast tamper, Matisa 7686, which is believed to have been acquired from the Australian Army in about 1986.

John Browning 6/90

HENRY HILL, Wright Creek 610 mm gauge

Hambledon Mill's 7, F.C.Hibberd "Planet" 4wDM 3280 of 1948, was sold to this gentleman, who lives between Edmonton and Gordonvale, around 1988. The loco is reported to have suffered a seized engine after having been "hijacked" from the mill by joyriders one night, and it was not considered worthwhile to repair it for mill service.

John Browning 6/90

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD 610 mm gauge

(see LRN 76, p.13)

At Cattle Creek Mill, all locos will be in new mill livery of green and yellow this year, as well as having their numbers replaced with names. Com-Eng 0-6-0DH B1724 of 1957 (formerly 1) has been named *Tannald*. Loco 4 (Com-Eng B-B DH NA59112 of 1977) is currently being rebuilt and will receive a new engine and torque converter which were due to arrive at the end of June. It will receive the name *Finch Hatton*. Other names will be *Pinnacle* ex D2 (Com-Eng 0-6-0DH AA1549 of 1961), *Dalrymple* ex 3 (Com-Eng 0-6-0DH AL4892 of 1965) and *Netherdale* ex 5 (Bundaberg Foundry 6wDM 13 of 1954).

Much track work still had to be completed at the end of June. Track still had to be laid in much of the Septimus area where the old North Eton lines are being reconstructed, and the link from Marian to Pleystowe through the

old North Eton Mill yard had also been lifted. At Marian Mill, there was still considerable disorder and little track in place in the area around the new tippler and weighbridge, although track had been reconnected to the loco shed.

John Browning 6/90

MOSSMAN CENTRAL MILL CO LTD 610 mm gauge

(see LRN 72, p.15)

Three steam locomotives are available for use on the Bally Hooley tourist services, all now coal fired. *Bally Hooley* (Bundaberg Foundry 0-6-2T 6 of 1952) and *Bally Hooley Too* (Hudswell Clarke 0-6-0 1838 of 1950) have been joined by *Bally Hooley* (Bundaberg Foundry 2 of 1952). This runs with a four-wheel tender. The commuter service in Port Douglas is normally operated by *Mowbray* / BALLY HOOLEY COMMUTER Baguley 0-6-0DM 3378 of 1954. All these locos are finished in a maroon livery with yellow lining.

From June to September, two steam tourist services operate five days per week, and only in February and March no tourist service operates. On 20 June, a train left Port Douglas Marina at 9.30 am for the mill, hauled by Bundaberg Foundry 6, and departed on its return from Mossman at 11.30 am, in the charge of Bundaberg Foundry 2. After its arrival at Port Douglas, the loco and three car train were stabled overnight in a siding at the rear of the Mirage resort. The first loco worked the return service from the mill to Newell leaving at 1.30 pm.

The commuter service in Port Douglas was in the charge of Com-Eng 0-6-0DH *Mossman* (B1719 of 1957) as *Mowbray* was under repair at the mill. Five return services per day originate from St. Crispins Station (formerly Lakeside) at 8.40, 10.55, 1.00, 2.45 and 4.00, travelling the 4 km to Mirage Marina via Mirage, and serving a variety of tourist destinations in between. One tourist car and the ex-Douglas Shire Council car previously preserved at Port Douglas were in use on this train.

John Fowler 0-4-2T *Ivy* (15947 of 1922) is still dismantled in the mill scrapyard, together with the ex-rail motor trailers and a Douglas Shire Council wagon, while Fowler 0-6-0T *Faugh A Ballagh* (8733 of 1900) with tanks removed, sits at the end of the track adjacent to the scrapyard.

Increased areas being put under cane on the Tablelands have given rise to further debate about the trucking of cane down the range. The suggestion of building a 2 ft gauge electrified rail line has been revived in the local press.

*John Browning 6/90: The Northern Sun (Mareeba)
Vol.5 No 15 via Chris Hart*

MULGRAVE CENTRAL MILL CO LTD, Gordonvale 610 mm gauge

(see LRN 72, p.15)

The Mulgrave Rambler tourist service operates daily with an advertised starting time of 8.30 am but in fact the train leaves Gordonvale at approximately 9.15 am. A new shed has been built for stabling the train in "Siberia" at the southernmost part of the mill complex. John Fowler 0-4-2 *Nelson* (20273 of 1934) is in daily use, and there are no immediate plans to acquire a second steam locomotive, although enquiries have been made.

Another two Com-Eng 0-6-0DM locos have been converted to diesel-hydraulic: 7 (B1010 of 1956) and 8 (A1926 of 1958). Baguley 0-6-0DM 1 (3377 of 1953) has had its Gardner engine replaced by a John Deere diesel. E.M. Baldwin 4wDH 10 (6-881-6-64 of 1964) has been repainted in the current yellow livery with blue bonnet top.

John Browning 6/90

SOUTH JOHNSTONE MILL LTD 610 mm gauge

(see LRN 76, p.14)

The new 32-tonne Prof Engineering B-B DH loco, supplied by Eimco, is named *Nyleta* after a creek near the end of No.4 branch south of Silkwood. It bears machine type and serial number PSL.2501 and is dated 23.2.90. This loco is massive in appearance and much longer than previous types. Its cab is about one third of the way from the rear end and has offset doors and dual controls. The loco is yellow with a thick black line below waist level and black roof, bonnet top, frame and bogies. The headstocks are yellow with red dazzle stripes. It is powered by a Cummins engine of 600 hp and is said to have cost some \$500,000. Its couplers have had to be modified as in original form its overhang tended to drag bins off the line on curves.

The loco is a hydrostatic drive unit. The power from the engine to the bogies is not through cardan shafts but through hydraulic lines, driving a hydraulic motor on each axle, although the two motors on each bogie seem to be linked. It is stated that preliminary tests by the Sugar Research Institute have indicated an available tractive force of 14 tonnes, compared with 8 tonnes with a conventional unit.

On 23 June, *Nyleta* was receiving attention as one of the wheels had become loose on the axle. However, on 26 June, it entered service at the start of the crushing season. It is paired with new bogie brake wagon number 6, which was built at the mill with body fabrication being carried out by local company Tadesco Engineering. Cost of this unit is stated to be \$100,000. This brake wagon has bogies which came from a Baldwin locomotive and which

were made spare when Eimco supplied a pair of new bogies for E.M. Baldwin B-B DH Liverpool (10385-1-8-82 of 1982) in 1988.

Liverpool is based at Japoon for the crushing season, as it was last year. Com-Eng 0-6-0DHs 1 (AD1453 of 1962), 2 (AK3675 of 1964) and 3 (AD1452 of 1961) are all based at Silkwood. Number 3 was repainted during the 1990 slack season, and is yellow with black frames, red connecting rods and silver roof, radiator grille, steps and headstocks. Numbers 1 and 2 have been fitted with Eagle diesel engines.

Both remaining Drewry 0-6-0DM locos, 9 (Baguley 2395 of 1952) and 15 (Baguley 2520 of 1954) are being used by the navvies. Preserved Malcolm Moore 4wDM 17 (1060 of 1943) was seen parked near the tippler.

At least one new siding has been put in to the Nerada line to service an ex-Goondi grower reassigned to South Johnstone from Mourilyan.

The Island Coast & Tully Advertiser 22/6/90

Chris Hart 5/90; John Browning 6/90

TULLY SUGAR LTD 610 mm gauge

(see LRN 72, p.17)

The co-operative association was incorporated as a public company in 1990.

All except one of the Com-Eng 0-6-0DHs have now been rebuilt with a new cab, and repainted in the new red and yellow livery and carry the new chromed oval number plates. Most have been fitted with GM 6-cylinder engines. Details are as follows:

Number	Details	Year Refitted	Engine
No.10	AD1341 1960	1988	GM
No.11	AD1347 1960	1990	GM
No.12	AD1351 1961	1989	Rolls Royce
No.14	AK2663 1963	1988	GM
No.15	AK3574 1964	1990	Rolls Royce
No.16	AH4484 1964	1990	GM
No.17	AH52100 1966	1989	GM

Only No.18 (AD60113 of 1977) remains in the old maroon and yellow livery. E.M. Baldwin B-B DH No.7 (10684-1-4-83 of 1983) has been fitted with a GM 12-cylinder diesel and was also repainted this year. It normally works with the brake wagon rebuilt from the Clyde 0-6-0DH (DH1.4 of 1954). John Fowler 0-6-0DH 21912 of 1936 has received a Rolls Royce engine from one of the Com-Eng locos in exchange for its GM, but has not been repainted. Two of the three E.M. Baldwin 0-4-0DH locos of 1965 have also been repainted and

have become plain numbers 2 (6-1082-2-2-65) and 3 (6-1082-3-2-65), leaving only No.1 (6-1082-1-2-65) to be done.

Com-Eng Nos. 10 and 14 are fitted up to work in multiple as are Nos. 12 & 15. They generally work in "double-header" mode on afternoon and night shift.

A loco shed large enough for three locos has been constructed near the refuelling point near the mill entrance, and this will be extended to hold all the locos in the future.

A 3 km extension in the Syndicate area was built in the 1990 slack season, with a substantial concrete and steel bridge across Jarra Creek.

A number of long wheelbase four-wheel bins were seen in service. These appear to be double the standard bin size and so will hold approximately 8-10 tonnes of cane.

Chris Hart 5/90: John Browning 6/90

VICTORIA

ALEXANDRA - RUBICON TRAMWAY 610 mm gauge

During the 29th and 30th of May, the bridge over the Rubicon River on the Taggerty-Thornton road was closed for the replacement of the wooden decking with a surface of concrete slabs. Removed with the wooden decking was a length of 60 lb rail, once part of the tramway between Alexandra and Rubicon which shared the bridge with the road traffic. However, despite many applications of fresh tar over the years, depressions in the road surface caused by the rotting away of the sleepers under the road still march resolutely towards the northern approach to the bridge.

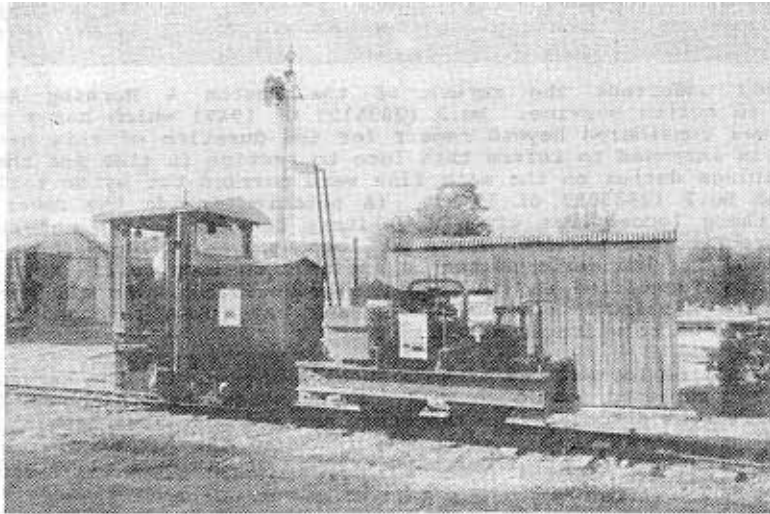
Peter Evans 6/90

ALEXANDRA TIMBER TRAMWAY & MUSEUM INC 610 mm & 1029 mm gauge

P.O. Box 288, Alexandra Vic 3714
(see LRN 76, p.14)

Some time ago the Museum purchased two old waiting sheds on the closed Tallarook-Mansfield railway from V/Line. Following a false start at Cathkin last year (abandoned due to the near collapse of the building and the near drowning of the workforce in pouring rain), the Cathkin shed was reinforced and on Saturday 5 May a serious and successful attempt was made to load, transport and unload the building at the Museum. The whole exercise took a little over two hours to complete. With Cathkin's transport successfully under our collective belts, the convoy moved out to Molesworth with high hopes

of repeating the exercise with similar ease. Unfortunately these hopes were dashed fairly early in the piece when the building decided not to co-operate. Instead of following the script, which required the building to move gently onto the low-loader in one piece, and without any distortion, this particular building decided to fold up in the centre and take on the shape of a fat boomerang.



Malcolm Moore 1049 shunts Simplex 10058 past the Cathkin building.

Photo: Peter Evans

After a little over two hours of underbreath mutterings, sweating and plain hard work, we finally managed to install the building on the low loader. The return to the Museum site was uneventful, although the building behaved like a huge jelly on the back of the truck, causing some alarm to those following by car. Then came the next great adventure: removing the building from the truck and placing it on its prepared concrete slab. Again the building failed to live up to its end of the bargain and so several more hours of toil, sweat, mutterings and anxiety were needed before the shed was finally jacked up off the truck, - which was driven out from under the building as gingerly as possible. With the building perched somewhat precariously on top of drums and blocks everyone retired for a well earned rest. Early next morning the job of lowering the building onto its slab was commenced and after two and a half hours it was safely installed, hopefully never to be shifted again.

A considerable amount of work will be needed to return these buildings to

their former "glory" (Molesworth is to become a workshop and Cathkin a way and works depot) and it is hoped that this can be completed over the winter months. Many thanks are extended to Daryl Hedger for the use of his low loader and his patience with the Museum crew during the day.

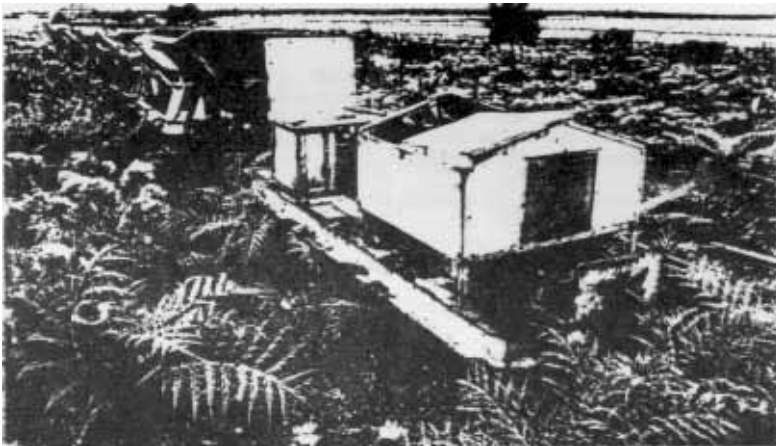
In another step forward, the goods shed has been connected to SECV power and the shed wired internally. With a much needed repaint of the overnight accommodation finished, this will add greatly to the comfort of the Museum's Melbourne based volunteers.

The AGM was held on 9 June 90, at which time long serving president Alan White stepped down due to increased family and occupational responsibilities. Alan has been responsible for overseeing most of the rapid development at the Museum over the past five years since the track circuit was completed, and was awarded a formal vote of thanks. Philip Thorn was elected as the new president. The meeting was followed by films of the early development at the Museum, a light supper and to cap the evening off, a night train behind the John Fowler locomotive. Lit only by kerosene marker lamps and moonlight on a still cold night, this train was a suitable end to a memorable night for all concerned.

Alan White/Peter Evans 6/90

CHEETHAM SALT LTD, Laverton 610 mm gauge

(see LRN 66, p.14)



No.1

(later L6) at Cheetham Salt Ltd's Laverton works shortly before its removal to Alexandra for preservation.

Photo: Peter Evans

In a surprise move, Cheetham Salt Ltd have reopened their tramway at Laverton and have just completed a harvest, employing an additional 12 casual staff for the task.

Minimal work has been carried out on the track, mainly in the form of weed control, and the main line appears to be still in a relatively good condition. New galvanised iron liners have been constructed for the bulk salt wagons to replace the old liners which were sent to South Australia several years ago. Thirteen sections were harvested, and the company have committed themselves to carrying out another and probably final harvest in early 1991.

Frank Kennedy undertook the return of the Ruston & Hornsby 4wDM/DH locomotives to active service. No.3 (283510? of 1949) which has a seized main drive was considered beyond repair for the duration of this harvest. However, it is intended to return this loco to service in time for the next harvest. Haulage duties on the main line were carried out by No.1 (252805 of 1949) and No.2 (283509? of 1949). (A notation inside the cover of a manual for these locomotives gives a delivery date ex Ruston & Hornsby Melbourne direct to the Laverton works for loco No.3 as 20-10-49, however in the same manual its builder's number is assigned to loco No.2! No.1 seems to be correctly identified in the manual as B.No.252805. As all the 30DL locomotives are missing builder's plates and have been re-engined, some confusion exists as to which is which.)

One of the main line locomotives broke a wheel flange during the harvest and had a wheel set replaced from loco No.3. Frank noted that "although it was a slightly different diameter from the other set and must have been slipping a bit, it didn't seem to make much difference to the performance of the loco!". Apparently the spirit of the bush tramway mechanic is alive and well and living at Laverton.

Loco No.4 (320555 of 1951, ex MMBW) which still retains its original engine and mechanical transmission took the least amount of effort to return to working condition and was used for shunting around the works. The short section of tramway from the salt stockpile to the works seems unlikely to be reopened and will be replaced by tyred transport.

The narrow gauge industrial tramway can no longer be considered to be extinct in Victoria, but must still remain high on the endangered list.

Peter Evans 6/90

STATE EXPLOSIVES TRAMWAY, Altona 610 mm gauge

A number of wooden-bodied 4-wheel wagons from this tramway were placed in the Apex Park on the Altona foreshore in about August 1968 (see LR 27, p.30). These wagons have been recently removed due to their

dilapidated condition. As their wheels were embedded almost up to the axles in concrete, they proved difficult to remove intact, and it is believed that most of them were broken up in the process. It is thought that one relatively intact wagon is held for safe keeping by the Altona Historical Society. An excellent photograph of several of these wagons in use on the explosives jetty appeared in LR 85, p.18.

Peter Evans 6/90

MEETINGS

MELBOURNE: ALSTERGRENS MILL - ERICA

Following our usual short AGM our attention will be transferred to Peter Evans who will provide us with an outline of his recent exercise regarding the site mapping of Alstergren's mill at Erica. Peter was employed by the Dept of Conservation, Forests and Lands to undertake this work with the assistance of a qualified archaeologist. Peter will be describing the process followed as well as the findings.

Be sure not to miss this night as there will be plenty to satisfy everyone.

LOCATION: Ashburton Uniting Church Hall. Ashburn Grove. Ashburton.

DATE: Thursday 9 August at 8.00 pm.

SYDNEY: MOVIE NIGHT

After our meeting last year when Jim Powe showed movies ranging from Mossman to Mt Lyell we had to have him back. New South Wales will feature plus anything else we can cram in before the 10 o'clock close. Not to be missed!

LOCATION: Woodstock Community Centre, Church St Burwood Note: Plenty of off street parking at the rear of the building and Bund station is only a 5 minute walk away.

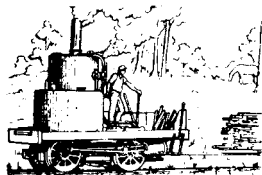
DATE: Wednesday 22 August at 7.30 pm

ADELAIDE:

Contact Arnold Lockyer for details. Phone: 08-2969488

LOCATION: 150 First Avenue. Royston Park.

DATE: Thursday 2 August at 8.00 pm.



LIGHT RAILWAY NEWS

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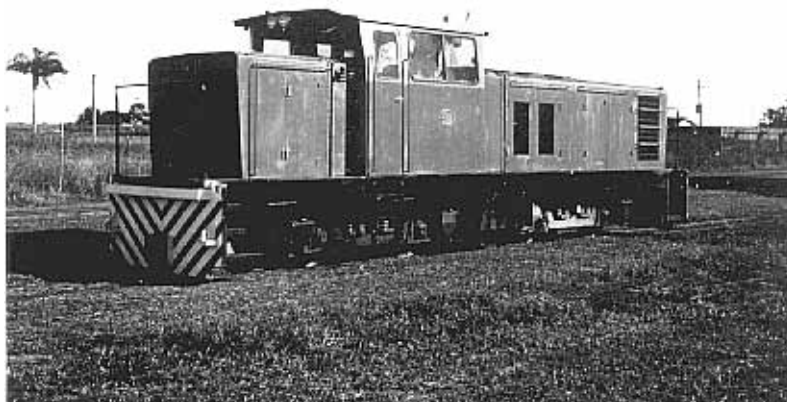
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Deadline for next issue - 2 November 1990



Overweight Eimco B-B DH L254 of 1990, with couplers removed, awaits its fate at Fairymead Mill on 15 July. (see page 13)

Photo: Scott Jesser

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NOTES, CORRECTIONS & COMMENTS

CHRISTMAS ISLAND STAMP ISSUE

(see LRN 76, p.2)

The second set of stamps in Christmas Island's new Transport definitive series was issued on 22 August. Of the eight stamps issued, only one this time depicts an item of railway interest, being the 2 cent denomination entitled "Phosphate Train". However the \$2 denomination depicts a traction engine and the 5 cent denomination a "Road Train"!!

Australian Stamp Bulletin No. 206 via Peg Hayes 8/90

BUNDABERG FOUNDRY ENGINEERS LTD

Bundaberg Foundry, currently owned by Bundaberg Sugar, signed a licensing agreement with Hunslet-GMT of Leeds, England on 14 August. The agreement covers the construction of locomotives and rolling stock for Australia and Fiji. It is understood that a 625 hp canefield bogie diesel hydraulic locomotive is to be built for the Bundaberg Sugar group for completion next year.

It was noted recently at the Foundry that one of the larger buildings that has been out of use has been cleared. This area, fitted with two 20-tonne overhead cranes, was being fitted out with a new concrete floor.

Bob James 7/90: Courier Mail 15/8/90

via Eric Lyon; Scott Jesser 8/90

JENBACHER WERKE A.G., Austria

Fessl Pty Ltd have become agents for this Austrian company which specialises in mining diesel locomotives. Jenbach locomotives were imported in the 1950s and 1960s for the Queensland coal mining industry, and in addition, some diesel locomotives of Jenbach design were built for mines and for the sugar industry by the Bundaberg Foundry.

Rob James 7/90

FIELD REPORTS

GOODWOOD TIMBER AND TRAMWAY COMPANY 610 mm gauge



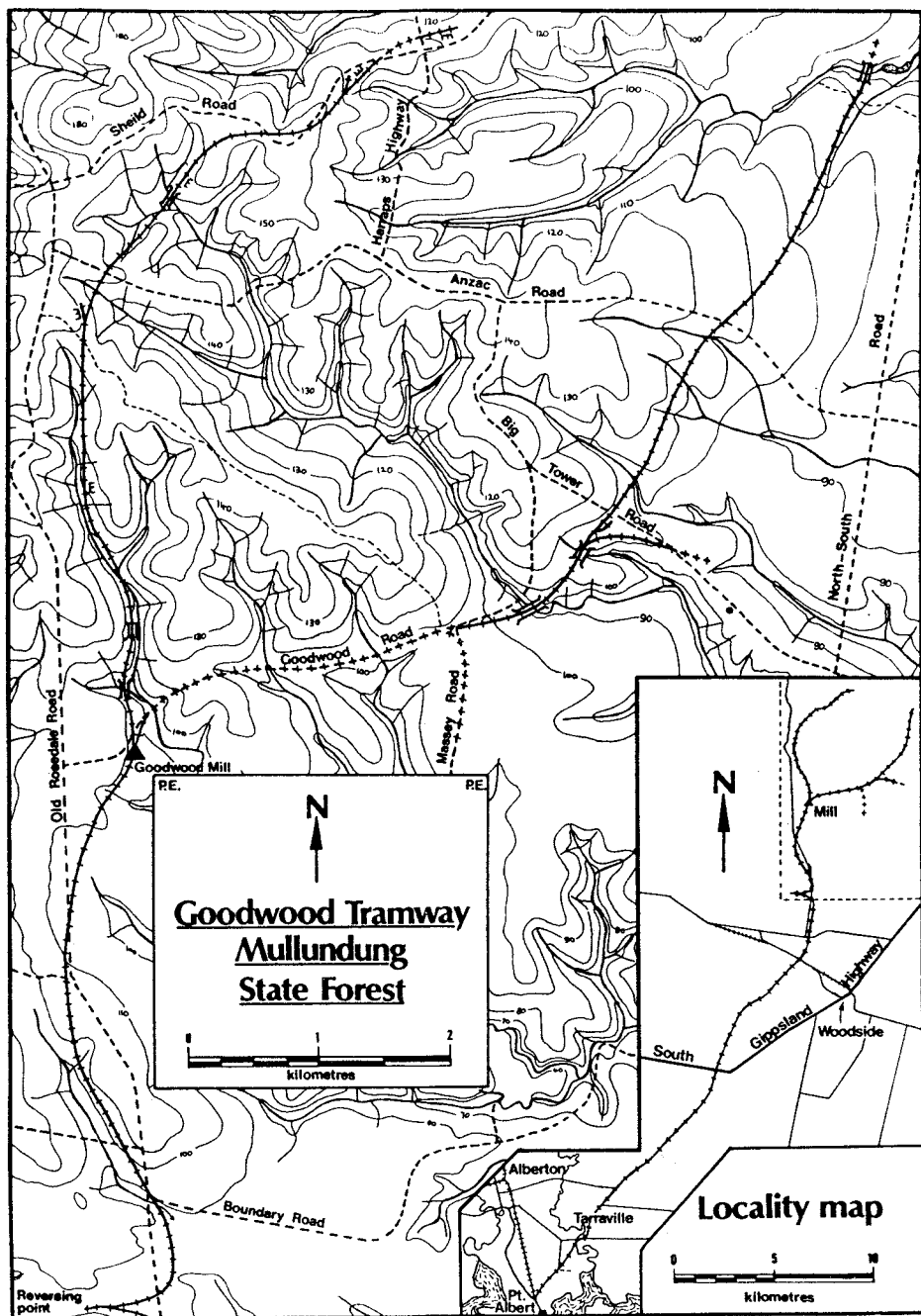
Back-head cladding from *Mona*, Mullundung Forest. L to R.: Bill Hanks (new President, LRRSA), Jack Stock (Honorary Secretary, LRRSA), Mike McCarthy (immediate past-president, prolific author and life member of LRRSA), and Norm Houghton (also prolific author and life member).

Photo: Peter Evans

Between 1910 and 1920, the Goodwood Timber and Tramway Company operated 32 km of 610 mm gauge tramway between Port Albert and a sawmill situated in the Mullundung Forest to the north east. The tramway was built to a high standard, and worked by a trio of small steam locomotives. These were Amy (Krauss 5947 of 1908), *Mona* (Krauss 6415 of 1910), and Lily (Orrenstein & Koppel 4756 of 1911). On 1/9/14, *Mona* suffered a boiler explosion which killed her driver, but was subsequently rebuilt. All three locomotives continued to work until the closure of the mill in early 1920. (Numbers are probable but not confirmed.)

Extensive and well laid log tramways were constructed by the company with the first being built to the north of the mill. The area around this tramway was cut out by August 1915. Over the following two months the rails were incorporated in a new line built to the east and north-east of the mill towards Kangaroo swamp. This line eventually stretched some eleven kilometres from the mill. Both of the log lines were locomotive worked.

The bush operations of the mill were extensive to say the least with eight



to ten men (mostly on contract) felling logs in the bush, a further eight to ten men engaged in driving bullock teams, anywhere between twenty-five and fifty men cutting sleepers, a train crew of two, and a small team of tramway maintenance workers.

Today, much of the area is covered by relatively open forest, some of which has been cut over a second time, and some of which is still being cut today. The only surviving maps of the tramway do not show features which appear on modern maps, making the preparation of accurate maps of the line a difficult task. Over the past decade, this area has been visited several times by groups of LRRSA researchers, starting with David Barry who walked part of the line, and finishing with a recent all-out effort by a small group in order that an accurate map could be prepared for an article on the line by Mike McCarthy.

All known branches of the logging tramways have now been walked. This field report describes the earlier logging line built northwards from the mill.

FIELD REPORT

The line leaves the mill site in a northerly direction, crosses a small timber culvert and the present-day Goodwood Road, and begins to climb a roughly 1 in 30 grade through open bushland. The formation is indistinct for the first few hundred metres, however as the line nears the adjacent creek it levels out and becomes more distinct. A side creek is crossed on a very long embankment broken only by a short gap where there was once a bridge or culvert. The line now passes through a shallow cutting never more than about a metre deep for a distance of around 80 metres before emerging on the edge of another creek gully entering from the west. The abrupt termination of the embankment and impressions in the ground seem to indicate that a bridge once stood here. This bridge would have had a span of around 15 metres and was probably about 2 - 3 metres above creek level.

The formation now begins to fall towards the valley of the main creek running in a north-south direction. An even downgrade is maintained through a short cutting to emerge only a metre or so above the level of the creek, which is crossed at an acute angle on a long low embankment almost at the level of the creek bed. Any culvert here has been long filled in by material washed down the creek. The line now enters a cutting parallel to the creek itself and begins to climb steeply again.

The cutting (which is over two metres deep in places and about 70 metres long), is never very far from the creek and is at almost creek level. A high ridge of earth is all that separates the tramway from the creek, and a description

of the line written at the time of its operation describes the situation exactly. The tramway emerges from the cutting and curves with the creek to head due north. The remains of a log loading ramp are located on the eastern side of the line as it begins a steep climb up the valley, gradually getting further from the creek until it crosses the ridge near a bush track. Just past this track a siding leaves the tramway on the western side of the line and another loading ramp was sighted.

The line now heads downgrade again, crossing a swampy area on a low embankment (still with its culvert intact) before crossing Anzac Road. The line becomes lost in another swampy area, but was soon picked up on the other side heading in a north-easterly direction. Another low embankment and culvert are crossed and the line begins to climb steeply once more. The formation now enters a long shallow cutting across a spur between two small creek valleys before falling again. Another bridge site is located here, however no remains of the bridge are to be seen. Still heading north-east, the line climbs steeply past another loading ramp and passes through a short and shallow cutting before levelling out at the top of the ridge and curving to head in an easterly direction. Sheilds Road is crossed and then recrossed as the tramway maintains an almost level grade for the first time. A siding is located on the north side of the line, with a log ramp on the main line itself. (Some time was spent investigating this siding to see if it became a branch line in its own right, however it did not appear to extend very far.)

The tramway crosses Sheilds Road for a third time before it was lost in an area which has recently been replanted with young eucalypts. This growth was very thick, and no attempt was made to follow it in this section. In contrast, the bush on the other side of Harraps Highway (an oddly grandiose name for a minor bush road) has been recently burnt and the tramway formation is clear and easy to follow. After about 200 metres the formation ends abruptly, with no sign of a passing loop. This position corresponds fairly well with the end of the line indicated on a map of the tramway during its operational years.

This northern log line is of a quite different nature to the later log line to the east. The builders of the line outlined in this report seem not to have been afraid of including some quite steep gradients and relatively heavy earthworks in their tramway, despite the operational difficulties these must have caused. By way of contrast, the eastern log line has almost no earthworks, maintains an almost level gradient, but contains some impressive bridges which must have been quite expensive to construct and maintain. One wonders at the reason for this change of policy - was it the expense of operating the old log line, or was it just that the new tramway was built by someone else who had

a different way of doing things?

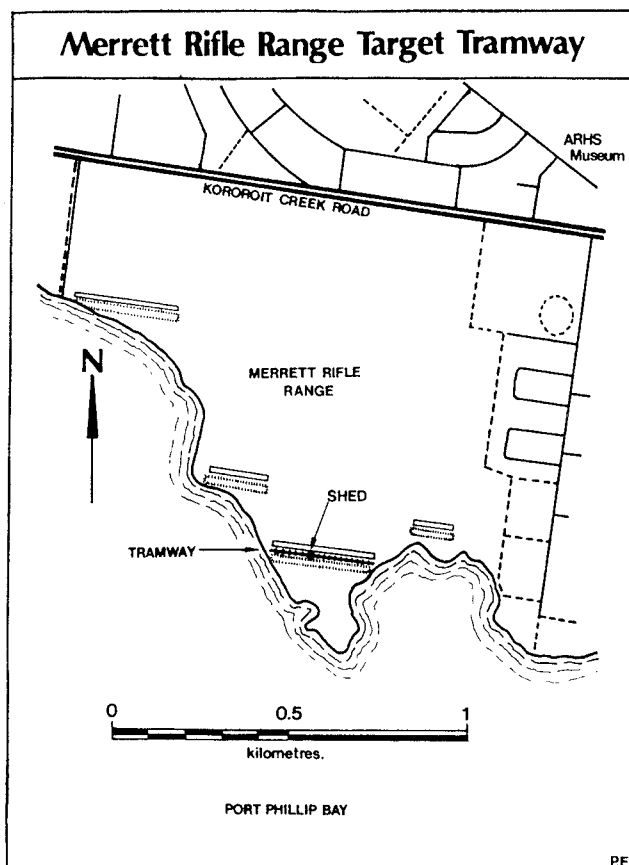
Site investigation:	Mike McCarthy Peter Evans Bill Hanks Norm Houghton Jack Stock
Historical notes by:	Mike Mc Carthy
Report compiled by:	Peter Evans
Map drawn by:	Peter Evans

8/90

MERRETT RIFLE RANGE TRAMWAY, Williamstown 580 mm gauge

A recent examination of the Merrett Rifle Range at Williamstown (which is under demolition) revealed the existence of a 300 metre long tramway, presumably used to transport target materials along the length of the butts. The 20 lb/yd rails are set in concrete, and a check made at various places seems to point to a gauge of 580 mm. Only one of the butts has a tramway system.

A single truck appears to be the only item of rolling stock on the line, which is straight throughout its whole length. A little to the east of the centre of the tramway was situated a shed, presumably used to store the truck and target materials. The process of reclaiming materials for reuse or scrap has laid waste to the



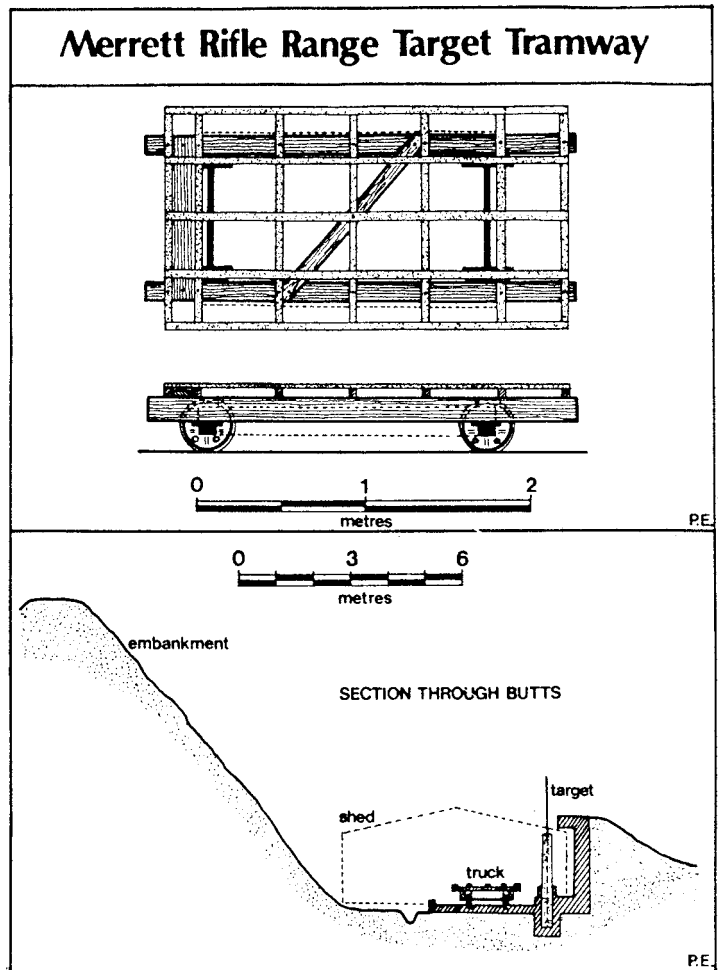
area, and it is difficult to determine the exact size and construction of this shed, save that it once had a gable roof. and that it spanned the tramway.

The tramway is located in a depression between a 2.25 metre high concrete wall protecting the target raising mechanisms and personnel manning them, and an 8 metre high earthen embankment protecting Port Phillip Bay from spent bullets.

This depression is drained by a ditch running parallel to the tramway, and is barely above high-water level.

The opportunity was taken to make accurate measurements of the structures still standing, as soon there will be very little left at the site. Even the earthen embankments are to be levelled, and the many tons of lead-in them from spent bullets is to be recovered. The tramway truck has been rescued almost intact, and after repairs are made it will be placed on display at the Alexandra Timber Tramway and Museum.

Peter Evans and Colin Harvey 8/90



NEW SOUTH WALES

AUSTATRAN, Murwillumbah 610 mm gauge

This company, which aims to operate steam hauled tourist trains between Murwillumbah, Byron Bay and Lismore, also intend to develop an extensive sugar museum at Condong Mill. With this in mind, locomotives and rolling stock have been acquired from the material used at Hayman Island until 1985 and are in store at Murwillumbah. The locomotives are Ruston & Hornsby 4wDMs 179872 of 1936 and 285339 of 1949.

Rail Australia 6/90: John Browning

BAULDERSTONE-HORNIBROOK / J.J. GARDNER CONSTRUCTION White Bay, Rozelle 610 mm gauge

These contractors and subcontractors are engaged in construction of a road underpass/overpass at the Victoria Road-The Crescent intersection at White Bay, Roselle, Sydney. Tunnelling has been carried out in a restricted area utilising a 2 ft gauge portable railway.

The rail is all 30 lb flat-bottom, welded onto 3 ft x 6 in x .25 in plate; lengths are mainly 15 ft, a few longer pieces being seen; also about a dozen individual rails up to 30 ft. The equipment and rails have been used in the removal of spoil between steel piles driven into the soil and rock, for access tunnels under what is a six-lane road at this point.

In use for the latter part of June and the first week of July, were two Eimco 12B hydraulic muckers and two 12 cu.ft. side-tipping skips. At the time of entry to the site on 10 July, one of the muckers was awaiting a new gearbox, the present one having been stripped.

At that time there were three tunnels, two at a level about 18 ft down from the road, and another 20 ft below them. As the tunnels progressed, steel beams were welded into position on top of the piles and other bracing added as necessary. These tunnels are 9 ft wide, up to 11 ft high, and approx 200 ft long.

During the first week in August a fourth tunnel was made under the roadway, at a deeper level. This measures 7 ft across and 12 ft high. Again, steel piles have been driven into the ground at this spacing, and the spoil removed from between them by utilising the track panels, one mucker and the skip. As the drive progresses under the road, pipes of a foot diameter are driven in parallel to the ground at the top of the piles. These form a "roof" to support the road. The skip is propelled by hand and cable haulage to the dump site outside the face of the cut, where a tracked crane fitted with a hopper collects the soil and dumps it into waiting trucks. When this

tunnelling is complete, the area between the four tunnels will be dug out utilising rubber-tired vehicles.

One of the muckers is numbered Z4203, out of service, no visible number was seen on the other, owned by Gardners.

While on the telephone to the site manager, a Mr C McFarlane, I was asked if members of the Light Railway Society, of whom he knew, were familiar with the Tuggeranong tunnel in Canberra back in the 1970s, and if there were any photos taken of the equipment used, especially of the Baldwin diesel locos and two rail-mounted drill jumbos, which are evidently unique. If anyone has answers or can supply photographs, please contact Len King, through the NSW branch PO Box 290, Burwood NSW 2134.

Len King 7/90; 8/90

OPERA HOUSE, Sydney

During a backstage tour of the Opera House, on 22 April, a privileged group of members of the Bennelong Club viewed the workings of the Opera House from below water level to high into the sails.

At the latter position, between the "sails" and the inner shell, after climbing many steps to a platform 90 feet above the main hall, a 3 ft gauge incline was seen. It rises from the front forecourt of the Opera House site, accessible behind maintenance only entrances. The line rises approx. 100 ft, at an angle of 1:1.2, powered by a 415 volt, 3-phase motor, with a three-position switch. A small trolley is anchored to a steel cable which passes around a winding drum connected to a gearbox mounted on the motor. The incline was used in the initial construction of the sails, carrying up the many thousands of tiles covering the surface. It is still used occasionally for maintenance on machinery and the building, carrying the supplies needed.

Len King 7/90

RICHMOND VALE PRESERVATION CO-OPERATIVE SOCIETY INC Richmond Vale Railway Museum various gauges

(see LRN 76, p.12)

The 1933-built 3 ft 6 in gauge Atlas 4wBE, believed to be ex number 3 from Elrington Colliery, on display at Miners Memorial Museum, Freemans Waterholes for a number of years, was moved to Richmond Main in the last few months (see LRN 36, p.5).

Craig Wilson 7/90

TOD WATSON, Moama 610 mm gauge

Decauville 0-4-2T *Frenchy* (246 of 1897) returned here in July after being

away for nine years. It was used at Canberry Fair in Canberra from 1981 to 1982, and is later believed to have been at Megalong Valley, Blackheath.

Ian Comrie 7/90

YIELDEX PTY LTD, Liddell Coal Mine, Ravensworth 1067 mm gauge

Items up for auction were inspected on 11 July and included many rail items including the following. (Identification shown in brackets is unconfirmed but based on John Browning's notes.)

Diesel man riding cars:

Lot 172	No.2687 No.34 <i>Debbie</i> Fox 14-man car. Engine removed. White (records indicate 383 of 1977)
Lot 177	No.2613 No.13 <i>Donna</i> E.M. Baldwin 14-man car. Yellow. (records indicate 3745-1-5-71 of 1971)
Lot 178	No.2618 <i>Carmel</i> E.M. Baldwin 14-man car. Body only. White. (records indicate 5737-1-11-74 of 1974)
Lot 182	No.2623 No.28 <i>Bunny</i> E.M. Baldwin 14-man car. White. (records indicate 6300-1-3-76 of 1976)
Lot 183	No.2617 No.17 <i>Joyce</i> E.M. Baldwin. White. Model 11DH Mk2 B/No. 5568-1-4-74

Diesel locomotives:

Lot 165	No.3403 MONICA 4wdH E.M. Baldwin. White 20 tonne loco with spare engine (records indicate 2426-3-7-69 of 1969)
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Also noted in yard was:

No.3408 *Barbara* A 4wdH E.M. Baldwin (records indicate 5556-2-6-75 of 1975 - 25 tonne)

Other lots included 21 assorted flat trucks (three built by Hexham Engineering withdrawn from sale) plus seven more chassis only, three Hexham side dump rail trucks, four pump filter tankers (ex Stockrington Colliery hoppers) plus one other not for sale, a 32-man transporter car, an air compressor truck, two ballast trucks, two rail jinkers and a "rail fire sub station". Also seen (but not in the sale) were three drop centre bogie flat wagons, Hexham Engineering numbers 703, 704 & 705.

Craig Wilson 7/90

NORTHERN TERRITORY

PEKO-WALLSEND OPERATIONS LTD, Gecko Mine, Tennant Creek

Rail transport is still used at this mine on two levels, using Gemco 5 and 8 tonne battery electric locos and Granby cars. Two Gemco outside frame battery electric locos without battery boxes were noted on site in early June. One 8-tonne loco was newly painted inside a compound, while a second of

similar size and painted pale yellow was numbered 15

Ray Graf 8/90

PEKO-WALLSEND OPERATIONS LTD, Peko Smelter, Tennant Creek various gauges

Three different track gauges were seen when this site was visited in early June. About 20 metres of 3 ft 6 in (1067 mm) gauge track was set in the ground, and a 4-wheeled pneumatic powered flat car complete with portable storage track was for sale.

About 20 m of standard gauge track was set in the ground with no equipment visible.

About 200 m of 3060 mm gauge track ran in a straight line from under the smelter in a westerly direction for slag transport. There was a bogie diesel slag transporter for sale. This was built by Davey Ashmond, with double flanged wheels and a single control cab.

Nothing of interest remains at the Peko Mine site, which is almost totally stripped.

Ray Graf 8/90

PEKO-WALLSEND OPERATIONS LTD, Warrego Mine, Tennant Creek 610 mm & 915 mm gauge

This mine had been closed at least six months when visited in early June. Main trackage is 2 ft gauge. Five 4wBE locos without battery boxes were noted around the pithead area. Four were outside frame possibly 8 tonne units (one numbered 408) and there was one yellow Gemco 5 tonne unit with inside frame, B/no. 2461-62/63/78. About 25 battery boxes were seen around the site, about half large (mainly end roll on type) and the rest smaller. There was also a large pile of pre-fabricated 2 ft gauge track.

Some rail equipment had been offered for sale, and underground locos had been mentioned in preliminary advertising, but had been withdrawn from sale. Equipment offered included scrap rail, some single and double-flanged steel wheels and some special fishplates for double-flange track.

Four 3 ft gauge trucks were offered for sale, which had been constructed by remounting 2 ft gauge granby cars on home built chassis.

Ray Graf 8/90

YARRAWONGA PARK AND ZOO. Palmerston 610 mm gauge

Opposite the township of Palmerston, approx 20 km south of Darwin on the Stuart Highway, there is a privately owned recreation park incorporating a zoo, called Yarrawonga Park and Zoo. One of the features at the park is a 2 ft

gauge railway, publicised as "The Yarrowonga Choo Choo".

Motive power is an 0-4-0 steam outline side-tank locomotive powered by a Holden motor car engine. The name of the original builder is not known and it has been extensively rebuilt, including being equipped with air brakes by the park after its acquisition. Rolling stock comprises three double bogie, roofed, open-sided passenger cars.

The railway, about 1000 metres in length, is single track and circumnavigates the park. Laid with concrete sleepers, it has no sidings or switches. Should any future expansion become desirable, they have enough track material (rails and sleepers) on hand for a further 500 metres of track.

The railway was purchased from "someone in Victoria" - the manager would not elaborate further - and was previously in use at Bullen's Lion Park. When received, it was in very poor condition. In keeping with its Victorian connection, the driver of the locomotive is a retired VR engineman.

Arnold Lockyer 8/90



Yarrowonga Choo Choo and carriages - 30/6/90

Photo: A.D. Lockyer

QUEENSLAND

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY Durundur Railway, Woodford 610 mm gauge

(see LRN 75, p.6)

Restoration work on the 5LW Gardner diesel fitted to John Fowler 0-6-0DM 18260 of 1929, Goondi No.1 has now been completed.

The Grover's bogie wagon has been fitted out with increased seating and an increased height safety rail, while attention has been given to the window frames of carriage PL111.

Foundations have been poured for the workshop building, and this will be followed by the erection of the uprights.

Durundur Railway Bulletin 7/90, 8/90 via John Browning

BUNDABERG STEAM TRAMWAY PRESERVATION SOCIETY Bundaberg Botanical Gardens 610 mm gauge

(see LRN 76, p.13)

Bundaberg Foundry 0-4-0T 3 of 1952 was operating the tourist service on Sunday, 2 September. Orenstein & Koppel 0-4-0WT *Germany* (6805 of 1914) was not at the time on site, but was being painted elsewhere, and was scheduled to join the Bundaberg Fowler in about one month. Following successful trials for the Orenstein & Koppel, the Bundaberg Fowler was then scheduled to go to the Bundaberg Foundry to receive a new firebox. Baldwin 0-6-2T *Felin-Hen* (46828 of 1917) is still stored off site and has not been re-assembled pending the resolution of problems concerning work done on it some years ago by the Bundaberg College of TAFE.

F C Hibberd "Planet" 4wDM 3919 of 1959, which was acquired by the Bundaberg City Council for possible use on this project, has never been on site here, and is assumed to be in store somewhere.

Ross Sadler 9/90: John Browning 9/90

BUNDABERG SUGAR LTD, Fairymead Mill 610 mm gauge

(see LRN 77, p.11)

The new Eimco B-B DH arrived at the mill on 21 June, and is very similar externally to the Prof Engineering loco delivered to South Johnstone Mill. It is finished in a bright yellow livery with black frame, bogies and bonnet top, red wheels and sandbox lids, white cab roof, and red/white dazzle stripes on the headstocks. A cast oval builder's plate on the cab side gives the builder's number L254 and date 1990. There are large cast EIMCO AUSTRALIA logos at either end. The cab has dual controls and is air conditioned. A Detroit 12V92TA engine is fitted, rated at 700 hp, driving through Voith L3r2 turbo reverse transmission to Eimco final drive boxes.

On arrival, the locomotive was found to be seriously overweight, and it was set aside pending a decision as to its future. It is believed that some investigations have been made into possible lightening options, but the loco was still standing at the mill unused and without couplers by the end of August. (see cover photo).

It is understood that the loco was to be used on the Littabella run, which involved crossing the Kolan River bridge at Booyal, a number of spans of which were replaced recently.

Possibly as a result of these problems, Millaquin Mill 2, E.M. Baldwin B-B DH 6104-1-8-75 of 1975 was transferred to Fairymead before the start of the crushing season in exchange for Fairymead 73, E.M. Baldwin 4983-1-7-73 of 1973.

A number of Fairymead locomotives have now been painted in a new livery to replace the traditional maroon and yellow scheme. The new colours are yellow, with black (or very dark grey) bonnet top and white cab roof. It appears that this livery may be adopted throughout the district. At Fairymead, the new livery is carried by:

55	Clyde	0-6-0DH	DHL6	1954
60	Clyde	0-6-0DH	60-219	1960
66	E.M. Baldwin	0-6-0DH	6-1576-1-8-66	1966
80	E.M. Baldwin	B-B DH	8988-1-6-80	1980

Of the remaining locos, E.M. Baldwin B-B DH 82 (10048-1-6-82 of 1982) has had the frames painted yellow and the dazzle stripes converted to white and red. Com-Eng 4wDH GA1148 of 1961 (formerly 7) has now reverted to being numberless. Ruston & Hornsby 4wDM 339211 of 1953 remains in yellow and has been fitted with a canopy.

All the main line locos have had a warning sticker applied reading: "DANGER HIGH VOLTAGE. DO NOT CLIMB ON VEHICLE UNDER ELECTRIC WIRES." as the QGR main north line in the area has been electrified.

*Scott Jesser 7/90, 8/90; John Browning 8/90;
Rail Australia 6/90 via John Browning*

CSR LTD, Macknade Mill 610 mm gauge

(see LRN 75, p.7)

The mill yard was automated during the 1990 slack season, doing away with the need for a yard loco. E.M. Baldwin 0-4-0DH 17 (6-1446-1-9-65 of 1965) has now been relegated to the role of a navvy-cum-spare unit. Pointwork in the yard was re-arranged during the slack season, but further changes had to be made after two weeks of crushing.

Chris Hart 7/90. 8/90

CSR LTD Victoria Mill 610 mm gauge

(see LRN 76, p.13)

Both the tippers at the mill were converted to weighbridge tippers during

the 1990 slack season, and one side tippler was converted to a double binner. The mill yard was partially automated, doing away with the former empties loco, which has been E.M. Baldwin 0-4-0DH *Albany* (6-1792-1-11-66 of 1966). This leaves Malcolm Moore 0-4-0DH *Moore* (DH-112-GT-1 of 1956) for both fulls and empties, assisted by the main line locos.

Preserved Hudswell Clarke 0-6-0 *Homebush* (1067 of 1914) was made available by CSR for passenger use on 26 June for an Apex family fun day.

*Chris Hart 8/90; Herbert River Express
14/6/90 & 13/6/90 via Chris Hart*

DITTMER GOLD MINE 458 mm gauge

(see LRN 75, p.6)

The name Larke Spur Mining Co.P.L. was seen on the office here at this non-operating mine when it was visited in mid-June. One 4wBE chassis was seen on the surface, numbered 1A, and is Gemco 12700/166/70. Another battery loco was in the adit. Two muckers were also noted on the surface.

Ray Graf 8/90

GIBSON & HOWES LTD, Bingera Mill 610 mm gauge

(see LRN 75, p.8)

Towards the end of last season, Com-Eng 0-6-0DH *Wattle* (FD4789 of 1965) was involved in a head-on collision with E.M. Baldwin 0-6-0DH *Manoo* (3875-1-7-71 of 1971). As a result of the damage, *Wattle* has been fitted with a new cab by the Bundaberg Foundry. This cab is rather unusual in design, for although it features the up-to-date outward sloping windows at front and rear, all the windows are rather smaller than is usual, so that the cab resembles a steel box more like the cab of a coke car than a locomotive in which shunting operations demand maximum visibility. The loco is believed to have also received new headstocks and bonnet. It has been fitted with a replacement expanded steel radiator grille, as have other Com-Eng 0-6-0DH locos observed here (*Tegege* FD4799 of 1966, and *Invicta* A1513 of 1956). Other Com-Eng locos are usually stationed at Wallaville.

E.M. Baldwin B-B DH *Oakwood* (5800-1-5-75 of 1975) has been given a black bonnet top. Only one Malcolm Moore locomotive remains in use, a 4wDH known as *Hydro*. This was seen in use hauling ballast hoppers for trackwork near Kolan South.

The main line locos have all been given rail electrification warning stickers.

Scott Jesser 8/90; John Browning 9/90

W. HECK & SONS PTY LTD, Rocky Point Mill, Woongoolba 610 mm gauge

For many years, growers have used tramway cane bins for infield use on trailers. The bins are placed on a short length of track for pick up by mill semi-trailers and placed on the line at the mill yard where they are shunted by tractors. Now the mill wants to eliminate this system by converting all growers to 20-tonne "multilift" containers for the 1991 season.

Australian Canegrower 4/6/90

MILLAQUIN SUGAR PTY LTD, Millaquin Mill 610 mm gauge

(see LRN 73, p.10)

Fairymead Mill's 73, E.M. Baldwin 4983-1-7-73 of 1973, was transferred to Millaquin before the start of the crushing season in exchange for Millaquin Mill 2, E.M. Baldwin B-B DH 6104-1-8-75 of 1975. The Fairymead loco is running in the old Fairymead maroon and yellow colour scheme.

Some of the Millaquin locos have been renumbered, possibly in an attempt to follow the Fairymead scheme which (approximately) relates to the year of construction. E.M. Baldwin B-B DH 1, 5317-1-11-73 of 1973, has become 731, while E.M. Baldwin B-B DH 3, 6456-1-11-75 of 1975, has become 75. Clyde 0-6-0DH 5, 65-441 of 1965, has had a small number "9" added to apparently become 59. E.M. Baldwins 731 and 75 have also been given black bonnet tops and exhaust stack covers, and white cab roofs and side framing, a similar style to the new livery at Fairymead.

The locos have been fitted with rail electrification warning sticks.

Scott Jesser 8/90; John Browning 9/90

MOUNT ISA MINES HOLDINGS LTD 1067 mm gauge

(see LRN 75, p.9)

A number of locomotives were seen on a quick visit to Mount Isa in early June (identifications in brackets from John Browning's notes). At the copper smelter, green 4wBE loco 53 (Gemco 52138P-41P-55 of 1967) together with a slag ladle was not in use. An unidentified yellow 4wBE with barrier car was in use dumping slag. A third 4wBE, number 38 (Gemco built 1963) was seen near the pithead.

The Walkers B-B DH (682 of 1971) was seen shunting at the mine, and both Com-Eng diesels were also seen (JA4282 of 1965 and E1017 of 1956). At Mica Creek, a QGR DH class B-B DH hydraulic was in evidence, possibly on hire.

Ray Graf 8/90

PROSERPINE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD 610 mm gauge

(see LRN 73, p.10)

Two large experimental 4-wheel cane bins were noted on trial at the mill in mid-June. One was a 10-ton unit which corresponds to two 4-tonne bins, and will therefore fit into the existing tippler. The second is a 20-tonne Sugar Research Institute bin which previously did trials at Farleigh Mill.

Ray Graf 8/90

SOUTH JOHNSTONE MILL LTD 610 mm gauge

(see LRN 77, p.14)



Nyleta, South Johnstone Mill's Prof Engineering B-B DH PSL.2501 of 1990 stands by the traffic office as it prepares to enter revenue-earning service for the first time on 26 June, the first day of the 1990 crush. It hauls a home-built bogie brake wagon.

Photo: John Browning

Prof Engineering B-B DH *Nyleta* (PSL.2501 of 1990) was observed on 15 August under repair at Japoonvale depot. The loco was up on blocks with bogies removed, and was being worked on by Eimco staff. A wheel had shifted on an axle and the loco could not be driven back to the mill due to the danger of derailment. This is not the same wheel which had shifted before the start of the season.

This loco is fitted with a Cummins KTA19L engine of 600 hp driving through

Sutherland hydrostatic transmissions to Eimco final drives. Although built in Zimbabwe, more than 55% of the value of the locomotive originated from Australia and all the final drive gearing was manufactured in Sydney.

E.M. Baldwin B-B DH *Liverpool* (10385-1-8-82 of 1982) was at Japoonvale yard assembling a rake of fulls for the journey to the mill. It was paired to brakewagon 6 and took a rake of 101 bins up the long climb out of Japoonvale.

At the start of June, the Johnstone Shire Council gave approval for the closure of a part of Formosa Road, Cowley, to enable the mill to construct a tramline passing loop.

*Chris Hart 8/90, Rail Australia 6/90 via John Browning;
The Cairns Post 9/6/90 via Ray Graf*

TINBEERWAH MOUNTAIN TRAMWAY, Arcadia, Cooroy 610 mm gauge

(see LRN 75, p.9)

In March the last 200 metres of track on the tramway were laid, ballasted and tamped. The track, in all welded rail, was laid with 50 tons of ballast and includes one switchback. The new ballast hopper built by Russell Savage was most successful. This work means that construction has been completed after almost ten years.

Currently under construction by Russell is a section car. Further plans are being made for a passenger carriage and a railmotor.

Russell Savage 7/90

TASMANIA

BUSH MILL TRAMWAY, Port Arthur 381 mm gauge

(see LRN 71, p.16)

Work on the construction of a Garratt locomotive to work on the passenger tramway at the Bush Mill tourist complex near Port Arthur on Tasman Peninsular is virtually complete and the engine will be in service for the summer tourist season. Although fully assembled, the engine has not been steamed as yet. This will be done when the builder, Lester Jones, returns from a trip to the UK.

The decision to build the Garratt loco, which is a scaled down version of K1, the first Garratt ever built, was made because of the build up of passenger traffic to such an extent that the 0-4-0 Vanderheiden loco "Sarah Kate" was barely able to maintain the service. The introduction of the Garratt will enable two trains to operate and additional passenger carriages are being constructed to cater for this service.

It is intended to make the introduction of the Garratt the highlight of a

publicity and promotion exercise. Until that occurs publication of pictures of the Garratt is being discouraged.

Ken Milbourne 8/90

LEES TRAMWAY, Smithton 1067 mm gauge

(see LRN 62, p.3)

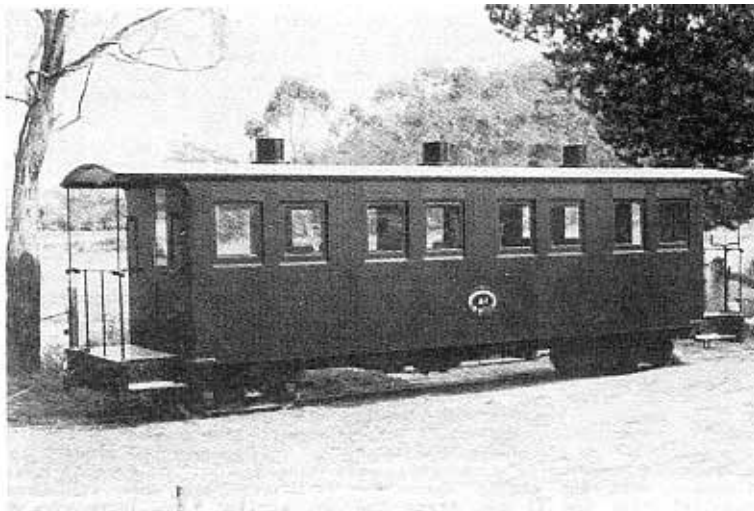
Information to hand from Mr Glen Lee, who as a youth worked on the Thos Green vertical boilered locomotive "*Coffee Pot*", clearly indicates that this engine did not work on the tramway to the Trowutta sawmill. This line was wooden railed and the motive power was supplied by a "homemade engine called *Gadget*".

Mr Lee has also confirmed that *Coffee Pot* underwent considerable modification over the years and at one time was actually fitted with two funnels. The reason for this unconventional step may have been as an attempt to reduce the engine's tendency to start trackside fires. Another interesting observation from Mr Lee is that the engine's brake was only effective when the engine was at a standstill and then it served an essential role for if the brake was not applied, the locomotive had a tendency to take "a walk".

Ken Milbourne 8/90

SECOND RIVER TRAMWAY INC, Karoola 610 mm gauge

(see LRN 39, p.7)



Carriage A1 at Second River Tramway, February 1990

Photo: J.S.

The railway carriage pictured was originally built about 1898 in the Launceston Railway Workshops, shipped by sea to Strahan and transported by 3 ft 6 in gauge railway to Zeehan. It was the only completely first class carriage on the 2 gauge 30 km long Zeehan and North East Dundas Tramway. (See West Coast Railways and Tramways by Lou Rae for more details.)

When the Zeehan and North East Dundas Tramway closed in 1932, the carriage remained for some years in the carriage sheds at Zeehan. About 1965 it was seen in Burnie being converted into a mobile road trailer for use as a faller's camp in the bush. It was later neglected for many years on a farm near Burnie.

It was purchased at auction about 1985 and rebuilt over a period of 4 years by P.J. Martin and Sons at Devonport at a cost in excess of \$1500.

The carriage has been transported by road to the Second River Tramway at Karoola, refitted with original Zeehan and North East Dundas bogies and is now fitted with air brakes. It is a very popular item of rolling stock on the tramway.

P.J. Martin, Honorary Secretary, 7/90

VICTORIA

ALEXANDRA TIMBER TRAMWAY & MUSEUM INC. 610 mm & 1029 mm gauge

P.O. Box 288, Alexandra Vic 3714 (see LRN 77, p.16)

With the Cathkin and Molesworth sheds now fitted with new doors, track equipment and tools have been moved in and additional display space is now available in the goods shed. The engine from Kelly & Lewis 0-6-0DM 4271 of 1935 has been re-bored and new pistons have been constructed, and it will be shortly returned to Alexandra where re-assembly of the components will be commenced. Meanwhile, the cab of the locomotive has been stripped of all fittings ready for sandblasting.

Peter Evans 8/90

AUSTRALIAN PAPER MANUFACTURERS LTD, Maryvale 1600 mm gauge

(see LRN 75, p.10)

Vic Rail's Clyde Bo-Bo DE Y173 (68-593 of 1968) was repainted in yellow livery with black frame and bogies and black/yellow dazzle stripes on the headstocks at Bendigo workshops, where it was noted in March. It has been acquired by APM for driver-only operation at Maryvale.

Rail Australia 6/90 via John Browning

PUFFING BILLY PRESERVATION SOCIETY Menzies Creek Museum 610 mm & 762 mm gauge

(see LRN 75, p.11)

On 4 August, on the 2 ft 6 in gauge, Peckett 0-4-0ST 1711 of 1926 was in steam and was carrying out shunting duties around the Museum. It moved Orenstein & Koppel 0-6-0WT 12331 of 1931 to the pit on the siding alongside the main line, and then dragged Lima Shay 2550 of 1912 from its shelter for a quick photo before returning it to its position.

On the 2 ft gauge, Baguley built Drewry 0-6-0DM 3354 of 1951 was operating. The chimney of Hudswell Clarke 0-6-0 1863 of 1952 was being replaced. It is reported that this unit was in steam that night.

Ray Graf 8/90

W. TURNER, Echuca 610 mm gauge

This gentleman has acquired a number of different former sugar mill steam locomotives in recent years. Ex-Moreton Mill Fowler 0-4-2T *Petrie* (19930 of 1933) is believed to have been obtained from the Suncoast Pioneer Museum auction in 1985 (see LRN 49, p.10). Ex-Tully Mill Fowler 0-4-2T 5 (16341 of 1924) and ex-Bingera Mill Bundaberg Foundry 0-6-2T RALF (4 of 1952) are believed to have been obtained from the Lachlan Vintage Village auction in 1986. Ex-Qunaba Mill Andrew Barclay 0-4-0T 1419 of 1915, which had been in a park in South Bundaberg for about 30 years, has also been obtained in recent times.

Ian Comrie 7/90

WESTERN AUSTRALIA

WESTERN AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION Bennett Brook Railway, Whiteman Park 610 mm gauge

(see LRN 75, p.11)

Some difficulties have been experienced regarding the reliability of diesel locomotives suitable for passenger service, and a second large diesel is needed

The track upgrade for the main loop has been completed successfully, and the track is now up to a very high standard.

Work has recommenced on the rebuilding of 2-6-2 NG 11B (Henschel 24476 of 1938) with working parties meeting each Friday evening. The running gear, main bearings, pony truck bearings and cylinders have all been overhauled, and once the running side of the locomotive is completed, work will start on the boiler.

Rusty Rails Vol. 15 No 4 via John Browning

MEETINGS

MELBOURNE: MOVIES

Dave Mickle will be showing some of his extensive collection of railway movies compiled over many years. It has been some time since we have had a movie night so be sure not to miss it.

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

DATE: Thursday 11 October at 8.00 pm.

SYDNEY: Cordaux and Cataract Dams

Jim Longworth who works for the Water Board will speaking about the results of his research into the use of rail during the construction of the Cordaux and Cataract Dams. Both dams made extensive use of railways in their construction and also employed steam locomotives.

LOCATION: Woodstock Community Centre, Church St Burwood Note: Plenty of off street parking at the rear of the building and Burwood station is only a 5 minute walk away.

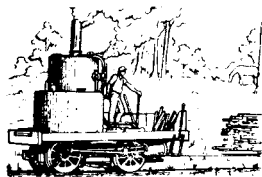
DATE: Wednesday 25 October at 7.30 pm

ADELAIDE:

Contact Arnold Lockyer for details. Phone: 08-296 9488

LOCATION: 150 First Avenue, Royston Park.

DATE: Thursday 4 October at 8.00 pm.



LIGHT RAILWAY NEWS

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Deadline for next issue - 4 January 1991



Hambleton Mill's E.M. Baldwin 4wDH 9109-1-9-80 of 1980 heads the "Sugarworld Shuttle" tourist train at Hambleton Station, ready to head off onto the mill tramway 21/6/90. (see page 10)

Photo: John Browning

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HO, HO, HO,....

Well, it's that time of year again - although it hardly seems possible! We would like to take this opportunity to wish all our readers and their families a very Merry Christmas and a safe, healthy and prosperous New Year. We would like to especially thank the other members of the LRN team, particularly John Browning, and all our contributors, for all their help and support throughout the year - it makes our job so much easier.

Geoff, Peg and Allison Hayes 11/90

NOTES, CORRECTIONS & COMMENTS

CALENDAR : 1991 - CANE TRAINS OF JAVA

We have received information and order forms from Mr Brain Pearce in Hong Kong regarding the above calendar which he is marketing. It is printed on high quality art paper with 13 large colour photographs from his forthcoming book and features 14 narrow gauge steam engines from 13 different sugar mills, representing 12 different European and American manufacturers, including a fascinating variety of articulated engines, Mallets, Luttermollers, Engerths, Klein-Lindner axles, Schwartzkopff Decapods etc. The price (sterling) including postage is 6 by Sea Mail and 7 by Air Mail. As we only have a limited number of order forms, we suggest anyone interested send a SSAE to us at the address on page 1 and we will forward an order form by return mail, on a first come, first served basis.

Editors 11/90

CANE RAILWAY SAFETY VIDEO

The safety video in preparation last year has now been made available to the industry. The mill tramline operations featured appear to be Macknade, Victoria, Tully and Millaquin. This is an informative and interesting professional production.

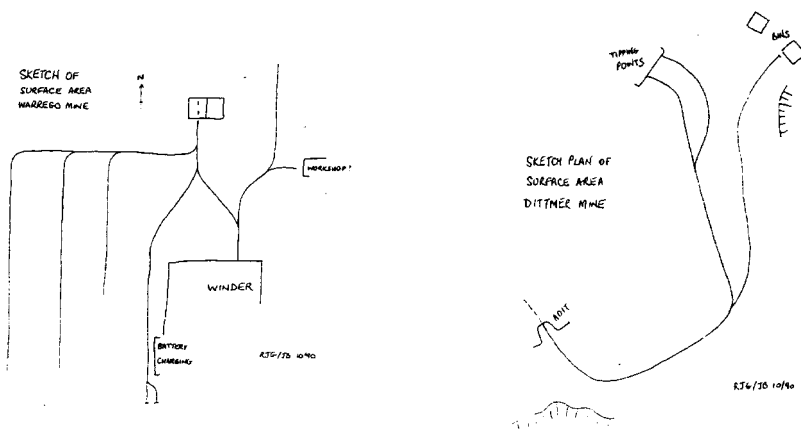
John Browning 9/90

CORRECTIONS

Apologies to Ray Graf over a couple of errors which crept into LRN78:

PEKO-WALLSEND OPERATIONS, Warrego Mine (p.11): The numbered 4wBE carried number 402, not 408. This mine site will remain in use as a concentration point for ore from other mines.

DITTMER GOLD MINE (p.14): The Gemco loco chassis observed on the surface did NOT carry any number. In addition, unusually, it has only two-wheel drive, and so should be described as 2-2wBE, not 4wBE.



PEKO MINE SITE AT TENNANT CREEK

Ray also points out that the Peko Mine site at Tennant Creek as a separate location from the Peko Smelter (p.10). The gauge of the track at Peko Smelter used with double flanged stock is given by the auctioneer as 3060 mm, but Ray believes this is measured across the outside of the rails. He understands that the track gauge at Gecko Mine (p.10) is 610 mm gauge, but was unable to confirm this by measurement.

We wish to thank Ray for his enthusiasm in providing reports of many rarely-visited sites, and encourage other members to report their sightings around the country.

Editors 11/90

HISTORIC SITES IN FORESTS

"To date there has been little systematic surveying of historical sites in forested areas."

This statement-appeared in *Heritage News* of August 1990 (and one wonders if the writer had ever examined the publications of the LRRSA - Ed.)

Norm Houghton has recently completed a list of 17 sawmills and tramway sites of historical significance in the Otways published by the State Department of Conservation and Environment in the Otway Forest Management Area Study: Statement of Resources, Uses & Values, 1990.

INTERPRETING ENGINEERING HERITAGE

The theme of the Fifth National Conference on Engineering Heritage, to be held in Perth on 3-5 December 1990, is "Interpreting Engineering Heritage". Among the papers to be presented are three of particular tramway interest: "Restoration of the Mason and Bird Tramway Bridge", L.F. Margetts; "Stannary Hills and Irvinebank Tramways in North Queensland", R. Kerr; and "A Preliminary Survey of the Literature on Industrial and Mechanical Engineering in Australia", D.A. Cumming and K. Leverett.

Jim Longworth 10/90

WANTED

Rail: 14 lb/20 lb/25 lb; tramway wheels up to 12 in (305 mm) diameter; points, and other equipment suitable for use in the construction of an 18 in gauge railway. Contact Ron Aubrey, Main Camp Road, Eumundi 4562 (074) 42 8032.

LOCOMOTIVE & ROLLING STOCK MANUFACTURERS

E.M. BALDWIN & SONS PTY LTD, Rooty Hill NSW

This company is back in the market place offering industrial locomotives for sale. It is now a wholly-owned subsidiary of Westfalia Pty Ltd a supplier of mining equipment.

The Land 30/8/90 via Ray Graf

ELECTRICAL MINING & ENGINEERING (AUSTRALIA) PTY LTD 10 Glastonbury Road, Unanderra, NSW

(see LRN 65, p.3)

An underground type (1067 mm gauge?) 4wBE loco was seen inside a shed through the open doorway while passing this site on the freeway on 27 June, but further details were not able to be obtained.

Ray Graf 10/90

A. GONINON & CO LTD, Newcastle, NSW

A "Trackmobile" road/rail unit was seen in the distance here on 1 July. It appeared to be large and possibly new, and carried the number 75 on the

side. More details would be welcome.

Ray Graf 10/90

WALKERS LTD, Maryborough, Qld

It is reported that a number of sugar mills are interested in a proposal to refurbish for cane haulage, redundant members of the QGR DH class of B-B DH locomotives built by Walkers in 1968 to 1974. These reports have emanated from a number of sugar mills, and relate not only to the obvious case of Pioneer Mill at Brandon which uses 1067 mm gauge, but also to use of these units on 610 mm gauge. Because a number of these machines are now surplus to QGR requirements, it is thought possible that a batch of locomotives could be refurbished in Maryborough at a considerable unit cost saving. The locomotives are fitted with a Caterpillar 465 hp engine and Voith hydraulic transmission, and weigh 26 tonnes.

John Browning 9/90

SITE REPORTS

FORT NEPEAN DEFENCE TRAMWAY, Grid Reference BT946578 approx. 670 mm gauge

The entrance to Port Phillip Bay is through a narrow strait, known as The Rip, three kilometres wide. The forts at Queenscliff and Point Nepean, on the western and eastern sides respectively, have always provided excellent positions from which to prevent naval entry into the Bay.

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Fort Nepean was the major fortified area on Point Nepean from 1882 until 1945 and is significant in Australian history as it was from here that the first shots of both World Wars were fired. Because of its isolation at the very end of the Mornington Peninsula, the fort was supplied by boat from Queenscliff (which had been connected to Melbourne by rail in 1879). Supplies were then transported from the jetty to the engine house, barracks and magazines by tramway.

In 1988 the area occupied by the fort became part of the Point Nepean National Park and was opened to the public. Visitors can now travel to the fort from Portsea in a "transporter" (a sort of rubber-tyred Talgo) and inspect the remaining fortifications (bookings are advisable).

Although the jetty area has been badly eroded by the sea, tramway remains are visible in a number of locations. The best preserved remains are in the barracks area where almost all sleepers and dogspikes remain (section marked A to B on the plan). These sleepers are imbedded in concrete. Measurement

of these sleepers and the impressions of the rails on the concrete indicates a gauge of about 670 mm, possibly 2 ft 2 in

Just beyond the barracks area, the cliff has collapsed. This must have occurred before dismantling as some very corroded rails can be seen at various points down the cliff face. Entry to this area is not permitted due to the danger of unexploded ordnance. These are the only rails still on the site

From C to D, the tramway is an incline immediately east of a staircase. Some sleepers remain in this section. The foundations of the electric winch are located above the upper terminus. This terminus appears to have been either a skid plate or a turn-table. It is topographically possible that a tramway could have run north-west from the top of the incline to the No.6 gun magazine although no evidence was seen - and digging is not encouraged!

At the base of the incline, the jetty area has been washed away however sleeper and rail impressions in the concrete indicate the site of two sidings to the east - one of which has been built over. There is some evidence to suggest that there was originally 2 ft gauge on the sea wall, possibly for construction.

Outside the engine house the sleepers from two sidings remain embedded in the concrete. These sleepers have no dogspikes remaining and these sidings appear (from photographic evidence) to have been dismantled earlier than the line to the incline. The engine house originally had a coal-fired boiler to generate electricity for the search-lights. Kerosene engines were added in 1910. In both cases the fuel was brought from Queenscliff by sea.

(Warning for future archaeologists: some broad-gauge sleepers have recently been installed as retaining walls.)

Colin Harvey 10/90

SPARROVALE FARM

A visit was made to Sparrovale Farm (LR 73, p.6-10, July 1981) on 7/9/90 to examine closely the remnants of this once extensive tramway system. The present owners have been on site since 1952 and indicated that practically nothing of the tramway era survives today and nothing was visible when they bought the property.

The routes of the main farming tramways are mostly used as metalled roads and show no evidence of their former use. One solitary skip body lies in a tangled, rusty heap on the flats near the river. All the buildings except for the manager's house, one stable and the boiler house have been removed.

The levee bank is an extensive engineering work in its own right but no trace can be seen of the tramway that ran alongside it. The river has flooded so many times since 1916 that even a reasonable sized formation would have

been obliterated.

Norman Houghton 9/90

TOUR REPORT

TANJIL BREN TRAMWAYS TRAMP



Bridge No. 9 . Kirchhubel's Tramway.

Photo: Peter Evans

Sunday, 23 September, saw sixteen tramway trampers wend their ways eastward from Melbourne to Tanjil Bren, situated high in the Baw Baw Ranges. The appointed time was 10.15 am, and all who arrived found each other easily as Tanjil Bren consists of little more than a General Store and a handful of houses.

The area opposite the General Store was once occupied by the terminus of a Forests Commission tramway that began operating after the 1939 bushfires until its closure in the early fifties. It was built to transport fire killed timber that was hauled in from the bush mills over the 3 ft gauge tramway. The tramway headed in a northerly direction for about 5.5 km to the West Tanjil River, then north-west for another 1.5 km to Kirchhubel's sawmill. The line was worked throughout by two Day's tractors.

Everyone was accommodated into four 4WD vehicles and a venerable HQ Holden for the journey out to the West Tanjil River over the formation of the

West Tanjil Steel Tramway, which is now a road. We left the vehicles just before the first of fifteen bridges for the walk to the site of Kirchhubel's sawmill.

Bridge No.1 crosses the West Tanjil River at the top of a set of very impressive waterfalls. This bridge, whilst still crossable, has been somewhat vandalised by a bulldozer doing survey work! All bridges on the way to the sawmill are in fair to good condition, built either in a crib fashion, or of huge logs for clear spans of several metres. Bridge No.4 is the most impressive in this section, having a clear span over a creek of about 22 metres and about 8 metres high. Bridge No.5 was probably the most unusual, as it is really two bridges with a common abutment, which in this instance was a convenient boulder of huge proportions - the whole party being able to stand on top of the boulder!

We arrived at the site of the sawmill which abounded in relics, the largest being the foundations of the under-fired multi-tubular boiler which was fired on sawdust and edgings. The mill was capable of cutting 10,000 super feet per day and began operating in 1940. Many other relics were easily located: tramway wheels, the large cyclone from the mill, various buildings for the accommodation of employees and the inevitable sawdust heap.

During our stop for lunch at the mill site, it was very interesting to talk to our oldest tramper, Mr Tom Cornwall, who not only worked at the mill for two years, but also helped his father to build all the bridges on the tramway. He enlightened many of us as to the workings of the mill and what life at the mill was like.

After lunch we walked out along the log line for a short distance to bridge No.9 which is a crib construction and about 73 metres long. Bridge No.12 which we did not see this time, is interesting not just for its crib construction, but for the inclusion of two large convenient stumps in its structure.

We returned to the vehicles via the mill and also viewed bridges 2 & 3 which had been by-passed on the way in.

Having off-loaded day-packs and any other unnecessary gear, we headed off to the site of Downey's mill, along the now bulldozed formation for about 1.5 km. A fair amount of cable, crawler tracks and other assorted ironmongery were to be found. The sawdust heap at this site is very impressive, covering about 3-4 acres, and also afforded a great view of the West Tanjil River and the surrounding hills.

Return to the vehicles was via the same route and we also explored the site of Porta's mill, where a number of small relics were to be found.

With regard to the Tour Notes which filled a whopping 24 pages (doing our bit to support the paper industry), we express our sincere thanks to Murray Ferguson who seems to have spent years in the bush around Tanjil Bren, to Mike McCarthy for access to his research material and a big thank you to

Peter Evans for his very generous contribution.

FOOTNOTE:- During the early part of 1990, Peter Evans was employed by the Historic Places Section of the Department of Conservation, Forests & Lands to survey Kirchhubel's tramway and sawmill. Peter's excellent report, bridge drawings and sawmill drawings formed the major part of the Tour Notes.

Bill Hanks 10/90

NEW SOUTH WALES

COMMONWEALTH STEEL CO LTD, Newcastle 1435mm gauge

On Sunday 1 July, no sign was seen of the 1972-built Goninon 4wDE loco which works here. Possibly it was locked in the shed.

Ray Graf 10/90

TERRACO PETROLEUM, Port Kembla 1435mm gauge

Two SRA 70-class units (7010 and 7007), together with Goninon B-B DE JL3 (017 of 1962) ex John Lysaghts (see LRN 71, p.7) were observed here on 27 June. It is understood that these units were being prepared for shipment to Dorrigo.

Ray Graf 10/90

P. WARD CIVIL ENGINEERING PTY LTD 610 mm and 1143 mm gauge

An auction by Colliers was held on 11-12 September, and the following items including two diesel locomotives were offered for sale:

At Anthony Equipment, 17 Dunheved Circuit, St. Mary's

LOT S23	E.M. Baldwin 4wDH 6008-3-7-75 of 1975 (Model DH4T Mk.2) ex Melbourne & Metropolitan Board of Works (327 3043).
LOT S24	E.M. Baldwin 4wDH 6008-2-7-75 of 1975 (Model DH4T Mk.2) ex Melbourne & Metropolitan Board of Works (327 3042).
LOT S22	Eimco 12B mucker, 24 in gauge.
LOT S21	10 side dump rail skips 66 in x 48 in x 36 in, 24 in gauge.
LOT S20	50 lengths (20 ft each, approximately) 60 lb rail.

The locomotives were fitted with GM four-cylinder engines, and exhaust scrubbers for underground work

At 504 Pittwater Road, North Ryde —

LOT 179	Tunnel form 30 ft (5 ft x 6 ft sections) x 8 ft diameter with four concrete loading gates in each section and rail trolleys 45 in gauge.
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The trollies were of welded fabrication and very rough.

Craig Wilson 10/90

QUEENSLAND

BRAMPTON ISLAND PTY LTD 762 mm gauge

(see LRN 62, p.8)

On 25 September, F.C.Hibberd "Planet" 4wDM 3476 of 1950, finished in green paint, was busy hauling trains between the wharf and resort area. Hibberd 4wDH 3475 of 1950, painted red, was dismantled at the workshops, its rebuild of a few years ago not having proved to be particularly successful. Items of rolling stock observed in use were eight four-wheeled passenger cars and four flat cars. In a siding near the jetty was a green bogie low loader wagon, which might be used for moving heavy equipment unloaded at the jetty.

John Browning 9/90

BUNDABERG STEAM TRAMWAY PRESERVATION SOCIETY Bundaberg Botanical Gardens 610 mm gauge

(see LRN 78, p.12)

On 21 October, Orenstein & Koppel 0-4-0WT (6805 of 1914) re-entered service after restoration following more than 20 years in a park. Bundaberg Foundry 0-4-2T 3 of 1952 was also operating but will shortly be taken out of service to receive a new firebox.

Bob Gough via David Mewes 9/90

BUNDABERG SUGAR CO.

The Chairman of Bundaberg Sugar Company, Mr Roy Deicke, advised the annual general meeting that the Company had purchased the Bundaberg Foundry last November. A recent development was the signing of a license agreement between the Foundry and leading British-based manufacturer of narrow gauge locomotive, Hunslet-GMT. Beside the use of narrow gauge locomotives in the sugar industry, the Hunslet agreement could see the Bundaberg Foundry explore applications in the mining industry.

The Australian Financial Review 10/9/90 via Bob McKillop

CROYDON 1067 mm gauge

(see LRN 54, p.8)

The remains of ex-QGR 2-4-0 A10 202 (vulcan Foundry 802 of 1877 for Fairlie Engine Co.) were observed here in the park on 8 June, painted light blue.

Ray Graf 10/90

CSR LTD, Hambledon Mill 610 mm gauge

(see LRN 77, p.12)

The "Sugarworld Shuttle" which runs in the "Sugarworld" theme park at the mill departs at 3 pm daily for a "Cane Field Excursion". The usual loco is E.M. Baldwin 4wDH 9109-1-9-80 of 1980. On 10 June, this trip was an 8 km run out to Saw Mill Pocket and return, and a commentary was provided on the outward journey. This trip is recommended. (see cover photo)

Ray Graf 10/90

CSR LTD, Victoria Mill 610 mm gauge

(see LRN 78, p.14)

Hudswell Clarke 0-6-0 *Homebush* (1067 of 1914) and the Decauville carriage were in use giving rides in Ingham on 27 October on the occasion of the annual Maraka Festival.

Chris Hart 10/90

DITTMER GOLD MINE, Kelsey Creek 458 mm gauge

(see LRN 78, p.14)

The plant and leases of this operation were auctioned by Lex E. Simhauser of Brisbane on 25 October. KPMG Peat Marwick were receivers and managers for Provost Ltd, Wescorp Pty Ltd, Deputee Pty Ltd, and Service Nominees (WA) Pty Ltd

18 inch gauge rail equipment offered included:

LOT 111	1 Gemco "Trammer" 1-2 ton 2WD battery loco
LOT 112	1 Gemco "Trammer" 1-2 ton 4WD battery loco
LOT 106	1 Gemco battery box and two loco batteries
LOT 188	3 Gemco battery box covers
LOT 130	11 Gemco brake shoes and motor controller
LOT 115	17 Twin axle 1 ton end dump ore skips
LOT 219	22 Welded steel 1 ton twin axle end dump skips
LOT 113	3 flat top twin axle material cars
LOT 151	1 Eimco Model B12 pneumatic overshot rock shovel S/No UGB 203
LOT 152	1 Scoma Model B12 pneumatic overshot rock shovel S/No UGB 107
LOT 208	Qty Scoma loader spares
LOT 108	150m skip rail line including buffers and switches
LOT 96	1 rail line cattle grid.

Lex E. Simhauser Pty Ltd 10/90 via John Browning

TONY GERMANOTTA, Mulei 610 mm gauge

(see LRN 72, p.17)

Perry 0-6-2T 2601.51.1 of 1951 was displayed in steam on a low loader at

Finch Hatton on 2 September. Plans to operate it on the Cattle Creek Mill tramway did not proceed, apparently because of difficulties with the level of insurance cover required by Mackay Sugar.

Len Heaton 9/90

ISIS CENTRAL SUGAR CO LTD 610 mm gauge

(see LRN 76, p.13)

The new line up Cordalba Hill is in use, and all the track on "the Deviation", "Roma Street" and "Adies line" had been pulled up by the end of October. A new line several kilometres long from the Doolbi area in the direction of Goodwood appears to have been constructed recently. This new line crosses under the Goodwood Road through a concrete culvert.

Bob Gough via David Mews 10/90; David Mews 10/90

LAPPA 1067 mm gauge

(see LRN 71, p.12)

Ex-QGR Walkers AIA-AIA diesel 1180, purchased for industrial use by a mining company, was observed still parked at the Bondary fence on the remnant of the Mt.Garnett line on 9 June, and does not seem to have moved since its delivery.

Ray Graf 10/90

MACRAY SUGAR CO-OPERATIVE ASSOCIATION LTD 610 mm gauge

(see LRN 77, p.13)

A number of locos seem to have been made available for use by navvies away from their home mill during the 1990 slack season. On 14 June, Ray Graf noted Pleystowe's Bundaberg Foundry 6wDM 6 (10 of 1953) still at Marian Mill (it did return to Pleystowe's North Eton depot for the crushing season) and Com-Eng 0-6-0DM *Septimus* (A2128 of 1958), also a Pleystowe loco, at Farleigh Mill.

All Cattle Creek's locomotives are now running in the new livery of green, red, yellow & white with nameplates fixed as follows:

<i>Netherdale</i>	6wDM	Bundaberg Foundry	13	1954
<i>Tannalo</i>	0-6-0DH	Com-Eng	B1724	1957
<i>Pinnacle</i>	0-6-0DH	Com-Eng	AA1549	1961
<i>Dalrymple</i>	0-6-0DH	Com-Eng	AL4892	1965
<i>Finch Hatton</i>	B-B DH	Com-Eng	NA59112	1977

In spite of some local opposition, Marian Mill gained access to the QGR trackbed between Gargett and Uruba on 8 October, when Cattle Creek

Mill sugar, previously carried by QGR, was placed on road transport for the remainder of the season. This enabled work to commence in regard to this section, and laying 2 ft gauge track to replace the 3 ft 6 in gauge QGR metals. 1200 m of track was removed in the Tannalo area on the first day, and a total of 3km of line is to be regraded, from Pinnacle to Tannalo, and on either side of the Cattle Creek bridge, near Gargett. Initial work was concentrated in the Tannalo area, where two storage loops able to hold 250 bins are to be built. By the end of October, a number of low wooden trestle bridges between Tannalo and Pinnacle had been replaced by culverts, and earthworks were in progress, while a nameboard had been erected at Tannalo. Total cost of the new connection is expected to be \$2.2m.

Already by early October, earthworks were well under way at Gargett, where the tramline was to be extended from its current terminus down the last few hundred metres of the former Owens Creek branch to gain the current QGR trackbed just east of Gargett station, and by the end of the month, the trackbed was complete.

In the 1991 season, it is expected that three locomotives will be stationed at an out-depot to be established at Tannalo to work Finch Hatton area lines. This will be necessary as current siding capacities are such as to require frequent visits by locomotives. It is possible that future increased siding capacities would enable locomotives based at Marian to service all the present Cattle Creek Mill area. The construction of an extension from Finch Hatton to Boongana has been deferred because of a lack of funds at this stage.

Four Cattle Creek Mill cane bins were observed in a Marian rake in October, indicating that trials are being carried out with these 3.5-ton capacity vehicles in preparation for the 1991 season. At the end of the month, six Pleystowe 6-tonne bins were seen in the Marian yard along with four new four-wheeled flexible wheelbase "big bins" built to the Sugar Research design.

The first of three 40-tonne Eimco B-B DH locomotives arrived at Marian Mill on Sunday 7 October, and was unloaded the following morning. This unit is said to be the most powerful 2 ft gauge locomotive in the world. Carrying builder's number L255 of 1990, it had no name or number on delivery, and was finished in Marian livery. The cab is slightly lower in profile than the standard design. Eimco locos are designed to haul cane short end leading, and on this unit the left hand side cab door (non-driving side when hauling cane) opens forward onto the running board rather than being in the cab side as is normal in cane locos. The spacious cab contains dual driving positions. The second loco, numbered 19, arrived on 29 October.

Two of these Eimco units will be equipped as Locotrol master units, and one

dual master/slave, while 16 & 17, the two E.M. Baldwin bogie locos currently at the mill (9562-1-6-81 and 9562-2-6-81) will be slave units. This will enable two locotrol trains to be in service between Marian and Finch Hatton at any one time, with one spare unit available for servicing. The three Eimco units are expected to be numbered 18, 19 and 20, and will be known as *Gargett*, *Narpi* and *Boongana* respectively.

A Plasser KMX-12T bogie tamping machine (375 of 1990) was delivered to Marian Mill on 3 September. This unit weighs 24 tonnes and was yet to be commissioned in mid-September. A second unit is on order for Pleystowe and Racecourse Mills. Marian Mill's KMX-06 tamper, Plasser 101 of 1975, expired with engine problems late in August. Racecourse Mill's Tamper 4375515 of 1975 was placed on loan to Marian for a couple of weeks to replace it.

Work on the new road/rail bridge over the Pioneer River at Marian has been progressing, with concrete girders laid on five spans by early October. The northernmost pier will not be built until the end of the crushing season, as it will be built on the trackbed of the existing tramline on the north bank. This bridge will be in use in 1991, and will require a substantial tramline realignment on the south bank. Meanwhile, it appears a high level road/rail bridge will also be constructed near Pleystowe Mill in the next few years, in conjunction with the raising of Dumbleton weir downstream.

At Farleigh Mill, Com-Eng 0-6-0DH *Barcoo* (FB4383 of 1965) has been painted in Farleigh livery after spending a year there in its North Eton livery. Com-Eng 0-6-0DM locos *Richmond* (A1308 of 1955) and *Ashburton* (A1614 of 1956) have been noted working in multiple (back to back) in company with the E.M. Baldwin brake wagon. Com-Eng 0-6-0DH locos *Pioneer* (A12358 of 1962) and *Carlisle* (A13271 of 1963) have been fitted for back-to-back multiple-unit operation for this season. They have been fitted with Cummins 404 290 hp diesel engines and raised cabs with side windows (but no doors, only a canvas blind). Clyde 0-6-0DH *Seaforth* (61-233 of 1961) has also been fitted with a Cummins 404 engine, although this one bears the Perkins brand name. This mill has been particularly short of loco power this season, and failures early in the season meant a short loan of Com-Eng 0-6-0DH *TannaLO* from Cattle Creek Mill, followed by Clyde 0-6-0DH *Racecourse* (65-440 of 1965) from Racecourse Mill.

Motive power shortages meant that an agreement was reached for Farleigh to trial Eimco B-B DH L254 of 1990. This loco had been delivered to Fairymead Mill in June but found to exceed specified weight limits. The 38-tonne unit arrived at Farleigh at the start of October and was soon put to work hauling cane two shifts per day on the north coast line. This involved picking up rakes of cane placed ready in loops by other locos, with shunting

kept to a minimum. Unnamed and unnumbered, it appeared to be working successfully in early October and approval was given for its purchase subject to satisfactory performance. By 28 October, this seemed sure, as the unit was noted carrying the name *Farleigh*.

Drawbar pull experiments seem to have been taking place at Farleigh with a weighted steel truck, fitted with strain gauge and TV camera, seen in the loco shed attached to E.M. Baldwin 4wDH 5-774-6-63 of 1963 in mid-September.

*John Browning, Len Heaton, Robert James,
John King 9-10/90; Ray Graf 10/90*

MOSSMAN CENTRAL MILL CO LTD 610 mm gauge

(see LRN 77, p.13)

Cane assignments on the Tablelands are expected to produce about 50,000 tonnes of cane annually by 1991, with seven cane farms currently operating to the north of Mareeba. However by 1992, assignments could be operating in areas south of Mareeba, and Mareeba Shire Councillors are concerned that this will mean cane being trucked through the town. This has led them to consider the possibility of a rail link between the mill and the area in the long term.

Australian Canegrower 30/7/90 via Chris Hart

MOUNT ISA MINES HOLDINGS LTD 1067 mm gauge

(see LRN 78, p.15)

The QGR DH class Walkers B-B DH loco on loan to Mount Isa Mines is number 14.

Sunshine Express 9/90 via John Browning

MULGRAVE CENTRAL MILL CO LTD, Gordonvale 610 mm gauge

(see LRN 77, p.14)

Ray Graf visited the "Mulgrave Rambler" tourist operation on 11 June. He noted that the John Fowler 0-4-2 *Nelson* (20273 of 1934) and its two cars were attached to each other with two-piece bolted drawbars. The addition of the third car to the rake demands the splitting of the cars and the insertion of the third car between them. This necessitates the unbolting of the drawbars and the remaking of all brake and electrical connections. The drawbars bear on the carriage bogies so that any pushing back has to be done carefully. The balloon loop provided at each end of the line minimises this. This is a very impressive operation.

Ray Graf 10/90

PIONEER SUGAR MILLS LTD, Pioneer Mill 1067 mm gauge

(see LRN 77, p.13)

Clyde 0-6-0DH *Maidavale* (62-266 of 1962) was seen in the loco shed on 12 June, nearing the end of an overhaul including re-engining, which increased power by 50 hp. This unit had also been repainted, as had Clyde 0-6-0DH *Pioneer* (63-287 of 1963), with three colours of stripes on the headstocks instead of the old two-colour scheme.

Ray Graf 10/90

PLANE CREEK CENTRAL MILL CO LTD, Sarina 610 mm gauge

(see LRN 75, p.8)

Clyde 0-6-0DH locos 10 & 11 (67-569 of 1967 and 70-709 of 1970) have been fitted up for back-to-back multiple-unit operation. They seem to have been running together permanently in this configuration this season. Com-Eng 0-6-0DH D8 (FC3777 of 1964) has been repainted. The sky blue colour below waist height has been retained, but the cream above has been replaced by bright yellow. Ruston & Hornsby 0-6-0DH 9 (rebuilt by E.M. Baldwin 6-825-1-5-64 of 1964) has been fitted with new cab windows and the cab has been partially repainted in bright yellow. The line of miscellaneous items of rolling stock in the yard has been cleared out and out-of-use F.C.Hibberd "Planet" 4wDM 2333 of 1940 has joined Ruston & Hornsby 4wDM 6 (371381 of 1954) under a tree behind the loco shed. John Fowler 0-4-0DH 5 (18801 of 1927) is out of use in the loco shed.

John Browning 9/90

PROSERPINE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD 610 mm gauge (see LRN 78, p.15)

During the slack season, Clyde 0-6-0DH 3 (58-195 of 1958) was fitted with the Eimco cab supplied in 1989. The new Tamper sleeper replacement machine was seen at work on the Gregory line adjacent to the Bruce Highway north of Proserpine on 27 September, and is builder's number 826029. At North Gregory, Plasser PBR-201 ballast regulator 243 of 1984 and Plasser KMX-12T tamper 222 of 1981 (not 227 as previously recorded) were at work upgrading track. A road truck was bringing ballast from a stockpile at the mill and tipping it on the track. The ballast regulator was then spreading the ballast and the tamper was lifting, packing and lining the track. The navvies here do not only have a large depot area in the mill yard, but also a large garage in a street on the mill perimeter. The garage contained a number of items of rolling stock including the Gemco petrol-hydraulic inspection car and the Com-Eng Aresco track jack (TJ 835).

An interesting observation was made just west of the mill where the QGR line passes over the mill tramline to Kelsey Creek and Crystal Brook by means of a concrete bridge. Immediately to the east of the bridge carrying the government railway over the tramline is a smaller concrete bridge, apparently built for tramline use, but seemingly never used.

John Browning 9/90

SOUTH JOHNSTONE MILL LTD 610 mm gauge

(see LRN 78, p.15)

Prof Engineering B-B DH *Nyleta* (PSL.2501 of 1990) was out of service on 3 September because of damage caused by a derailment the previous week, and on 24 September because of damage to the radiator and engine caused by a breakage of the fan. It is reported that there have been many problems with this unit and that availability has been poor.

Normal loads for the run up the Basilisk Range from Japoonvale to the mill appeared to be 100 bins for the 32-tonne Baldwin *Liverpool* (10385-1-8-82 of 1982) and 75 bins for the 24-tonne bogie Baldwins. E.M. Baldwin B-B DH 6 (7244-1-8-77) was seen on the less heavily graded section between Silkwood and Japoonvale with a rake of 218 bins on 24 September. *Liverpool* and E.M. Baldwin B-B DH 5 (6470-1-1-76 of 1976) were seen on the day shift hauling block loads of cane from Japoonvale to the mill. Loads coming into Japoonvale are either broken down or made up to rakes of 100 and 75 for haulage up the range. Baldwin 6 appears to spend part of the day shift to the east of Japoonvale and then in the afternoon breaks its rake down and heads to the mill with around 75. E.M. Baldwin B-B DH 4 (5477-1-8-74 of 1974) was noted at Pin Gin Hill on 3 September, so is assumed to operate on the Nerada line. Ex-Innisfail Tramway Baguley 0-6-0DM 10 (3390 of 1954) appears to be a spare loco.

Regular pairings of locomotives and brakewagons were observed as follows:

5	- Brakewagon 1 (Clyde, 1972)
4	- Brakewagon 2 (E.M.Baldwin 6575-1--76 of 1976)
6	- Brakewagon 3 (E.M.Baldwin 6575-2--76 of 1976)
<i>Liverpool</i>	- Brakewagon 4 (Hockey Engineering, 1982)
16 & 11 (multiple-unit Com-Eng 0-6-0DH A1102 of 1955 & C1125 of 1957)	- Brakewagon 5 (South Johnstone Mill 1986 - cut down 0-6-0DM Baguley 2396 of 1952)
<i>Nyleta</i>	- Bogie Brakewagon 6 (South Johnstone Mill, 1990)

This means that 4 & 5 have swapped brakewagons since the start of the season.

Chris Hart 10/90; John Browning, Jan Ryan 10/90

THE SUGAR BOARD, Mackay 1067 mm gauge

(see LRN 71, p.15)

Com-Eng 0-6-0DH *Alex T. Hamilton* (F1018 of 1957) has been completely dismantled down to footplate level. The frame is sitting by the track near the small loco shed where Com-Eng 0-6-0DH F1029 of 1958 is to be found.

John Browning 9/90

SOUTH AUSTRALIA

BHP LONG PRODUCTS DIVISION 1067 mm gauge

(see LRN 71, p.15)

Clyde Bo-Bo DE locos D.E.09 (65-430 of 1965) and D.E.05 (57-136 of 1957) were seen arriving at Whyalla with a loaded train around 1 pm on 31 May. A BHP employee stated that there was only a service of one train per day, but this requires confirmation.

Ray Graf 10/90

FRANKLIN HARBOUR HISTORY TRUST MUSEUM, Cowell 1067 mm gauge

T.A.C.L. 4wPM 46 (see LRN 65, p.2) was observed at the Museum on 31 May with two flat cars numbered 342 and 106.

Ray Graf 10/90

PORT DOCK STATION RAILWAY MUSEUM INC various gauges

(see LRN 70, p.10)

Perry 0-6-2T *Skipper* (1850.1.46 of 1946) ex Qunaba Mill is displayed in a well wagon in a broad gauge goods train which is all under cover. The loco looks to be in quite good condition although it does not appear that any major work has been done on it since preservation.

Ian Comrie 10/90

TASMANIA

BUSH MILL MOUNTAIN RAILWAY, Port Arthur 381 mm gauge

(see LRN 72. p.4, LRN 78, p.17)

The Garratt locomotive, No.3, was lit up for the first time on 19 October. The following day, test running was undertaken within the yard and on the main line as far as the reversing point (the Zig??). It is expected that this locomotive will be in regular service by Christmas.

Colin Harvey 10/90

VICTORIA

ALEXANDRA TIMBER TRAMWAY & MUSEUM INC 610 mm & 1029 mm gauge

P.O. Box 288, Alexandra Vic 3714
(see LRN 78, p.18)

Recent projects completed at the Museum include the surfacing of the station platform (delayed for many months because of heavy rain during winter), the roofing of the winch site (undertaken in an authentic manner by timber workers from the tramway era, Ernie Le Brun and Ike Sims), security fencing around the Cletrac shed, ballasting of both locomotive sidings, and the provision of better oiling and water treatment facilities in the locomotive shed.

John Fowler 11885 of 1909 has passed its annual boiler inspection with the rated pressure unchanged. Once again, the opportunity was taken to further improve the arrangement of the external piping on the boiler while all the fittings were off, and the locomotive no longer resembles a plumber's nightmare!

The major step forward in recent months has been a burst of activity on Kelly & Lewis 4271 of 1935. The cab and bonnet have been sandblasted by the local SEC crew in their spare time and have been given a coat of paint. They are now both under cover on the platform of the goods shed. However the greater part of the new work has been done by Paul Simpson (proud owner of the now operational sister Kelly & Lewis loco to that at Alexandra). Paul stayed in Alexandra for two weeks of his annual leave, and during that time performed a great deal of work. The locomotive was jacked up to enable the wheelsets, axleboxes and springs to be removed. Repairs were made to the springs using spare parts obtained by Paul with his locomotive, brake rigging parts were straightened and repaired, and the wheelsets were cleaned and primed. The frame was cleaned to the stage where it is ready to be primed, and a new coupling was fitted to the rear casting of the locomotive. The security store in the goods shed was also cleaned out and now holds all the locomotive parts in the process of restoration. The other Museum members are very grateful to Paul for the concerted effort which he has put in, and we may yet one day see this historic locomotive returned to operation along a restored section of the Rubicon tramway.

Peter Evans 10/90

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Railway 762 mm gauge

(see LRN 73. p.12)

RESTORATION BEYOND LAKESIDE: Amazing things have happened in the past few weeks. As at 25 October, Gembrook station site, which has been devoid of rails for the past nineteen years, now has a pair of 2 ft 6 in gauge points sitting on what used to be the passenger platform, waiting for eventual installation into the reconstructed Gembrook terminus. The right-of-way from Gembrook for most of the distance to Cockatoo had been cleared of trees and graded, whilst the small trestle bridge between Fielder and Gembrook had just been rebuilt.

All of this has been done as a result of an army exercise over the period 13-28 October by the Seventh Field Engineer Regiment, about 150 people with heavy earth moving equipment, graders, bulldozers, etc. Their work has not been confined to the Gembrook area alone - see below.

Work on the Gembrook restoration has shifted to the Gembrook end due to lack of willingness from the Shire of Sherbrooke to give approval for restoration of the two-mile section within their boundary from Lakeside to Cockatoo Creek, mainly because of the objections from about five residents in the vicinity of Wright, who seemed to be claiming that they were acting in the interests of the local wombat population. The remaining 4-1/2 miles from Cockatoo Creek to Gembrook is in the Shire of Pakenham, which is very supportive of the project.

Late in September Sherbrooke finally gave approval to proceed, but this was too late to take advantage of the Army exercise which needed much advance planning.

A significant change in the restoration is that all four trestle bridges are to be rebuilt. Previously it was intended to earth fill two, deviate around one, and replace the one which crossed Cockatoo Creek with a steel structure.

Despite this activity at the Gembrook end of the line, the target date for re-opening to Gembrook is 18 December 2000, the centenary of the line's opening. Probably the greatest challenge will be financing the reconstruction of the three bridges between Wright and Cockatoo.

OTHER ARMY WORK: The army team is also constructing a new island platform at Menzies Creek with each side capable of holding sixteen car trains, and rebuilding platforms at Selby, Nobelius Siding, Nobelius, and Emerald goods shed.

TIMETABLE 1990-91: The new timetable for the year ending 31 August

1991 shows one significant change. In the previous timetable, on weekdays from May to September inclusive, only one train was scheduled per day (outside school holidays when there are three). Now the only months which are limited to one train per day on weekdays are June to August inclusive, still with three in the July school holidays. This indicates growing mid-week patronage, including increased usage by overseas tourists - Puffing Billy is making its contribution to Australia's balance of payments problem.

NEW BELGRAVE STATION BUILDING: The new Belgrave station building was opened in July. It is a large two-storey brick structure built in the style of the 1920s or earlier. It is the sort of building the Victorian Railways would have built had they made this line a thriving tourist operation in the 1920s. It does not look like a fake or a plastic replica, but like an established building which has just been restored.

LOCOMOTIVES:

14A: A significant achievement by the workshops was the machining of a new wheel set for 14A. This involved turning new axles, wheel centres, and tyres, and fitting the whole lot together, a tricky operation which requires accuracy, and which had previously been contracted out to the Emu Bay Railway Company. Considerable ingenuity was needed due to the lack of heavy lifting equipment in the workshops.

7A: Following the success with 14A, a new set of tyres were fitted to this loco.

Climax: This has been used on a number of occasions this year, eg 19 May woodcut special, 11 August - tracklaying special for the installation of the turntable at Emerald - the Climax was the first loco to be turned on the turntable, 18 August - public special to Lakeside, 25 August - woodcut special. A new train - the "Commissioner's Special" - which is currently scheduled to run four times a year features Climax haulage as far as Menzies Creek. The Commissioner's Special, which appears to be open to the public, also features travel in the Mount Lyell cars, morning and afternoon tea served on the train, a visit to the Menzies Creek Museum, a guided tour of the workshops at Belgrave and Emerald, travel over the extension beyond Lakeside, a barbecue lunch at Nobelius Siding, and double-headed train (NAs) on the return journey. A very enticing package at an inclusive cost of only \$25.00! Scheduled dates for 1991 are 2 February and 4 May.

MUSEUM (see LRN 78, p.19): The Silverton Tramway W class locomotive in the Menzies Creek Museum is scheduled to be moved to the Pichi Richi Railway in November.

2 ft gauge Malcolm Moore 4wDM 1013 of 1943 is only awaiting a fuel

injection pump for it to be operational which, it is hoped, will be by Christmas. Stay work is required on the boiler of 2 ft gauge Perry 0-6-2T *Delta* (7967.50.4 of 1950) before reassembly can be commenced. This is a long-term project. The 3 ft 6 in gauge 2-6-0+0-6-2 Beyer Garratt from Australian Portland Cement, Fyansford (Beyer Peacock 6935 of 1938) is being painted in "builder's grey livery". A 3 ft gauge Fowler 0-4-2T formerly of Warburton Timber Co, and later of Mount Morgan Mines, is in the Museum awaiting restoration. It is privately owned, and has passed through a few partnership ownerships since leaving Walhalla in 1982.

Putting the Museum at Menzies Creek seemed like a good idea at the time it was established. Hindsight has shown otherwise. Potential customers do not like breaking their train journey to visit the Museum. It was proposed to move the Museum to Lakeside, but this idea has now been ditched in favour of Gembrook, where it is intended to reconstruct the timber tramway sidings as part of an operating display.

Frank Stamford 10/90; Bill Hanks 10/90, Peter Medlin 9/90

T.A.C.L. RAIL TRACTOR RESTORATION - PROGRESS REPORT

A Project to Restore the Climax's Little Brother!

(see LRN 73, p.12)

New axle-box brasses have been cast and machined. Various alternatives to the wheel-tyre problem have been investigated, and suitable replacement tyres have been found amongst a job lot of tyres purchased by the ETRB from Australian National (Tasmania). Fitting these tyres is a job for experts, not the TACL team amateurs. Once this is done, re-assembly can forge ahead. Until then opportunities for physical work on the beast are very limited, but fund raising activities over the past six months have brought in about \$1100, mostly through sales of odd railway garbage, and an Auction Night in June.

Donations are still very welcome, and I would like to acknowledge donations received this year from Bill Hanks and R.A. Christie.

In the long term it seems the TACL tractor will become an operating exhibit at the recreated timber tramway exchange sidings at Gembrook, an appropriate and suitable location.

Frank Stamford 10/90

ESSENDON STEAM & OIL ENGINE PRESERVATION SOCIETY 610 mm gauge

Perry 0-4-2T 9737.1.45 of 1945 (ex Millaquin Mill) has been displayed for some years in a display cage at Thompson's Reserve Essendon. Some restoration work had been going on when it was inspected in May, with all

the boiler fittings having been reconditioned and refitted. It is understood that this unit may be moved to Gisborne.

Ian Comrie 10/90

SOUTHERN PENINSULA RESCUE SQUAD HELICOPTER TRAMWAY, Sorrento

Grid Reference : CT027543 Gauge: 2.645 metres approx

The Squad operates a Bell Jetranger helicopter from a site next to The Esplanade, Sorrento. The helicopter is stored in a building adjacent to the helipad. To facilitate movement (shunting?), the helicopter is stored on a flat truck within the shed. A tramway connects the shed with the approximate centre of the helipad 21 metres away.

The track consists of approximately 20 lbs per yard rail set in concrete. The gauge measured at the shed door is 2.645 metres but narrows to about 2.63 metres at the helipad end. (This may be related to the "gauge" of the helicopter.)

When the helicopter is required, the truck is pulled to the centre of the helipad. Take-offs and landings are made directly from and to this truck. The use of the tramway enables the aircraft to be easily manoeuvred by one person (without tearing the rotors off in the doorway!).

Colin Harvey 10/90

SUNRAYSIA STEAM PRESERVATION SOCIETY, Mildura 610 mm gauge

(see LRN 65, p.16)

The Society is hoping to gain access to a disused section of 5 ft 3 in gauge trackbed on which to run Kerr Stuart 0-4-2T 742 of 1901.

Ian Comrie 10/90

(turn to page 20!)

MELBOURNE & METROPOLITAN BOARD OF WORKS, Sayers Road, Laverton 762 mm gauge

(see LRN 75, p.11)

The following locomotives were observed on the surface on 21 June. Details in [blue](#) are taken from members' records and were not noted on the locomotives.

Name	Running No.	Plant No.	Type	Builder	B/No.	Year	Model	Notes
	2		4wDH	PTA		1987		
Eve	5		4wDH	PTA		1987		

	005	327	4wBE	Wingrove/	5303	1955?	13*
		2005		Rogers			
	011		4wBE	Gemco	2147-	1976	1*
					8/142/76		
	014		4wDH	Gemco	2889/	1968	4
					Pl.0456/		
Joan	028		4wDH	EMB	L621/68	1970	DH12T
					3225-2-		
Kasey	030		4wDH	EMB	2-70	1970	DH12T
					3225-4-		
	032	327	4wDH	EMB	2-70	1974	DH12T *
		7032			5346-1-		
Tanna	033	327	4wDH	EMB	2-74	1974	Mk.5
		7033			5346-2-		DH12T 2*
		327	4wDH	EMB	2-74		Mk.5
		3033			5366-5-	1974	DH4T
		327	4wDH	EMB	6-74	1974	Mk2
		3039			5366-6-		DH4T *
		27	4wDH	EMB	6-74		
		35047			6700-2-	1976	DH4T 2*
2		327	4wBE	?	4-76		Mk2
		1057					1?3
No.1			4wBE	Gemco			
GEMCO							
No.2			4wBE	Gemco			
GEMCO							
No.3			4wBE	Gemco			
GEMCO							

(1) no battery box

(2) derelict

(3) derelict off track

(4) Gemco-Funkey type

(* believed built as 610 mm gauge)

Ray Graf 10/90

MEETINGS:

MELBOURNE: FILMS AND SLIDES

Tramway monarch (of the street variety!) Keith Kings has kindly agreed to again share his extensive movie and slide collection with us. Those who have been priveledged to see Keith's earlier presentations will know that a variety of railway and tramway subjects will be featured some of scenes in the 60s or earlier. Not to be missed!

LOCATION: Ashburton Uniting Church Hall, Ashbum Grove, Ashburton.

DATE: Thursday 14 December at 8.00pm.

SYDNEY:

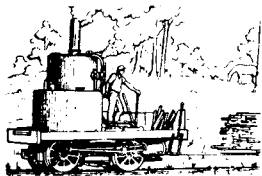
Any member wishing to know details of the next meeting should call Craig Wilson on 02 4847984

ADELAIDE:

Contact Arnold Lockyer for details. Phone: 08-296 9488

LOCATION: 150 First Avenue, Royston Park.

DATE: Thursday 7 December at 8.00 pm.



LIGHT RAILWAY NEWS

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Deadline for next issue - 1 March 1991



Greenwood & Batley 18 in gauge 4wBE preserved at the North Mine, Broken Hill, November 20, 1989.

Photo: Craig Wilson

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NOTES, CORRECTIONS & COMMENTS

YARRAWONGA PARK & ZOO, Palmerston, NT

(LRN 78, p.11)

The steam outline locomotive at Yarrowonga Park & Zoo, Palmerston, NT is the one that was offered for sale by Ray McKinnon, Daylesford, in 1986 (see LRN 51, p.9).

John Browning 1/91

CHRISTMAS ISLAND STAMP ISSUE

(see LRN 78, p.2)

For one hundred years the mining of phosphate has been a dominating factor of life on Christmas Island. On 13 February, Christmas Island will issue a se-tenant strip of five stamps commemorating the granting of the first mining lease on the island. The stamps show various images of mining and changes in technology over the years. Of particular light railway interest are the 85 cent stamp showing a locomotive and one of the 43 cent ones showing loaded narrow gauge phosphate hoppers.

Australian Stamp Bulletin No. 208 via Peg Hayes 1/91

LRRSA WESTERN AUSTRALIA

On 20 November 90, five interested members met at the State Library in Perth to discuss arranging activities under the LRRSA banner in Western Australia. At this stage, the formation of an official branch is not occurring but it was agreed that a few outings would be arranged in 1991. There are presently 18 individual members of LRRSA in WA and welcome expressions of interest were received from some members unable to attend the meeting. An offer of a possible boat trip to explore the Eclipse Island lighthouse tramway (near Albany) came from one of the more distant members. We hope to involve people of other interests, eg bushwalkers and local historians

in some of our explorations and certainly to seek interest from the rail enthusiast fraternity. We hope that we will be able to stimulate research in light railway history and at least to contribute field reports to Light Railways or Light Railway News. Anyone interested in further information is welcome to contact David Whiteford, 102 Cohn Street, Kewdale, WA 6105, phone 362 1953 (h) or 427 3206 (w).

David Whiteford 12/90

LOCOMOTIVE & ROLLING STOCK MANUFACTURERS

BUNDABERG FOUNDRY ENGINEERS LTD

(see LRN 78, p.2 & LRN 79, p.10)

Two 610 mm gauge diesel-hydraulic bogie locomotives are reported to be on order for delivery in 1991, one for Fairymead Mill and one for Babinda Mill.

John Browning 12/90

E.M. BALDWIN & SONS PTY LTD

(see LRN 61, p.5 & LRN 79, p.4)

It is reported that a 38 tonne 610 mm gauge diesel-hydraulic bogie locomotive has been ordered by Invicta Mill, Giru. (Baldwin is a subsidiary of Westfalia Pty Ltd not "Westfailia" as shown in LRN 79).

John Browning 12/90

EIMCO AUSTRALIA LTD, Alexandria, Sydney & Paget, Mackay

(see LRN 76, p.4)

This company delivered a 1067 mm gauge 20-tonne underground diesel hydrostatic locomotive to the Hilton Mine of Mt Isa Mines Ltd during the latter part of 1990. It was allocated builder's number L258 of 1990. The third 610 mm gauge bogie locomotive for Marian Mill (L257 of 1990) was delivered in mid-December.

The Eimco branch workshop in Mackay has been busy carrying out a variety of rail work recently. On 12 December, a new cab for Proserpine Mill was noted awaiting outfitting. (Another order for a cab has been received from Inkerman Mill.) In addition, outside was the upside down body/underframe of a yellow 1067 mm gauge mine personnel carrier - Fox 4wDHR B/n 322 ex Cook Colliery, Blackwater. This was derelict when observed at Cook Colliery in April 1983. Enquiries revealed that one similar vehicle had already been rebuilt here and that another was undergoing modifications at Wright's Sheet Metal Works nearby.

On 20 December, the workshop contained the vehicle which had returned

from Wright's Sheet Metal after having had a sheet steel section welded into the body to increase headroom. It was to be fitted with a new diesel engine and hydrostatic drive. The unit previously rebuilt had been returned to Cook Colliery painted yellow and fitted with a large number "1" on the bodyside.

Also present on 20 December was South Johnstone Mill's Prof Engineering B-B DH *Nyleta* (PSL.2501 of 1990), sitting outside without its bogies, which were inside the workshop. This unit was built for Eimco and was also allocated their builder's No. L253. It had been brought down to Mackay for a thorough overhaul following a number of difficulties experienced with it during the 1990 season, stated to be largely due to quality control problems during manufacture. When the overhaul is completed, it is planned to test the locomotive out under load on Farleigh Mill's north coast line.

It is reported that Eimco have put forward to BHP Long Products (Whyalla) a proposal for fitting its six Walkers DH class B-B DH locos with hydrostatic transmission. The main Eimco works are currently sited at Alexandria in Sydney, but there are plans to relocate to Brisbane in the next few years.

John Browning 12/90; Ian Wright (Eimco Australia Ltd)

WALKERS LTD, Maryborough

(see LRN 79, p.4)

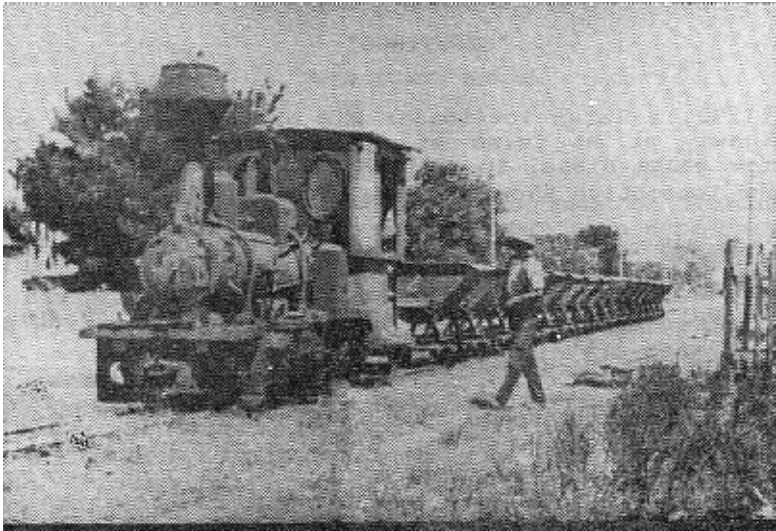
It is reported that a 1067 mm gauge Walkers-built Queensland Railways DH-class B-B DH has been purchased by CSR Ltd for refurbishment and regauging to 610 mm for use at Victoria Mill. (These units were 36 tonnes as built, not 26 tonnes as stated in LRN 79.) It is thought that Walkers may carry out this work at their Maryborough works.

John Browning 12/90

FIELD REPORT VICTORIA

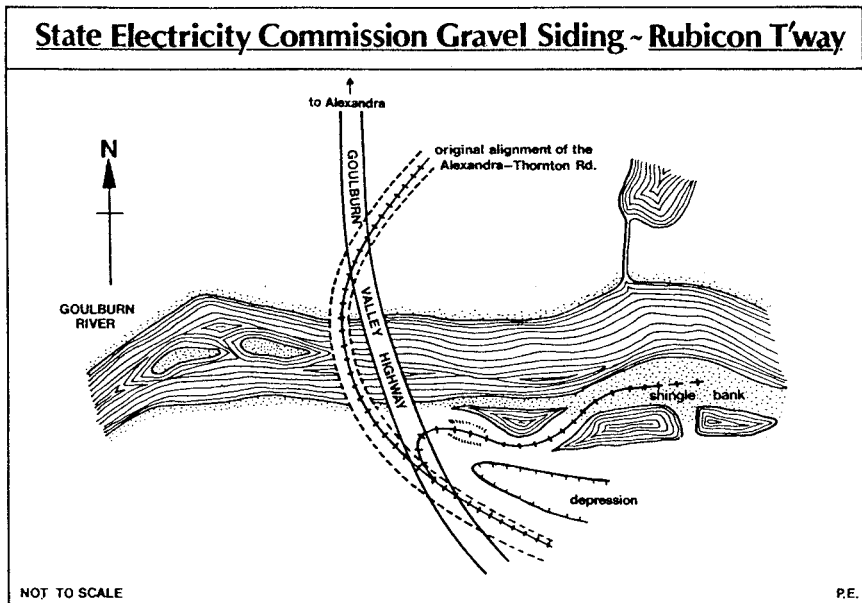
SECV GRAVEL SIDING, RUBICON TRAMWAY 610 mm gauge

The SECV hydro-electric scheme at Rubicon was commenced in late 1924 and completed in July 1928. Most of the materials used in the construction of the scheme were brought out from Alexandra on the Rubicon Lumber and Tramway Company's 610 mm gauge line. The equipment for the first dam and power station at Rubicon Falls was transported into place using Clark and Pearce's 1029mm gauge wooden railed tramway, as was the winding equipment for the SECV 610 mm gauge haulage. From this point on, all construction was carried out using the network of SECV 610 mm gauge tramways.



SECV skips on Rubicon Tramway, Thornton.

Photograph courtesy Denys Steinhäuser



Gravel for the concrete dams, aqueducts and for the foundations of the power stations was quarried locally where possible (a photo shows a short incline tramway at Rubicon dam to a quarry on the hillside where a crusher

was powered by an air-compressor to provide gravel for the construction of the dam). River shingle is a good source of gravel when crushed, but the beds of the Rubicon and Royston Rivers consist of large boulders rather than shingle. This is perhaps the reason that the SECV had to look further afield for a source of gravel for the construction of the power stations at the lower end of the system.

Alexandra resident Ernie Le Brun commenced work in the Rubicon Forest in 1927, and went on to become "bush-boss" for the Rubicon Lumber and Tramway Company. After World War II he was in charge of all non-electrical maintenance on the SECV system at Rubicon, including the tramway system. Ernie recently pointed out the remains of a little-known and short-lived siding used by the SECV to collect shingle from the bed of the Goulburn River near Thornton.

The formation of most of the siding was obliterated when a new road bridge was built over the river to replace the original bridge which carried both road traffic and the tramway. The approaches to the new bridge on the southern bank are higher than the old road, and the site of the tramway junction is now buried under a metre high embankment. To the east of this embankment is what appears to be a shallow cutting leading to a sizeable and definite embankment. This embankment leads down to a broad shelf of shingle, where the formation could be followed for a short distance before the effects of periodic high levels in the river have erased all traces. The arrangement at the terminus of the siding could not be determined.

A photograph exists of one of the Rubicon Lumber and Tramway Company's Krauss locomotives hauling a train of fifteen SECV side tipping skips along the Thornton-Taggerty Road at Thornton, presumably heading to the Goulburn River for another load of shingle. When full, this load must have presented quite a challenge for the tiny 0-4-0WT due to the steep grades on both the gravel siding and sections of the line between Rubicon "A" and Lower Rubicon power stations. It is believed that the Goulburn River gravel siding was dismantled shortly after the SECV hydro-electric scheme was completed in 1928.

Peter Evans 1/91

SIGHTINGS

On Tuesday 27/11/90, a large low-loader was observed heading north on the old Pacific Highway at Mt Colah at approximately 6.55pm. The trailer conveyed a narrow gauge diesel locomotive with "off-set" cab, very similar in outline to the locomotive shown on page [1 or 16] of LRN 78.

The locomotive was almost completely covered by tarpaulins, only the bogies and other details below footplate level were visible. A small gap in the tarpaulins revealed the bodywork to be painted a darkish green. The area below footplate level was painted shiny black - apparently brand new!

Can any reader assist with positive identification of this locomotive?

Wal Lane 12/90

RESEARCH

An ACT member has written asking for assistance with a modelling project he currently has underway. He would welcome any information on VR narrow gauge logging trucks/wagons, perhaps a plan or dimensional sketch or even a photograph or photocopy of an article. He will gladly pay costs and postage. If anyone can help, please contact Charles R. Schuster, 10 Pickworth Street, Holt ACT 2615.

Editors 12/90

BOOK REVIEW

COME MIDNIGHT MONDAY- by David Burke (1981, Ashton Scholastic, Sydney)

The re-opening of an abandoned tramway is an unusual event. Exciting news. The "Winnawadgery Tram" was no exception. Conflict cradles the proposal . Proponents of light rail on the one side, and vested interests behind (environmentally disastrous and socially divisive) road transport on the other. A group of young enthusiastic and idealistic valley children, are pitted against hard nosed, greedy and violent, self-centred city adults. The proposal is no new tourist railway, but for the haulage of ore from an "Oxfium" mine in the hills down the valley to river port.

This is an easily read children's novel, set around the re-opening of an old Council Tram (probably of 2 ft 6 in gauge, seemingly in Victoria's South East ranges). I recommend the book to those interested in narrow gauge, preservation, and as a present for children (late primary, 10-13 year olds).

Jim Longworth 12/90

NEW SOUTH WALES

KIZACO ENGINEERING PTY LTD, Broken Hill

This company now carries out major maintenance on Pasminco's locomotive fleet. Four battery electric locomotives were seen here on 12 November, all completely dismantled, but the gauge of each was not noted:

Running No.	Type	Builder	Battery Box No.	Solid State Controller No.
ZGM18	4wBE	Gemco?	BL901	SS8-1606
ZGM22	4wBE	Gemco?	-	
D4	4wBE	Gemco?	ND01	
BGA23	4wBE	Gemco?		

R.J. Graf 11/90

PASMINCO LTD, Broken Hill 458 mm, 610 mm, & 915 mm gauge

(see LRN 74, p.8)

Operations at Broken Hill between the South Operation (formerly the ZC Mine) and the North Operation (formerly the North Mine) are being consolidated. Most of the ZC mine buildings have been removed and the area is to become an open cut.

A major auction of plant was held on 14 November as advertised in the Sydney Morning Herald. An inspection was carried out on 12 November and the following items were observed:

Lot No.	Running No.	Gauge	Type	Builder	Battery Box No.	Solid State Controller No.	Notes .
To be auctioned, Southern Operation (ZC Mine)							
76	-	915 mm	2-2wBER	?			(1)
To be auctioned, Northern Operation (North Mine)							
129	BGM2	610 mm	4wBE	Gemco	BGL48	SS8-1487	
129A	BGM12	610 mm	4wBE	Gemco		SS8-14??	(2)
129B	ZGM6	610 mm	4wBE	Gemco		SS8-????	(2)
130	BGM7	610 mm	4wBE	Gemco	BGL36	SS8-1611	
131	B10	610 mm	4wBE	Gemco		SS5-1262	(3)
131A	B15	610 mm	4wBE	Gemco	BGL06	SS5-1496*	(3)
131B	B1	458 mm	4wBE	Green-wood & Batley			(2) (4)
131C	7C	610 mm ?	4wBE	Gemco			(5)
132	B3	915 mm	4wBE	Gemco		SS5-1415	
133	BGM4	610 mm	4wBE	Gemco?		SS8-1240	(2)

134	B14	610 mm	4wBE	Gemco?	SS5-1340	(3)
135	Z34	610 mm	4wBE	?	SS5-1414	(3)
136	(battery box only)				BL12	
136A	ZGM8	610 mm	4wBE	Gemco	SS8-1609	(2)
136B	BGM10	610 mm	4wBE	Gemco		(2)
136C	BGM5	610 mm	4wBE	Gemco	SS8-1466	(2) (6)
Not for sale, Northern Operation						
	14C	?	4wBE	Gemco?	SS5-1770	(2)
	D11	?	4wBE	Gemco?	SS8-1470	(2)(8)
	D21	?	4wBE	Gemco?	SS8-1272	(2)(9)
	9C	?	4wBE	Gemco ?	-	(2)(9)

Notes :

- * controller cover only
- (1) inspection car - chain drive
- (2) two motors
- (3) one motor with cardan shaft drive
- (4) 3.5 ton loco? (in 1989 auction)
- (5) builder's number 62465-66/3/61
- (6) 8 ton loco. Builder's number 2259/60/162/77
- (7) battery box painted "LEVEL 22 - GHOST TRAIN". Loco originally in sale as Lot 131C but taken out as solid state controller was wanted elsewhere. (Battery box never in sale)
- (8) no battery box; near pithead
- (9) located behind former maintenance building

Also included in the auction were approximately 100 Granby Cars, 610 mm and 915 mm gauge (Lot numbers 189-289), about five concrete kibbles, a number of loaders and various miscellaneous rail vehicles.

At the Northern Operation site, 46 additional battery boxes were seen near the former maintenance plant. Also seen were a number of eight-wheeled battery box carriers, one of which was powered (2-4w-2BE). This unit had flangeless end wheels and was named THE GREEK CORVETTE. At the Southern Operation site, only one battery box was seen, and no locomotives.

All loco maintenance is now done by outside contractors, Kizaco Engineering Pty Ltd (see previous item).

Ray Graf 11/90; Pasminco Ltd Annual Report 1990 via R.G. Graf

QUEENSLAND

RON AUBREY, Eumundi Range Railway 458 mm gauge

Mr Aubrey has obtained a lease over a 2 km section of the old QGR north coast line formation in the Eumundi (Blackall) Range and intends to build an 18 inch gauge railway on it. He plans to build a diesel-hydraulic locomotive using some components from Gemco 1.5 tonne "trammer" 4wBE locomotives acquired some years ago from Peko-Wallsend Operations, Warrego Mine, Tennant Creek NT (see LRN 78, p.11).

The line is intended to support children's charities and/or Christian based programmes for children in need, and it is hoped to involve underprivileged and disadvantaged young people in construction and operation.

Rail, including points, sufficient for a 2 km main line with two loops and two sidings is being sought, in weights from 14 lb to 25 lb, together with wheelsets of 12 in diameter or less. Anyone able to assist should contact Mr Aubrey at Main Camp Road, Eumundi 4562 (074) 42 8032.

Ron Aubrey 10/90

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY Durundur Railway, Woodford 610 mm gauge (see LRN 78, p.12)

Work has been completed on the rebuilding of the cab and tender of Hudswell Clarke 0-6-0 *Melbourne* (1701 of 1938). About the front one third of the tender frames have had to be replaced, and as the frames had been seriously buckled in a collision at one time or another, they also had to be straightened. Areas of the tender floor had been replaced and some holes patched. Cab parts have been completed and the roof sections were to be rolled to shape before assembly commenced. At Woodford, the boiler is being prepared for testing.

Workshop building construction has advanced with the erection of the uprights and the installation of the overhead crane.

The Durundur Railway will be operating on the following days in 1991 from 11 am to 4 pm: 20 January, 17 February, 10 & 24 March, 7 & 21 April, 5, 12, 19 & 26 May, 2, 9, 16, 23 & 30 June, 7, 14, 21 & 28 July, 4, 11, 18 & 25 August, 8 & 22 September, 6 & 20 October, 10 November, 8 December.

*Durundur Railway Bulletin 10/90, 11/90, 12/90
via John Browning*

BABINDA SUGAR LTD, Babinda Mill 610 mm gauge

(see LRN 77, p.11)

The new 6-ton bins are numbered in the 6000 series and are constructed

jointly by Boogan Implement Co, Mourilyan Mill and Babinda Mill. It is anticipated that an additional 300 of these bins will be assembled at Babinda for the 1991 season, half for Babinda Mill and half for Mourilyan. It is understood that a new bogie locomotive, to be built by the Bundaberg Foundry, will be delivered in 1991. In addition, 3 km of track is to be relayed.

*David Blakeley 11/90; John Browning 12/90
Innisfail Advocate 24/11/90 via David Blakeley*

BUNDABERG SUGAR LTD, Fairymead Mill 610 mm gauge

(see LRN 78, p.13)

The E.M. Baldwin bogie locomotives do the longer runs on this system, with the 0-6-0DH locos working closer to the mill, some starting out at 6 am, rather than the more usual 8 am. On the day shift in November, B-B DH Millaquin Mill 2 (E.M.Baldwin 6104-1-8-75 of 1975), on loan to Fairymead for the 1990 season, was working to Moore Park, two trips per shift. Two locos were working beyond Moore Park, over the new Booyan bridge near the Kolan River estuary. B-B DH 80 (E.M.Baldwin 8988-1-6-80 of 1980) was working to Littabella, the northern extremity of the system, one round trip per shift. B-B DH 82 (E.M.Baldwin 10048-1-6-82 of 1982) was working to Bucca in the west, one round trip per shift. This loco can bring 20 full bins at a time down Bucca Mountain. The former link to the Bingera system across the Kolan River at Abbotsford (on the former Bingera Invicta tramway) has been closed for some time. Clyde 0-6-0DH 55 (DHL.6 of 1954) was noted busy working on the Fairymead Estate lines and on the Qunaba ferry shunt.

Greg Morris 11/90

BUNDABERG SUGAR LTD, Mourilyan Mill 610 mm gauge

(see LRN 77, p.11)

Three large riveted steel bridge sections arrived at the mill in October, and it is thought these were purchased from the QGR Mount Morgan line. There is speculation that these materials will be used to construct a bridge across the South Johnstone River, either replacing the ex Innisfail Tramway Queensland Bridge on its current site, or on a new site behind the mill, connecting with a former Goondi Mill line at Wangan. It is reported that only about 2 km of track will be upgraded this slack season.

The new large bins are known as "jumbos" by mill staff and hold 6 tons each. The underframes for these bins are constructed by the Boogan Implement Company (see LRN 77, p.4). Steel for the superstructure is cut and punched by Mourilyan Mill and final construction is done by Mourilyan and Babinda Mills. Mourilyan appears to have received at least 150 bins numbered in the

7000 series during 1991 with another 150 (to be assembled at Babinda) to be added for the 1991 season. The jumbo bins have been used by relatively few large cutting groups, mostly in the original Mourilyan Mill area, which have the appropriate cane loading equipment.

Motor Rail 4wDM 3688 of 1924 has been partially reassembled and placed on an isolated piece of track near the mill entrance near derelict Malcolm Moore 4wDM 1001 of 1943.

At Goondi Mill site, much clearing up has been done with the main mill building largely demolished and the sugar bin and tippler the main fixtures remaining. However, some local controversy was caused when a quantity of old cane trucks, bin components, wheelsets and portable track from the Goondi Mill site was dumped near the south bank of the North Johnstone River where the tramline crosses from Mourilyan to Babinda territory, in an attempt to minimise flood erosion of the tramway formation.

Following the ending of the crush at Mourilyan, about 150 ex-Goondi Mill bins were painted with a blue cross and then taken over to Babinda on loan. They were returned to Mourilyan at the end of the Babinda crushing season.

*David Blakeley 11/90; Innisfail Advocate
15/11/90 via David Blakeley*

GIBSON & HOWES LTD, Bingera Mill 610 mm gauge

(see LRN 78, p.14)

Three locos continue to be based at Wallaville. Com-Eng 0-6-0DM locos *Sharon* (A1935 of 1959) and *Thistle* (A1207 of 1955) work ex Gin Gin Mill lines around Wallaville while the Ruston & Hornsby/E.M.Baldwin 0-6-0DH

(E.M.Baldwin 6-2179-1-6-67 of 1967) works the three cane transshipment points in the old mill yard on day shift.

Locotrol trains were operating between Bingera and Wallaville on the afternoon and night shifts. E.M.Baldwin B-B DH *Oakwood* (5800-1-5-75 of 1975) headed out from the mill shortly after 4 pm each day with up to 117 empties between it and sister loco *Givelda* (5800-2-6-75 of 1975) at the rear. The lead loco is manned by two drivers and the train proceeds direct to Wallaville. On arrival at Wallaville, *Oakwood* coupled up to 35 fulls behind and 65 in front and the crew then transferred to *Givelda* which was placed at the head of the rake to lead back to the mill. At the start of the day shift, these two locos worked separately to Wallaville and return. There is a very high bridge shortly out of Wallaville, and two severe climbs face the loaded trains on this ex-QGR route, between Drinan and Weithew, and between Bungadood and Goondoon.

Greg Morris 11/90

HAUGHTON SUGAR CO LTD, Invicta Mill, Giru 610 mm gauge

(see LRN 75, p.7)

Two Northcote farms in the Burdekin Irrigation area were auctioned in August, and it was stated that an undertaking had been given that tramline extensions to new farm areas would be undertaken in the future. It is understood that a 38-tonne bogie diesel locomotive has been ordered from E.M. Baldwin & Sons for delivery in the 1991 season.

Mackay Daily Mercury 31/7/90 via John Browning;

John Browning 12/90

ISIS CENTRAL MILL CO. LTD 610 mm gauge

(see LRN 79. p.11)

This mill tramway system has had big money spent on it, bringing it up to mini-mainline standard. Cane now arrives at a new large capacity five-track reception yard, and a double-track main line (left hand running) climbs from the mill to Cordalba Hill on a horseshoe curve. At Cordalba Hill is an underpass and deep cuttings, and there are a number of remotely-controlled points between here and Kowbi with colour light and strobe light point indicators. Siding accommodation is substantial. The line from Kowbi through Childers to Doolbi runs on former QGR trackbed, and the circuitous former tramway route, part of which once served the old CSR Childers Mill, has been abandoned. However, even the new line has several stiff climbs, both with and against the load. E.M.Baldwin B-B DH 10 (7267-1-6-77 of 1977) paired with Hexham bogie brakewagon 663 of 1986 was working the Farnsfield line, and E.M.Baldwin B-B DH 11 (10130-1-6-82 of 1982) paired with Hexham bogie brakewagon 684 of 1987 was working the Goodwood line. These radio-controlled brakewagons are fitted with a "pronger" device at the rear, two steel feet which drop down and dig into the trackbed to halt any breakaway. 24-tonne Clyde 0-6-0DH 9 (75-812 of 1975) paired with connecting-rod fitted E.M.Baldwin brakewagon 3 (10278-1-5-82 of 1982) was noted on the Childers run during the day shift. This loco was seen splitting its rake of full bins on the homeward run to negotiate the steep section west of Childers.

There are reports that Isis Mill is considering the purchase of a regauged ex-QGR DH class loco for the 1991 season.

Greg Morris 11/90

MACKAY CITY COUNCIL

The Mackay City Council sanitation depot now disposes of night soil for just two homes, which will go onto a septic system in the next few months. The

depot has a sophisticated disposal system using a rail track upon which runs a bulk hopper rather than the more usual system where each can is tipped into a trench, and is believed to date from the opening of the depot in 1962.

Mackay Daily Mercury 8/12/90 via John Browning

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD 610 mm gauge

(see LRN 79, p.11)

Cattle Creek Mill, Finch Hatton, crushed its last cane on 8 November. The mill is to be dismantled and its equipment relocated to other mills in the group, or else disposed of. The mill tramline system is to be connected with that of Marian Mill. All locomotives have been absorbed into the Marian Mill fleet with the exception of Com-Eng B-B DH *Finch Hatton* (NA59112 of 1977) which was transferred to Farleigh Mill at about the beginning of December.

Very substantial track works are proceeding between Gargett and Uruba. The former QGR line between these points is being rebuilt to 2 ft gauge in order to interconnect the Marian and Cattle Creek systems. Most of this 8 km section has been removed completely in order to regrade the trackbed and replace culverts, but in two short sections west of Tannalo and west of Pinnacle, the 1067 mm gauge track has been regauged by moving the southern rail. However on these sections as many as one third of the sleepers need to be replaced. A 1.3 km section at the end of the old Cattle Creek line to Pinnacle, which runs parallel to the old QGR line, is to be retained as a branch. Another short branch of about 1 km is being constructed running south from Gargett station. At Uruba, a triangular junction to the old Cattle Creek tramway is being built, while to the west of Uruba, a section of the old QGR line has been removed. At Finch Hatton, large numbers of pegs in the old QGR yard indicate the likelihood of this area being relaid as a tramway yard. At Cattle Creek Mill, SimsMetal were at work in mid December breaking up old bins.

The third new Eimco B-B DH loco arrived at Marian Mill early in December. This carries builder's number L257 and is numbered 18, while number 19, delivered late in October, carries builder's number L256. It is believed that the first to be delivered, L255, will be numbered 20. During early November, locotrol trials with substantial train loads were conducted between Mirani West and Marian in preparation for its full scale use between Finch Hatton and Marian in the 1991 season.

Slack season track work has meant that certain items of track machinery have been moved between mills. Late in December, Racecourse Mill's ballast regulator (Tamper 1775577 of 1977) was noted at North Eton (Pleystowe Mill) while Marian Mill's sleeper renewer (Tamper 825998 of 1988) was noted

at Finch Hatton. Also seen at North Eton was the second KMX-12T ballast tamper to be delivered this year to Mackay Sugar, Plasser 376 of 1990. This unit is intended for the use of Pleystowe and Racecourse Mills.

Following the end of the crushing season, the low-level Marian tramway bridge was dismantled, and work began to complete the section of the new road and rail bridge which on the north bank is being built on the old tramway formation. The rail section of the bridge will be on the west side, separated from the roadway. Meanwhile it has been announced that work on a new high level Balnagowan bridge, also for road and rail use, will commence during 1991. This bridge will replace the existing low level Balnagowan road bridge and Pleystowe tramway bridge, about 1.7 km downstream from it. The bridge will be required because of the heightening of Dumbleton Weir downstream. Meanwhile at Pleystowe, the present empty bin yard is being extended to hold 400 bins. This is necessitating extensive road works and moving the main entrance of the mill from its current position.

At Farleigh Mill, the cab of Clyde 0-6-0DH *Seaforth* (61-233 of 1961) has been removed for replacement. This is the last of the Farleigh Clyde locos to have retained its original cab.

Further study has been done by Mackay Sugar to analyse the tramway of each mill, its transport scheduling, and its bin and loco fleet. This may lead to further rationalisation of locomotive allocations.

John Browning 12/90; Len Heaton 11/90; Mackay Sugar 12/90

MILLAQUIN SUGAR PTY LTD, Millaquin Mill, Bundaberg & Qunaba 610 mm gauge

(Millaquin Mill -see LRN 78, p.15; Qunaba - see LRN 62, p.14 & LRN 71, p.11)

Still in Fairymead Mill livery, B-B DH E.M.Baldwin 73 (4983-1-7-73 of 1973) was noted on the Elliott run, the south-western extremity of the Millaquin Mill tramline system, in November. It is reported that E.M. Baldwin B-B DH 731 (5317-1-11-73 of 1973) may be transferred to the old Qunaba Mill site for the 1991 season when 2, the Millaquin E.M.Baldwin bogie loco currently on loan to Fairymead (6104-1-8-75 of 1975) is returned to Millaquin. Locos at Qunaba haul Fairymead cane in the old Qunaba Mill area to the Burnett River ferry terminal. This was operating continuously for six and a half days from 8 pm on Sunday to 8 am Sunday.

*Greg Morris 11/90; Sunshine Express
11/90 via John Browning*

MORETON CENTRAL SUGAR CO LTD, Nambour 610 mm gauge

(see LRN 71, p. 15)

The section of track between Howard Street yard and the mill sees very intensive traffic. Each train of fulls arriving at Howard Street yard to the east of the town is broken up into rakes of about 50 which are taken up the centre of Howard Street and across Currie Street to the mill. In this street tramway section, each rake has a loco front and rear, with the push-up loco usually E.M.Baldwin B-B DH *Coolum* (5565-1-10-74 of 1974). This unit normally works three shifts a day between the mill and Howard Street yard only. It frequently takes empties to Howard Street yard and works the water sprinkler as well as handling the bins which come to Howard Street Yard by road.

The mill system has 48 bridges, six of which were repaired last slack season, mainly in timber. Concrete pipes are installed where possible as bridge timber life expectancy may be as little as seven years in this district .

Greg Morris 11/90

MOUNT MORGAN MINES LTD

(see LRN 7, p.8)

A total disposal auction held on 27-29 November marked the cessation of mining operations at this historic site. (It is believed that all rail operations finished some years ago - Ed.)

Sydney Morning Herald 27/10/90 via Ray Graf

PIONEER SUGAR MILLS LTD, Inkerman Mill 610 mm gauge

(see LRN 62, p.13)

Four Leichhardt Downs farms in the Burdekin Irrigation Area were auctioned in August, and it was stated that an undertaking had been given that tramline extensions to new farm areas would be undertaken in the future. A new diesel locomotive cab is on order from Eimco

Mackay Daily Mercury 31/7/90

via John Browning; John Browning 12/90

PLANE CREEK CENTRAL MILL. CO. LTD, Sarina 610 mm gauge

(see LRN 79, p.14)

It is reported that a relocation of the mill tramway north of Sarina to cross the QGR by means of an overpass is planned for the start of the 1991 season. This is likely to involve major engineering works and diversion of the tramline, which serves all areas south of Plane Creek. The advantage of an overpass is that it will significantly reduce congestion and delays caused to tramway operations when QGR trains operating in the vicinity of Sarina Station prevent

use of the current tramway/railway crossing. Boom gates will be constructed in Central Street and Anzac Street to protect the tramline, QGR main line, and a QGR passing loop under construction through the town.

Mackay Daily Mercury 18/9/90 via John Browning

QUEENSLAND PIONEER STEAM RAILWAY, Swanbank 1067 mm gauge

(see LRN 75, p.9)

Small Perry contractor's 0-4-2T loco *Kilrie* (265 of 1927) made its public debut recently, banking passenger trains from Box Flat to Swanbank. The locomotive has been converted back to coal firing and a bunker extension has been fitted to accommodate more coal. The original Perry short smoke stack has been restored. The loco is painted dark green with red trim. No air brakes have been fitted as yet, so *KILRIE* cannot handle passenger trains alone.

Durundur Railway Bulletin 12/90 via John Browning

ROCKHAMPTON CITY COUNCIL, Kershaw Gardens, North Rockhampton 1067 mm gauge (see LRN 67, p.10)

Several hundred yards of track were laid to enable the Purrey steam tram to operate for the second anniversary of the Kershaw Gardens at the end of September. The track runs parallel to the main Bruce Highway, and it is said will eventually circuit the gardens. The tram is normally stored away from the North Rockhampton site .

John Browning 10/90; Sunshine Express 12/90 via John Browning

SOUTH JOHNSTONE MILL LTD 610 mm gauge

(see LRN 79, p.15)

Prof Engineering B-B DH *Nyleta* (PSL.2501 of 1990) was observed out of service early in November on shop bogies with its own bogies nearby. By mid-December it had been brought down to the Eimco workshop in Mackay for a complete overhaul. It is believed that as a pioneering hydrostatic transmission locomotive, it is covered by Eimco with a three year warranty. The proponents of hydrostatic transmission for locomotives argue that it is intrinsically more efficient than the conventional torque converter.

A new double bin tippler is to be installed at the mill for the 1991 season, and associated work will include a new weighbridge and traffic office as well as alterations to the full yard. The Liverpool Creek bridge at Silkwood, currently limited to 24-tonne locomotives, will be strengthened to a 40-tonne standard by local firm Tedesco Engineering.

Chris Hart 11/90; John Browning 12/90

Innisfail Advocate 24/11/90 via David Blakeley

SOUTH AUSTRALIA

PICHI RICHI RAILWAY PRESERVATION SOCIETY 1067 mm gauge

Port Augusta Council, Homestead Park

Pichi Richi Railway have obtained ex Commonwealth Railways 4-8-0 NM25 from Homestead Park in exchange for two industrial units. These are 3 ft 6 in gauge Andrew Barclay 0-6-0T *Passchendaele* (1546 of 1919), which was obtained from Port Pira in 1984, and standard gauge Clyde 6wDH *F.J.Shea* (58-192 of 1958) from the Port Augusta Power House (see LRN 43, p.10)

ARHS Bulletin 11/90 and Rail Australia 17, via John Browning

TASMANIA

EMU BAY RAILWAY CO LTD 610 mm gauge

(see LRN 75, p.10)

According to the Pasminco 1990 Annual Report, "The combined tonnage hauled and the tonnage shipped via the EBR system during the year increased by about 28% over the previous year. Significant expenditure was incurred on the main line track with the start of a five year plan to replace wooden sleepers with steel sleepers and the older railway bridges with modern structures.

The EBR have purchased two surplus 70-class diesel hydraulic locomotives from NSW State Rail, and these have been stripped in NSW for parts, engines and transmissions. The engines are Caterpillar V12s, and it is expected that EBR B-B DH 1004 (Walkers 641 of 1970) will be re-engined to bring it in line with the rest of the class, which have previously been re-engined.

Pasminco Ltd Annual Report 1990 via R.G. Graf;

ARHS Bulletin 10/90 via John Browning

VICTORIA

GISBORNE STEAM AND ENGINE SOCIETY, Gisborne 610 mm gauge

Perry 0-4-2T 9737.45.1 of 1945 was moved to Gisborne a few days after being inspected by Ian Comrie at Essendon in May (see LRN 79, p.19). The boiler and its fittings have been overhauled and new tanks built. It is planned to run the locomotive on track already prepared at Gisborne at the Society's site at the Old Gisborne Racecourse Reserve on the Calder Highway and Station Road.

Wolfram Steinke via Ian Comrie 11/90

PUFFING BILLY PRESERVATION SOCIETY MUSEUM, Menzies Creek various gauges

(see LRN 79, p.18)

The 3 ft gauge Fowler 0-4-2T dismantled in the Museum has been identified as 15989 of 1923, based on the design of its smokebox saddle and the method of cab construction. 2 ft gauge Hudswell Clarke 0-6-0 1863 of 1952 was in steam on 20 October, and is apparently being repainted in the yellow and grey Macknade livery it carried before withdrawal.

Peter Medlin 11/90

STATE ELECTRICITY COMMISSION VICTORIA, Morwell/Yallourn

Coal trains passing under the newly completed Morwell by-pass bridge have been pelted with debris such as boulders, pieces of concrete, and even beer kegs. Other incidents include a 10 metre length of cyclone security fence which was cut and placed across the railway tracks and the telephone and connecting cord tied to a large rock and placed in the path of the train. The SEC are repairing fences and adding new ones to make access to the area more difficult.

Latrobe Valley Express 4/10/90 via John Peterson

SOUTHERN PRIVATE RAILROAD, Melbourne 700 mm gauge

(see LRN 75, p.11)

It is reported that both locomotives imported from KG Krebet Baru, Indonesia, a Hanomag 0-8-0T (probably 10354 or 10356 of 1925) and an Orenstein & Koppel 0-4-4-0T (probably 3770 of 1909), have been disposed of to a buyer or buyers in the USA.

Lindsay Watson 12/90

SUNRAYSIA STEAM PRESERVATION SOCIETY, Mildura 610 mm gauge

(see LRN 79, p.19)

The dismantling of the VR Redcliffs to Meringur line began on 19 June and a period of grace was to be allowed to enable the Mildura City Council to decide whether to purchase the Redcliffs to Thurla section on behalf of the Redcliffs Rotary Club and the Sunraysia Steam Preservation Society.

ARHS "Bulletin" 11/90 via John Browning

WESTERN AUSTRALIA

CARNARVON

The Carnarvon rodeo ground in May 1989 was home to 29 ex Public Works

Dept rolling stock. The wagons were arranged in a circle around the ground and used as viewing platforms. In December 1990 only 7 remain following transfer of the others back to the jetty depot! 29 flat or low side open and one 4-wheel covered wagons are now on the depot rails while two wagons are off the tracks. A further two wagons still remain near the old town depot. The wagons include some very historic items with 1890s Great Southern Railway and a variety of early WA Railways axle boxes.

A small 4 wheel motorised trolley is preserved in Pioneer Park, Olivia Terrace.

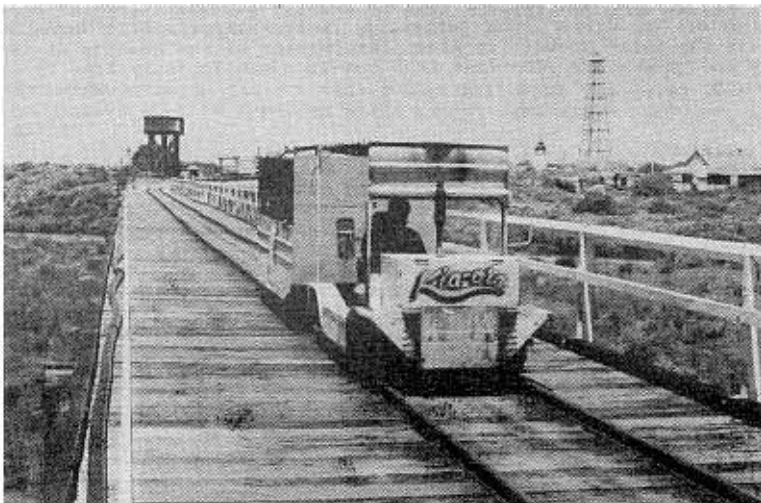
David Whiteford 12/90

CARNARVON EXPRESS 1067 mm gauge

(see LRN 72, p.18)

Kia Ora, the Carnarvon mile jetty passenger train, is now running 7 days per week as a partly commercial venture. Two men share the operation of the train and retain half the takings while the other half goes to the Gascoyne Historical Society, owners of the mini-moke on rails and two coaches. The train runs as required within an advertised starting and finishing time. The fare (as at 2/12/90) was only \$1 adult return.

David Whiteford 12/90



Kia-Ora sets out from the PWD depot, Babbage Island, Carnarvon, for the head of the mile jetty.

Photo: David Whiteford

CARNARVON LIGHT RAILWAY ASSOCIATION INC, Carnarvon 1067 mm gauge

(see LRN 74. p.14)

As at December 1990, the boiler of Andrew Barclay 0-4-0T 1754 of 1922 *Kimberley* was at Bunnings Timber Mill, Manjimup undergoing full restoration to working order. It has already passed a hydraulic test and although only needing 6 crown stays replaced, all are going to be done. The frame is almost fully restored and can be towed out of the group's shed at the former satellite centre by restored Simplex 4wDM 9096 of 1955. Jarrah wood window frames are to be installed in the Simplex cab. Continuous brake will have to be put on both locos and this is now being investigated with a Bagnall prototype likely to be used for *Kimberley*.

The group is hopeful of obtaining powers to relay the old jetty - town track with possible extensions.

Dr Mike Thomas asks anyone who has a strong interest in Barclay steam locomotives to contact him with the hope of exchanging knowledge, ideas, etc. useful for locomotive restoration. Please write to Mr W.M.C. Thomas at PO Box 417, Carnarvon. WA 6701.

Mike Thomas; David Whiteford 12/90

DENHAM 1067 mm gauge

In December 90, one of the two 4-wheel jetty trolleys was upside down in the sea at the end of the jetty. The other, with three Great Southern Railway axle boxes, was derailed and doesn't seem to receive any use along the short stub remaining of the former long jetty. A personal approach is being made to the Shark Bay Shire Council to urge preservation of the remains of the jetty railway and, therefore, the last such non-loco public jetty line to exist in WA's north.

David Whiteford 12/90

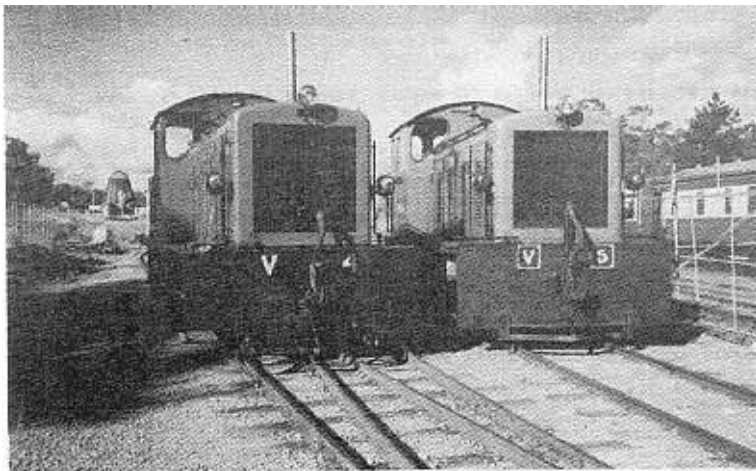
GLADSTONE 610 mm gauge?

Gladstone, at the top of Hamelin Pool and approx. 130 coast km south of Carnarvon, existed as a port for wood and other pastoral industry traffic in the late 19th/early 20th centuries. A long jetty with a tramway leading from a shed on the shore served the lighters. The skeleton of the jetty and foundations of the shed remain while a stone causeway connects the two. Rail from the tramway is scattered around the area with many badly corroded lengths finding use as frames for tents used by campers at the Carnarvon Shire Council controlled site.

David Whiteford 12/90

HOTHAM VALLEY TOURIST RAILWAY (WA) INC. 1067 mm gauge

(see LRN 63, p.14)



Tasmanian Get-Together! Photographed at Hotham Valley's Dwellingup depot in November 1990, ex Tasmanian Railways Drewry Diesel Mechanical locomotives V4 and V5.

Although they arrived from Tasmania together in November 1986, the 2 units had, until November 1990, been separated - V5 helping to work H.V.R.'s Dwellingup-Etmilyn Tramway service, while V4 at Pinjarra served as loco depot shunter following mechanical repairs.

The move to Dwellingup for V4 took place following the break-down of the third locomotive of this type, ex State Energy Commission unit. SEC 1.

Len Purcell 1/91

KEITH WATSON AND OTHERS, Perth 610 mm gauge

This group have acquired Perry 0-4-2T *Adelaide* (8967.39.1 of 1939) from Arch Dunn Memorial Park, Home Hill, Qld, where it was placed about 1966. This particular loco was built for Inkerman Mill as a copy of a Hunslet design. Permission to remove the locomotive was obtained from the Home Hill Rotary Club, the Burdekin Shire Council and Inkerman Sugar Mill. It is understood that it was removed in October. It may be necessary to replace the locomotive's boiler for it to be returned to running condition.

*Sunshine Express 12/90; Lindsay Watson
12/90; John Browning*

WESTERN AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION

Bennett Brook Railway, Whiteman Park 610 mm gauge

(see LRN 78. p.19)

A new diesel locomotive is under construction, based on a ballast regulator believed to have been obtained from WAGR.

The car rally day on 23 September was a very busy one for the railway with three passenger trains in service for the first time

Ex-WAGR distillate tanker JOA 12051 has been converted to 610 mm gauge and will become a water tanker, although it will be painted in the Shell colour scheme. A replacement cab front plate has been made for 2-6-2 NG 118 (Henschel 24476 of 1938) and a new cylinder casting has had to be manufactured for this loco. As the boiler received an overhaul as recently as 1978, it is hoped that this unit can be put into service soon. This will enable 2-6-2 NG 123 (Franco-Belge 2670 of 1951) to receive attention, including repairs to the foundation ring.

The boiler of Orenstein & Koppel Mallet 0-4-4-0T 2609 of 1907 is receiving attention from Western Mining at Kwinana. The cutting of tubes for fitting in this boiler has been done at Whiteman Park.

*Lindsay Watson 12/90; Rusty Rails
No. 5/6 1990 via John Browning*

MEETINGS

MELBOURNE: WARBURTON 3 - The finale (at last!)

Mike McCarthy will present the last of his series of presentations covering the history of the mills and tramways of the Warburton district. This time round he will speak on the Millgrove and Wesburn areas and will show slides covering all aspects of his presentations on this most interesting region.

LOCATION: Ashburton Uniting Church Hall. Ashburn Grove. Ashburton.

DATE: Thursday 14 February at 8.00 pm.

SYDNEY: Any member wishing to know details of the next meeting should call Craig Wilson on 024847984

LOCATION: Woodstock Community Centre, Church St., Burwood Note: Plenty of off street parking at the rear of the building and Burwood station is only a 5 minute walk away.

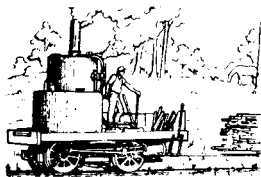
DATE: Wednesday 27 February at 7.30 pm

ADELAIDE:

Contact Arnold Lockyer for details. Phone: 08-2969488

LOCATION: 150 First Avenue, Royston Park.

DATE: Tuesday 26 February at 8.00 pm



LIGHT RAILWAY NEWS

Published by
The Light Railway Research Society of Australia



No. 81

April 1991

Hon. Editors: G & P Hayes, MS1536, 3 Wharf Rd. BLI BLI QLD 4560 (071 48 5220)

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LRRSA Hon. Secretary: J Stock, PO Box 21, SURREY HILLS VIC 3127

LRRSA NSW Div. Hon. Secretary: C Wilson, PO Box 290, BURWOOD NSW 2134

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Hon. Editor, *Light Railways*: R McKillop, 10a The Bulwark, CASTLECRAG 2068

Vic. Bushbashing: G Thorpe, 40 Roy Street, DONVALE 3111 (03 842 3896)

Deadline for next issue - 3 May 1991



In Cattle Creek Mill's last season, Com-Eng 0-6-0DHs *Dalrymple* (AL4892 of 1965) and *Tannalo* (B1724 of 1957) cross near Tannalo on 28 September, 1990.

Photo: John Browning

INDIVIDUAL STATE NEWS EDITORS

QLD: John Browning, P O Box 5646, Mackay Mail Centre, Qld 4741.

VIC : Peter Evans, 2 Winbourne Road, Mt. Waverley Vic 3149.

Frank Stamford, 9 McGregor St., Canterbury, Vic 3126.

SA : Arnold Lockyer, 6 Dunedin St., Dover Gardens SA 5084.

TAS : Ken Milbourne, 11 Ruthwell St., Montrose, Tas 7010.

WA : David Whiteford, 102 Cohn St., Kewdale, WA 6105

NOTES, CORRECTIONS & COMMENTS

YIELDEX PTY LTD, Liddell Coal Mine, Ravesworth 1067 mm gauge

(see LRN 78, p.9)

Craig Wilson points out that E.M. Baldwin 4wDH No.3403 *Monica* almost certainly is NOT B/n 2426-3-7-69. A unit bearing builder's number 2426-3-9-69 was at Hexham in August 1989 (LRN 72, p.7) and did not carry the other identifying notations mentioned. Craig suggests that the loco with builder's number 2426-3 may have been *Monica* at some time but that if so exchange of identity subsequently took place.

"SIGHTINGS"

(see LRN 80, p.6)

The locomotive seen at Mt.Colah on 27 November would have been Marian Mill's third Eimco B-B DH loco numbered 18 (L257 of 1990) which arrived in Mackay a few days after it was seen in Sydney (see LRN 80, p.12).

John Browning 3/91

FOR SALE

Due to storage problems: *Light Railways* issues 13-109 and "Five to 500" - \$350 *Light Railway News* issues 1-77 - \$100; freight paid Australia. Contact Keith Vanstan, 4 Robyn Place, Delacombe Vic 3356, phone (053) 35 9847.

BOOK REVIEW

"A JOURNEY TO DESTINY" by John McNeill, AO, OBE.

1990 Australian Cement Limited, 64 pages, Card covers and Hardback. 11" x 8" glossy, photos, etc.

In the tour notes issued for the Society's Geelong & Queenscliff trip last year, it was mentioned that a centenary book from ACL was in the pipeline

(or "on the conveyor belt"!)). The wait has been worth it. This fine book, published by Australian Cement Ltd will be of interest to many industrial railway enthusiasts as it deals mainly with ACL's Fyansford cement works near Geelong.

For over seventy years, ACL and its predecessors made use of internal tramways and railways to transport limestone from their various Batesford quarries to the Fyansford cement works, three miles away. Commencing in the early 1890s with a horse-drawn tramway from the quarry to the nearest public road, this was followed by an aerial ropeway (1912-1931) fed at first by a network of narrow-gauge hand-pushed lines in the old quarry and later by steam locos from c.1923. Finally in 1931, a railway connecting the new quarry to the works commenced operations. This line ceased operations in 1966, being superseded by a conveyor belt.

The book is divided into eight chapters; the first two tracing the early (1799-1889) history of the McCann family (the driving force behind the company) and the events that influenced their final settling near Geelong. Chapter three looks briefly at the early years of the cement industry in Australia whilst the next four chapters are divided 1890-1912, 1912-1924, 1924-54 and 1954-1990, each chapter representing a change in cement manufacturing technology at Fyansford. The last chapter looks to the future (as any company must) and examines its place in the environment together with social and economic aspects. A nice selection of photos round out each section

This book is no company "puff". Its author, an employee for 47 years, commenced as an Industrial Chemist and retired as Executive Manager Special Projects. In his "spare" time he served in the CME, later the Army Reserve, for 30 years rising to Inspector General. One may quibble about lack of references or photo credits, however being a company book, company records almost certainly are the principle source of material although a bibliography would have made fascinating reading.

Die-hard steam fans need not bother obtaining a copy as loco photos are merely rescreened copies of familiar shots and hard loco information scarce. However, people who look beyond trains to the industry they served will find this a most interesting book and the Company must be heartily congratulated on publishing this work in what are tight economic times. It is well presented and very readable and interested persons may be able to obtain a copy from ACL's Head Office in Melbourne.

(Reviewer's copy courtesy of Mr Fred Dolder)

PFR 2/91

FIELD REPORT - VICTORIA

TRAMWAYS OF MT MACEDON - PART 2

(see LRN 77, p.5)

BARBER'S TRAMWAY AND CHUTE

Background:

Some unpublished notes made by Mr A.W. Grainger, Inspector of Forests, in 1933 refer to a chute, more than 3/4 of a mile long, on the western side of Mt Macedon. This chute, known as Barber's Chute, was said to be operational about the 1850s and was used to feed Barber's sawmill. (FCV file 33/2542)

Forests Commission survey plan OP.144 of 1922 shows an "old tram formation" near the head of Barber's Gully. An attempt to locate this tramway before the 1982/83 fires was unsuccessful.

A mill site near the foot of the mountain is shown on Lands Dept plan N60 of the Parish of Newham. This mill was located on allotment 22A which was owned by Robert Barbour (note different spelling).

Field Report 1983:

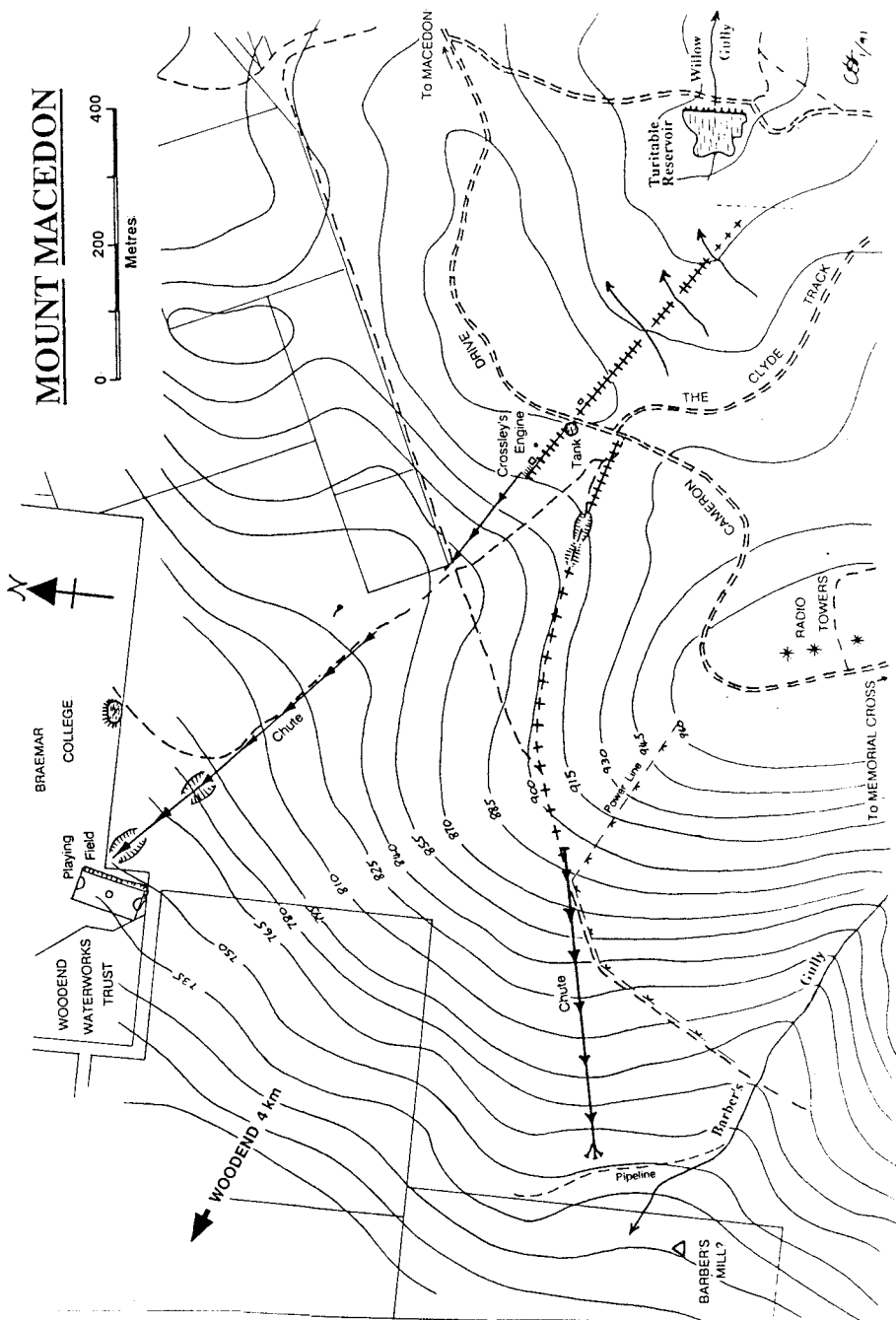
Following the fires, the formation of the tramway shown on the Forests Commission plan was easily located near the intersection of the Clyde Track and Cameron Drive, Mt Macedon (Grid Ref. BU858610). The formation at this point was so clear it was possible to measure remaining sleeper impressions (length 2.5 m at a spacing of about 0.8 m).

The tramway probably extended to the south-east beyond Cameron Drive along the route of the Clyde Track.

Beyond about 150 m west of Cameron Drive, the tramway has been converted to a vehicular track. At this point the formation descends on a fairly steep grade through a cutting about 1.5 m deep in rock. The cutting is immediately followed by an embankment.

The formation continues around the side of the mountain on a slightly descending grade to the top of a chute - presumably Barber's Chute (Grid Ref. BU850610). The vehicular track leaves the route of the chute just below its upper terminus. From this point the chute remains as a depression about one metre wide which is easily followed as it steeply descends the western face of the mountain. There are some remaining impressions of the positions of the poles on the lower section.

The chute ends, without much reduction in grade, in a "three-way junction" just before the edge of the forest. The mill site was located on adjoining



private property (site evidence suggests that it was on the opposite side of Barber's Gully). If the logs went to this mill it is not clear what method of transport was used.

CROSSLEY'S (?) TRAMWAY AND CHUTE

In addition to the mill site on allotment 22A, Lands Dept plan N60 shows the route of a tramway 44 chains long feeding a "shoot" 50 chains long. The point of transition between tramway and chute is marked "Crossley's Engine". (William Crossley was operating the "Victoria Steam Sawmills" in 1863 - comment from Barney Hutton, Macedon historian.)

Field Report 1983:

The remains of the chute were found after traversing the steeper part of the north-west face of the mountain for some distance - the actual location is to the south-west of the route shown on the Lands Dept plan.

The upper section of the chute starts on the north side of a log yard at the terminus of the tramway and descends initially very steeply but then eases to quite a shallow grade. The route at this point is not clear and there may have been another intermediate log yard here. There is some evidence of another, less well defined (earlier?), route of the upper section slightly to the south and on an alignment matching the lower section.

Below the relatively level area, the chute becomes very clear. To maintain the grade, several cuttings are used with sections packed with rocks between them. Numerous steel pegs and bolts were still in place along this section. The chute can be followed until the grounds of Braemar College after which the route has been destroyed by the construction of playing fields.

The tramway-starts from the south side of the log yard at the head of the chute; about 150m from Cameron Drive (Grid Ref. BU858611). Thirty metres from the start is a depression (2.5 m x 10 m) on the north side of the line which is probably the site of the engine. Sleeper impressions were evident along this section.

At the approach to Cameron Drive a concrete water tank has been constructed on the formation (the north side of the tank is on the tramway centre-line. The summit of the tramway is reached 30 m east of Cameron Drive. On the north side at this point is a possible hut or winch site (1.5 m x 3 m).

The formation descends on a shallow grade in a straight line crossing three small creeks before being obscured by ground disturbance at the Turitable Reservoir fence.

Colin Harvey 2/91

NEW SOUTH WALES

AUSTRALIAN PIONEER VILLAGE, Wilberforce 610 mm gauge?

This tourist attraction near Sydney features a short circuit of track of approximately 2 ft gauge with a steam outline 4-4-0 internal combustion loco numbered U 105, which is a reasonable copy of the NSWGR Baldwin of the same number. There are three bogie carriages. There are two substantial bridges on the line and the station is the goods shed from Kurrajong on the now abandoned Kurrajong extension line.

Craig Wilson 2/91

BHP LTD, Newcastle 1435 mm gauge

(see LRN 61, p.11)

On 2 June 1990, the Newcastle Steelworks celebrated its 75th anniversary with an Open Day, which included the running of inspection trains. In charge of these trains on the day was Goninon Bo-Bo DE 57 (057 of 1982) in a new livery of yellow with a dual black stripe on the hoods and black bogies and underframe.

Rail Australia No 17 via John Browning 3/91

BHP LTD, Slab & Plate Div., Port Kembla 1435 mm gauge

[Heading corrected in CD-ROM edition, originally read "Sheet & Coil Div."]
(see LRN 77, p.9)

Bo-Bo DE D37 (GEC Australia A238 of 1971) did not emerge as expected in the garish yellow, white and charcoal green livery given to D32 (Bo-Bo DE English Electric Australia A.088 of 1964). The new livery was apparently not appreciated by management (understandably). Instead, D37 was given a mid-blue and white livery with red and dark blue stripe and dark blue headstocks, bonnet top and upper cab.

Rail Australia No 18 via John Browning

CRA LTD, Southern Copper Smelter-Refinery, Port Kembla 610 mm gauge

This site is believed to be the old Electrolytic Refining & Smelting Company of Australia's premises (see LRN 28, p.6). The plant has been largely closed since 19 September pending the commissioning of a new smelter, and was resuming operations in March. It previously had a 2 ft gauge rail system using Hunslet 4wDM locos to transport materials around the site, and it is not known whether this has been eliminated as part of the company's \$155million modernisation scheme.

The Weekend Australian 9-10/3/91 via John Browning

LACHLAN VALLEY RAILWAY SOCIETY, Cowra

It is reported that this Society has been successful in tendering to run wheat trains between Woodstock and Cowra during 1991. This haulage would be done initially by ex-Australian Iron & Steel English Electric (Australia) B-B DE D9 (A.005 of 1956).

ARHS Bulletin 2/91 via John Browning 3/91

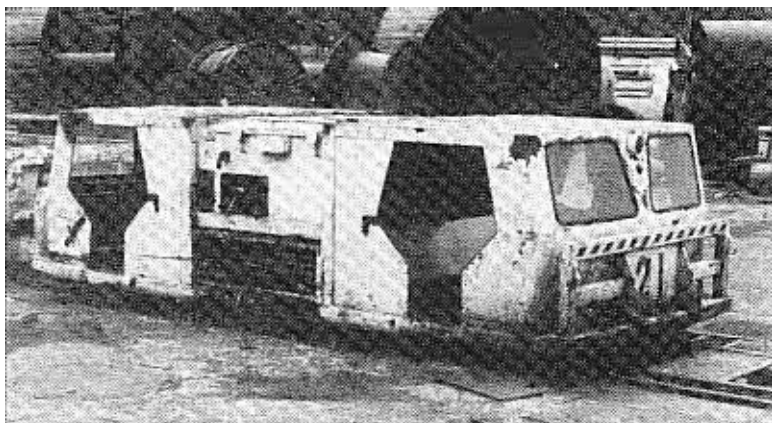
MR C. RICHARDSON, East Greta 1435 mm gauge

Two ex-South Maitland Railways 2-8-2T locomotives, numbers 10 and 17, were lit up at the former East Greta depot on 21 November and remained in steam until 24 November, attracting considerable local interest. Seven of these locomotives in all have been acquired by the local businessman named above. It is hoped that they will be moved to the Branxton-Rothbury Colliery line and eventually be available for operating steam hauled trains in the Newcastle area. Details of the locos are as follows:

10	2-8-2T	Beyer Peacock	5520	1911
17	2-8-2T	Beyer Peacock	5570	1913
20	2-8-2T	Beyer Peacock	5998	1915
23	2-8-2T	Beyer Peacock	6056	1920
26	2-8-2T	Beyer Peacock	6127	1922
27	2-8-2T	Beyer Peacock	6137	1922
30	2-8-2T	Beyer Peacock	6294	1925

ARHS Bulletin 2/91 via John Browning 3/91

THE COAL CLIFF COLLIERIES PTY LTD, Darkes Forest 1067 mm gauge



Coalcliff's 21, a Vale 4wBER seen at Darkes Forest on 18 February.

Photo: Craig Wilson

The Coalcliff Colliery (Coalcliff - Darkes Forest) was due to close on 31 March. Locomotives and man-riding cars, all Vale 4wBEs, are stabled underground at Darkes Forest. Two units were observed on the surface on 18 February. 21, a 4wBER, was returning from repairs, and 27, a 4wBE, was awaiting dispatch for repairs. Both units were painted white with red and white reflective stripping.

Craig Wilson 2/91

QUEENSLAND

STATUTORY STATUS FOR CANE RAILWAYS

From 1 January 1991, sugar mill "tramways" in Queensland received legal status as railways. This in effect means that road traffic must give way to cane trains at crossings whereas previously cane trains did not enjoy automatic right of way.

Robert James 1/91

BUNDABERG STEAM TRAMWAY PRESERVATION SOCIETY Bundaberg Botanical Gardens 610 mm gauge

(see LRN 79, p.10)

On 18 December, the partially-restored Baldwin 0-6-2T *Felin-Hen* (46828 of 1917) was moved from TAFE College storage premises to North Bundaberg. This unit had had a considerable amount of work done on it at the Bundaberg TAFE College some years ago, but the project had been discontinued. The Society now plans to complete the work. Also transferred at the same time were two partially built bogie coaches.

Sunshine Express 1/91 via John Browning 3/91

CSR LTD, Herbert River Mills 610 mm gauge

(see LRN 79, p.10 & LRN 78, p.13, 14)

The mill administrations of Victoria and Macknade Mills were integrated from December 1990, although this is unlikely to affect the status of each mill's locomotive fleet. However, some of Macknade's navy units were sent to Victoria, apparently for maintenance, during the slack season. The units concerned were Hansen linecars M1 (34 of 1973) and 2 (1112 of 1973), and Motor Rail "Simplex" 4wDM 10232 of 1951. Rumour has it that the regauging of a QGR DH-class B-B DH (see LRN 80, p.4) will be carried out for Victoria Mill at Townsville. Victoria Mill's Hudswell Clarke 0-6-0 *Homebush* (1067 of 1914) was used to give rides at the mill social club Christmas party on 15 December.

Chris Hart 2/91

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD 610 mm gauge

(see LRN 80, p.11)

Flood damage caused by torrential rains in the period following Christmas will cost Mackay Sugar approximately \$1 million, with about \$350,000 being the damage bill at Marian Mill alone. Work has also been slowed on the construction of the new connection between the Marian and former Cattle Creek systems, with damage having been done to regrading work on the old QGR formation and severe damage having been done to the timber bridge across Cattle Creek at Gargett. At this site, seven spans were badly damaged, as well as the bridge approaches.

More than 2000 tonnes of rails from an 80 km north-west Victorian railway line have been purchased by Mackay Sugar for use at Marian and Pleystowe Mills.

The first of 900 new 6-ton bins were delivered to Marian Mill on 18 February, with half each to be constructed by local firms Vane Welding and Westhill Engineering. These bins are to the same design as the Pleystowe Mill bins of the same size, except fitted with Marian type buffers and link and pin couplings. On delivery of the new bins, 150 Marian bins will be transferred to Farleigh Mill.

Four new four-wheel "big bins" built to the Sugar Research design by NQEA in Cairns arrived at Marian Mill during the 1990 season, but the automatic handling equipment used in the yard does not suit these vehicles, so extensive trials have not taken place.

Each of the three new Eimco B-B DH locos at Marian have been fitted with dual master/slave controls and so will be able to lead or slave loco in Locotrol operation, with both E.M. Baldwin locos being slave only fitted.

*Mackay Daily Mercury 15/2/91 & 18/2/91
via John Browning; Len Heaton 2/91*

TULLY SUGAR LTD 610 mm gauge

(see LRN 77, p.15)

Early in November, the loco shed was in the process of being extended northwards and is higher than the original building. Inside was one of the E.M. Baldwin 0-4-0DH locos painted in oxide primer. This would appear to be No.1 (6-1082-1-2-65 of 1965) as 2 and 3 have already received the new livery. A number of long bins were seen in a rake of empties south of Tully.

Chris Hart 2/91

VICTORIA

ALEXANDRA TIMBER TRAMWAY & MUSEUM INC. 610 mm & 1029 mm gauge

P.O. Box 288. Alexandra Vic 3714
(see LRN 79, p.16)

The Museum has at last received an encouraging signal from the Victorian Government. This came in the form of a grant of \$2,500 from the Dept. of Conservation and Environment. The money is to be used for the rebuilding of the shed at the northern end of the station platform, which housed a lamp room and a valuable goods store. This building is presently in an advanced state of decay, having been attacked by ants who are much more attracted to the local timber from which this shed is built (messmate) than the jarrah which comprises most of the frame and floor of the station building proper. Some of the original material from which the shed is built can however be re-used, and the corrugated iron and some of the lining boards will go back into the new structure, which will be rebuilt in a manner as close to the original as possible. Demolition of the shed is already underway, and several of the local service clubs are willing to donate labour to re-erect the building. The target date for completion of this project is Easter. The shed will be used to house a sales area for souvenirs and light refreshments.

Painting of the Cathkin and Molesworth sheds has now been completed, and some re-stumping work has been carried out on the goods shed. On 27 February, the Museum site was used to launch a new tourism pamphlet produced by a number of the local tourist groups including the Museum. The event was covered by the local media, and videotape of the John Fowler locomotive appeared on the regional television news.

The wheels of the Kelly & Lewis 0-6-0DM have been measured to compare their profile with that shown on the original drawings prepared when the locomotive was constructed in 1935. (The Museum has been fortunate enough to obtain a full set of these drawings from Thompsons of Castlemaine.) Advice has been sought from the mechanical engineering branch of the Puffing Billy Preservation Society, which indicates that while the wheels cannot be turned in their present form, the flanges can be built up with weld to a thickness suitable for re-turning to an acceptable profile.

A Museum member has been able to obtain the front end of one of the steam and water drums of the now demolished Babcock and Wilcox W.I.F. boilers from the Powelltown sawmill, along with an almost complete set of boiler fittings. This is in the process of being set up to provide an interpretative

display of the operation of boilers used in the sawmilling industry.

With all of the progress and activity outlined above, it is indeed a pity to have to report that the number of regular volunteers working at the Museum has now declined to almost crisis level.

Peter Evans 2/91

BHP LTD, Hastings 1600 mm gauge

A Com-Eng Aresco Trak Chief 4wDH road-rail vehicle numbered 1 was seen shunting at this site on Westernport Bay on the afternoon of 11 January.

Ray Graf 2/91

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Railway 762 mm gauge

(see LRN 79, p.17)

Gembrook Restoration

On the weekend of 2-3 February 1991, Puffing Billy Preservation Society volunteers demonstrated in the most practical manner, their commitment to restoring the railway to Gembrook.

At 7.30 am on Saturday 2 February, the site of Gembrook station was already alive with activity. Crowded with numerous cars, trucks, a sleeper boring machine, generators, a few tents, and a large number of volunteers ready to move into action. The task at hand was relaying about 3/4 mile of track from the up-end of Gembrook yard to the main Gembrook Road level crossing, a stretch of track which provides superb long-range views to the north.

A short ceremony was held at 8 am with the PBPS President, John Robinson, and Pakenham Shire Councillor, Jack Russell, (a nephew of E.A.C. Russell of timber tramway fame) both giving appropriate speeches, and each driving a golden spike.

Then work commenced in earnest, with about 60 volunteers in about seven teams, each with its own special tasks. By about midday Saturday, John Shaw, who was in charge of the logistics of the exercise, was able to announce that work was going ahead of schedule. At this stage a considerable length of skeleton track had been completed, with only every third sleeper fixed in position so that alignment would be easier, and several push trolleys were already out on the track.

There was an air of religious euphoria about this event. Many of the participants had been involved in the restoration of the railway in the difficult period of the late 1950s, and comments such as "Did you ever think you would see this day?", were frequently overheard.

Nevertheless there is still a gap of about 5-1/2 miles to fill before the present head-of-line, about 800 feet beyond Lakeside, is joined to the new track. And three large trestle bridges to build as well.

That the Society is totally committed to filling that gap is obvious from the standard of track that was laid at Gembrook. Brand new sleepers, sleeper plates, and heavy rail of the same standard as the best of the Belgrave-Lakeside section is proof of that.

The next task will be laying points and track in Gembrook yard. I believe 6 April is the date for that to be commenced.

Why has the Society decided to proceed with the Gembrook restoration from both ends, rather than work progressively from Lakeside? One good reason is psychological - to demonstrate real commitment to the goal. Another is to prove to the Gembrook community - who are very supportive of this venture that the Society is serious about the project. The third reason is to use this stretch of track to run trains on, on Gembrook market days. In this way it is hoped to raise money to buy more sleepers.

Frank Stamford 2/91

LEISURELAND FAIR, Langwarrin 610 mm gauge

A Chance B-1-B steam outline loco, believed (from memory) to be numbered 134 was seen here on 11 January. The park opened at 11 am and closed at 4 pm. (This loco is believed to operate here, and is Chance builder's number 75-50134-24 of 1975 - Editor.)

Ray Graf 2/91

MELBOURNE & METROPOLITAN BOARD OF WORKS, Millers Road, Brooklyn 762 mm gauge

A poppet head (second-hand ex Sayers Road, Laverton) was noted under erection at this site on 11 January. This is the start of the North-Western Sewer, an 8-year project, on which construction work was due to start on 14 January.

Ray Graf 2/91

MELBOURNE & METROPOLITAN BOARD OF WORKS, Sayers Road, Laverton 762 mm gauge

(see LRN 79. p.20)

Two new Gemco 4wDM locos were noted on site on 11 January. These hydrostatic locomotives were undergoing commissioning trials, the first part of an order for the new North-Western Sewer (see above). They are 15-tonne hydrostatic locomotives of 93 kW, and are identified with a large metal number. Loco 6 is Gemco 287-90, while 7 is 288-90. Ray Graf 2/91

MEETINGS

MELBOURNE: SALT TRAMWAYS

Norm Houghton will be speaking on the results of some of his recent research efforts on Cheethams salt tramways in Victoria and South Australia. Most of his material has come from the files of Cheethams and some very interesting discoveries have been made. Be sure not to miss it.

LOCATION: Ashburton Uniting Church Hall. Ashbum Grove, Ashburton.

DATE: Thursday 11 April at 8.00 pm,

SYDNEY:

Any member wishing to know details of the next meeting should call Craig Wilson on 02-4847984

LOCATION: Woodstock Community Centre, Church St Burwood Note: Plenty of off street parking at the rear of the building and Burwood station is only a 5 minute walk away.

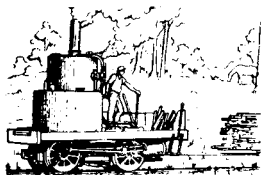
DATE: Wednesday 24 April at 7.30 pm

ADELAIDE:

Contact Arnold Lockyer for details. Phone: 08-296 9488

LOCATION: 150 First Avenue, Royston Park.

DATE: Tuesday 30 April at 8.00 pm.



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Vic. Bushbashing: G Thorpe, 40 Roy Street, DONVALE 3111 (03 842 3896)

Deadline for next issue - 28 June 1991



Cheetham Salt Ltd Laverton: Locos 1 and 2 at the harvest point, No.1 having been used as a taxi to get down there. (See pages 17, 18 & 19.) 12/4/91

Photo: Norm Houghton

INDIVIDUAL STATE NEWS EDITORS

QLD: John Browning, P O Box 5646, Mackay Mail Centre, Qld 4741.

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TAS : Ken Milbourne, 11 Ruthwell St., Montrose, Tas 7010.

WA : David Whiteford, 102 Cohn St., Kewdale, WA 6105

NOTES, CORRECTIONS & COMMENTS

Our short issue last time has brought forth an abundance of contributions this time to the point where we are in the happy position of having too much to fit into this issue! Therefore, please do not worry if your particular contribution does not appear this time, it's sure to turn up next issue, along with the report of our tour of some of the Moreton Central Sugar Mills cane tram system here in SE Qld on 20 April, that your Editor hasn't had time to write yet!

Editors 5/91

BHP LTD Port Kembla

The item headed "Sheet & Coil Division" on page 6 of LRN 81 should have been headed "Slab & Plate Division".

THE COALCLIFF COLLIERIES PTY LTD

Apologies to Craig Wilson for the editorial misinterpretation of his news item on page 7 of LRN 81. The two rail units observed by Craig were on the surface at Coalcliff, which provided the coastal transport portal for production from inland Darkes Forest, with the two access points obviously being linked underground. Craig adds that the mine complex is being maintained by a skeleton staff at present and future use would depend on expansion at Northcliff and/or Tahmor together with a decision to use the conveyor facilities from Coalcliff to the coast for coal transport.

WANTED TO BUY

Early issues of Australian Railway Historical Society "BULLETIN" up to and including 1968 with the exception of issues for 1961 and 1963 to 1966 inclusive. Contact Ken Milbourne, 11 Ruthwell Street, Montrose, TAS 7010.

RESEARCH

John Robin is building an On2.5 gauge model VR narrow gauge set up and cannot find any reference to the lengths of loops and sidings on the Beech Forest and Walhalla lines, nor of the distance between the various roads. He would also like to obtain detailed drawings of VR N.G. rolling stock the LRRSA drawings he has being only general overviews. If anyone can help, please contact John care of the Post Office, Meander, Tas 7304. He is prepared to pay for copying, postage etc.

Editors 4/91

FIELD REPORTS -

RAMINEA TRAMWAYS (Tasmania) 1067 & 1435 mm gauges

Following fairly recent fires on the plains inland from Port Esperance, much of the tramway network which served Chesterman's mill at Raminea has been exposed. Wayne Chynoweth, who has been researching the timber tramways of Huon Timber Company and other lines further south, has taken advantage of the clearance created by the fires to trace the Raminea system. His work has disclosed some interesting facts. It has also given rise to some intriguing queries.

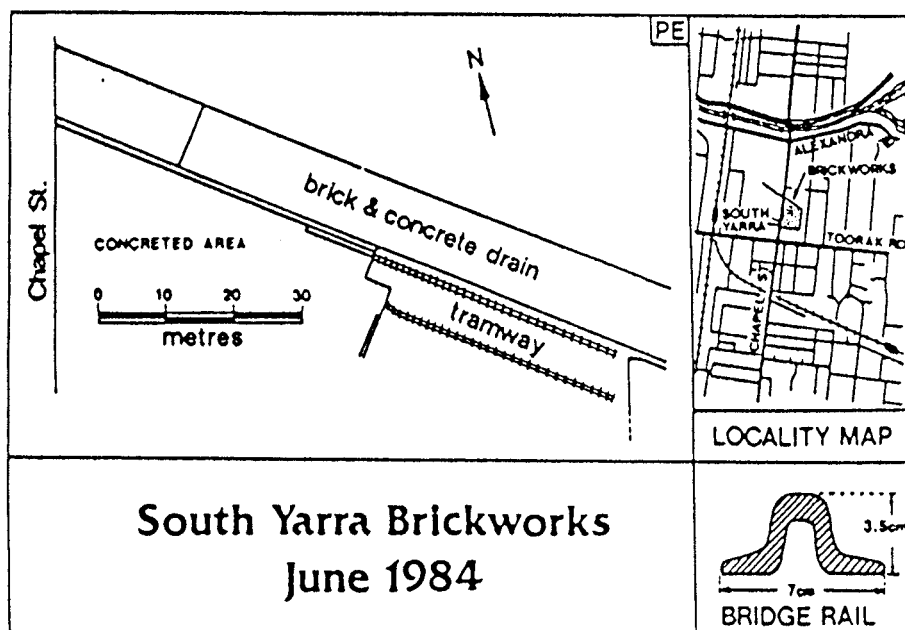
The discovery of a previously unrecorded wider gauge line running for at least five miles raises questions of ownership, dates of construction and operation and the means of haulage employed. At one location, Wayne has located an extensive three loop terminus for which there appears no justification. The total length of the system, which had three major branches, must have been twenty miles and some very interesting locomotives were employed.

Wayne intends to compile an account of the lines of the Geeveston, Dover and Southport areas for a future edition of *Light Railways*, It is pleasing that this area, largely neglected by railway historians for so long, is at last being researched. If there is sufficient support, an extended tour of these areas will be organised for Easter 1992.

Ken Milbourne 4/91

SOUTH YARRA BRICKWORKS (Victoria) 610 mm gauge

Melbourne's early brickworks were established on the south bank of the Yarra River and in the Prahran area following the first land sales in June 1837. However, the bricks from this area tended to crumble and weather easily. After 1846, heavier hard-baked bricks were being produced in Richmond,



and by 1849 new pits were opened in Hawthorn and Brunswick and a supply of quality bricks was then available. The Prahran brickfields were largely abandoned by the end of the 1850s. (Susan Priestly *Making Their Mark*, page 20.)

One specialist brickworks south of the Yarra which however prospered was producing refractory materials. Their firebricks, stamped on one side with the words "AR & FB Co." or simply "SOUTH YARRA" will be familiar to all bushbashers who have visited any but the most remote sawmilling or mining sites. These light, friable but heat resistant bricks were essential for the brickwork forming the boiler setting for any one of the many industries which drew their power from steam.

The brickworks existed for many years hidden behind its untidy corrugated iron and timber facade fronting on to Chapel Street, South Yarra. While clay was most probably drawn from the site during its early years, later supplies were brought in from elsewhere as the local supply was exhausted. It was still possible to purchase firebrick as late as 1974, by which time demand for the product must have been reduced to a very low level indeed. In early 1984, the site was levelled to make way for the prestigious "Como" development.

A chance visit in June 1984 revealed the remains of what may once have

been a more extensive network of 610 mm gauge tramways serving the site. Two tracks still remained in situ. These were on the south side of, and parallel to, a drain running in a north-westerly direction to eventually empty somewhere into the Yarra. This drain (now covered) continued under Chapel Street and gives Kenilworth Court its direction.

The rail was flat-bottomed in section with a weight of about 12 kg/metre, laid on timber sleepers 950 mm x 150 mm x 50 mm spaced at around 760 mm. Both tracks (which were in a quite good condition) were visible for about 36 metres before they disappeared under a concreted area bordering Chapel Street. The direction of the southernmost track seemed to indicate that it junctioned with the other one a short distance on under the concrete. For most of their course, the centre lines of the two tracks were separated by a distance of 6.5 metres whilst the northernmost track was separated from the drain by a distance of 1.8 metres. A small length of light bridge rail was found in the retaining wall next to the drain, and several pieces of cable tram rail were noted embedded in some of the foundations.

Today no trace of the brickworks remains. Should any reader know any further details of the layout of the works or of its operations and history, I would be very pleased to hear from them.

Peter Evans 4/91

TOUR REPORTS

ARHS TOUR TO PORT KEMBLA, 23 March 1991

An ARHS tour on 23 March, visited a number of lines in the Illawarra area and the Port Kembla steelworks (see LRN 77 p.9 & LRN 81 p.6).

Green painted 4901 led four cars and a van from Sydney (Mortuary platform) to Wollongong Inner Harbour Coal loop via the flyover back onto the southbound main to Wongawilli and thence to Wongawilli Mine (passing enroute D6 and D7 at Unanderra Exchange Sidings and D16 shunting nearby). Wongawilli Colliery was visited, and details appear later in this issue.

From Wongawilli Mine, the train proceeded direct to Wongawilli Junction and thence to Unanderra Exchange Sidings. Here we found D7 and D20 waiting for us. After some consultation, 4901 ran around the train and D7 (leading) and D20 coupled onto the train. Proceeding on to BHP trackage, at the freeway overbridge we photographed our train with D6 (dead) on a siding leading off to the east and D37 (light engine) crossing our train. Near Spring Hill Road overbridge, we passed the locomotive "ready" roads with 9 units standing here (D17, D26, D30, D36, D37, D39, D40, D44 & D45) thence

through the steelworks, reversing four times.

On the third leg, we crossed Five Islands Road on the steel viaduct and ran past the coke ovens where we saw coke locos 4 & 5 working with 3 on standby, and D38 working nearby. We then saw D19 & D33 near the blast furnace and D21, D23 & D24 at Coated Products (in the distance), D18, D33 & D27 at the Slab Yard, D16, D43 & D29 at the Open Hearth, and D31 & D33 at No.4 dump.

We then ran past Cringila Railway Station and the Exchange Sidings and onto the BHP main line and out to Kemira Colliery (deleting a visit to Nebo Colliery) arriving here with D34 some 50 yards behind us (on empties) to find D38 loading. D34 went into the run around loop after photos and we proceeded downhill to Cringila where D32 (light engine) and D36 & D38 (both working) were nearby. Our units D7 & D20 then cut off (from the rear of our train) and 4901 continued on, hauling us past Port Kembla North Station and anti-clockwise around Port Kembla loop back to Port Kembla North. Here a dirty 4605 was waiting for us near the Port Kembla yard control tower. It then coupled onto the front of our train and hauled us to Wollongong Station passing enroute D37 & D17 shunting near the gas holder, D16 shunting near Cringila Yard, D21, D23 & D24 at Coated products and D25 & D43 at the slab store. After a delay at Wollongong waiting for a guard who was waiting at Port Kembla, we departed for Sydney.

Ray Graf 4/91 (courtesy Craig Wilson BHP loco sighting details)

LIMESTONE, LOGS & LOCOMOTIVES

A warm and sunny Sunday, 3 March, saw almost fifty members and friends meet at Lilydale for the Society's half-day tour of remnants of David Mitchell's standard gauge firewood tramway which operated from his quarry at Cave Hill, Lilydale into the foothills at the northern end of the Dandenong Ranges, 30 km east of Melbourne. The large turnout, no doubt inspired by Ralph Alger's "Reminiscences of the Cave Hill Tramway" in LR 111, were keen to see the few remaining traces of this unusual gauge (for Victoria) steam-operated line.

At the quarry some buildings dating back to 1888 were seen. These structures, now company offices, used to be butter and cheese factories, as Mitchell used the spare acres surrounding his quarry for dairy farming.

In the quarry, the old inclined skipway still exists. This appears to be a four-railed balanced incline as the tracks widen to allow a passing loop half-way down (or half-way up depending on where one stands!). This incline was used to raise skips of limestone to the works and dates back to c.1930.

A short car trip took us to the southern end of the company's property

where the overburden and waste dumps are situated and a short walk through some paddocks brought us to the tramway formation where the new and old lines meet (see photos LR 111, p.8, 11 & 13) at the western end of the 1920s short-cut. The 1:20 grade through the cutting on the new "straight" line is quite severe and must have taxed the Phoenix engine being as it is, against the load.

Away to the east, across the newly created Lake Lilydale, lay our next objective, Mitchell's weir, used to divert the waters of Olinda Creek into a two kilometre long aqueduct to provide water to the limeworks (photo LR 111, p.9). Unfortunately it is not cared for and unless recognised and preserved, the century old construction will be lost as water undermines the stone and brick walls.

Prior to visiting the weir, a sacred site was inspected. This consists of two sleepers situated 100 m north of Hull Road, in the middle of a low lying area. What the residents of the new housing estate nearby thought as 20 cars arrived and fifty people tramped into a dried-out marsh, heaven only knows!

Our last stop was at the end of the appropriately named Tramway Road in Mt Evelyn. Timekeeping seems to have gone out the window by this stage and the other Sunday traffic on the roads made it hard to keep up with the convoy. Hopefully the organisers will arrange a helicopter next time!

Our walk at this last spot was about 3 km return along the tramway formation. The first part is through the Mt Evelyn Recreation Camp, where another sleeper was seen, then past the site of the trestle bridge and along Olinda Creek. With one o'clock near, and hunger pangs setting in, a return was made to the cars to conclude an interesting morning.

An afternoon optional post-tour visit was made to the Belgrave South property of Mr Colin Rees where two ex-West Melbourne gasworks locos were inspected: Coulliet 861/1886 which was extensively modified by Ron Kain for the abortive Walhalla & Thompson River Steam Tramway in the 1970s; and Coulliet 986/1890 in beautiful original condition and still sporting its "Whistle Stop" amusement park livery. Also seen were Henschel 25427/1956, an 0-6-0T ex Thailand and the "Clarkat" petrol-engined four-wheeled "thing" ex-"Whistle Stop". (All these 2 ft 6 in gauge locos are on private property and can only be inspected by prior arrangement with the owner.)

All in all a most enjoyable day and grateful thanks are extended to both David Mitchell Ltd and Mr Colin Rees for helping to make it so.

"Kaye Vhill" 3/91

LOCOMOTIVE & ROLLING STOCK MANUFACTURERS

E.M. BALDWIN & SONS PTY LTD, Rooty Hill

(see LRN 80, p.3)

In LRN 79, the takeover of this company by Westfalia Pty Ltd was noted. This company is the Australian subsidiary of a German multinational supplier of mining and other industrial equipment.

Not then known was that Westfalia Pty Ltd had already (on 30 June 1990) purchased the remaining assets of the locomotive business of Hexham Engineering Ltd. This business had itself originally been purchased from E.M. Baldwin during its period in receivership during 1985. These events have left E.M. Baldwin in a position to aggressively pursue sales of new equipment as well as continuing the repair work to which it had been limited from 1985. A number of new orders have subsequently been placed.

First to be delivered from the works will be two manriding cars for South Bulli Colliery. These were noted on 1 March, one almost complete and the second slightly less so. Also well advanced was an order of bogies for a new Invicta Mill brake wagon. The mill is believed to be undertaking the construction of the balance of this vehicle. The bogies are distinctive with larger diameter wheels than previously used on a low set frame, and are noteworthy as they incorporate dump brakes (the first use of these in the sugar industry), a crossover from mining technology.

To accompany the brake wagon for the forthcoming season was the main item under construction, the new 720 hp bogie locomotive for Invicta Mill. Visible work on this had just commenced. It will follow the traditional end cab designs previously marketed by Baldwins but if the size of the cab is any indication (on which fabrication had just commenced), it will be bigger than any previous units. Advice was given that it will be a 32 tonne loco, which can be ballasted, if required, up to 40 tonnes.

A significant amount of repair work for collieries was also in evidence. The demise of Hexham and Vernier have opened up this market and the following units were noted. (Details in brackets were not noted, but are supplied from editorial records.)

2A	4wDHR	Fox		South Bulli
5A	4wDHR	Fox		South Bulli
D2	4wDH	E.M. Baldwin	(2047-2-10-68 1968)	South Bulli
139	4wDHR	(Vernier)		Cordeaux
69	4wDHR	E.M. Baldwin	(4199-4-11-71 1971)	Metropolitan

2629	4wDHR	E.M. Baldwin	8899-1-12-79 1979	Liddell?
2630	4wDHR	E.M. Baldwin		Chain Valley

South Bulli's personnel carrier 3A was reported to have already been returned following repair.

The most exciting find of the day was ex-Lithgow Valley Colliery 4wDH E.M. Baldwin 6-2350-1-6-68 of 1968. Nothing had been heard of this 16-tonne locomotive since it disappeared from Lithgow in the mid seventies. Baldwins had purchased it from Yieldex Pty Ltd Liddell Colliery, last year for stripping prior to eventual scrapping. If its external condition was any guide, it had not been in use for many years. In design, it bears a definite family resemblance to the Coal & Allied Industries 20-tonne locomotives which followed it, with single cab and shunter's steps.

Craig Wilson 4/91

EIMCO AUSTRALIA LTD, Alexandria, Sydney & Paget, Mackay

(see LRN 80, p.3)

South Johnstone's 2 ft gauge Prof Engineering B-B DH *Nyleta* (P.S.L.25.01 of 1990) was progressively overhauled at Mackay during the first fifteen weeks of the year. Towards the end of this period, its headstocks and steps were painted silver in line with other South Johnstone locos. In mid-April it was sent to Farleigh Mill for trials under load, and while there was fitted with "Supplied by Eimco Australia" plates, showing serial number L253 of 1990. It was expected to return to South Johnstone Mill shortly afterwards.

On 3 April, two 3 ft 6 in gauge 4wDHR mine personnel carriers arrived at Mackay from Cook Colliery, Blackwater. One of these, painted yellow, was number 1, the Fox unit which had been rebuilt by Eimco in 1990 and which had suffered collision damage underground requiring the replacement of a large part of one of its driving/passenger compartments. The second unit was numbered 9 and carried the identity HE707, indicating it originated with Hexham Engineering. This modern-looking unit was painted white with fluorescent red dazzle stripes on each end and was to have its hydraulic transmission replaced by hydrostatic. The Fox/Eimco unit was completed by the end of April and is believed to have been returned to Cook shortly afterwards, while work was continuing on the Hexham unit.

Two cane locomotive cabs were observed in the workshop at the end of April, one red and yellow one for Proserpine Mill, and one yellow with a green stripe for Inkerman Mill.

John Browning 3-4/91: Ian Wright (Eimco Australia) 4/91

VERNIER ENGINEERING PTY LTD, Wollongong

(see LRN 16, p.1)

This company, which constructed mining personnel carriers from at least 1977, is believed to have ceased operations in the fairly recent past. A personnel carrier is thought to have been delivered to Cook Colliery, Blackwater, as recently as 1989.

Craig Wilson 4/91; John Browning 4/91

WALKERS LTD, Maryborough

(see LRN 80, p.4)

Two ex-QGR DH class B-B DH locomotives are being refurbished and converted to 2 ft gauge at Maryborough for sugar mill service.

Isis Mill will receive Walkers 602 of 1962 (ex DH20) while Victoria Mill will receive Walkers 605 of 1969 (ex DH23). Both units will be fitted with a speed limiter and Willison couplers as well as being repainted in the appropriate mill livery. Isis Mill's unit will have a reduced height cab roof, lowered cab floor, cab isolation and flange lubricating equipment fitted. Victoria Mill's unit will have air conditioning, a raised cab roof profile and electrical conversion to 24V.

Delivery for both units is expected to be in June. These were the only two DH refurbishment orders for sugar mills held by Walkers in April.

Jerry Jirasek (Walkers Ltd) 4/91

NEW SOUTH WALES

BHP COLLIERIES, Cordeaux Colliery

A 2 ft gauge coal skip, recovered from the old Corrimal Colliery workings in December 1990, will be set up at the front gates of Cordeaux Colliery as a memorial to the miners of the past.

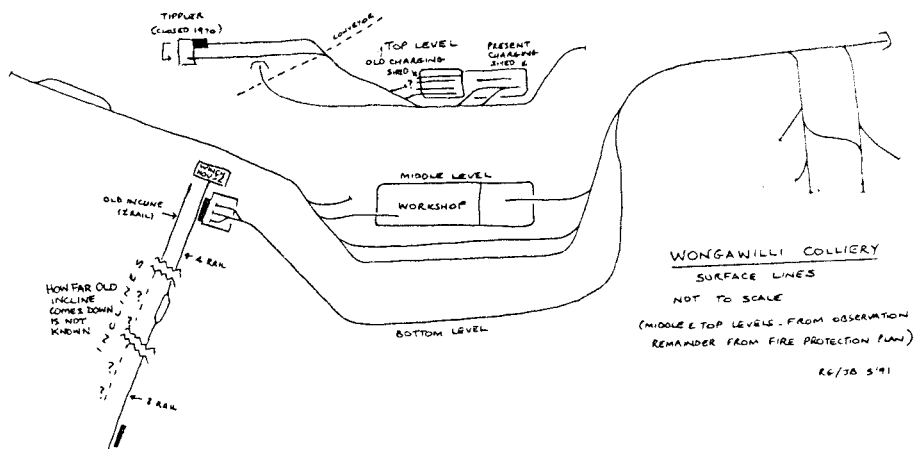
Coal News Jan/Feb 1991 via Ray Graf

BHP COLLIERIES, Wongawilli Colliery 1067 mm gauge

(see LRN 62, p.5) The ARHS tour to the Illawarra mentioned earlier, visited Wongawilli on 23 March. Passengers travelled up the incline to the mine. The incline has three rails at the bottom and four at the top with a passing loop. Operations are single sided with passenger cars on the east side only. Three cars are on this track with controls in the first and third car. They are balanced by two work flats on the other track. The rope is continuous with a winch at the top and a rail mounted "floating" dolly at the bottom. Five disused incline

passenger cars were noted at the incline bottom.

A white painted Gemco 4wBE numbered 2 (Type 12 - 25 tonne) was parked under cover at the miners' platform adjacent to the incline top platform. This is the mine trackage bottom level; there is also a middle and top level. The charging shed is on the top level where 4wBE loco 23 and battery box "M" were inspected (EME type 113). Also present were battery boxes A, F, N, U & V. A roster board indicated that another seven battery boxes (D, J, L, Q, R, S & W) are available for use. The tippler on this level (last used in 1970) was inspected.



At the workshop on the middle level, 4wDHR personnel car 110 was noted (and was later used to give the Tour train crew a ride). Also noted inside the workshop was personnel car 112 and in the yard at the rear were numbers 109 and 119. Out of service alongside the workshops without battery boxes were 4wBE locos numbered 30 & 74. A roster board indicated that personnel cars at the mine were numbered 97, 98, 99, 100, 101, 107, 108, 109, 110, 111, 112, & 118. Nearby, number 2, an 0-6-0D with Domino Industries name attached was seen by Jeff Moonie. (Could this be a Malcolm Moore re-engined vb Domino Industries? - Ed.)

(Editor's note - the 4wBE locos are believed to be units built by BHP Newcastle between 1947 and 1949, while all personnel cars noted are believed to be Vernier units. However 97 to 101, also noted on the Wongawilli roster, are Titan battery-electric personnel carriers.)

Ray Graf 4/91

COMMONWEALTH STEEL CO LTD, Waratah 1435 mm gauge

(see LRN 79, p.9)

The 35 tonne Goninan 4wDE (030 of 1972) was seen on 24 March alongside the fence. It was painted yellow with black stripes and blue side panels with "Comsteel" name.

Ray Graf 4/91

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD, Albion Park 610 mm gauge

(see LRN 77, p.10)

The renovation of the interior of former NSWGR car 449 has been completed. This body is located at "Yallah" station in a back road situation. Work is now being directed on constructing several new wooden window frames and external repainting. On completion, the refreshment area will be transferred from the station building to this carriage.

The new office and members' meal room were completed in mid April. With imitation wooden panels up to waist height the new accommodation resembles a "gentlemen's club". The new office will enable working drawings, files and archives to be readily accessible.

The fitting of a new tool post and cross slide to the large Foster lathe in April cleared this unit for regular work. The capacity of this lathe will enable wheel sets up to 75 cm diameter and a maximum of 5 ft 3 in gauge to be reprofiled. The machine is situated in its final position under a water proof lean-to which will form the end of a proposed number 2 workshop. No sooner was this lathe installed on its concrete base than a third unit, with a capacity slightly smaller than the Foster, arrived at the Museum! This new lathe has a large milling attachment.

At the close of 1990, the Museum received a large vertical 2 cylinder compound open crank steam engine from Wollongong University. This unit was constructed by Sisson c.1954 and has been powered at the University by compressed air as a dynamometer test power source.

Efforts continue on general track maintenance and re-sleeping. With the conclusion of the meal room construction work commenced on the electric tramway extension on 13 April when a new junction was pegged out which will give the electric vehicles access to a new non-steam loco shed. During

September 1990 the Museum dismantled a six bay building once used by the Albion Park Bush Fire Brigade, donated by Shellharbour Council. This will form the basis of the new loco shed.

Loco Tully No.6 (Perry 7967/49/1 of 1949) is the main traffic engine while

"Kiama" (Davenport 1596 of 1917) is on stand by. Steady progress continues to be made on the restoration of former Corrimall Coal Company loco "Burra" (Hawthorn Leslie 3574 of 1923). A new drain plug boss was welded to the boiler barrel in December leaving the retubing as the only major work to now be carried out on the boiler. Wheels and main bearings are now in place and by mid-April the right hand drive and connecting rods were in position.

During late 1990 the Davenport loco received a new ash pan while a more efficient hand brake was fabricated and fitted. Loco work is now focussed on "Cairns" (Hudswell Clarke 1706 of 1939). New lower smokebox sides have been fabricated and welded into position and work is progressing on overhauling the main steam regulator valve. The tender's water tank has been cleaned and repainted and new boiler tubes are being prepared for fitting.

The body of former Sydney "C" type saloon tramcar No.95 was lowered onto its new steel 2 ft gauge chassis on 16 October. The frame was grit blasted and undercoated by Shannon Anti-corrosion Engineers before fitting. During the summer months the end platform floors and new metal end aprons were manufactured for this vehicle. Since then the roof has been covered with Malthoid and a start made on the final painting and line work.

During January, the 2 ft gauge Gemco tunnel loco, which collects power at Albion Park from overhead wire through a conventional trolley pole, was rewired. This has removed the problem of uneven acceleration experienced in recent months.

The remains of former Melbourne cable trailer 110 arrived at Albion Park from Goulburn on 8 February. This vehicle, which is identical to restored car 430 at the Museum, was constructed in the Nicholson St shops of the Melbourne Tramway and Omnibus Company in 1886 for the opening of the Collins St to North Fitzroy cable tramway.

Car 110 and 131 were sold in the late 1920s and housed under cover at Rushworth until the mid 1960s when they were "discovered" for preservation. Car 110 was obtained by the Marsden Museum at Goulburn and arrived from Rushworth on 23 August 1970. The carriage was converted to a 2 ft gauge bogie vehicle and was available for Museum service from 30 April 1971. Due to severe "flats" on the N.E. Dundas Tramway bogies on which this car was mounted, the body soon deteriorated, being in a sorry state when replaced by the locally built saloon car in 1981. By September 1983, car 110 was positioned on blocks at Goulburn, the roof showing an extreme lean due to fractured body posts. All body posts are beyond repair and the roof is now sitting on the floor at Albion Park. A start has been made on the construction of new components and this 105-year-old car will receive full attention when 95 "C" is completed in a few months time.

By 1976 former Melbourne cable car 131 was noted at the Lachlan Village Museum awaiting restoration and conversion to 2 ft gauge. This was not performed and by 1980 the cable trailer had been transferred to Orchard Hills near Penrith for attention. Unfortunately no work appeared to be carried out on this car and it disappeared around 1983. The Museum's old work horse, the Fiat tractor, has returned to service after a thorough motor and chassis overhaul. This will relieve the Meadows fork lift unit of many and varied yard duties.

Ken McCarthy 4/91

QUEENSLAND

BUNDABERG SUGAR LTD

(see LRN 79, p.10)

This company, which operates six sugar mills, the Millaquin sugar refinery and the Bundaberg rum distillery has been at the centre of a hostile \$290 million takeover bid by the British sweetener giant, Tate and Lyle. The original bid of \$3.70 a share was raised to \$4.10 a share. In the period since the launch of the original \$3.70 bid on 19 March, the target stock has surged 40.4 per cent. Bundaberg Sugar's chairman, Roy Deicke, said directors met to consider the increased offer, but found it failed to reflect the full worth of the group.

*Sunshine Coast Daily 21/3, 28/3, 23/4
& 10/5/91 via Editors 5/91*

BUNDABERG SUGAR LTD, Mourilyan Mill 610 mm gauge

(see LRN 80, p.10)

Three locos were in use on navy trains in late April, the unidentified Malcolm Moore 4wDM, and both Motor Rail "Simplex" 4wDM locos ex Goondi, 3668 of 1924 and 10219 of 1950. The old Fowler steam loco frame which had the crane built on it (believed to be Fowler 15916 of 1921) has gone from its usual spot.

Chris Hart 4/91

CLAIRVIEW 610 mm gauge

(see LRN 30, p.6)

The sawmill site here has been cleared leaving John Fowler 4wDM 21914 of 1937 standing on its own on a short length of track. This most interesting unit is a rare type and the only one to come to Australia so it is well worthy of preservation even though its gearbox has been removed.

John Browning 4/91

COAL RESOURCES OF QLD PTY LTD, Cook Colliery, Blackwater 1067 mm gauge

(see LRN 34, p.12)

Two old Fox 4wDH locos are retained here for surface shunting duties. In early April, yellow painted Fox 006 of 1976 was seen in use, with 004 (of 1973?) standing by the workshops. Underground haulage duties are now carried out by Hexham Engineering 4wDH locos. DL7, Hexham HE685 of 1985, was noted on a flat wagon adjacent to the workshop with one wheelset removed. DL8, Hexham HE697, is believed to have been underground. A third Hexham loco was also said to be underground. It was said to have been purchased in 1990 "second hand". It may well be a unit alleged to have been present at Hexham when Hexham Engineering closed down, and the original order cancelled, possibly HE702.

There are a number of 4wDHR personnel cars as follows: Three old Vernier units (one, numbered MC6, was noted on the surface). One Vernier unit, new in 1989. Two Fox units rebuilt with new engine and hydrostatic transmission by Eimco in Mackay in 1990-1. One is numbered 1. One unrebuilt Fox unit, fitted up as an emergency car. (The above three units are believed to be 323 & 324 of 1972, and 346 of 1975.) Hexham HE707, numbered 9, purchased in 1990, and currently in Mackay being converted to hydrostatic. This unit is also thought to have been present at Hexham on closure and it is believed that its construction was completed by another builder.

Two other Fox 4wDH locomotives (005 of 1976 and 007? of 1976?) appear to have been disposed of. No rolling stock was observed at the closed Leichhardt Colliery, which is the washery site.

John Browning 4/91; Craig Wilson 4/91

CSR LTD, Hambledon Mill 610 mm gauge

(see LRN 79, p.10)

E.M. Baldwin 4wDH 8002-1-8-78 (ex Goondi Mill in 1987) has at last been repainted, in Hambledon green and yellow livery but still carries no number. The brakewagon which was built using the frame of Baguley/Drewry *Seaforth* (2514 of 1954) from Kalamia Mill apparently was completed in time to see some use during the 1990 season. It is painted green and yellow, has a Harz motor and chevron springs but does not carry a number. The coupling rods have not been retained.

The northern terminus of the mill tramway is a loop siding on the northern side of the Kewarra Beach road. This area has been affected by urban development, with no cane growing in sight to its north or for about

2 km to the south. It would appear likely that this section will be cut back before long. A set of points leading into a very short stub has been installed between Edmonton and the mill. These points are electrically powered and signalled, and appear to be remotely controlled from the locos. They appear to be catch points to intercept any breakaways before they reach the Bruce Highway in Edmonton. Nearer the highway is an older, manually operated set of points with a longer stub, which appear to have been there since the early 1970s at least with a similar purpose in mind.

Chris Hart 4/91

STOP PRESS

Early in May, CSR Ltd announced that Hambledon Mill will close at the end of the 1991 season. Further details in next issue.

John Browning 5/91

CSR LTD, Herbert River Mills 610 mm gauge

(see LRN 81, p.8)

It appears that CSR has split the district rail system and its maintenance away from the two mills it serves, although the bin fleets and cane locomotives appear to be still under mill administration.

The railway section seems to be concerned with rail construction and maintenance, so all navvy operations are to be unified under the one administration. The line car numbering is to be integrated into one system, but details of this are sketchy at present.

The floods over the Christmas period did much damage to track, and closed the Herbert River bridge at Macknade because of damage in the south side approach cutting. The reduced crop means that there will not be continuous crushing this year.

Because of the bridge closure, track repairs on lines which serve Macknade on the south side of the Herbert River have been done by a Macknade based crew temporarily shifted to Victoria. They have used Victoria Mill's Baguley/Drewry 0-6-0DM *Seymour* (2392 of 1952) as well as Macknade's Motor Rail "Simplex" 4wDM 4 (10232 of 1951).

At Victoria Mill, the "Simplex" ballast plough conversion (Motor Rail 4wDM 10381 of 1953) has had the original motor, gearbox and radiator removed, leaving only the end weights and the hydraulic motor and associated equipment above footplate level. E.M. Baldwin 0-4-0DH *Albany* (6-1792-1-11-66 of 1966) is being used on truck shop duties although Motor Rail 4wDM 11255 of 1964 is still parked by the truck shop.

At Macknade, E.M. Baldwin B-B DH 20 (7070-4-4-77) is receiving a thorough

overhaul of engine and transmission and is getting new tyres. The old overhauled low geared final drive has recently been put back into Clyde 0-6-0DH 18 (DH1.5 of 1954) as the high geared final drive it had for a while never fitted properly.

Chris Hart 4/91

MACKAY SUGAR CO-OPERATIVE ASSOC. LTD 610 mm gauge

(see LRN 81, p.8)

Dry weather in March and April has enabled satisfactory progress to be made with the construction of the new Marian-Cattle Creek link between Gargett and Uruba. Bridge repairs appeared to be complete, and new track was being laid on concrete sleepers in a number of locations by the end of April, although no ballasting work appears to have been done. Marian Mill's sleeper replacement machine (Tamper 825998 of 1988) was noted on a section of regauged 3 ft 6 in track near Tannalo, where it had been engaged in replacing rotten ex-QGR sleepers. Other sections of regauged track were noted near Pinnacle and Gargett, where both rails had been moved inward, unlike at Tannalo where only one rail had been moved. Concrete road crossings were installed at Gargett and Pinnacle in late April. A job completed by the end of March was the removal of the gauntletted 3 ft 6 in gauge track from Mirani Station to Mirani West including the large rail bridge across the Pioneer River, leaving just the 2 ft gauge track in place.

At Marian, the new Pioneer River bridge had its tramway decking in place on the western side of the roadway by the start of April. (This is reserved track not incorporated in the roadway.) However, a month later, no trackwork had been done, and the construction of rail access to the bridge on the south side did not seem to have commenced. Extensive tracklaying as part of the remodelling of the Marian mill yard was well in progress, however.

At Marian Mill, the fixing of names to a number of the locomotives had been completed by the start of April. The locos will still carry numbers as follows:

12	<i>Nellie</i>	0-6-0DH	Clyde	58-188	1958
14	<i>Hampden</i>	0-6-0DH	Clyde	61-235	1961
15	<i>Melba</i>	0-6-0DH	E.M. Baldwin		1985
17	<i>Langdon</i>	B-B DH	E.M. Baldwin	9562-2-6-81	1981
19	<i>Narpi</i>	B-B DH	Eimco	L256	1990
20	<i>Boonganna</i>	B-B DH	Eimco	L257	1990

Eimco L256 has been renumbered from 18, so it is assumed that Eimco L255, which still carried no other identity by early May, will be numbered 18.

The other main line locomotives are expected to receive names by the start of the season.

Marian Mill's Com-Eng 0-6-0DH FB3170 of 1963 ex-North Eton Mill is receiving a complete overhaul and repaint and was largely in pieces in red oxide at the start of May. By this time, *Tannalo* (Com-Eng 0-6-0DH B1724 of 1957) had been transferred to Marian by road.

At the Cattle Creek Mill site at the start of May, Com-Eng 0-6-0DH *Pinnacle* (AA1549 of 1961 rebuilt AN5849 of 1975) was being fitted with a new GM Series 92 engine, while Bundaberg Foundry 0-6-0DM *Netherdale* (13 of 1954) had its engine removed.

At Farleigh Mill, some of the items of navy equipment appear to have been overhauled. Pacific 2-2wPMR 1046 of 1976 has been repainted, and named *Bumble Bee*, while Plasser ballast regulator 247 of 1982 has also been repainted and has gained the rather alarming name of *Stallion Crimmo*. The new cab for Clyde 0-6-0DH *Seaforth* (61-233 of 1961) is being fitted and in profile resembles the cabs fitted to early E.M. Baldwin cane locos. Modifications being carried out on Com-Eng B-B DH *Finch Hatton* (NA59112 of 1977) ex Cattle Creek Mill, include new steps and extended running boards as well as fitting with suitable couplers. South Johnstone Mill's Prof Engineering B-B DH *Nyleta* (P.S.L.25.01 of 1990) was here for trials in April after receiving attention at Eimco's Mackay works.

Track work to extend Pleystowe Mill's yard has involved removal of the mixed gauge link to the QGR at Pleystowe Siding. It appears that this link may not be restored.

The 220 m long new Balnagowan high level bridge near Pleystowe will cost \$3.2m. It will be 7.5 m wide and a cane train track will share one lane of the roadway. Traffic signals will be used at either end of the bridge to prevent road vehicles using the bridge while a train is crossing. The bridgework will include cane tramway extensions of 130 m on the southern bank of the river and 340 m on the northern bank.

John Browning 2/91, 5/91; Mackay Daily Mercury 5/4/91, 29/4/91

MOSSMAN CENTRAL MILL CO LTD 610 mm gauge

(see LRN 79, p.14)

Baguley 0-6-0DM *Mowbray* (3378 of 1954) was noted in use on the Port Douglas commuter passenger service late in April. The Port Douglas-Mossman tourist passenger service is due to resume in June. Bundaberg Foundry 0-6-2T *Bally Hooley* (2 of 1952) was on blocks at the mill loco shed undergoing maintenance. Chris Hart 4/91

PLANE CREEK CENTRAL MILL CO LTD, Sarina 610 mm gauge

(see LRN 80, p.14)

A press report indicates that the mill tramway is to cross under the QGR line in Sarina, involving the construction of a 3 km semi-circular loop. In April, track from the mill loco shed through the crossings of both Central and Anzac Streets had been lifted, and there were signs of engineering works commencing in "the Flat" area north of the town, where bin storage loops would be ideally sited.

John Browning 4/91; Mackay Daily Mercury 2/5/91

ROTARY CLUB OF BLACKWATER, Mackenzie St, Blackwater 458 mm gauge

(see LRN 34, p.14)

Measurement of the track here indicates that gauge is 1 ft 6 in, not the 2 ft gauge previously recorded. Blue Jenbach 4wDM 196 of 1953 named *Rotarylander* and approximately 10 passenger cars were stabled in the corrugated iron shed/tunnel. Track and rolling stock appear to be in good condition.

John Browning 4/91

TULLY SUGAR LTD 610 mm gauge

(see LRN 81, p.9)

The locoshed extension has been completed and includes a lean-to over the adjacent-track, making it a two line shed. Com-Eng 0-6-0DH No.12 (AD1351 of 1961) has been fitted with a GM engine, which means that No.15 (AK3574 of 1964) may well have received the same treatment.

Chris Hart 4/91

TASMANIA

BUSH MILL MOUNTAIN RAILWAY. Port Arthur 381 mm gauge

(see LRN 79, p.16)

The new Beyer Garratt 0-4-0+0-4-0T loco was ready for service in December, having been built on site over a three year period. Painted dark green, it shares duties with the original loco, 0-4-0T SARAH-Kate built by William Van der Heiden in Rotterdam, Holland, operating a 4 km route seven days a week.

The Mercury (Hobart) 13/12/90 via Ray Graf 4/91

VICTORIA

CARIBBEAN GARDENS. Scoresby 610 mm gauge

(see LRN 37. p.13)

A ride was taken on the 2 ft gauge line that circles this market centre. The operating 4wD locomotive had a transverse diesel engine with a "streamlined" cover vaguely suggestive of a VR B Class. It hauled an 11 coach train made up of ex-sugar cane wagons with streamlined tangerine coloured fibreglass bodies with end cross seats. Every third wagon was braked. I was impressed by the practicality of the conversion, although the ride could only be described as rough. A ride here represented good value at 70c. In storage in an open ended shed stood a spare rake of 11 coaches with a red Malcolm Moore loco at the head. A builder's number could not be found.

John Peterson 4/91

CHEETHAM SALT LTD, Laverton 610 mm gauge

(see LRN 77, p.18)

On Friday, 12 April, I was given a tour of the Cheetham Saltworks at Laverton as the guest of the company's managing director, Dr Max White, for working on the company archives.

On the day of the visit, harvesting was in full operation using technology in what may prove to be the twilight on the rails. Four years ago, the former management team closed the field and began dismantling the tramway but retained the refinery. Raw salt was trucked from Lake Tyrrell at Sea Lake in northern Victoria for processing at Laverton. A new management team under Dr White reviewed the economics of this procedure and decided to reopen Laverton as a producer last season. Some \$250,000 was spent on recommissioning the main harvest tramway spine, locos, trucks, tippler and stacker. Several facilities had been dismantled and could not economically be replaced so the existing harvesting techniques represent a skeleton of what formerly was on the site.

Laverton has 40 crystallisers but only 19 are currently accessible to the tramline as long sections of the lines were lifted, in an apparently random fashion, to provide rails for renewals at Geelong. The 21 inaccessible crystallisers now serve as brine storage ponds for the productive crystallisers. Current production of the field is 14,000 tonnes. A permanent staff of 23 is employed on the site.

Four locos in running order are at the site (see LRN 66, p.14). The harvest is carried out using three sets of trucks of 2.5 tonne capacity (eight per rake), two

mainline locos and one light shunting loco at the tippler. The arrangement is to have one rake unloading, one rake of empties returning to the crystallisers and one being loaded.

The track liftings of previous years have taken out all the balloon and passing loops so the passing of the trains is carried out by the empty trains reversing into one of the four spurs off the mainline. Traffic control is by radio as all staff carry walkie-talkies. These passing procedures result in a certain amount of idle time as there is a delay in between the full trains leaving the harvester, passing the empty train and then the empty train drawing out of the spur and reversing down to the harvester. At the tippler the mainline loco shunts off and attaches to the waiting rake of empties for the return trip. The loco couples to the refinery end of the rake and runs in reverse to the harvester. A cable draws the loaded trucks into the tippler and from here the shunter loco makes up the rake of empties.

During my visit one loaded truck derailed at the tippler. At first the tippler operators tried to rerail the truck with wooden blocks and a lever but this was unsuccessful so the salt stack front end loader was brought around to do the job. Staff told me this giant front end loader is used to shift heavy equipment in its bucket.

During the first part of the visit we rode on two locos (standing on the side boards) to get down to the harvest area and here we spoke to one of the senior employees about the field and tramways in days of old when 80 employees worked there. After this we caught a ride back to the tippler on the last train for the day with your scribe shoe-horning himself into the cab beside the driver.

After regular traffic had ceased the foreman put on a loco and bogie flat top truck for a tour of all the operable lines. We moved down the main line to the former Y junction at the end of Section 2, and proceeded around the Y to the point where the rails had been removed. The train reversed to the main line and moved a short distance to the next junction where it proceeded down the branch to No.8 Pumphouse. Proceeding back to the mainline, the train reversed again and travelled non-stop along the entire length of the 11 crystallisers in Section 48, passing three crossing spurs en route. The journey terminated near the remains of the bridge over Skeleton Water Holes Creek.

Here the foreman explained in particular about the line that went right down to Port Philip Bay. This line was used to transport sand for reconditioning the crystalliser floors after the harvest. Three Cheetham made Ford 10 light locos were employed exclusively on this work. The light locos drove onto the crystallisers by means of light, sectionalised track panels. Further details were given on how the harvest conveyers are unloaded from their special

The tram will continue to operate probably for the next two to three seasons but after that, who knows?

On the following day, Cheetham hosted tours of its Moolap salt pans as part of Heritage Week and your scribe attended one of these. Harvester to

stack transport is by road vehicles but a lengthy system of tram track remains in use at this site along the 50 crystallisers for transporting conveyors and for the road truck stacker feeding off the harvest conveyors. The only operable rolling stock observed was two conveyor transfer bogies, so presumably road vehicles provide the motive power. Portions of the track have recently been renewed with good secondhand rails, new bolts and dog spikes .

As with Laverton, there is no tramway technology surviving to enable the Moolap crystalliser floors to be reconditioned so management is currently looking at a solution involving balloon tyre vehicles.

Norm Houghton 4/91

GLENMAGGIE WEIR, near Maffra 610 mm gauge?

A very short length of 2 ft gauge (approx) line exists on the weir wall. The rail consists of square steel with welded chairs on the concrete. Two presumably hand propelled vehicles were seen with an i.c. motor winch on each. They seemed to be for opening and closing the spillway gates.

John Peterson 4/91

OVERSEAS - NEW ZEALAND

TAWHITI BUSH TRAM MUSEUM 762 mm gauge

A 762 mm gauge private railway serving a new museum at Tawhiti, near Hawera, was opened on 15 December 1990. The museum, located in a former cheese factory, depicts how the people of Taranaki lived and worked. The bush railway commences just inside the museum gates and winds for about a kilometre across the paddocks to the rear of the museum building. Lineside displays depict an engineering workshop, a camp for railway sleeper cutters and a bush settlement. At the end of the line, a reproduction of an old sawmill houses the interpretative centre, containing dioramas showing the timber industry from bush to sawmill in one-twelfth full size models. Two of these show bush tramway scenes. The railway is operated by diesel locomotive built in Hawera by Nigel & Partners. It hauls passengers around the museum complex in an open carriage on four-wheel bogies.

NZ Rails 5/91 via Bob McKillop 5/91

MEETINGS

MELBOURNE: CASSILIS GOLD MINING CO.

John McCutchan will give an illustrated talk on the 1897-1916 activities of this company. which included a 2500 ft long gravitational tramway, and was probably Victoria's first significant hydro-electric scheme.

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

DATE: Thursday 13 June at 8.00 pm.

SYDNEY:

Any member wishing to know details of the next meeting should call Craig Wilson on 02- 484 7984.

LOCATION: Woodstock Community Centre, Church St., Burwood. Note: Plenty of off street parking at the rear of the building and Burwood station is only a 5 minute walk away.

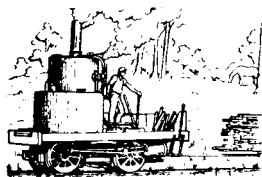
DATE: Wednesday 22 June at 7.30 pm

ADELAIDE:

Contact Arnold Lockyer for details

LOCATION: 150 First Avenue, Royston Park.

DATE: Tuesday 25 June at 8.00 pm.



LIGHT RAILWAY NEWS

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E.M. Baldwin 0-4-0DH *Valdora* (6-1258-5-6-65 of 1965) emerging from the deep cutting under Bli Bli Road on the return journey on our tour of some of the Moreton Central Mill's tramway system on 20/4/91.

Photo: Robert Bremner

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NOTES, CORRECTIONS & COMMENTS

EDITORS NOTE:

Readers with keen observation skills may have noted that this months issue looks slightly different. It is because we have acquired a new computer and this issue has provided me with a crash course in familiarising myself with both it and the software! If anyone would like to send future contributions by disk (accompanied by hard copy is helpful), please do. The computer is IBM compatible with both 5.25 in and 3.5 in disk drives and the word processor used is Letter Perfect (also compatible with Word Perfect).

WALKERS LTD

(LRN 82, p.8)

Both DH class locos mentioned were built in 1969.

CSR LTD, Hambledon Mill

(LRN 82, p.13)

Chris Hart points out that the Hambledon brake wagon is painted plain yellow, and has a Hatz motor.

Commonwealth Steel premises

(LRN 82, p.10)

Ray Graf points out that the former Commonwealth Steel premises are now owned by Bradken. The loco there is yellow with blue cabside panels.

Corrimal Colliery

Ray also points out that the gauge of the Corrimal Colliery skip (LRN 82, p.9) is not given in the source he contributed (it was assumed from other evidence - oops! - Editor.)

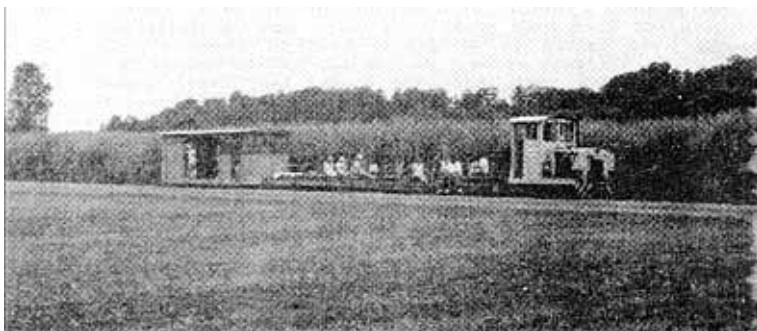
AUSTRALIAN SOCIETY OF SUGAR CANE TECHNOLOGISTS

At this year's annual conference, a paper was presented by R.A. James, G.A. Kent and W. McWhinney on the subject of "Canefield Locomotives - Present and Future". This paper is published in the "Proceedings of the Australian Society of Sugar Cane Technologists" and provides a useful review of current locomotive practice and possible future directions. The main types reviewed are diesel hydraulic, diesel hydrostatic, diesel electric, electric (both straight and battery), and steam accumulator (fireless). The paper makes interesting reading.

via John Browning 7\91

TOUR REPORTS

MORETON CENTRAL MILL TRAMWAY TOUR, Nambour, Queensland



E.M. Baldwin 0-4-0DH *Valdora* (6-1258-5-6-65 of 1965) with our "tour train" on the return journey. 20/4/91

Photo: Robert Bremner

Approximately 45 LRRSA members, families and friends congregated at the Moreton Central Mill marshalling yards at the eastern end of Howard Street, Nambour on the morning of Saturday, 20 April for what was to be a great day touring some of the Mill's extensive tramway system. We were treated to a typical Queensland autumn day full of sunshine and clear skies. Motive power for the day was E.M. Baldwin 0-4-0DH *Valdora* (6-1258-5-6-65 of 1965), and our rolling stock consisted of two classes: "peasant class", being two flat cars immediately behind the loco with seating arranged "toast rack" style by the clever positioning of sleepers "wrapped in plastic"!; and "luxury class" complete with dining facilities, using one of the navvys' wagons, bringing

up the rear. Most travellers were happy to be “peasants” and enjoy the lovely open air ride through the lush canefields.

We left the marshalling yard at approximately 10.30 am and headed up the Bli Bli valley, noting the relatively new Nambour by-pass overbridge beneath which the line now passes. We made our first stop at Deepwater in Bli Bli where the opportunity was taken to have morning tea and to inspect an old canecutters’ barracks. We were fortunate in having Fred Perren, a local identity who has lived in the area for many many years, on board and he was able to treat us to his reminiscences of what it was like on the mill system in the past.

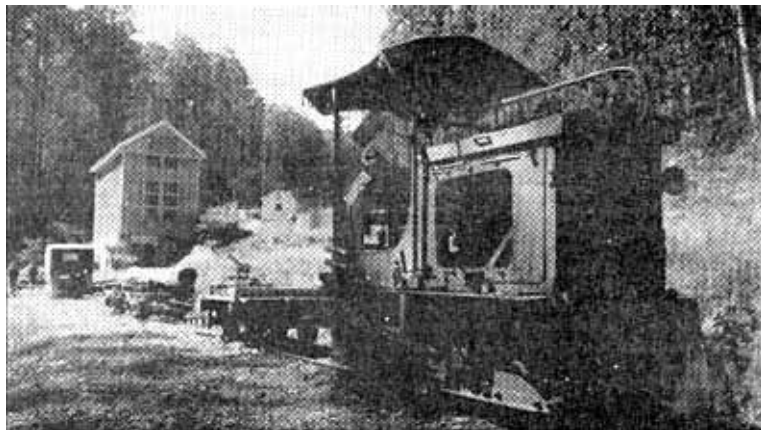
From here we moved on through Bli Bli, up the steep grade to the deep cutting where the tramline passes underneath Bli Bli Road. Numerous photo stops were had along the way but this one proved quite popular. We then proceeded to the Dunethin Rock picnic area on the banks of the Maroochy River which provided us with a great location for lunch. Just before arriving at the picnic area however a short stop was made to remove a cow from the line - a farmer, not expecting any traffic in the off season, had tied the cow to the rail!

During the lunch break, our driver took the train a little further down the line and ran the loco around the train ready for our return journey. On the way back we visited one of the two drawbridges on the system which passengers took the opportunity to inspect and photograph.

We arrived back at the marshalling yard by mid-afternoon, all agreeing it was a really great day. The last time the public was allowed on the system was on the ARHS Qld Div’s first tour in October 1957 - 34 years ago! On that occasion the Shay was the motive power. One member of our group was also on that trip and was able to tell us about it. As reported elsewhere in this issue, it is hoped the Shay will be restored to running order and perhaps we can then repeat the trip with the preferred loco! We would like to extend grateful thanks to George Hadley who provided liaison with the Mill and without whose help we would not have been able to organise the tour. On completion of the tour, George told us of the plans to restore the Shay. A collection had been made, by way of passing the hat around, for our driver, Jim Attewell, who donated his time to make our trip possible. However he declined to accept it saying he had enjoyed himself very much, so it was decided to pass on the money raised to George Hadley, as the first donation in the Shay Restoration Fund.

Peg Haves 7/91

RUBICON & ALEXANDRA TOUR, Victoria



Malcolm Moore 0-4-0PM (complete with snowplough!) at the Royston Power Station , SEC Rubicon Tramway.

Photo : Peter Evans

The weekend of 23/24 March promised to be great from the outset. The sun was shining to start with, as forty-two Light Railway tourists gathered at "Tin Hut", now known as the Rubicon Power Station.

The opportunity was taken to view the SECV's haulage beside the pipeline that feeds the power station. The only vehicle used on the haulage had been left out for us to inspect and photograph. This haulage is about 1100 m long and rises on a gradient of approx. 1:3, to connect with the raceline tramway at the top.

We all then headed off to the Royston Power Station to inspect the tramway, its equipment and the power station itself. The tramway operates a Malcolm Moore locomotive used occasionally for the carting of heavy materials. Two bogies once used on the Alexandra-Rubicon tramway are sometimes used for this purpose. To patrol the raceline from the Rubicon Dam to the Royston Power Station a yellow 4wBE rail car of dubious parentage is used. The SECV had kindly provided two of their employees, who arranged the rolling stock for us to view and to talk to us about the tramway, the power system and their activities.

The tramway which is several kilometres long includes a number of high curved trestle bridges. The original bridges were destroyed in the 1939 bushfires, rebuilt and have been renewed once since then, during the 1960s. The bridges are once again being rebuilt as their timbers decay, the work

being carried out by the Rubicon staff. Another interesting feature of this system is an electrically powered sawmill, whilst only small it provides most of the SECV's local needs. It also provided a good place in the sun for us to have lunch.

That afternoon, we headed off to walk a very interesting section of Clarke & Pearce's tramway along the eastern flank of the Middle Range. Along the way, many interesting relics were observed. Apart from the usual sleepers and dogspikes, there were the remains of five substantial bridges. One of these was at least 50 metres long, whilst another still completely intact was 10 metres long and 3 metres high. Also seen were the remains of two sets of winding gear at the top of inclines, the second of which we descended for about 800 metres. This section of tramway had prior to this tour been impassable, but much hard work by a small bank of dedicated but insane bushbashers who toiled in 40 degree heat to clear a path, was much appreciated by the rest of us. At the top of the second incline was the remains of the loco shed that once housed the "Days" tractor that now operates at the Alexandra Timber Tramway & Museum. Scattered around were a number of springs, drive chains and other parts that had been used on the "Days". The descent of the incline was made fairly quickly, some being quicker than others by choosing a sideways rolling method which is also useful at clearing some of the undergrowth. Once at the bottom of this 1:3 incline, it was a short stroll back to the "Tin Hut".

For Saturday night, a local hall had been hired to screen an excellent audio/visual presentation of tramway and logging in the Alexandra and Rubicon area by Peter Evans. After this Allan White of Alexandra showed some of his movies taken during the early days at the Museum.

On Sunday morning a number of us took the opportunity to stroll along the remains of the Rubicon Tramway at Alexandra while others were getting steam up in the "Fowler" at the museum.

The ATT&M people made us most welcome to their establishment. Just about everything that was moveable had been brought out for us to view. They have ten different locomotives. two steam, seven internal combustion and one

"Armstrong" powered. Also in use were a number of mining skips, flats and two carriages for the tourists to enjoy a leisurely trip behind the Fowler. The static displays of light railway items were also of great interest, many of which had been well restored and displayed. The models of a bush sawmill and other associated buildings provided an insight into life at mill settlements. Also on hand was the maker of these models, Mr Ernie LeBrun, who has lived and worked in the Alexandra/Rubicon area most of his life.

A BBQ was provided for lunch, upon which the ravenous horde descended. After lunch we were treated to the sight of a train made up of eight side tipping hoppers and a flat top hauled by the Fowler.

By mid afternoon it was time for most people to move off having enjoyed a great weekend of light railways adventure.

Bill Hanks 4/91

LOCOMOTIVE & ROLLING STOCK MANUFACTURERS

A. GONINON & CO, Newcastle 1435 mm gauge

(see LRN 79, p.4)

The standard gauge Whiting Trackmobile previously observed at this site is an 0-4-0D with central jackshaft drive and carries the number 75. Also noted on site was a rail mounted crane.

Ray Graf 4/91

NEW SOUTH WALES

BULLENS AFRICAN LION SAFARI, Warragamba gauge unknown

To be auctioned on 20 April by P.R. Masters & Co. were items from this attraction, including a "safari train with five carriages" and 1 km of track. Perhaps a member can provide information as to whether this was a miniature or a narrow-gauge railway.

Sydney Morning Herald 13/4/91 via Craig Wilson

COSTAIN AUSTRALIA LTD gauge unknown

(see LRN 77, p.12)

This company has advertised for a young mining engineer or tunnel surveyor "for a tunnelling project in the Blue Mountains", giving an 047 phone number. It might be supposed this job will involve rail transportation.

The Weekend Australian 29-30/6/91 via John Browning

MINES RESCUE STATION, Boolaroo, Newcastle 1067 mm gauge

Observed here on 29 April was a 4wBE loco with square ends, dumped in the grass, possibly intended for preservation on site. The loco was numbered 23 and had a battery box numbered 4.

Ray Graf 4/91

NSW STEAM TRAM & RAIL PRESERVATION SOCIETY, Parramatta Park 1435 mm gauge

(see LRN 72, p.9)

Beyer Peacock 1308 1620/1877 has been stripped down to the frame. This has been grit blasted and spray painted by the two coat process and new horn cheek slides are being made. 103A steam tram motor Baldwin 11676/1891 is still at the RAM Thirlmere. It has been steam trialed several times, experiencing problems with vacuum brakes and linkages and the bedding in of new brake shoes. The refurbished body was delivered in May and the unit should be returned to the Park by October. Robert Stephenson 2994/1899 was recently steamed after lying idle in the shed for 18 years. It was found the regulator would not close off. The dome was removed and regulator inspected and found more than badly worn. New parts are now in the process of being made. 1022 Vulcan 2505/1916 has had all the workload of steaming with KA778 or 1918 tramcars during the absence of 103A. Our steaming days are still third Sunday of the month in the afternoon and Monday public holidays. Renovation of the exterior of the CPH 5 rail motor has commenced, taking it back to original match stick sides and crown light windows. This work is being performed by out of work apprentices attached to B.A.T.L. Purcell replica steam tram has had a reconditioned Bedford 350 diesel and Turner gearbox fitted.

When joining this Society some five years ago, I found the state of the trackwork in an almost untrafficable condition and offered to become ganger. Most of the main running track has been lifted out of the ground, resleepered and ash ballasted. All light rail has been replaced by 60 lb/30 kg rail and new 1, 2, and 3 roads have been installed. Work is in progress replacing rail in 4, 5, and 6 roads. This work could not have been achieved without the assistance of some 12 community service workers.

Laurie McCulloch 6/91

PHILLIP HOLZMANN A.G., North Head 762 mm gauge

(see LRN 53, p.6)

To be auctioned on 28 May by Colliers International was equipment used on construction of the Ocean Outfall tunnel. This included six electric locomotives and 20 assorted rail trucks and cars including concrete agitators, form carriers, and personnel cars.

Sydney Morning Herald 18/5/91 via Ray Graf

Noted here on 29 April were two battery boxes, probably from narrow gauge battery electric locos. One carried No.4 (painted in red lettering on a faded orange body) and the second No.20 (painted in orange lettering on a

white body). Also noted was a standard gauge heavy duty flat car made from the remains of a SRA 47 class B-B DE loco.

Ray Graf 4/91

QUEENSLAND

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY Durundur Railway Woodford 610 mm gauge

(see LRN 80, p.9)

Inspection has revealed that the front tubeplate of Hudswell Clarke 0-6-0 *Melbourne* (1701 of 1938) needs to be removed, either for repair or for replacement. It appears that the bottom section of the tubeplate has been overheated at some time in the past, presumably in connection with an accident. Meanwhile work is proceeding on other aspects of the restoration of this locomotive, with the cab and tender steelwork repairs completed.

Pointwork has been underway to allow the connection of track into the new workshops area. Two sets of points are complete with one more to be constructed. The workshop building has been progressing well, with roof materials currently being cut to size.

A submission has been made to the Caboolture Shire Council for the relocation of the former D'Aguilar Station building from the Caboolture Council Depot to Woodford, and the installation of toilets inside.

Survey work is in progress in preparation for the granting of an easement through Catholic Church property at Woodford to enable an extension of the railway. This is parallel to a section of ex-QGR trackbed which is not available to the Society and which will allow access to State Forest beyond, in which the railway can regain the old railway formation.

Durundur Railway Bulletin 1/91, 2/91, 3/91, 4/91, 5/91 via John Browning

AUSTRALIAN RAILWAY HISTORICAL SOCIETY, Qld Div 1067 mm gauge

(see LRN 75, p.6)

A10 class 0-4-2 No.6 (Neilson 1170 of 1865) has been fully restored to working order and was officially recommissioned on 26 May. It went to Cairns on a well wagon at the start of June to take part in the centenary celebrations of the Cairns Railway. This locomotive was sold out of QGR service to Gibson & Howes in 1896 for use at their Bingera Mill and was returned to the QGR for the 1965 centenary celebrations, after which it was placed in Redbank Museum. It has been finished in a deep red livery and its return to service is a great achievement for all the volunteers who took part in the work.

Supplement to Sunshine Express 5/91 & 6/91 via John Browning

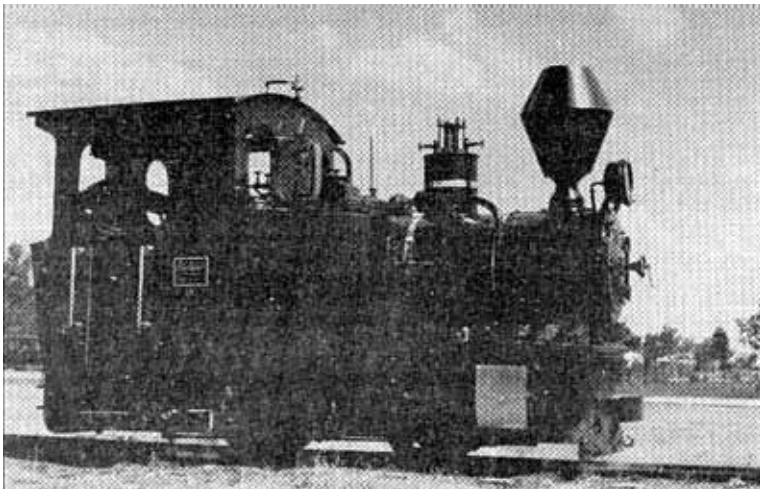
BHP GOLD MINING - DEVEX, Hall Road, Monkland, Gympie 610 mm gauge?

This mine, at the former West of Scotland shaft, had twin battery electric locomotives (see LRN 69, p.5 [sic]). Track gauge on the surface appears to be around 2 ft Two Gemco 4wBE units were seen on the surface in mid May, with grey frames and orange battery boxes. One unit carried metal numerals on the frame, and was apparently numbered 66. This was fitted with a battery box crudely numbered 1. The second unit, with battery box, 2 appeared to have the number 56 on the frame.

John Browning 5/91

BUNDABERG STEAM TRAMWAY PRESERVATION SOCIETY Bundaberg Botanical Gardens 610 mm gauge

(see LRN 81, p.8)



Rebuilt O & K 0-4-0WT 6805 of 1914, *Germany*, on the day of its official return to steam (see LRN 79, p.10)

Photo : Bob Gough

Orenstein & Koppel 0-4-0WT 6805 of 1914, *Germany*, was observed at work on 19 May. The locomotive has been very pleasingly restored in a deep red livery and makes a pleasing picture as it hauls its little train around the circuit of track .

The Society's two other steam locomotives are also at the Gardens site but both are dismantled. Bundaberg Foundry 0-4-2T 3 of 1952 has had its boiler

removed for the fitting of a new firebox, while Baldwin 0-6-2T 46828 of 1917, *Felin-Hen*, requires much work to be done before reassembly can begin.

The Gardens are being expanded and there is some thought that the tramway may be extended. Nearing completion is the magnificent Fairymead House, which has been relocated here. This comes from the original Fairymead Plantation.

John Browning 5/91

BUNDABERG SUGAR CO LTD 610 mm gauge

(see LRN 82, p. 12)

The takeover bid by British sugar refiners Tate & Lyle has been successful with them gaining a controlling interest in Bundaberg Sugar on 28 June. The six sugar mills in which Bundaberg has a controlling interest are Moreton, Millaquin, Fairymead, Bingera, Mourilyan and Babinda, and it also owns locomotive builder Bundaberg Foundry Engineers.

John Browning 6/91

BUNDABERG SUGAR CO LTD, Mourilyan Mill 610 mm gauge

(see LRN 82, p.12)

A land corridor for a future Bruce Highway Innisfail by-pass scheme has been proposed. This corridor crosses three former Goondi Mill tramlines. One is to the south of Innisfail, north of Mundoo, and two are west of Innisfail, near Shaw's Corner.

David Blakeley 4/91

GRAHAM CHAPMAN. Murrumba Downs 610 mm gauge

(see LRN 65, p.6)

Another locomotive was observed at this private preservation site during May. This is a Purcell 0-4-0PM (believed to be 999A of 1922) which was built for Moreton Mill. This unit is believed to have been rebuilt by the mill a number of times from the 1940s. It has been rescued from the site of the Buderim Zoo & Koala Park where it had been on display in the open for a number of years.

John Browning 5/91

CSR LTD, Hambledon Mill, Edmonton 610 mm gauge

(See Mulgrave Central Mill Co. Ltd) (see LRN 82, p.2 & 13)

MULGRAVE CENTRAL MILL CO LTD, Gordonvale 610 mm gauge

(see LRN 79, p.14)

As was announced in LRN 82, CSR has announced that Hambledon Mill will close from the end of the 1991 season. Mulgrave Mill will purchase

Hambledon's tramway system and rolling stock (possibly with the exception of 300 bins), together with some mill equipment. From 1992, former Hambledon cane will be crushed at Mulgrave, where it is expected that continuous crushing will be in operation. Mulgrave has around 160 growers and Hambledon has 154, and the position of the former Hambledon growers in the Mulgrave co-operative is yet to be finalised.

There has been no decision taken as yet as to the future of CSR's "Sugarworld" tourist attraction, although there has already been speculation that it may be linked to the Mulgrave Rambler steam service operating from Mulgrave Mill.

The Mulgrave Shire Council has stated that it hopes the merger of the two tramline systems will enable the crossing of the Bruce Highway in Edmonton to be relocated to a place where it would be less of a traffic bottleneck.

*Cairns Post 9/5/91, 10/5/91, 21/5/91
via John Browning; Chris Hart 5/91*

CSR LTD, Herbert River Mills 610 mm gauge

(see LRN 82, p.13)

Victoria Mill received its new locomotive on Friday, 21 June, when Walkers B-B DH 605 of 1969 arrived from Maryborough, having been regauged and modified by Walkers. (It had spent the previous night on a low loader parked in the main street of Sarina.) The loco is finished in Victoria Mill yellow with a wide green line at waist level, white running boards and steps, and red/white dazzle striped headstocks. The cab height has been raised by around a foot, enabling a large window to be fitted above the hood. This makes its height about 2 ft above conventional cane railway locomotives. The single builder's plate is to be found on the headstocks at the long hood end. It was expected to enter service in early July.

The loco is believed to weigh almost 40 tons, so bridges between Victoria Mill and Lucinda have been strengthened to take it. It is expected to be used exclusively for bulk sugar haulage on this line, where it will haul about 1000 tonnes, or 95 sugar boxes. Suggestions that it will also haul Macknade bulk sugar are unconfirmed. Reports suggest the unit will be named *Clement*, after Clem McComiskie, a Victoria Mill loco driver who was killed in a shunting accident in the Mill yard on 19 June.

The arrival of the Walkers loco will enable E.M. Baldwin B-B DH *Wallaman* (6400-3-4-76 of 1976) to be released from bulk sugar haulage to cane train duties.

*Bob James, John Browning, Chris Hart 6/91
Herbert River Express 25/6/91 via Chris Hart*

CSR LTD, Kalamia Mill 610 mm gauge

(see LRN 75, p.7)

A 5.5 km section of former Pioneer Mill 3 ft 6 in gauge trackage from Kilrie to Macdesme has been relaid in 2 ft gauge as part of the Kalamia system.

John Browning 6/91

CQ SALT INDUSTRIES, Bowen 610 mm gauge

(see LRN 77, p.12)

The four locos which were out of use here for quite some time are said to have been sent to a Cheetham Salt site in Victoria. Four salt skips are on display near the front entrance to the works.

John Browning 6/91

GIBSON & HOWES LTD, Bingera Mill 610 mm gauge

(see LRN 80, p.10)

Plasser KMX-12T tamping machine 249 of 1982 was noted parked at Weithew on 18 May, alongside E.M. Baldwin 0-6-0DH *St. Kilda* (reb.6-2179-1-6-67 of 1967), which carries its name on the right hand side only. These units were involved in track upgrading works on the line between Bingera and the former Gin Mill site at Wallaville. At Wallaville, a loco compound has been constructed in which to stable locos securely, and inside it was observed the mill's Malcolm Moore 4wDH (believed to be 1025 of 1943).

Ruston & Hornsby 4wDM 387893 of 1955, rebuilt by the mill as a grass cutter hauler in 1973, has recently been converted to an unpowered ballast plough. It was noted in the yard in red oxide paint, attached to a train of ballast hoppers.

John Browning 5/91

HAUGHTON SUGAR CO PTY LTD, Invicta Mill, Giru 610 mm gauge

(see LRN 80, p.11)

The pair of E.M. Baldwin brake wagon bogies were sitting outside the workshop at the mill in mid-June. Inside, only the bare frame of the brake wagon has been fabricated. This might well reflect the likely delivery date of the new E.M. Baldwin loco, thought not to be before the start of August.

ISIS CENTRAL SUGAR CO LTD 610 mm gauge

(see LRN 80, p.11)

A large new loco shed has been built at the north-west of the mill site. All the track has been removed from the headshunt which was built in a deep cutting to the south of the mill as recently as 1976. The road bridge over the

mill yard, which once spanned four tracks, now has only one track passing underneath it.

State government approval has been given for the excision of a small area of a timber reserve along 500 m of Plath's Road to enable the mill to construct a tramline.

Isis was expecting the delivery of its regauged ex QGR Walkers B-B DH (602 of 1962) in time for the commencement of the crushing seasons.

*John Browning 5/91; Australian Canegrower
6/5/91 via Chris Hart*

MACKAY SUGAR CO-OPERATIVE ASSOC 610 mm gauge

(see LRN 82, p.14)

The new Marian - Cattle Creek link between Gargett and Uruba was practically completed by mid June, with a few minor jobs to be completed at the Finch Hatton end. Ballasting had been completed from Gargett almost to Tannalo with Com-Eng 0-6-0DH *Tannalo* (B1724 of 1957) in charge of a pair of ballast hoppers. The new branch to the south of Gargett was being extended to a total of 2 km, with tracklaying in progress.

On the former Cattle Creek Mill tramway, the junction of the Owens Creek line with the old Cattle Creek main line was being altered to face Marian, with the track to be realigned on the south bank of Cattle Creek. The old QGR yard at Finch Hatton had been largely regauged, with a new road crossing in Finch Hatton township to connect 2 ft gauge track into it at its eastern end.

On the new high level bridge at Marian, track was laid during the last two weeks of June, and extended across the Eungella Road. The rails were connected to Marian Mill's lines on the north bank of the Pioneer River, but only preliminary earthworks were in progress south of Eungella Road. However, a 2 ft gauge crossing had been put in across the Marian-Eton road to the south of the government line at Marian Station. In the Marian loco shed, Com-Eng 0-6-0DH FB3150 of 1963 was receiving bodywork modifications prior to repainting, while a new cab manufactured at the mill awaited fitting. The cab was already painted in the mill's yellow, red and green colours, and carried the name *Eton* and the number 5. (The number is supposed to be 25, but number 2s are out of stock!) Eimco B-B DH *Narpi* (L256 of 1990) had had its bogies removed for modification. At Pleystowe Mill, Clyde 0-6-0DH *Habana* (60-215 of 1960) was receiving a repaint, and was said to have swapped engines with Clyde 0-6-0DH *Te Kowai* (56-103 of 1956). In the navvy yard, Motor Rail "Simplex" 4wDM 9577 of 1953 was found dumped in a dismantled condition.

On Pleystowe's North Eton line, track realignment work was well under way

in mid-June to take out a bad reverse curve at Mount Vince where a number of derailments have taken place in recent years. In addition, earthworks had commenced on the south bank of the Pioneer River for the new Balnagowan high level bridge.

At Racecourse Mill, a number of Clyde 0-6-0DHs have had the cabs remodelled with new ergonomic seating, new console, and an air parking brake control to replace the unwieldy old brake column. Com-Eng 0-6-0DH *Oakenden* (FB3169 of 1963) remained in North Eton yellow livery at the end of June, in spite of its repaint in Racecourse yellow & green having been programmed for this slack season.

At Farleigh Mill, Clyde 0-6-0DH *Seaforth* (61-233 of 1961) was the last of Farleigh's Clydes to receive a new cab. It was also the mill's first loco to be painted in a new livery of yellow and peppermint green. This consists of yellow above waist level and green below, with a thick green yellow line just below waist level. Eimco B-B DH *Farleigh* (L254 of 1990) has also received the new colours, although this has been done merely by painting the green over the existing yellow. A third loco, E.M. Baldwin B-B DH *Foulden* (7220-1-6-77 of 1977) was also about to be repainted at the end of June.

John Browning 6/91

MORETON CENTRAL SUGAR MILL CO LTD, Nambour 610 mm gauge

(see LRN 80, p.13)

It is reportedly planned to restore preserved 4w+4wTG *Shay* (Lima 2091 of 1908) to running order as part of the Moreton Mill centenary celebrations in 1997. This historic locomotive went on display at Mapleton in 1987, but afterwards returned to the mill and is once again on display at the main entrance to the mill yard.

Clyde 0-6-0DH *Moreton* (63-289 of 1963) was noted with its old cab removed when the mill was visited on 17 May, in preparation for the fitting of a new cab which was under construction nearby. Com-Eng 0-6-0DM *Yandina* (B1112 of 1956) was noted in very indifferent condition behind the loco shed. It is reportedly waiting to be fitted with a new engine.

David Mewes 4/91; John Browning 5/91

NORMANTON-CROYDON RAILWAY 1067 mm gauge

(see LRN 79, p.10)

This isolated railway gains in reputation as a tourist operation representing a past era of Queensland branch line operations. Railway Centenary celebrations will take place from 20 to 28 July 1991. Traditional railmotor RM 93 currently works the Gulflander service with passenger trailer TP 1809.

Bob McKillop 5/91

PIONEER SUGAR MILLS LTD, Inkerman Mill 610 mm gauge

(see LRN 80, p.13)

E.M. Baldwin 0-6-0DH *Carstairs* (6-2715-1-9-68 of 1968) has been fitted with the new cab supplied by Eimco and has been painted yellow with a wide green stripe at waist level and green trim.

A number of new bins which appeared similar in design to the Victoria Mill 4-ton bins were observed in service.

John Browning 6/91

PIONEER SUGAR MILLS LTD Pioneer Mill 1067 m gauge

(see LRN 79, p.14)

A 3.5 km new line has been constructed west from the mill to the entrance to CSR's Lochinvar Station on the Bruce Highway.

A ballast tamper and ballast plough were observed off the track near the mill. These are suspected to be the units owned by Fessl which are used for contract maintenance at the mill (see LRN 77, p.13).

A number of ex-government railway vehicles used for maintenance purposes were observed around the mill. These include a bogie carriage used as a mess car, five ex QGR VTS ballast wagons, and a TE ballast plough.

John Browning 6/91

PLANE CREEK CENTRAL MILL CO LTD, Sarina 610 mm gauge

(see LRN 82, p.16)

In mid-June, the construction work for the new formation required for the underpass of the QGR by the mill tramway was inspected. The tramline concerned currently crosses the QGR and Bruce Highway on the level on the north side of Sarina and thereafter extends for about 30 km south to Koumala and Turnor's Paddock. The underpass is about 1.5 km north of the existing crossing and involves deep cuttings on either side of the QGR. The line will cross the Bruce Highway at the same point as now. The earth works were substantially complete on either side of the QGR, but the undercutting of the government railway had not yet been done.

John Browning 6/91

PROSERPINE CO-OPERATIVE SUGAR MILLING ASSOC LTD 610 mm gauge

(see LRN 79, p.15)

Clyde 0-6-0DH 6 (62-272 of 1962) was observed in mid-June, stripped down and ready to be fitted with the new cab expected from Eimco in Mackay. However, with the crushing due to start on 17 July, it appeared unlikely that this work would be completed on time.

A new tramline bridge has been constructed over Myrtle Creek during the slack season and some sections of tramline have been relaid.

John Browning 6/91; Mackay Daily Mercury 18/6/91

SOUTH JOHNSTONE MILL LTD 610 mm gauge

(see LRN 80, p.14)

Prof Engineering B-B DH *Nyleeta* (P.S.L.25.01 of 1990) is believed to have returned here during May after having received attention at Eimco's Mackay works. It now carries an Eimco plate with their number L253.

A steel and concrete bridge carries the tramline across the South Johnstone River on a line linking Kalbo and Floriana. The previous bridge here was washed out by Cyclone Winifred and its replacement was paid for with insurance money.

David Blakeley 4/91; John Browning 5/91

MR TAIT. Old Clare Road, Mirrigan, Ayr 1067 mm gauge

Hunslet 0-4-2T *Pioneer* (642 of 1898) has been removed from the former Endeavour Foundation School in Ayr (see LRN 41, p.4) to this site, where its new owner seems to be a steam machinery enthusiast. Currently, the loco is standing in the open, looking somewhat weathered after 25 years of "preservation" in the open air.

John Browning 6/91

VICTORIA

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Railway 762 mm gauge

(see LRN 81, p.10)

Gembrook Restoration

The second Gembrook work weekend took place on 6/7 April when one set of points and most of No.1 road was laid. About 100 tons of ballast has been placed along No.1 Road, and about another 150 tons is piled in Gembrook yard ready to be distributed along the mainline. Much of the track laid on the mainline is still only in skeleton form, i.e. only one in three sleepers are in place. Another work party is scheduled for 18/19 May when the sleepers will be completed, and further ballasting will occur.

The Andrews Foundation, a charitable trust associated with the Pakenham Blue Metal Group, has donated \$60,000 towards the Gembrook restoration. Another useful grant recently received is \$4,000 towards restoration of the Water Tank At Gembrook. This came from the State Government Metropolitan

Area Improvement Programme.

The Taxation Department has ruled that the Puffing Billy Railway in its entirety is a public museum. This means that donations to the Gembrook restoration (and any other projects associated with the railway) are now tax deductible to the donor.

Traffic

Despite the economic downturn, passenger figures for February and March set all time records, and the figures for April will exceed budget. There are probably two reasons for these good results, better marketing and publicity, and Melbourne residents are not travelling so far for their entertainment.

Locomotives

12A: This has been in Belgrave workshops undergoing a major rebuild for a long time. The frames have now been fitted with its wheels and work is progressing on the valve gear.

Climax: This failed in service on a ballast train early in April, due to Westinghouse air compressor problems. It was scheduled to work a "Commissioner's Special" on 4 May, and another on 1 June.

14A: Late in April this was temporarily out of service having broken boiler stays around the firebox repaired.

G42: Work is continuing on the centre frame unit, which has been primed and painted.

Puffing Billy Railway Monthly News via Frank Stamford 5/91

T.A.C.L. RAIL TRACTOR RESTORATION - PROGRESS REPORT

A Project to Restore the Climax's Little Brother!

(see LRN 79, p.19)

On Sunday, 21 April, the centres were cut out of four ex-TGR wheels at Emerald, so that these tyres can be fitted on to the existing T.A.C.L. wheels. The next task is to work out how that little job will be done.

Frank Stamford 5/91

K & G DIXON, Coburns Road. Melton gauge unknown

To be auctioned on 23 February was a quantity of horse gear, antiques and sundry items. Included was "amusement train (new), 3 carriages (Honda engine) on rails." Perhaps a member can provide information as to whether this was a miniature or a narrow-gauge railway.

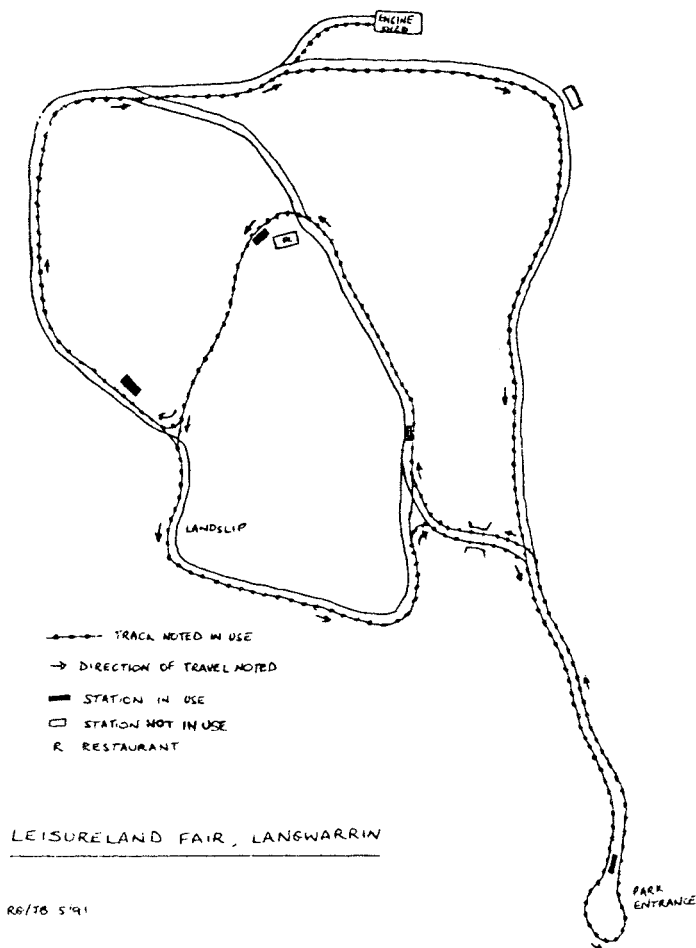
The Weekly Times 20/2/91 via Ray Graf

FIRST NJP INVESTMENTS PTY LTD, Leisureland Fair, Langwarrin 610 mm gauge

(see LRN 81, p.11, LRN 68, p.2 & LRN 39, p.9)

Visited on 2 February, only certain lines of the elaborate track layout appeared to be in regular use, as shown on the following plan. This information was determined by examining which rails were shiny! Chance B-B DH steam outline loco 134 (75-50134-24 of 1975) was seen in use, and the other two locos with their trains were in the engine shed.

Ray Graf 4/91



WESTERN AUSTRALIA

BUSSELTON 1067 mm gauge

At various times, the Busselton jetty preservation group collects a fee from users of the jetty, the funds helping the extensive restoration work on the 2 mile jetty. Access has been restored to the end of the jetty, previously isolated due to a fire, but there is still much work to be done. At the shore "depot" are three home made wagons using channel iron and trolley wheels. The wagons are used to convey rail and materials to work places on the jetty and one carries a winch. Two are 4 wheel and one is a rigid base 6 wheeler. The preservation group is trying to obtain more rail to replace rail lost on damaged sections of the jetty. There are no definite plans yet to provide a tourist service by rail on the jetty but it will come under more serious consideration when repairs are more progressed.

David Whiteford 6/91

YARLOOP 610 mm and 1067 mm gauge

The Bunnings (formerly Millars) Timber Mill at Yarloop appears to have ceased using rail to consign timber from the mill to the Bunnings distribution centre at Kewdale. When seen on 24 May, the zig-zag line from the mill to the WAGR yard bore many signs of dis-use.

The Historic Mill Workshops development at Yarloop features a number of items of railway interest. The old workshops last saw extensive use in the 1970s and managed to survive long enough for a major conservation and restoration project with Government support to commence in the late 1980s. The 1067 mm gauge mill railway from Yarloop siding to the Bunnings Mill goes through the workshops complex and a few trolleys are at rest on the line. The former locomotive workshops are being restored to operational condition and it is hoped that restoration work on steam locomotives will be undertaken in the workshop during the summer non-steam running season. The development also includes a "steam room" which will operate along the lines of the Dover steam museum, Tasmania. A large boiler will feed steam to various engines that will be placed in operation. To feed the boiler, a short 610 mm gauge trolley line is under construction and will possibly be no more than 15 metres in total length.

David Whiteford 6/91

OVERSEAS

CHINESE ROLLING STOCK

One of the organisers of the China Wood '91 international exhibition, to be held in Beijing in September 1991, is the China National Forestry Machinery Corporation. In the publicity material produced for the exhibition, it is stated that the Corporation produces the following logging equipment:

"762 mm wheel spaced steam and diesel locomotive on forest railway, cargo transportation cars, oil tanks, passenger cars and all kinds of railway carriages;..."

This is followed by other items such as road trucks, winches and diesel machinery. It's good to see that they have their priorities right!

Colin Harvey 5/91

MEETINGS

MELBOURNE:

AGM and Members' slide night. Yes, its on again ! Bring any slides which might be of historical or of general interest to light rail enthusiasts (maximum of 20 slides each).

LOCATION: Ashburton Uniting Church Hall, Ashburn Grove, Ashbulton.

DATE: Thursday 8 August at 8.00 pm.

SYDNEY:

Contact Craig Wilson on 02 484 7984 LOCATION: Woodstock Community Centre, Church St., Burwood

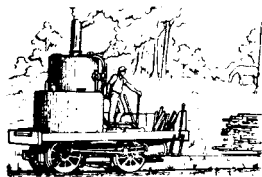
DATE; Wednesday 24 July at 7.30 pm

ADELAIDE:

Contact Arnold Lockyer for details . Phone 08 296 9488

LOCATION: 150 First Avenue, Royston Park.

DATE Tuesday 27 August at 8.00 pm .



LIGHT RAILWAY NEWS

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Deadline for next issue - 1 November 1991



762 mm gauge Couillet 0-4-0T 986 of 1886 with Henschel 25427 of 1956 in the background, on the occasion of the LRRSA visit on 3 March 1991 to Colin Rees' private property.

Photo: Ray Graf

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NOTES, CORRECTIONS & COMMENTS

CARIBBEAN GARDENS, Scoresby

(see LRN 82, p.16)

The working loco here is believed to be a conversion from a 2.5 ton Motor Rail "Simplex" 4wPM, and was rebuilt by V. Masters, Southport, Queensland, according to a plate it carries. It and its carriages worked at a couple of Gold Coast tourist attractions from 1959 before going to Victoria in about 1966. The only two known candidates for this are 1859 of 1919 (ex Chichester River Gravitation Scheme? - see LR 112, p.31) and 3711 of 1924 (ex CSR Victoria Mill). The Malcolm Moore 4wPM has been identified as 1092 (of 1943?).

John Browning 9/91

FOUND!

CSR Fiji Lautoka Sugar Mill's No. 21, Hudswell Clarke 0-6-0 (1664 of 1936) is listed in LRRSA's Australasian Locomotive Builders Lists as "OOU 1970s; scrapped" however she appears to be alive and well and living in California! An ad has appeared in the magazine "Locomotive & Railway Preservation" (issue date unknown) for the sale of this locomotive by L.F. or Ann Rothwell, Rancho Rinconada, 5300 Oakdale Avenue, Woodland Hills, California 91364. Included with the locomotive for sale are: "Two exact copies of Fiji 'free train' open cars seating approx. 32 persons each car; also two closed coaches, copies of Welsh narrow gauge coach."

Bruce Belbin 9/91

STUFF OR JUNK

Someone once said, "To me my junk is all good stuff, but to others my good stuff is just junk! What will happen to it all when I die?".

All too often articles, in our case, of light railway history are lost when the collector passes on. Families and friends often fail to appreciate the full

value of photos, slides, films, documents, etc., collected over the years by the departed railfan. Once you no longer have any use for your collections, they can continue to provide enjoyment and often be valuable research material to others in the future.

So we ask you to consider inserting into your Will, an appropriate provision for the proper disposal of your collection. Whilst the LRRSA does not have any formal archives to accept such material, we do recommend that you bequeath your valuable collection to the State or local Library in respective home state.

Please give it a thought.

Bill Hanks 5/91

LOCOMOTIVE & ROLLING STOCK MANUFACTURERS

EIMCO AUSTRALIA LTD, Paget, Mackay

(see LRN 82, p.8)

During July, Eimco moved to new premises adjacent to their previous location in Elvin Street. The new workshop is about double the size of the previous one. The remains of Fox 4wDHR 322 of 1972 were part of the move, and this unit was once again placed upside down in a corner of the yard outside the workshop.

John Browning 7/91

SITE REPORT - VICTORIA

POINT LONSDALE INCLINE 610 mm gauge?

(Grid ref. BT906592)

During the Second World War, a concrete gun emplacement was constructed on the top of the sand dunes at Point Lonsdale overlooking Bass Strait and the entrance to Port Phillip. A two-rail incline tramway about 100 metres in length was used for access. This emplacement is now used as a public lookout.

The last (top) pair of rails remain in position as the ends are embedded in concrete. These are about 20 pounds per yard and indicate a gauge of about 2 ft (they have moved slightly).

Inscribed in the concrete of the emplacement is:

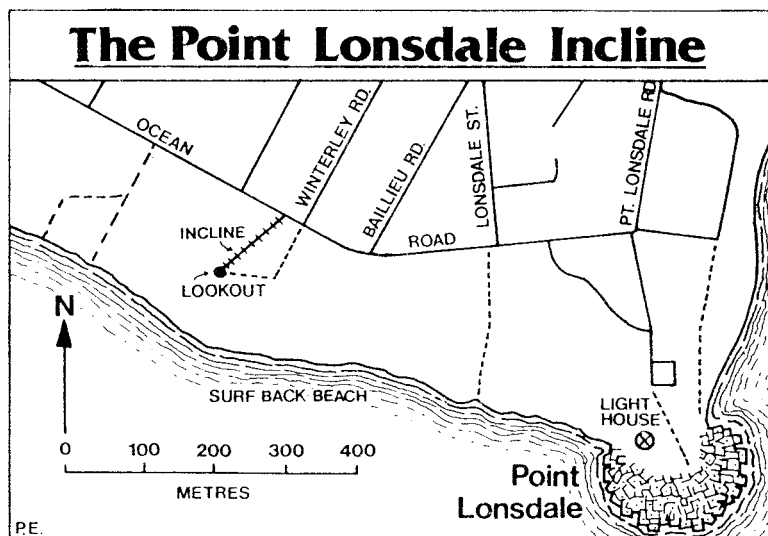
THIS GUN EMPLACEMENT
WAS BUILT BY
No.1 SECTION

21 ARMY FIELD COY
MARCH 194x

The last figure of the date of construction is not clear, but the year appears to be 1942.

The gun was mounted on a circular rail set in concrete. This has a diameter (gauge?) of 6.9 metres.

Colin Harvey 8/91



AUSTRALIAN CAPITAL TERRITORY

AUSTRALIA POST, Canberra

Australia Post is the major user of a 3.6 km dual track external/internal mail electric railway system at the Federal Parliament House buildings complex in Canberra. Does anyone have any more information on this system?

Post Journal July 1991 via Peg Hayes

NEW SOUTH WALES

APPRENTICES STEAM CLUB, HMAS Nirimda, Quakers Hill 610 mm gauge

A visit to this establishment during August revealed that 0-6-0T *Invicta* (John Fowler 11277 of 1907) is in operating condition on a length of track

constructed within the grounds. The side tanks have received radical surgery and although full length are now only about half as deep as those carried at Qunaba Mill, which has a fairly dramatic effect on the locomotive's appearance. It also makes prominent another modification, the uncovered wooden boiler lagging, enhancing a somewhat "Heath Robinson" type appearance.

Ian Comrie 9/91

BHP LTD, Newcastle 912 mm & 1435 mm gauge

(see LRN 81, p.6)

Standard gauge Goninon B-B DE loco 32 is preserved at Morando Sidings near the adjacent level crossing. (This unit was the first diesel-electric loco to be used at the Newcastle Steelworks, and was allocated builder's number I/S1001 of 1954 - Ed.)

On 3 August, an open day for present and retired employees only was due to be held. It was expected that the 3 ft gauge rail system, closed since May, would be in operation.

Ray Graf 7/91

BHP LTD, Port Kembla 1435 mm gauge

(see LRN 77 p.9, LRN 81 p.6, & LRN 82 p.5)

A breakdown of the O'Brien's Drift conveyor system in late May meant that output from Appin, Cordeaux and Tower Collieries, amounting to 18,000 to 20,000 tonnes per day was diverted from BHP rail transport to road trucks which travelled down Mount Ousley at the rate of at least 20 per hour. This naturally caused some concern to Wollongong residents.

Illawarra Mercury 28/5/91, 29/5/91 via Ray Graf

BOOLAROO MINES 1067 mm gauge

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1067 mm gauge 4wBE loco at Boolaroo Mines Rescue Station, NSW,
28 April 1991.

Photo: Ray Graf

LAMBTON COLLIERY 1067 mm gauge

During an official ARHS (NSW Div.) walking tour over the new Redhead Estate and Coal Company's railway between Adamstown and Belmont (south of Newcastle NSW), a diversion was made to inspect the surface workings of Lambton Colliery. This is the only remaining active colliery in the area and the only source of traffic on what is left of the Belmont Railway.

The inspection of the Colliery revealed two 1067 mm gauge battery electric locomotives having their batteries recharged. One, a Gemco, carried

the number 3440 on the front and both sides, the numbers being made up of individual cast fixtures attached to the loco body. The second, slightly smaller locomotive, had no indication of its builder visible and carried only the painted number 61 on each side.

A man riding car without visible identification was standing in the open. This vehicle did not appear to be self propelled.

Wal Lane 8/91

A.J. MAYR ENGINEERING, Greenleaf Road, Newcastle 912 mm gauge

Four 3 ft gauge bloom transport cars from the Newcastle Steelworks were noted at these premises. These vehicles are heavy duty bogie flat cars.

Ray Graf 7/91

RICHMOND VALE PRESERVATION CO-OPERATIVE SOCIETY LTD

Richmond Vale Railway Museum. Kurri Kurri 1435 mm gauge (see LRN 78. p.9) A July advertisement offering surplus plant equipment and spares for tender included a "rail car chassis" and several other items of tunnelling and construction equipment which may also have been rail mounted.

Weekend Australian 20-21/7/91 via John Browning

QUEENSLAND

BABINDA SUGAR LTD, Babinda Mill 610 mm gauge

(see LRN 80, p.9)

Babinda's new "Bundaberg Hunslet" B-B DH was due to be delivered late in August. It had been anticipated that this unit would be demonstrated at Racecourse Mill, Mackay, on 26 August, for the benefit of those attending the Annual Meeting of the Sugar Research Institute. However, last minute hitches prevented its dispatch from Bundaberg on time.

On 25 August, multiple-unit Clyde 0-6-0DH locos 5 *Goondi* and 6 *Daradgee* (55-56 of 1955 and 56-90 of 1956) were noted stuck on greasy rail on the northern approach to the mill with highway and railway blocked. The problem was caused by the cutting out of the motor on one of the Clyde units, and resulted in the hurried dispatch of a Com-Eng 0-6-0DH from the mill to assist, making the train a triple header.

Bob James 8/91: Chris Hart 8/91

BUNDABERG SUGAR CO LTD, Fairymead Mill 610 mm gauge

(see LRN 80, p.9)

Fairymead's new "Bundaberg Hunslet" loco was apparently delivered to

the mill during August but was returned to the Bundaberg Foundry for some fine tuning following trials.

Bob James 8/91

CSR LTD Hambledon Mill, Edmonton 610 mm gauge

(see LRN 83, p.2 & 9)

E.M.Baldwin 0-6-0DH 1 (4413-2-8-72 of 1972) works with the brakewagon constructed from the frames of Drewry 0-6-0DM *Seaforth* (Baguley 2514 of 1954). All the brakewagons at Hambledon have elaborate guards fitted to the beacons because of the endemic vandalism which occurs along the line which runs through the Cairns suburbs.

It is reported that the "Sugarworld" park at the mill is only in operation on weekends. E.M.Baldwin 4wDH 9109-1-9-80 of 1980 was observed parked in the main station platform in mid-August.

The Hambledon north coast line now crosses beneath the Cook Highway north of Cairns through a pre-existing drainage culvert.

Scott Jesser 8/91; Chris Hart 9/81

CSR LTD, Herbert River Mills 610 mm gauge

(see LRN 83, p.9)



Ex QGR 2 ft gauge Walkers B-B DH 605 of 1969 with brake wagon and sugar boxes at Victoria Mill, August 1991.

Photo: Ian Comrie

The Walkers B-B DH 605 of 1969 did its first sugar run to Lucinda on 30 July after doing a light loco run the previous day. The delay in entering service was at least partly due to the need to carry out certain electrical modifications. During that week, the Walkers loco shared the sugar duties with E.M.Baldwin B-B DH *Callahan* with Com-Eng brakewagon 2. The Walkers loco had still not received its nameplate by late August, and local opinion varied as to the exact name to be given. Some siding alterations on the Lucinda line had had to be made to suit it. In mid-August it was observed hauling a load of 88 sugar boxes.

From 20 July, E.M.Baldwin 0-6-0DH *Hobart* (4413-1-7-72 of 1972) was on loan from Victoria Mill to Macknade. This was ostensibly to replace Macknade's E.M.Baldwin B-B DH 19 (7070-3-4-77 of 1977) which failed when a universal joint broke, allowing a cardan shaft to go through the bottom of the converter. However, it was predicted that *Hobart* would remain at Macknade and that a smaller loco would be sent to Victoria in exchange. However, this swap did not eventuate and *Hobart* returned to Victoria on 31 August.

Victoria Mill's Drewry 0-6-0DM *Seymour* (Baguley 2392 of 1952) was on loan to the Lucinda Bulk Sugar Terminal for a few days around the end of July. Victoria's Drewry 0-6-0DM *Herbert* (Baguley 2394 of 1952) was on loan to Macknade on navy duties from 14 to 16 August and from 21 August.

The anticipated renumbering of Hansen 2w-2PMR linecars to unify the mill fleets has commenced. The former Macknade Mill M1 (34 of 1973) has become L CAR 5, while 1112 of 1973 (Macknade TROL2 ex Victoria V1) became L CAR 4.

Chris Hart 7/91, 8/91, 9/91: Scott Jesser 8/91

GARY CUTLER, Magnetic Mango, Horseshoe Bay, Magnetic Is. gauge unknown

A disused tramline from Horseshoe Bay lagoon to what appears to be a disused goldmine which last operated in the 1930s has been discovered at this mango farm tourist attraction.

Townsville Bulletin 9/7/91 via Chris Hart.

TONY GERMANOTTA, Kuttabul 610 mm gauge

(see LRN 79, p.11)

It is reported that the three locomotives owned by Mr Germanotta may shortly be sold for use on a projected tourist railway on Fraser Island. The locomotives are: 0-6-0T Perry 201.51.1 1951 4wDM Gmeinder 4574 1949 4wDM Windhoff 452 1940

Ian Comrie 9/91

HAUGHTON SUGAR CO PTY LTD, Invicta Mill, Giru 610 mm gauge

(see LRN 83, p.10)

The new E.M.Baldwin B-B DH loco was delivered on 23 August. Painted in Invicta's standard yellow colours, it appears similar to previous Baldwin bogie locos, with the angled cab windows seen in the most recent examples at Fairymead and Tully. It is reported that this loco will be receiving the name *Strathalbyn*.

Scott Jesser 8/91; Chris Hart 8/91

ISIS CENTRAL SUGAR CO LTD 610 mm gauge

(see LRN 83, p.10)

The new locomotive, the regauged Walkers B-B, DH 602 of 1969, was seen in use at the start of August. The unit is painted yellow and cream and is numbered 1. The main modifications noted appeared to be the removal of the buffers and drawhook, and the fitting of Willison couplers. The former number 1 (John Fowler 0-6-0DM 20776 of 1935) is still to be seen dumped behind the old sugar shed. The other Fowler, number 2, (0-6-0DM 4110019 of 1950) was noted in the new loco shed and appeared to be serviceable.

Scott Jesser 8/91

RON LEONARD Trinity Beach 610 mm gauge

(see LRN 35, p.10)

Rod Leonard hopes to soon launch a tourist passenger service utilising a section of Hambledon Mill's track. Four end loading passenger carriages have been constructed, and these appear to be quite wide by 2 ft gauge standards. An E.M.Baldwin underground loco has been acquired and refurbished with a Bedford diesel engine and air brakes for passenger haulage. Hudswell Clarke 0-6-0 1653 of 1935 has been stripped down and is reportedly to receive a new boiler. Rod also owns F.C. Hibberd "Planet" 4wPM 3570 of 1952.

Ian Comrie 8/91

MACKAY SUGAR CO-OPERATIVE ASSOC. 610 mm gauge

(see LRN 83, p.10)

The 10.1 km \$2.2m Marian - Cattle Creek link line was completed in time for the commencement of the crush in late July. 4.2 km was new track on regraded QGR trackbed and 5.9 km was regauged QGR track resleepered as necessary. New siding accommodation included four 250 bin loops at Marian, two 250 bin loops at Tannalo, a 250 bin loop at Lumburra, a 120 bin loop at Finch Hatton, and an extension of the Mirani West loop to 250 bins. Six sets of road crossing flashing lights were installed.

The tramline link from the new high level Pioneer River bridge to Marion runs adjacent to the QGR, crossing it just east of Marian station.

Marian Mill's Eimco B-B DH 255 of 1990 had received its name *Gargett* by early August.

The 900 new 6-tonne cane bins have been delivered to Marian and 150 Marian bins transferred from Marian to Farleigh. It is reported that the six-tonne bin will be the largest in use by Mackay Sugar before the year 2000.

The Pioneer River Improvement Trust will carry out repair works on Oak Creek near Oakenden, where flood damage after Cyclone Joy caused damage to a Racecourse Mill tramline. Mackay Sugar will assist by providing old cane bins to be filled with rock to stabilise the creek bank.

Tenders were called in July for a new Racecourse Mill tramline bridge across Sandy Creek at Homebush consisting of seven 15 metre spans.

Problems at Marian Mill have resulted in the temporary transfer of some Marian cane to Farleigh and Pleystowe mill, with some Pleystowe cane going to Racecourse. Some Marian cane will continue to be crushed at Farleigh until the end of the season. Tramline interconnections between the Mackay Sugar mills enable adjustments to be made in cane delivery according to need.

Mackay Daily Mercury 5/7, 15/7, 17/7, 21/8, 28/8, 4/9, and 7/9/91; Australian Canegrower 1/7/91 via Chris Hart;

Mackay Sugar 7/91; John Browning 7/91; Scott Jesser 8/91



Eimco B-B DH 18 *Gargett* (L.255 of 1990) hauls cane towards Marian Mill. August 1991.

Photo: Ian Comrie

MOURA 610 mm gauge

A small circuit of track is to be found behind the football ground at Gill Park, situated in McArthur Street. Very light prefabricated track is used, making up about 200 m in all. A shed forming a "tunnel" over the track contains a Jenbach 4wDM loco fitted with an ornate canopy, and ten small cars, one fitted with a canopy. It was reported in 1977 that Jenbach 1191 of 1954 had been sold by the Burgowan Coal Co. for use on such a line at Moura (see LRN 2, p.6).

It is believed that this line is used at least once per year at the annual miners festival. Three small yellow tipping skips, numbered 1, 2 & 3 sitting on the ground inside the circle of track are believed to be used in a skip filling competition at this festival.

John Browning 8/91

MULGRAVE CENTRAL MILL CO LTD, Gordonvale 610 mm gauge

(see LRN 83, p.9)

Changes have been made in the mill yard with the double bin tippler being resited at below ground level. Two automatic tracks, one from each of the main full and empty yards descend in a cutting under the road to the north of the mill, which has been raised to provide the necessary clearance. After going through the tippler, bins are moved to the adjacent empty line by means of some kind of traverser. Bins requiring attention in the shop are lifted to the truck shop line at ground level after passing through the tippler.

The "Mulgrave Rambler" service has been changed with a morning run in the Highleigh area, and the Mulgrave Valley trip operating in the afternoon only. It now operates as a return trip rather than using a bus, for one direction as before. The combination of earth ballast and a low ground clearance on the Mulgrave Rambler carriages are reported to create somewhat of a dusty ride in dry periods.

Chris Hart 8/91

PLANE CREEK CENTRAL MILL CO LTD, Sarina 610 mm gauge

(see LRN 83, p.12)

During July, the new underpass under the QGR was in use and the old crossing on the level disconnected. It is reported that three diesel locomotives currently out of use at the mill will be offered for tender at the end of the year. These units are:

5	0-4-0DH	John Fowler	18801	1927
6	4wDM	Ruston & Hornsby	371381	1954
-	4wDM	F.C.Hibberd	2333	1940

John Browning 7/91; Tony Wells 7/91



Formerly of Plane Creek Mill, 2 ft gauge John Fowler 4wDM 21914 of 1937 at Clairview, March 1991.

Photo: John Browning

QUEENSLAND SUGAR CORPORATION, Lucinda Bulk Sugar Terminal 610 mm gauge (see LRN 64. p.12)

For a few days around the end of July, the sugar terminal's Com-Eng 0-6-0DH (G1023 of 1958) was unavailable for use because of a breakdown. During this time 0-6-0DM *Seymour* (Baguley 2392 of 1952) was on loan from Victoria Mill as a substitute.

Chris Hart 8/91

SIGNAL PACIFIC LTD, Dawson Valley Colliery, Baralaba 661 mm gauge

This underground mine, formerly owned by the Mount Morgan company, (2 ft 2in gauge was also used at Mount Morgan) closed in 1969. Still to be found on the surface near the derelict headframe is yellow-painted E.M.Baldwin 4wDH 6-2245-1-3-68 of 1968. Also discovered at a far corner of the property, were six small steel bottom dump four-wheeled hopper cars, two of which were apparently complete. A display in the village store gives more information about the history of this interesting town and its coal industry.

John Browning 8/91

SOUTH JOHNSTONE MILL LTD 610 mm gauge

(see LRN 83, p.12)

It is reported that a tourist passenger service is now operating from the mill

on No.6 branch through South Johnstone township. Further details would be welcome.

David Mewes 8/91

TULLY SUGAR LTD 610 mm gauge

(see LRN 82, p.16)

Cardwell Shire Council have made a submission to the State Government about a proposal to provide direct transport access into the Murray Valley area. This would involve the construction of a cane tramway including a road/rail bridge across the Murray River, and would foster agricultural development.

Work on the refurbishment of E.M.Baldwin 0-4-0DH 1 (6-1082-1-2-65 of 1965) was almost completed by mid August.

Herbert River Express 20/6/91 via Chris Hart; Chris Hart 8/91

TASMANIA

HYDRO ELECTRIC COMMISSION, Tullah 1067 mm gauge

Tenders have been called by the above Commission for sale of rail tunnelling plant located at Tullah on Tasmania's west coast. The plant is in operation until September 1991 and tenders close on 30 September 1991. Among several items of light railway interest listed are: Granby type side dump 12 m capacity muckcars, 3x8 car trains and Gemco 25 tonne 150 kw diesel/hydraulic locomotives (5 off); flatcars, 7 off 6 m x 1.8 m, 2 off 3 m x 1.8 m; 18 seater mancar module; 10 seater Baldwin motorised mancar; 3 off Muhlhauser electric rotation concrete transit mixer cars; and a quantity of rail, sleepers, dogspikes etc.

Engineers Australia 26/7/91 via Greg Stephenson

VICTORIA

ALEXANDRA TIMBER TRAMWAY & MUSEUM INC 610 mm & 1029 mm gauge

P.O. Box 288, Alexandra Vic 3714

(see LRN 81, p.9)

Work commenced in October 1990 on the restoration to running order of Kelly & Lewis diesel locomotive 0-6-0DM 4271 of 1935. During the period 9-21 October 1990, Paul Simpson and Grahame Lister had jacked up and lifted the frame of the loco onto pigsties. This enabled the wheelsets to be removed for inspection, cleaning and painting in primer. The axle spring sets

were removed and three of the six replaced because of broken springs, the grease nipples were replaced with new types and holes cleaned.

One of the axleboxes (6) was found to be broken in half and will be repaired if possible, by Ron Stephenson Engineering of Alexandra, who will also manufacture some of the missing brakegear parts and straighten some bent parts etc.

The loco cab had been removed previously and had been returned cleaned and painted by the SECV crew at Rubicon.

Whilst the loco frame was up on the blocks, Doug Lister cleaned it down with a high pressure water unit generously loaned by Jan Radford's husband.

This October, another two weeks of concentrated activity on the Kelly & Lewis loco will take place and a working bee will be held on the weekend of 19/20 October. All interested persons are invited to get their hands dirty as the loco is reassembled and hopefully, can run under its own power.

Since last October, various work has been carried out off-site, in NSW. Paul Simpson has manufactured a new sandbox lid, bonnet support legs, overhauled the starter motor, and repaired the switches/ammeter unit for the control panel. While in Alexandra, new member Brian Slader and David Creighton of SECV Rubicon are working on cleaning and reassembling the Dorman 70 hp diesel motor. As previous reports had stated, the four pistons in the motor were seized, but these were removed and a Melbourne engineering company re-sleeved the motor to suit new pistons and rings. New gudgeon pins were bought to suit the piston rods. The engine has now been re-assembled and the bearings are being bedded in. Stampings on the engine appear to indicate that this is a composite engine of No.1 and No.3 (an inventory of Ruook Timbers lists 2 diesel locomotives and one spare engine for same). It is expected that the engine will be running shortly.

The wheelset flanges have been built up using low temperature pulsed-metal transfer to slightly larger than their original profile. This work has been undertaken by Paul England and Staff Pty Ltd The wheelsets are now being moved to the Puffing Billy workshops for an appointment with their new wheel lathe. When the wheelsets were being cleaned last October, some markings in white paint were observed on them: "R.T.L. AXR. URGENT ?-9-48". It would appear from the condition of the wheels that the work done on them was the replacement of the crankpins and it is assumed that they had been sent to Kelly & Lewis Springvale to be repaired, and returned to Alexandra in September 1948, Therefore it appears the loco was still working during 1948.

The reconstruction of the northern outbuildings of the Alexandra Railway Station has now been completed, and the buildings are once again in use

to display memorabilia of the district. A local resident has recently donated an 18 in gauge mining skip from one of the Alexandra gold mines to the Museum. Other acquisitions include a 2 ft gauge Robert Hudson side tipping skip from a quarry once owned by granite merchant the late W. Thomas, and one propellant and two cordite drying trucks of 18 in gauge from the Maribyrnong Explosives Tramway. These are on long term loan from Museum member Peter Evans.

The John Fowler locomotive was recently turned by crane to equalise flange wear. This has meant that a new inspection pit has had to be constructed on the second entrance road to the goods shed. This work has now been satisfactorily completed.

With the exception of No.2 road, all of the broad gauge track work in the Alexandra yard has been lifted, and with the recent purchase of a truck load of 6 in x 4 in red gum sleepers, track upgrading of the Museum's loop is about to recommence.

Paul Simpson 8/91; Peter Evans 8/91

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Railway 762 mm Gauge

(see LRN 83. p.13)

Gembrook Restoration

Friday 19 July 1991 saw the first 2 ft 6 in (762 mm) gauge loco at Gembrook since 3 August 1953, when ETRB loco NRT 1 (Ruston & Hornsby 296058 of 1951) was unloaded from Emerald for the weekend. Ballast trucks 91 NQR, 103 NQR, 125 NQR and 186 NQR were also there. NRT 1 would haul two trucks to the ballasting site and then push them back to Gembrook yard. Meanwhile the other two trucks were filled by front end loader in Gembrook yard. Sufficient track has been laid for No.2 road to allow trucks to be changed over.

Peter Medlin 7/91

PUFFING BILLY PRESERVATION SOCIETY MUSEUM, Menzies Creek various gauges

(see LRN 80, p.16)

0-4-OST *Sir John Grice* (Peckett 1711 of 1926) travelled on the Puffing Billy Railway between Menzies Creek and Belgrave on its way to the Belgrave Workshops to have air brakes fitted on Monday 1 July. It is hoped that once air brakes are fitted it will operate a few runs between Belgrave and Lakeside before going to Gembrook near the end of the year to run shuttle trips on the isolated section.

0-6-0 Macknade No.9 (Hudswell Clarke 1863 of 1952) is progressively being repainted into its Prussian Blue colour scheme in between steamings on the 2 ft (610 mm) track.

0-4-2ST Pleystowe No.4 (Hudswell Clarke 1559 of 1925) is back in service after a minor overhaul.

4wPM Malcolm Moore tractor from the State Rivers & Water Supply Commission of Victoria at Redcliffs, which arrived at the Museum on 20 March 1977, has now been positively identified as builders number 1015 of 1944? It was originally delivered to the Army on 3 March 1944 prior to going to Redcliffs. Copies of operating instructions and parts lists for the Malcolm Moore (10xx) Ford V8 railtractors have also been acquired by the Museum. The other Malcolm Moore railtractor (1013 of 1943/4?) is still waiting for a fuel injector pump (as mentioned in LRN 69).

0-6-0DM (Baguley 3354 of 1951) is being prepared for repainting in the near future.

Plans are underway to move ex ANR 0-6-0DM loco V 9 (TGR 1 of 1959) closer to the front fence of the Museum, to where *Justin Hancock* was located. This is to be done to allow more room for the display of rail trolleys and further 2 ft gauge wagons currently not on display.

Restoration is continuing on static displays, 0-6-0WT *Sub Nigel Ltd* No.3 (Orenstein & Koppel 12331 of 1931), Shay No.14 (Lima 2550 of 1912), 2-6-0+0-6-2 Garratt No.2 (Beyer Peacock 6935 of 1936). Mount Lyell No.5 (North British 24418 of 1938) has been "smoking" lately in an attempt to dry out the boiler lagging after the loco has been sitting in the open for over twenty years. This is done without any pressure being held in the boiler. With new volunteers available work has recommenced on the restoration of *Delta* No.1 (Perry 7967.50.1 of 1950).

The Museum will be a hive of activity until Sunday 13 October, preparing for the Puffing Billy Railway in association with the Historic Commercial Vehicle and Fire Engine Association of Victoria, "Olde Time Festival" displaying vehicles dating prior 1962. An estimated 2000 participants are expected and it is hoped that all the Museum's operational exhibits will be available on the day.

The Puffing Billy Preservation Society Steam Museum is open every Saturday, Sunday and Public Holiday from 10 am until 5 pm.

Peter Medlin 7/91

SECV RUBICON AQUEDUCT TRAMWAY 610 mm gauge

(see LRN 70, p.14)

The horseshoe shaped Lubra Creek trestle bridge has been successfully

replaced by the SECV crew using traditional methods and materials. This only leaves the "15,000 syphon" and "Beech Creek" bridges to be replaced to complete the third renewal of all the bridges on the system since its opening.

Peter Evans 8/91

STATE EXPLOSIVES TRAMWAY, Altona 610 mm gauge

The wagons once used on this tramway have been removed from the park on the foreshore as reported in LRN 77, page 19. These have recently turned up, albeit in a very decrepit state, at Alan Stebbing's property at Belgrave South. It is understood that Alan has undertaken to restore one of these and hand it over to the Altona Historical Society.

Peter Evans 8/91

ALAN STEBBING, Belgrave South, various gauges

This private site was visited in March, and a number of items of rail interest were noted. Apart from two 3 ft 6 in gauge line cars, one a Fairmont, and the other ex-ANR purchased from Lou Rae in Tasmania, some items from private and industrial railways were seen.

One is the remains of a rail tractor loco believed to be from Lees Timber in Tasmania. It appears to have run most recently as a 4wPM or 4wDM, but seems to have been rebuilt from a 6w unit. The second is a short wheelbase 4w loco chassis which was lying upside down. The third unit is Peter Evans' 2 ft gauge 4wDM Motor Rail "Simplex" (7351 of 1938) from Cheetham Salt.

This site is on private property and cannot be visited without prior arrangement.

Ray Graf 7/91

WESTERN AUSTRALIA

KEITH WATSON & PETER LEDGERWOOD, Perth 610 mm gauge

(see LRN 80, p.19)

A complete account of the construction of *Annie*, a 2 ft gauge 0-4-2T locomotive by these gentlemen appears in "The Narrow Gauge" No.130 (Narrow Gauge Railway Society - UK). Announced in LRN 73 (p.2), construction took only eight months. The locomotive resembles the Bagnall prototype but incorporates a Briggs boiler (100 man hours construction time) and Walschaert's valve gear as well as many other concessions to the workshop facilities available and modern technology (such as polyurethane springs). Steam trials of the locomotive took place on the Bennett Brook Railway in April 1990.

It is suspected that a Brooks boiler will be constructed for Perry 0-4-2T *Adelaide* (8967.39.1 of 1939) which was rescued from a Queensland park last year.

John Browning; The Narrow Gauge No.130 via John Browning

WEST AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION INC, Bennett Brook Railway. Whiteman Park 610 mm gauge

(see LRN 80. p.19)

F.C. Hibberd "Planet" 0-4-0DM (2150 of 1938) is being fitted with a GM engine and semi-automatic transmission removed from an ex-WAGR track regulator. Repairs to the boiler of 2-6-2 NG 123 (Franco Belge 2670 of 1951) have been undertaken at Willis Engineering, Rivervale, and it is hoped to have this unit back in service soon. At the same time, work has continued on 2-6-2 NG 118 (Henschel 24476 of 1938), with hydrostatic boiler testing well underway, and the reassembly of running gear, motion and running boards taking place. Ruston & Hornsby 4wDM 404982 recently returned to service after the overhaul of injectors and fuel pumps.

Rusty Rails Vol.16 No.2 via John Browning

MEETINGS

MELBOURNE: Rebuilding the Climax

Perhaps the most exciting achievement in recent years in the preservation scene in Victoria was the rebuilding of the FCV Climax that formerly operated on the Tyers Valley Tramway. Apart from providing the Society with its emblem, the superb finish of the restored locomotive and sheer delight of it in operation has captured the imagination of Victorian members. Hugh Markwick and Graeme Daniel were central figures in the restoration project and will share their experiences with us at the October meeting. Be sure not to miss it.

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

DATE: Thursday 10 October at 8.00 pm.

SYDNEY:

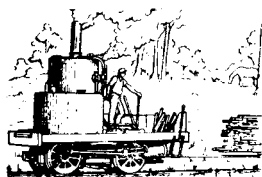
Contact Craig Wilson on 02-484 7984 LOCATION: Woodstock Community Centre, Church St., Burwood DATE: Wednesday 23 October at 7.30 pm

ADELAIDE:

Contact Arnold Lockyer for details. Phone: 08-296 9488

LOCATION: 150 First Avenue, Royston Park.

DATE: Tuesday 22 October at 8.00 pm.



LIGHT RAILWAY NEWS

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Deadline for next issue - 3 January 1992



Tully Mill's E.M. Baldwin 0-4-0DH 1 (6-1082-3-2-65 of 1965) newly refurbished at the mill, 22 September 1991.

Photo: Chris Hart

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SEASONS GREETINGS !

Once again the festive season is just around the corner and we would like to take this opportunity of wishing all our readers and their families a very Merry Christmas and a safe, healthy and prosperous New Year. It also seems like a good chance to thank once again all our contributors for the past year - keep up the good work, your support is very much appreciated.

Geoff, Peg and Allison Hayes 11/91

RESEARCH

Chris Hart has sent in an extract from *Millaa Millaa - A Pictorial Record from 1910* (published 1988) which pictures a quarry at Millaa Millaa Falls in the 1920s with wooden rails and loader skips.

NOTES, CORRECTIONS & COMMENTS

Chris Hart has pointed out a few gremlins which affected his report in LRN 84 (p.6). Hansen line cars are 4wPMR with both axles powered. Hansens 1112 of 1973 never carried the number TROL2. *Hobart* was on loan to Macknade from 24 July. There was also a mistake on p.11 - Tully 1 is E.M. Baldwin 6-1082-3-2-65 (although its builder's plate reads 6-1064-4-2-65 - J.B.)

A mix-up between John Browning and the Editor (probably involving a Fax machine) resulted in a "nonsense" item being published under the heading "RICHMOND VALE PRESERVATION CO-OPERATIVE SOCIETY LTD" on p.5 of LRN 84, as well as the omission of some other items. The correct Richmond Vale item and the other omitted material is published in this edition. Apologies to the contributors concerned. Once again we have run out of space for all the contributions received so have had to hold some over. If you don't see your item, it's bound to turn up next issue!

TASMANIAN DIVISION L.R.R.S.A.

It is with much pleasure that I am able to formally tell you of the formation of the Tasmanian Division of the Light Railway Research Society of Australia Inc.

At a meeting held in Tasmania on 30 August 1991, it was agreed to provisionally form the Division and once certain matters are clarified with the Council, it will become regularly constituted. The formation of the Division has been ratified by the Council and negotiations are underway to get everything organised.

Congratulations to David Beck who was elected chairman, to Ken Milbourne who was elected secretary/treasurer and to all other Tasmanian members for their efforts to establish the Division.

It has long been the view of Council that Tasmania is a gold-mine of light railway history waiting to be dug up. Hopefully enough interest can now be generated, with more people being motivated to carry-out research and to publish articles in *Light Railways*. Good Luck.

Bill Hanks 10/91

LOCOMOTIVE & ROLLING STOCK MANUFACTURERS

BUNDABERG FOUNDRY ENGINEERS LTD

(see LRN 80, p.3)

This works was visited on 19 September, where the new 32 tonne bogie locomotive, of very European appearance, for Fairymead was in the erecting shop receiving a few modifications after trials at the mill. The loco is builder's number 001 of 1991. It carries a rectangular brass engraved builder's plate on one cabside only, stating that it was built under license from the Hunslet Engine Co. In fact the bogies are fully imported, having been built in Leeds.

The loco was built to negotiate a specified minimum radius curve, the tightest on Fairymead's cane lines, but it was forgotten that the curve to the locoshed (and fuel bay) was considerably tighter. This required modifications to the bogies and running gear to be carried out. In addition, shock absorbers were being fitted to the bogies and the bottom cab step removed to improve clearances. Driver controls in the large cab are dual fitted, with throttle levers duplicated at each driving position, and with vigilance control also a feature. Cab air-conditioning is fitted. A particular innovation is that the couplers are fitted to the bogies with the bottom of the headstocks on the mainframes about 610 mm from rail level. Colour scheme is light yellow with black bogies and white/red dazzle stripes on headstocks of both main frame and bogies.

Another innovation is that the name, "Bundaberg", is not carried on the usual upper case lettered metal nameplate, but in a script style in gold lettering on a black panel on each cab side. This is also carried on the long hood end.

John Browning 9/91

TOUR REPORT - VICTORIA

"BLACK DIAMONDS" - WESTERN PORT & WONTHAGGI WANDERER - 15 SEPTEMBER 1991

In contrast to the rainy weather encountered on the "dry" runs for this tour, fine conditions greeted the forty or so travellers who met on Sunday morning at Anderson. From here a short drive brought us to the outskirts of San Remo, where, on "Deepadown" farm the owners allowed us to walk in their bull paddock (!) to see the formation of the Western Port Coal Mining Co's line which used to run from Kilcunda on the south Gippsland coast to Griffiths' Point (now San Remo) intermittently from 1874 until 1888. This line started as a wooden-railed horse drawn tramway and was reconstructed for locomotive haulage in the early 1880s.

Despite the mine at Kilcunda overlooking the sea, output was transported to the nearest safe shipping port, Griffiths' Point, some eight miles distant. During reconstruction for locomotive haulage contemporary reports mentioned deviations being effected, mostly minor, with one large one near Anderson. On "Deepadown" we discovered one of the very minor regradings. The later line was well graded and included some sizeable cuttings and embankments, mostly now on private land.

From here we retraced our route to Anderson, the formation being visible at several places from the road. At Anderson we walked southward along the trackbed of the former VR Wonthaggi line to see the place where the WPCMC formation was cut by the later VR line. Our next stop was overlooking the valley leading down to Kilcunda, where, from near the road, good views may be obtained of both the WPCMC and VR formations.

A bit further down the road, on the cliff top at Kilcunda, the mine site was visited. Now overgrown by coastal grasses, the railway formation is still visible together with a turning triangle, presumably used by the 0-4-2 tender locomotive.

Following lunch in Wonthaggi, we visited the Eastern Area of the former State Coal Mine where the Dept of Conservation & Environment run tours down the mine at giveaway prices. Taking almost an hour, one walks about

250 m down an inclined tunnel (the ventilation heading) and after a tour around the No.1 bench (53 m below ground) which includes a very patient pit pony attached to a skip (which some thought was stuffed until it blinked its eyes!), one returns to sunlight by being hauled up in a rake of 2 ft gauge trucks by cable winch up the main coal haulage tunnel.(See also Victoria News Report).

To complete the day, we visited the sagging remains of No. 5 Brace building which was the receival point and screens for several cable haulage tramways, the McBride tunnel entrance, and finally the Western Area mine site. At these sites, member John Knight, a former Assistant Director of the Geological Survey with an intimate knowledge of the Wonthaggi mines, provided explanation of the remains and an insight into how it all worked. The Organisers would like to sincerely thank Colin Harvey and John Knight for their invaluable assistance with this tour.

(Members wishing to obtain a copy of the tour notes should keep an eye on the Sales List).

Phil Rickard 10/91

NEW SOUTH WALES

GOULBURN STEAM MUSEUM 610 mm gauge

(see LRN 75, p.4)

Goulburn Steam Museum was closed by the Goulburn City Council in December 1990, but was subsequently leased and reopened by the Goulburn Traction & Vehicle Restorers' Association. F.C. Hibberd "Planet" 4wDM 2388 of 1941 re entered service on 31 May. John Fowler 0-4-2T (16340 of 1924) was undergoing tube renewal, and it was hoped to have it in service by the end of the year. Krauss 0-6-0T *Stella* (3423 of 1896) is dismantled, and a dispute about its ownership has made restoration work impossible at this stage.

Railway Digest

HUNTLEY COLLIERY PTY LTD, Dapto 1067 mm gauge

(see LRN 71, p.9)

Equipment was due to be auctioned at the closed colliery site on 12 to 14 November. Rail items to be auctioned included four Gemco battery electric personnel carriers, two Gemco battery electric locomotives, flat top wagons, ballast skips, and a quantity of rail, points and accessories, as well as continuous miners, loaders and shuttle cars.

Sydney Morning Herald 20/10/91 via Craig Wilson

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD, Albion Park 610 mm gauge

(see LRN 82, p.10)

During February the ILRMS reaches its 20th anniversary. The Museum was established as a result of a public meeting held in December 1971 and the first general meeting following in February 1972. In addition to the normal steaming days on the second Sunday of each month, the Museum will operate on every Sunday in January. In addition, inspection parties and individual visitors are welcome every Tuesday, Thursday and Saturday.

Students attending the 18 weeks course at the local TAFE under "Skillshare" have been gaining practical experience in fencing at the Museum. The original post and wire fence along the Tongarra Road boundary has been replaced by a park rail fence, existing pipe rail fences have received concrete nib walls, and a metre high pipe and cyclone wire structure has been erected to mark the boundary between the Museum's leased area and the vacant SE adjacent land.

Standard gauge 0-4-0 Hawthorn Leslie 2988 of 1913 (ex Steel Works loco) *Wallaby* is being cosmetically overhauled. Rusted cab panels are being replaced and a new roof is being constructed. This unit stands at the main entrance of the Museum and as Tongarra Road will be widened in the near future, the loco will be moved a short distance to a new location. This work is being carried out through a dollar for dollar State Heritage Grant which includes the erection of an open sided display shed.

During the October Labour Day weekend (in NSW), the ILRMS participated in the annual model railway exhibition at Liverpool. The main items displayed were a Hudson side tip wagon obtained from a limestone roasting plant on the Gundy road near Scone during August 1973 and "Lloyd Harnett" rail car constructed by member Bob Hague in September 1972 for rail retrieval at Corrimall Colliery. Both units were fully overhauled and repainted for this successful display.

During January 1973, the ILRMS received the Drewry cane inspector's car from Victoria Mill. This was stored in Sydney until November 1976 by which time siding space was available at Albion Park. Its restoration has been a drawn out task, mainly due to the special expertise required and the pressure of other projects. During the later 1970s the bent chassis was straightened and the single cylinder petrol engine (possibly McEwan) rebored and completely overhauled. In the mid 1980s a new body was constructed for the unit based on the rotten remains of the original. During this year, Paul Simpson and Rob Osborne have worked on the assembly of the engine unit in the chassis and

the project has now reached the stage where the gear change rigging and ancillary items are being refitted. It is fortunate that detailed photos were taken of the chassis layout when the decayed body was removed. This has greatly assisted the reassembly of this interesting vehicle. It was planned to conduct engine tests in early November.

All 114 new tubes have been fitted to 0-6-0 loco *Cairns* (Hudswell Clarke 1706 of 1939) and the work of flaring these tubes against the rear tube plate was close to completion in late October. The boiler has been painted with heat resisting aluminium paint and the fitting of new insulation and the cladding will commence shortly.

Former Corrimal Coal Company loco *Burra* (Hawthorn Leslie 3574 of 1923) now has wheels, main bearings, connecting and drive rods in place. New die blocks are being currently made for the Stephenson valve gear quadrants while a quantity of white metal and sal-ammoniac has been obtained to remetal the eccentric straps.

By mid October the ceilings and one longitudinal seat on former Sydney "C" type electric tram No. 95, had been stained and varnished, leaving the second seat and the internal end bulkheads, as well as some floor repairs, to complete the restoration of the car body. The new bogies for this vehicle have been completed but some further reprofiling of the wheel flanges must be undertaken so that standard brake shoes can be used. When the bogies are fitted only the construction of the four platform steps and the fixing of knuckle couplers will be required to complete the restoration which has taken 34 months. Old NSWGT tramcar records reveal that "C" 95 received its last major overhaul in Randwick Workshops between August and November 1914! The restoration of the 1889 vintage former Melbourne cable tram trailer No. 110 will be the next major passenger car project.

Steady progress is being made on the construction of a set of points in 45 lb rail which will enable the Gemco unit and cars to reach the future non-steam unit shed. The routine task of track maintenance and resleepering is continuing. Many of the wooden sleepers on the yard tracks in the Museum compound have now been replaced with steel units.

Ken McCarthy 10/91

LEYLAND BROTHERS WORLD, Tea Gardens 610 mm gauge?

(see LRN 77, p.11)

The locomotive at this location is understood to be the one previously at Wyndham Estate, Branxton (see LRN 16, p.2). This was described as a 2-4-2PM built by John Dunlop.

Bruce Belbin 11/91

**NSW STEAM TRAM & RAILWAY PRESERVATION CO-OPERATIVE SOCIETY
LTD, Parramatta Park 1435 mm gauge**

(see LRN 83, p.6)



On the Parramatta Park tramway, Purcell 0-4-0DM 936 of 1921 in steam motor guise as 133A on navy duties, 28 July 1991.

Photo: Ray Graf

The Purcell 0-4-0PM locomotive (936 of 1921) originally built for the Metropolitan Water Supply and Drainage Board's Ryde pumping station, has been fitted with a diesel engine and a steam tram motor body and looks very convincing in deep red livery and numbered 133A. It was observed on navy duties on 28 July.

Ray Graf 7/91

**RICHMOND VALE PRESERVATION CO-OPERATIVE SOCIETY LTD,
Richmond Vale Railway Museum, Kurri Kurri 1435 mm gauge**

(see LRN 78, p.9)

On 6 and 7 July, standard gauge 2-8-2T 25 (Beyer Peacock 6126 of 1922) was in use on a push-pull service using three cars to near Pelaw Main and return. Ex-BHP Newcastle Bo-Bo DE 34 (Goninon 3/S1003 of 1954) was in use on a work train at Pelaw Main on both days. Clyde 0-4-0ST (462 of 1938) was being prepared for an imminent boiler *Marjorie* inspection.

Ray Graf 7/91

STEAM TRAINS PTY LTD, c/- Rail Transport Museum, Thirlmere 610 mm gauge

(see LRN 54, p.5)

Ex-Fairymead Mill Baldwin 0-4-2T 10533 of 1899 is now being restored to working order after years of storage by the Belbin family at St Ives. The work is largely being contracted out, with major work being contracted by the RTM, where progress to rolling frame stage had been made by October. A varnished red cedar cab is under construction, and the spark arrester stack and headlight have also been painstakingly hand built. It is anticipated that the locomotive will be back in operating order in the first part of 1992.

Bruce Belbin 11/91

TIMBERTOWN, Wauchope 610 mm gauge

(see LRN 75, p.6)

It appears that John Fowler 0-4-2T 17881 of 1928 did spend some time in Queensland last year, but has returned to Timbertown after only a short time away, and was observed there in August.

Ian Comrie 9/91

ZIG ZAG RAILWAY CO-OPERATIVE LTD, Lithgow 1067 mm gauge

(see LRN 64, p.9)



Outside the shed at Bottom Points on the Zig Zag Railway is Malcolm Moore 0-6-0DM 26-204 No.11 of 1951, rebuilt with high cab for service here, and similar loco, 3 (26-204 No.3 of 1948) in original condition, 8 September 91.

Photo: Ray Graf

Two vintage Malcolm Moore underground diesel locomotives built for Australian Iron & Steel's Nebo Colliery have been acquired. Observed outside the shed at the bottom points on 8 September, was Malcolm Moore 0-4-0DM 11 (26-204 No.11 of 1951) in yellow livery and rebuilt with a raised cab to enable it to be used as a shunting locomotive. Parked nearby was Malcolm Moore 0-6-0DM 3 (26-204 No.3 of 1948) in its original condition with low-profile cab.

Ray Graf 9/91

QUEENSLAND

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY, Durundur Railway, Woodford 610 mm gauge

(see LRN 83, p.7)

Because of the additional boiler work required on Hudswell Clarke 0-6-0 *Melbourne* (1701 of 1938) it has been decided to return John Fowler 0-6-0DM No.1 (18620 of 1929) ex Goondi Mill, to full operating condition as a backup loco. Following the already-completed engine restoration, repairs are needed to the clutch assembly, main wheel bearings and superstructure before final painting. The new workshop building was roofed during July. Two panels of track have been prepared for concreting into Peterson Road when road works commence soon as part of a nearby development.

Durundur Railway Bulletin 6/91 7/91 via John Browning

BABINDA SUGAR LTD, 610 mm gauge

(see LRN 84, p.5)

The new Bundaberg Foundry bogie locomotive passed through Mackay on 12 September, where it was displayed for a couple of hours at Racecourse Mill, and was delivered probably the next day at Babinda.

Bearing builder's number 002 of 1991, it was noted in service at Babinda in early October and appears similar in most respects to the unit built for Fairymead. Like the Fairymead unit, it carries its name "Babinda" in a script style of lettering, in this case painted on the cab side. It also has the "Bundaberg" name on the long hood end. Livery is light yellow with black bogies and white/red dazzle stripes on headstocks of both main frame and bogies.

Len Heaton 9/91; Tony Wells 10/91

BULLENS AFRICAN LION SAFARI & ZOO, Yatala 610 mm gauge

(see LRN 58, p.4)

This site has been completely cleared with the exception of boundary fences and entrance buildings and there was no sign of the steam outline

locomotive and carriage last recorded here in 1987.

John Browning 9/91

BUNDABERG SUGAR CO LTD, Fairymead Mill 610 mm gauge

(see LRN 84, p.5)

The new Bundaberg Foundry bogie locomotive, Bundaberg, (001 of 1991) was returned to the mill from the Foundry after modification, being seen in use at the mill by Ray Graf in October. Baldwin B-B DH 6104-1-8-75, numbered 2, and transferred from Millaquin Mill for the 1990 season, was seen in use at Fairymead in September, but it is thought it was returned to Millaquin after the acceptance of the new loco.

Com-Eng 4wDH GA1148 of 1961 has been repainted in Fairymead yellow & black livery and has been numbered 72. Gemco self-propelled sleeper replacement machine 521382002667-R855-87 of 1987, delivered to Millaquin and transferred to Mourilyan in 1989, was also noted at Fairymead in September 1991.

John Browning 9/91

COSTAIN AUSTRALIA LTD, Eagle Farm 1067 mm gauge

The locomotives and some specialised tunnelling equipment used at Cardstone (see LRN 77, p.12) have been returned to Costain's Brisbane depot and were observed there in storage about the end of September. There are two almost identical 4wDH locos, one numbered 748 and the other UL749, painted white and blue and fitted with canopies. Also in evidence are two loaders and four shuttle cars. The loaders bear the numbers 3003 and 3019 in a style which suggests they came from Mount Isa.

A close examination of the locomotives has shown them not to be Baldwin units, in spite of them being described as such. Photographic evidence shows that 748 is a unit that was noted on the Codelfa Melbourne underground project in 1978-9, being numbered at that time 26-7, while it would appear likely that UL749 was 26-6. These units appear to be of Plymouth design, and probably originated with the Snowy Mountains Scheme, although evidently frequently rebuilt since then.

(In October, Ray Graf observed one of the locomotives receiving mechanical attention near the workshop on site.)

John Browning 9/91

CQ SALT INDUSTRIES, Bowen 610 mm gauge

(see LRN 83, p.10)

The four diesel locomotives which are alleged to have been sent to Victoria

have not been successfully traced. It is suspected that if they did go south (probably around 1988), they may have been scrapped at a time when Cheetham's

management was determinedly anti-rail. Although this management policy has since been reversed, it appears to have been too late for the tramway at Bowen and its historical locomotives, Ruston & Hornsby 4wDMs 174142 of 1935, 285343 of 1949 and what was believed to be 285340 of 1949, and Motor Rail "Simplex" 4wDM 8653 of 1941.

Norm Houghton 7/91, 8/91; John Browning

CSR LTD, Herbert Valley Mills 610 mm gauge

(see LRN 84, p.6)

Victoria Mill's preserved Hudswell Clarke 0-6-0 *Homebush* (1067 of 1914) was in use hauling passengers for the annual Maraka Festival on 26 October. Drewry 0-6-0DM *Herbert* (Baguley 2392 of 1952) was returned to Victoria Mill from Macknade on 5 September. Similar locos *Victoria* (Baguley 2404 of 1953) and *Dalrymple* (Baguley 2391 of 1951) were removed to off line storage at Victoria Mill in September-October.

At Macknade Mill, E.M. Baldwin 0-4-0DH 17 (6-1446-1-9-65 of 1965) received a much needed overhaul during the crushing season. The Gardner diesel in the old tramway mower was sold in September, and the Fowler locomotive radiator fitted to it was subsequently acquired by Chris Hart.

Chris Hart 10/91

CSR LTD, Kalamia Mill 610 mm gauge

(see LRN 83, p.10) . .

It is reported that this mill will possibly be obtaining a regauged ex QGR Walkers B-B DH for the 1992 season, this enabling the transfer of an old Baldwin B-B DH to Inkerman Mill.

Tony Wells 9/91

DEVEX, Monkland, Gympie 610 mm gauge

(see LRN 83, p.7)

This site was visited by Ray Graf in October and he discovered that there are another eight battery locomotives present apart from the two previously reported. Four units are underground, and can only be brought to the surface with great difficulty. There are also four other derelict units on the surface "out the back", two believed to have come from Tasmania, and two from Kalgoorlie. The two units previously reported are believed to be ex Zinc Corporation, Broken Hill, and are numbered 5C and 6C, not as previously

recorded. It is understood that BHP sold out its interest in the operation from 30 June 1991.

Ray Graf 10/91

DREAMWORLD PRODUCTIONS PTY LTD, Coomera 610 mm gauge

(see LRN 66, p.10)

The "Enchanted Forest Railway" concept has been revised to a fairly level route, and a connection to the main line railway is available, although spiked over. The dummy loco and powered tender concept has also been scrapped. What was the powered tender has become the loco and it has been fitted with the LITTLE PUFF bodywork discarded from the dummy unit. This unit is in fact the chassis of Ruston & Hornsby 4wDM 218002 of 1943, which has been rebuilt incorporating the original engine. It now chugs around the circuit quite happily with a female driver.

On the main line, Baldwin 4-6-0 45212 of 1917 has this year been fitted with a new steel cab, which resembles the previous timber one, and as a consequence has lost name and number. It was in use hauling four cars on 21 September. Motor Rail "Simplex" 4wDM 21543 of 1956, used on navvy duties, appears to have received a new coat of yellow paint and was observed in the works area. Perry 0-6-2T 5643/51/1 of 1951 is reported to be serviceable.

John Browning 9/91

HAUGHTON SUGAR CO PTY LTD, Invicta Mill, Giru 610 mm gauge

(see LRN 84, p.7)

E.M. Baldwin/Westfalia B-B DH *Strathalbyn* was observed in use at Invicta Mill in early October. Builder's number is reported to be 13863-9-91, and the model number DH32C, both modifications of previous Baldwin numbering. It has large cab windows, full width at the cab rear, and sliding cab doors. Twin radiators are fitted at each side of the hood end, and a large fan is mounted horizontally above, across the top of the hood. This leaves the hood end plain but with a "fridge door" giving access to the interior. Cab airconditioning is fitted. Livery is yellow with white running board sides and red and white dazzle stripe headstocks. During trials it is said that the unit reached a speed of 52 km/h running light.

Tony Wells 10/91: Chris Hart 10/91

ISIS CENTRAL SUGAR CO LTD 610 mm gauge

(see LRN 84, p.7)

Regauged Walkers B-B DH 1 (602 of 1969) was seen on 19 September easing a load of 55 full 6-tonne bins down Cordalba Hill into the mill yard,

paired with Hexham Engineering bogie brakewagon 663 of 1986. This unit has a very tight clearance under the roadbridge at the top of the hill, and the cab side windows are covered by a safety grille to prevent injury to crew. Adies line, to the east of the mill, is still in use and handles road cane brought down the Bruce Highway from the Booyal area, about 15 km further east.

John Browning 9/91

S.W. KELE & CO. LTD, Mount Etna 610 mm gauge

Hudswell Clarke 0-6-0ST 496 of 1898 has been acquired by this Rockhampton company as recorded in LRN 65 (p.11). It is now stored on the site of the old water treatment works about 30 km north of Rockhampton, which it is hoped will be developed into a tourist theme park. The locomotive is intended to be a static display item if this plan goes ahead.

Ian Comrie 10/91

GARY LYNCH, La Bella Vista, Wanora 610 mm & 495 mm gauges

(see LRN 28, p.9)

Equipment purchased for possible use as a tourist project at this nursery garden near Fernvale is reported to have been sold during 1990 to a location further up the Brisbane Valley at Coominya. The equipment is believed to be as follows:

Ruston & Hornsby	4wDM	183064	1937	610 mm gauge
Ruston & Hornsby	4wDM	387822	1955	495 mm gauge
Drysdale, Woodridge	4-2-0PMR + trailer		1977	610 mm gauge

John Browning 9/91

MACKAY SUGAR CO-OPERATIVE ASSOC. 610 mm gauge

(see LRN 84, p.8)

Cane transfers reported in LRN 84 continued throughout the season. Racecourse Mill appears to have taken Pleystowe cane from Draper's line (to the south of North Eton). Transfers of cane from Marian to Pleystowe in 6-tonne bins via North Eton continued on a daily basis, Marian being responsible for haulage to North Eton and Pleystowe the remainder of the journey. Farleigh is believed to have taken Marian road cane from the area around Mount Ossa.

On the Marian Mill system, it was noted that a passing loop had been constructed at Boldon, on the old QGR formation which is paralleled by the mill tramway between Boldon and Mirani. 6-ton bins were noted in use east of Gargett with 4 ton bins beyond on the old Cattle Creek lines.

Some problems with the ex-Cattle Creek Com-Eng 0-6-0DH locomotives

stationed at Finch Hatton meant that various locomotives had to be transferred from Marian at times during the season. These included Clyde 0-6-0DH 12 *Nellie* (58-188 of 1958) in mid-September, and Com Eng 0-6-0DH 25 *Eton* (FB3170 of 1963) in early October. Bundaberg Foundry 0-6-0DM *Netherdale* (13 of 1954) sat at the back of the locoshed at Finch Hatton all season.

A locotrol train heading west at night with empties on around 8 October had a few problems which led to 74 4-tonne bins going into Cattle Creek at Gargett.

By 13 October, the other mills had ceased crushing, and with E.M. Baldwin B-B DH 14 (9562-1-6-81 of 1981) in the shed with a broken axle and Com-Eng 0-6-0DH 25 *Eton* at Finch Hatton, Marian had an opportunity to loan other mills' E.M. Baldwin B-B DH locos to help out. Pleystowe Mill's *Mia Mia* (9815-1-10-81 of 1981) and Farleigh's *Hampden* (6706-1-5-76 of 1976) were both in evidence on cane haulage duties.

Also at this time, the new Eimco B-B DH locos were hauling good loads of 4 tonne bins in from the west. On the afternoon of 13 October, 20 *Boonganna* (L257 of 1990) was noted hauling 235 full bins through Boldon. Later the same day, 19 *Narpi* (L256 of 1990) brought 112 fulls across Cattle Creek at Gargett and then following a crew change at Harvisons (the old Marian terminus near Gargett) returned to bring over another 106. Once at Harvisons, a train of 236 full bins was made up to be taken to the mill.

At Farleigh Mill, Motor Rail "Simplex" 4wDM 7369 of 1939 Incas been refurbished using part from Motor Rail 4wDM 21623 of 1957). In September Pleystowe Mill's Plasser KMX-02 packing machine 112 of 1976 (originally delivered to North Eton Mill) was noted at Farleigh where it has joined similar machine 90 of 1975. On 16 September, Com-Eng B-B DH *Finch Hatton* (NA 59112 of 1957), originally of Cattle Creek Mill, was noted powering through Surprise on the Farleigh north coast line with 120 full bins.

Trackwork on the north bank of the Pioneer River at Balnagowan, to connect with the new high level road rail bridge under construction there, were well advanced by October. This bridge will be in use for the 1992 season and will replace the old low level bridge behind Pleystowe Mill.

On 17 September, a breakdown at the mill meant that cane harvesting was suspended early in the day. By 2 pm the last load of cane was ready to be hauled from Victoria Plains to the mill with E.M. Baldwin B-B DH *Shannon* (7126-1-5-77 of 1977) at its head. The normal shuttle loco which brings loads over the Mount Vince bank from Victoria Plains to the mill is E.M. Baldwin B-B DH *Mia Mia* (9815-1-10-81 of 1981), and after it delivered some empties to Victoria Plains, it was decided that this unit would double-head *Shannon* with

its 88 6-tonne full bins over Mt Vince. Thus a very unusual sight of double-headed bogie Baldwins was witnessed.

It appears that the spare loco at Pleystowe this year has been Com-Eng 0-6-ODM *Septimus* (A2128 of 1958).

John Browning & David Mewes 9/91; Tony Wells 10/91;

John Browning 10/91

MILLAQUIN SUGAR PTY LTD, Millaquin Mill & Qunaba 610 mm gauge

(see LRN 80. p.13)

The small E.M. Baldwin 4wDH used at Qunaba (4529-?-1-73 rebuilt by Baldwin 8860-2-8-79 in 1979 and by Millaquin Mill in 1980) has received a trailing axle to improve ride, making it a 4w-2DH. It appears that this modification was carried out some years ago, possibly as long ago as 1985. This unit may have been relegated to spare by now, for Ray Graf reported seeing the former Millaquin 2 (6104-1-8-75 of 1975) in the Qunaba area in October. This unit was at Fairymead from the 1990 season until the acceptance of the new Bundaberg Foundry unit at Fairymead.

Millaquin Mill has converted entirely to 6-tonne bins.

John Browning 9/91

MOSSMAN CENTRAL MILL CO. LTD 610 mm gauge

(see LRN 82. p.15)

During September, Malcolm Moore 4wDM 1042 of 1943 was noted in the locoshed repainted in the mill's current lemon and blue livery. Bundaberg Foundry 0-6-2T *Bally Hooley* (2 of 1952) was in use on the tourist run to the golf course north of Mossman running without its four-wheel tender. Hudswell Clarke 0-6-0 *Bally Hooley Too* (1838 of 1950) was in use on the Port Douglas run, while the second Bundaberg Foundry 0-6-2T *Bally Hooley* (6 of 1952) was in the locoshed.

Tony Wells 9/92

MOUNT MORGAN 1067 mm gauge

Two Hunslet. 0-4-OST locomotives formerly to be seen in different parts of Mount Morgan were due to be moved to the restored station during September where it is planned they will be displayed on a siding. One locomotive has been displayed in the town area on a median strip, while the other has been at a picnic area by the lake.

(Accounts of their identification differ. There were originally three of these engines at Mount Morgan, Nos. 1-2, 796 and 797 of 1902, and No. 3, 854 of 1904. According to C.S. Small writing in 1964, 796 was converted to an electric loco while the other two were out of use after 1954, and so are presumably

the units still in existence in Mount Morgan - John Browning)

Ian Comrie 10/91

MULGRAVE CENTRAL MILL CO LTD, Gordonvale 610 mm gauge

(see LRN 84, p.9)

Operating times and prices for the "Mulgrave Rambler" steam hauled excursions every day of the year except Christmas Day are as follows:

9.30 am - 12 noon: Sugar Experience Steam Tour (including audio-visual presentation, mill tour, 40 minutes return train ride and Devonshire morning tea).

2.30 pm - 5.10 pm: Tropical Rainforest Steam Excursion (including Orchid Valley tour, afternoon tea, and 100 minutes on board).

Each tour is priced at \$27 adults and \$13.50 children, with pensioner and family concessions available. Coach connections with Cairns are available.

A diesel locomotive may substitute for the steam loco, John Fowler 0-4-2 *Nelson* (20273 of 1934), during January and February, and the itinerary is subject to weather conditions.

Chris Hart 10/91

PLANE CREEK CENTRAL MILL CO LTD, Sarina 610 mm gauge

(see LRN 84, p.10)

A Plasser 2w-2PMR line car which was delivered to Kalamia Mill in 1982 (builder's number unknown) was noted at Plane Creek Mill on 17 September and the following week was being fitted with new wheels.

John Fowler 0-4-0DH 5 (18801 of 1927), Ruston & Hornsby 4wDM 6 (371381 of 1954) and F.C. Hibberd "Planet" 4wDM 2333 of 1940 left Sarina in October. The Fowler was reported to be going to Graham Chapman's "Steamworks" (see LRN 83, p.9), while the two small locomotives were reported as going to a buyer in Hornsby, NSW.

John Browning & David Mewes 9/91; John Couchman 10/91

SEA WORLD, Main Beach, Southport 610 mm gauge

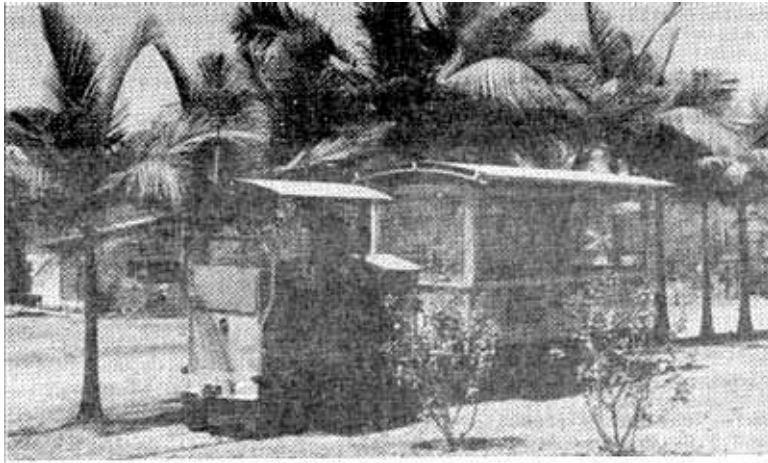
(see LRN 58, p.7)

Steam outline 0-4-2DH No.6 in light blue livery, built by Seaworld in 1975 as a scaled-down QGR A10, was noted in operation hauling four passenger cars in late September. The similar locomotive in red livery which carries no identification, was seen outside the shed, receiving mechanical attention with its rear axle removed.

John Browning 9/91

SOUTH JOHNSTONE MILL LTD, 610 mm gauge

(see LRN 84, p. 11)



South Johnstone Mill's Malcolm Moore 4wDM 17 (1060 of 1943) at the head of the "Turtles Express" outside the mill offices, 22 September 1991.

Photo: Chris Hart

Malcolm Moorer 4wDM 17 (1060 of 1943 has been painted turquoise and silver and was noted in September and October coupled to a turquoise bogie passenger carriage which carries the title TURTLES EXPRESS. This vehicle may possibly be one of the old bogie navy vehicles rebuilt with corrugated roof, rolldown transparent blinds, and padded seats. This makes up a tourist train but its route or other details of operations are unknown at present. However, it is understood that a station has been constructed in South Johnstone township.

Prof Engineering B-B DH *Nyleta* (P.S.L.25.01 of 1990/Eimco L253) is reported to have had a successful season after receiving attention at Eimco, Mackay, in the slack season. It was reported to have suffered only one breakdown by mid-October, while the South Johnstone-built bogie brakewagon 6 had been out of service almost continually. This meant that *Nyleta* was paired with brakewagon 5 (built by the mill in 1986 out of what was 0-6-0 Baguley 2396 of 1952). *Nyleta* was noted hauling 91 fulls up the Basilisk Range, running without its central pair of engine compartment doors.

During the slack season, the yard at Japoonvale was substantially reconstructed, and the new locoshed in the mill yard has been extended.

Chris Hart 10/91

TANAWHA COUNTRY MARKETS & LEISURE PARK Old Bruce Highway. Tanawha 305 mm gauge

This park was formerly the site of the "Big Dinosaur" and has recently reopened as a Sunday country market with the usual stall holders and some children's amusement type rides. Whilst operating as the "Big Dinosaur", there was a miniature railway with a "railmotor" and carriages. Ron Aubrey (see LRN 80, p.8) now leases the existing loop track, which is approximately half a mile in length (with some very steep grades), and the original carriages, to operate his 12" gauge half size replica of a Fowler 0-4-0. The two-year-old locomotive carries John Fowler "builders plates" and the No. 15910 and is one of two built in Sydney by Colin Wear. The other is at the Cockington Green tourist attraction in Canberra. The loco has a Briggs boiler and is coal fired. The Tanawha Country Markets & Leisure Park is open every Sunday from 8 am to 4 pm and tickets for the train ride are \$1.50 each.

Peg Hayes 11/91

YANDINA GINGER FACTORY 610 mm gauge

(see LRN 66, p.13)

Krauss 0-6-0T *Moreton* (4687 of 1900) has been moved to the rear of the factory where it has been stripped down by Ross Robertson, who operates paddle boat cruises on the Maroochy River from the Ginger Factory. A tender is being built for it which will contain a diesel engine and a hydraulic pump. This in turn will power a hydraulic motor under the firebox to drive the loco's rear axle. Nothing is being done which could jeopardise an eventual return to steam operation.

A one kilometre circuit of track will encircle the factory with a projected extension of 1.3 km to the river to connect with the boat cruises. This project could be in operation in 1992.

Ian Comrie 10/91

TASMANIA

AUSTRALIAN NEWSPRINT MILLS, Boyer 610 mm gauge

Due to the closure of the woodmill plant here, the plant was to be auctioned on 20 November, including Gemco 5 tonne battery electric locomotives. {A Greenwood & Batley 5 ton 4wBE loco was delivered here in 1967 - J.B.)

Sydney Morning Herald 20/10/91 via Craig Wilson

HYDRO ELECTRIC COMMISSION, Anthony Scheme 1067 mm gauge

(see LRN 84 p.11)

Some more detail of the equipment for sale has been obtained. The Gemco 4wDH locos are 27 tonne hydrostatic units with fully enclosed cabs, and are numbered P311, P312, P313, P314, and P315. Two will be available in November and the other two in February. The Baldwin mancar is a Model 6DHS Mk2 4wDHR with a Perkins engine, and is possibly fitted up for emergency use. It is numbered P3244 and will be available in February. (This Model number indicates it is one of a batch of five built to serial 2130 in 1967 for Coal Cliffe and Buchanan Borehole Collieries - J.B.)

There are also 24 PTA four-wheel 25-tonne muckcars (numbered P321 to P3224), 7 PTA 6.0m flatcars (numbered P3231 to P3237) and 2 PTA 3.0m flatcars (P3238 and P3239), with a 6.0m personnel car body for placement on one of the flatcars (P3245), and 3 SIG 6.1 cubic metre concrete transit cars (P3246P3248). 20 of the muckcars are available November, with the rest of the rolling stock available in February. Willison. couplers are fitted throughout. There is also a rail mounted jumbo (drilling rig), loaders, utility jumbo, face loading jumbo, sliding floor, scissor platform, cable drum spinner and muckcar tipper.

HEC 10/91 via John Browning

VICTORIA

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Railway 762 mm gauge

(see LRN 84. p.13)

Restoration beyond Lakeside

Weekend work parties have occurred each month since July. In October a four day work session was held from 17 to 20 October. The ballast tamper and NRT1 (Victoria's least offensive diesel locomotive) were both there for the full time, while the Peckett 0-4-OST was working there on ballast trains consisting of two NQR wagons - on Saturday and Sunday. With NRT1 working as the yard shunter, and the tamper and Peckett out on the line, Gembrook was alive with activity. Several hundred tons of ballast were laid, and the track was lifted and packed. This section of track has been designed for Very Fast Trains - 25 mph! In VR days the maximum permitted on narrow gauge lines was 20 mph, but only 15 on the Gembrook line.

The November work session will include more ballasting and tamping

operations, and possibly the construction of an engine shed.

In September a trial passenger service was run using NRT1 on the day of the monthly Gembrook market. With a fare of \$2 for the one kilometre trip, the trains filled every time.

In 1992 work will shift to the Lakeside end of the line, the intention being to lay one kilometre of track from the present end of track to Wright Road level crossing. In terms of manpower resources, this should not be difficult. At the same time I would expect that a very strong assault on the challenge of fund raising will be made, so that funds are available in 1993 to commence the expensive work on trestle bridges beyond Wright Road.

As part of the fund raising exercise, a very attractive certificate has been designed for issue to donors. These are available in denominations of \$20.00, \$50.00, \$100.00 and \$1000.00. Each certificate is numbered and personalised. These donations are tax deductible. For \$20 you finance one foot of track!

Timetable 1991-92 The new public timetable for the 1991-92 year shows several significant changes:

- It finishes at 30 June 1992 so only covers 10 months.
- Table E which operates at the height of the summer and Easter holiday season, is now scheduled on 21 days in Dec/Jan (previously 14), and four days at Easter (previously two)
- Table E now has six trains (previously five).
- On weekdays in June there was previously only one train. There are now two, but the afternoon train terminates at Menzies Creek.
- The map of the line now shows the full distance to Gembrook, with the section beyond Lakeside shown as "Railway under reconstruction".

The new timetable reflects increasing patronage, booked tour parties making up a significant part of this. Traffic is now heavy throughout the week, with seats being at a premium on the first train of the day. This is now frequently double-headed. Because much of the traffic is pre-booked, loadings are good even on days of poor weather. Overseas tourists now make up about 15% of the customers, including many from Japan and south-east Asia.

Locomotives

12A: Work is now progressing rapidly on this. The boiler and smokebox have been fitted, and the valve-gear is being assembled. It is expected to be released to traffic in March next year. It entered the workshops in 1982 for total rebuild.

8A : The boiler of this will be 10 years old next year, and will require major

inspection. For this purpose it will be taken out of traffic when 12A is back in service.

G42 : Work is progressing steadily on this. Once 12A is completed, G42 is expected to become the major focus of attention at Belgrave workshops.

Peckett *Sir John Grice* : This has now been fitted with air-brake equipment to enable its use on the mainline.

Climax : The only regularly scheduled train on which this operates - the "Commissioners' Special" - has proved to be very successful. These will operate on 14 March, 11 April, 9 May, and 13 June. It features Climax haulage as far as Menzies Creek, travel in the Mount Lyell cars, morning and afternoon tea served on the train, a visit to the Menzies Creek Museum, a guided tour of the workshops at Belgrave and Emerald, travel over the extension beyond Lakeside, a barbecue lunch at Nobelius Siding, and doubleheaded train (NA's) on the return journey. A good package at a moderate cost.

Frank Stamford 10/91

T.A.C.L. RAIL TRACTOR RESTORATION - PROGRESS REPORT

A Project to Restore the Climax's Little Brother!

(see LRN 83, p.13)

Work on this has been held up pending the turning and fitting of new tyres to the driving wheels. This is a job for skilled ETRB staff, not our team of amateurs.

Frank Stamford 10/91

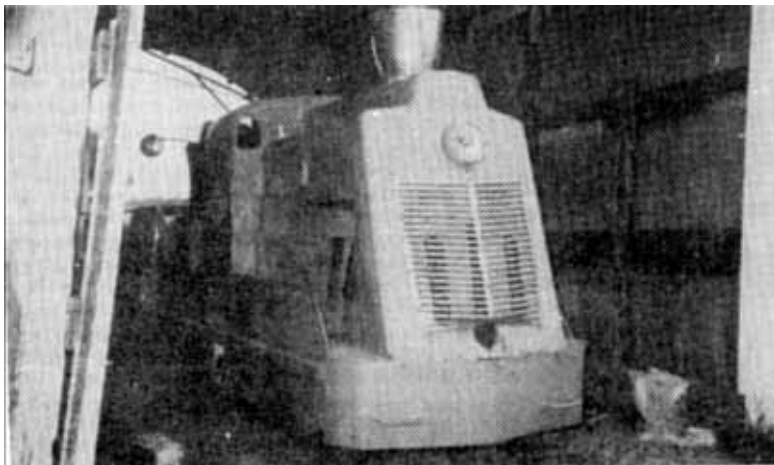
KOALA RAILWAY COMPANY, Phillip Island 540 mm gauge

To many young people, their only experience with light rail is a ride on a circuit of track in an amusement park. One such line is located at the Koala World Caravan Park, as one approaches the town of Cowes on Phillip Island.

The line's sole motive power is a petrol driven diesel look-alike locomotive, which pulls two 8-seater, roofless, 4-wheeled carriages. Wheel arrangement of the loco is as a 4-2-0, with the front bogie having 130 mm diameter wheels on a 320 mm wheel base. Power is from a Morris or Prefect engine, driving 280 mm diameter wheels.

During an inspection of the line in August, I was informed that it is for sale. The present owner has no use for it as the line does not fit into his plans for future development. He described it to me as "a good little earner - you should see the kids' faces". Anyone interested?

Jim Longworth 11/91



4-2-0 *Koala*, with carriages, in the locoshed, August 1991.

Photo: Jim Longworth

MELBOURNE WATER, Chifley Drive, Preston 610 mm gauge

(see LRN 73, p.14)

An auction sale from 11 November to 13 November included a "BEV locomotive". (This could well be one of three Wingrove & Rogers "BEV" 4wBE locos MMBW numbers 004, 005, and 006 - see LRN 24, p.13. - J.B.)

Sydney Morning Herald 20/10/91 via Craig Wilson

RUSTON AND HORNSBY LOCOMOTIVE 610 mm gauge

On 29/10/91, a 4wDM Ruston and Hornsby locomotive was viewed in the grounds of a youth camp at Tynong North in Victoria. This locomotive is believed to be Builders No. 223725 of 1944, and was formerly in residence at the Yangardook Tramway at Toolern Vale. The loco was on a short length of track with a flat top wagon coupled behind. The bogies of the flat top are both of Kelly & Lewis origin and are probably from the Rubicon tramway. The loco appeared to be in an operable condition, but at this stage its intended use is unknown. More inquiries are being made.

Bill Hanks 10/91

SECV, Yallourn-Morwell Interconnecting Railway 900 mm gauge

(see LRN 80, p.16)

The Eastfield deviation is now operating, including the signalling and fire service systems. These were not complete when the trackwork was cut-in for use.

The old track is being removed to make way for the conveyor systems being extended and the start of overburden and coal excavation in 1992, around April/May.

The ICR will need a further deviation in a few years to allow excavations to continue. As yet, there has been no announcement about the future of the briquette factory and the ICR, although the long term future is being questioned.

Gary Ryan 10/91

STATE COAL MINE, WONTHAGGI 610 mm gauge

(see LRN 49, p.12)

The state government's Dept of Conservation and Environment operate a museum and underground tours at the old Eastern Area coal mine in Wonthaggi. One of the highlights of the hour long tour is being hauled to the surface from No.1 bench (about 55 m underground) in a train of small mining skips which operate up the main haulage tunnel. This inclined tunnel has two tracks of 2 ft gauge and a gradient of 1 in 4.6. Until recently only the right-hand side (looking down the incline) track was used for the skip train, however, following extensive re-sleepering and the expenditure of several thousand dollars on second hand rail, operations have been switched to the left-hand track.

At the same time, the old converted short wheel-base skips have been replaced by specially built longer wheel-base trucks that seat eight as against the previous four persons. The old trucks, which now sit out of use on the surface, are thought to be the same ones that operated briefly on a circuit of track which was laid near No.5 Brace, (3 km distant from Eastern Area) during Easter 1976 and 1977 on an earlier abortive "historical park" venture. To realign the winch cable to the new track, a pulley arrangement has been installed at a point between the winch house and tunnel entrance.

Also represented at this site, is a 3 ft gauge track which may be seen in the smaller (ventilation) inclined tunnel and a preserved "Lizzie", a 4 ft 8.5 in gauge 4-wheeled cable-hauled waste disposal truck which operated on temporary tracks up the extensive waste heaps.

Phil Rickard 9/91

TOD WATSON, Echuca 610 mm gauge

(see LRN 78. p.91)

Decauville 0-4-2T *Frenchy* (246 of 1897) is reported to have been leased by Brian Pine, and to have been kept by him at Keith Duncan's Megalong Valley site at Blackheath. It is believed that some boiler repairs will be necessary

before this locomotive can be operated again.

Ian Comrie 9/91

WESTERN AUSTRALIA

HOTHAM VALLEY TOURIST RAILWAY (WA) INC 1067 mm gauge

(see LRN 80, p.18/19)

On Thursday, 12 September 1991, Hotham Valley Tourist Railway celebrated 15 years of steam operation. Accent for the day was on steam haulage and the Society had 4 locos rostered to run from Perth to Etmilyn.

Most recent addition to the Hotham Valley fleet, PM class Pacific No.706 (North British 26550 of 1949) ran a Riverland class train (ex South African coaches) on the Perth-Pinjarra and return segments. For the climb across the scarp into the Darling Range, W class steamers 920 and 908 took over. No. 920 was the Society's first operational engine and it ran the first steam excursion, Pinjarra to Dwellingup on 12 September 1976.

After alfresco lunch in the station picnic ground at Dwellingup, and the necessary VIP speeches, passengers transferred to the Etmilyn forest train where they took up all the space in the four ex Tasmanian saloon coaches and three open tour cars provided.

With the much larger than normal load to be handled, G class loco No. 123 (Dubs of Glasgow 3507 of 1897 was helped by former Tasrail V class diesel mechanical unit No. 4.

Coinciding with the anniversary of its 1976 inaugural outing with Hotham Valley, W 920 was just 2 days away from celebrating the 40th anniversary of its introduction into WAGR service. It is interesting to note that the loco has spent more than one third of its lifetime as a preserved work horse.

Len Purcell 10/91

MEETINGS

MELBOURNE: ROUND THE WORLD WITH TED!

Ted Stuckey will be presenting a selection of film and slides collected from his trips overseas. This will include Welsh Narrow Gauge, English railways in general as well as American narrow gauge. Be sure not to miss it.

LOCATION: Ashburton Uniting Church Hall, Ashbum Grove, Ashburton.

DATE: Thursday 12 December at 8.00 pm.

SYDNEY:

Any member wishing to know details of the next meeting should call Craig Wilson on 02 484 7984

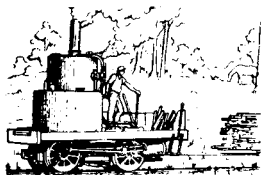
ADELAIDE:

Contact Arnold Lockyer for details. Phone 08 296 9488 LOCATION: 150 First Avenue Royston Park DATE Tuesday 7 December at 8.00 pm

HOBART:

Contact Ken Milbourne at 11 Ruthwell St., Montrose 7010





LIGHT RAILWAY NEWS

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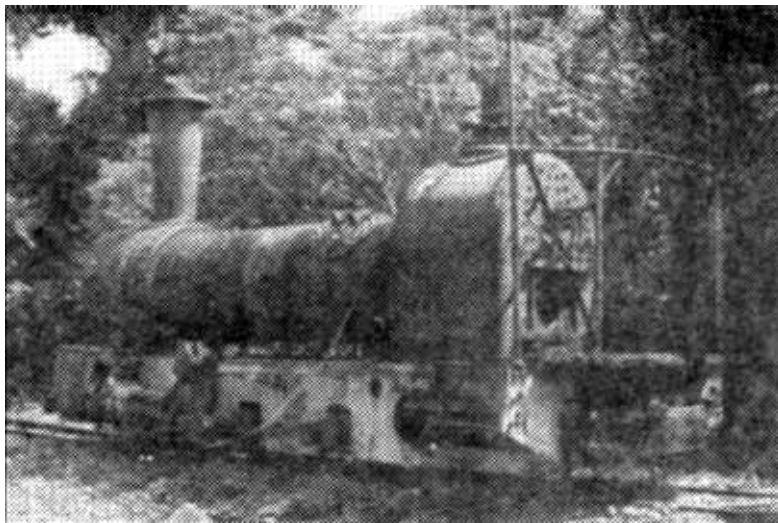
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Deadline for next issue - 28 February 1992



John Fowler 0-6-0T *Faugh-A-Ballagh* (8733 of 1900) in the scrap area of Mossman Mill, August 1991.

Photo: Ian Comrie

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RESEARCH

LRRSA member John Peterson is conducting research into the V8-engined Malcolm Moore 4wPM locomotives produced for the Dept of Supply during 1943. He is interested in hearing from other members who may be able to help him with additional information in the following categories M/M company history/preceding types of locomotives produced Plans/technical description/Army usage/disposal Use of locomotives after disposal by the Army Driver's account/restoration account Current listing of all existing locomotives John Peterson may be contacted at 54 Biram Drive, Warragul Vic 3820

Peter Evans 12/91

LOCOMOTIVE & ROLLING STOCK MANUFACTURERS

EIMCO AUSTRALIA LTD, Paget

(see LRN 84 p.4)

The bogies of Farleigh Mill's Eimco B-B DH *Farleigh* (L254 of 1990) were at Eimco's Mackay works for attention in the period before Christmas, together with another pair of Eimco bogies, probably from Marion Mill

John Browning 12/91

WALKERS LTD, Maryborough

(see LRN 82 p.8, and LRN 83 p.2)

In addition to conversion of ex-QGR DH class locomotives for sugar mill service, Walkers has regauged DH55 (Walkers B-B DH 637 of 1970) to 1 metre gauge for the Relk Corporation. It is believed that this unit has been exported

ARHS "Bulletin" August 1991 via Ray Graf; John Browning

TOUR REPORT - VICTORIA

WEST OTWAY WANDERER

On Saturday morning, 16 November 1991, 46 rigged-out excursionists assembled in Colac at 10 am for the start of a two day tour of railway and tramway sites in the West Otways. Barely had Tours Committee Supremo Jack Stock finished his welcoming address than down came the rain. Everyone felt at home, for what is the Otways without rain?

Tour leader, Norm Houghton, and seven year old junior Assistant, Norman III (fully kitted out with rubber boots, webbing belt, umbrella in pouch, machete and water bottle) then set off on a roundabout drive to Birnam, pointing out the narrow gauge railway formation in the Eliminyt area.

The rain had cleared by then and all participants began a one hour walk along the railway formation back towards Barongarook. After struggling up the 1 in 38 grade for several hundred metres, the group stopped to view the remains of the railway water tank foundations and then continued up the 1 in 30, past the line's original ballast siding and quarry until halting on a horseshoe bend where a notice proclaimed the existence of a tunnel. The tunnel was in fact a large concrete culvert under the railway embankment. Tour leader and junior bravely scampered down and walked through the watery tunnel but there were no followers, all pleading lack of rubber boots, or courage, or both. The culvert is in very good condition but it must be the breeding place for every mosquito and midge in the Otways.

Returning to the cars, the tour proceeded to Gellibrand for lunch and over the meal, several photo albums appeared from members' cars and were passed around amid much comment. The children in the group were having a great time on the playground equipment and at 2 pm, departure time, several parents were seen trying to sneak away for a quiet afternoon but anguished juvenile shouts put paid to that idea.

The first inspection after lunch was a portion of Armistead's tramway (1921-1928) in the Lardner Creek Valley. The group walked along 600 metres of the formation and noted in one section, a near complete set of sleepers spaced at 2 ft 6 in centres. The walk ended at a bridge site where dense undergrowth barred further progress.

The next stop for the day was Hitt's tramway (1934-1938) on the Wonga Road at Lovat. This steeply graded tram was tractor worked. The tour leader led the group to an acacia thicket and plunged through, blithely assuring everyone they were walking on the tram. After 150 metres, the formation finally became evident as it swung onto the side of a slope and a clearly

defined bench was underfoot. A couple of well preserved sleepers were noted.

The formation continued to rise steeply and there was much twig snapping, stumbling, huffing and puffing through the scrub until finally the tram became obliterated at a cleared paddock. Here a conference was held, where the steep nature of the grade was discussed as well as the perils the tractor driver had to contend with sandwiched between a motor and petrol tank to the front and a stack of timber on the bolster behind. .

After this it was all hands back to the cars via alternative routes as few elected to try the tram again and then into Colac for a meal. At 8 pm most reassembled at the Wesley Church Hall for an interesting slide show of 200 plus images of railway and tramway scenes along the Crowes railway that Norm Houghton has collected. Peter Evans supplied a super-duper sound system so there was no excuse for not hearing the speaker.

Next morning the group formed up at Gellibrand at 9.30 in glorious sunshine and departed for an "all stops to Beech Forest" run alongside the old railway. Stops were made to view Hitt's Lardner Creek tramway across the valley, the Banool station site, Wimba and its water tank site and McDonald's loading point before halting for 45 minutes at McDevitt. Here the group walked along the formation back towards Wimba to see if the original siding could be located. A couple of likely looking lay bys were inspected and discussed but no firm conclusions were reached. Moving onto Dinmont, a pause was made at the extant railway water tank (now a Shire watering point) before the final uphill climb was made to Beech Forest. Here lunch was taken in glorious sunshine at the Tourist Information Shelter. The shelter contains an interesting selection of historic railway and tramway photos. After lunch the more energetic roamed what is left of the township and inspected the balloon loop earthworks.

At 1.10 pm the group moved off to Knott's No.1 mill site at Ferguson down the end of Phillips Track. From the car park near the mill a short diversion was taken to view the spectacular Triplett Falls on Young Creek before the tour leader escorted the group along a very muddy and leech and stinging nettle ridden track to the mill site. It was hard to tell whether the shouts, squeals and yells were those of delight at reaching an LRRSA sacred site or simply shock at finding a shoe full of mud and leeches and a hand covered in welts. Here the well defined earthworks and bits and pieces of rusting machinery, including a boiler (just off the site) were inspected.

Leaving the gloomy confines of the mill, the group walked along Young Creek Road, noting the site of the large bridge on the log line, until coming to a sapling alongside the road marked with a "T". The leader assured the group

that this was where the tram had been but he wouldn't reveal the evidence as the going was too rough in there, so a further uphill plod around the corner for 150 metres was made. A drainage cut provided the access to the tram and a short distance off the road revealed the low cuttings of the log line literally laced over with fallen trees and limbs. No one volunteered to follow the tram back to the "T" sapling, not even the leader who said that once was enough.

The children were wearying and a few of the adults were flagging under the hot sun so all were glad to be seated in the cars and setting off at 2.45 pm for Wyelangta.

The tour notes provided a description of where the railway ran in relation to present day reference points so there was much reading out aloud and hand waving by co-drivers and back seat drivers as the convoy motored along the ridge.

A short pause was made at Wyelangta to indicate the site of the busiest station on the Crowes extension. One curious local was intrigued to see a long line of people all staring towards the grass in the middle of a paddock.

The tour continued to Crowes, arriving at the station site at 3.05 pm. The palm tree (or its progeny) planted by Station Master Norman Blackie in 1916 as part of a prize winning garden was pointed out and then the group walked around to the buffer stop project. A length of 2 ft 6 in gauge track, a NQR flat top, a name board, a 139 mile post and a restored buffer stop have been installed by the Otway Scenic Circle and Puffing Billy. Bob Whitehead kindly explained the project and after suitable photographic poses with a number plate off Garratt G41, courtesy of Ian Barkla, the tour concluded at 3.45 pm. Participants judged the tour to be most interesting and very successful and Norm Houghton promised to lead more excursions to other sites along the ridge. President Bill Hanks thanked all those involved in organising and running the tour and this signalled a stampede to the nearest ice cream and cool drink shop in Lavers Hill.

I.C. Longlegs, a.k.a. the Lavers Hill Loper

SITE REPORT - VICTORIA

KINCAIDS TRAM, Stalker

During the period 1911 to 1939, a tramway system running north west from the Stalker railway station on the Beech Forest to Crowes narrow gauge railways served the three sawmills of the Western Timber Co. The three mills are locally known as that of Robins' and Kincaid's.

Robins' mill operated from 1911 to 1919 at the base of an incline in Chapple

Creek North. The plant was moved by Bill Kincaid 400 metres west to an adjoining spur and a new incline and access track laid down. The mill worked here until about 1927 when it was shifted north west over to the next spur, the Mt McKenzie Ridge, and drew logs from along the Sandy Creek area.

Aerial photographs and one survey plan enabled me to plot portions of the track and accurately fix the mill sites but much tramway detail remained unknown. The area is not easy to explore. The country is extremely steep and broken and no all-weather roads run near the tram sites. A dirt road, the Mt McKenzie Track, follows the high ground and intersects the tram at two places as it is the main access point. During rain the track becomes a river and over this quagmire, a 4 km hike is required to reach the lower tram sites. Add a 1 or 2 km bash through the bush and one has to contend with a round trip hike of up to 10 km and taking three to five hours just to check the tramways at Stalker .

“Walking” the tramlines and spurs is a misnomer. Imagine a non stop session of bush aerobics involving high stepping, side stepping, ducking, crawling, climbing, sliding, clutching, arm waving, jumping and slashing through permanently wet vegetation for two hours until lurching back onto the track with bursting lungs and legs like jelly, and the reader will appreciate what is involved.

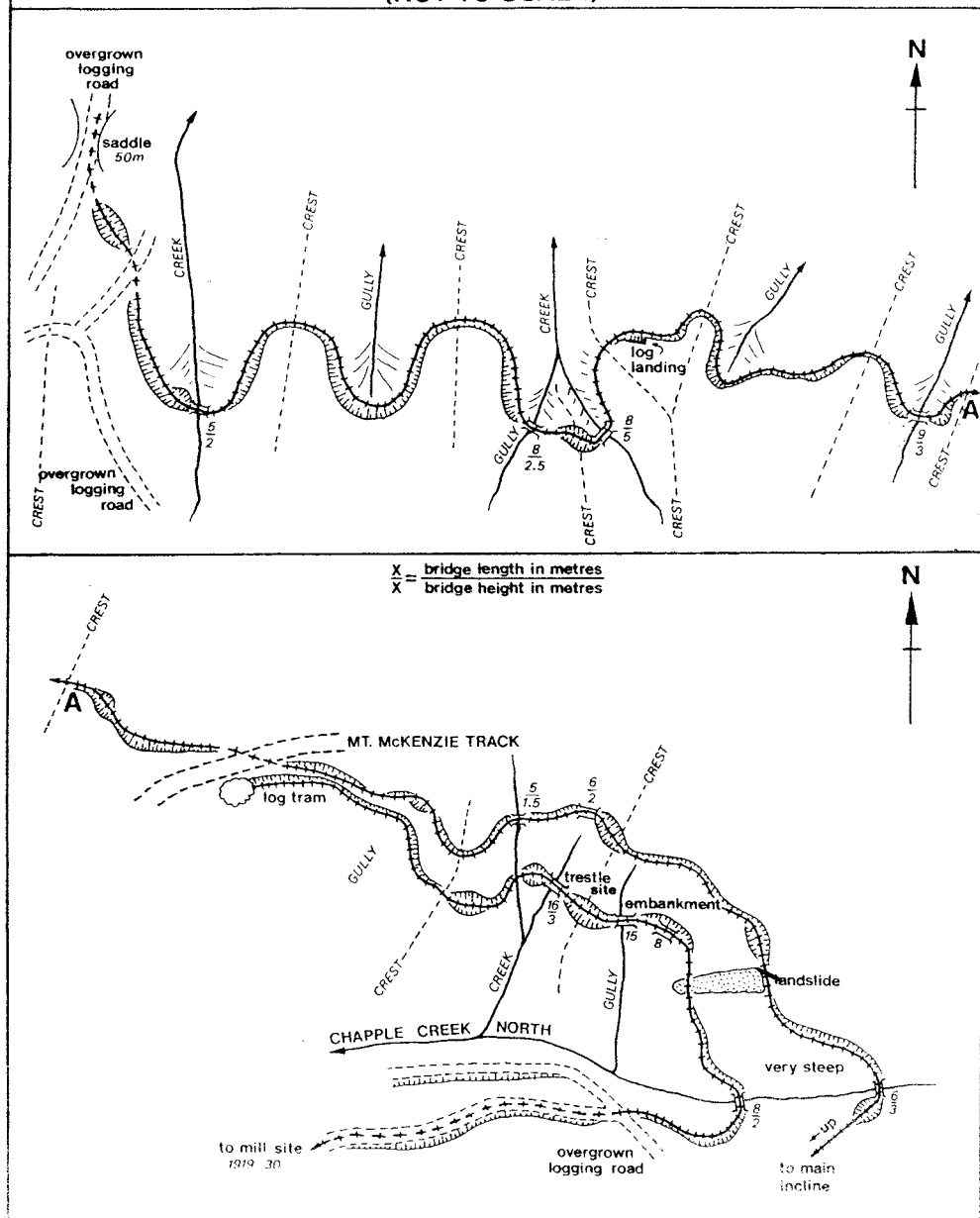
On 7/7/91, an LRRSA survey party comprising myself, Bill Hanks, Peter Evans, Mike McCarthy and Jack Stock, set out to unravel the tramway mysteries at Stalker. It was a confident and cheery group that marched 4 km through the squelching mud along a waterlogged Mt McKenzie Track until reaching a point opposite the ridge where the lower mill was situated. Our aim was to map the log tram north from the mill track where it met Sandy Creek and south from the mill to where it crossed the ridge and joined the original tramline. A trackside reconnaissance on the way down failed to locate any sign of the tramway alignment, so it was a case of setting the compass bearing and plunging into the scrub to find the mill and pick up the tram from there.

Down we went into a deep, stinking, dank gully and then north-east up the other side in a panting effort to the mill ridge. An hour was spent marching to and fro until energies ran out way down a north facing slope. No sign of the mill or tram but plenty of evidence of logging two decades ago. Had bulldozers destroyed most of the evidence? Perhaps so but where was the sawdust heap?

Our time limit for the inward leg of the walk was over so we turned back and made straight up the ridge to the track where a tree was blazed for future reference. While walking along Peter Evans speculated on where the

REDRAWN - P. EVANS

(NOT TO SCALE)



tram would most likely cross our path (as it had to) and, sure enough, in the notional spot, Bill Hanks spotted the formation on the north side of the track. It was then too late to do anything about the discovery but the site was noted with a "T" blazed on a tree.

One week later I returned to the spot with a companion to complete, so I thought, the task of pinpointing the mill and where the log tram ran further north.

The tram formation crossed the track at this point on a fairly level grade. We stepped onto the formation and proceeded west. The track follows the north face of the slope and for most of the way is cut into the slope by an easily defined bench with some cuttings here and there. The track generally trends downwards at a very shallow angle following the contours so that the route is a continuous series of curves.

Four bridges were noted along the route, all on curves over watercourses. The bridges were all single span, made from two long bearer logs. The bridge bearers have survived but all have collapsed into the gullies. One log landing was found on the up side of a steep hill. The landing had been set back into the side of the hill by means of a deep cut-away at the eastern end. Presumably the logs were hauled down the slope and lowered or slipped onto the landing from the western end.

The formation made for a very picturesque walk, especially when the sun peeked out from the clouds, and after 1200 m of progress the mill spur was reached. Here the track dips at a steeper angle along the east side of the spur, high above the gully floor. The formation became difficult to follow in this section because the ground had been disturbed by modern logging operations .

After proceeding approximately 80 m from the last bridge, the track finally disappeared under an overgrown modern logging road and landing. Great piles of earth and prostrate trees obscured the natural lie of the land and after half an hour of zig-zagging every which way, we finally admitted defeat for the day. The mill site refused to be found. Our time limit was up so we turned around and marched straight up the ridge to the track at the top, coming out near where we had the previous week.

Once back home I rechecked all my sources and co-ordinates and satisfied myself that on both visits we had got within 100 metres of the mill. The bearing on the tram when we lost it seemed to indicate we were on that part of the ridge right where the mill was.

On Saturday, 20 July, I set out a third time. I walked down the Mt McKenzie Track and headed east to where I had picked up the tram the previous week, intending to plot the tram east around to the bottom on the incline that took

the line up to the Stalker station. At the saddle where the tram crossed the track, I plunged south off the track and almost immediately stepped onto the tram formation. The track is very easy to follow and would on a sunny day be a delightful walk through glades of tree ferns as it hugs the steep slope by deep side cuts. But on this day it was pouring rain. The formation runs down at a very shallow grade in a series of continuous curves trending southeast, with three bridges all having their bearers intact. The first bridge encountered is a very low make-up across a depression and the second a 2 m high construction across a dry gully. Just beyond the second bridge, the line enters into a long and deep cutting and emerges as a side cut clinging to the slope of a very steep valley with a creek at the bottom. I came across one solitary sleeper in this section. The track heads towards the creek (80 degrees E) and crosses it at an acute angle (130 degrees E) by a high bridge.

The formation was getting close to the point where on the adjoining spur the main incline track came down from the railway station, so I was expecting the line to swing around onto the other side of the creek and continue west and south around the contour.

The bridge bearers had collapsed at one end but I was able to walk across the downstream one and heave myself up a slippery, stinking wall of wet clay to re-emerge on the other side of the creek. But I was not standing on the formation. The tram had vanished.

I walked up the creek checking each side but located nothing. I returned to the bridge site and after a search, found a re-entrant cutting coming down at a steep grade on a bearing of 230 degrees S. a most unexpected angle. I followed the cut up out of the creek valley for 40 m until losing it under a tangle of vegetation and fallen trees left after logging in recent times. The tram could not have worked as a grade line on this steep alignment so it looked to me that the grade line finished at the creek and the incline ran on from there up the spur at 230 degrees S to the crest where a bend would be needed to connect with the main incline that ran at a bearing of 150 degrees.

The grade would have been awfully steep if the tram had taken off the bridge at 45 degrees and headed south straight up the hill on a bearing of 180 degrees, and I could imagine fast moving bogies or runaway loads plunging straight through the bridge at the sudden change of grade. The southern bank of the creek is almost sheer so it would have been very difficult to build a grade line along it.

I tried to cross the debris blocking the formation but despite careful probings with a machete I still managed to fall into a hole so I backed off. I could not get around on the down hill side as I would have slid into the creek 15 m sheer down, and on the uphill side debris stretched away to the

horizon. Up until reaching the last bridge I had kept relatively dry thanks to my waterproof gear and an umbrella but the previous 15 minutes of scrabbling and sliding about on all fours had let down my defences. My notepad had transformed itself into a shapeless glob of papier mache, my writing implements refused to function, my compass could hardly be read through the thick smears of glutinous clay adhering to the instrument and my boots were full to the brim with water. It was time to retreat so I turned around and walked back along the grade line.

On the way in, I had noticed another alignment on the downhill side and climbed, or rather slid, down for a look. This formation drops away at a slightly steeper gradient and proved to be another tramline. I followed it back to my starting point and noted that it passed 4 m below the crest of the saddle that the other line crossed over and continued west. This tram was probably a log line of an earlier date coming from the second mill.

Further explorations would have to wait for another day. I turned back to the track and squelched my way up hill all the way to the bitumen where a welcome change of clothes and footwear was waiting.

I returned to Stalker on 14 August with the intention of mapping the lower log line. After last time's note book disintegrating saga, I now provided myself with a stack of small pocket size white heavy cards for recording the day's discoveries. I walked 2.6 km down the track to the saddle where the access tram crosses, turned south and slid down to the top line and further continued the slide to the lower log tram.

Once on the tram I began walking east. The slope of the creek valleys along which the lower tram traverses is very steep so the route is more interesting than the tram above it. The lower tram has more pronounced side cuts, cuttings and embankments. The disadvantage of this route is the number of landslips and fallen trees across it.

The line is an endless series of curves and cuttings trending south-east. About 100 m from my starting point is the site of a substantial trestle bridge across a dry gully. This bridge was approximately 16 m in length by 3 m high in the middle. No woodwork remains but the marks in the ground 4 m apart where the centre pair of supports were bedded, can easily be seen.

On the other side of the bridge is a very long and deep cutting at the end of which is a long embankment over another shallow dry gully. A little further on the valley slope becomes steeper still and in order to negotiate an almost sheer face, the tram is carried on a pair of very low bearers, not quite a bridge, but serving the same function. The going along here was fairly tough owing to the number of fallen trees, some quite large, lying across the tram at the same angle as the slope. The occasional landslip also blocks the formation

and just beyond the low make-up I encountered a very large slip running from the top tram (way up above) down to the lower tram formation and spilling over the edge onto the creek side.

The roar of water could now be heard and another couple of bends on the tram brought me to a bridge site over Chapple Creek North. This bridge was approximately 8 m long. The bearers have survived and have fallen into the creek at one end. I crossed on one of the bearers and followed the formation along the other side of the creek, heading west this time.

After 50 m, the formation disappeared under a chaotic jumble of earth and trees. I climbed around this mess but the tram was gone, bulldozed out of existence by a longing track heading down towards the creek.

The tram could not have followed this bulldozer cut so I continued west and found another road coming down from the east that levelled off and continued west. I scouted up and down the slope but found no trace of the tram. The dozer road seemed suspiciously level and well graded and my impression was that it followed the tram formation. I followed this road, with difficulty as it is very overgrown and full of prickly bushes, for 200 m to get some bearings and then turned back. My hands were scratched and cut to ribbons and it wasn't worth the discomfort to follow a mere road, a tram yes, but not a road. I walked back to the tram and followed it around to the big landslip where I climbed up to the other tram to re-check the area I had so much trouble with on the last visit.

I followed the top tram around to the bridge at the start of the incline. The sun was shining when I reached the bridge and I had no difficulty in seeing where the tram continued. I crossed the creek and walked up the tram cutting to the pile of debris I had fallen in last time. I crossed the debris without incident and followed the formation for another 30 m until it disappeared under the by now familiar ground disturbance caused by logging. While scouting around I stumbled out of the scrub onto another logging road built right on top of this narrow spur. A compass check showed it to be on the same bearing as the incline down from the Stalker railway station. The entire spur has been logged, cleared and re-sown at some time over the past 15 years so there was no point in pursuing the search for tram remains.

I walked back to the Mt McKenzie Track and tried to locate the westward extension of the lower log line. Near the track the formation is buried under a natural landslip and roadworks earth movements, but I carefully traversed the obstacles on the same level and ploughed straight through bushes to the nearest line of regrowth hard woods where I hoped to find something. I was out of luck even though there are plenty of large tree stumps around that were cut in Kincaid's time. I then walked 50m west along the track and

traversed south way down the slope, west along the slope and then north up to the track again, but could not see anything that even looked like a tram formation.

My time limit and physical condition for further bush bashing had both expired by then so with heaving lungs and jellied legs I turned around and walked back to the bitumen.

I had still to find the mill and the first stages of its log tram, so another expedition was planned for the next weekend. In reviewing my lack of results on the mill-ridge, I came to the conclusion that on all three previous visits I had not found the narrow north-south sloping neck that divided the spur and led along to the flat area where the mill was situated. I felt I had crossed this neck in an east-west direction on at least two occasions but had not recognised it for what it was due to ground disturbance from logging and the thickness of the scrub and wire grass and that is why I always ended up in the gullies on the west side where I dissipated my energies in fruitless searches along the steep slopes.

In order to gain a clearer appreciation of the terrain, I used a photocopier to enlarge a standard survey plan of the area and carefully marked in multicolours all the gullies and ridges, complete with compass bearings and distances. Armed with this map I plunged back into the bush once again.

I used coloured paper tapes tied on branches to mark a straight line as I proceeded down the ridge, just keeping east of the centre line. I kept on my course for well over an hour acting like a Nijinski in the bush with much arm waving, tying tapes, looking at my compass, slashing with a machete and juggling an umbrella (it was raining as usual), until finally the ridge ran out above what appeared to be a creek running in an east-west direction. I couldn't fathom the forward terrain at all at this point as I had followed the ridge line without deviation and kept the north-south creek in sight on my right. The contours behind me and to my left matched the survey plan. The only forward area to approximate the plan was where the ridge ran down to Sandy Creek proper but I didn't think I had walked that far. I had no intention of walking into gullies today so I turned around to head back up the centre-west line of the ridge for a further reconnaissance. Not far back I found an overgrown formation that looked like a tram and followed it west around the contour for 100 m. The track opened out and proved to be an old logging road. I plotted it for a while then reversed my footsteps and followed the road back. Just east of the ridge centre line the formation disappeared under 50 cm of wire grass and fallen trees. This made me think my task was hopeless. If I had walked over a 3m wide logging road without noticing it then how could I find a tram formation? But the road looked very tram like so I followed it

south along the creek to a bridge site where the road swung around into the next ridge. The rain had stopped and the walk along the level road had raised my spirits but before I could cross the bridge the wind suddenly picked up and began howling through the tree tops. I can tolerate most discomforts the bush has to offer but strong winds are a different and dangerous matter so I thought it prudent to leave by the nearest exit, i.e. straight up the gully to the Mt McKenzie Track.

Once back home I plotted my wanderings for the day and found that the logging road was the same road I had encountered on the western side of the spur on previous visits. I could now use this road as a reference contour and know that no tram was likely to be found above it. The jig-saw was finally falling into place.

The weather over the next week was unusually windy and wet but by Saturday conditions were calm so I headed into the bush again. There were numerous trees lying across the track and I came across more fallen ones in the bush itself. I made for the point where I had been forced to terminate my explorations the previous week and from where, on paper at least, I could pick up the access tram and follow it to the elusive saddle. I found the logging road and followed it north before heading north-east down the slope at an angle to the tram below. The tram was about 40 m below the road, not a great distance on the flat, but when side stepping and sliding across the face of a 50 degree slope littered with fallen trees, it seems like 40 km.

I came out on the tram near the bridge and followed it north until losing it under a logging track. I had been here twice before so I was prepared this time not to lose the alignment and to keep heading north. I marked the tram bearing with paper tapes on branches and crossed the disturbed area with a line of markers as a guide and, sure enough, picked up the alignment further on. The tram was in a cutting at this point, still on the east side, but the cutting was filled with tree tops and logging debris.

I skirted the cutting on the uphill side and there straight ahead was a slight rise. The ground fell away on either side of where I was standing so I knew I was right on the saddle. I marked the saddle with a line of tapes across it, which wasn't a big job as the saddle is less than 10 m wide, and continued north up to the knob ahead. According to my reckoning the mill was on or near this knob and walking around I could see why, as it is the only relatively level area for hundreds of metres in any direction. The fall off the knob is fairly steep so it would be an easy matter to tip the sawdust over the edge (on the south-west side according to aerial photographs).

Right on top of the knob was a modern log landing and as a consequence the surface in every direction has been disturbed. I searched down the slopes

right around the knob, way below any tram alignment, but logging had preceded me wherever I looked and would have wrecked any mill and tram remains. I couldn't even find the sawdust heap but this is a job for a line of searchers, given the density of the ground cover.

A fair amount of scrub and small trees had grown up all over the site so it was fairly tough going and the mats of wire grass are thick on the ground and up in the bushes, making proper investigations hard to do. I came to the conclusion that I would have to be satisfied with a guesstimate of the tram route down to Sandy Creek as I wouldn't find anything under these conditions.

I made a note to re-visit the site in 10 to 15 years time when the tree canopy is fully developed and the ground cover is suppressed and then turned around to head out. I walked back to the Mt McKenzie Track uphill along the tram and found that the route fell at a much sharper angle than I had thought on my first walk along it in the downhill direction several weeks ago,

Hindsight is a wonderful thing and I couldn't help thinking how easy it was today to find the saddle and why I failed to pick it up on previous visits. But armchair bushwalking is easy and not to be compared with standing, teetering on wobbly legs half way down a steep slope in the rain staring at a wall of wire grass and trying to gain an appreciation of the terrain. The repeated expeditions down Mt McKenzie Track had vastly improved my leg and lung condition and today I was able, for the first time, to walk all the way uphill to the bitumen without stopping for breath.

Unfortunately I have no photographic record of my exertions in the bush, as, being a mere mortal, I could not overcome nature's laws on Otway photography and tramway exposition.

For the readers' information, these little known laws state that substantial tramway relics occur only on south facing slopes away from direct sunlight at the bottom of the deepest gullies and under the densest tree cover and when focussed light rays from a photographic instrument fall on the relics they react by initiating cloud shadow and rain at the precise interval between the focusing of the said instrument and the releasing of the shutter.

Norm Houghton 8/91

QUEENSLAND

QUEENSLAND SUGAR INDUSTRY CORPORATION

From 9 July 1991 the Sugar Board and the Central Sugar Cane Prices Board were amalgamated as the Queensland Sugar Industry Corporation. The new

Corporation has taken over from the Sugar Board, the sugar terminals and their rail installations at Mourilyan (see LRN 55 p.13), Lucinda (LRN 84 p.10), Townsville (LRN 72 p. 16) and Mackay (LRN 79 p.16).

Mackay Sugar July 1991; John Browning

CSR LTD, Hambledon Mill, Edmonton 610 mm gauge

(see LRN 84 p.6)

Hambledon Mill completed its final crushing on 28 October 1991 but formal "closure" will not occur until 1 March 1992. Cane assignments and tramline system will then be transferred to Mulgrave Mill.

Portions of the mill yard are being lifted, and track materials and other items have been removed by CSR, as well as at least one locomotive, E.M. Baldwin 4wDH 7 (8002-1-8-78 of 1978), to Victoria Mill. It is understood that all except about 350 Hambledon bins will be retained by Mulgrave and fitted with link and pin couplers.

Durundur Railway Bulletin 10/91; Chris Hart 12/91

CSR LTD, Herbert River Mills 610 mm gauge

(see LRN 85 p.2 & p.9)

E.M.Baldwin 4wDH 8002-1-8-78 of 1978, built originally for Goondi Mill, was transferred from Hambledon Mill to Victoria Mill in mid-December. A quantity of material has been received from Hambledon, which closed at the end of the 1991 season. This includes track panels, concrete sleepers, and new loco tyres, which have been delivered to Macknade, and 45 lb turnouts and fishplate nuts and bolts which have gone to Victoria. It is rumoured that 150 bins from Hambledon are to go to Macknade and probably a few hundred to Victoria, with Mulgrave Mill to retain the remainder. Victoria Mill's Walkers B-B DH 605 of 1969 has received the nameplates *Clem H McComiskie*.

A quantity of 42 lb rail was received at Macknade and Victoria in December, thought to be from the Oakley area. Poison spraying on the lines of the two mills has been integrated, with both poison units working together in November and December, first doing all the Victoria lines and then going on to Macknade. The Victoria poison unit was hauled by Victoria Mill's V5 Hansen 4wPMR 1920 of 1978) and the Macknade unit by Macknade's 5 (Hansen 4wPMR 34 of 1973).

Victoria Mill has another Hansen car in use, V2 (56 of 1972), and two in store, numbered V2, formerly V3, (12 of 1972), and TROL2 ex Macknade Mill (78 or 1972). Macknade also has a second Hansen car in use, numbered 4 (1112 of 1973). The current whereabouts of the original Macknade Number 1 (90 of 1973) is unknown. Victoria Mill's Clyde linecar of 1965 remains derelict

in the Victoria Mill yard area near Palm Creek.

Clyde 0-6-0DH *Lucinda* (65-436 of 1965) became the Victoria Mill yard locomotive during the 1991 season and has been fitted with the appropriate accessories: air operated couplers, sidelights, and a drawbar for hauling out the wire haulage rope. Malcolm Moore 0-4-0DH Moore (DH-112-GT-1 of 1956) has been retained as spare yard loco.

Two extensions are being built to Victoria Mill tramlines during the 1992 slack season. One is a 2.5 km line at Kirkwood's Road, Blackrock, and the other is at the end of the East Kandeer branch at Abergowrie.

Chris Hart 12/91

CSR LTD, Kalamia Mill 610 mm gauge

(see LRN 85 p.9)

It is reported that this mill has purchased DH18 (Walkers B-B DH 600 of 1968) from the Queensland Government Railways for regauging and use on the mill's tramline.

David Mewes 12/91

TONY GERMANOTTA, Kuttabul 610 mm gauge

(see LRN 84 p.7)

In spite of favourable press comment with regard to the possible establishment of a tourist tramway on Fraser Island, utilising former logging tramway trackbeds, no further action has taken place with regard to the sale by Tony Germanotta of his locomotive foreshadowed in LRN 84.

Tony Germanotta 12/91

ISIS CENTRAL SUGAR CO LTD 610 mm gauge

(see LRN 85 p.10)

An ex-QGR DH class loco (DH67 Walkers B-B DH 654 of 1970) has been purchased from Simsmetal Ltd for spare parts, and arrived at the mill in December. In addition, it is understood that the mill is purchasing its second DH class locomotive for cane haulage, and that this is being regauged by Walkers or the Bundaberg Foundry. John Fowler 0-6-0DM 2 (4110019 of 1950) left the mill on the same truck which delivered DH67 from Simsmetal for storage in Brisbane before forwarding to its new owners in Western Australia.

David Mewes 12/91; Robert James 12/91

MACKAY SUGAR CO-OPERATIVE ASSOC. LTD 610 mm gauge

(see LRN 85 p.11)

Farleigh Mill's E.M. Baldwin B-B DH *Foulden* (10123-1-5-82 of 1982) was

involved in an accident near Calen on 15 September when someone changed a set of points and the loco entered a loop with its load, running off the end of the tractor loading ramp, crushing a tractor and haulout trailer, thankfully without causing injury. Damage caused was estimated at \$100,000, but the loco was back in operation the following day.

At Marian Mill, locotrol was used successfully during the 1991 season. On weekdays, locotrol trains operated between Tannalo and the mill on afternoon shift and night shift, usually headed by Eimco B-B DH 19 *Narpi* (L256 of 1990) with E.M.Baldwin B-B DH 16 (9562-1-6-81 of 1981) in the rake. At the weekend, the locotrol train operated between Kuttabel and the mill during the day shift.

The \$5m high level Marian bridge was named the George Leonard Vickers Bridge and opened for road traffic by the State Minister for Primary Industries, Ed Casey, on 14 December, having been open for cane rail transport from the start of the 1991 crushing season. The \$2.5m high level Balnagowan bridge near Pleystowe was opened for road traffic by mid-December, and tramline connections over it were nearing completion. Work was also proceeding on the construction of a new concrete tramline bridge at Homebush (adjacent to the old Homebush mill site).

A special train for growers was recently operated by Farleigh Mill. Carrying 30 growers, 4 hours was taken to travel the 63 km from the mill to Wagoora, with a refreshment stop on the journey. Another 30 growers travelled back from Wagoora to the mill, stopping for lunch on the way.

All 1880 bins in the Pleystowe fleet are having special C-brackets fitted to their Willison couplers to prevent excessive movement in the coupling shank under braking which is thought to have been the cause of a number of serious derailments in the past. The total cost of this exercise is estimated at \$103,000.

Three out of the four ex-Cattle Creek Mill locos stationed at Finch Hatton in 1991 were noted at Marian Mill for slack season maintenance in mid December, as follows:

Tannalo 0-6-0DH Com-Eng B1724 1957

Pinnacle 0-6-0DH Com-Eng AA1549 1961 reb.AN5849 1975

Netherdale 6wDM Bundaberg Foundry 13 1954

The Marian locoshed and navy depot were full but still locos had to be parked in the open air.

Durundur Railway Bulletin 9/91; *Mackay Sugar* 11/91;
Mackay Daily Mercury 27/12/91; 2/1/92: John Browning 12/91

PIONEER SUGAR MILLS LTD, Pioneer Mill, Brandon 1067 mm gauge

(see LRN 83 p.12)

Two ex-QGR DH class locos are reported to have been purchased for use on the mill's tramway. These are:

DH10 B-B DH Walkers 592 1968

DH60 B-B DH Walkers 647 1970

It is believed that these units may receive attention at Walkers Maryborough, before being delivered to Pioneer Mill.

David Mewes 12/91

SOUTH JOHNSTONE MILL LTD 610 mm gauge

(see LRN 85 p.14)

A short extension of 1.5 km is reported to be under construction to eliminate the need for road haulage in part of the mill area.

Robert James 12/91

TULLY SUGAR LTD 610 mm gauge

(see LRN 84 p.11 & LRN 85 p.2)

It is reported that ex-QGR DH66 (B-B DH Walkers 653 of 1970) has been purchased for regauging and use for cane haulage. It is not known whether the main work involved will be carried out at Tully or elsewhere.

David Mewes 12/91; Robert James 12/91

TASMANIA

EMU BAY RAILWAY CO. LTD 1067 mm gauge

(see LRN 80, p.15)

According to the Pasminco 1991 Annual Report, annual tonnage hauled on the EBR increased from 590,000 tonnes to 676,000, as a result of the extra traffic generated by Aberfoyle's new mine at Hellyer. A program of track upgrading has continued, and work was well advanced on the construction of new workshops at Burnie.

Extensions to the mine tailings disposal system at Rosebury necessitate a rerouting of the EBR, for which earthworks were in progress.

Pasminco Ltd Annual Report 1991 via R.G. Graf

VICTORIA

ALEXANDRA TIMBER TRAMWAY & MUSEUM INC 610 mm & 1029 mm gauge

P O Box 288, Alexandra Vic. 3714
(see LRN 84 p.11)

After four years of living under the constant threat of eviction, the future of the Museum would now appear to be assured. The Ministry of Transport has agreed that the land presently occupied by the Museum should maintain its museum status. The Shire of Alexandra is now negotiating for the title to the land (no mention of cost has been made at this stage). The Shire have stated that once they have title to the land they will pass over the full operating rights to the Museum committee. It is believed that the Shire will continue to hold the title to the land. This is very welcome news to the members who have maintained their faith and effort in the venture during the period in which its future was most uncertain.

The good news continues! In early October, the engine of Kelly & Lewis 4271 of 1935 roared back into life amidst a cloud of thick white smoke. Once this initial cloud dissipated, the engine settled down to running very smoothly, and Paul Simpson reports that it sounds exactly the same as the engine of his locomotive. After a few minor water leaks were seen to, electrical services to the engine were reinstated by Paul, and a new cab floor built by Ernie Le Brun. Thanks must also go to Ernie who generously bought and donated a new battery for this loco (12 volt). Although the locomotive is still waiting for wheels (which have yet to be turned), it is once again possible to stand in the cab, press the electric starter, engage a gear, depress the clutch pedal and watch the jackshaft revolve!

Sanders have been refitted along with head and marker lamps and a new horn; The original seats will be fitted although only the left hand side is on site. Paul Simpson will supply one ex the sister loco in Sydney. The bonnet curtains are to be rebuilt, replacing 20% of the original ones (4). Work progresses on the axleboxes by Ron Stephenson. The broken one has been repaired and now has to be re-whitemetalled and machined. The newly made brake column has been installed, but the brake gear will be fitted after the wheels are fitted into the frame. New brake shoes are to be cast and should fit the new profile on the wheel flanges. The only item missing from the cab now is the small flange mounted oil pressure gauge, which is being traced back to when repairs were made to it and not returned.

The work to date is a tribute to NSW member Paul Simpson, who has

done most of the work on the locomotive, and to local member Brian Slader who rebuilt the engine to "as new" condition with the assistance of David Creighton.

The working bee on 19 October resulted in many trees being planted around the boundary. A quantity of rail was also recovered from the old line formation for use on the next section of main line replacement.

Paul Simpson 11/91; Peter Evans 12/91

COAL CREEK HISTORICAL PARK, Korumburra 762 mm gauge

Future plans for this park call for the establishment of a working 762 mm gauge railway featuring equipment owned by Colin Rees (see tour report LRN 82 p.6 and cover photograph LRN. 84). The locomotives concerned are Couillet 0-4-0T 986 at 1890 (ex-"Whistle Stop", Frankston), Henschel 0-6-0T 25427 of 1956 (ex Thailand), and Couillet ?-4-?ST 861 of 1886 (ex-Walhalla and Thompson River Steam Tramway - the rebuild of this locomotive is apparently to be completed, as too many changes have been made for it to be returned to its original condition.

Estimates of the project run into hundreds of thousands of dollars, with the line to take a scenic route through the park, passing over creeks and through cuttings. Rails have been donated, and the possibility of using treated pine sleepers is being investigated. The survey has been completed, and plans have been drawn up. The search for a suitably qualified driver is also underway. The carriage used at "Whistle Stop" is already at Korumburra and has been refurbished.

Coal Creek Gazette 8/91

via Lionel Rickard/Phil Rickard/Peter Evans

(Treated pine sleepers were laid on the 910 mm gauge Bogong Creek Tramway operated by the SECV at Kiewa during November 1967. These proved to be a failure due to the dogspikes working loose in the timber which was too soft to hold them. The timber itself has lasted quite well! The SECV is now using concrete sleepers for all replacements both at Kiewa and at Rubicon. The locomotives to be used at Coal Creek are much heavier than the light inspection cars normally used at Kiewa, so the loose dogspike problem would be expected to be worse at the tourist location. PE)

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Railway 762 mm Gauge

(see LRN 85, p.16)

The Puffing Billy Olde Time Festival was due to be held on 13 October in association with the Historic Commercial Vehicle and Fire Engine Association

of Victoria. The railway was to be closed off from normal access for the day and trains operated amid vintage, veteran and classic cars, buses, trucks, fire and service vehicles. Climax hauled passenger trains were to be operated as well as the normal NA class hauled trains.

The Plasser packing machine purchased by the railway in 1988 is designated as Type PTT 116 and carries builder's number 361.

ARHS "Bulletin" supplement 8/91 & The Trader 9/10/91 via Ray Graf

Knight Renounces Title as Marketing Ploy

Sir John was seen to be fuming as he travelled in the back of his huge white chauffeur driven vehicle from Emerald to Gembrook. Sir John was late for a very important date. But this was not a display of anger.

Sir John Grice (Peckett 0-4-0ST) was being transported in steam to run a local passenger train service along the kilometre of track which has been relaid at Gembrook. The date was Saturday, 30 November, Gembrook market day. Whilst the market had got into full swing by 8 am, due to problems with lowloaders, passenger car NBH 10 and the Peckett were not on site until about 10.30 am. Volunteers were then called for, to hand shunt some NQR trucks, and the train was running by 11 o'clock. It consisted of one NQR truck (empty) and NBH10.

As the Gembrook market normally closes at about midday, this was a bad start. It was due to inadequate testing of new low-loading procedures.

No chances were taken for the following Gembrook market, on 21 December. The Peckett was brought up the previous afternoon, and a tent set up alongside it for the benefit of its volunteer security guards. Sir John Grice's brass nameplates were temporarily covered with new nameplates reading Peter Peckett, a name which was considered to be more appropriate for this operation.

By 10 am three trips had been run, with an increasing number of customers on each trip. By the third trip not only was NBH10 full, so was the NQR wagon!

The Gembrook market is normally held on the first Saturday of the month, and it is intended to run the Peckett at each of these in 1992 (excluding January). Well worth a visit, it is a good market, and there are some excellent photographic opportunities.

Peckett main-line trips

On the first two Saturdays in December, the Peckett ran trips from Belgrave to Lakeside and beyond to the end of the track, for the benefit of rail-fans. The train consisted of a canopied NQR truck and NBH10. The turntable at Emerald was used in both directions so that the loco faced funnel first on most of the

grades. About nine photo-stops were provided This was a wonderful leisurely trip. Nevertheless, there was not much support from enthusiasts, and quite a number of normal passengers were carried on both occasions.

The air-brake equipment on the Peckett consists primarily of a portable petrol-driven compressor hanging off the back of the Peckett's cab. Whilst it makes rude objectionable internal-combustion type noises at times when the train is standing at a station just prior to departure, most of the time its noise is not intrusive.

Train operations

Passenger loadings continued to be very high. As an example of peak season operations, on 29 December, six trains were run with about two thousand passengers. With the exception of the first train, all were fully booked prior to departure. All usable passenger rolling stock was in service to make up three trains, one of which was only eight cars. This one included two Mt Lyell cars and two canopied NQR trucks, these being the two last vehicles on the train. The ETRB no longer insists on having a guard's van at the end of a train, but those trains which were graced with NC guard's vans had an overflow of passengers riding in the vans.

Shortage of passenger cars is acute, particularly closed vehicles for cold weather. A concept design has been drawn up for a new type of vehicle which has the appearance of being a stretched version of the original NB platform ended cars, but with a more sensible internal seating arrangement for 34 passengers. In the meantime the Emerald Carshop Volunteer Work Group are undertaking the restoration of the original 2NB.

Gembrook Restoration

The next work weekend is proposed for 22-23 February at Lakeside. It is hoped to lay 823 metres of track on that weekend.

Frank Stamford 12/91

SECV, Yallourn 900 mm gauge

(see LRN 85 p.18)

On Mondays 5 August, during an extended visit to Yallourn power station, the following was noted:

Workshops - 0-6-0 200 hp and 0-4-0 Malcolm Moore mill shunter (yellow) "Red Devil" and one other electric under repair.

Loco Service area - 0-6-0 200 hp shunter, plus 3 electrics (inc. old German locos 101 & 104 - banned a/c very crude cab conditions).

Only five electrics remain in regular service, i.e.-121-125. These are 62 tonne

1000 hp, some German and some Japanese.

The CTC panel at control (not the one which predated the VR CTC) was not in use while circuits are being modified following three kilometre diversion around future "East field" extension to open cut. The safeworking is TRAINSTAFF! Staffs are tubular stainless steel type, made into square, circle, triangle, and diamond with the section they apply to painted in white on a coloured background. They measure about 20 x 20 cm.

Two trains are running at a time, taking under an hour per run, and crossing in the middle at 8 loop. This requires trains to carry two staffs at a time as there are three loops.

Trains haul the loaded wagons to Morwell and then propel the 13 empties back. "Tinklers" hanging from the hoppers warn people that the train is about to run over them, and the driver cannot see very much at all.

Points at loops are trailable to the left. The track is heavy, but extremely rough. The future of the line is rumoured to be between one and five years.

"Aust Railway Exploration Assoc" newsletter 10/91 via Peter Evans

YANGARDOOK TRAMWAY 610 mm gauge

(see LRN 57, p.13)

Major motive power changes have taken place at this privately owned line since it was visited by the LRRSA in September 1989. Although Ruston & Hornsby locomotive 223725 of 1944 has now departed to Tynong North (see LRN 85 p.18) under the new ownership of Bruce Weatherhead, Jim Baines' locomotives (Simplex 9979 of 1953 and Malcolm Moore 1090 of 1943} have been joined by a pair of scale replica trams. One of these is owned by Richard Youl and is a copy of a Bendigo Burney car, and the other, owned by Barry Nielsen, is a copy of a Los Angeles toastrack car. Between them, Richard and Barry have electrified most of the nearly 1 km long Yangardook tramway, and Jim Haines reports that the tram replicas move along at a very respectable speed in comparison with the internal-combustion locomotives. Much work has also been done to clean up the property with the removal of all of the old car bodies, rendering a journey along the tramway a much more scenic affair.

Richard (03 306 2063) and Barry (03 390 9536) are on the look out for passengers for their trams. Jim Baines may also be contacted regarding a visit on 03 746 1208. The Yangardook tramway is located at 424 (formerly lot 78F) Chapmans Road, Toolern Vale 3337. Please telephone or write before visiting this location.

Peter Evans 12/91

WESTERN AUSTRALIA

WEST AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION INC Bennett Brook Railway, Whiteman Park 610 mm gauge

(see LRN 84 p.15)

On 11 August, 2-6-2 NG 123 {Franco Belge 2670 of 1951} re-entered service, as did the re-engined F.C. Hibberd "Planet" 0-4-0DM 1 (2150 of 1938). The "Planet" has had its cab and engine compartment raised to accommodate the higher mounted GM engine and to provide driver headroom.

Work has continued on 2-6-2 NG 118 (Henschel 24476 of 1938) with a new spindle having been made for the regulator valve and new cab sides fabricated.

Trackwork at Mussell Pool depot has been given a high priority with the completion of 6 road and the construction of 7 road as well as general repairs being necessary. This work will reduce the amount of shunting necessary on running days and make available more storage for wagons as they are converted to 2 ft gauge.

Rusty Rails Vol 16 No 3 via John Browning 12/91

MEETINGS

MELBOURNE: WESTERNPORT COAL

Those who took part in the recent tour to Kilcunda and Wonthaggi will be familiar with the remarkable remains of the Westernport Coal Mining Company tramway between San Remo and Kilcunda. Mike McCarthy will speak on the history of this concern and will bring to light some interesting recent discoveries in relation to the mine, the company and the tramway. He will also describe the operations of the Victoria Coal Mine at Cape Patterson which will also include some new material recently uncovered.

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

DATE: Thursday 13 February at 8.00 pm.

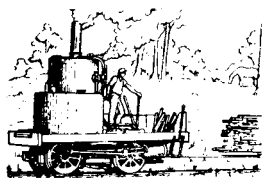
SYDNEY: Any member wishing to know details of the next meeting should call Craig Wilson on 02 484 7984

LOCATION: Woodstock Community Centre, Church St Burwood Note: Plenty of off street parking at the rear of the building and Burwood station is only a 5 minute walk away.

DATE: Wednesday 26 February at 7.30 pm

ADELAIDE: Contact Arnold Lockyer for details. Phone: 08-296 9488

LOCATION: 150 First Avenue, Royston Park.



LIGHT RAILWAY NEWS

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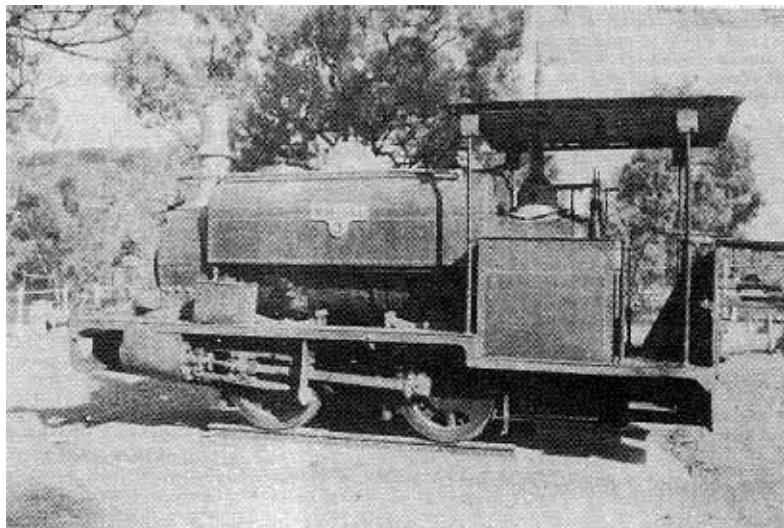
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Deadline for next issue - 1 May 1992



3 ft 6 in gauge Hunslet 0-4-0ST MM LD 3 (854 of 1903) photographed at Mount Morgan in September 1991. (see page 2)

Photo: Ian Comrie

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NOTES, CORRECTIONS & COMMENTS

CUT PRICE ACCOMMODATION

LRRSA members are entitled to 50% off accommodation costs at Cordalba's historic Commercial Hotel, close to Isis Central Mill. Contact Phil Smith at (071) 26 6205.

FOR SALE

2 ft gauge steam outline diesel with GM 4-cylinder engine, rebuilt from a rare Caldwell Engineering locomotive. For further details, see news item on Sea World, Queensland.

HEXHAM ENGINEERING

John Browning has obtained further information about two Hexham Engineering built units at Cook Colliery, Qld, referred to on pages 8 & 12-13 of LRN 82.

25-tonne 4wdH diesel Hexham HE702 of 1979 had been ordered from Hexham by parent company Coal & Allied for its Liddell Colliery, but this order was cancelled with a rationalisation of Coal & Allied's mining operations. The unit became a stock order. Following the closure of Hexham, it was disposed of by Coal & Allied to Cook Colliery after some modifications had been carried out.

Diesel personnel carrier Hexham HE707 had been ordered by Cook Colliery and was to be the prototype of a new modular Hexham design. When Hexham closed, this unit basically consisted of a kit of unassembled parts. It is now believed that assembly was undertaken by Hawker Noyes Pty Ltd in Newcastle.

MOUNT MORGAN

(LRN 85 p.13)

John Knowles writes to point out that when he visited the mine in 1957, the

two Hunslet 0-4-0STs to be seen were numbered 2 & 3, while the third had been converted to an electric loco. This indicates that the two locomotives seen by Ian Comrie were numbers 2 & 3. (In fact the unit which was sited near the lake does carry a cast plate signifying "MM LD 3' [see cover] - JB)

ISIS CENTRAL MILL

(LRN 85 p.10)

John Knowles also points out the error made in the report on Isis Mill when Adies line and Booyal are wrongly described as being to the EAST of the mill, when in fact they are to the WEST.

CSR HERBERT MILLS HANSEN CARS

John Browning managed to mix up the identities of two of these units on p.13 of LRN 86. Macknade Mill's 4 is builder's number 78 of 1972, while TROL2 in storage at Victoria, is 1112 of 1973. Apologies to Chris Hart who provides such excellent coverage of northern mills, particularly Victoria and Macknade (and to all who try to keep accurate records!).

RESEARCH

The coastal strip on the far south coast of NSW extending from the Shoalhaven River, south to the Victorian border, is an area little written up by railway researchers. An initial survey has identified 20 lines and 5 proposals - there are probably more. Members are invited to share in opening up this unmined resource. ANY information or leads are sought. Perhaps a Victorian researcher might like to extend his interests north across the border? LRRSA (NSW) member, Jim Longworth, is co-ordinating research into the region. Jim can be contacted at 2 The Boulevard Cheltenham NSW 2119, or by phoning (02) 876 4369 {AH}.

REQUEST

Several years ago Ken McCarthy of ILRMS read a brief account dealing with the Drewry Company in the early years of this century. This possibly appeared in the *Industrial Railway Record* which is the magazine of the British Industrial Railway Society. In addition, the ILRMS account of the running gear of Krauss locomotive 2179 being used to construct the "Leyland Krauss" unit by Newbolds Ltd appeared in *Industrial Railway Record* issue No.95. Unfortunately the Museum does not have these two issues in its archives. The ILRMS would be grateful if any reader with this material could perhaps make a photo copy of the relevant parts and forward to Ken McCarthy, c/- ILRMS Ltd P O Box 244 Albion Park 2527. Any expenses would be reimbursed.

LOCOMOTIVE & ROLLING STOCK MANUFACTURERS

WESTFALIA BECORIT PTY LTD, Rooty Hill

(see LRN 82 p.7)

Westfalia, builders of E.M.Baldwin locomotives, have merged with Kloeckner Becorit, the European mining equipment concern, and are offering a wide range of equipment, including mining and sugar industry locomotives. A branch office has recently opened at Mackay. Locomotive work done recently includes work for Newcastle Wallsend Coal Pty Ltd for whom a new rack diesel locomotive has been built, and an existing Baldwin loco converted from conventional to rack. This rebuild is thought to be of Baldwin 8179-1-3-79 of 1979, a Model DH24M 4wDH, for Ellalong Colliery.

John Browning 2/92; Ray Graf 2/92; ARHS "Bulletin" 2/92

SITE REPORT - VICTORIA

NO.6 MILL LOGGING TRAMWAYS, SNOBS CREEK 914 mm gauge?

PART 1:

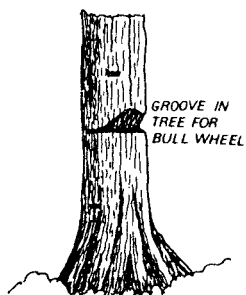
JUST WHEN YOU THOUGHT YOU KNEW IT ALL (OR MOST OF IT ANYWAY!)

A chance remark during an interview with Rubicon Forest timber worker Norman "Ike" Sims brought to light the existence of a hitherto unmapped tramway in the Snobs Creek valley. Ike had worked at Rubicon at the foot of the incline leading from the Snobs Creek mills. When a road was pushed up the Snobs Creek valley and reached the No.6 mill by Easter 1944. it made the outlet tramway and incline redundant. Ike then moved to the No.7 mill at Snobs Creek where he drove the timber trucks loaded with sawn timber on the remaining length of outlet tramway between No.6 and No.7 mills. While discussing logging operations at these mills, Ike mentioned a logging tramway running north from No.6 along the side of Mt Torbreck. This tramway is not shown on the 1944 FCV map which shows other log lines and the outlet tramway. This meant that it was probably the last NEW tramway built in the Rubicon forest. Both off the Snobs Creek mills closed in 1948, so the tramway was thus limited to operating sometime during the period 1944-48.

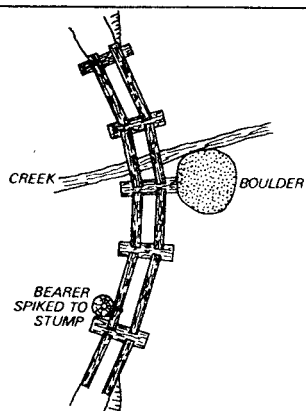
The tramway was built to tap a patch of fire-killed timber on the eastern side of Snobs Creek, but apparently some green timber was also cut. Most of the tramway was operated by horses, with the rise from Snobs Creek to the No.6 mill taking the form of an incline operated by a steam winch situated in the log yard. The tramway crossed the Snobs Creek road on the level, and

No.6 Mill Log Tramway - Snobs Creek

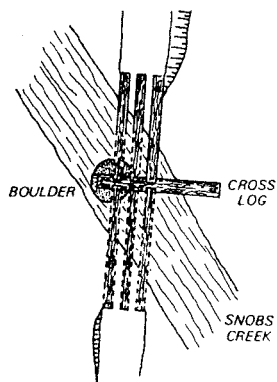
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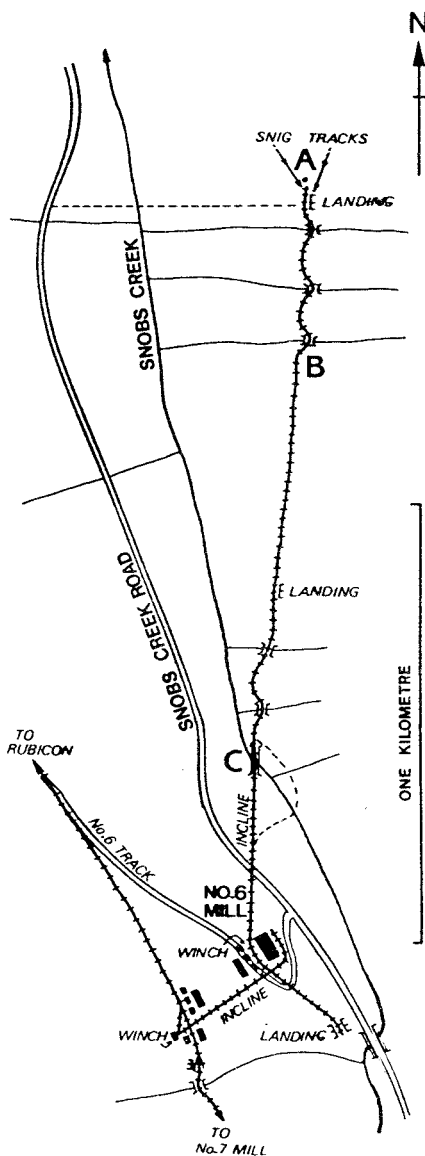
B



C



PE



someone from the mill had to go down and check that the road was clear before trucks laden with logs could be hauled up the incline or empty bogies let back down again. Ike believed that the tramway “went up towards the Snobs Creek falls somewhere”, but had not actually been along it himself. There was no alternative but to go and have a look in order to draw a map with any accuracy.

PART 2:

IT’S GOT TO BE DOWN THERE SOMEWHERE’

On the first of December 1991, with the bushbashing season drawing to a close for the summer, LRRSA Secretary, Jack Stock, and myself loaded our cameras and sharpened our machetes and pencils, and drove to the site of the No.6 mill at the intersection of the No.6 track and the Snobs Creek road. The mill site is today marked by a stand of wattles with an understorey of blackberry, its proximity to the road ensuring that very few relics remain.

Following Ike’s directions to “walk north for a couple of chains”, we dived off the road through a suitable gap in the blackberries to try to find the remains of the incline. It was soon evident that the incline would have been laid flat on the ground and that there was no chance of finding it in the thick scrub. A little lateral thinking saw us heading directly for the creek above where the tram would have to cross it, the intention being to pick it up downstream on the other side. The creek was gingerly crossed sitting astride a skinny log - no mean feat loaded with day packs, cameras, machetes and drawing equipment. Once on the other side, we made our way downstream for about a hundred metres and dropped back down towards the creek, walking well apart to double our chances of picking the tramway up. Twin shouts of joy emanating from the thick scrub announced the discovery of the tramway only metres below the remains of the bridge over Snobs Creek.

Of the bridge itself, only a small portion remains. A large granite boulder in the middle of the creek had been used for a support, with a large cross log complete with iron spikes and bolts still sitting triumphantly on top of it. The other end of this cross log rested on the eastern bank of the creek. The remains of three stringers of the bridge were also identified. Having sketched and photographed the remains, we set off north along the tramway, which climbed gently as the creek fell away below it.

PART 3:

WE SHOULD HAVE WAITED UNTIL AFTER A BUSHFIRE

The scrub at first was thick, but thankfully the last of the blackberries had been left behind at the road. The tramway headed up a small side valley

which it crossed on a low bridge on a slight curve. A section of this bridge was still intact with a length of wooden rail along one side, and was fully decked, confirming that the tramway was operated with horses. On the other side of the bridge the tramway resumed its northerly course, and the scrub got thicker.... and thicker.... and thicker! After a short time the tramway crossed another bridge, this one a low "make-up" some 40 metres long and again fully decked. After passing through a shallow cutting, a substantial log landing appeared on the right. Just past this were the foundations for a logging winch, with some of the decking on which the driver had stood, still intact. The tramway, still heading north through a discernible gap in the trees, was now a little easier to walk, but only marginally! Several sleepers still sporting nails to hold down the rails were seen along this section. No fastenings for steel rails were seen anywhere along the tramway, and at no point could the gauge be verified.

After a quick stop for lunch, we resumed our painfully slow progress along the old formation of the tramway. The tram crossed three bridges in quick succession: the first was a "make-up" 20 metres long on a sharp curve to avoid a large granite boulder; the second, a long wreck, the structure of which was impossible to determine; and the third must have once been a large trestle bridge some 30 metres long and about 5 metres high but now totally collapsed. Just past this last bridge the formation widened as we arrived at a second landing. Substantial trees grooved to take strops for bullwheels and formations cut by crawler tractors suggested that the bush here had been worked by both crawler tractor and steam winch. Relics at this site included lengths of wire rope and a solitary short section of steel rail. All sign of the tramway was lost only metres past the landing.

PART 4:

ALL IN THE INTERESTS OF ACCURACY

It was now late in the afternoon, four hours after leaving the bridge over Snobs Creek which could still be faintly heard far below us. The distance we had travelled was impossible to accurately estimate - even the normally bushbasher-friendly FCV inch-to-the-mile map was of little help on this occasion. One thing was certain - on the opposite side of the valley was the Snobs Creek road - but how far along it had we come? Compasses in hand, we plunged down the hill on a direct westerly course. Direct is something of a misnomer - it was only possible to sight on a distinctive tree and head for that before taking another bearing and zig-zagging through the dense undergrowth to the next objective. The final section near the creek was near vertical, and a very tired and sweaty pair of bushbashers, scratched and

bleeding, stumbled along a log across the creek for a short rest and a drink of refreshing icy creek water

PART 5:

NOBODY SAID ANYTHING ABOUT A SWAMP!

Resuming our westerly course, we soon found ourselves ankle deep in a stinking swamp, criss-crossed with small streamlets. Many trees, toppled from their insecure footings by recent high winds, blocked our path. After what seemed an interminable time, the ground abruptly rose and we were back into thick scrub. A short distance further on we stumbled thankfully out onto the road, marked the spot and trudged southwards back to the vehicle. We had been four hours on the tramway and six hours in the bush in total.

Subsequent checking with the vehicle odometer revealed that in our four hour struggle along the tramway formation we had covered the grand total of....one mile!

Peter Evans 12/91

NEW SOUTH WALES

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD, Albion Park 610 mm gauge

February 1992 marked the twentieth anniversary of the establishment of the ILRMS following a public meeting held at the close of 1971. By April 1972, work parties and item retrieval had commenced, but not until 1974, when the Albion Park site was leased, did full development gain momentum.

By 1975, open days were being conducted at irregular intervals using internal combustion units as motive power and in 1979 regular steam operation commenced. An anniversary ceremony and barbecue was planned for Sunday 9 February and the Museum Society received valuable publicity during the lead up week in the local press, radio and TV. Unfortunately, as so often happens in this high rainfall area, the heavens opened up for that weekend with near record rainfall. The ceremony was conducted in the engine-carriage shed with Shellharbour Mayor, Cec Glenholmes, State member for Kiama, Bob Harrison, and Federal member for Throsby, Colin Hollis, participating as guests. In spite of the poor weather, over forty members and visitors crowded into the running shed and an afternoon tea in the new meal room-kitchen replaced the barbecue.

Two restored items were recommissioned on this occasion: the Drewry Cane Inspector's petrol driven rail car from Victoria Mill, Ingham NQ and the former Sydney 1899 vintage saloon tramcar "C" 95.

Although the history of the Drewry car is not clear, it seems to be of c. 1920 vintage and is powered by a single cylinder petrol engine with dual control for bi-directional operation. This vehicle, and an insulated four wheel meat delivery wagon, was purchased from the mill for \$1 in 1973. Both arrived from the store site at the end of 1976 and from time to time work has progressed on the Drewry. These tasks included professional engine overhaul, chassis restoration and straightening, and more recently, the fitting of a new body to replace the rotting original which arrived in very poor condition. During 1991 Rob Osburne and Paul Simpson worked on the mechanical components and the unit's engine operated for the first time in possibly 40 years on 8 December. The car still requires the end tool box seats and the middle bench reversible seat back made and fitted, while the original sprocket ratio on the drive chain moves the vehicle too fast for Museum service! This last problem may require an additional countershaft to provide a double reduction ratio final drive

The other item included in the \$1 deal of 1973, the insulated meat wagon, is now in the carpenters' shop receiving attention. The tongue and grooved timber sides have been removed and work at present is concentrated on rebuilding the timber body frame.

The 1988 former Sydney tramcar took exactly 3 years to restore, being completed on 1 February. The restored body was lowered onto its permanent 610 mm gauge bogies on 14 December. The last job undertaken on the trucks was the fitting of roller stabilisers and out rigging. The battery electric "Mancha" loco then hauled the new car around the Museum main line for track and clearance tests. During January, the last of the cracked glass in the end bulkheads was replaced and general varnish and paint "touch up" completed.

When the ILRMS was formed, the Museum Committee agreed that industrial railway equipment must be retrieved and restored, and in this regard the Museum has open as well as enclosed bogie cross bench man transporting cars available for operation. More attractive cars of historical significance however would be required to form trains behind the larger Perry, Hudswell Clarke and Davenport locos while family groups may hesitate using the austerity mine cars.

As a result, the Museum now has five full height, comfortable and attractive bogie passenger cars:

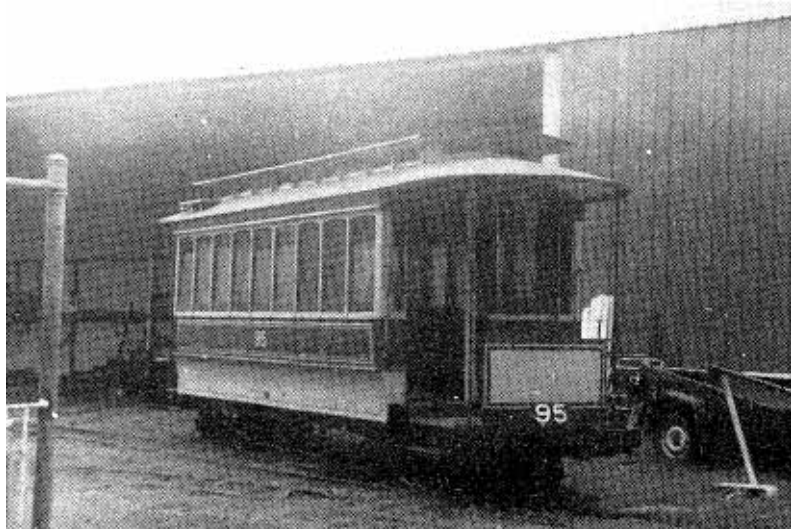
- **Car 1** Steel car, built by ILRMS, upholstered seats. open sides between window sills and roof edge letter board. End loading saloon.
- **Car 2** Short former International bus body of c. 1918 vintage, enclosed end loading saloons Longitudinal wooden slat seats.

- **P 119** Former Queensland Railways narrow bodied, enclosed, end door rail motor trailer. Upholstered seats.
- **Car 430** Former M.T.& O. Coy Melbourne cable tram trailer, built 1890. End loading enclosed saloon. Wooden longitudinal seating with pierced veneer seat backs.
- **Car "C" 95** Former Sydney tramways end loading saloon which entered service in 1899. Longitudinal seats of wooden slats. Withdrawn from tramway service in 1922.

All of these cars, with the exception of No.1 and P119, have clerestory roofs. They are carried on substantial channel or RSJ underframes and coupled with auto knuckle couplings. The former wider gauge vehicles are fitted to their chassis which would not prevent easy transfer of the bodies back to their original gauged trucks or underframes.

When asked by reporters as to the next carriage project, they were directed to the wreck under a tarpaulin in the museum yard. This is 105-year-old Melbourne cable trailer No.110 which will eventually be restored as an identical running mate to car 430.

On 15 February, a team from Prime TV, the network which relays Sydney channel 7 to the SE area of NSW, returned to the Museum for the day. During a six hour period material was filmed for a future documentary showing all facets of the Museum's operation in a typical working day - preparing locos



Former Sydney 1899 vintage "C" class electric tram trailer, No. 95 upon restoration completion at ILRMS Albion Park. 1 February 1992.

Photo: Ken McCarthy

for service, making up trains, service operation, non-steam working, as well as a review of rolling stock, workshop facilities and the stationary engine display.

In addition to all the preparation for the 20th anniversary ceremonies, maintenance and restoration work has continued:

- *Cairns* Hudswell Clarke 1706 of 1939 - Regulator machining completed. Overhauled injectors installed, blast pipe refitted with new built up base, timber boiler insulation being fitted and metal clothing preparation to cover the boiler is being prepared.
- *Tully* 6 Perry 7967/49/1 of 1949 - Steam turbo generator repaired, paint "touch up", right hand drain cocks overhauled.
- "*Leyland Krauss*" 2179 of 1889 - Fuel system cleaned and petrol engine retuned.
- *Burra* R & W Hawthorn Leslie 3574 of 1923 - Work continues of rebushing and refitting valve gear. Ruston Diesel - Injectors cleaned, new fuel filters fitted, engine tune up.
- *Wallaby* R & W Hawthorn Leslie 2988 of 1913 - Static standard gauge loco. Replacement of rusted panels and footplate pieces completed. Ready for repainting.
- John Fowler 16089 of 1923 - Initial planning is taking place for a roofed enclosure to be constructed over the loco for ease of inspection in the main station back road.

Other activities and progress include:

- Completion of meal room, kitchen, adjacent office - These additions resemble a "gentlemen's club". Imitation timber wainscoting up to wall waist level, painted gyprock above, suspended false ceilings with recessed fluorescent lighting. Several large plan cupboards in the office mean that loco working drawings are now easily accessible
- Picnic area - Picket fences fitted around the two merry-go-rounds, five new barbecues bricked in, seats, tables, summer houses repainted.
- Electric tramway extension - Points constructed at the Museum from 45 lb rail fitted at NE corner to provide access to proposed new electric and internal combustion loco shed.
- Stationery Engine Display Area - A new steel fence has been installed around part of the perimeter.
- Otford Signal Box - Electrical wiring has been extended to provide exterior illumination.
- NSWGR car 449 - Interior work has been progressing which will permit this car body to cater for refreshments adjacent to the main "Yallah" station. These resemble those fitted to Sydney suburban steam stock

during the early years of this century. With the members' amenities facilities transferred to the new meal room and the public area located in the Horizontal window bars have been fitted for security reasons. former railway carriage, the "Yallah" station building can revert back to the original use of waiting room and ticket office.

When forming the ILRMS, the Museum Committee gave heavy consideration as to whether or not this action should proceed. By 1972, most of the working steam locos from the cane fields had been scrapped, sold or donated to preservation groups and six groups in NSW already possessed steam locos and were some way along the road to operations. Fortunately the Museum Committee decided to proceed with its aims and objectives.... of those six, only two have achieved success!

K. McCarthy 2/92

NSW STEAM TRAM & RAIL PRESERVATION SOCIETY, Parramatta Park 1435 mm gauge

(see LRN 83 p.6)

Steam tram motor 103A (Baldwin 11676 of 1891) has been returned to service after a \$70,000 overhaul at Thirlmere. It has been fitted with a replacement boiler discovered at Lismore Hospital. The refurbished unit should be seen in action each third Sunday of the month, when running days are held.

Sydney Morning Herald 23/12/91 via Ray Graf

STEAM TRAINS PTY LTD, c/- Rail Transport Museum, Thirlmere 610 mm gauge

(see LRN 85 p.7)

By the end of 1991, work was continuing satisfactorily with the restoration of Baldwin 0-4-2T 10533 of 1899. Construction of the timber cab had almost been finished, the boiler retubed, studs replaced, and a new dome top and smokebox front and door supplied. Only the welding of mudhole doors was required to complete the boiler work.

Bruce Belbin 1/92

QUEENSLAND

BUNDABERG SUGAR CO LTD & SUBSIDIARIES 610 mm gauge

(see LRN 83 p.8)

Parent company Tate & Lyle PLC will spend \$20m on Bundaberg Sugar in the next 12 months. \$6m of this will go into the Millaquin Refinery, and the

other \$14m will go into the group's sugar mills, plantations, the Bundaberg Foundry, and other interests. Bundaberg Sugar owns the Moreton, Millaquin, Fairymead, Bingera, Mourilyan, and Babinda Sugar Mills.

Mackay Daily Mercury 6/3/92 via John Browning

BABINDA SUGAR LTD 610 mm gauge

(See LRN 85, p.8)

The new "Bundaberg Hunslet" B-B DH (Bundaberg Foundry Engineers 002 of 1991) arrived on 13 September and entered service on 18 September. It can pull about the same load as the two Clyde 0-6-0DHs working in multiple, but much faster, with maximum speed about 30 km/h. It can maintain speed up a grade easily, but has difficulty starting a load up a grade. During October the unit spent a few days out of service when an oil filter in the transmission system collapsed. The 1992 season is expected to see the elimination of two crews per shift as a result of the arrival of this unit.

The tramline running south from Babinda has been relocated to the west because of the construction of a new section of the Bruce Highway. The line now runs along the western side of the highway all the way into Babinda from Pawngilly. Two new concrete bridges with the rails fastened directly onto a flat concrete deck have been included on the new deviation.

Tom Porritt 1/92; Chris Hart 2/92

CSR LTD, Herbert River Mills 610 mm gauge

(see LRN 86 p.12)

By early February, about 110 ex-Hambledon bins had been delivered to Macknade Mill yard, together with a weighbridge tare weight truck. On 6 February, two bins converted to navvy use by the addition of roofs also arrived from Hambledon .

Hambledon bins were also in evidence at Victoria Mill, where the old coal stage was being demolished late in February.

At Macknade Mill, the 1968 built Clyde petrol linecar was moved to the scrap dump near the river bank around the start of 1992.

Work on Macknade Mill's Anabranche bridge was done during February, using the massive bridge crane vehicle last noted at Invicta Mill (see LRN 75 p.7). This arrived at the bridge site by semitrailer on 19 February, and was used for lifting out the spans the following day. Motor Rail "Simplex" 4wDM 10232 of 1951 was used to move the bridge crane, which has the name *Dino* painted on it, and the date of last painting, 1986.

Chris Hart 2/92

MULGRAVE CENTRAL MILL CO. LTD, Gordonvale 610 mm gauge

(see LRN 85 p.13)

By January, a new 250 m section of track consisting of a long S bend had been built to make connection between the Mulgrave and former Hambledon Mill systems near Wrights Creek. (This had been the site of a previous connection - J.B.)

At Mulgrave, all the mail line locomotives from Hambledon were to be found, together with brakevans. The brakevans had lost their identity, and the locomotives appeared to have been renumbered by the simple expedient of adding 10 to the previous number, thus creating numbers 11, 13, 14, 15, 16, 18. & 19. They were all still in Hambledon green however.

Also seen at Mulgrave was a collection of navy gear including the Hansen car, four ballast hoppers and an old poison tank. However, the Motor Rail "Simplex" units and tamping machine were not seen.

At Hambledon, no rolling stock was in evidence except numbers of bins. The only track remaining at Hambledon in the main line through the yard, four full yard lines, what is thought to be the old empty line, and a siding into the navy area.

Chris Hart 2/92

PIONEER SUGAR MILLS LTD, Pioneer Mill 1067 mm gauge

(see LRN 86, p.15)

The two ex-QGR DH class B-B DH locos DH10 (Walkers 592 of 1968) and DH60 (647 of 1970) were delivered direct to Pioneer Mill, and were noted there in October 1991.

Ray Graf 1/92

QUEENSLAND SUGAR INDUSTRY CORPORATION, Mourilyan Harbour 610 mm gauge

(see LRN 86, p.12)

240 tonnes of 63 lb rail line, points and turnouts were advertised for sale in January. Inquiries revealed that this did not signify any massive track alterations or removal. The rail was simply surplus material which had been lifted at Mackay some years ago, and which had been sent to Mourilyan for possible further use.

Mackay Daily Mercury 10/1/92 via John Browning

SEAWORLD, Main Beach, Southport 610 mm gauge

(see LRN 85 p.13)

The red steam outline 0-4-0DH was built by Seaworld in 1984. and is

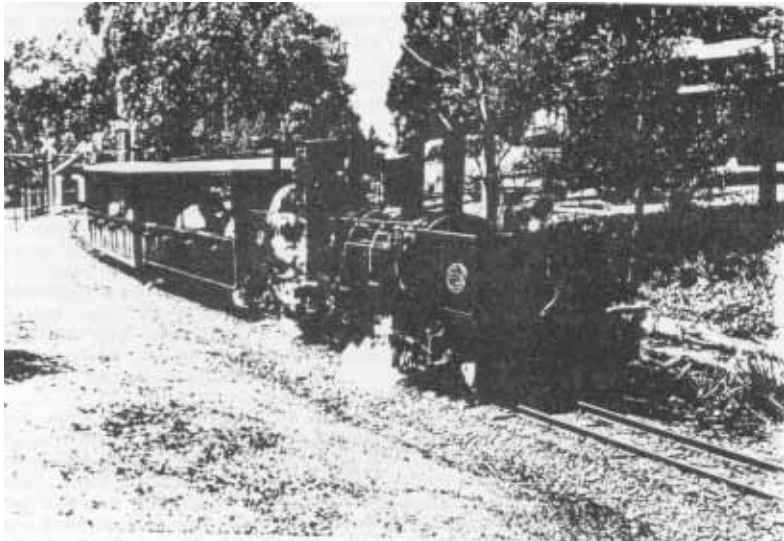
identical to the A10 "replica" No.6, built in 1975. No.6 recently received its first engine rebuild since construction in 1975, and had all wheels and hydraulics replaced at a cost of approximately \$10,000.

The steam outline 4wDM locomotive, rebuilt by Seaworld from a Caldwell Engineering locomotive in 1976, is reported to be for sale. It is fitted with a GM 4 cylinder engine and comes complete with "tender". Inquiries should be directed to Robert Borg at 075 88 2222.

Robert Borg (Seaworld) via John Browning 2/92

TASMANIA

BUSH MILL RAILWAY, Port Arthur 380 mm gauge



(see LRN 82 p.16)

Bush Mill Railway, No.3, Garratt, leaving Bush Mill Station on the downgrade, 9 November 1991

Photo: John Stichbury

For the special train tour by the Railway Enthusiasts Society (NZ) party on Saturday 9 November 1991, the superb BMR No.3, The Garratt, was attached to what appeared to be the whole fleet of BMR's carriages. The 11 month old loco, in perfect order, found the load of 5 carriages a simple task. The loco weighs 4 tonnes, is 16 ft 5 in long, 3 ft 9.25 in wide and 5 ft 9.5 in high. It has a 2' wheelbase, 4 cylinders with 8 in stroke and 5.5 in bore, and Walschaert's

valve gear with inside admission piston valves of 2.5 in diameter. The boiler is 6 ft 2 in long and 27.5 in in diameter with 3.5 sq ft of grate area. 47 tubes of 1- 3/8th inch size give 97 sq. ft of heating surface for the coal fire at a working pressure of 150 psi. It. was built by Lester Jones at Bush Mill and closely resembles the first Garratt locos built. The line features excellent track, a 4 km ride each way, 3 stations, and superb curves and wooden trestle bridges, all in a most scenic bushclad hillside location.

John Stichbury 1/92

ERIC HOWE, Tarleton 610 mm gauge

It is reported that during 1991, Orenstein & Koppel 0-6-0T 4241 of 1910 was purchased from a Mr Weatherall at Wodonga, Victoria (see LRN 61 p.13) and trucked to Melbourne for shipment to Eric Howe at Tarleton, near Devonport. Further details would be welcome.

Ian Comrie 1/92

IDA BAY RAILWAY, Lune River 610 mm gauge

(see LRN 68 p.9)

(About 110 km south of Hobart, 10 km beyond the end of the Huon Highway,)

Operated by Malcolm Moore 4wDM locomotives, this 6 km line is well worth a visit. In fact, the whole area is full of interest with Caseys Steam Museum at Dover (a great operating collection of marine and mill steam engines), timber and apple museums, and the new Timber Museum at Geeveston. From photos on display, the area once supported numerous trams. This tramway was built to haul sawn timber from the mill (sic) to the wharf in deep water opposite Southport. Track and equipment are excellent but "top" of the permanent way leaves something to be desired. However, the scenery and interest is so great, one enjoys every minute of the trip in the various passenger vehicles. At the station called Ida Bay, there is a motel and shop plus much of railway interest. On a fine day, the scenes as the line curves around the beautiful bays with their deep blue cold water, is worth every cent of the fare. The Railway Enthusiasts Society (NZ) party of 38 voted both this line and the Bush Mill Railway very highly indeed.

John Stichbury 1/92

WEE GEORGIE WOOD STEAM RAILWAY INC., Tullah 610 mm gauge

(see LRN 67, p.14)

The RES part visited this historic line on 6 November 1991 when the lively Wee Georgie Wood did several round trips of the 2 km route. A local school

party also joined in the enjoyment on a fine sunny morning. The loco is J. Fowler (Leeds UK) No.16203 of 1924 and is an 0-4-0WT with 22 in driving wheels and a wheelbase of 42 in. The loco weighs 5.5 tons, carries 200 gallons of water, and is coal fired. A train of flat top wagon behind the loco and two carriages was packed by the 38 strong party who also literally "bought out" the souvenir shop!

Normal fares are \$2.00 adult and \$1.00 child, and on operating days, trains run from 12 noon to 4 pm. In 1992, running days are 23 February, 8 March, 22 March, and the season ends on 19/20 April (Easter). Further enquiries to Mrs A Drake PO Box 55 Rosebery TAS 7470.

An isolated but delightful little railway was the "Kiwis" verdict!

John Stichbury 1/92

VICTORIA

ALEXANDRA TIMBER TRAMWAY & MUSEUM INC. 610 mm gauge

P O Box 288, Alexandra Vic 3714

(see LRN 86 p.15)

In January, the rebuilt Dorman diesel engine originally fitted to Motor Rail "Simplex" 4wDM 7351 of 1938) was cranked and spluttered into life, enabling Motor Rail "Simplex" 4wDM 10058 of 1948, to which it is fitted, to be driven a short distance around the track by its owner, Peter Evans. It is hoped that this locomotive will be completed to go into service at Alexandra in April. A new "Simplex" radiator, complete with fan and water pump, is required for this unit, which currently uses the tank of its rail-washing apparatus for cooling purposes.

The next project to be tackled by Peter will be the restoration of his small Cheetham Salt 4wPM locomotive, with efforts then to be put towards Motor Rail 7351. This is in very poor condition, and current indications are that it will be restored to a non-operating exhibit.

Peter Evans 2/92

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Railway 762 mm gauge

(see LRN 86. p.17)

Climax Saves The Day

The public timetable for Saturday, 18 January called for four trains. Due to very heavy traffic, the first train of the day was to be 16 cars double-headed as far as Menzies Creek, where one loco and the leading five cars would detach

and return empty to Belgrave.

The third train of the day, departing Belgrave at 1.30 pm, was to be double headed and made up of 17 cars as far as Emerald. This included three Mount

Lyell cars and a van which were to be detached at Emerald, and subsequently pushed to Nobelius Siding. These cars were occupied by a party of 72 people attending a wedding reception which was being held in the Nobelius Packing Shed. This group were receiving the full "Night Train" treatment. The wedding party were scheduled to depart the Packing Shed for return to Belgrave at 7.15 pm.

This schedule would require all three working NA locos, but on 15 January, 8A failed with broken firebox stays, and on 17 January, 14A failed with boiler tube problems.

Feverish work was undertaken on 14A to try to get it back into service as early as possible on Saturday, and the Climax was prepared for service on the wedding train if necessary.

The first train of the day was double-headed with D21 (ex-TGR 0-6-0DM) and 7A, with the diesel leading. At Menzies Creek, 7A and the five leading cars were taken off and returned empty to Belgrave. D21 took the remaining 11 cars to Lakeside, and then returned to Belgrave, more or less on the normal schedule. D21 is not normally rostered to take more than 8 cars as it is difficult to maintain the NA schedule with heavier loads. 7A took the second down train of the day to Lakeside.

If 14A was not available in time it was planned to put D21 and the Climax on the 1.30 train; with the Climax and Night Train section coming off at Emerald. The rumour was that if 14A was available in time, it would doublehead the diesel, taking the place of the Climax on the night train - thereby subjecting the normal passengers to the mercies of the wretched diesel on the return trip. The logic behind this was that the Climax was too slow and would create havoc with the schedules.

14A was ready in time - just - but the diesel was not used. The Climax and 14A, coupled bunker to bunker, and with the Climax leading, made a magnificent sight leaving Belgrave, with the Climax's bell ringing to add to the atmosphere. The Climax was doing most of the work, for 14A was still not 100%. On seeing the train on the 1 in 30 Emerald bank, one observer said, "The Climax was really barking, it's the only time I've ever heard it bark, it's usually so quiet".

Departure from Belgrave was delayed about 12 minutes, due to some tardiness on the part of the wedding group, but the train maintained the normal 30 minute schedule to Menzies Creek, which means the Climax must have maintained a steady 7-1/2 to 8 mph for the whole distance. Its natural

cruising speed is said to be 4-1/2 to 5 mph.

The day's schedules were not seriously disrupted. The 1.30 pm train ex-Lakeside arrived Belgrave 11 minutes late at 2.34 pm. This train crossed the Climax/14A-hauled train at Menzies Creek. The 3.00 pm train ex-Lakeside hauled by 14A arrived at Belgrave 33 minutes late at 4.26 pm. This delay was mostly due to time taken shunting at Emerald on the down journey, and problems with 14A.

The last regular train of the day, 4.30 pm ex-Lakeside - hauled by 7A arrived at Belgrave at 5.44 pm, 26 minutes late. Judging by the way the passengers then went on a wild spending spree in the Souvenir Shop, most were not at all put off by the late running.

Failure of 14A

On 17 January, 14A completely failed near the site of the landslide while hauling the 3 pm train from Belgrave to Lakeside - the last train of the day. After placing detonators on the track to protect the train, one of the crew walked forward to Menzies Creek, taking the train staff with him. This train was supposed to cross 7A on the 3 pm train ex Lakeside at Menzies Creek. 7A was taken off this and ran light-engine to the disabled train. It then hauled 14A and train into Menzies Creek. Here 14A was side-tracked and 7A took the train onto Lakeside. This left the Belgrave bound passengers temporarily stranded at Menzies Creek.

The staff for the section was taken by road to Belgrave, and on its arrival D21 was run up to Menzies Creek where it picked up the disabled 14A and the train and brought them back to Belgrave. The final train of the day, now hauled by 7A, got back to Belgrave at about 6.10 pm, 52 minutes late. Smooth handling of disruptions like this is greatly facilitated because many of the volunteer staff are multi-skilled, many station masters have safe-working experience and vice-versa. 14A is now being retubed.

Gembrook Market Day - we were wrong!

The Gembrook Market is held on the last Saturday of each month, not the first as stated in the last issue.

Gembrook Restoration

On the weekend of 22/23 February, it was planned to construct 823 metres of track from the present end-of-track beyond Lakeside to the Wright Road level crossing. By the end of the Saturday, about 75 volunteers had already completed 745 metres, within sight of Wright Road; The track was in skeleton form, with only every third sleeper laid, and not ballasted. Sunday

was occupied laying the remaining 78 metres and fitting the intermediate sleepers on the sharp curves.

On the Saturday afternoon, NRTI pushed two NQR wagons over about the first 500 metres of new track, the first train to pass that way for 38 years. This section runs through forest, and includes one three chain radius curve and a long straight section on a grade of 1 in 45 falling towards Cockatoo.

The latest issue of the PBPS's Journal Narrow Gauge indicates that work on the Gembrook project will probably now shift back to the Gembrook end, and that it is possible trains will be running between Gembrook and Cockatoo (four miles) before Cockatoo and Wright are linked, because of the three trestle bridges that have to be built in this section.

Frank Stamford 2/92

WESTERN AUSTRALIA

HAINAULT TOURIST MINE, Kalgoorlie various gauges

(see LRN 26 p.14)

The Hainault Tourist Mine in Kalgoorlie-Boulder closed at the end of January 1992, the site being in the "super pit" expansion plans for open cut mining. The Hannans North Gold Mine was expected to open in February as the replacement for this important surface and underground tourist attraction and preservation site. Hainault's surface displays included ex Lake View & Star "Planet" loco 2011 of 1937 and Malcolm Moore built hoppers with numerous small skips and trolleys. Below ground, well-worn rails remained set in the drive floors with skips visible in the closed off tunnels. The surface equipment is to be transferred to the Hannans North site during 1992 and there are plans to put an operating "electric locomotive" (sic) and carriages underground.

Holiday Stopover 1/92 via David Whiteford

PILBARA GOLD MINES

Equipment from the Normay Minesite in the Pilbara was to be auctioned by Arrow Auctioneers on 14 November 1991 in Port Hedland. Included were 2 x Gemco 1.5 ton battery locomotives and 2 x tilt trucks. (Gauge unspecified, and not noted whether 'tilt trucks' are rail or road.)

West Australian 2/11/91 via David Whiteford

ROTTNEST ISLAND 1067 mm gauge

An essential component of developing Rottnest Island's military history as a major tourist attraction will be the rebuilding of the Oliver Hill railway to take passengers from the Army jetty (south of Thomsons Bay settlement),

past Kingstown (former Army barracks) and the airport, through the centre of the island and up to Oliver Hill for the guns tour. Most of the railway is intact but requires almost total rebuilding. The railway was built to serve the defences during WW II and surviving guns and underground tunnels have already become important historic and tourist features.

Rottnest Islander 9/91 via David Whiteford

WEST AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION INC. Bennett Brook Railway, Whiteman Park 610 mm gauge

(see LRN 86 p.19)

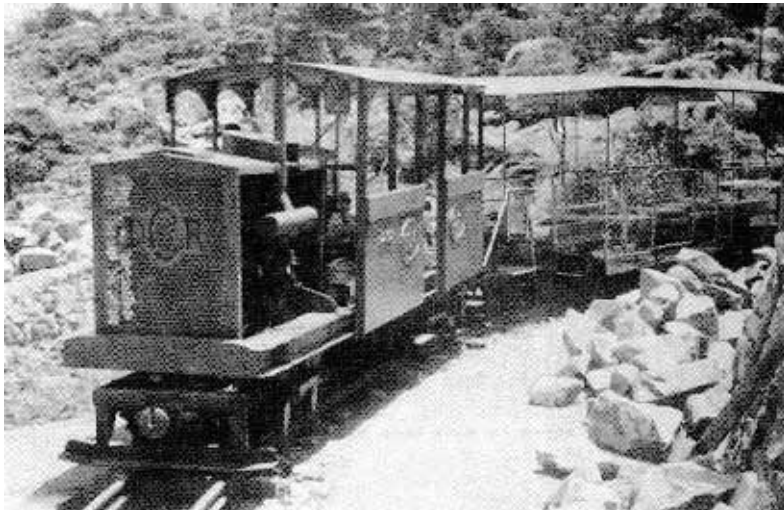
John Fowler 0-6-0DM 2 (4110019 of 1950), which left Isis Mill in Queensland in December 1991, is believed to have been acquired by WALRPA for operation on the Bennett Brook Railway.

John Browning 2/92

OVERSEAS NEW ZEALAND

DRIVING CREEK RAILWAY, Coromandel 380 mm gauge

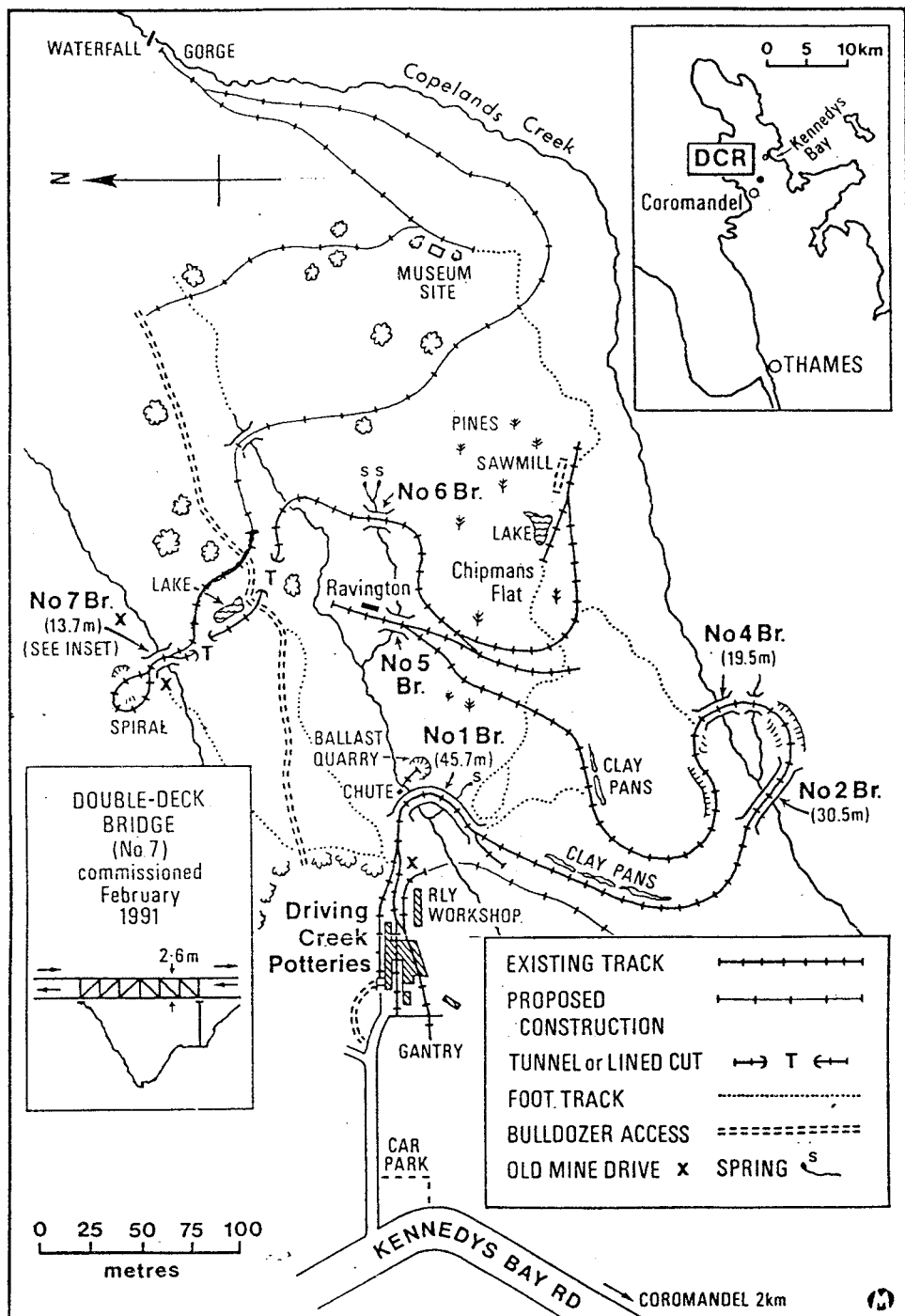
(200 km east of Auckland by road - much closer by sea!)



Driving Creek Railway's Ford driven double-bogie diesel locomotive at the end of the line, November 1991.

Photo: John Stichbury

Owned and operated by Pottery Proprietor, Barry Brickell. Barry has built most of the line and its equipment by himself. Operated by a double bogie



diesel locomotive with two or three carriages, this line is worth a visit. Situated on a 70 acre hillside bush block, the line has an average grade of 1 in 22 and now extends for 1.3 km, with work on further sections underway.

As well as horseshoe curves, a switchback section, and a branchline, the railway is notable for its well made steel bridges. No.1 on a curve, is 45.7 m long and No.2 is 30.5 m, but No.7, whilst only 13.7 m long, is unique in being a "double deck" rail bridge, the two levels forming the entrance and exit to a complete loop. A most unusual spiral layout, perhaps the only one in the world! The two decks are 2.6m apart. Maximum grade on this line, which carries both passengers and freight, is 1 in 18 and the bridges exceed 10m high.

The original loco was powered by a 7 hp Kubota diesel with 4 wheel chain drive. At present a Ford powered shaft drive is used to the two four wheeled, rather like Hiesler, bogies. Parts of this loco were built by Fitzroy Engineering in New Plymouth but the other rolling stock and an 0-4-2 steam loco under construction, have all been built in the DCR's own workshops.

John L. Stichburv 1/92

MEETINGS

MELBOURNE: Gembrook and The Ghan!!

What's the connection?. Not much; except they are both on the agenda for the April Meeting, Hugh Markwick will start proceedings with an update on the relaying of Gembrook yard and environs as part of the extension of the former VR narrow gauge line to that township.

Following Hugh's contribution John Hassler will provide what promises to be a very interesting view of the "Old Ghan". John travelled on the last trip of the old narrow train and recently revisited relics of the line. He will be able to provide some fascinating "before and after" views and comments

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

DATE: Thursday 9 April at 8.00pm.

SYDNEY: Any member wishing to know details of the next meeting should call Craig Wilson on 02 484 7984

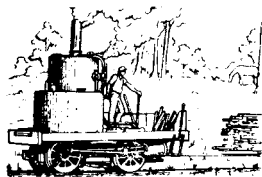
LOCATION: Woodstock Community Centre, Church St Burwood Note: Plenty of off street parking at the rear of the building and Burwood station is only a 5 minute walk away.

DATE: Wednesday 22 April at 7.30 pm

ADELAIDE:

Contact Arnold Lockyer for details. Phone: 08-296 9488

LOCATION: 150 First Avenue. Royston Park



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Row of Cordite Paste Drying trucks at the Propellant Section, Explosives Factory Maribyrnong (gauge 470 mm). The track to the left leads to one of the drying sheds and the track in the foreground leads to the truck lift which raised the trucks to the main factory level. The tracks to the right lead to various other drying and maturing houses and the Paste Sheeting House. The canvas end cover prevents extraneous material entering the trucks whilst in transit. (Each truck has a large circular hole in each end so they can be joined together in a "run" enabling hot air to be passed through them to dry the paste sheets when in the drying house.)

Caption: Phil Rickard - Photo: Ray Graf 14/3/92

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NOTES, CORRECTIONS & COMMENTS

HEXHAM ENGINEERING

On p.2 of LRN 87, the date given for HE702 should have been 1989, not 1979,

ORAL HISTORY

The Oral History Association of Australia (NSW branch) organised the first of a series of one-day courses in oral history techniques on 4 April at the Mitchell Library. The courses are to encourage more people to become involved in this important aspect of recording the past, and would be suitable for Light Railway researchers. Inquiries to John Rich (02) 899 5077 (W) or (02) 569 4965 (H).

Electronics Australia 4/92 via Ray Graf

RAINE ISLAND

Raine Island featured in "Australian Geographic" No.26 (April-June 1992) including a number of interesting photographs taken on the island recently. (There was nothing new on the guano tramway which was dealt with in *Light Railways* 110; indeed most of the information appeared to come directly from LR. - JB)

Ray Graf 4/92

SUGAR RESEARCH PROPOSAL FOR IRAN

Mackay-based Sugar Research Ltd is currently involved in a \$5m proposal to assist in a proposed sugar industry development in Khuzestan, Iran. Part of the project is the design and development of a rail transport system to serve the 7 projected sugar mills to be constructed in the region. It is understood that the proposal is for a track gauge of 610 mm and for the use of long wheelbase "big bin" technology for cane haulage. Successful application of

new technology in Iran will provide a valuable testing ground for its adoption by the Australian sugar industry.

*Mackay Daily Mercury 16/4/92
via John Browning; Robert James 4/92*

LOCOMOTIVE & ROLLING STOCK MANUFACTURERS

MORRISON KNUDSDEN OF AUSTRALIA

This company aims to enter the Australian locomotive building market in partnership with engine manufacturer Caterpillar.

The Daily Telegraph Mirror 10/4/92 via Ray Graf

PROF ENGINEERING, Harare, Zimbabwe

It is reported that ten locomotives built in Australia by Eimco and PTA Engineering to Prof Engineering drawings are fitted with gearboxes, running gear and (where applicable) bogies originating in Zimbabwe. These units were allocated Prof builder's numbers as follows:

Prof Nos.	Date	Gauge	Type	Builder	Customer
EP 20-001 to 005	1987	762 mm	4wDH	PTA	MMBW
PSL 27-001 to 003	1990	610 mm	B-B DH	Eimco	Marian
PSL 27-004	1990	610 mm	B-B DH	Eimco	Bundaberg Sugar
PSL 28-001	1990	1067 mm	4wDH	Eimco	Mt Isa

Richard Horne 3/92

WALKERS LTD, Maryborough

(see LRN 86 p.2)

Two ex-QGR DH class B-B DH acquired by sugar mills have reportedly been in storage at Maryborough pending a decision as to whether gauge conversion and modification for mill use will proceed in the current year. The two mills concerned are Isis and Tully (see LRN 86), and the identities of the units are believed to be two out of DH18, DH50 and DH66.

Robert James 4/92

WESTFALIA BECORIT PTY LTD, Rooty Hill

(see LRN 87 p.3)

Following are details of the rack locomotives built for Ettalong Colliery:

Serial	14460-1-92	Model DH25MR MkI	Delivered February 1992 carrying Road No.1. This loco is a rebuild of 8179-3-79.
Serial	14526-1-92	Model DH25MR MkI	Delivered March 1992 carrying Road No.2. This loco is completely new.

Craig Wilson 4/92

TOUR REPORT - VICTORIA

MARIBYRNONG EXPLOSIVES FACTORY

Our first tour for 1992 consisted of a series of half-day excursions over two Saturdays (29/2 and 14/3) to the Explosives Factory Maribyrnong (EFM). With each tour restricted to twelve members, places were at a premium for what may be our only chance to see this industrial nirvana.

Brief History

By way of background, readers may be interested in the following very brief account of EFM. Situated 9 km north-west of Melbourne, and now surrounded by suburbia. EFM's history commences not long after Federation.

In 1907, the Department of Defence, acutely aware of Australia's reliance on overseas supplies of all military explosives except small arms ammunition, arranged for their Chemical Adviser, Mr C Napier Hake, to visit England to investigate, among other things, the feasibility of establishing a factory in Australia to manufacture cordite.

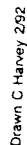
Following extensive inquiries, particularly at the Royal Gunpowder Factory Waltham Abbey, Hake recommended that a factory be built to produce Cordite Mk.1 or Cordite M.D. The expected cost was £65,000. By 1909, planning was under way; some 356 acres of land being acquired within a horseshoe bend of the Maribyrnong River. A.E. Leighton was appointed Manager and the next two years saw the site, which mainly comprised the old Maribyrnong racecourse transformed with some 30 buildings, many of which were connected by some 2 km of narrow (probably 18 in) gauge tramway.

It would seem that the original Cordite Factory was built using drawings acquired from Waltham Abbey and this "borrowing" extended to the gauge of the tramways and the design of at least some of the rolling stock.

The first cordite was produced in June 1912 (by the dry process), and was followed by Fulminate of Mercury in 1915, Detonators in 1926, TNT in 1928 and Naval cordite by the wet process in 1935, together with dozens of constituent chemicals and components required in all of these. Each development saw an increase or alteration to the tramway system and an increasing variety of rolling stock to handle the various traffic.

The tramway system track "mileage" probably peaked during World War II, when over 16 km were in operation, however it was not all inter-connected. For example, Detonator section was originally a series of five separate lines each around 100-200m long, (presumably as a safety measure - one didn't want two trucks with Fulminate of Mercury coming into contact!), yet at some time four of these lines were connected leaving only the Wet Fulminate

DETONATOR SECTION



Another intriguing aspect of EFM was that great Australian tradition - a multitude of gauges! Probably originally 18 inches; within ten years it had been eased to 18.5 inches, this revised gauge being shown as such on many drawings. In addition there was a short 2 ft 8.5 in gauge system and a 4 ft 8.5

in track (of which a 10m section of dual gauge 18.5in/4ft 8.5in still exists).

Over the years other interesting features have included an incline, a wharf line, a wagon lift, small tunnels through mounds, double-track sections and hundreds of wagon turntables. Where two double-track sections crossed each other, it sometimes resulted in a nest of four turntables.

The system has always been manually operated, one person pushing one truck; however, no doubt inspired by developments at Waltham Abbey, battery-electric locomotives were planned in the twenties for the High Explosive section. All rolling stock seems to have had gunmetal tyres and many had a water tank designed to drip water on to the wheels as an added precaution against sparking.

The Tours

Each tour group was met at the main gates by the Safety Officer and escorted to a tea-room where a small display of maps and photos had been set up and refreshments made available. Following suitable warnings about the site and attendant risks, we were taken through three sections: Propellant, High Explosive and Detonator.

In Propellant, the manufacturing process of cordite was followed in reverse from the Vertical Propellant Press building to the Paste Drying sheds which had eight tracks full of the remaining yellow coloured four-wheeled Cordite paste drying trucks which thankfully have been saved for preservation. From here a short walk along the tracks brought us to the Paste Sheeting building where a slurry [of Nitroglycerine (NG) and Nitrocellulose (NC)] was made into sheets (not unlike paper making), then to the Tundish building where a device mixed the NG and NC together. The Tundish received NG in a rubber tyred truck which ran along the NG Truck Track, a concrete pavement with parallel grooves formed in it for the NG Truck to follow on its trip from the NG Washing House to the Tundish (gauge 2 ft 0 in).

From the Washing House we visited the Nitrating House where the Nitroglycerine was made by the batch method, possibly the last place in the world where it was done this way.

From here we passed into the High Explosive section where shell filling used to be carried out. Not a lot of the tramways remain here, however a stretch of double-track was seen although it had long ago had the grooves concreted in to provide a "cleanway" for the rubber-tyred BEV's that superseded rail transport.

Last "port of call" was the Detonator section where the kindly Foreman took us along the route of the original tramways (prior to any expansion of facilities), explaining the processes from making the Fulminate of Mercury



Cordite Paste Drying Truck outside the Drying House, Propellant Section, EFM (470 mm gauge). These trucks have gunmetal tyres, rubber buffers, water drip system onto wheels and have two removable doors on the side opposite the camera. They are presently painted yellow and have room inside for 48 removable aluminium trays on which the cordite paste sheets were laid for several days drying.

Photo: Ray Graf 14/3/92

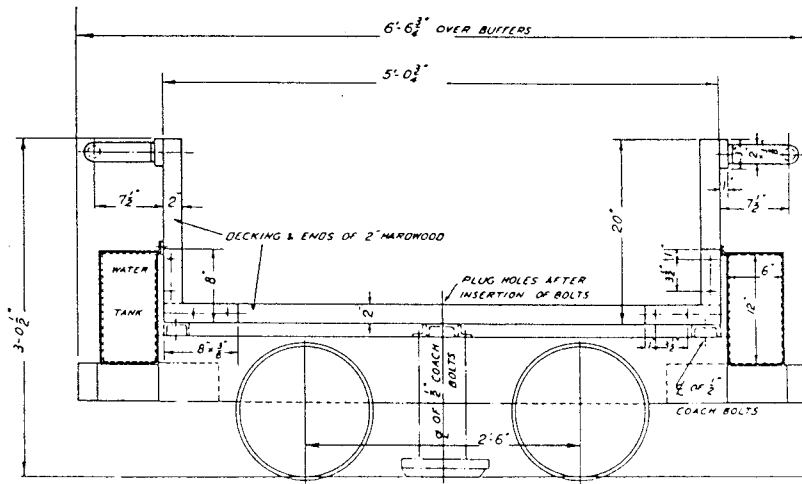
(FM) to the final product - Detonators. Most tramways in this section have been removed or concreted in, however the course of the Wet FM tramway was followed through a sheep paddock, its way denoted by the row of sleepers and dogspikes, to a road crossing where it briefly dual-gauged with the 4 ft 8.5 in track, then into a grassy area with a few lengths of rail remaining.

Following our tour of Detonator, we returned to the tea-room for another cuppa before being escorted from the site. No doubt all would have loved to have stayed longer as the factory covers a vast area and we only saw a fraction of it. At its maximum, EFM had over 800 buildings and structures - about 450 remain today.

Demolition of buildings commenced several years ago and is still continuing methodically; the Federal government's ultimate aim being to dispose of the cleaned up site for the biggest financial return. Meanwhile, EFM management have generously permitted a small group of members to research the factory's records, which although fragmented, date back to its establishment. Hopefully the fruits of this research will ultimately be published by the Society.

The Society would like to express their sincere thanks to EFM management for their permission to allow these tours.

Tours Committee/ EFM Research Group via Phil Rickard 4/92



FOUR WHEELED HAND-PUSHED TRUCK - PROPELLANT SECTION

Based on Drawing X-19915 MUNITIONS SUPPLY BOARD
DEPARTMENT OF DEFENCE. Drawn 5.11.1937

Chassis - Mild Steel	Water Tank - Copper & Brass
Buffer - Wood & Rubber	Body, Complete - Wood etc.
Tyres - Gunmetal	Wheel Centres - Cast Iron

Official EFM drawing of a Flat Truck. Note that it has track brakes in lieu of wheel brakes

NEW SOUTH WALES

BURRINJUCK gauge unknown

At least one house in Burrinjuck village has its own rail incline to haul parcels up the steep road to the house. The rails are possibly of angle iron.

Ray Graf 4/92

BHP NEWCASTLE STEELWORKS 1435 mm gauge



BHP Newcastle Steelworks standard gauge Bo-Bo DE 57 (Goninon 057 of 1982) photographed at Morandoo Siding, 22/2/92.

Photo. Ray Graf

FAI MINING LTD, Lambton & Stockton Borehole Collieries 1067 mm gauge

An auction was held at Lambton Colliery, Redhead, on 25 March and included underground equipment and rail. It would appear that material from Stockton Borehole Colliery was also included in the sale, which was stated to be due to mine closure. Both these collieries were formerly owned by BHP Ltd

Sydney Morning Herald 7/3/92 via Ray Graf

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD, Albion Park 610 mm gauge

(see LRN 87 p.7)

As a result of publicity generated by the 20th anniversary ceremony in February, high visitor numbers were experienced at the March and April steaming days. On 8 March, four bogie cars were required on the regular train providing seating for 100 passengers.

Although available for traffic, some minor construction still needs to be completed on the Victoria Mill, petrol powered, Drewry inspection car.

During late March, new toolbox-seats, which are located at each end of the vehicle, were completed. The two final tasks to be carried out to complete the project are the manufacture of the missing “flop over” main seat back and mechanism, and the metal frame and pivot for one of the windscreen frames. Possibly as a result of some early collision, the original uprights etc. on this end had been replaced by angle iron and the windscreen permanently closed.

As a result of our requests for information on this inspection car several appreciated responses were received from LRN readers. Richard Horne was able to supply these details from the Baguley-Drewry records held in the Staffordshire County Council Records Office: The Victoria Mill inspection car was constructed in 1924 as serial number 1338. The records also reveal that the car is powered with a Baguley petrol engine, 1 cylinder 105 mm x 120 mm; chassis 7 ft ‘6 in long x 4 ft wide carried on 18 in wheels. The car was supplied on order number 1955 with an extra wide body to accommodate 3 passengers on the main centre cross seat.

At that time similar vehicles were supplied to:

1337		to Macknade Mill, NQ
1340	of 1925	to Rarawi Mill, Fiji
1447, 1448, 1449	of 1925	to Labasa (1), and Goondi Mill Qld (2)

Finishing touches were carried out on former Sydney tramcar “C” 95 of 1899 during March. These included construction and fitting of wooden “ship rail” cappings on the top rail of the end aprons; caulking and painting around the roof access platform to fix a minor leak; replacement of some worn floor cleats: and the laying of malthoid on adjacent floor areas.

Steady progress has continued on the Victoria Mill meat wagon. Most of the tongue and groove external boards are in position and the diagonal inside timber lining pieces are being prepared for refitting.

The following work has been carried out on the locomotives during March and April:

Cairns Hudswell Clarke 1706 of 1939 - Newly constructed ash pan fitted under the fire box.

Burra R & W Hawthorn Leslie 3574 of 1923 - New lower side plates formed and fitted to the boiler smoke box. Final painting of the saddle tank, cab and fuel bunkers is progressing.

Wallaby R & W Hawthorn Leslie 2988 of 1931 - Start has been made on repainting this static exhibit.

Track laying has commenced from the new NE point on the electric tramway used by the Gemco loco towards the site of the future non-steam loco shed.

Periodic visits by the local “Workskill” team have resulted in further perimeter

fence construction. A substantial wooden paling fence, constructed on tubular steel fence posts, is now in position at the eastern property boundary of the Tongarra Road end of the electric tramway, while a pipe rail fence has been provided along the adjacent tramway southern boundary.

K. McCarthy 4/92



The former Victoria Mill Drewry inspection car undergoing running trials during February.

Photo: A. Roberts

THE MANILDRA GROUP

Four SRA Walkers 73-class B-B DH locos have been sold to this operator for shunting operations at various Manildra facilities. The units concerned are: 7329 B-B DH Walkers 691 1972 7334 B-B DH Walkers 696 1972 7335 B-B DH Walkers 697 1972 7340 B-B DH Walkers 702 1972

These had some work done on them at Cardiff Workshops before being handed over. 7340 was noted at Parkes in November 1991, and is named *Gem of the West*.

ARHS Bulletin 12/91, 1/92, 2/92 via John Browning

NSW PARKS & WILDLIFE SERVICES 914 mm gauge

Burrinjuck State Recreation Area (see LRN 35 p.8) A four wheel side tipping wagon built at the Government Dockyard and Engineering Works, Walsh Island, is preserved here. It was built in 1929 for Wyangala Dam.

Ray Graf 4/92; ARHS "Bulletin" 8/89 & 10/89

NSW RAIL TRANSPORT MUSEUM, Thirlmere 1435 mm gauge

(see LRN 61 p.10)

The Railway Museum is open daily except Christmas Day and Good Friday. Train rides are available the first and third Sundays of the month from 1 March 1 to 7 November.

Ray Graf 4/92

NSW WATER RESOURCES COMMISSION, Burrinjuck Depot 914 mm gauge

(LRN 35 p.7)

The Armstrong-Holland 0-4-0PM locomotive with Fordson engine, built for Wyangala Dam in 1930 or 1931, and transferred to Burrinjuck in 1937-8, was noted in the compound near Burrinjuck village. It appears complete except for the lack of a seat.

Ray Graf 4/92; ARHS Bulletin 9/89 & 10/89

PASMINCO LTD, Broken Hill 610 mm gauge

(LRN 80 p.7)

A small part of the operations at the former North mine has been closed down in an attempt to cut costs. The areas affected are the 27 Level Timber Stopes, and the Freeman's Shaft.

Sydney Morning Herald 22/1/92 via Ray Graf

PERISHER SKITUBE JOINT VENTURE, Bullocks Flat, Jindabyne 1435 mm gauge

(see LRN 76 p. 12)

A visit in late April revealed that Tulloch 001 of 1958 has been rebuilt with hydraulic transmission to become an 0-4-0DH, and is now fitted with a Detroit V6 engine with Allison transmission coupled to the original final drive. This rebuilding has seen the engine hood extended almost to the front buffer beam, which has been replaced in heavier material. The former Perspex engine cover doors have been replaced in more conventional metal, and the front ballast weights have been shifted to near the rear axle. Although no draft gear box is fitted at the front, a "link and pin" coupler socket allows the temporary coupler bar to be fitted to stock, to enable the loco to propel into the yard. Previously the loco could only tow and so was consequently trapped in the yard by rolling stock. To enable the unit to move through the points, the backs of the wheels were turned down to reduce back-to-back measurements. This measure only succeeded in proving that the springs fouled. which was cured by removing two leafs from each spring.

Cab doors have been fitted which will come in useful on the 1 am shunt when falling snow was all too often a discomfort to crew as it drifted in one side of the cab and out the other. The hood and cab doors remain to be painted as the loco was urgently needed to be returned to traffic following its rebuild. These and other finishing touches are expected to be completed.

The yellow Toyota LWB double cab ute has a "rear" axle fitted to each end. Drive is by hydraulic pump mounted on the engine and chain drive to a transverse shaft carrying a single rack wheel, just behind the front axle. There is no drive to the rubber tyred wheels. Brake callipers operate on three of the rubber tyred wheels and on a disk on the rack drive shaft, A compressed air parking brake also operates on the rack wheel shaft. The vehicle has been turned to face downhill for safety reasons, and is being fitted with rear coupler pockets for maintenance equipment. Rolling stock is always placed uphill of the power source.

A standard Toyota SWB diesel troop carrier is being fitted with Hi-rail equipment to enable it to operate as an emergency or relief vehicle.

Skitube passenger operation has been changed to enable the descending train to assist the powering of the ascending train through regenerative braking. Electric trains depart from each terminus simultaneously, on the hour. The maintenance shut-down next season will probably be from mid-October to December, so visitors should check in advance.

Ray Graf 4/92

RICHMOND VALE PRESERVATION CO-OPERATIVE SOCIETY LTD, Richmond Vale Railway Museum 1435 mm gauge

(see LRN 85 p.7)

Regular running days are both days of the first full weekend in the month and on the third Sunday of the month, in addition to special events. The Museum opens at 10 am and trains run hourly from 10.30 am, with the round trip approximately 40 minutes.

Ray Graf 4/92

ZIG ZAG RAILWAY CO-OPERATIVE LTD, Lithgow 1067 mm gauge

(see LRN 85 p.9)

A number of items were acquired from Coalcliff Colliery in October 1991, comprising two Vale Engineering battery personnel carriers, two battery chargers, one personnel trailer, and four side tippers. The Vale 4wBERs date from the early 1980s and are numbered 23 and 26, being similar to the one pictured in LRN 81 (p.7). They have a passenger capacity of 14 plus driver. The personnel trailer is one of the 8-10 man loco hauled units used before

the advent of the battery personnel carriers, and will be modified to carry tools or a mower. The 6 cubic metre side tippers will require to be fitted with new couplers and a tipping mechanism before entering service at Zig Zag. (In colliery service, the bodies were simply tipped by a crane or loader.)

An unconfirmed report suggests that the two personnel carriers are currently on hire to Newcom Pty Ltd at Angus Place Colliery (see LRN 72 p.8).

This is a subsidiary of the NSW Electricity Commission, which is now trading under the name "Pacific Power".

*Catchpoint Vol.18 No.1 via Ray Graf;
Sydney Morning Herald 22/1/92 via Ray Graf; Ray Graf 4/92*

QUEENSLAND

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY

Durundur Railway, Woodford 610 mm gauge (see LRN 85 p.8) Work parties held in conjunction with the Dept of Community Services commenced in February, and resulted in pleasing progress being made with a number of projects, particularly ballasting work on the main line on Woodford Bank, and preparing the floor of the new workshop building for a concrete pour.

Privately-owned Krauss 0-6-2T 6854 of 1914 may be moved from Woodford to Graham Chapman's "Steamworks" at Murrumba Downs for possible restoration to working order. This unit is owned by Mareeba-based Mike Loveday, and has been stored at Woodford since 1984.

Durundur Railway Bulletin 2/92, 3/92 via John Browning

COAL RESOURCES OF QUEENSLAND PTY LTD, Cook Colliery Blackwater 1067 mm gauge

(see LRN 82 p.12, and LRN 87 p.2)

Hexham 4wDHR HE707 of 1989 was observed at Eimco, Mackay, where it was receiving attention in mid-March. The unit was observed still there on 21 April, but is reported to have been transported back to Cook Colliery later that day. It is reported that Fox 4wDHR 322 of 1972, which had been stored upside down in dismantled condition in Eimco's yard for more than a year also went back to Cook Colliery on the same truck, possibly for use as spare parts.

John Browning 3/92; Denis Smith 4/92

CSR LTD, Kalamia Mill 610 mm gauge

(see LRN 86 p.13)

The Walkers ex-QGR DH class B-B DH purchased for gauge conversion and use at Kalamia is understood to be undergoing modification at the

Bundaberg Foundry. The identity of this unit is yet to be confirmed, but it is believed to be one of DH18, DH50 and DH66.

Robert James 4/92

CSR Victoria Mill 610 mm gauge



E.M.Baldwin 4wDH 8002-1-8-78 of 1978, recently transferred from Hambledon Mill, with Clyde 0-6-0DH CENTENARY (64-381 of 1964) in the background. Victoria Mill navy area, 30/3/92.

Photo: Chris Hart

MACKAY SUGAR CO-OPERATIVE ASSOC LTD 610 mm gauge

(see LRN 86 p.14)

A decision has been taken to implement a uniform locomotive livery at all four Mackay Sugar mills. The livery will be similar to the current Marian colours of green, red and yellow, incorporating red and white dazzle stripes on headstocks and a silver reflective stripe on running board sides. There was no evidence of this livery being applied during April.

The new Racecourse Mill bridge at Homebush was completed by Easter. The bridge is pre-stressed concrete and replaces the old timber bridge which was built across Sandy Creek adjacent to the old CSR Homebush Mill, which closed at the end of the 1921 season. The new bridge is 280 mm higher than its predecessor, reducing the grade on the approaches.

The new Pleystowe Mill road/rail bridge across the Pioneer River at Balnagowan was named the John Cook Bridge and opened by Ed Casey, Member for Mackay and Minister for Primary Industries, on 24 January. Rail connections have been completed, and red flashing lights will prevent road traffic from crossing while a train is using the bridge.

Track work in the Marian Mill area has included the upgrading of track sections on the former Cattle Creek Mill Owens Creek line and between the mill and Narpi, involving resleepering with concrete sleepers and the replacement of two bridges with concrete culverts.

Because of a poor crop, continuous crushing at Marian and Farleigh mills will not operate during the 1992 season. Five day crushing will be used instead, with weekends being used for maintenance. Pleystowe and Racecourse Mills are expected to operate on continuous crushing.

Mackay Sugar Newsletter March 1992 via Robert James;

Mackay Daily Mercury 8/5/92; John Browning 4/92

PIONEER SUGAR MILLS LTD, Pioneer Mill, Brandon 1067 mm gauge

(see LRN 87 p.12)

A further 3 km tramline extension has been constructed in line with the mill's commitments as part of cane growing expansion in the lower Burdekin area.

Robert James 4/92

SOUTH AUSTRALIA

PORT DOCK STATION RAILWAY MUSEUM INC. various gauges

(see LRN 79 p.16)

The Museum finally took delivery of a broad gauge Ruston & Hornsby 0-4-0DM 304475 in December 1991 from Penrice Soda Products after a wait of four years. Although engineless, the unit has been completely restored by the company.

ARHS Bulletin 3/92 via John Browning

TASMANIA

AUSTRALIAN NEWSPRINT MILLS, Boyer 610 mm gauge

(see LRN 85 p.15)

It is reported that the auction planned for 20 November was cancelled. The Gemco battery electric locomotives which were used on the internal rail

system to move wood billets from the sawmill had been included in this sale, and their fate is reported to be unknown.

ARHS Bulletin 5/92 via John Browning

HYDRO ELECTRIC COMMISSION, Anthony Scheme 1067 mm gauge

(see LRN 85 p.15)

Through the assistance of Tasmanian Division Secretary, Ken Milbourne contact was made with Mr Terry Strongnell of the HEC who supplied the following information on the E.M.Baldwin mancar.

It carries serial 2130-4-10-67 and was purchased from Coalcliff Collieries Pty Ltd (located on the coast south of Sydney) in November 1989. It reached Tasmania on 19 December 1989 and was then completely refurbished. It entered service on the Anthony Headrace Tunnel construction on 30 June 1990.

Advertised for sale by tender in April, was a quantity of equipment including rail car chassis, rail tunnelling equipment including transit cars, locomotives, rail mounted jumbo, muckcars, personnel carriers, Haggloaders and utility jumbo & face loaders together with some spare parts. It would appear that these are some of the items previously offered for sale in October 1991.

*Craig Wilson 4/92; Weekend Australian 25-26/4/92
via John Browning*

VICTORIA

TOM MULCAHY 610 mm gauge

(See coorection in LRN89)

An 0-4-0T loco is being built by this gentleman who owns the Lake Goldsmith Steam Preservation Society in Western Australia. The loco is a scaled-up version of the 3.5 in gauge "Juliet" design and should be completed for the Lake Goldsmith rally in November.

Ian Comrie 4/92

WESTERN AUSTRALIA

GOLDEN MILE LOOPLINE RAILWAY SOCIETY, Boulder 1067 mm gauge

(see LRN 55 p.15)

The line operates daily at 11 am and at 1.30 pm and 3 pm on Sundays and Public Holidays with extra trains during school holidays.

Russell Freeman 4/92

KEITH WATSON, Perth 610 mm gauge

(see LRN 84 p.14)

Work is reported to be going well with the rebuilding of Perry 0-4-2T *Adelaide* (8967.39.1 of 1939), formerly of Inkerman Mill, Home Hill, Queensland. Work on the chassis is almost complete and the original boiler is being rebuilt. However, the outer wrapper of the firebox will need to be replaced.

Ian Comrie 4/92

OVERSEAS

FIJI SUGAR CORPORATION 610 mm gauge

(see LRN 73 p.15)

In December 1991, three new 12-tonne 4wDH locomotives built in Germany by Diema (Diepholzer Maschinenfabrik Fritz Schottler GmbH., Diepholz) were delivered to Lautoka. They were due to be followed by three 6wDH 18-tonne locos from the same builder. Allocation of these units to the various mills in Fiji is not yet known.

The New Zealand Railway Observer No.209 via Chris Hart

COOK ISLANDS: Raratonga Steam Railway, 760 mm gauge

A Mr Tim Arnold plans to set up this tourist operation, using a Polish steam locomotive which passed through Auckland, NZ, in January. The locomotive, numbered Px48-1741, is a Chrzanow 0-8-0T with bogie tender including tender cab, and was formerly a part of the PKP (Polish Government Railways) fleet.

The New Zealand Railway Observer No.209 via Chris Hart

MEETINGS

MELBOURNE: AN OTWAY ODYSSEY

In preparing for his forthcoming book "BEECHY" Norm Houghton has stomped over a good part of the West Otways. This has lead to perhaps some of the most accurate mapping to be incorporated in an LRRSA book yet. An interesting by-product has been the discovery of a multitude of relics which no doubt will add richness to the text of Norm's book. At the June meeting Norm will describe with illustrations his treks across the Otways

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

DATE: Thursday 11 June at 8.00 pm.

SYDNEY: ANNUAL GENERAL MEETING

As always business will be kept short and we will move quickly to the

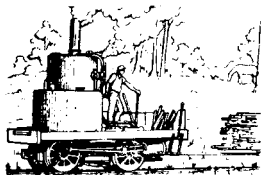
entertainment, our traditional MEMBERS' SLIDE NIGHT. Bring one or bring a dozen on any rail subject of interest.

LOCATION: Woodstock Community Centre, Church St Burwood Note: Plenty of off street parking at the rear of the building and Burwood station is only a 5 minute walk away.

DATE: Wednesday 24 June at 7.30 pm

ADELAIDE: Contact Arnold Lockyer for details. Phone: 08-296 9488

LOCATION: 150 First Avenue, Royston Park.



LIGHT RAILWAY NEWS

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Deadline for next issue - 28 August 1992



The Peckett and Climax pause briefly at Clematis during the running of a ballast train for the extension of the Puffing Billy Railway, 16/5/92.

Photo: Bill Hanks

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NOTES, CORRECTIONS & COMMENTS

Tom Mulcahy

(LRN 88 p.14) - This item was misleading and largely incorrect and should be disregarded. Please refer to the item headed "John Norris" in the Victorian section for correct details.

CONFERENCE ON RAILWAY ENGINEERING 1993

The National Committee on Railway Engineering of the Institution of Engineers, Australia, is sponsoring a conference with the theme "Contracting Railways" - Safety, Standards and the Surroundings, to be held in Newcastle NSW from 17-20 October 1993. Further information can be obtained by writing to the Conference Administrator, AE Conventions, The Institute of Engineers Australia, 11 National Circuit, Barton ACT 2600.

A FIREMANS LOT

The phone rang and the cheery voice of Graeme Daniel (Puffing Billy driver and part-time fireman's roster officer) said, "We need a fireman for the Peckett." "Yes", I said, "Where and when and what for?" "It's a doubleheader with the *Climax*, past Lakeside on the new extension." "Great, I'll do it." Light up time for the Peckett is 5 am for a departure at 7 am, hmmm, not so great! It's worse for Graeme, he has to light up the *Climax* at 4 am - he must be crazier than I am!

So at 5 am on Saturday, 16 May 1992, I arrive at a dark, cold, and gloomy Belgrave loco depot, where Graeme already has a nice fire going in the *Climax*. The Peckett is securely locked away in the workshops, so we open up the place, crank the diesel, D21, into life and pull the Peckett out into the light drizzle, so I don't smoke out the workshops. Finally I get a fire going in the Peckett and proceed with my loco preparations. I oiled around the engine

and then I walked around it again, thinking that I had missed some oiling points. It was then I realised how little a loco it is beside an NA (crikies, an R class must take a while to get around!). At about 6 am, my driver for the day, Don Marshall, arrived. "Should still be in bed", he says - and he's had more sleep than me!

At 6.30 am, it's time to get moving. Graeme's got the *Climax* rolling and makes up our small train of an NQ, an NM and an NC van. We hook the Peckett up to the front of the *Climax* and join the photo line (f1.8 at a fortnight!!). At 7 am we trundle out of Belgrave and at first it seems quite intimidating having the black bulk of the *Climax* towering over the Peckett only a few feet from our backs. The strange mechanical noises emanating from the *Climax* were very noticeable, as were the spinning gears, twirling shafts and flailing rods, as we rolled towards the trestle bridge. I start to prepare the fire for the climb to Menzies Creek as per NA practice with 10 cars. Don calls across to "take it easy and let the *Climax* do the work, its got two firemen, take a seat.". Now I know the true reason for those extra sacks of coal on the foot-plate. Remember that the *Climax* only does about 5 mph.

After what seems like an eternity we pass Ming River, express at that, if I dare use the term, and on to Clematis to drop off the NQ and NM for the woodcut boys. A spirited run was made up the 1 in 30 to Emerald and then a casual roll down to Lakeside.

Here were four ballast wagons, two for the *Climax* and two for the Peckett. The day was spent taking turns at running out ballast on the new extension. Easy for a 20 ton *Climax* but a bit of a test for a 7 ton Peckett. Altogether seven trips were made on the extension, running out about 200 tons of ballast and picking up four trucks of wood.

As the sun sank rapidly in the west, we made up the train. The man in charge said that we had to go or the Night Train would be held up. "But we haven't got full steam", wail the two firemen on the *Climax*. "We're OK", say Don and I, "Let's go." The Peckett performed magnificently up the 1 in 40 to Emerald, which goes to show what can be done with a great engine and a great crew. Over the top we went, down the Emerald bank to Clematis, to drop off the four NQs of wood and pick up the NQ and NM of sawn light-up wood.

Unfortunately for the crew of the *Climax*, the Peckett's smoke stack is lower than the cab roof of the *Climax* and when drifting along, the cab filled with smoke. I wondered why they were hanging so far out of their cab and coughing their lungs out.

By now it was completely dark and our kero head lamp, aided by the driver's torch, showed the way ahead. Sometimes the headlight was actually brighter than the moon. The run back to Belgrave was rather chilly as the

Peckett cab is open at the back. Finally we crawled back into Belgrave yard at 7.15 pm, unhooked the Peckett and proceeded to put it to bed. The *Climax* was still shuffling about the yard (Graeme loves shunting), when I finally left for home at 8 pm.

It was a long 15 hours on deck for me, even longer for others, but a truly memorable day on the narrow-gauge with a pair of rare, historic locomotives.

W.L. Hanks 6/92

RESEARCH

MELBOURNE ZOO TRAMWAY gauge unknown

(see LRN 6 p.11)

Reprinted from *The Age* - Fifty years ago 13 April 1942:

"A youth was killed and a number of others injured yesterday afternoon when a carriage of the popular miniature train at the Zoo became uncoupled and overturned. The passengers were thrown against the fence surrounding the track."

The Age 13/4/92 via Peter Evans

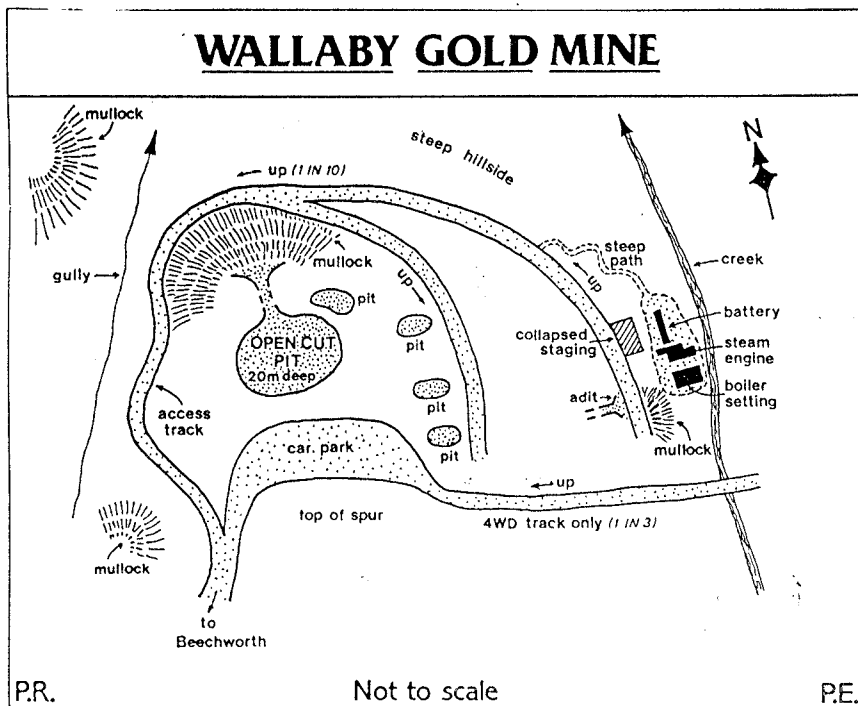
FIELD REPORT - VICTORIA

WALLABY GOLD MINE, Hurdle Flat near Beechworth

A brief visit was made to this abandoned mine site in early December 1991. It is now under the control of the Dept of Conservation & Environment who have upgraded the access track, created a carpark and put up some signposting.

Situated on the west side of a very steep creek valley, the principal attraction is the 12 head stamps and disused machinery. The site is dangerous with many open cut mines dotting the hillside together with shafts and adits. Rail transport was confirmed by the existence of the remains of at least two box-type skips of differing size. Gauge could not be determined due to wheels being missing however they appeared to be sub-2 ft. A track descending around the hillside from the largest open cut to the battery may have been a tramway. (Alternately there could well be tunnels straight through the hill.) A morning visit is most rewarding to take advantage of the light. Due to encroachment of bracken and blackberries, possession of some gardening implements is desirable, however take extreme care of the very deeeeeep holes in the grounds.

Phil Rickard 6/92



NEW SOUTH WALES

GRAEME & PHIL BELBIN, c/- Rail Transport Museum, Thirlmere 610 mm gauge

(see LRN 87 p.10)

As the company Steam Trains Pty Ltd has now been sold, this title is the correct one for ownership of Baldwin 0-4-2T 10533 of 1889 (not 1899), which is under restoration at Thirlmere.

Jobs recently receiving attention have included the completion of the riveted water tank/bunker and the straightening of the rear sub frame members, following which the boiler will be reunited with the frames, and the wheels fitted. Other jobs still to be done include the casting of replica builder's plates, steam dome cover top and base, and mounting brackets and tray for the headlight. The reversing lever has to be rebuilt from the eroded remnants of the original.

The cab has been completed and looks superb in varnished timber, and the headlight has also been finished. It is hoped that the locomotive will be completed within the next few months.

Bruce Belbin 5/92

COAL & ALLIED LTD, Balls Head Coal Loader, Waverton 508 mm gauge

(see LR 99 Jan 1988 and LR 102 October 1988)

Coal loading activities ceased at the Ball's Head coal loading facility at Waverton, Sydney on 17 April 92 when the ship "Bel Ombre" was filled with export coal for Japan.

The facility was manufactured by Mead Morrison Co. of Chicago USA in 1920 as manufacturer's number 17748. A total of 33 bogie hopper cars, each of four tons capacity, linked a large sandstone shore bunker with jetty facilities which permitted the coal to be dumped through chutes to ships moored alongside.

The cars were hauled by an infinite cable system, identical to cable tramway technology. The grip mechanism and coal dumping were operated automatically by trip systems.

The haulage cable was 3.25 in circumference and powered by a 125 hp General Electric 450v DC motor. The entire rail circuit amounted to 1 km.

Railway operation of this facility ceased at 3.08 pm on the afternoon of 4 April 1976 when hopper wagon No.27 delivered the last load of coal to the ship "Lunar Venture", also destined for Japan.

From 1976 to 1992, the cable railway task was replaced by a conveyor belt system.

Car No.6 is on display at the loading facility, while wagons 24 and 31 were donated to the Illawarra Light Railway Museum Society during August 1976 and converted from 508 mm to 610 mm gauge.

A detailed account of this light railway, accompanied by detailed drawings, appeared in the Sydney Tramway Museum magazine, *Trolley Wire*, in December 1975 and June 1976.

K. McCarthy 6/92

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD, Albion Park 610 mm gauge

(see LRN 88 p.8)

Work on replacing the sleeper edging at the platform of the main Museum station with modular bricks was completed in late May. This work is now continuing along the rear dock road.

Internal repainting of former NSWGR car 449 now approaches completion and the fitting of counters and refrigerators etc. will soon enable full canteen services to be available in this vehicle. It is intended to repaint the carriage in the 1940s/50s livery.

The renewal of roof guttering and down piping on the former Yallah station

building has been completed as part of the general station area improvement project.

By mid June two lengths of heavier, prefabricated track mounted on heavy duty steel sleepers were ready to be laid on the overhead wired industrial tramway section along the northern boundary of the Museum compound. The light rail along this 40 metre straight has been lifted and the road bed rebalasted for the new plant.

During June the mezzanine floor covering an area of 6 m x 3 m was erected in the 6 m x 7 m carpenters' shop. The racks provided enable timber to be conveniently stored and easily identified while additional frame structures will be erected to safely store rebuilt items for current projects.

A 2 m high metal wall has been erected as a security measure along 18 m of the carriage annex building which fronts the compound yard. Although this facility is provided with burglar alarms and is within the chain wire enclosure, the Museum Committee felt that this added precaution was required to protect the growing number of restored rolling stock in this shed.

The following progress has occurred in rolling stock restoration during May and June:

Cairns Hudswell Clarke 1706 of 1939 - New regulator valve has been machined for refitting to the boiler dome. Work is now well advanced on replacing the rivets around the smoke box/front boiler tube plate area. *Wallaby* R & W Hawthorn Leslie 2988 of 1931 - The footings for the edge of the new plinth, on which this cosmetically restored standard gauge loco will stand, have been excavated. The unit has to be moved 4 m as local road widening may result in an adjustment to the Museum's Tongarra Road boundary.

(To Be Named) John Fowler 16089 of 1923 - The chassis area and moving parts have been oiled and the side tanks, boiler and cabin sections are currently being prepared for painting.

Inspection Car Drewry-Baguley 1338 of 1924 - The body work restoration on this former Victoria Mill (Ingham Qld) petrol inspection car, reached completion during May. The second tool box/bulkhead seat was fitted, the remaining windscreen frame and hinge mechanism attached and a new main seat back and tip over mechanism constructed. It is intended to place this unit on display at the Labour Day long weekend Model Exhibition at Liverpool NSW in early October. The body will be repainted and further linework added prior to this event.

Meat Wagon This four wheel "enclosed box car" was obtained from Victoria Mill (Ingham Qld) during 1973. Reusable external tongue and grooved boards have been refitted to the new body frame and the redressing of new

boards to the original size has enabled the two end walls to be completed. Work will now move on to the lower areas of the side walls.

Man Car The four wheel enclosed cross bench "Man Car" (Miners' transportation carriage) is receiving maintenance attention. The rusted metal roof has been removed and a replacement plate is being prepared.

Since the start of regular monthly steaming days in February 1979, the annual riding figures have fluctuated between 9,000 to 16,000. This is a healthy result considering the Museum has only 16-18 regular open days each year, with additional non-steam school visits. Over the last 13 years in excess of 150,000 visitors have been carried on the Museum railway.

NSW STEAM TRAM & RAIL PRESERVATION (CO-OP) SOCIETY, Parramatta Park 1435 mm gauge

(see LRN 87 p.10)

Work is slowly progressing on Beyer Peacock 1308 1620/1877 to enable the wheel sets to be reunited with the frame. The trailing axle boxes have been refitted and the radial axle is nearly reassembled. Eccentrics and sheaves are being measured ready for refit. It is hoped to refit the wheelsets to frame later in the year.

Vulcan Iron Works 1022 2505/1916 continues to provide yeoman's service in partnership with S truck and KA778 Hudson Bros Granville of 1891.

Robert Stephenson C.P.C. No.2 2994/1899 has been steamed on several occasions. On the most recent it was found that one axle box bearing was shedding brass. On inspection it was found that all under parts were clogged with hard cement dust from its use at the Portland Cement Co. at Portland NSW where it worked for 57 years before being donated to the Society in 1965. The RTM Thirlmere have been asked for a quote to repair the wheel bearings and axle boxes only, and alternatively to overhaul the whole locomotive.

Baldwin Steam Tram 103A 11676/1891 has been steamed on several occasions since its return to the Park in Nov 1991, and apart from some fine tuning with the motor's big ends, is proving very popular with crews and the general public. It has had one headlight fitted to the leading end. The electric wiring can be completed as soon as the other headlight is received.

Following the Council elections of September 1991, the Society made representations to a new Parramatta City Council to resolve the protracted negotiations regarding a new museum building and trackwork which was proposed for Parramatta Park in the various Plans of Management since 1980. The Council as trustees of the Park, have agreed unanimously to recommend to the NSW Minister for Lands to allow a new building to be built over the present one - we are awaiting a reply.

Work is still in progress replacing rail and sleepers in the yard trackwork

An overhead water tank has been erected ensuring one extra trip per hour when loadings are heavy. With 27 steaming days for the 1991/92 year, the Society staffing is now stretched to the limit. More qualified drivers and firemen or those willing to become qualified, are badly needed.

Would any reader have a photo of the Purcell 0-4-OPM 936/1921 (see LRN 85 p.6) in its original condition? The unit is presently fitted with a diesel engine and steam tram motor body No.2, built at Randwick Tramway Workshops in 1957. This replaced the body of 1A, which was mounted on a tractor and used in the Waratah Spring Festival processions from 1957 to 1973. No.2's body was given to the Society in Oct 1975 and appeared in Parramatta Foundation Week parade on 2/11/75. The body was fitted to the Purcell on

18/10/83. Laurie McCulloch 6/92

WATER BOARD, Berkeley Close, Berowra 760 mm gauge

(see LRN 72 p.7)

Introduction

Today the only use of light railways on civil engineering construction works is in the driving of tunnels. Independently steerable vehicles with rubber tyres, have replaced light rail as a transport medium on all other construction works. The fixed route of railway systems and specialised equipment are seen as impediments to flexible site management. However when working in small bore tunnels, having vehicles remain on a fixed route is desirable. Vehicles must stay within the narrowly defined operating envelope, otherwise accidents are likely to occur in the highly confined space of the excavated tunnel.

Until the mid seventies, tunnels driven by the Water Board (Sydney) were excavated by the traditional method of drill, blast, muck, and load. Spoil was removed in side tipping skips hauled by 2 ft gauge Gemco storage battery locomotives. A tunnel boring machine (TBM) had been tried in the Pressure Tunnel (1914-1925), but had proven to be a total failure. The machine was simply unable to cut through Sydney's hard Hawkesbury Sandstone.

In 1972, a Robins TBM was trialed (MofM 7/6/72) but was withdrawn as unsuitable, requiring excessive pressure to be exerted on the tunnel's sandstone walls. An Atlas Copco Australia Pty Ltd Model FF1524 Mini Fullfacer tunnel boring machine, was also trialed, on Section 3 of the Woronora Sewer Carrier (MofM 13/11/74). This type of machine proved very successful.

Conventional TBMs, cut circular tunnels by crushing the rock at the face, through a massive thrust on the small contact area of the cutting tools.

However the Atlas Copco TBM, cuts a non-circular tunnel, by a rotating head pivoting up and down. As the head rises, the rotating cutters undercut the rock which breaks away in large pieces. This reduces the thrust required at the face, and the amount of rock that is actually cut by the cutting tools.

Benefits of the mini mole technology over traditional drill and blast tunnelling methods in the Sydney region, have been identified as:

- avoiding claims of damage to private structures from blasting vibration
- reduced fracturing of the surrounding rock from blasting, so reducing the need to line sections of the tunnel with thick structural concrete;
- minimising overbreak in the tunnel bore, so minimising the volume of spoil to be removed, and the volume of concrete needed to backfill unwanted voids;
- minimal need for support timbering of the bore, which becomes largely self supporting;
- greater speed of working, so minimising cost of borrowed money; and
- reduced number of men required in the operating gang.

However, on tunnels less than about 500 m long, a drill and blast tunnel can be cheaper than a TBM tunnel because of the:

- lesser capital investment in plant
- cheaper site establishment costs
- lower standard of access road to the portal sites;
- reduced electrical requirements;
- smaller portal worksites; and
- more flexible spoil disposal options.

Five units making up the typical TBM are the:

1. Cutter unit;
2. Power Trailer (with drivers cabin);
3. Elevator Conveyor;
4. Bunker Car; and
5. Shuttle Car.

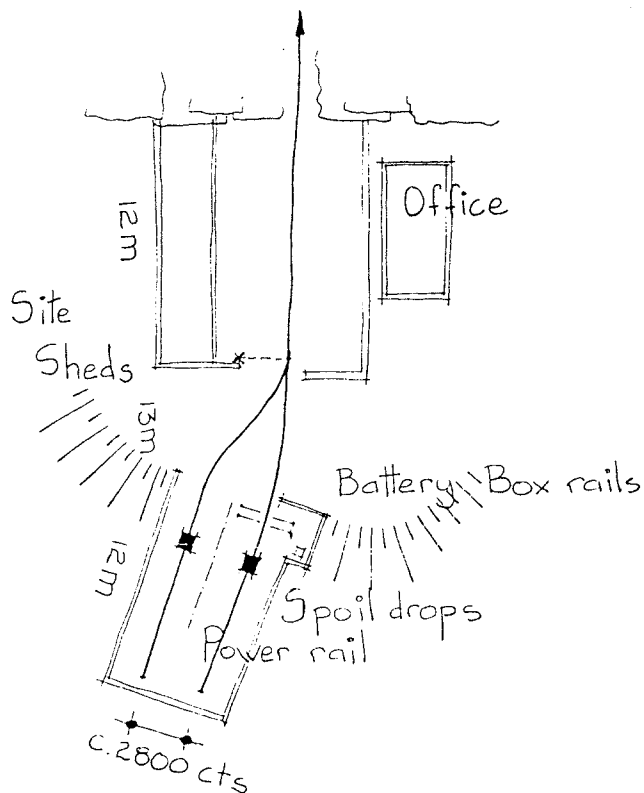
Spoil cut by the Cutting unit, is passed back under the power trailer on a flight chain conveyor, for elevation on the elevator conveyor. The elevator conveyor elevates the spoil from under the power trailer, to be dumped into the bunker car for storage, until the material is unloaded and transferred onto the shuttle car, for removal to the surface, and subsequent dumping. Both the bunker car and shuttle car are equipped with flight chain conveyors in their beds for moving the spoil.

Berkeley Close Carrier

One tunnel driven during the early months of 1992, was a 1,256 m long

sewerage carrier under the Berkeley Close area of Berowra, one of Sydney's northern suburbs. The tunnel was 1.5 m wide by 2.4 m high. When I visited the line on 19/3/92, 250 m had been bored. Progress was being made with one shift per day, at 110-115 mm per two minutes (the cutting head movement cycle time). Access to the tunnel is off Joalah Crescent. Excavation of this tunnel is by an Atlas Copco TBM. Two, 760 mm gauge, Atlas Copco shuttlecars (Plant Nos.106195, 112545), are available to remove spoil from the TBM's bunker car to the surface. At the surface, the shuttle car unloads its load of spoil in an elevated dump shed, through a hole between the rails, onto a pile under the building. A front-end loader loads the dumped material into trucks for removal. Spoil is being used to resurface local firetrails, through an agreement with the local Council.

to Joalah Cres.



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via Jim Longworth 4/92

QUEENSLAND

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY Durundur Railway. Woodford 610 mm gauge

(see LRN 88 p.12)

The workshop building now has a concrete floor with track in place, which will soon be connected to the main line points.

The former D'Aguilar Station building was due to be moved to its new position at Woodford on 13 June. Preparatory work included the removal of a number of trees and the positioning of concrete posts. Work has also been done on the building in the Caboolture Shire Depot where it has been used since the closure of the original railway line.

Running days for the remainder of 1992 will be as follows: 2, 9, 16, 23, 30 August; 13, 27 September; 11, 25 October; 15 November; and 13 December.

Durundur Railway Bulletin 4/92. 5/92

CSR LTD, Herbert River Mills 610 mm gauge

(see LRN 87 p.11)

The arrival of E.M. Baldwin 4wDH 8002-1-8-78 of 1978 from Hambledon Mill late in 1991 has apparently inspired some loco livery changes at Victoria Mill. Clyde 0-6-0DH *Lucinda* (65-436 of 1965) now has a wide green band, similar to that formerly seen at Hambledon Mill, on the sides and end. In addition E.M. Baldwin B-B DH *Gowrie* (7135-1-7-77 of 1977), and at least one other bogie Baldwin, has had its existing narrow green band at waist level widened,

although to no more than double the previous width. The bogies of *Gowrie* have also been painted black, which is a departure from the trend for bogie locos at Victoria to have silver bogies.

In the mill yard at Victoria, Line 18 (which receives cane from the Bambaroo line) has been extended for this season. It is reported that Victoria Mill received a total of 400 bins from the closed Hambledon Mill.

The rail bridge crane which had been used to remove the spans of the Anabranche bridge at Macknade was returned to Invicta Mill at about the start of May, and returned to Macknade on 8 May. On 26 May, it was transferred back to the Anabranche area by road, and had replaced the bridge spans there by 5 June with Motor Rail "Simplex" 4 (10242 of 1951) providing the motive power. By this date the bridge crane had been taken away, possibly to a bridge on Victoria Mill's Bambaroo line.

Macknade's E.M.Baldwin brakewagon BV2 (7065-5-6-77 of 1977) has been fitted with a solar panel to recharge a battery which powers its radio control electronics. This renders the electronics free from interference previously caused by the alternator and the rest of the electrical system.

During May and June, both poison spraying units were used to cover the entire district's lines. As usual they were powered by Hansen line cars V5 (1920 of 1978) and 5 (34 of 1973). The reason for the use of these units is that they are fitted with electrical connections for controlling the spray solenoid valves. In addition, a speedometer is fitted to V5 and a rev counter to 5 to ensure that correct ground speed is maintained during spraying.

Chris Hart 6/92

CSR LTD, Kalamia Mill 610 mm gauge

(see LRN 88 p.12)

The new locomotive, extensively rebuilt by Bundaberg Foundry Engineers from ex-QGR B-B DH DH50 (Walkers 632 of 1969), arrived at the mill in early May. To be named *Kilrie*, the unit is painted yellow with green long hood top, red and white dazzle stripes on the headstocks, and silver bogies. The original DH class long hood remains intact, but a new large cab and a new short hood containing a fuel tank replaces the remainder of the original superstructure. One cab door opens onto the footplate on the left hand side of the long hood, and the other cab door opens onto the opposite side of the short hood. There are no side cab doors. Dual controls are fitted and the cab is air conditioned. The Walkers builder's plates have been removed and on each cab side appears an engraved plate stating:

38 TONNE LOCOMOTIVE
EX QUEENSLAND GOVERNMENT RAILWAYS
SERIAL No.DH50
CONVERTED TO CANE HAULAGE SERVICE
for
CSR LTD KALAMIA MILL
by
BUNDABERG FOUNDRY ENGINEERS LTD
1992

The former *Kilrie*, an E.M.Baldwin B-B DH, has been transferred to Inkerman Mill.

John Browning 6/92

CHRIS HART, Cordelia 610 mm gauge

On 8 May, The Macknade Mill Clyde linecar (a 2-2wPH) was moved to Chris Hart's home, having been purchased from the mill. Built by Clyde Queensland in 1968, it is in poor condition, having been out of use at the mill for some years.

Chris Hart 6/92

HAUGHTON SUGAR CO PTY LTD, Invicta Mill, Giru 610 mm gauge

(see LRN 85 p.10)

The bogie brake wagon built at the mill in 1991 and incorporating bogies supplied by Westfalia Baldwin, has been fitted with the nameplate MULGRAVE, which is the name of one of the new lower Burdekin irrigation areas. It was noted in the mill workshops on 26 June. As a result, Westfalia Baldwin B-B DH *Strathalbyn* (13863-9-91 of 1991) was running without it, and was paced hauling 148 full bins at 30 km/h. E.M.Baldwin B-B DH *Burdekin* (10215-1-7-82 of 1982) was noted with one of the smaller brake wagons constructed from a locomotive chassis hauling 208 full bins.

Com-Eng 0-6-0DH *Haughton* (AH3878 of 1964) has been fitted with a new hood of which the sides and front consist of a heavy gauge expanded mesh.

John Browning 6/92

It is reported that the main spans of the Haughton River bridge are removed each slack season to avoid possible flood damage. (The main tramline crosses the Haughton River about 3.5 km upstream of the mill.) This explains the stationing of CSR's massive bridge crane here when it is not required for use elsewhere. Apparently two of the locos are left up country each slack season (possibly at Clare), and many of the bins are stored inland.

Chris Hart 6/92

LIONS CLUB OF BRANDON 1067 mm gauge

(see LRN 8 p.6)

Avonside 0-6-0T 2043 of 1930, ex *Airdale* of Pioneer Mill, was to be seen in a playground close to the Bruce Highway in Brandon for many years. Unfortunately, it had become a hazard to children and was removed in about May 1992. It is understood that the boiler may have been sold and that the remainder of the locomotive was disposed of for scrap.

John Browning 6/92

MACKAY SUGAR CO-OPERATIVE ASSOC LTD 610 mm gauge

(see LRN 88 p.12)

Farleigh Mill appears to be the first to paint one of its locos in the new Mackay Sugar corporate livery, which is in fact the Marian Mill livery. Late in June, E.M.Baldwin *Foulden* (7220-1-6-77 of 1977) was observed in the paint shop at the loco shed, almost completely repainted in the new colours.

John Browning 6/92

NATIONAL TRUST OF QUEENSLAND, Zara Clark Transport and Folk Museum, Charters Towers 508 mm gauge

A 20 inch gauge four wheel ore truck is part of a small mining exhibit here. The small inside framed iron tipping truck is described as a "kibble trolley" and sits on track inside a short "tunnel".

John Browning 6/92

PIONEER SUGAR MILLS LTD, Inkerman Mill, Home Hill 610 mm gauge

(see LRN 83 p.12)

The prototype E.M.Baldwin B-B DH locomotive (4498-1-7-72 of 1972) has been transferred from Kalamia Mill. It has been painted yellow with green trim and has received the name *Iona*. Yellow with green trim is now the standard colour scheme at Inkerman, and all the locomotives bear it with the exception of the original *Iona* (Clyde 0-6-0DH DH1.2 of 1954) which is sitting in the locoshed out of use with its nameplates removed.

Ballast tamper Conquip 11 of 1971, transferred from Hambledon Mill late in 1991 was also observed, as was sleeper replacement machine Tamper 825817 of 1987, which had been on loan to Plane Creek Mill at Sarina in 1989-90.

John Browning 6/92

PIONEER SUGAR MILLS LTD, Pioneer Mill 1067 mm gauge

(see LRN 88 p.13)

Ex QGR B-B DH DH10 (Walkers 592 of 1968) has been converted at the

mill for cane haulage and carries the name *Jardine*, which is the name of one of the new lower Burdekin irrigation areas. The Walkers builder's plates have disappeared. The unit is painted yellow with a green body stripe and orange and yellow dazzle stripes. It has been extensively modified including receiving a new cab profile.

A new remotely-controlled brake wagon has been built at the mill for use with this unit. It has been constructed from a railway bogie wagon and is ballasted up to 37 tonnes.

Ex QGR B-B DH DH60 (Walkers 647 of 1970) is receiving attention as part of its conversion to cane haulage. Many parts have been removed, including the Walker's builder's plates, and much work remains to be done. The name *Taipan* has been roughly painted on this unit. A Plasser Type VT06-16 tamping machine with builder's number 41 of 1973 was observed in the navvy area. This is believed to be the unit owned by Fessl Pty Ltd (see LRN 77 p.13). The Aresco Trak Chief ballast regulator BR 230 was also present.

About 19 km of track extensions have been built in recent years to serve new irrigation farms in very flat country to the south west of the mill.

John Browning 6/92

PLANE CREEK CENTRAL MILL CO LTD, Sarina 610 mm gauge

(see LRN 85 p.13)

A pair of Com-Eng 0-6-0DH locos have been fitted up with hydraulic connections for back-to-back multiple unit use during the forthcoming crushing season. These are 7 (FC3776 of 1964) and D8 (FC3777 of 1964). This follows the successful multiple unit use of Clyde 0-6-0DH locos 10 (67-569 of 1967) and 11 (70-709 of 1970) which were converted in 1990.

Hansen petrol line car 1314 of 1974 has been dumped out of use behind the loco shed.

John Browning 6/92

SOUTH AUSTRALIA

MOBIL'S ADELAIDE REFINERY, Port Stanvac 600 mm gauge

As part of its aim to improve safety and efficiency in its marine operations, this refinery embarked on a project to move the berth for crude ships a further 2 km offshore. The new berth will be in 24 m of water as against 21 m at present. This will enable vessels of 150,000 D.W. tonnes fully laden to unload at Port Stanvac.

To extend the underwater fixed 36 inch pipeline, a contract was let to Transfield Ltd to assemble and fabricate 6 lengths of concrete-coated

pipeline, each length comprising 28 x 12.2 m sections.

It was decided to launch and tow these six lengths as one continuous string of pipe to their new location to join up with the end of the existing submarine pipeline 1.3 km offshore. A decision was made to build a railway on vacant land on the southern side of the Refinery for the purpose of launching the six fabricated lengths into the sea. In September 1991 construction started on building SA's newest and possibly shortest lived railway to connect the fabrication area of the pipeline with the sea shore at the base of the cliffs 61 m below.

As each individual pipe weighed in at 12 tonnes, the railway, by necessity, had to be well engineered. The gauge chosen was 600 mm and is 764 m long. The rail was 40 kg/m with sleepers cut to 1.2 m and spaced at 300 mm intervals. The railway descends the cliff to the sea-shore, a cutting having been excavated, easing the grade to 1 in 4. The track bed was graded and laid on a compacted base of 150 mm with 150 mm of dolomite sand laid as ballast.

The unusual feature of this railway is that it employs no locomotives - two large winches are employed to lower the 2 km long pipeline into the sea. Rolling stock comprises 60 specially constructed 4 wheel trucks to support the pipe. As there are no curves in the railway, the tyres on the trucks have been machined to a flat profile. The anticipated axle load is 9 tonnes.

The pipeline was scheduled to be launched into the Gulf by the end of the first week in April and, under the terms of the contract, at the conclusion of the exercise, the rail line was to be demolished and the land returned to its natural state thus ending the story of SA's shortest lived and least seen railways.

The Recorder 4/92 via Colin Harvey

VICTORIA

ALEXANDRA TIMBER TRAMWAY & MUSEUM INC. 610 mm & 1029 mm gauge

PO Box 288, Alexandra Vic 3714
(see LRN 87 p.14)

The Alexandra Shire Council has recently undertaken some burning-off activities near the former terminus of the Rubicon Lumber & Tramway Co's tramway at Alexandra. This included the area once used as a dam for the supply of water for the locomotives. The fire has cleared the undergrowth sufficiently to uncover some interesting relics. Included amongst these are

two funnels and 3 smokebox doors discarded from the Krauss locomotives used on the tramway between 1912 and 1935. It would appear that the fitter in charge of the locomotives and rolling stock was in the habit of throwing all discarded metalwork into the dam as a way of disposing of it. Other items found in the dam include broken bogie axleboxes and many broken springs.

One of the funnels has the remains of a conical spark arrester and the other has a simple horizontal cap and gauze mesh arrangement. The latter is in sufficiently good condition for it to be restored along with the best of the smokebox doors. This will be set up as a display at the Museum in order that visitors can contrast the size of the tiny Krauss locomotives with the steam locomotives currently in use at the Museum.

Peter Evans 5/92

Work on the Kelly & Lewis 0-6-0DM B/N 4271/1935 continues behind the scenes in NSW. So far four new brake shoes have been cast and delivered to the Museum site. New sand valves have been made for the sandboxes. New cast wingnuts have been made to replace those missing from the side curtains.

A new starting handle bracket has been fabricated and painted, and is ready to be fitted when delivered to Alexandra. Four new sand delivery pipes have been made for the sandboxes thus completing the sanding arrangements for the loco.

In January, the driver's seat frame from Kelly & Lewis B/N 5957/1936 was delivered to the Museum site and when fitted will complete the fitting-out of the cab.

Paul Simpson 7/92

AURORA GOLD MINE, Bonang

According to a brochure advertising Bonang (97 km NNE of Orbost), the Aurora Gold Mine has been partially re-opened and offers tourists a journey into the Mine. Photographs seen indicate rail transport is used, passengers being conveyed in small box skips. The intriguing thing is that rails appear to be timber and the skips appear to have outside flanges. Can anyone confirm or deny this?

Phil Rickard 12/91

BRIGHT & DISTRICT HISTORICAL SOCIETY MUSEUM

(see LRN 63 p 12 & LRN 66 p.14)

A visit to this location on 1 December 91 enabled closer examination of the two mining skips previously noted. Both are of 20 inch gauge and came from goldmines around Bright, the actual mines being unknown. The small

skip is of standard box-type end-opening/tipping type, however the other is somewhat larger and of deep and narrow V-shape, side-tipping design.

Quartz reef mining commenced in the hills overlooking Morse's Creek and Growler's Creek (Bright and Wandiligong) in 1858 and, apart from the usual underground tramways, many mines utilised surface tramways, often incorporating inclines, to transport the gold-bearing quartz to the various batteries. For the story of the Bright and Wandiligong goldmines see "Bright Gold" by Brian Lloyd and Kathy Nunn (Histec Publications, East Brighton, 1987).

Phil Rickard 12/91

FRED CROWS, Wrightley near Tatong

This gentleman has a farm astride the Tatong-Toombullup Road, some 12 km south of Tatong. In the paddock on the eastern side of the road, lie four 3 ft gauge timber tramway wheelsets of usual size plus a much smaller set. Interestingly, several of the wheels have been re-treaded and re-flanged, by the simple expedient of bolting new pieces to the old - bush craftsmanship at its best! Mr Crowe bought the wheels from George Bell about 1935. Bell had a timber mill and tramway in the upper reaches of Holland's Creek, 4 km SE of Mr Crowe's farm (see LR 101). The re-treading had been done prior to purchase by Mr Crowe, who planned to use the wheels on his own intended timber tramway. However, he soon decided to use bullocks and motor trucks instead and the wheelsets have since lain unused. In Mr Crowe's western paddock, may be seen the formation of the Spring Creek - Mt.Samaria Tramway (LR 93). This timber tramway was partly built along the Tatong-Toombullup Road but the road hereabouts has been realigned sometime, leaving the formation 200 m distant from the present road.

Phil Rickard 6/92

ELDORADO HISTORICAL MUSEUM

Situated on the banks of Reedy Creek, some 20 km ENE of Wangaratta, Eldorado, together with its better known neighbour Beechworth had its origins in extremely rich alluvial goldfields. Today Eldorado only has a population of several hundred and is often visited by tourists to view the huge gold dredge, operated by Cocks Eldorado Gold Dredging Co from 1936 to 1954, which lies in a dredge hole to the west of town.

Next to the State School, in the old school building, is an historical museum and lying outside is a variety of agricultural machinery and a Marshall portable No. 20455 from Howlong, NSW. Also on display is an 18 inch gauge mining skip of end-emptying, box-type from the McEvoy mine, one of several deep

lead mines that worked the Reedy Creek valley near Eldorado.

Phil Rickard 6/92

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Railway 762 mm gauge

(see LRN 87 p.14)

Peckett on regular train

On Friday, 27 March, the regular 2.15 pm Belgrave Lakeside train was doubleheaded as far as Menzies Creek, with the Peckett 0-4-0ST *Sir John Grice* leading 8A on a train of six cars. At Menzies Creek, *Sir John Grice* was detached, and later hauled a special train to Emerald. This consisted of an NBH, an NAC underframe, a 35 ft test vehicle (underframe only), and an NQR wagon, which was the trailing vehicle. This was a long train for *Sir John*, with a total weight of 29 tons. At Emerald, the Peckett was put on to a lowloader and taken up to Gembrook, to run passenger trains on the following Saturday (market day), and Sunday. This was the first time passenger trains had been run on the restored track at Gembrook on a Sunday. Traffic was light. The Gembrook Market Day service was again run in May, when almost 300 passengers were carried.

Locomotives

8A is completely dismantled, whilst it undergoes its ten year boiler examination.

Work on rebuilding 12A is continuing but it is not likely to be in service until late in the year.

NRT1, the small Ruston Hornsby diesel loco (builder's No.296048 of 1949) which the Puffing Billy Railway rescued from a life in the sewers, has suffered a major breakdown. The bearings in the engine are the problem, and apparently are not worth fixing, so a new engine is needed. NRT1, *William H. Collis*, went into service in September 1983 as Emerald car-shops shunter, but has had quite a number of interesting assignments in its career. For a few years it provided a Total Fire Ban Day service with two NBH's between Belgrave and Menzies Creek. Double-heading with the Peckett, it has run at least three trains: a revenue train on a Great Train Race day when there was a shortage of serviceable NA's; a Committee of Management special; and the LRRSA 25th Anniversary Trip. More recently it has been used for ballasting and other track work on the Gembrook restoration, and was the first loco to provide a passenger service on the restored track at Gembrook.

Rolling Stock

During 1992 it is intended to build two new NQR wagons, and a prototype of a new passenger coach. The design of the new passenger vehicle looks

like a stretched NB platform-end car, but with bigger windows. All four NQR wagons which were at Gembrook have been shifted back to the "western division".

Gembrook Restoration

On 11 April, diesel loco D21 was used to run ballast trains from Lakeside along the newly relaid track towards Wright Road. As this was also the day that the "Commissioner's Special" ran, a proper (i.e. steam) loco was not available for the ballasting work. This was not the case on 16 May when both the Peckett (*Sir John Grice*) and the *Climax* were used on ballast trains, so for the first time in almost 39 years, steam was again active on this part of the railway. Sir John and the *Climax* double-headed a short train from Belgrave consisting of NM cattle van and NC brake van, with the NM being dropped off at Clematis. Sir John was in the lead, and the pair arrived at Lakeside at about 9.10, where 4 NQR wagons were waiting, to form two ballast trains of 2 cars each. The *Climax* and Sir John took turns on each train; whilst one train was out in the forest, the other was being loaded at Lakeside. This was no problem for the *Climax* but the Peckett struggled occasionally to get the train moving but otherwise performed very well.

At one stage, 14A (on the regular passenger train), the Peckett and the *Climax* were lined up near each other at Lakeside making a wonderful sight. Later in the afternoon, the Peckett had attracted quite a crowd of onlookers at Lakeside. The final run of the day was the most interesting. The Peckett with 2 NQR wagons was about 100 metres up the track towards Lakeside. The NQR wagons were loaded with firewood and tree prunings. The *Climax* went down to join the Peckett, so the consist for the train back to Lakeside was *Climax*, NQR, NQR, Peckett, NQR, NQR, and NC.

On Saturday, 13 June, ballast trains were run using 7A and D21. This was the first time an NA had used this section of track in 38 years. On the way back to Lakeside 7A put on a spirited performance, showing the NA's superiority in terms of speed to all the other locos, and giving three long triumphant whistle blasts. The last train of the day consisted of 7A, NC van, 4 NQR trucks, and D21 trailing, and ran to within a couple of feet of the end of track at Wright Road.

Work on clearing the site of the first trestle bridge beyond Wright has been completed, and the remains of the original piles are now clearly visible. Clearance of the second bridge site is about to commence, and survey and design work on the replacement bridges is under way.

Work on relaying track between the main-road crossing at Gembrook and Orchard Road - about one kilometre - is scheduled to start in September.

Gembrook operations

Operating days for the rest of this year at Gembrook are scheduled to be the weekends of 26 and 27 Sept, 31 Oct and 1 Nov. 28 and 29 Nov. and 19 and 20 Dec. The Saturdays are Gembrook market days.

Frank Stamford 6/92

T.A.C.L. RAIL TRACTOR RESTORATION - PROGRESS REPORT

(see LRN 85 p.17)

A project to Restore the *Climax's* Little Brother!

Work on turning the new tyres, and preparing the existing wheels to fit them has commenced at Emerald car shops.

Frank Stamford 6/92

GISBORNE STEAM AND ENGINE SOCIETY 610 mm gauge

(see LRN 80 p.15)

In May 1992, Perry 0-4-0T 9737.45.1 of 1945 ex Millaquin Mill, Bundaberg, was inspected during the steam rally. The boiler was almost ready for its hydrostatic test, and it is hoped that the loco will be in steam for the 1993 rally. Only about 50 metres of track have been laid to date, but the hope is that eventually a complete circuit of the rally grounds will be constructed.

Ian Comrie 7/92

LAKES ENTRANCE DISTRICT The Entrance Construction and Maintenance Tramway

(see LRN 73 p.13)

A visit to the eastern side of The Entrance in early December 1991 found the remains of the previously noted 0-4-0PM still in situ on its steel sled but sitting above sand level. The various relics are part of the sights to see on the Dept of Conservation & Environment's walk around The Entrance. The DCE have erected an information board on the Cunninghame Arm side of The entrance briefly detailing the history of the cutting of the man-made entrance to the Gippsland Lakes. Included is a photo taken on the tramway which ran alongside Mississippi Creek to the north of Lakes Entrance to convey granite from a quarry to a wharf at the head of navigation on North Arm to be shipped to The Entrance. An internal combustion loco (of Day's looks) is featured hauling wagons.

Phil Rickard 6/92

LAKES ENTRANCE DISTRICT Mississippi Creek Tramway 1067 mm gauge

(see LR 11 p.14)

Spurred on by this photograph, a visit was made to several sections of this

tramway. At the wharf site may be found a short length of track, a substantial, if frail, buffer stop, a vertical boiler lying on its side and a pile of granite "chunks" weighing many tons each.

Further north, where Uncles Road crosses the creek, the DCE have established a walking track along the tramway formation for a couple of kilometres. Several sleepers were found, discarded to one side, and being complete with dogspikes, enabled the gauge to be determined at 3 ft 6 in. This of course means that at least two I.C. locomotives worked in the area, one on 3 ft gauge at The Entrance and one on 3 ft 6 in gauge at Mississippi Creek. According to Adams (The Tambo Shire Centenary History, 1981), the Mississippi Creek line started out with steam haulage in 1914, however he also infers the line was in operation much earlier. The many tramways of the Lakes Entrance district (contractors, jetties, timber mills, quarries, etc.) are fertile ground awaiting research and recordings

Phil Rickard 6/92

JOHN NORRIS, Lake Goldsmith, Beaufort 457 mm gauge

The loco incorrectly reported under the heading "Tom Mulcahy" in LRN 88 (p.14) is in fact owned by John Norris. It was constructed by Clarrie Hall in Mildura in about 1952 and was run at Mildura Hospital. After this, it ran at the then Mile End Museum in Adelaide before being moved to Lake Goldsmith (in Western Victoria) in about 1982. An 0-4-2T based on the 3.5 in gauge "Juliet" design, it has been reboilered by its current owner.

Ian Comrie 7/92

WESTERN AUSTRALIA

CARNARVON LIGHT RAILWAY ASSOCIATION INC, Carnarvon 1067 mm gauge

(see LRN 80 p.17)

On 11 June 1992, Andrew Barclay 0-4-0T 1754 of 1922 was steamed for the Dept of Occupational Health Safety and Welfare inspector and successfully passed the examination. *Kimberley* has moved along the short shed track with the Simplex 0-4-0 diesel (dead with brakes on) as a load with a "mere whiff of steam".

Mike Thomas 6/92

WESTERN AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOC. INC.
Bennett Brook Railway, Whiteman Park 610 mm gauge

(see
LRN
87
p.17)



John Fowler 0-6-0DM (4110019 of 1950), still in the guise of Isis Mill 2, on a trial run at Kangaroo Flats Station shortly after its arrival at Whiteman Park.

Photo: Ken Watson

The latest locomotive to arrive at Whiteman Park is 0-6-0DM John Fowler 4110019 of 1950, formerly Isis Mill (Qld) No.2. The loco was purchased in December 1991 and left the Isis Mill the same month, arriving at Whiteman Park on 20 January 1992. The loco is powered by a GM 671 series motor, with an Allison torque converter and a Weisman gearbox. It was rebuilt in 1954 by the Bundaberg Foundry, is approx. 130 hp with a maximum speed of 25 km/h, and an axle load of 5 tonnes. The middle wheels are flangeless and it has dual controls. Air brakes and mini-knuckle couplers have now been converted to vacuum brake and WA standard "Jones" couplers. No.2 becomes the third mainline diesel locomotive on the Bennett Brook Railway. The loco has undergone light engine trials and one passenger service trial and could be in regular service during July.

David Whiteford 6/92

2-8-2 118 (Henschel 24476 of 1938) has been undergoing a very thorough overhaul prior to its return to service, including attention to minor inner firebox wrapper cracks. Fitting out of the plumbing underneath the boiler casing has been proceeding, and it is likely that a new upper cab will be

fabricated. The locomotive will be finished in a brick red livery.

Western Mining has continued to make progress with the boiler of Orenstein & Koppel 0-4-4-0T Mallet 2609 of 1907. Eight patches have been welded on the boiler and fitting mountings were to be refaced before retubing commenced.

April 5 was a very busy day at the park with 18,000 people in attendance for a Classic Car show. This meant that trains were packed. Operations were generally smooth with three locomotives in use on the two train service: F.C.Hibberd "Planet" 0-4-0DM 1 (2150 of 1938), Fanco-Belge 2-8-2 123 (2670 of 1951), and Gemco 4wDM 27 *Wyndham* (built 1964).

Central Station has been renamed Whiteman Village Junction Station.

Freudenstein 0-4-0T 217 *Golden Ridge* (217 of 1905) was in use operating the Mussell Pool-Whiteman Village Junction service on 4 July.

Rusty Rails 9-12/91; John Browning 7/92

MEETINGS

MELBOURNE: AGM AND MEMBERS SLIDE NIGHT.

Yes, its on again! Bring any slides which might be of historical or of general interest to light rail enthusiasts (maximum of 20 slides each).

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

DATE: Thursday 13 August at 8.00 pm.

SYDNEY: QUIZ NIGHT

For our August Meeting we are trying something new with our first quiz night. A mixture of entertainment and general knowledge questions, it should be a good evening.

LOCATION: Woodstock Community Centre, Church St Burwood

DATE: Wednesday 26 August at 7.30 pm

ADELAIDE

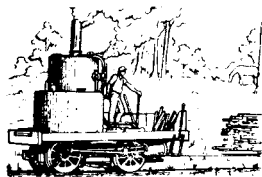
Contact Arnold Lockyer for details. Phone: 08-296 9488

LOCATION: 150

First Avenue, Royston Park.

DATE: Tuesday 25 August at 8.00 pm.





LIGHT RAILWAY NEWS

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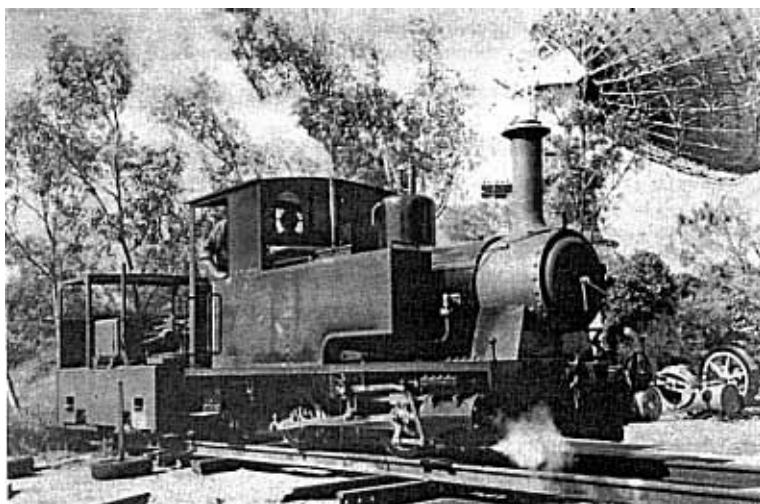
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Deadline for next issue - 30 October 1992



Andrew Barclay 1754 of 1922 in steam near the Carnarvon satellite dish with Simplex diesel behind, June 1992.

Photo: Dr. Mike Thomas

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NOTES, CORRECTIONS & COMMENTS

It is reported that the Alton & Pacific Railroad, a 2 ft gauge line in California, has closed and its locomotives disposed of, possibly to an "English enthusiast living in Guam". One of these is a Fowler 0-6-0TT from Lautoka Mill, Fiji (believed to be 9460 of 1902 - JB).

Continental Railway Journal No. 90 via Chris Hart

BOOKS

Ray Graf has drawn attention to two books which may be of interest to members: *Cobar Copper Centenary 1869-1969* (available for \$5 from Cobar Regional Library). *Coal Mining in Newcastle* by J.W. Turner (Newcastle History Monographs No.9) published by Newcastle Region Public Library, 1982.

RESEARCH

CARSONS TRAMWAY, Ravensdale

A display of pioneer timber milling photographs is contained in the small Yarramalong Manor and Cellars, Yarramalong, north of Sydney and west of Wyong on the NSW Central Coast. Among them is a picture of Carson's Tramway, at the nearby settlement of Ravensdale. The picture shows typical timber tramway bogies, loaded with a large log, on a reasonably steep grade. The line appears to be either a haulage, or partly worked by horses. Is anything known of Carson's Tramway? Would it be the closest traditional timber tramline to the city of Sydney? A visit by car disclosed remains of an old mill (on private property) above the road, on a steep hillside.

David Burke 8/92

NATIONAL LIBRARY OF AUSTRALIA AERIAL PHOTOGRAPH COLLECTION

The Map Section of the National Library of Australia maintains a large

collection of aerial photography of Australia numbering around 700,000 prints flown by Federal agencies between 1928 and 1983, and hence of interest to persons undertaking historical research.

The collection consists of black and white stereoscopic verticals with some TRIMETS and is arranged according to the 1 mile (1:63,360) topographic series sheet numbering system. Where possible, all photos have been matched against flight diagrams now available on microfiche from the Australian Surveying and Land Information Group (AUSLIG). A graphic index is available showing holdings and automated bibliographic records are available through the Australian Bibliographic Network (ABN) database. The photographs are complemented by an extensive collection of both imperial and metric topographic maps as well as orthophotomaps and photomosaics.

A TOPCON stereoscope with 6x binocular head is available to view the photographs in the Reading Room of the Map Section. The photographs are not available for loan either to individuals or libraries. However photographic orders of prints may be placed through AUSLIG on forms available in the Section. The Map Reading Room is open between 9 am and 4.45 pm weekdays. The Map Curator may be contacted by phone on (06) 262 1280, or fax (06) 257 1703. Correspondence should be addressed to: Maura O'Connor, Map Curator, Map Section, National Library of Australia, PARKES ACT 2600.

Peter Evans 8/92

LOCOMOTIVE & ROLLING STOCK, MANUFACTURERS

EIMCO AUSTRALIA LTD, Broken Hill, NSW

(see LRN 86 p.2)

It is reported that two narrow gauge battery-electric locomotives have been observed in the yard here. one is said to have been numbered BGA.09.

Ray Graf 8/92

GEORGE MOSS LTD, Osborne Park, WA

(see LRN 74 p.2)

Owner of Gemco, Futuris Corporation Ltd has doubled profit to \$10.3m for the year concluding June 1992.

Sydney Morning Herald 21/7/92 via Ray Graf

SITE REPORT - VICTORIA

MARCHBANKS TRAMWAY, Pile Siding 914 mm gauge

PART I

J. Marchbank & Son established a sawmill near Pile Siding on the VR 762 mm gauge railway to Crowes in December 1933. An outlet tramway was laid into the siding yard and a log line was laid below the mill along Camp Creek, a tributary of the Carlisle River. In 1935 the mill was shifted further north, with the log line becoming part of the outlet tramway. A zig-zag enabled the line to maintain a maximum grade of 1 in 14 against the load, and in 1936 a Malcolm Moore rail tractor was purchased to work the tramway. A second tractor of the same type was purchased in 1938. The mill was burnt down in 1939, and the site was abandoned in favour of a new mill on the previous site. In 1934, the mill was sold to Keith King who used motor trucks for transport. The mill closed in 1953. (Further details are available in *The Beechy* by Norm Houghton which should be available soon - if you haven't ordered a copy, why not do so now!)

As part of the research for *The Beechy*, Norm invited several LRRSA members for a weekend trip to investigate this area. On 6 June 1991, in company with local farmer Cliff Tann, we picked up the tramway just beyond the cleared farmland below O'Brien's Mill (this mill was from a later period). No remains of the bridge over Camp Creek were seen, but the formation was very clear as it curved around the hillside to assume an easterly heading. The hillside was steep, and a small cutting was seen as the tramway rounded the spur. A small washaway in the track indicated a possible small bridge site, but again no remains were seen. The tramway swung sharply north and crossed a tributary of Camp Creek at right angles. This bridge would have been about 20 m long and 6 m high, but only a few rotted timbers were seen. (This was possibly the bridge shown on page 37 of "West Otways Narrow Gauge" in LR45.) A short distance further on was a two metre deep cutting and then three more bridges, one of which was substantially intact with some decking remaining.

The tramway was lost for some time on a flat area topping the ridge where relatively recent pulp logging operations had taken place. Just beyond the limit of the disturbed area, were several very large stumps and standing trees, one of which (still living) had a cut in the trunk to take the wire strop for a bull-wheel. A deep snig track was seen near this tree, these remains indicating part of early logging operations. After some difficulty, the tramway was picked up again on the other side of the ridge.

The very even downgrade continued in a north-easterly direction until a

junction was reached. The upper tramway was investigated first, and proved to be a spur leading through a long cutting about one metre deep to a winch site. Several parallel depressions two metres apart and four metres long indicated where bearer logs had rotted away, and a small section of iron pipe was found.

We returned to the lower of the two tramways, and a snig track leading towards the winch site but filled in by the tramway formation proved that the lower line was the more recent of the two. A short distance further on the top of the zig-zag was reached. An earthen mound at the end of the formation may have acted as a "buffer-stop" in the event of a runaway. The zig-zag was not investigated in full, and a set of by now well-dripping bushbashers (it being typical Otway's weather), set off in a southerly direction intending to walk out straight up the hill to the cleared farmland rather than retrace our steps along the tramway.

"Up hill" in the Otways (and in you correspondent's experience, the Rubicon Forest), means any angle greater than 40 degrees, and we were soon reduced to crawling on all fours following an old snig track. This position, with our noses close to the ground, meant that the ground surface was closely inspected, and it was with surprise that we found ourselves following another tramway. This proved to be part of Pettit's incline which operated between 1915 and 1917.

After much exertion we struggled out through the obligatory clump of blackberries and through cleared farmland back to our vehicle. A tired but happy group of bushbashers, after a nice hot shower, relaxed for dinner at the Gellibrand Pub to plan our next day's activities (see LRN 86, p.5 for a report on this excursion). Norm later returned to investigate the zig-zag and the mill at the bottom, and he now takes up the story.

Peter Evans 8/92

PART II

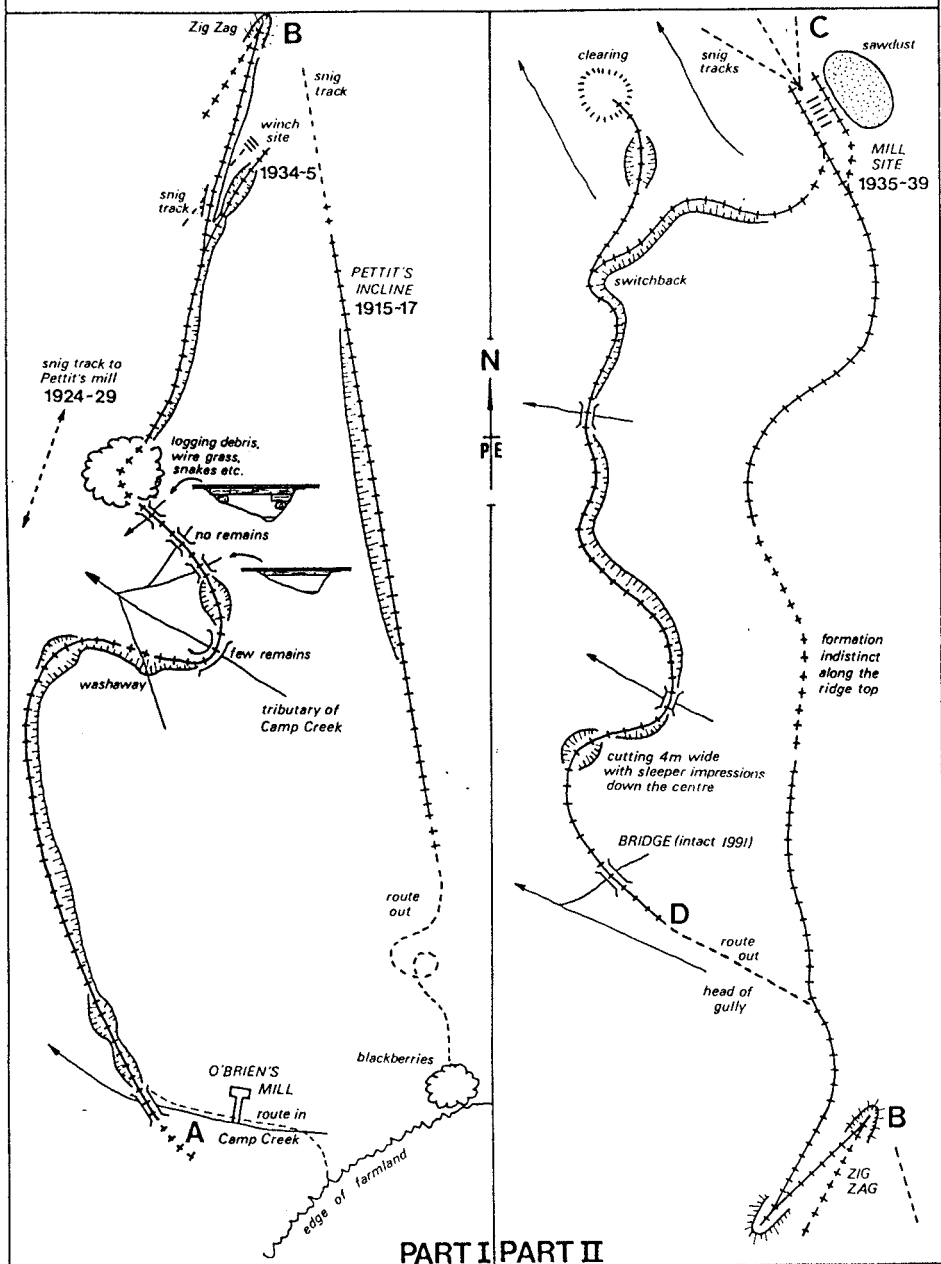
On Friday, 1/11/91, I walked down to the mill site. I had two companions this time, Cliff Tann and Ian McDougall, both Weeoprounah farmers who expressed great interest in joining me. Ian's 4WD made access a little easier and saved a lot of walking getting down to the tramway site, 2 km from the bitumen road.

We left the vehicle at the tree line and headed west along a gully to a bridge site and began our walk at this point. We proceeded along the tram to the zig-zag site without stopping (as we had previously traversed this route) and began our mapping in earnest after this.

We checked the route of the snig track coming down from Pettit's incline and noted where it crossed Marchbank's tram at the end of the zig-zag.

MARCHBANK'S TRAMWAY

1991



Below the zig-zag, the ridge gradually levels out and turns into a narrow saddle before rising up to a wide flat knob where the mill was situated. We followed the tram from the zig-zag for about 400 m until losing it along the level piece due to the tram's minimal earthworks and the amount of ground litter. We fanned out as we approached the mill and eventually located the formation about 100 m from the log yard. The mill site is quite evident with several bearer logs intact and all the imprints of the vanished logs obvious. The sawdust pit has a few ferns growing in it. A water tank and a saw blade were the only metal items we located.

Three snig tracks run north from the log yard as does one tram. We lunched at the mill and then began our return trek. Just south of the mill on the west side of the ridge we came onto a wide formation heading south. We followed this, initially regarding it as a log tram, but as we went on I expressed my doubts. The formation minimum width is 2.13 m, it is mostly 3 m, and in parts 3.6 m. It looked to me like a typical logging road of the 1960s but neither I nor my companions had any knowledge of logging roads coming out of Marchbank's mill.

We pushed on and soon came to a switchback which we followed north and came back under the mill site and then west around to a clearing. Turning back we rejoined the main formation and continued south along this snakelike formation that runs way below the crest of the ridge we had walked down.

My companions, who had not ceased talking since the walk began, began ribbing me that I couldn't recognise a tram, even when walking on one but I was not convinced as yet. Marchbank's formation on the main tramway up to Pile Siding was generous, usually 1.5 to 1.8 m wide, but this one was ridiculously generous. We passed over several bridges and culverts but not sufficient woodwork remained to determine their width. Two main bearers would indicate a tram bridge and three a road bridge. On and on we plodded. By this stage, even my companions professed a lack of local knowledge as to our exact situation, but we were generally heading south so it didn't matter.

A large tree 3.4 m in diameter, growing in the middle of the formation convinced me the formation was not built 30 years ago, but more like 50 years. Not far past here, the formation turns east through a very wide cutting (3.6 m) and right through the cutting are very clear impressions of sleepers. So the formation was a tram. The track headed east along a gully and about 50m from the cutting, we came across the substantial remains of a long, low bridge that had slipped sideways from its supports. It was definitely a tramway bridge.

We speculated on why the formation was built so wide in the period 1933

to 1939 and came to the conclusion that the shovel men were probably hired on a daily rate rather than a contract rate and were in no great hurry to finish the job, given the unemployment levels at that time. The lie of the land did not seem to explain the obvious solution that soil from the wide excavations in the cuttings was used to fill in the dips.

We kept on east until the formation ended near the head of the gully about 700 m from the mill. The tram may have continued west across the gully, but it didn't look like it and we decided not to explore the other side especially as our way out was all uphill and our legs were a bit wobbly by this stage.

Keeping east, we walked up the slope, crossing a snig track, until meeting the main tram below the zig-zag. This enabled us to get a rough fix on the lower tram and it finally became clear to us where we had walked since leaving the mill.

After a chat and a breather, we set off south along the tram towards Pile Siding. We followed the formation right through to near O'Brien's mill site, noting several sleepers here and there and some bridge remains. Along the section near Pettit's winch point we saw two tiger snakes sunning themselves and although we left them alone one of them reared up and hissed in a very aggressive manner. This episode brought on a discussion about snakes and their behaviour and, if I believed all the tales my companions told, then I reckon I should have seen a hundred snakes in the last few months of walking, trodden on twenty and been bitten by five. In fact, I had seen three.

We arrived at the vehicle four hours after entering the bush, feeling flush-faced and jelly-legged. The going was not all that tough (by Otway standard) but we had falls due to tripping on unseen obstructions and I ended with a pair of bruised knees. In addition, I lost my measuring tape when a pocket was snagged and the stitching loosened, allowing the tape to fall out. This was par for the course, as I usually lose, rip, puncture or tear an item of clothing, footwear or equipment on each Otway trip and end up with some scratches and bruises.

It was a very successful day enabling more pieces of the jig-saw to be set in place but I estimated another two trips would be needed to complete the picture.

Norm Houghton 8/92

NEW SOUTH WALES

BLOOMFIELD COLLIERY P/L, Taralba Colliery, Stockton Borehole & Rathluba Colliery, East Maitland 1067 mm gauge

Due to the closure of the Rathluba underground operation, a quantity of equipment was to be auctioned on site on 3/9/92 by Colliers. Among the items listed for sale were three "Joy" 12CM3 continuous miners, five "Joy" shuttlecars (22SC & 10SC), 2.4 km of 94 lb rail and 3,000 wooden sleepers.

Listed for sale from the Taralba Colliery, Stockton, were four diesel "Fox" 14 man rail transport cars.

(Can anyone provide detail on name changes, closure and ownership changes associated with Hunter Valley colliery rationalisation over recent years? - Ed.)

The Age 22/8/92 via Colin Harvey; Sydney Morning Herald 29/8/92 via Ray Graf

BROKEN HILL (SES Area, Crystal Street) narrow gauge

(see LRN 73, p.6)

This site, seemingly used for storing possible museum items, was inspected again in June. This visit confirmed the presence of the narrow gauge skips, 2 ft gauge Ruston & Hornsby 4wDM loco, and two 4wBE locos (Gemco?) previously reported. However, a new addition was another 4wBE loco, numbered TB2 (painted) with battery box numbered TB1.

Ray Graf 8/92

COBAR SHIRE COUNCIL, Cobar Regional Museum 1435 mm & 610 mm gauge

On display outside the Museum were observed the remains of the standard gauge 4wWE locomotive ex Great Cobar Copper, which was converted for use as a brake van at Hebburn Colliery (who can supply maker's details? - Ed). There is also a 2 ft gauge mucker (compressed air operated).

In a new underground mining gallery inside the Museum, is a short length of 2 ft gauge track on which is displayed a mucker, three square underground ore trucks, and a 4wBE loco with battery box. The loco is badly wasted and appears to be an early Greenwood & Batley. It carries number 4 (in welded metal), and is fitted with a Mancha controller. There are lights in the gallery which may be turned on by staff if a photograph is required, but fill-in flash is recommended.

Ray Graf 8/92

DELPRATS MINE, Broken Hill 610 mm gauge

Visitors to this tourist mine descend approximately 120 m to the No.4 level and view not only a working rock drill (noisy even at 50 psi instead of 90 psi), but a working compressed air driven mucker. Other rolling stock on view underground includes a four-wheeled truck used as a display platform (ex pit prop transporter), a four-wheel transformer truck, and an inoperable 4wBE loco, which carries no identity. Photographs on display on the surface show that the loco was in working order when the tourist mine opened, but this is definitely not the case now. Tours normally depart at 10.30 am weekdays and 2 pm Saturdays.

Ray Graf 8/92

JOCKS PLACE, White Cliffs narrow gauge

Two narrow gauge trucks were noted here dumped outside with other "preserved" equipment and machinery.

Ray Graf 8/92

MOUNTAIN HIGH RAILWAY Tumut - Batlow 1435 mm gauge

(see LRN 76 p.11)

Expressions of interest for the future use of the Tumut-Batlow railway line were being sought by State Rail in the second half of May 1992. No mention of the Mountain High Railway was made in the advertisement.

Sydney Morning Herald 13/5/92 via Ray Graf

NSW STEAM PRESERVATION CO-OPERATIVE SOCIETY LTD Campbelltown Steam and Machinery Museum, Menangle 610 mm gauge

(see LRN 72 p.8)

Council has finally approved the site Development Application, after some three or more years waiting to proceed. Work started on the civil works and the right-of-way has been graded and a creek crossing made using concrete pipes and a curved embankment made towards the main station area and shed.

On the weekend of 20/21 June 1992, track laying commenced and approximately 200m of track has been completed. 30 lb rail is to be used throughout and 4 ft x 8 in x 4 in sleepers used (new hardwood) dipped in sump oil (for termites). Construction of some points is required, but at present one set of points is complete, while several others have to be altered to obtain a larger radius curve through the turnout.

Curves on the railway will be a minimum of 132 ft radius which will ease wear and tear on the flanges of the rolling stock.

Work continues on Robert Hudson, Hudswell Clarke 0-4-0WT 1423 of 1922. Two new well tanks had been made and delivered, both have been hot dip galvanised. The driving wheels have been re-profiled and the driving pins turned. New bushes have to be made for the coupling rods. New axle bushes have been cast and machined and require to be fitted to the axles.

The new shed site has been cleared and levelled and a short length of track constructed. The two bogie carriages have now been moved to the new track and the loco moved closer to the crane, also to be swung 90 degrees to its new track location.

The first stage of reconstruction of the railway will see a point to point operation with a run-around loop at each end of 0.5 km of track. More new sleepers will be required to be bought for the 2nd stage.

One of the original builder's plates for Robert Hudson B/N 1423 has come into the possession of its current owners and location of the other plate is sought to adorn the restored loco.

Paul Simpson 7/92

SILVERTON GAOL MUSEUM various gauges

A visit here revealed about 10 assorted narrow gauge mining trucks and skips. Also here is one narrow gauge battery electric loco, numbered TB1 (painted) fitted with battery box carrying the metal number TB2. The motor is removed, but it drove the second axle via a cardan shaft, with chain drive to the other axle.

Ray Graf 8/92

SILVERTON PIONEERING COLLECTION narrow gauge

Two small narrow gauge trucks are to be found here.

Ray Graf 8/92

THE SILVERTON TRAMWAY CO LTD Broken Hill 1435 gauge

(see LRN 77 p.11)

A Queen's Birthday ARHS excursion from Sydney to Broken Hill featured Silvertown locomotives on a couple of occasions. On the afternoon of 7 June ANR 874 led Silvertown A.E. Goodwin Co-Co DE locos 30 & 31 (formerly ANR 864 & 857) on a run to Cockburn (S.A.), while later that same day, A.E. Goodwin Co-Co DE locos 28 (83827 of 1961) & 29 (83828 of 1961) were used for a tour of the mine lines. This tour visited the Pasminco-North lease, the Minerals Mining & Metallurgy lease, and the Pasminco-South lease.

The Silvertown conductor was dressed in traditional uniform with silver piping (borrowed from the Sulphide Street Museum), while other crew

members wore the current uniforms.

It was noted that the Menindee Road crossing lights were activated by a hand held infra-red remote control device used by the conductor.

Ore from the North lease is brought by the STC to an unloading facility in the old Zinc Corporation area in former NHLF trucks. Twenty of these wagons were obtained, but one was crushed by the loading plant on the first day of operation.

Ray Graf 8/92

WALLACE & McGEE Dubbo 915 mm gauge

The site of the Wallace & McGee sawmill is now mostly cleared. However still to be seen are a large boiler and three seasoning kilns. A short piece of 3 ft gauge track is visible in one kiln but no other rail or any rolling stock is visible.

Ray Graf 8/92

WATER BOARD, Berkeley Close, Berowra 760 mm gauge

(see LRN 89 p.8)

A visit was made to this site on Tuesday, 1 September. The two Atlas shuttle cars were seen. On one unit, plant number 106195 is carried on an engraved metal plate welded onto the body. On the other unit, plant number 112545 (?) is welded onto the body panels, with the penultimate numeral being ambiguous (possibly a 9). Also on site was a Gemco battery electric "hauler" with no plant number visible but carrying a builder's plate showing the following information:

Number 12705.03/98/70
2/4hp - 60V - 700 lb DBP

This unit is to be used for "shotcreting" work. Can anyone supply the plant number.

Ray Graf 9/92

QUEENSLAND

BUNDABERG CITY COUNCIL, Tomlinson Street, East Bundaberg 610 mm gauge

P.C. Hibberd "Planet" 4wDM 3919 of 1959 is stored in the Council Works Depot. It has been sandblasted and painted in red oxide paint. It was reportedly donated by Gibson & Howes some five years ago (see LRN 62 p.11) for possible use at the Botanical Gardens, but there are no plans to use it there. This unit is a Simplex type machine, and may be available for disposal.

John Browning 8/92

BUNDABERG SUGAR CO, Fairymead Mill 610 mm gauge

(see LRN 85 p.8)

Bundaberg Foundry B-B DH 001 of 1991 has received the running number 91, denoting its year of construction.

John Browning 8/92

CANNONVALE 610 mm gauge

(see LRN 69 p.6)

The ex-Hayman Island rail equipment, consisting of four-wheel passenger cars and flat cars, appears to have been removed from the former Airlie Cove caravan park site.

John Browning 8/92

CANNON VALLEY 610 mm gauge

Near the Riordanvale turnoff on the Proserpine-Airlie Beach road, an ex-Hayman Island passenger car in blue and white livery was noted. It can easily be seen from the road and is sitting in the dirt alongside the Proserpine Mill tramway which runs parallel to the road.

John Browning 8/92

CRACOW 457 mm gauge

Down a back street behind the hotel can be found a variety of pieces of mining equipment from the old Golden Plateau mine, in an advanced state of decay. Under a tree, lie five narrow gauge ore trucks with wooden frames and steel bodies.

John Browning 8/92

CRACOW MINING VENTURE 457 mm gauge

This company operates an open cut mine on the site of the former Golden Plateau underground mine, and displayed outside the mine office is a single narrow gauge ore truck.

John Browning 8/92

CSR LTD Herbert River Mills 610 mm gauge

(see LRN 89 p.10)

With an increase in crop estimates, weekend crushing was introduced at both Victoria and Macknade Mills as the season progressed, and continuous crushing is seen as inevitable next year.

A number of loco breakdowns at Macknade Mill have resulted in a few changes to normal routine. In particular, Clyde 0-6-0DH 12 (65-434 of 1965)

was on sugar haulage duties in early August, running for most of this time with brakewagon 1. Loco 12 has retained the brakewagon radio control gear in case of future transfers. E.M.Baldwin 0-4-0DH 17 (6-1446-1-9-65 of 1965) was in use hauling cane all day shift on 7 August. E.M.Baldwin 0-6-0DH *Hobart* (4413-1-7-72 of 1972) was on loan from Victoria Mill from 11 to 21 August.

Proposed cane expansion in the Wharp's Holding area is reported to have been shelved because of lack of government funding for subdivision.

Chris Hart 8/92

MILLAQUIN SUGAR PTY LTD, Bundaberg 610 mm gauge

(see LRN 85 p.12)

E.M.Baldwin B-B DH 6104-1-8-75 of 1975 was noted at Qunaba in mid-August, and is numbered 751. It was on loan to Fairymead Mill during 1990-1. Also still at Qunaba was Com-Eng 0-6-0DH AH2967 of 1963. The E.M.Baldwin 4w-2DH (rebuilt by Millaquin Mill) is now stationed at Millaquin as spare loco.

At Millaquin E.M. Baldwin B-B DH 4983-1-7-73 of 1973 has been painted in the standard Millaquin/Fairymead livery of yellow with black bonnet top, and now carries the number 732. E.M.Baldwin B-B DH 6456-1-11-75 is now numbered 752.

John Browning 8/92

MULGRAVE CENTRAL MILL CO LTD, Gordonvale 610 mm gauge

(see LRN 87 p.11)

A number of loco failures have been experienced this season. Com-Eng 0-6-0DH 8 (A1926 of 1958) had new pistons and sleeves fitted after dropping a valve and damaging the piston. Ex-Hambledon Mill Clyde 0-6-0DH 18 (64-379 of 1964) had two clutch failures involving the breaking of the shaft to the torque converter.

On 7 August, with number 18 out of service on the second occasion, a head on smash between ex Hambledon locos took place on a slight curve in Russell Road Gordonvale at about 3.15 pm. E.M.Baldwin 0-6-0DH 11 (4413-2-8-72 of 1972), heading cab first to the mill with fulls from Redlynch, met Clyde 0-6-0DH 13 (64-316 of 1964) coming hood first from the mill with empties. It is believed that the crew of one loco had jumped clear seconds before the impact, but that the other crew were injured and required hospitalisation. Both locos suffered significant damage.

11 was running with its brake wagon next to the loco and it is reported that both loco and brake wagon had the buffers pushed in about 100 mm. The loco's V8 engine's bellhousing was cracked, and an exhaust manifold and pipework broken. A broken buffer went under the loco and brake wagon and

damaged the loco's transmission oil reservoir which is also a heat exchanger, as well as bending up brake rigging. It is reported also that the loco's frame is cracked, although this may possibly have been the case before the accident. A spare Rolls-Royce 6-cylinder engine will probably be installed in this loco, while the brake wagon is having its end plate replaced.

13 was driven back several metres by the impact and its GM V8 engine broke loose, sustaining serious damage. The spare 6-cylinder Rolls Royce engine was tried for size in 13, but did not fit well. A new Cummins V8 diesel has been ordered for this loco, and was expected to be delivered by the end of August.

As 13 and 18 are two of the low cab locos for working north of Redlynch, 19 was the only one left available for this duty for a time, which made things difficult. Com-Eng 0-6-0DH 9 (FC3433 of 1964) has been fitted with control gear to enable it to work with the brake wagon normally used with 13, and it has been placed on the Redlynch run. Starting out from the mill at 8 am, two hours later than 19, it meets with it at Redlynch depot where a crew exchange takes place, allowing 19 to return to the area beyond the low-level bridge beneath the QGR just north of Redlynch before returning to the mill.

To cover the loco shortage, Baguley 0-6-0DM 1 (3377 of 1953) was taken off the "Mulgrave Rambler" tourist train standby and put onto cane haulage until 18 returned to service. It has been used subsequently to cover other breakdowns.

With the many disruptions to "normal" operating which have occurred this season, and the use of a loco fleet virtually double the previous size, loco runs have not kept to regular patterns, making life interesting for loco crews.

Cane coming from the Redlynch area is hauled by locos travelling hood first over the notorious Brimsmead Range section, requiring the use of a brake wagon at the rear. On arriving at Hambledon Mill yard, the loco runs around the rake to head cab first into Mulgrave, with the brake wagon next to the loco. Track changes are planned next year to allow through running.

There is a second link between the Mulgrave and former Hambledon systems. A connection at Morellini's (Kamma) makes a more direct route to the Green Hills and Pine Creek area than the connection at Meoli. The two routes can be used as large loops for one way traffic to and from Hambledon at busy times .

The "Mulgrave Rambler" service has been re-organised and trains now run twice daily only as far as Ways loop, where a triangle has been built at the Fairweather branch, just past the scenic Ross & Locke area in the Mulgrave Valley. Departure times are 9 am and 2 pm, with diesel haulage possible in February/March. Visiting enthusiasts are welcome to contact LRRSA member

Tom Porritt, a loco driver at the mill, on (070) 56 1083.

Tom Porritt 8/92: Cairns Post 8/8/92 via Tom Porritt & Chris Hart

SOUTH AUSTRALIA

COBDOGLA IRRIGATION MUSEUM 610 mm gauge

(see LRN 68 p 9)

The Cobdogla Irrigation Museum has obtained Motor Rail "SIMPLEX" 4wDM 7369 of 1939 from Farleigh Sugar Mill in Queensland. They intend to use it to pull their passenger consist during week days when their Bagnall 0-4-0ST ! (1801 of 1906) is not in steam. The "SIMPLEX" will also be used for work trains as their track is extended.

The "SIMPLEX" is basically complete except for pistons and connecting rods for the two-cylinder 2DWD Dorman diesel engine. Should anyone be able to assist the Museum in obtaining these or a complete engine, they should contact Robbie Osborne, 8 Bahnisch Avenue, BERRI SA 5343.

Peter Evans 8/92

VICTORIA

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Railway 762 mm gauge

(see LRN 89 p.16)

Gembrook Restoration

On 18 July, ballasting of the newly laid track to Wright Road crossing was continued. D21 was used, hauling four NQR trucks, but with only three filled, two trips were run, by which time ballast spreading was complete. D21 then ran two trains to take felled trees from along the track back to Lakeside where they could be burnt.

Work also commenced on Wright Road crossing. The old cattle pits were removed, and one new pit excavated, using a mechanical digger. On 22 August this work was continued. The second pit was dug, the rails were put in place across the crossing, and one of the cattle pits was constructed. A section of track in skeleton form was also laid, terminating just at the commencement of the platform at Wright station. Crossing Wright Road marked the completion of the work covered by Stage 1 of the permit issued by the Shire of Sherbrooke, and the commencement of Stage 2. As this was considered an auspicious occasion, 7A, rather than D21, ran the works train. The day was completed with 7A pushing its train over the crossing, with the

loco standing on the crossing itself. Stage 2 of the permit covers the section to Cockatoo Creek, and includes three bridges. Beyond Cockatoo Creek the railway is in the Shire of Pakenham. This Shire has a better understanding of the value of this project to the local community.

On completion of the Wright Road crossing, work will shift back to the Gembrook end. During the remainder of 1992 it is hoped to construct the main Gembrook road level crossing, then lay 850 metres of track to Orchard Road.

Gembrook water tank: The old corrugated iron water tank was removed during August, and rotted timber work in the tank stand was replaced. The old tank, which could no longer hold water, was found to contain an amazing variety of things, including a 6 ft oak tree!

Bridges: The PBPS has bought a long 5 ft 3 in gauge bridge near Balranald for a very modest price, and now has enough material to provide horizontal bearers for the three bridges which have to be reconstructed. This has considerably lowered the estimated construction cost of these bridges.

Thirtieth Anniversary Triple-Header

To mark the thirtieth anniversary of the re-opening of the railway between Belgrave and Menzies Creek, a special 12-car train was run between those stations on Saturday 25 July 1992 for members and volunteers. The loco was 7A and the driver Ian Barkla, the same loco and driver to run the first revenue train in July 1962. A "second division" of five cars was also run hauled by D21. To avoid being visually offensive to the crowds at Menzies Creek (or possibly to get it out of the way), D21 then ran empty cars to Emerald. At Menzies Creek, special events included the Climax on a five car train running two push-pull trips to the site of the landslide, and the Peckett, Sir John Grice, running a three car train to Clematis and back three times. Sir John, running funnel-first towards Belgrave, put on a really excellent performance working up the grade into Menzies Creek, all its trains being very heavily loaded.

Encouraged by this success, Sir John then headed a packed 17 car train back to Belgrave, an amazing performance for a 7 ton 0-4-ST, (though admittedly the Climax, and 7A, both bunker first, as the second and third engine on the train may possibly have done some of the work!). D21, which had previously returned its empty cars back from Emerald to Menzies Creek, returned to Belgrave as second engine on the last regular passenger train of the day, which was hauled by 14A.

Menzies Creek Station: The station building has been extended at both ends with a verandah on both sides. A small goods shed and a lamp room have been built on the platform. This work has been done within "Heritage" guidelines in the style of VR stations of the 1920s. A particularly attractive

feature of the station is two brick chimneys and fireplaces. One of these is in a new passenger waiting room.

Locomotives

3A: Sleeping peacefully at Emerald

6A: After 12A is back in service, 6A will go into the workshops for complete restoration. This work is expected to take 15 months. Increasing traffic has created an urgent need for more motive power. 6A has been out of service for about 10 years after its boiler failed a test and is presently sitting at Belgrave without driving and coupled wheels, and without boiler.

8A: is being reassembled after its major 10-year boiler examination. It is expected to be back in service by the end of August. The boiler was removed, many stays replaced, the shell ultrasonically tested, and all tubes were replaced with steel tubes with copper ferrules in the firebox which is hoped to control tubes "letting go" or leaking in the firebox. The boiler is back in the frames, cab and water tanks have been repainted, the cab floor replaced, and the cab is now back on the locomotive.

12A: Work continues on its rebuilding. It is expected to be back in service by the end of this year. Connecting and side rods are now fitted, work has commenced on the valve gear, and pipework for the boiler and injectors has been fitted. The boiler is nearly ready for a steam test.

NRT1: Despite what was said in the last report, the existing engine of this will be repaired, with some parts having to be obtained from overseas. While it is out of service, the Peckett has been assigned to yard pilot duties at Emerald.

G42: Work is continuing slowly. The reversing gear mechanism is nearly completed, having had many parts made up and machined due to the originals missing from the locomotive. Additional full time labour is to be taken on to speed up this work, but its completion will be some years away.

7A, 14A, Climax, Peckett, D21: All in service.

Rolling stock:

Guards van 2NBC has been overhauled, the walk through door at the end of the vehicle has been restored, and painted inside and out, and reissued to traffic on 12 August. Passenger vehicle 4NBH is in the Emerald car shops for a repaint, while 10NBH is undergoing a major rebuild, with a new floor and side panels fitted and doors to be fitted. A new open sided passenger vehicle 222NQR, is under construction and is 75% complete, while the materials for 223NQR are in stock.

Frank Stamford 8/92; Hugh Markwick 8/92

T.A.C.L. RAIL TRACTOR RESTORATION - PROGRESS REPORT

A project to Restore the Climax's Little Brother!

(see LRN 89 p.17)

On 24 August, tyres were successfully fitted to two of the TACL's wheels. It took four hours to heat the first tyre to expand it sufficiently. That was a big learning experience for our team, and our technique improved so much that the second tyre took only 75 minutes. Ron Gunn's expert assistance at the critical time of actually fitting the tyres was essential to our success, and was greatly appreciated by the team. Failure to get the tyre on correctly at that stage would mean cutting it off with an oxy torch and making a new tyre. We hope to fit the remaining two tyres early in September. The wheel sets will be sent back to Emerald to have the profiles turned to ETRB standard, and to have a new journal fitted to one axle as the previous journal had been worn to a very pronounced oval shape.

Frank Stamford 8/92: Hugh Markwick 8/92

MONT PARK MENTAL HOSPITAL TRAMWAY, Bundoora 610 mm gauge

(Located on the eastern corner of Kingsbury Drive and Plenty Road.

Grid Ref: CU275235 Melways Ref: 19F5)

About 1910 the Yarra Bend Mental Asylum was relocated to Mont Park 15 km north of Melbourne. The new hospital incorporated extensive farming facilities. To transfer fodder, a two foot gauge tramline was used in the milking sheds and stables. This tramway consisted of light rails (about 14 lb/yd) on pressed steel sleepers set in paving and incorporated a turntable.

In the 1960s the farm area was incorporated in the grounds of the Latrobe University and the remaining farm buildings occupied by the University's Central Stores.

During August 1992 the remaining buildings and the tramway were demolished. All rails and the turntable have been removed for scrap.

Similar tramways were used at other Victorian Mental Hospitals (e.g. Heatherton, Sunbury). Any further information on these tramways would be appreciated.

Colin Harvey 8/92

SUNBURY MENTAL HOSPITAL TRAMWAY

The Age on 6/6/92 (page 2) made mention of tramway remains at the Sunbury Asylum. The article noted that the tramway was "possibly used to carry sewage and compost to the vegetable gardens. It was drawn by horse or even patients."

The Age via Colin Harvey 7/92

WESTERN AUSTRALIA

ROTTNEST ISLAND 1067 mm gauge

(see LRN 87 p.17)

At an estimated cost of \$60,000 per kilometre, the proposed resurrection of the Rottnest Island army railway as a tourist railway is close to going ahead. With monetary pledges from various sources and promises of labour and materials from Westrail, the Army, and State Government, the Rottnest Island Authority calculated that the line could pay its way within two years of completion. The plans envisage a terminal at the Thomson Bay Settlement from which visitors could take the train to Oliver Hill gun emplacements via Kingstown (former army barracks). This would involve the former Army Jetty to Settlement tramway which was separate from the Army railway. Vegetation which has grown over the Army railway is being cleared in places and it is even possible that one of the former Army locomotives could be reconstructed. Also under consideration is former Westrail Perth suburban railcar stock.

Rottnest Islander 6-7/92 via David Whiteford 8/92

MEETINGS

MELBOURNE: North American Lumber

Large three truck Shays, Heislars and Climax's all featured prominently in the massive operations what characterised the timber industry of North America. Ted Stuckey has long held a strong interest in the logging methods and transportation systems that were pioneered in this part of the world but which were exported to other countries, including Australia. Ted will be sharing his knowledge with us at the October meeting

LOCATION Ashburton Uniting Church Hall, Ashburn Grove. Ashburton.

DATE: Thursday 8 October at 8.00 pm

SYDNEY:

Contact Craig Wilson on 02-484 7984

LOCATION: Woodstock Community Centre, Church St., Burwood

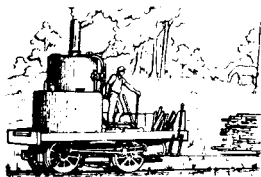
DATE: Wednesday 28 October at 7.30 pm

ADELAIDE:

Contact Arnold Lockyer for details Phone: 08-296 9488

LOCATION: 150 First Avenue, Royston Park.

DATE: Tuesday 22 October at 8.00 pm



LIGHT RAILWAY NEWS

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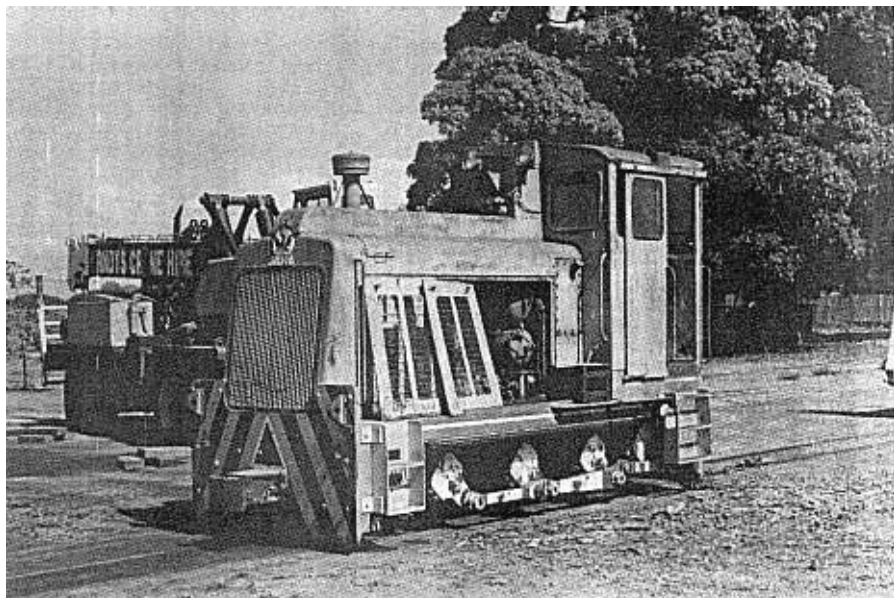
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Deadline for next issue - 31 December 1992



Newly arrived at Macknade Mill from Inkerman, Clyde 0-6-0DH DH1-2 of 1954 stands in the mill yard on 29 October 1992."

Photo: Chris Hart

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SEASONS GREETINGS!

We would like to take this opportunity to again thank all our contributors and to wish all readers and their families a very Merry Christmas and a safe and prosperous Happy New Year! We look forward to your continued support throughout 1993.

Geoff, Peg & Allison Hayes 11/92

NOTES, CORRECTIONS & COMMENTS

AUSTRALIAN FOREST HISTORY SOCIETY

Australia's Always Changing Forests: Second National Conference on Australian Forest History will be held at Creswick, Victoria, from 3-5 December 1992.

Aust Forest History Soc Newsletter No.8 1992

COBAR SHIRE COUNCIL, Cobar Regional Museum 1435mm & 610mm gauge

(see LRN 90 p.8)

Great Cobar Ltd (owners of the mine from 1906) had three 4-wheel electric locos, all built by W.G.Bagnall of Stafford, England. They were not given builders numbers in Bagnall's loco list, but had General Order Nos. 54/1907 (the first two) and 550/1908 (the third). Electrical equipment was by British Westinghouse. Two were sold after 1920 to Hebburn Ltd who proposed to electrify their colliery line. They never did this and one was converted c.1940 to the brakevan now preserved.

Richard Horne, Surrey England 10/92

ENGINEERING HERITAGE CONFERENCE

The Institution of Engineers, Australia, held the Sixth National Conference on Engineering Heritage, 1992 "Conserving and Recording Engineering Heritage", in Hobart from 5-7 October 1992. Three of the papers presented of interest to Light Railway enthusiasts were: "Not only the Hardware but the

Software Too" (about railway museum information needs); "Heritage Talking" - A Semiotic Analysis of a Major Railway Museum; and "The Ballarat Railway Station and Yards".

Jim Longworth 10/92

SUGAR RESEARCH LTD, Mackay

(see LRN 72, p.16)

The development of a driver training simulator for cane railway locomotives is being investigated. The cost of a full video simulator in mock-up cabin would be too expensive (and not useful enough in view of the multiplicity of locomotive types and variations in use). However, it would be quite possible to write a program which enables different locomotives to be "driven" on particular mill lines, using a PC. Could this become a popular new computer game for NG enthusiasts?

John Browning 10/92

BOOKS

PIONEERS OF THE COLLIE DISTRICT 1880-1930

N.S. Coote, Literary Mouse Press 1991

This book by Coote, a former Collie Shire Councillor, covers the history of this coal mining and timber town in the Northern Jarrah Forest, including the development of the Collie Estate, a very large track of land owned by the Salvation Army. The book conveys Coote's intimate local knowledge of the various sawmilling and railway contractors operating in this region from the 1880s onward.

Aust Forest History Soc Newsletter No.8 1992

RESEARCH

HALLETT COVE, South Australia

A request has been received from Les Fordham of PDSRM for information regarding a light railway at Hallett Cove Railway Station yard. He believes that it was operated by the predecessor of the Highways Dept, and a photo of it appeared in one of the Departmental Annual Reports c.1920s. Any information would be appreciated.

LRRSA SA Group Minutes 10/92

TOUR NEWS

WARBURTON WANDERINGS

Due to inclement weather and incessant rain for the last several months, the Society's planned tour to Warburton on 18/10/92 has been postponed until next year. It was considered too dangerous to attempt the descent of the inclines. Watch mailouts for advices as to the new date!

Jack Stock & Phil Rickard 10/92

SITE REPORT - VICTORIA

By now we should have received *The Beechy* back from the printers and members who have ordered copies should receive them soon. If you have not ordered a copy, you should do so soon as sales already made indicate that the initial (hand cover) print run will sell out quickly.

We continue Norm Houghton's fascinating series of site reports which indicate the intensity of the field work carried out for the preparation of this, his latest book.

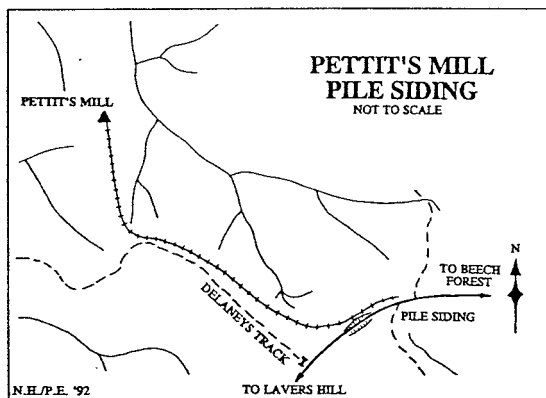
1. PETTIT'S MILL, Pile Siding
2. SMEDLEY'S MILL, Olangolah
3. HITT'S WONGA TRAMLINE, Gellibrand

1. PETTIT'S MILL, Pile Siding

On Friday, 17 May 1991, a visit was made to Pettit's mill site at Pile Siding. The mill operated from 1924 to 1929, when destroyed by fire. The press reported an arson attack during the 1929 timber strike, but local information has it that the weekend caretaker was irresponsible in allowing a small

accidental fire to catch onto the mill building.

This mill was powered by a former VR "O" or "B" class loco boiler (see p.36 West Otways Narrow Gauge). Pettit's leasehold and freehold timber sites were taken over by Jim Marchbank in 1933, but Marchbank did not use the Pettit mill. The boiler was cut up for scrap metal, but



just about everything else was left on site to decay.

In 1985-86, logging tracks were made into the area and much of the mill site was destroyed by the loggers who, because of the dense undergrowth, were not initially aware that they were right over the mill. Remaining tramline was torn up and the mill surrounds churned over by heavy equipment.

Regrowth and dense wire grass have swallowed up the site again, and after an hour of going around in circles with two local guides, the spot was found. Leaning against a tree is the smokebox front plate and door from the mill boiler, placed there by the loggers. Nearby is a square pit that does not seem to be part of the mill (possibly a toilet pit) and around about are some horseshoes and bricks. The actual mill building-site closer to the gully edge could not be found as we were unable to see the ground, let alone walk on it, due to the tangle of vegetation.

The mill saw-blades were removed by forest rangers in 1986 to forestall vandals and souvenir-hunters, and are now at Gellibrand. The visit was not in vain however, as an accurate fix of the mill site was able to be made.

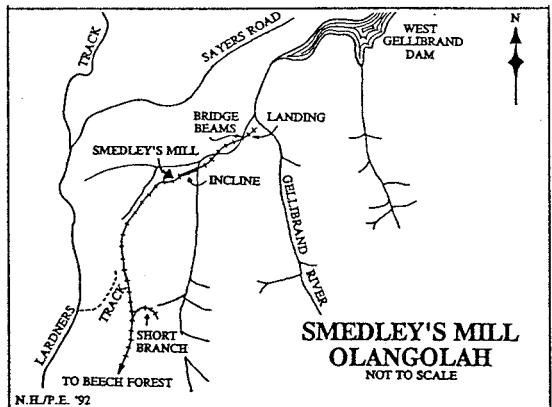
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2. SMEDLEY'S MILL, Olangolah

On the following Friday, 24 May 24, an exploratory visit was made to Smedley's mill site at Olangolah following a local tip about a log-line out from the mill.

Smedley's Mill operated at Olangolah during the 1920s. Sawn timber was trucked to the Beech Forest railway station, 10km west, along the tramline originally installed by the nearby Box Mill. A local informant had come across the far end of a tramline but did not follow it back to its source. When plotted, this sighting seemed to indicate it was probably a log-line from Smedley's Mill.

On the day, I drove 500m down Sayers Track and parked. After setting a compass bearing due south, I plunged into the dank, dripping undergrowth, down a 45 degree slope to the creek where the tram supposedly was situated. Needless to mention, the tram was not there, and after further explorations



and scrabbling up the other side of the creek, I eventually located the road-bed way above the creek, heading east on the level.

A small cutting on a slight curve brought the tram out into a level clearing, but blackberries 3m high completely filled the clearing. A detour was made on the uphill side, and on traversing back to where the tram should be, a straight and deep cutting trending north-east and dropping away at a fairly steep grade, was found. I first thought the cutting was a snig track, as it seemed awfully narrow, but after following it down to a creek coming in from the south, it was shown to be a tram cutting as the remains of a tram bridge were on the bank.

After crossing the side creek, the tram levelled out, with the main creek on the north side a few metres away, and continued east for 150m where the main creek was crossed again. Here the tram closely followed the creek (to the south) through a gloomy, dank, muddy zone of tree-ferns and decaying logs for 100m and crossed the creek again. The bearers for the bridge are still in place, but I did not fancy crossing these slippery examples, and forded the creek nearby.

On the other side the formation opened out and the going was much easier. About 50m on, the formation became very wide, and remains of a log landing could be seen on the south, so presumably there was a loop-siding here. A little further on, perhaps 50m, the line ended at another intersecting creek. Down in the creek was a set of wheels that were measured at 3ft gauge.

I checked the other side of the creek but could not see any obvious signs of a formation, so turned around and followed the tram back. By this stage, the pervasive wetness from the vegetation and my own bath of perspiration had led to the disintegration of my notebook, so I abandoned any further efforts at recording and trudged along trying to enjoy the very dank scenery. It was too dark for ordinary photography, and even though I had a flash, none of these attempts came out satisfactorily.

Back at the bottom of the incline, I decided to walk up the cutting but after a bit had to climb out because the footing was too slippery. Up on the slope above the cutting was another tram wheel set. I wondered how it came to be there, but didn't realise that I had crossed the log line and was almost below the mill site (where the wheel set would have rolled from). I was so busy looking down and scrambling over fallen logs that I failed to notice a gigantic, frozen cascade of sawdust until I walked onto the bottom of it at creek level. The sawdust heap must be 30m high. I climbed out of the creek on all fours to the top of the heap, intending to inspect the site and see where the tramline came into the mill but another fern, blackberry and scrub jungle barred the way.

The day was getting on, so I called it quits and, setting a compass bearing for Sayer's Track, plunged down the slope and up the other side in another gut-heaving effort. Back at the car I changed out of my wet clothes and burnt off a couple of leeches.

Having found the mill site and log-line relics the hard way, I determined to come back via an easier route next time. That chance came one week later. I had plotted a route to the main access tram from an old aerial photo that showed the area when it was farmland, before resumption for water supply purposes.

I parked the car 1.5km down Lardner's Track and headed due east along a track into the old farm. I was looking for two Cypress trees near the site of the long-gone farmhouse to gain a fix, and after 150m, came across one of the trees to the left of the track. The track veered to the north-east down through a former cleared paddock. I left the track and proceeded east-south-east through the scrub, crossed a creek and climbed up onto a flat-topped ridge between two creeks. I came across the tram road bed almost immediately because I had climbed out of the creek into the clear area under a large fern canopy. The faint earthworks could easily be followed north and south but once out from under the ferns it was not so plain because of thick ground cover. I followed the route by compass-bearing, so I knew the line went dead-straight to a large clearing (that I had wrongly assumed earlier to be the mill site). Photographic evidence indicated two routes out from the clearing, but these could have been snig tracks. I followed the route to the clearing, and not surprisingly, found the clearing to be full of blackberry bushes, but only 1.5m tall and small by Otway standards.

After skirting the blackberry tangle to the east, I picked up the tram on the other side and followed it with difficulty for another 150m or so until satisfied that this was the mill access route. Retracing my steps to the clearing, I scouted the north-east corner where "something" should be found. The landscape on this side of the ridge is danker and the vegetation thicker than on the other side, so I spent a long period thrashing around the scrub without finding anything of interest. I eventually found myself standing on a 4m section of what looked like a very low embankment with nothing on either end.

I followed the gully contour around to the south-east and came across what looked like a small cutting, again completely isolated. Pressing on for a few minutes, following a blind compass-route (as there was nothing visible on the ground), I eventually found a length of bench that ran into a dead-end cutting on a gully overhang. I checked all around the site for a bridge or a zig-zag down to the creek bed but found nothing. The compass-bearing for the dead-end matched the aerial photo, so I presumed I had located the branch

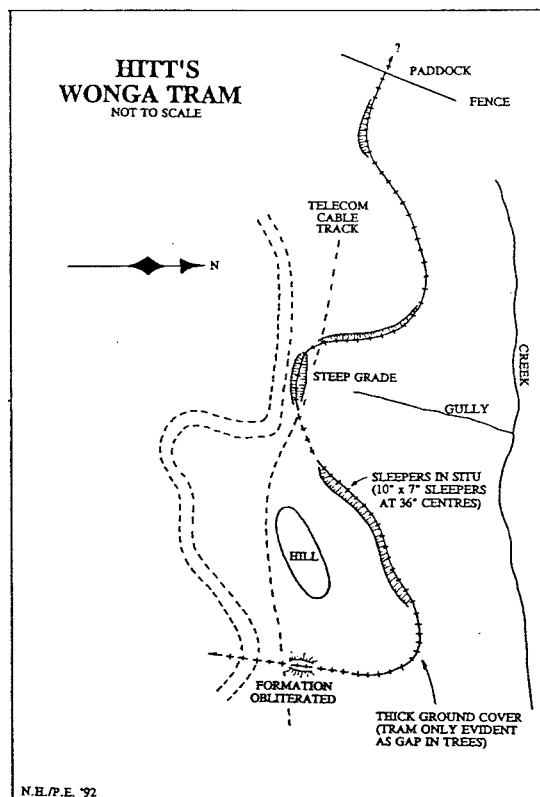
out of the clearing. This branch was short, about 150m, and its purpose mystifies me. I found no traces of a landing or winch site.

By now I had had enough of bush bashing through blackberry vines as thick as ropes, and headed back to the farmhouse track. Once on the track, I followed it north-east to its end in a grassy paddock, gradually disappearing under bracken fern, and noted for future reference that the mill access tram was in the trees across the creek from where I stood.

3. HITT'S WONGA TRAMLINE, Gellibrand

Once back at the car I changed my sodden clothes and checked for leeches (none today as I had liberally painted my boots and sock-tops with kerosene) and drove to Gellibrand to continue a reconnaissance of Hitt's Wonga tramline in the dry forest region where the slopes are only 35 degrees. This line worked from 1934 to 1938 and used a home-made tractor for motive power.

On several trips I had been attempting to plot and map this line, especially where it came off the top of the ridge, and to determine how it negotiated



the steep fall down to the Gellibrand River. Shire records were either contradictory or Hitts had altered their original intentions, as the bottom end of the line was not where it was supposed to be. I knew from aerial photographs and a fragmentary municipal plan, where the line was supposed to descend from the top of the ridge to the Gellibrand River flats, but had not so far found any reasonable length of road bed to confirm this. On previous occasions I had concentrated on the route near roads, but today I decided to ignore my preconceptions and head to the top of a small hill that I knew the tram had to pass below. I walked straight down the hill, and after a couple of

minutes came across the road bed running in an east-west direction.

The formation was quite clear and included some sleepers, approx. 10 inches wide by 7 inches deep, spaced at 3 foot centres. I walked east, following the line as it veered slightly south. The wattle scrub undergrowth became very dense at this point, and as the terrain flattened a bit the formation became indistinct. I could trace the line only by referring to the gap in the trees. My compass told me the line swung through a 100 degree turn to face south-west as it dipped down towards the road, and I came out of the scrub near the road and stood, to my chagrin, exactly on the spot where I had been several months previously, with a plan in my hand and been unable to locate the tram because of Telecom's ground disturbance works.

On the downhill side of the road, was a thick mass of fallen trees and scrub that made following the line difficult, so I retraced my steps and walked back along the formation, intending to follow the route right to the top of the ridge away to the west. I walked back to my starting point and continued west, following the alignment until losing it near where the tram brushed the road. The route has been severely disturbed here, and no trace could be found until hopping up onto the slope to the west where a shallow cutting and steeply-rising formation was located 4m from the road. The tram parallels the road on top of the rise for 40m and then swings north, still rising. A gradual turn to the north-west to follow a gully contour brings the tram into relatively clear bushland, and here the formation can be seen without its usual overlay of vegetation. The track continues westwards, rising all the time until disappearing under a confused tangle of greenery and fallen trees at the end of which is a property boundary and a cleared paddock. Clearing operations have destroyed all traces of the formation, but I was able to fix the probable route by reference to a clump of trees and a hay-shed, and pencil-in the likely route from the top of the ridge.

Norm Houghton 10/92

NEW SOUTH WALES

LEYLAND BROTHERS WORLD, Tea Gardens 610mm (?) gauge

(see LRN 85 p.6)

According to a TV report, this attraction is in receivership and is currently for sale. Vendors are the Commonwealth Bank of Australia.

"60 Minutes" 20/9/92 via John Browning

CENTRAL PARK RAILWAY, Forresters Beach, Gosford

(see LRN 47 p.4)

On Monday, 21 September 1992, the Central Park (Forresters Beach), near

Gosford, 610mm gauge railway of approximately 1.2km, closed for good, with the disposal of the six diesel locomotives to Menangle, 6.4km south of Campbelltown. Several items of rolling stock joined the engines, while other vehicles found new homes or the scrap merchants' yard. The Central Park Railway was laid down in 1974, and was operated by Kevin Rubie, who also operated a putt-putt mini-golf course and several other attractions. The railway operating concept was to service the various forms of entertainment, but never lived up to expectations. The line was laid in various weights of rail, from 20lb through to 50lb; sleepers were a mixed bag, mostly half-round logs, with very small spikes to hold down the rails. (The size of the spikes was a major factor in the rails frequently spreading and twisting.) There were five points.

On Tuesday, 8 September, Kevin Rubie phoned Len King in Sydney to reiterate the promise that if and when the locomotives became available for sale, first offer would be made. (The original offer was made back in the 70's when the Belbin collection of steam locomotives and carriages were removed to Kurrajong.)

An inspection of the site at Forresters was carried out on Saturday, 12 September, in the company of Paul Simpson and on behalf of Rob Osburne, all three people now being the owners of the diesels. The locos are:

Fowler 16830, built 1926, approximately 10 tons; Gardner engine, 5 cylinders, LW6A E4933. Ex CSR Condong sugar mill, Murwillumbah.

Simplex 11023, built 1955, 6 tons; model 3L750. Ex Condong sugar mill, Murwillumbah.

Four Ruston & Hornsby size 20 class DLU; Nos. 304453, 304455, 304460, and 304457, 3 tons each. Used on Eastern Suburbs Railway construction. They are part of a batch of locomotives built in 1950-51.

Kevin Rubie bought the Fowler and Simplex direct from CSR in the early part of 1975. The Fowler never saw a great deal of use, owing to its weight and cost of operation! The Simplex saw extensive service on weekends and school holidays for several years.

The Rustons were bought from a scrap dealer's yard at Lilyfield, near Maitland, in 1978, but only one, No. 304457, saw extensive use and travels. It spent over a year at "Canberry Fair", Canberra, in the early 1980s, on the tourist railway as part of an historic village reconstruction. While there, it acquired a new cab and bonnet, and a change of colour (maroon). The colour reverted to yellow on return to Forresters Beach when the leasing agreement expired and "Canberry Fair" ceased to trade.

For the past five years the railway hardly saw any use, and the locomotives deteriorated through vandalism, weather and salt air - the railway basically

being surrounded by sand dunes. The many converted cane wagons (bodies built on them to carry up to six people each), also became more dilapidated and vandals let many run away down the property and derail. Several ex-ballast wagons were also wrecked.

Monday, 14 September, saw Paul Simpson and Rob Osbourne travel to Forresters Beach and make the decision to purchase all locomotives. At this time, because of the condition of the Rustons (very rusty and missing parts) and the Fowler (head and other parts off the engine), it was decided to try and start up the Simplex. After about an hour and a half's work, the engine spluttered into life, and allowing for a leaky radiator and water pump, the loco was able to work again after years of idleness. A general grease and oil around was carried out, water topped up, and as the engine warmed up, so the move from Forresters began.

Meanwhile many inquiries were being made as to the cartage of the locomotives to the Menangle site, and costs were found to be extremely high for cranes. Late that Monday afternoon, a tilt-tray truck arrived to deposit a container for Kevin Rubie. Within an hour and a half that truck was on its way with two Rustons on board. Agreement had been reached that all locos could be transported to their new home over the next week - there was extreme urgency to remove equipment from the site, as the new owners were to take over the property and all it contained on Tuesday, 22 September. (Already a local scrap metal dealer was on site, moving materials.)

Friday, 18 September, saw Len King and Paul Simpson again at Forresters, to prepare to remove the other 4 locos. Till the truck and its crew arrived at 8.20am, preparations were made - Paul Simpson's car was used as a shunter to move two wagons from in front of a Ruston to enable the truck to back up to it. The Simplex was started up, checked over, and moved another Ruston along the line ready for loading. But at 9.10am the truck became bogged as a "short cut" was taken and the rear axle sunk into soft ground. After digging around the tyres and making ramps of timber, the truck was moved out and loaded the next Ruston. The load departed at 10.35am. Between then and 4.15pm, when the truck arrived back to take out the Simplex, attention was paid to the Fowler in preparation for its brief tow down the track. The Simplex performed several shunting operations to line up two bogies, several converted cane wagons and the Fowler. After the Simplex was winched onto the truck deck, it was learnt that no arrangements had been made to remove the Fowler - but after advice from the scrap dealer, a drive to Erina Heights saw negotiations go ahead with a local company for a larger tip-tray to carry out the job.

Saturday, 19 September, saw the Simplex arrive at Menangle. The Rustons

were placed in a large privately-owned shed as they arrived. That afternoon the Zinn's loco from Albion Park (now owned by Paul Simpson) was placed on the engine shed track.

Sunday saw Paul return to Forresters to supervise the loading of his Fowler, along with the two bogies. Negotiations were also held with Kevin Rubie and he donated several converted cane wagons to the three men. These travelled from Forresters to Menangle on Monday, 21 September. So ended an era of 2ft gauge operations on the Central Coast. Because of the time factor and cost, nothing could be done to remove at least even the points, for all rail would be going to scrap.

Len King 10/92

NSW STEAM PRESERVATION CO-OPERATIVE SOCIETY LTD, Campbelltown Steam and Machinery Museum, Menangle 610mm gauge

(see LRN 90 p.8)

See CENTRAL PARK RAILWAY, Forresters Beach

WATER BOARD, Berkeley Close, Berowra 760mm gauge

(see LRN 90, p.10)

The Gemco hauler is probably Plant No. 105 (my records give B/N as 12705.06/98/70). P/N 105 is one of two locos converted from 2 ft to 2 ft 6 in gauge, to be used in conjunction with Tunnel Boring Machines. Not many B/N's of Water Board Gemcos are known. Fifty locos have been identified - what details are known were published in LRRSA NSW Division's Research Bulletin No.9, August 1992.

Jim Longworth 10/92

QUEENSLAND

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY, Durundur Railway, Woodford 610mm gauge

(see LRN 89 p.10)

The former D'Aguiar station building arrived on site at Woodford on 21 June and restoration will be assisted with a \$12,000 grant from the Caboolture Shire Council. Toilets are being installed in this building.

The David Brown tractor engine on F.C.Hibberd "Planet" 4wDM 2566 of 1942 has been under overhaul by a community service worker. Community service workers have also stripped a RM coach (P110) ready for rebuilding, and have removed necessary ironwork from the two VTS ballast hoppers in

preparation for gauge conversion.

Durundur Railway Bulletin
6/92, 7/92, 8/92 & 9/92 via John Browning

BABINDA SUGAR LTD 610mm gauge

(see LRN 87 p.11)

The Bundaberg Foundry B-B DH locomotive Babinda (002 of 1991) is normally used on an express run from Garradunga to the mill, picking up a rake of cane there made up by locomotives operating in the former Goondi Mill area. It is reported that there have been difficulties with the microprocessor operating this unit's engine management system, causing occasional engine shutdowns.

Two 0-6-0DH locomotives, *Fishery* (Baguley 3387 of 1954) and *Russell* (ComEng A2027 of 1958) have been relegated to spare this season, and appear to be in poor external condition, although still housed in the loco shed.

Malcolm Moore 4wDM 20 (1057 of 1943) has been displaced from the navy shed to stand in the yard in rather sorry condition. However it is reported that the other Malcolm Moore 4wDM (1011 of 1943) is in the mill's garage, where it is receiving an extended overhaul.

A new tramway underpass is under construction at the north end of the mill in connection with reconstruction works on the Bruce Highway. The new highway alignment is on an embankment under which the tramway to the east will continue to run on its present alignment.

John Browning 10/92

BUNDABERG SUGAR CO LTD, Mourilyn Mill 610mm gauge

(see LRN 83 p.8)

See QLD SUGAR INDUSTRY CORP LTD, Mourilyan

QLD SUGAR INDUSTRY CORP LTD, Mourilyan Bulk Sugar Terminal 610mm gauge

(see LRN 87 p.12)

A rather surprising development at Mourilyan Mill has been the acquisition of Walkers 0-6-0DH 570 of 1956 from the Sugar Terminal. This unit was used by Walkers as a demonstrator at several mills in the 1950s including Goondi, North Eton and Bingera, before being sold to the then Sugar Board in 1960. Its lack of success as a demonstration unit might shed some doubt as to its suitability for main line cane haulage some 35 years later! A number of modifications have been carried out, and repainting of the headstocks had commenced by Saturday 3 October, but it had already been used on several

occasions for cane haulage by that date, including that morning. Crew reaction might not be too ecstatic, judging from the chalked inscription LOCO MADNESS on the cabside.

Mourilyan Mill's Clyde 0-6-0DH 10 (56-93 of 1956) was noted shunting ex-Innisfail Tramway HH & HHB class 20-tonne sugar box wagons at Mourilyan Harbour on the same date, so it is assumed that these duties are now to be regularly carried out by a mill locomotive.

Goondi Mill is still apparently used as a navvy depot. The many steel cane trucks and other ex-Goondi equipment stored in the yard here (including Wickham 2-2wPMR line car 8376 of 1959) have been cleared out, and their place taken by at least 50 or 60 ex-Innisfail Tramway H class 12-tonne sugar box wagons, many with the sugar boxes holed.

The cab of Clyde 0-6-0DH 4 (62-288 of 1963) was noted outside the loco shed, so it can be assumed that this unit has received a soundproofed cab during the past slack season.

Mourilyan Mill had a number of steam locomotive frames used as heavy duty wagons around the mill, although these have seemed to be largely out of use in recent years. One frame, that of Fowler 0-4-2T 12025 of 1909, used as a crane chassis, appears to have disappeared. However, two steam loco chassis were seen, one of Krauss 0-4-0WT 3267 of 1895, used as a mill roller carrier, and the other, 0-4-2T Hudswell Clarke 1556 of 1925, almost covered with junk. Three other 0-4-2T chassis were also here in the past, those of Fowler 12967 of 1911, 15916 of 1921 and 20713 of 1935.

The Sugar Research Institute is planning to develop a hand-held remote control unit for cane locomotives, and hopes to trial the prototype at Mourilyan Mill. This type of development could prove very useful during shunting operations.

John Browning 10/92; Chris Hart 10/92

COAL RESOURCES OF QUEENSLAND LTD, Cook Colliery, Blackwater 1067mm gauge

(see LRN 88 p.12)

The announcement of the closure of Cook Colliery on 27 November was made in September. This is believed to be the only underground coal mine in central Queensland using rail transport.

Mackay Daily Mercury 26/9/92 via John Browning

CSR LTD, Herbert River Mills 610mm gauge

(see LRN 90 p.11)

At Victoria Mill, Clyde 0-6-0DH *Centenary* (64-381 of 1964) is now the yard

loco. It has its hood top painted green, and is fitted with a blue flashing beacon to distinguish it from other locos at night. E.M.Baldwin B-B DH *Wallaman* (6400-3-4-76 of 1976) is the second Victoria bogie loco noted as having a thick green band at waist level.

Malcolm Moore 0-4-0DH Moore (DH-112-GT-1 of 1956) has generally been used by the navvies this crushing season, and was at Macknade for about two weeks at the end of September, even hauling cane there on 18 September. Another Victoria loco, E.M.Baldwin 0-6-0DH *Hobart* (4413-1-7-72 of 1972) was also on loan to Macknade, in mid October.

Drewry 0-6-0DMs *Dalrymple* (2391 of 1951) and *Victoria* (2404 of 1953) are derelict in the scrap yard at Victoria Mill, with *Dalrymple* having lost its engine. Drewry 0-6-0DMs *Seymour* (2392 of 1952) and *Leichhardt* (2393 of 1952), and E.M.Baldwin 0-4-0DH *Albany* (6-1792-1-11-66 of 1966) were all noted sitting in the "rotten row" near the locoshed in early October.

At Macknade, Clyde 0-6-0DH 12 (65-434 of 1965) has continued to be used for intermittent periods on sugar haulage duties, each time displacing E.M.Baldwin 0-6-0DH 14 (6-2490-1-7-68 of 1968) and with brakewagon 1 being transferred from loco 14 to loco 12 on each occasion.

Clyde 0-6-0DH DHL2 of 1954 from Inkerman Mill arrived at Macknade Mill on transfer on 29 October.

John Browning 10/92; Chris Hart 10/92

HAUGHTON SUGAR CO PTY LTD, Invicta Mill, Giru 610mm gauge

(see LRN 89 p.11)

Following the last wet season's flood in the Haughton River, one of the bridge piers on the Haughton River tramway bridge commenced sinking. This bridge carried almost all of the cane conveyed to the mill, and by Saturday, 3 October, the problem had become of sufficient concern for temporary repairs to be carried out. Consequently, a heavy crane was at work placing steel piles in the river bed along side the bridge, to which horizontal girders were to be attached in order to support the spans. As weekend crushing was taking place, this work had to be carried out between the passage of trains. The temporary piles appeared likely to restrict clearances on the bridge thus necessitating a severe speed restriction.

A new branch approximately 7km in length has been built just south of Clare township, along Mulgrave Road and Mitchell's Road. This is only the second branch line built off the mill's 90km main line to Dalbeg, and further branch extensions seem likely in view of the enormous potential for cane growing in new irrigation areas currently being developed and still to be opened up.

John Browning 10/92

ISIS CENTRAL SUGAR MILL CO LTD, Cordalba 610mm gauge

(see LRN 86 p.14)

It is understood that the mill's second regauged ex QGR DH-class Walkers B-B DH entered service during the 1992 season, but details need confirmation.

John Browning 10/92

ROD LEONARD, Trinity Beach 610mm gauge

(see LRN 84 p.8)

Rod Leonard's plans to run a tourist passenger service on mill tracks north of Cairns, under the name "Marlin Coast Railway Co." have met with a setback. Sale of the Hambledon Mill tramway to Mulgrave Mill at the end of 1991 has resulted in conditions being imposed upon operation which Rod has found prohibitive.

E.M.Baldwin 4wDH 4660-1-8-72 of 1972 has been restored to running order, fitted with a cab and painted in green and red livery. It carries the name "Rod's Rocket". A second identical unit (4660-2-8-72 of 1972) remains in unrestored condition. These two are 8-tonne tunnelling locomotives built for Pearson Bridge and sold at auction by Cementation Ltd in 1986 (see LRN 52 p.8). They are reported to have been purchased from the Newcastle area of NSW.

Four passenger cars approximately 11m long have been constructed, with two not yet fitted out internally. These are designed to have seating arranged lengthwise and facing inward along each side of the vehicle. A quantity of rolling stock was acquired from the closed Hambledon Mill, including cane trucks and two navy mess cars.

John Browning 10/92

MACKAY PORT AUTHORITY, Mulherin Park, Mackay Outer Harbour 610mm gauge

On 14 November, expressions of interest were sought from parties interested in the acquisition and restoration of John Fowler 0-4-2 17683 of 1927 which was built for Racecourse Mill. This unit has been in the Harbour Park since 1971.

John Browning 10/92

MACKAY SUGAR CO-OPERATIVE ASSN LTD 610mm gauge

(see LRN 89 p.12)

Some 7116 tons of harvested cane were diverted from Proserpine to Farleigh Mill after a circuit breaker fire on 10 September, led to Proserpine Mill being put out of action for 6 days. Cane was hauled by tramway from

Proserpine to Elaroo and then piggy-backed by road transport to Wagoora where it was unloaded onto rail to be hauled to Farleigh, a total distance of 129km. Some difficulties were experienced with couplings, and modifications were required at the Farleigh mill yard and tippler.

Farleigh Mill plans to run a passenger train for interested growers over the full length of its Wagoora line following the end of crushing in November. A similar trip last year proved very successful. Motor Rail "Simplex" 4wDM 7369 of 1939 has been disposed of to the Cobdogla Irrigation Museum in South Australia (see LRN 90 p.13).

Pleystowe Mill's decision last year to equip its 1880 bins with coupling C-brackets has proved effective, with derailments during the 1992 season down by 70%. The brackets are fitted to the miniature Willison couplers and restrict movement of the coupling shank under braking. The brackets have also enabled longer rakes of empty bins to be hauled down grades.

Racecourse Mill advertised for a Cane Railway Engineer on 3 October. The advertisement indicated that the mill has 195km of cane railway and 22 bridges.

Lack of cane in the Marian Mill area has meant that locotrol operation with the Eimco bogie diesels was not necessary this year. This was probably also the reason why only one locomotive was based at Finch Hatton this season. It travelled out there from Marian at the start of each week, and returned for the weekend. The E.M.Baldwin 4wDH tunnelling loco conversion (4529 of 1973 rebuilt 8860-1-8-79 of 1979) used for navy duties at Marian is being fitted with a new Cummins 4-cylinder engine.

*Mackay Sugar 11/92 & Mackay Daily Mercury 16/9/92 & 3/10/92
via John Browning; John Browning 9/92*

MULGRAVE CENTRAL MILL CO LTD, Gordonvale 610mm gauge

(see LRN 90 p.11)

Troubles with locomotives continued during the 1992 season. A new Cummins 6-cylinder engine was fitted to Clyde 0-6-0DH 13 (64-316 of 1964) but it was then discovered in early September that axlebox and bearing damage in its head-on collision with loco 11 had been more extensive than first thought. The axleboxes had to be crowbarred out of the frames when it was attempted to drop them. The locomotive re-entered service on 6 October, but its reduced engine size meant it could only haul 45 full bins over the Brimsmead Range, whereas previously, fitted with a V8 engine, it could haul 60. However, adjustment of the governor on this machine to increase maximum revs from 1500 to 2500 has increased haulage capacity to 56 fulls. All the work on this unit has produced a very smooth ride. This unit has been

running with brake wagon 19, which was observed out of service in early October.

Clyde 0-6-0DH 15 (58-190 of 1958) was in trouble late in August when cane trash on the brake blocks burst into flames. The ensuing fire did enough damage for the loco to be out of service for two days.

On 23 September, Clyde 0-6-0DH 18 (64-379 of 1964) suffered its third clutch failure for the season involving the breaking of the shaft to the torque converter. This unit was out of service for two days while repairs were carried out, but when the shaft broke for the fourth time on 7 October, the unit was placed out of service.

Meanwhile, E.M.Baldwin 0-6-0DH 11 (4413-2-8-72 of 1972) was dismantled and its frame was placed in the "Mulgrave Rambler" shed, where frame damage was being worked on by the boilermaker in early October. By the end of October it was back in service fitted with a Rolls Royce 6-cylinder engine. This necessitated the continued use of Baguley 0-6-0DM No.1 (3377 of 1953) as the mill's only available spare locomotive. The former blue areas on this had been painted in a deep green colour as spare loco for the "Mulgrave Rambler" service. This locomotive hauled some "Rambler" trains this year in February and March, but consideration is being given to closing down the operation in these "off season" months in 1993.

On 2 September, brake wagon 11, which had also been damaged in the head-on smash, was returned to service coupled with Clyde 0-6-0DH 19. The original Mulgrave Mill North Queensland Engineers & Agents brake wagon was unused, sitting outside the loco shed. Brake wagon 13 has continued to be used with Com-Eng 0-6-0DH 9 (FC3433 of 1964).

Two ex-Hambledon Mill Motor Rail "Simplex" 4wDM locos in green and yellow livery were noted in the Mulgrave fleet in early October. Six-ton machine 10450 of 1954 was stationed at the Redlynch depot, while 4-ton 2090 of 1922 was in the navy compound at Mulgrave Mill, adjacent to Mulgrave's 4wDM "Simplex" 4207 of 1929, which has been dumped here dismantled for ten years.

Ex-Hambledon equipment which was not seen, and may very likely have been sold for scrap, includes two other Motor Rail "Simplex" 4wDM locos (including 3748 of 1925), and Hansen linecar 1516 of 1976. This equipment had not been operational at the time of Hambledon's closure.

The Hambledon Mill site is rapidly being cleared, and may be redeveloped. Even the remaining mill yard trackage may be gone next year, for there are plans to divert the Redlynch and Sawmill Pocket lines to connect directly with the line leading from the mill site to Edmonton.

John Browning 10/92; Tom Porritt 10/92

PIONEER SUGAR MILLS LTD, Inkerman Mill, Home Hill 610mm gauge

(see LRN 89 p.12)

A Tamper STM XLC tamping machine is reported to be on order for delivery in early 1993. Clyde 0-6-0DH DH1.2 of 1965, formerly IONA, was transferred to Macknade Mill at the end of October.

*Bob James 9/92; "ARHS Bulletin" 11/92
via John Browning; Chris Hart 11/92*

PROSERPINE CO-OPERATIVE SUGAR MILLING ASSOC LTD 610mm gauge

(see LRN 83 p.12)

Some 7116 tons of harvested cane were diverted to Farleigh Mill after a circuit breaker fire on 10 September (see Mackay Sugar for further details.)

Clyde 0-6-0DH 5 (60-218 of 1960) was observed in early October fitted with a new Eimco cab. It was hauling a rake of empty bins with a double length rigid wheelbase 4-wheeled bin marshalled next to the locomotive.

The mill's two Baldwin brake wagons were noted stored out of use in the navy shed. These units were purchased for use with the mill's two bogie Baldwin locos, but are obviously not being used currently.

*John Browning 10/92;
Mackay Sugar 10/92 & Daily Mercury 16/9/92 via John Browning*

RAILCo, Atherton 1067mm gauge

Ex-QGR Walkers A1A-A1A DE 1180 (568 of 1958), purchased for industrial use at Lappa (and possibly never used - see LRN 79 p.11), has been acquired by Railco (Ravenshoe - Atherton Insteam Locomotion Co.) for use on its projected Ravenshoe-Atherton tourist railway. Current operational base is Ravenshoe, and trains operate as far as Tumoulin.

Tom Porritt 10/92

SOUTH JOHNSTONE MILL LTD 610mm gauge

(see LRN 86 p.15)

E.M.Baldwin B-B DH 5 (6470-1-1-76 of 1976) has been fitted with a Cummins diesel engine and can haul 80 full bins up the Basilisk Range. Prof B-B DH NYLETA (PSL.25.01 of 1990) can haul 110 full bins up the range. Com-Eng

0-6-0DH 11 (C1125 of 1957) was noted in the loco shed on 2 October without its engine. This unit normally runs permanently coupled with Com-Eng 0-6-0DH 16 (A1102 of 1955).

John Browning 10/92; Chris Hart 10/92

TULLY SUGAR LTD 610mm gauge

(see LRN 86 p.15)

Com-Eng 0-6-0DH No.18 (A060113 of 1977) has been outshopped in the

new red and yellow livery, the last of the mill's locomotives of this type to be so treated, although unlike the other, older units, it retains its original cab. It is currently fitted with an 8-cylinder GM engine.

Ex-QGR Walkers B-B DH DH66 (653 of 1970) has been stored in Maryborough during 1992 pending a decision on its future. It is believed that a second locomotive of this type will shortly be purchased from the QGR, and that both will be regauged and refurbished at Walkers before the start of the 1993 season. Plans are believed to include the provision of a completely new cab, and modified transmission and brakes more suited to sugar mill service.

Two radio controlled bogie brake wagons will be constructed at the mill for use with the new locomotives, and two FJS wagons have already been purchased from the QGR for this purpose.

An incident is believed to have occurred this season when a locomotive and rake of empty bins ran away while the driver was changing a set of points. The runaway travelled a fair distance before encountering a loaded train, which had been alerted by the traffic office and was endeavouring to reverse its direction of travel to minimise the impact. This was only partly successful and some damage was done in the collision.

John Browning 10/92

WHITE MINING LTD, North Goonyella Mine gauge unknown

An underground coal mine is currently being developed in the Mackay hinterland which involves construction of two tunnels, one 570 m and the other, 2000 m. Rail is being used on the tunnelling work, which was due to be completed in November, but no locomotives are in use. No rail transport will be in use when mining operations commence during 1993.

*Brian Flannery (White Mining Ltd) 9/92;
Mackay Daily Mercury 23/9/92 via John Browning*

SOUTH AUSTRALIA

ROSEWORTHY AGRICULTURAL COLLEGE, Agricultural Museum 184mm gauge

A handout from the Royal Adelaide Show, issued by the Vintage Machinery Society at Gawler, included the information that the Society operated a 7-1/4" gauge railway on open days at this Museum.

LRRSA SA Group Minutes 10/92

MILANG RAILWAY STATION MUSEUM

On 4 October, Dame Roma Mitchell, the State Governor, opened a new

railway museum on the site of the old Milang railway station and yard.

LRRSA SA Group Minutes 10/92

SEMAPHORE, Port Adelaide 457mm gauge

Last summer, the Port Dock Railway Station Museum ran its 18" gauge steam locomotive "Bub" on a trial service along a short temporary track laid on the foreshore at the nearby beach of Semaphore. The success of this venture has led to a substantial grant of Federal funds to the two municipalities responsible for the area, to establish a permanent line.

The track commences adjacent to Jetty Road, the former terminus of the notable street section of the suburban branch line. It runs for some 3km south, through the lawns just below the Esplanade roadway. It will terminate in the grounds of Fort Glanville, a restored 19th century military site. It is expected that the line will act as a focal point for visitor interest and help to revitalise the popularity of the area as a resort.

Construction is to be customary high standard of the Museum's works, with very heavy section rail. The site of the running shed has been laid out at the northern terminus. Haulage duties will be shared between "Bub" and a new 2-4-0 tender locomotive of American style, due soon from Willis Engineering in Western Australia.

Lee Rodda 11/92

VICTORIA

BROKEN HILL HOLDINGS LTD, A1 Gold Mine, Gaffney's Creek 610mm gauge

(see LRN 58 p.8)

Expressions of interest in the purchase or farm-in of the A1 mine were sought in early October. There was no mention of rail equipment in the advertisement.

Weekend Australian 3-4/10/92 via John Browning

CHEETHAM SALT LTD, Moolap and Laverton 610mm gauge

(see LRN 82 p.17)

The 104-year-old Moolap salt works closed down on 11 November, with only a few minutes' notice to its 40 employees. Cheetham's Laverton operation also closed that day. Cheetham Salt Ltd, which merged with the Ridley Corporation last year, has seven other salt works across Australia, including plants at Avalon and Sealake in Victoria. The AWU warned of

possible industrial action at all Cheetham's remaining operations, following the closures.

Geelong Advertiser 11/11/92 & 12/11/92 via Norm Houghton

CHELTENHAM PLATEWAY, Cheltenham

Due to roadworks, the last remnants of the Cheltenham plateway along the north side of Centre Dandenong Road, have been removed.

For many years a single line of "plates" could be clearly seen in situ on the very edge of the bitumen, for a few hundred metres. On 3 November, the "plates" that had been removed could be seen on the south side of the road against the boundary fence of the Moorabbin (Henry Hawker) Airport. This site has previously been recorded by the Victorian Archaeological Survey. Fortunately a plateway wagon complete with "plates" is on display in the Puffing Billy Museum at Menzies Creek.

The precise use of this "plateway" is not known to this author, but as this area was largely covered by market gardens, it could be assumed that it was used to carry the produce of these gardens.

W.L. Hanks 11/92

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Railway 762mm gauge

(see LRN 90, p.13)

Gembrook Restoration

On 5 September, 7A ran a works train to Wright. On that day the remaining cattle pit at the level crossing was finished.

On the weekend of September 19/20, the level crossing over the main Gembrook road, about three-quarters of a mile from Gembrook township, was installed. Preparatory work was done on Saturday, including the preparation of a 135ft long panel of track. On Sunday morning the road was closed from 8am to midday whilst the road was dug up and track was slid into position, with about 40 volunteer slaves spread out along two ropes hauling it into position. Two weeks of steady rain had made conditions very muddy. This mud, helped by intermittent rain during the morning provided effective lubrication to assist the heaving operation!

This level crossing was a sacred site as the original rails were still in position buried in the road, the only remnant of the original rails between Lakeside and Gembrook. A mechanical excavator made short work of breaking up the bitumen and removing the old rails, some of which were very brittle.

Closure of the road necessitated a 16km detour for motorists. Unfortunately the Gembrook Uniting Church was separated from the town by the crossing,

so the PBPS provided a shuttle car service for locals attending the church.

On 17-18 October, a further work party was held. The level crossing was connected to the existing track, and sufficient track was laid on the Cockatoo side of the crossing to hold a short train. The cattle pit on the Cockatoo side was also completed. The other cattle pit could not be installed due to an unexpected problem with a nearby burst water-main, and temporary crib work was built up under the track with sleepers. On Sunday, 18 October, the first train for 39 years crossed the Gembrook main road. Victoria's least offensive diesel, NRT1, had the honour, and it was hauling two NQR wagons. Uncharacteristically, NRT1 was not performing well, and stalled on a number of occasions due to fuel line problems.

Gembrook Operations

On Saturday, 26 September, the Peckett, *Sir John Grice*, ran a service in conjunction with the Gembrook market. Traffic was heavy until about midday when the market closed down, all trains being fully loaded. Edmonson card tickets were issued, reading Gembrook to Main Road - 218 adult and 250 children's tickets were sold. The train consisted of an NBH car and an NQR truck fitted with seats made out of an up-market type of wooden pallet. It was nice to see that this "Super Grott" class accommodation was generally preferred to the NBH. *Sir John* was acting under his alias "Peter Peckett" and was wearing a smiling face headboard. Not something that I would want to encourage, but this one was rather well done and looked quite amusing. As usual, *Sir John* performed perfectly.

On the following day, 345 passengers were carried. This was an excellent response considering Sunday is not a market day. By the end of the day the Peckett had run out of coal, and wood was scrounged to keep it going.

Locomotives

8A: Returned to service on 4 September. On the following day it double-headed with 14A on the 10.30am passenger to Menzies Creek, then took the Commissioner's Special. It is reported to be running very well.

NRT1: Now back in service, the original engine has been repaired.

Peckett: was rostered as workshops shunter at Emerald during NRT1's indisposition.

Frank Stamford 10/92

TACL RAIL TRACTOR RESTORATION - PROGRESS REPORT

(see LRN 90 p.15)

On Saturday, 5 September, the remaining two tyres were successfully fitted

to the wheels at Belgrave, and then taken to Emerald carriage workshops to have the tyres turned down to correct profile.

Frank Stamford 10/92

COAL CREEK HISTORICAL PARK, Korumburra 762mm gauge

(see LRN 86 p.16)

On Saturday, 31 October, Peckett loco (0-4-0ST 1711/26) was driven onto a low loader owned by Colin Rees, to begin its journey to Coal Creek, via Gembrook! At Gembrook, the Peckett carried out its Market Day duties, running shuttle trips from the market to the Main Road crossing every 20 minutes. (The level crossing has now been reinstated and rails extend about 50 metres on the Up side.) About 300 people were carried for the day.

While this was happening Colin was kept busy shuffling narrow gauge vehicles around. He had already taken an NBH carriage from Emerald to Gembrook, an NQR from Gembrook to Emerald, then the Peckett from Emerald to Gembrook. He then had to take the "Coal Creek Tug" (the Clarkat ex-Whistle Stop, which is now painted yellow with green lining and sign writing) to Coal Creek, return to Emerald empty to pick up carriage 5NBH and take it to Coal Creek. It should be pointed out that this day was cold, wet, miserable and with mud twice ankle depth. Colin finally made it to Gembrook to pick up the Peckett and departed at about 7.45pm for Korumburra, arriving at about 9.45pm. Needless to say the Peckett spent the night on the low loader.

Sunday, 1 November, dawned overcast but dry. The Peckett was steamed up by fireman Chas Bevan and slowly eased off the low loader by driver Ron Picking, to become the first locomotive to operate on the Coal Creek Railway.

By noon the sun had begun to shine as the masses assembled at the lower end of the line for the official opening of the railway. After the speeches, presentations, etc., the railway and train were blessed by a minister of the cloth (the Peckett has often been cursed, but this was the first time it had ever been blessed!), then the ribbon was cut by the Minister for Transport and the first train departed with the official party aboard. For the rest of the day the train puffed up and down carrying many delighted people. At the finish of train running, the Peckett was loaded onto Colin's low loader for the trip back to Emerald, arriving well after dark, to be rolled back onto its own railway and put away in the Emerald carriage shops. On 3 November, Colin once again travelled to Coal Creek to pick up 5NBH and return it to Emerald.

Presently the track at Coal Creek is only about 250 metres long and mostly on a 1 in 40 grade, but will be a 1.6km loop in the near future. Planning is also underway for an extension of about 2km. Decauville/Couillet locomotive, 986/1883, is currently being overhauled to operate at Coal Creek. It is being

fitted with air brakes to make it fully compatible with Puffing Billy equipment, a number of boiler stays are being replaced and other minor repairs carried out.

W.L. Hanks 11/92

WESTERN AUSTRALIA

CARNARVON EXPRESS 1067mm gauge

(see LRN 80 p.17)

The "Carnarvon Express" rail service on the Carnarvon mile jetty appears to be out of use. A very quick view of the jetty depot are on 6 October revealed overgrown and sand covered tracks leading from the train shed to the jetty. Some of the former Public Works Department depot track at the jetty has been removed in the past year, and remaining rolling stock has been bunched together at the town end of the old yard. The former rail bridges over the Gascoyne River "delta" between the town and Babbage Island are again open to the public - barriers at the town end have been removed.

David Whiteford 10/92

CARNARVON LIGHT RAILWAY ASSOCIATION INC, Carnarvon 1067mm gauge

(see LRN 89 p.18)

The Association recently advertised for a "Co-Ordinator - Historical Railway Restoration Project". It is a six-month appointment at a "salary" of \$14,000 to \$20,000, depending on qualifications and experience, commencing 19 October 1992. The appointee needs leadership and team work skills, well developed skills in project implementation and evaluation and ability to relate well to both disadvantaged youth as well as adult project support workers and the project management support group.

[photo]

Ex WAGR suburban carriage AYF 706 and brakevan Z480 were stored adjacent to Carnarvon's Bell Freight yard on 6 October and could be destined for future use on the railway.

Northern Guardian 7/10/92 via David Whiteford; David Whiteford 10/92

DENHAM 1067mm gauge

(see LRN 80 p.18)

When inspected on 5 October, there was no rolling stock on the remaining stub of tramway on the Denham jetty. The 4 wheel trolley reported in the sea at the end of the jetty in December 1990 was not there and the other

trolley, with its three Great Southern Railway axle boxes, was upside down at a nearby boatshed.

David Whiteford 10/92

MOUNT MAGNET

(see LRN 72 p.19)

An open air mining and pastoral museum has been set up adjacent to the Great Northern Highway in the Mount Magnet townsite. Since this was last seen in July 1989, some mining railway equipment has been added but detailed inspection was not available. Seen through the perimeter fence were a bogger, ore truck and a small battery electric locomotive with no visible identification. Gauge could not be determined but would have been less than 610mm. Also on display are a former WAGR ADF ("Wildflower") railcar power unit and an ADU carriage which were used as accommodation units at a mine near Mount Magnet in the early 1980s.

David Whiteford 10/92

MEETINGS

MELBOURNE

Alan Johnston - South African Steam

Alan Johnston will be presenting some of his collection of 16 mm film covering South African railways. Narrow gauge will be featured so be sure not to miss it!

LOCATION: Ashburton Uniting Church Hall, Ashburton

DATE: Thursday, 10 December at 8.00 pm

SYDNEY

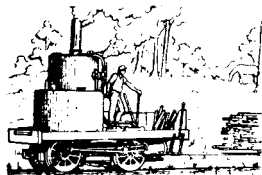
Any member wishing to know details of the next meeting should call Craig Wilson on 02-484-7984.

ADELAIDE

Contact Arnold Lockyer for details. Phone 08-296 9488

LOCATION: 150 First Avenue, Royston Park.

DATE: Thursday 22 December at 8.00 pm



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Deadline for next issue - 26 February 1993



Walker's B-B DH 632 of 1969 (ex QGR DH50) as rebuilt by Bundaberg Foundry for CSR's Kalamia Mill, where it is named *Kilrie*. Photographed on 1/10/92

Photo: Thomas Browning

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NOTES, CORRECTIONS & COMMENTS

AUSTRALIAN FOREST HISTORY SOCIETY Second National Conference, Creswick - 3 to 5 December 1992

(see LRN 91 p.2)

The LRRSA was represented at this Conference by Peter Evans and Norm Houghton. A group of more than 40 foresters, botanists, archaeologists, historians and higher degree students assembled to give papers, exchange views and gain insights into the diverse world of forests. Nineteen formal papers and seven informal expositions were presented on silviculture, fire regimes, survey techniques, history sources and methodologies, logging techniques and community and cultural perceptions.

The overwhelming impression of the papers was the desirability of a cross-disciplinary approach to each research project being undertaken. The forest is such a complex web of botanic and human interaction that the botanist, the practising forester and the historian each needs to be aware of his respective strengths and limitations and be prepared to draw on other disciplines. Feedback from participants showed the profile of the LRRSA to be high due to its research and publishing activities. This was reinforced by the number of LRRSA publications on sale at the Conference book stall.

Peter Evans gave a paper describing the methodology used to assess the heritage value of historic sawmill and tramway sites in the central forest management area of Victoria. The outlines of this method were initially published in LR 116 and have been further developed to meet Australian Heritage Commission guidelines. Peter's lecture was supported by a stunning series of colour slides depicting relics still in the bush.

Norm Houghton used overhead transparencies to describe the methods and techniques employed by him to locate, plot and map the sawmills and tramways in the Otway Ranges located on private land.

A session on the future direction of the AFHS was held and it was re-affirmed

that the Society remain focussed on forestry rather than environmental issues and that national conferences continue to be held. LRRSA members should keep this in mind and consider offering papers to future conferences.

Norm Houghton 12/93

BOOKS

AUSTRALIAN BLUE ASBESTOS, Wittenoom

Blue Murder by Ben Hills the book dealing with the blue asbestos mine at Wittenoom in the Pilbara and the terrible health problems which have affected some of its former workers, features a few mentions of the tramway operations at the mine, and one photograph shows a battery electric locomotive.

Ray Graf 12/92

BEECHY SALES

The Society's latest publication, *The Beechy*, was released just prior to Christmas 1992 and immediately generated huge demand. 250 copies were delivered to Colac and Beech Forest as part of the pre-publication offer and this merely whet the Otway appetite. Blane's Newsagency in Colac ordered 100 copies, then three days later ordered another 200 copies. This outlet was selling 40 copies a day in the last shopping days to Christmas.

Author, Norm Houghton, spent half a day at Blane's autographing copies for customers and was also interviewed on local radio. After Christmas, the author was interviewed on Geelong FM radio and ran an Otway slide/sales night at the Blackwood Gully Tea Rooms at Lavers Hill. By the end of January, the author's autographing arm had developed RSI and his car's motor had not cooled down once, such had been the number of delivery and promo trips done.

Following is the first instalment of the last site report in a series of articles outlining some of the field work undertaken as part of the research for the book (severe lack of space precluded its full inclusion here and it will therefore be continued next issue complete with maps). Readers should be aware that the hard cover edition of this book is almost sold out and if you wish to purchase a copy you should do so now. Copies are available from LRRSA Sales, 21 Temple Road, Belgrave South Vic 3160.

Peter Evans 1/93

SITE REPORT - VICTORIA

DRIVER'S TRAMWAY, Arkins Creek

(Part I)

Two tramways operated out of the Kincaid railway station between 1911 and 1928, those of Jack Kincaid and Reynolds Driver, the latter on behalf of the War Service Home Commission. Kincaid's operation (1911 to 1919) was mostly confined to the southern side of Arkins Creek, while Driver's (1921 to 1928) operation was on an extension of Kincaid's line way down the creek. The West Otway's steepest incline, a spectacular 1 in 1, was sited here.

I knew from plans and aerial photographs, where portions of the tram went but did not have a complete picture, so some site investigations were needed,

On 26/10/91, I headed off to Kincaid and walked down Delaney's Track for 1500 m until reaching the point where the tram came within 200 m of the track. I plunged into the bush and experienced easy going all the way down to the creek but once I crossed the creek, I found myself in a head high jungle of cut grass, ferns, dogwood, vines and blackberries interspersed with an occasional tree. The vegetation formed a thick mat of mostly horizontal scrub and I found myself walking above the ground. If the formation had been underfoot, I would not have seen it. The going was extremely tough and the lower bush was a wet, slimy, putrid, decaying, cutting swathe of dark green. A small tree toppled over and hit my right shoulder when I grabbed the trunk to support myself as I tripped over yet another unseen obstruction underfoot. I wear a safety helmet in the bush but have no desire to test its capabilities and would prefer the hit to be on the upper body than the head. My face and neck were a mass of cuts and scratches from the sharp edged grasses.

I returned to Delaney's Track and re-assessed my search strategy while sitting on a log soaking up the sun with the lizards and snakes. I decided to move further north to the main ridge where the incline down to the mill began. The formation at that point had appeared on 1940s aerial photographs so I reasoned that the earthworks should be detectable.

I walked 500 m north along Delaney's Track and turned roughly west along the centre line of the incline ridge. I set a compass bearing to take me straight to the end of the ridge and down, if necessary, to Arkins Creek itself. I knew that somewhere (approx. 700 m in) at the end of the ridge I would have to meet the tramway. The terrain is quite gentle on the top of the ridge so it was quite easy walking, apart from ploughing and hacking my way through the

clumps of dogwood and blackberries.

After 200 m, the rubbishy scrub ceased and the tall forest began. The undergrowth is mostly immature ferns sprouting from a very deep ground litter of bark and leaves. I had counted out 700 paces (about 600 m allowing for the usual deviations) before I came to the edge of a very steep slope overlooking what appeared to be a creek. This did not seem right to me and I debated whether to go on ahead or turn off and go around. If I turned aside I might walk off the ridge without ever meeting the tram and if I went ahead I would have to climb back up that awfully steep slope. I decided to keep on ahead as I hadn't gone far enough to meet the tram, and literally slid down the slope. At the bottom, I found the creek was not a creek at all but a flat depression and once over this the ridge slope eased off.

I kept walking, on and on, as the ridge seemed to progress forever until I stepped straight onto the tramway formation. The formation was very faint but the ground was flat underfoot so this had to be it. I checked each way and confirmed that this was the tram and began plotting it to my right.

The earthworks are absolutely minimal comprising a depression about 8 cm deep with a low mound on the downhill side. The photo on page 17 of West Otways Narrow Gauge accurately depicts this situation. The amount of ground litter is unbelievable and this together with the low ferns and fallen trees made tracking difficult. I followed the tram to the north east for about 80 m until coming to the start of what looked like an incline. The roadbed was quite distinct, dropping away at a shallow angle down to a flat piece of ground and apparently up a slight rise. This did not look like the Otway's steepest incline to me so I returned to the tram at the top and continued my plot. About 10 m further on I came to another formation that could have been an incline or a snag track. On the downhill side the formation proceeded north down to the flat ground for about 40 m and disappeared in the soft earth.

I walked back up the formation and noted that the earthworks appeared to run back into a deep dead end cutting with a clearing at the end. I found a large metal spike embedded in a tree to one side. A search on the other side of these earthworks revealed nothing so I reasoned that this was where the incline commenced. I would not walk down the incline today (as it would be a major expedition) but was content to find the incline starting point and plot the tram back from here.

I turned around and retraced my steps along the tram route for about 100 m until losing the track under the immense cloak of ground litter. Time was getting on so I thought it advisable to break off and head out of the bush. I had no idea where I was in relation to the ridge centre line except that the

uphill trend was over my left shoulder so I set a compass bearing that would take me up the slope towards Delaney Track. Just off the tram route were the marks of a road or track coming down the hill heading south west. I more or less followed this route back up the hill for a while until losing it while deviating around a fallen tree. Still keeping on up the grade I was surprised to come across an overgrown but well defined road-like formation, 2.4m wide, that snaked along the south side of the ridge. I followed this interesting piece of engineering along side cuts, through cuttings and across two bridge sites right down to the flats across Arkins Creek. I came up out of the creek thinking this route was the ideal way to get in and out of the tramway site until walking into one of the longest blackberry clumps I have ever seen. The berry growths completely occupy a former clearing at least 400 m long by 70 m wide. I was forced back along the creek and after a short distance decided to head straight up hill to Delaney's track. I plodded up the slope through and around two more gigantic berry clumps until breaking out into the sunlight on the track not far from where I had entered the bush.

I later mentioned to a local farmer about the very long bridge over Arkins Creek and the "road" I had walked along and was told I had traversed the tramway as no road had ever gone through there. I found it hard to believe a tramway would have been built so lavishly as to be taken for a road but the local farmers would know the facts. Their view was that the tram and bridges were built by the Commonwealth Government with generous purse strings. Two farmers wished to see the long bridge so on 1/11/91, I returned to the bridge site where we carefully went over the remains. We measured the bridge to be 3050 mm wide at the top deck, 75 m in length (13 sets, 5.5m apart plus approaches) and higher at the western end. It was certainly a big bridge and we estimated it to have been at least 18 m to 20 m high over the centre of the creek. A portion of the decking survives at the western end although displaced to one side, and on clearing away the layers of mud and leaves, we found a line of nails still sticking up where the rails would have been. The nails were a little over 3 ft (913 mm) apart. This discovery confirmed the bridge as a tramway bridge.

The locals said that high tramway bridges had to have wide decks otherwise the horses would not walk over them. The high bridge on Knott's No.1 long line at Ferguson was also 3050 mm wide so there appeared to be confirmation for the belief.

We walked west along the formation for about 50 m to confirm the width of the road bed and at a cutting 2.4 m wide, found another narrower cutting 2 m wide on the outside curve. None of us could explain the two cuttings and as it was time to leave we left the question hanging.

TOUR REPORT - NSW

LRRSA NSW DIV TOUR TO MOUNT VICTORIA

On Sunday, 8 November, 15 members of the NSW Division met at Mt Victoria Railway Station, high in the Blue Mountains west of Sydney. On the agenda was a day's outing exploring the remains of the inclined tramway once operated by the Mt Victoria Chert Road Metal and Timber Co Ltd in the mid 1920s.

This tramway featured in Light Railways No. 63 (January 1979) in an article prepared by F. John Reid. In the early 1920s a deposit of chert, a hard volcanic rock which was used at the time for metalling roads, was discovered at the base of the Blue Mountains escarpment below Mt Victoria. A company was formed to exploit it, and spent £15,000 building an inclined tramway down the escarpment, opening up a quarry and sawmill at the bottom terminus, and a crusher and loading bins at the top, adjacent to the main Sydney-Bathurst railway. The Company's optimism was not matched by their business sense or by the demands for their products, and by 1931, the tramway was out of use and, presumably, dismantled.

NSW Division President, Jeff Moonie, organised the tour and preparations included tour notes, and securing permission from local land-owners to cross their properties. Our group travelled a short distance east of Mt Victoria to the site of the top terminus of the incline. The site of the standard gauge siding was easy to see. It was about 200 m in length on a falling grade, and no doubt empty trucks shunted into the siding would have been gravitated under the loading bins as required. Alongside the siding was a level area formed from what looked like ash, coal chitter and soil filling. A massive concrete base with two concrete walls about a metre high each, was the dominant and only relic in the vicinity. It was orientated at right angles to the line of the inclined tramway and some 50 m from it. Its function was not immediately apparent, but the most common view held that it was the base for the steam winding engine which may have also powered a rock crusher.

After some searching through the bush, which luckily was quite open and user friendly on these exposed sandstone tops, the formation of the incline was picked up. Initially it was only a narrow, straight foot trail on a compass heading of 200 degrees, going down the steepening hillside. Soon we began to pick out the odd buried sleeper as the trail became a shallow creek gully.

As the slope got steeper, the sleepers became more frequent, some even with dogspikes still in them. Approaching the edge of cliffs, the incline entered a deep gully, finally ending at a dramatic ledge on the very edge of a sheer vertical drop. This was the site where according to reports of the time some 20,000 tons of sandstone rock had to be blasted away to clear a suitable route for the incline. The support timbers and sleepers were still intact in this last 20 m section, preserved from bushfires by the permanent moisture of the gully. Dogspikes still in situ proved that the incline had 3 rails forming 2 tracks. Other relics seen in the vicinity included 2 or 3 of the original telephone posts which carried the line from top to bottom, and a sleeper with part of a cable roller mount still attached.

The faint-hearted in the group (all 14 of us) decided not to climb down to the very brink of the precipice where by leaning out, one could see the remains of the timber trestle supports down below. Not only was the way down very slippery, but the drop was getting longer each time we risked a glance. Common sense and the topographical map said it was probably only 50 m or so; primal instinct said it was 10,000 m down and increasing! Instead, we retraced our steps back up the incline to the top terminus. It was immediately apparent that it is 10 times easier walking down inclines than it is climbing back up them. Murphy's Law also states that it is much longer going back up.

After a lunch break at Mt Victoria, where some courage was re-installed to the faint-hearted, we car-convoyed down the main highway through Victoria Pass and turned off along Cox's Road on the way to the bottom terminus.

Passing through private property (by prior arrangement), we left the cars about 500 m from the base of the escarpment. A pleasant walk alongside a small gurgling creek brought us to the site of the bottom terminus and the sawmill.

The bottom terminus of the incline was situated in a 1.5 m cutting about 20 m in length, alongside the site of the sawmill. Traces of an approach road next to the cutting suggested that wagons from the chert quarry could have been driven along the cutting and their contents tipped or shovelled directly into inclined tramway trucks. Some 8 or 9 old logs laying parallel to the cutting suggested that this was how timber was loaded onto the incline as well. At the sawmill site were some old brick foundations and a solid concrete base about 0.5 m high, function unknown.

We searched for the site of the chert quarry, Williamson's Quarry, but with no luck. It was probably not too far from the bottom of the terminus, but the surrounding vegetation was fairly thick, and we had no luck. We then turned our attention to the formation of the incline, and forgetting the lessons of the

morning (going up inclines is 10 times harder than coming down), the more active members decided to try and reach the bottom of the cliffs.

Crossing a 10 m deep gully immediately adjacent to the sawmill site on a now vanished trestle bridge, the incline formation headed uphill at a very steep angle. On the left of the formation was a deep valley, on the right was an even steeper hillside. Regular sleepers with dogspikes left no doubt that this was a tramway formation. Small embankments alternated with shallow cuttings to keep the grade even. About 200 m up we found a home made point lever complete with sandstone block counterweight, point rodding and signal wire. There were remains of trestle timbers in the right of way, suggesting that the main tramway was carried over this flat area on an inclined trestle. However, as 3-rail inclined tramways do not need point levers for passing loops, we conjectured that this may have been the site of the short lived coal mine, with a tramway siding to it. On the way back down, we explored this area more thoroughly and found a small quarried area next to the flat, with a narrow track heading uphill from it. Though this track was obviously manmade, there were no traces of rails or sleepers on it.

Continuing upward, the gradient got steeper, and the sun got hotter. We reached the site of the large trestle bridge which had brought the tramway down from the top of the cliffs overhead. It was a scramble to get past this section of steep hillsides and cliff. Panting and perspiring, we reached the base of the cliff, to a welcome patch of shade with water dripping down from above into small pools below. After recovering our breath, we began to look around. High above was the brink of the gully where we had been that morning. Protruding from holes bored into the cliff faces, were the remains of the trestle support timbers.

This trestle must have been a minor engineering miracle, and must have needed good men with very good heads for heights to build it. From what we could see, horizontal girders were driven into the cliff face with the outer ends being held up by vertical piles. Diagonal timbers were used to brace each set, and some of the taller vertical piles had two or more horizontals to lock them in place. The longitudinal girders which supported the incline tramway sleepers were bolted onto the horizontal girders. This whole structure was built at an angle of about 45 degrees, was about 150 m long and about 30 m high at the highest point.

Starting back down, we discovered something missed during the hot and tiring climb up - two wheel sets. They were some distance down one side of the incline, near the lower end of the trestle, and looked like the result of a runaway and derailment. Running a tape measure over them confirmed the gauge as 2 ft 6 in. The wheels were 15 in diameter with 3 in wide tyres. The

lack of any other ironwork around indicated that the tramway trucks were probably wooden framed and wooden bodied.

By this time legs were getting weary and the sun and the steep slopes had taken their toll. No further discoveries were made, and we reached the bottom of the incline again without incident. A pause for breath and a final look around before the short walk back to the cars. It had been an enjoyable and interesting day.

Ian McNeil 12/92

NEW SOUTH WALES

BHP LTD, Port Kembla 1435 mm gauge

(see LRN 84 p.4)

Rumours seem to be fairly persistent of redundant ex Mt Goldsworthy Iron English Electric Co-Co DE locos being transferred from the Pilbara to Port Kembla.

Ray Graf 12/92

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD, Albion Park 610 mm gauge

(see LRN 89 p.6)

Shellharbour Council has accepted the Albion Park airport from the Commonwealth Government and as a result, various changes and improvements will be undertaken.

The ILRMS lease has been renewed for a further 5 years together with a small property extension to construct the loco turning triangle on the NE corner of the 4.6 ha site. The Council has informed the Museum that a 10 year lease would be considered in future with a property expansion permitting a main line extension of over 1 km. The Council has also received a grant of \$157,000 to construct a new passenger terminal together with an aircraft museum at the airport.

The model exhibition and museum displays held at Liverpool NSW during the NSW Labor Day weekend in October proved most successful. The ILRMS display included a working model of the Museum main line with "0" gauge rolling stock running on "HO" gauge track. A narrow gauge loco based on the design of former Corrimall Coal Company "Burra" (R & W Hawthorn Leslie 3574 of 1923) hauling a model of former Sydney tramcar 95 "C" ran the circuit.

A back drop of poster size photos illustrated ILRMS progress accompanied by several story boards showing loco retrieval and restoration over the years. The Victoria Mill Drewry Inspection Car (1338 of 1923) was also a prominent

display piece at the exhibition.

A 32 page Museum Exhibits Guide was produced for the October Exhibition. This deals with 29 main items including all locos: steam, internal combustion, battery and trolley wire; passenger and mine transport cars; many of the industrial vehicles; and the Otford Signal Box and Yallah Station.

All photos have been computer enhanced and the material printed on high grade art paper. This Guide is available for \$3.50, which includes return packing and postage from Brad Johns, Hon. Treasurer ILRMS, PO Box 244, Albion Park NSW 2527.

Zinns Loco

On 19 September, the four wheel petrol mechanical loco built by the late Albert Zinns, transferred from Albion Park to the Menangle Steam Museum. This unit had been purchased from ANGRMS and arrived at Albion Park on 20/11/87. Trial running took place on the following day.

By April 1988, the loco was available for limited operation having received major repairs to the Leyland engine, a new fuel pump and compressor for the air brakes.

This had been obtained to operate trains during mid week workings as a heavier loco than the existing non steam units was needed at Albion Park. A number of major problems emerged - only one axle was powered, the two axles were not parallel, nor was the chassis sprung.

Most of these problems were corrected and although the fitting of a chain linkage between the front and rear axle would have prevented slipping, this major work could not be justified due to the general performance of the loco. These problems will not be critical at Menangle due to the much lighter rolling stock.

Cairns Hudswell Clarke 1706 of 1939.

New boiler cladding is being rolled for this loco's boiler and a local paint firm is colour matching. When these two items are delivered and applied, this steam engine will be again available for regular operation.

Wallaby R & W Hawthorn Leslie 2988 of 1913

This standard gauge steam loco was positioned by crane on 8 December, onto the new track and plinth at the front of the Museum. The unit has been painted and again presents an attractive appearance at the Museum entrance.

John Fowler 16089 of 1923.

Good progress is being made on repainting this former Kiama Quarry loco. It is hoped that this engine will be available for cosmetic display and dead unit operation around Easter 1993.

Inspection Car Drewry 1338 of 1924.

Prior to its display at the Liverpool Exhibition, additional linework was painted onto this vehicle and "Drewry" name plates fitted at each end of the body in the 1912 italic lettering style.

Man Car

Except for some seat reconstruction, the restoration of the coal mine man transporter car Metropolitan Colliery No.2, has been completed. The three transverse seating cars at Albion Park have been identified as:

- Metropolitan Colliery No.2
- South Clifton Colliery No.?
- Huntley Colliery No.4

All have been converted from 1067 mm to 610 mm gauge.

Car No.1

The repainting and linework application to passenger car No.1 (built 1978) were completed on 22 September. It also now carries a prominent No.1. "ILLAWARRA LIGHT RAILWAY" letter boards have still to be prepared and fitted to this vehicle.

The ILRMS was pleased to receive a large milling machine recently from a local workshop. The Museum workshops now have the machinery to carry out most engineering work with the exception of rolling heavy gauge metal.

Due to generally fine weather on steaming days, as well as several publicity press and TV items released during the year, it seemed by the end of November that the Museum would come in with riding figures of about 12,000 for 1992. This restores patronage to the mid to late 1980s levels.

K. McCarthy 12/92

LEYLAND BROTHERS WORLD, Tea Gardens 610 mm gauge?

(see LRN 91 p.8)

Receivers for Leyland Brothers World have accepted an \$800,000 offer after the park was passed in at a liquidation auction at \$739,000 on 26 November, well below the \$2 million reserve. The new owner, Mr Peter Grey of Girvan, near Stroud, who also owns several Hunter Valley service stations, plans to maintain it as a "family-style theme park" and upgrade the roadhouse to a

"food and fuel" stop for motorists and truck drivers with possibly a motel and animal park being added. No mention was made about the railway or monorail.

*Great Lakes Advocate 9/12, 16/12; Port Stephens Examiner 9/12;
"Prime TV" Channel 7, Sydney 9/12/92; via W. Roger Persson 12/92*

MARSDEN WEIR STEAM MUSEUM 610 mm gauge

(see LRN 85 p.4)

Goulburn Steam Museum appears to have been renamed as above. The Museum is open every day from 10 am to 5 pm, and the Appleby Beam Engine works on the first and third weekend of each month.

Trains are also understood to operate on these weekends and on all public holidays. The locomotives available to work the service are John Fowler 0-4-2T 16340 of 1924 and F.C.Hibberd "Planet" 4wDM 2388 of 1941. The Fowler returned to service in January 1992. Krauss 0-6-0T *Stella* (4323 of 1896) is still dismantled and the Board which formerly operated the Museum and which retains technical ownership has been asked to pay rent, remove the locomotive, or enter into a long-term lease.

*Rail Australia 22 via John Browning; .
This Month on the Road to Gundagai 9/92 via Ray Graf*

SCENIC RAILWAY, Katoomba narrow gauge

This popular tourist attraction was built as a coal haulage incline into the Jamison Valley. Following the end of mining in 1945, what had been a sideline - the carriage of passengers - became the main business. There are two cars lowered by a winder and these are connected by two drawbars, which move in the vertical curve only, to a maximum gradient of 52 degrees. A third car is to be installed soon, increasing capacity from 56 to 84 per trip.

Preserved in the complex, which includes the Skyway cable car and the track for the "Orphan Rocker", a so far abortive roller coaster type ride, are a bucket from the former shale ropeway and a 2 ft gauge wooden truck presumably from a local mining operation.

Ray Graf 12/92

ZIG ZAG RAILWAY CO-OP LTD, Lithgow 1067 mm gauge

(see LRN 88, p.11)

Noted at Clarence in October were four low profile four wheel gondola cars, stacked two deep. These were numbered 84, 22, 68 and 65, and were painted white with blue welded on metal numbers. (Presumably the four side tippers from Coalcliff - see LRN 88 - Ed.)

Ray Graf 12/92

QUEENSLAND

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY, Durundur Railway, Woodford 610 mm gauge

(see LRN 91 p.10)

On 15 November, Mike Loveday's two locomotives were removed from the Woodford site and transported to Graham Chapman's "Steamworks" at Murrumbah Downs. These two units are Krauss 0-6-2T 6854 of 1914 and Jung 0-4-0WT 1052 of 1906. The Krauss is ex Buderim Shire Tramway and Bingera Mill, and the Jung, which is frame only, is ex South Johnstone Mill and Bill Frost, Mossman.

On the same date, the boiler from Hudswell Clarke 0-6-0 *Melbourne* (1701 of 1938) was transported to Boilerland in Brisbane for repairs, which are likely to include two tube stays and a new smokebox shell. With the track into the workshop building laid, the chassis of *Melbourne* was placed inside on 15 November.

Work is progressing on the old D'Aguilar railway station building - the toilets have now been installed and connected to the local sewerage with a new roof yet to be put in place.

Durundur Railway Bulletin 11/92 via John Browning: Bob Gough 12/92

BUDERIM GINGER FACTORY, Yandina 610 mm gauge

(see LRN 85 p.15)



Krauss 0-6-0T *Moreton* (4679 of 1900) with carriage, prior to completion of the conversion of motive power.

Photo: Bob Gough

A tourist tramway commenced operation at this site on 26 December. The 1 km track encircles the factory with large balloon loops at the northern and southern ends. The loco being used is Krauss 0-6-0T *Moreton* (4679 of 1900). The tender has been rebuilt to house a diesel motor and hydraulic pump which powers an hydraulic motor under the firebox driving the loco's rear axle. There are two carriages, based on ex-Burrinjuck Dam flat cars, each carrying 32 passengers, with wheel chair access. They have been built to resemble the passenger carriages on the original Nambour to Coolumberr tramway. A date has yet to be set for the official opening of the tramway but it is expected to be sometime in February. Entrance to the Buderim Ginger Factory complex is free, cost of the tram rides is unknown at this time.

Bob Gough 12/92: George Hadley 1/93

COAL RESOURCES OF QUEENSLAND LTD, Cook Colliery, Blackwater 1067 mm gauge

(see LRN 91 p.11)

A visit on 21 December showed most rail equipment on the surface, although three personnel carriers and one locomotive were still underground. The mine had closed as planned, but was being kept in operating condition in the hope that a buyer may be found.

Fox 4wDH locomotives 4 (004 of 1973) and 6 (006 of 1976) were both in yellow livery and operational for surface work only. Hexham 4wDH locomotives DL7 (HE685) and DL8 (HE697) were also noted on the surface, painted white with fluorescent red dazzle stripes at each end.

Five 4wDHR personnel carriers were also noted. Two were Fox cars rebuilt by Eimco in Mackay in 1990 with hydrostatic transmission. In yellow livery, these are numbered 1 and 2 and also bear plates MC001 and MC002. They are believed to be Fox 323 and 324 of 1972. Number 2 was without its engine.

Two Vernier cars were noted, numbered 7 (MC007) and 8 (MC008). 7 is one of three older type Vernier cars, and it appears to have been refurbished recently. It is painted white. 8 is a more modern 2-speed model (series D15) and appears to have been built in 1985 according to an inspection plate in the cab. This unit is painted Yellow.

Manrider car 9 was found out of use in the scrap disposal area. This is the unit designed by Hexham Engineering and completed by Hawker Noyes in 1990 after the demise of Hexham. It carries Hexham plate HE707 (of 1989). It had been observed receiving attention at Eimco's Mackay works in 1990 and 1991.

Quite a number of four-wheel flat cars were observed, and a number

carried limestone pods for dusting underground. The largest vehicle was a bogie shearer transporter built by Hexham (HE699) upon which sat the 70-tonne coal shearer.

It is believed that the units still underground were 4wDHR personnel cars 4 (believed to be Fox 346 of 1975, fitted up as an emergency car) and 5 & 6 (both believed to be Verniers), and 4wDH loco DL9 (Hexham HE702 of 1989).

Three large four-wheeled unpowered yellow man-riding cars were observed. These were for use on the 650 m long drift. One (numbered TC002) was observed hitched to the dolly car at the top of the drift. TC003 was on the surface and TC001 was in the scrap area. The yellow dolly car (numbered DC1) is attached to the winder cable, and its operator controls the winder by radio, a wire aerial extending down the tunnel with a running contact from the dolly car attached to it. It also has a variety of auxiliary braking systems fitted, as has the man rider.

John Browning 12/92

DEVEX, Monkland, Gympie 610 mm gauge

(see LRN 85 p.10)

Activity is likely to be stepped up with the announcement of plans to develop a 25,000 ounce per year mining operation based on the West of Scotland shaft which has been the scene of exploration over the last few years.

Sydney Morning Herald 25/9/92 via Ray Graf

ISIS CENTRAL SUGAR CO LTD 610 mm gauge

(see LRN 87 p.2)

Five members of ANGRMS stayed overnight on Tuesday 11 August, at the historic Cordalba Hotel run by Zig Zag member, Philip Smith. Wednesday morning, a phone call to the traffic office at the mill advised we were in the area and asked the movements of the locos.

Ex-QGR DH20 Walkers B-B DH 1 (602 of 1969) and one other loco start at 6 am, with shift changes at 2 pm and 10 pm. All others start at 8 am with shift changes at 4 pm and midnight. DH 1 worked the Farnsfield line, or Soldiers Settlement area, on the first run of the day with 660 tonnes plus brakewagon however mill employees said 600 tonnes is the maximum load because of the hill.

Two additional ex-QGR DHs (one reported to be DH67) are to be converted to 2 ft gauge by Walkers of Maryborough, as well as having the drivers' cab shifted to make driving a lot cooler and to give better vision for points and the points person. They also have 2-way radios. One employee stated that

the three DH locos cost the same to buy and convert to running order as one of the new Eimcos at other mills.

Two of the older 0-6-0 Clyde locos have been coupled together with the cab being removed from one for better vision when running the slave unit first with empties. The locos always work radiator leading, or towards the mill, with loaded trains.

The mill uses 42 lb rail and manufactures its own sleepers in concrete, expecting a 30-year life compared to 4 or 5 from wood. The sleepers are made in the off season by the loco crews, producing 300 per day.

Bob Gough 12/92



Coupled 0-6-0 Clyde units with cab removed from slave unit, and brakewagon at Isis Mill on 12/8/92.

Photo: Bob Gough

KOLAN SHIRE COUNCIL, Wallaville 610 mm gauge

(see LRN 65 p.8)

The unidentified 0-6-0T, believed to be German-built, supplied by agents Arthur Koppel to Gin Gin Mill in 1897 is reported to be up for sale.

Sunshine Express 11/92 via John Browning

MORETON CENTRAL SUGAR MILL CO LTD, Nambour 610 mm gauge

(see LRN 83 p.11)

Minimum maintenance only is to be carried out during this year's off season. E.M.Baldwin 0-6-0DH *Bli Bli* (6-1257-6-7-65 of 1965) is to have its

motor replaced by the one out of E.M.Baldwin B-B DH *Coolum* (5565-1-10-74 of 1974), with a new engine being purchased for *Coolum*. After two axle failures in E.M.Baldwin 0-6-0DH *Petrie* (6-2300-1-6-68 of 1968) during crushing, all axles in *Petrie* are to be replaced. During the past crushing season, advantage was taken of some of the wet weather to repaint several of the locos. Those receiving new coats of paint were: *Coolum*; Com-Eng 0-6-0 DH *Dunethin* (H1022 of 1958), E.M.Baldwin 0-4-0DH *Valdora* (6-1258-5-6-65 of 1965); E.M.Baldwin 0-4-0DH *Maroochy* (6-1064-1-11-64 of 1964); and Clyde 0-6-0DH *Moreton* (63-289 of 1963). Livery remains unchanged except for the bonnets now being painted in a flat black to try and reduce glare in the drivers' eyes.

Bob Gough 12/92; George Hadley via Peg Hayes 1/93

TINBEERWAH MOUNTAIN RAILWAY, Arcadia, Cooroy 610 mm gauge

(see LRN 78 p.16)



Tinbeerwah Mountain Railway's latest line car, numbered G.C.3 and built by Russell Savage in 1990.

Photo: Russell Savage

In December 1991, an 18 ft turntable was constructed and installed next to the storage depot to enable stock to be turned. Most of the sharp curves on the line have now been replaced, and the ballast wagon has been fitted with a heavier plough with pleasing results.

A new 4wPM track inspection trolley was put into service in September 1990. built by Russell Savage in Mildura, and numbered G.C.3. It is fitted with

a 9 hp Wisconsin engine with forward and reverse gearbox and sanders for both directions. It has proved to be very successful.

Ex AN/SAR switch stands have been installed at three places on the main line and incorporate markers to indicate point settings

Work has commenced in Mildura on the construction of a passenger rail motor. Construction is expected to take 12 months.

Russell Savage 12/92

TASMANIA

IDA BAY RAILWAY, Lune River 610 mm gauge

(see LRN 87 p.13)

A visit to this Railway in May 1992 noted two locomotive frames on timber framed bogies. One has "1800's Vintage Steam Loco's - Awaiting Restoration" painted on the frame. With the cylinders shapes similar to the former Magnet Tramways No.1 Mallet (O & K 882 of 1901), it was initially thought that it was this loco. However recent viewing of photos taken during May seem to suggest that it may be another loco (or 2 locos). Can any reader supply any further information?

Peter Medlin 1/93

VICTORIA

ALEXANDRA TIMBER TRAMWAY & MUSEUM INC 610 mm & 1029 mm gauge

P O Box 288, Alexandra Vic 3714

(see LRN 89 p.14)

By the end of November, almost all of the mainline at Alexandra had been relaid in 60 lb/yd rail and new red gum sleepers. Only the short section at the points remains to be done. Materials for this are on hand and the work will be carried out next winter.

The Museum wishes to express its sincere gratitude to the Puffing Billy Preservation Society for undertaking to bend the rail with their hydraulic rail-bender. The actual work was carried out by Tom Kilner who gave up a day to come to Alexandra and operate the machine. His expertise in this matter was demonstrated when the rails were once again bolted together to form perfect curves. The small group of Museum members who relaid the track wish it known that the words "drill", "dogspike" and "sledgehammer" should not be said in their presence for some time.

Motor Rail "Simplex" 10058 of 1948 was used extensively for work trains during this exercise. It performed well, and had its first real test hauling a train of side tipping skips filled with ballast.

John Fowler 0-6-0T 11885 of 1909 underwent a boiler examination during October and was once again passed to operate at 120 psi. However, the boiler examiner has indicated that pitting in the tubes has reached a state where some consideration should be made for their replacement in the future.

By the time this is printed, the wheels of Kelly & Lewis 0-6-0DM 4271 of 1935 should be back at Alexandra. A most reasonable quotation for their reprofiling has been received from the Puffing Billy Preservation Society and the work was scheduled to be carried out during January 1993.

While waiting for the return of these wheelsets, work has continued on stripping the boiler of Hudswell Clark 0-6-0 1098 of 1915 in preparation for a hydraulic test. Many of the studs on the backhead were badly "necked" and are being replaced as the work continues. The backhead fittings have all been checked and polished in preparation for reinstatement.

The picket fence around the station platform has been completed and provides a neat "frame" for the station building which is beginning to look more like its original self.

During the heavy spring rains much effort has been expended in keeping the grounds tidy and the grass under control. This has kept Doug Lister and the Museum's small fleet of ride-on mowers very busy as the growth has been most prolific. A model of two tramway bridges built by Ernie LeBrun has been added to the Museum's Timber Industry Room.

As a result of the main line up-grade, sufficient reusable red gum sleepers were released to enable the access track to the goods shed to be re-sleepered during early January. The original sleepers in this track were obtained from Cementation Pty Ltd with the 30 lb rail and by late 1992, had deteriorated badly.

Peter Evans 12/92; Timberline via Ray Graf

CENTRAL DEBORAH GOLD MINE, Bendigo narrow gauge

This tourist mine, which appears to feature hand tramming of skips underground and on the surface, is open daily from 9 am to 5 pm.

Ray Graf 12/92

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Railway 762 mm gauge (see LRN 91 p.17)

Gembrook Restoration

The gap between the two railheads at Wright and Main Road Gembrook is

now five miles. Relaying of track from Main Road Gembrook to Orchard Road, a distance of 600 metres, was scheduled for late 1992. This has been delayed until 1993 for a number of reasons - e.g. the sleeper cutting contractor could not get into the forest due to floods in northern Victoria.

The PBPS has purchased Yanga Creek bridge near Balranald from V/Line for dismantling. This bridge will supply some of the materials for the three replacement trestle bridges between Wright and Cockatoo.

The new bridges will follow the design of the original bridges with two notable exceptions. Firstly the piles will not be driven into the ground but will be attached to concrete foundations just above the ground surface. Secondly the bearers or girders will be steel, not timber. These two changes have been made to reduce long term maintenance costs. Use of steel girders does not fall outside the railway's heritage standards, as these were used on many of the bridges on the Walhalla railway.

Restoration work planned for 1993 includes: dismantling Yanga Creek bridge and moving reusable materials to Emerald (currently scheduled to begin in February), completion of concrete foundations for small Wright trestle bridge (scheduled for late Summer/early Autumn when there is not too much mud about), laying 600 metres of track from Main Road Gembrook to Orchard Road (scheduled for March-June), completion of the small Wright trestle bridge (could be completed by September). On completion of this bridge it is intended to lay track to the site of the big Wright trestle bridge.

All of this work is subject to the availability of funds.

Achievements in 1992 were completion of one kilometre of track between Lakeside and Wright - ballasted and tamped to mainline standards, installing level crossings at Wright Road and Gembrook Main Road, clearing of formation from Wright to site of big bridge, designing of replacement bridges, purchasing Yanga Creek bridge, and restoring Gembrook water tank stand.

Belgrave-Lakeside Operations

Passenger numbers since September have been disappointing. This is believed to be due to the incessant rain. During the September school holidays four trains were scheduled each day. On one particularly wet, cold day the last train of the day left Belgrave with no passengers.

Gembrook Operations

Since October, Gembrook operating days have also coincided with wet weather. Nevertheless passenger numbers averaged about 230 on each day, the exception being the Sunday before Christmas when only 71 travelled.

Locomotives

Work still continues on 12A. It is now hoped to have this back in service in

January, but this will depend on how much maintenance work is needed on 7A, 8A and 14A. From 26 December to 17 January six trains are scheduled each day, and these three locos will be needed every day to provide that service.

Frank Stamford 12/92

PUFFING BILLY PRESERVATION SOCIETY MUSEUM, Menzies Creek various gauges

(see LRN 84 p.13)

The Puffing Billy Museum is to cease being a "Museum in an enclosure" in the future, with the proposed establishment of a timber tramway and sawmill at Gembrook, with additional displays "along the line". Not all the exhibits will be required for this new venture and it is proposed to rationalise those items not required for the "theme" once a more suitable home can be found for them.

Peter Medlin 1/93

SECV, Yallourn 900 mm gauge

(see LRN 86 p.18)

The only remaining section of the SEC rail network, the Yallourn-Morwell Interconnecting Railway, is expected to close about March 1993 and be replaced by road haulage. The Walhalla Goldfields Railway is hoping to acquire and re-gauge one of the diesel shunting locomotives (see item elsewhere this issue).

The railway is currently only used to transport briquetting coal from the Yallourn loading station to the Morwell ditch-bunker with trains returning empty. Locomotives are coupled to the Morwell end of trains, i.e. empty trains are pushed.

On 18 December 1992, two 13-wagon trains were in operation hauled/pushed by locomotives 122 and 125. Each trip takes about 1 hour return and trains cross at the loop on the north side of the Morwell River bridge.

The State Electricity Commission of Victoria has issued a request for tenders for "The demolition, removal & purchase of part (approx. 14 km) of the 90 cm gauge, interconnecting railway line between Yallourn & Morwell open cut mines."

C. Harvey/P. Rickard 12/92; The Age 19/12/92 via Darryl Grant

STATE COAL MINE HISTORIC RESERVE East Area Mine, Garden St, Wonthaggi 610 mm gauge (see LRN 85 p.19)

Underground tours run daily between 10 am and 3.30 pm, and last about

40 minutes. This is one of seven historic mine sites which are part of the State Coal Mine Historic Reserve.

Ray Graf 12/92

WALHALLA GOLDFIELDS RAILWAY gauge (to be) 762 mm

P.O. Box 1576, Traralgon Vic 3844

On Friday, 8 January 1993, work commenced on the restoration of the railway line between Thomson and Walhalla on the former Moe to Walhalla (Victorian Railways) 762 mm gauge.

This enthusiastic group have been together for approximately 12 months and in that time have obtained a \$55,000 grant from the Federal Government to initiate the restoration and become Incorporated as the Walhalla Goldfields Railway under similar conditions to the Puffing Billy Railway.

The initial base for operations is Thomson and work is planned in various stages, the first to be the section of approximately 1.5 miles from Thomson north towards Walhalla which will require restoration of the 309 foot long Thomson River Bridge, a 15 foot long, 6 foot high, 3 span, trestle bridge and include a temporary terminus with run round loop about 0.5 miles prior to Walhalla. Stage 2 is across 6 trestle bridges varying from 10 feet to 32 feet high into the former Walhalla Station Yard. Stage 3 is approximately 2 miles south from Thomson to Platina across 2 large trestle bridges and the long term plan is a further 3.5 miles to Erica via the horse-shoe bend and 2 more trestle bridges. It is hoped to eventually operate steam locomotives on the Railway.

It is believed that rails, a Fowler 0-6-0 diesel loco, and 10 ballast wagons from the nearby SEC Yallourn open cut mine (due to close rail operations in March 1993 - see SEC item elsewhere this issue) have been promised to the Railway. The rolling stock will require conversion from 900 mm gauge to 762 mm gauge to suit the gauge chosen.

The initial workdays on January 8/9, saw the area near the Thomson River bridge cleared of foliage to allow the bridge to "dry out" and the railway bridge can now be fully seen from the nearby road bridge. Considerable work will be required to restore this bridge including the building of 5 timber piers and repairs to the iron work, with decking and rails to be placed after. Meanwhile work continues on clearing the road bed from the Thomson River Bridge towards Walhalla.

As with all groups, the Railway could use additional assistance and interested people should write to the Secretary at the above address. Membership of the group is available at \$20 for individuals, \$15 for concessions and \$30 a family.

Peter Medlin 1/93

WESTERN AUSTRALIA

WESTERN AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION Bennett Brook Railway, Whiteman Park 610 mm gauge

(see LRN 89 p.19)

John Fowler 0-6-0DM 4110019 of 1950 entered service in July, in maroon livery and named *Rosalie*.

Rusty Rails 4-6/92 via John Browning

MEETINGS

MELBOURNE: LONGWARRY

Until the turn of the century Longwarry was arguably the busiest station on the Gippsland mainline. From 1881 thousands of tons of timber were despatched from this somewhat obscure town 80 kms east of Melbourne. From that year until 1932 timber tramways provided the means by which timber was carried to the railhead and supplies were despatched to the mills.

Mike McCarthy, who has researched the history of the mills and tramways in this area as part of a West Gippsland book, will be speaking about the light railways of Longwarry at the February meeting.

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

DATE: Thursday 14th February at 8.00pm.

SYDNEY:

Any member wishing to know details of the next meeting should call Craig Wilson on 02-484 7984

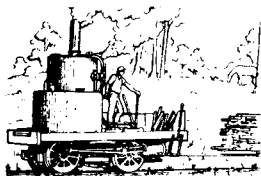
LOCATION: Woodstock Community Centre, Church St Burwood Note: Plenty of off street parking at the rear of the building and Burwood station is only a 5 minute walk away.

DATE: Wednesday 24th February at 7.30pm

ADELAIDE:

Contact Arnold Lockyer for details. Phone: 08-296 9488

LOCATION: 150 First Avenue, Royston Park.



LIGHT RAILWAY NEWS

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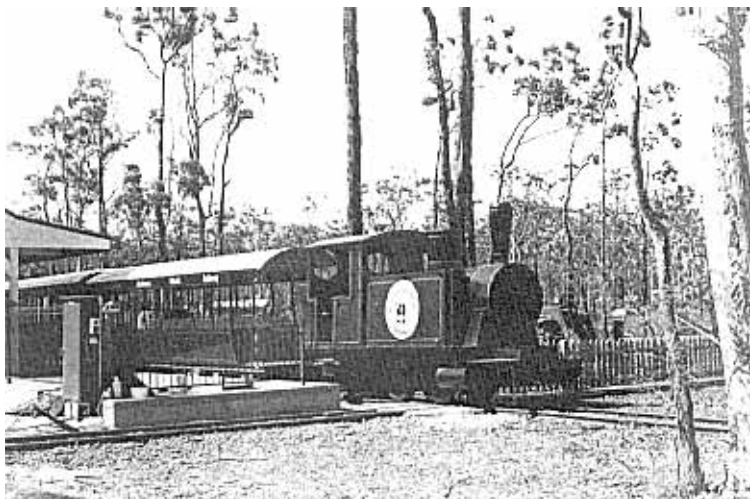
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Deadline for next issue - 30 April 1993



Leyland Brothers World John Dunlop steam outline loco and train at the station on the 2 ft gauge railway, 17/9/91.

Photo: H.J. Wright

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OBITUARY

KEN McCARTHY - ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD

It is with deep regret that we have to announce the passing of Ken McCarthy, on Saturday, 23 January, at the age of 58 years, and following service to ILRMS spanning twenty one years

Ken was a founder member of the Illawarra Light Railway Museum (No 4), and a number of other similar organisations He held the position as first Chairman for four years, and later was Secretary for two years, until his illness overtook him.

He was a prolific writer, and apart from producing the ILRMS Review for a number of years, he wrote a number of books and pamphlets on trams, narrow gauge railways, and like matters These were always well researched, and have become classic textbooks in their fields

Whilst being a devoted family man (and High School Principal in later years), he found time for photography, Scouts, trams (through S. P. E. R.) and of course, the Museum. None of these jobs were skimped; Ken always did things thoroughly

He not only provided administrative help in the form of assistance to obtain grants etc, he had a string of restoration projects to his credit These include International bus bodied car, Melbourne cable car, various wagons, Sydney "C" type tram and his last crowning glory, the Cane Inspector's car ex-Victoria Mill

Ken was also responsible for the restoration of an old-time petrol pump, and two pump trolleys in co-operation with his students at the High School. These were carried out as part of the curriculum and are now resident at Albion Park.

Ken was a great friend to know, as he had a great command of the English language, and was not afraid to tell you if you mis-used it! He would always respond positively to requests for information about his beloved tramways

and narrow gauge railways, particularly if they were in the Illawarra or its environs.

Ken would not suffer fools gladly, and again, would very soon let anyone know should they transgress a particular point of historical accuracy! We have lost a good friend and mentor, a marvellous historian in his field, and a very active restorationist. However, his legacy of writings will live on, to remind us of his dedication, and we must endeavour to continue the work Ken so ably started and steered through its early and difficult years.

VALE KEN MCCARTHY

Dave Merrifield 1/93

RESEARCH

DEFENCE TRAMWAYS

During research being undertaken into the tramways of the former Explosives Factory Maribyrnong, details of a number of other tramway systems used for explosives transport or associated with defence production have been discovered. These are listed below and any member intending to conduct research in these areas should contact the Secretary for further information.

LOCATION	APPROX. LENGTH	GAUGE	NOTES
Acetate of Lime Factory, Bulimba Qld	-	2 ft	
Ballarat Explosives Factory, Vic	440 m	2 ft	
Bendigo Ordnance Factory, Vic	2.25 km	2 ft 6 in	
Bundamba Explosives Store, Qld	-	?	(1)
Derrimut Magazine, Vic	13.6 km	2 ft	(2)
Footscray Ammunition Factory, Vic	5.5 km	16 in, 2 ft & ?	(3)
Mulwala Explosives Factory, NSW	2.2 km	3 ft, 4 ft 8.5 in	(4)
Salisbury Explosives Factory, SA	-	2 ft	
Smithfield Magazine, SA	-	2 ft	(5)
St Marys Magazine, NSW	14 km	2 ft	(6)
Swan Island, Vic	-	2 ft 6 in	
Ulverstone Flax Mill, Tas.	15 0m	?	
Villawood Explosives Factory, NSW	600 m	2 ft	
Woodman Point Magazine, WA	-	2 ft ?	(7)

Notes:

- (1) In mine tunnel.
- (2) Probably used battery-electric locos.
- (3) Some of 16 in gauge was "electric tram".

- (4) Also 1.8km of 5 ft 3 in gauge siding worked by diesel loco. 4 ft 8.5 in gauge worked by battery-electric locos. May be 2 ft gauge here also. Factory still operating.
- (5) Probably loco worked.
- (6) Interchanges with 4 ft 8.5 in.
- (7) Existence inferred. Can anyone confirm?

EFM Research Group 2/93

NOTES, CORRECTIONS & COMMENTS

CHANGE OF ADDRESS

If you have changed your address in recent times, it is either by good management or good luck, that you are still receiving LR and LRN. If you have informed us of your new address, it's your good management. If you haven't, then it's your good luck, as we have picked up your new address on the bush-telegraph. (The bush-telegraph is a marvellous invention but not 100% reliable.) To keep both you and us happy, please inform our Membership Officer promptly of your new address, to ensure that you continue to receive LR and LRN. Any correspondence relating to membership matters should be directed to the Membership Officer LRRSA at the address shown on the cover. Requests to purchase our publications should be sent direct to the Sales Officer LRRSA, 21 Temple Rd. Belgrave South Vic 3160. All other correspondence should be directed to the Secretary LRRSA, at our usual address, P O. Box 21, Surrey Hills Vic 3127. Your cooperation will assist us to provide a better service to you, our members.

W.L. Hanks, President LRRSA 2/93

ILRMS MUSEUM EXHIBITS GUIDE

(see LRN 92 p.9)

The price of this Guide was incorrectly quoted in LRN 92 as being \$3.50 post paid, which is in fact the price if it is purchased over the counter at the Museum. The correct mail order price including postage and packing is \$4.70.

Dave Merrifield 2/93

ABC RADIO

The final episode of a program called "Reading the Labels on Jam Tins" was broadcast by Radio National on Sunday, 31 January. This program talked about life in the sawmills of SW Western Australia and quite a lengthy segment of it was occupied with the memoirs of a man who was a loco driver on the timber lines of the SW. He spoke of the engines, track, accidents, log trains, etc. Tapes of these programs are normally available from the ABC and may be

of interest to some readers. The presenter (or producer?) of the program was Bill Bunbury.

David Burke 2/93

SITE REPORT - VICTORIA

DRIVERS TRAMWAY, Arkins Creek -

Part II

(see LRN 92 p.3)

Investigations over the next few days revealed that Jack Kincaid also ran a bridge across Arkins Creek from a mill near the big bridge. So there were two bridges and tramways. I returned to the site on Sunday, 10/11/91, with the aim of locating the two trams.

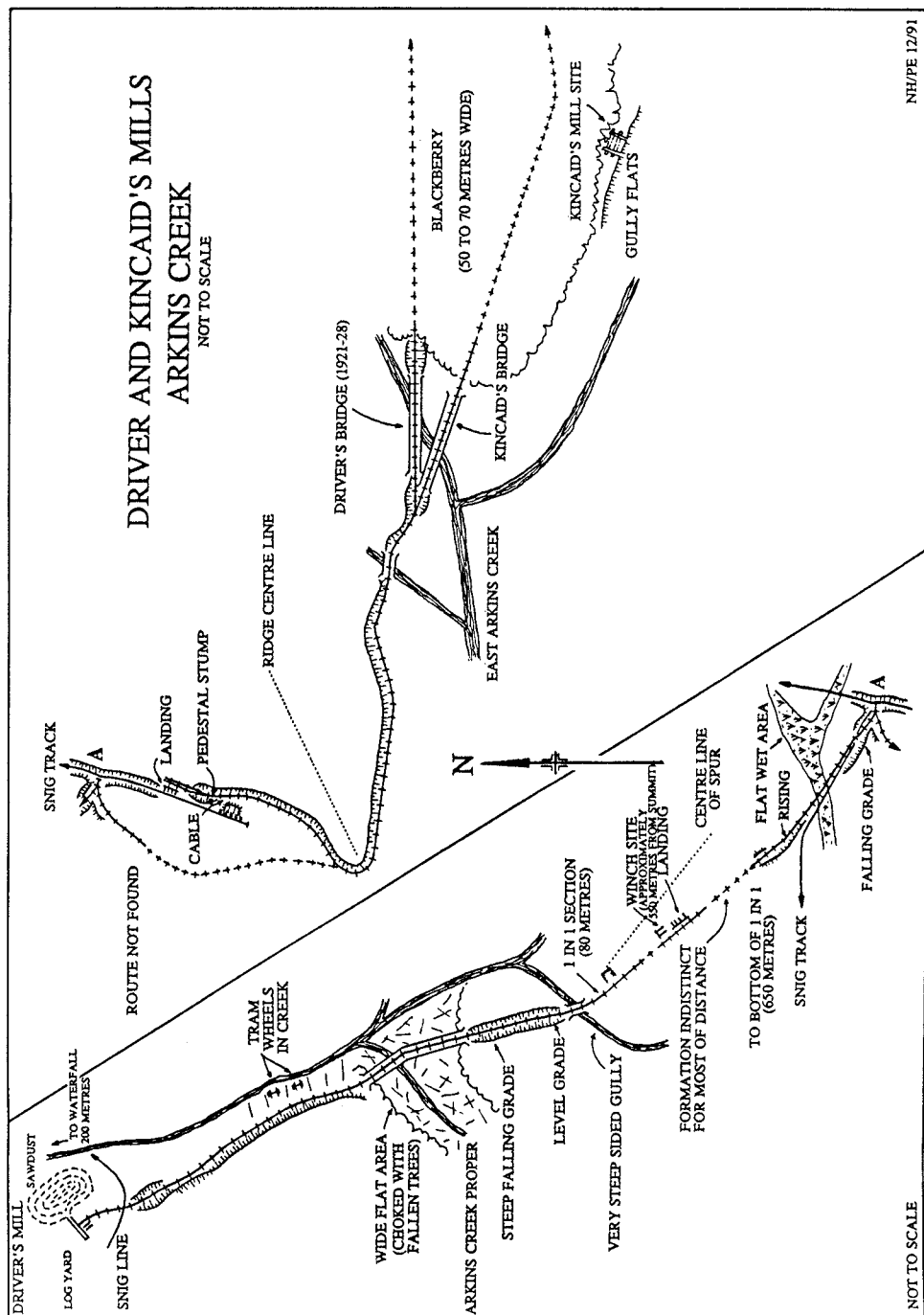
I walked to the site of the big bridge and clambered up to the tram route at the western end, making for the twin cuttings. I carefully measured the smaller cutting and at the eastern end located earthworks, holes and pieces for a bridge. This bridge had to be that of Kincaid's. It was built with two piers sunk into the ground every 6 m and topped by 25.4 cm square bearers. One of the piers, 3.9 m high, is still in place but most of the bridge had disappeared. Sufficient fragments and pieces of ironwork remain to determine the bridges' construction methods.

I crossed to the eastern side of the creek and checked the ground for evidence. At the eastern end of the bridge I located eight sets of post holes, 6 m apart and set 2.4 m across. One upright support, 3.9 m high, is still in position as are three other shorter uprights and some charred beams remain on the ground. I estimate the bridge to have had 12 or 13 sets to give an overall length of at least 75 m and a height at the creek of at least 18 m.

The tram route ran off the bridge along a level grade for a short distance until disappearing under the gigantic blackberry clump previously mentioned.

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I retraced my steps across the creek up to the tram and began walking west. Along the route beyond the double cuttings, the roadbed is 2.4 m wide so it looked to me that the W.S.H.C., had rebuilt Kincaid's tram and used part of it. I came to another bridge across an intersecting gully and noted it to be about 10 m long. one of the bearer logs remains. I pushed on to where I had met this formation on my first trip before pulling out my survey implements and marching west into a rain shower. A solitary length of wooden rail still with a line of nails set 25 cm apart was the only relic in evidence. I soon came to a horseshoe bend and turned north across the face of the ridge. The



earthworks became lower and less noticeable but for most of the way the tram route is obvious. The ground cover is mostly fern plants 60 cm high that act as a blanket and hide the smaller fallen trees and limbs as well as the tram route where the earthworks are less than 20 cm high.

I ploughed on through the sodden ferns, passed a very wide cutting on a bend until coming to a level spot with numerous marks on the ground and what looked like a snig track heading down the slope. This was a winch site and log landing but I didn't stop to determine this at the time. I lost the tram just past the landing and spent the next 20 minutes circling and zig-zagging about before satisfying myself that it ended where it did.

When turning back towards the landing, which was somewhere south and east of me, I recognised to the north and up slope, the very steep drop that I had come down on my first trip to this area and instantly regained my bearings. I wandered east until I found the landing and thoroughly checked the site. The ground marks were the impressions from a log landing. The wood work had vanished in its entirety (probably through the 1919 bushfire) so the landing was a very old one and in my view, the terminus of Kincaid's line.

I now knew that Driver's tram was downhill from here and wondered why I had not seen the junction of the two lines way back near the horseshoe bend.

I set a bearing and moved downhill in a straight line and after about 50 m stepped onto Driver's tram almost on the same spot as on my first trip. Later that night when I had plotted my findings, I realised how unlucky I was on my first trip as I had blindly walked through the narrow gap between the end of Kincaid's line and the start of Driver's incline and stumbled onto one of the worst defined lengths of Driver's line.

I walked north to the incline to secure a fix in relation to Kincaid's line and turned back. My purpose today was to find a route to the incline as I intended to explore it on my next trip. I had been in the bush for over three hours and was wet through so it was time to retire in any case.

I walked back along Kincaid's line looking for Driver's junction but failed to find it and kept on until emerging from the bush along Delaney's Track.

Two weeks later I returned with the aim of walking down the incline to the mill. This was to be a major expedition because of the steep terrain and the nature of the vegetation so I enlisted some local help and had an experienced search and rescue bushwalker accompanying me, Mr Cliff Tann. We were able to drive along Delaney's Track to the walk start and this saved our legs and energy a 2 km hike.

We walked into the bridge site and followed the tram around to Kincaid's landing. At the horseshoe curve we began a careful search along the downhill

side of the formation looking for the junction point of Driver's line. We had no luck until coming near Kincaid's landing when Cliff spotted a landing and snig line about 20 m south-west of Kincaid's and a formation heading away to the north.

The imprints of the landing were distinct and on poking around, we found a length of 1.5 in (38 mm) wire rope and a tree stump with two wheel pedestals driven into it to act as guides for a cable. We also found a beer bottle near the stump, the second one we had come across on the spur. Several locals later told me I should have found more than two bottles.

The formation from the landing was difficult to follow to the north but this didn't matter as we were only about 60 m from the start of Driver's incline. In this small area of say 150 m square, there are three grade lines, three landings, two winch sites, one incline and four snig lines. It was certainly a locality of much activity.

At the top of Driver's incline we walked a little way down the snig track running north to confirm it was a snig line. We returned to the top and followed the other snig track and incline, which start at the same point. The snig track heads away from the incline at a shallow angle, through a small depression, across a bog and then off to the south. In one of the depressions we found a spike, lever support and a length of half inch (12.5 mm) wire rope (probably the whistle rope as it seemed rather small for the tail rope).

We then walked sideways for 10 m to the incline track and began our descent. But the descent wasn't much to talk about at first as the track is on a very gently grade just off the centre line of the spur. The earthworks are minimal and this together with the amount of ground litter made tracking difficult. After 550 m, the tram route began a pronounced dip and we came across a log landing with a winch site alongside. The winch bearer logs and bolts are intact. We re-confirmed the compass bearing and kept on down what was by now a steep grade, the start of the celebrated 1 in 1 we presumed. Unfortunately, we lost the track near a creek crossing and spent the next 25 minutes zig-zagging up and down the creek.

The creek sides are part of the 1 in 1 and in sections are steeper, so we expended a fair amount of energy going up and down the sides. Cliff ended up to the west on the other side and found what he thought was a long length of formations. I initially made my way to the other side but after finding nothing walked down the creek, a steep sided dry gully really, and noted that the gully had a consistent bearing that almost matched the tram bearing so I reasoned that the tram had to be to the right (north). So once again I heaved myself up the creek side to the top of the spur and had a further look and sure enough was lucky enough to stumble on the formation alongside a hollowed

out flat that was probably a hut site.

I yelled to Cliff and he came across the creek with the news that he was about to call me to say he had found the tram, but his line was either a log line or the mark left by a fallen tree that had decayed. The point where I found the tram was just above the small creek where it turned into Arkins Creek. We followed the formation down a very steep grade for about 50 m until coming to a bridge site. The bridge had long since gone so it was a case of sliding down the vertical creek side to the bottom and clambering up the opposite bank where the formation continued as a well defined side cut on the south side of Arkins Creek. We thought the going would be relatively easy from now on. The formation remained level for a short length and then began dipping to the north west until coming to another bridge site at the junction of two creeks and a gully. The wide flat area at the creek junction was choked with fallen trees. We clambered over, under and along these obstacles for 100 m and carried on down the creek. We could see no sign of the tram and in fact it had carried high over the depression by a long bridge (but we didn't know that then) and blithely continued towards the mill in the creek itself as the alignment appeared to be heading this way.

The creek is very scenic along here with its black/grey rocks and pebbles, crystal clear bubbling water and fish. We came across two 3 ft (914 mm) tram wheels lying on the side of the creek. We reasoned they must have gone "over the edge" from the tram higher up although there were indications of a ledge along the creek. We continued down the creek a bit further until coming to a waterfall. So now we had to climb out of the creek straight up the vertical sides. Once up on top of the spur we had to pause and in between the sounds of our heaving breaths and pounding heart beats, we detected the rush of another creek. I knew from aerial photographs that the mill was sited in the "V" between Arkins Creek and a small branch coming in from the south-west and as well the spur centre line bearing matched the mill spur so we began walking up the spur. After about 60 m we walked into the sawdust heap, 2-1/2 hours after entering the bush.

We stopped for lunch on the dust heap and after refreshments, we inspected the mill site. When the mill closed in 1928, all the gear was stripped out and sold at auction at Kincaid so we didn't expect to find anything of interest. The earth works and impressions, engine bedlogs and sawdust hole are quite evident. The only metal work at the site is a very heavy pair of power take-off rollers on a bent shaft. One snig line running north from the log yard was quite obvious and no doubt there are more but we didn't look for them. Cliff had to get back to milk the cows so we couldn't afford to dally.

We commenced our walk back to Delaney's Track at the terminus of the

tram on the north side of the mill and proceeded south east around to the creek, high above the water where we had walked into the site. The reasonably level formation is cut into the side of the steep slope and was easy going for about 250 m until we met the three way creek junction. It now became clear as we stood at the edge of the vanished bridge site that a very long viaduct ran across the area, but for us there was no such luxury. It was back to hard slogging across the ooze and fallen trees. We picked a landmark over the way where we estimated the bridge terminated and plunged into the mess below us, but when we got to the other side there was no matching formation. The bridge must have gone off at an angle or was much higher than we thought (in fact it probably had a bend in it as my plots later showed). We searched with no result and eventually ended up in a gloomy fern lined gully, which we marched along for a short distance as it was heading the right way. We stopped for a conference to the accompaniment of mosquitoes and the grey mud up to our calves and, after considering our position, both health-wise and navigation-wise, decided to climb straight up the side to the right (south) and, sure enough, at the top was the tram.

Once on firm ground we made good progress back to the creek at the end of the 1 in 1, then it was down into the muck again and up the other side. This time it was a true vertical climb involving the cutting of steps and using palm frond ropes to get up to the edge where the slope was "only" 45 degrees. We thought we could pick up the short piece of formation that I had found on the way down but we missed it because we drifted to the north. By the time we realised this we were too far up the slope so we plodded on through the bush looking to the right (south) just off the ridge centre line but found nothing. We were not to sight another piece of tramway formation for the rest of the walk.

Way up the slope we came across one of the snig tracks originating from the top of the incline which we followed for a while until it changed direction. Thinking this track was the southerly one, we crossed it, but it was the northerly line so we unknowingly walked past the top of the incline on the north side and carried on up that side of the spur. One hour after leaving the creek at the bottom of the 1 in 1 we staggered out of the bush on buckling legs onto Delaney's Track, drenched in perspiration, our faces crimson red and our hearts thumping like jackhammers, having walked 1500 m and climbed 240 vertical metres in the interim.

So we had walked down and then back up the route of the 1 in 1 and lived to tell the tale! Our verdict was that the old timers' tales were exaggerated. The true 1 in 1 was a vertical drop of 80 m over an incline that was 1500 m in length with an overall vertical drop of 250 m at an average grade of 1 in 6.

I suppose the tales about the 1 in 1 were due to it being on an access tram, not a log tram, and more people had first hand experience of it. On paper, the Arkins Creek incline was the longer of the extremely steep grades in the West Otways but sections on the Northern Timber Co. line at Lavers Hill and Devitt Bros at Dinmont were just as steep although over shorter distances.

My cerebral opinion is that the Lavers Hill tramways of the Northern Timber Co are the toughest to walk and my body's opinion agrees. The Arkins Creek expedition only caused aching muscles for one day whereas the Lavers Hill walks stopped me for two days afterwards.

I still had more mapping to do on the site, namely to sort out all the lines, tracks and marks at the top of the incline and follow the tramway east from the big bridge to Kincaid Siding (insofar as the blackberries and swamps would permit).

So once more it was time to pull on my big boots and shoulder my pack and head back to Arkins Creek on Saturday, 30/11/91 for another bout with the bush and the slopes. I was unable to drive in so had to hike 2 km along Delaney's Track from the bitumen before getting to the take off point.

My aim was to see if I could make sense of all the marks on the ground at the head of the incline. In this I was only partially successful due to the fact that between Kincaid's landing (on the high ground) and the incline, the terrain is flat and wet so the trams were probably laid on the surface with minimal earthworks.

I traced the northern snig line back to the landing below Kincaid's and here it seemed there was a winch just below the tram and south of the upper landing. The ground is relatively flat here so there would have been plenty of room to stack and manipulate the logs. Another snig line ran almost due south. The logs were loaded onto the bogies in an uphill direction, say a rise of 3 m, hence the cable guide (made from tram pedestals) alongside the cutting. The width of the cutting now made sense as there was probably two tram tracks through it to serve the winch and landing and park the empties.

I then returned to the head of the incline to see what I could make out. There appeared to be both a snig line and incline taking off from the same point but the snig line changed sides 40 m down without obviously showing it. This seemed to indicate that Driver's incline was built over one of Kincaid's snig lines. The ground has been cut away on the left of the incline at the top and my view is that this was where the tramline builders obtained the soil to form the road bed across the snig track.

I had a look for the incline winch bed logs up behind the head of the incline but failed to locate them due to the heavy ground cover. The incline track ends clear of the northern snig line and doesn't foul it. Instead, it forms a

switchback arrangement, with the grade line heading off at an angle back towards the incline and then swinging to the south around to join Kincaid's line. Despite searches on three visits I was unable to find the junction. There are no obvious lead-offs on Kincaid's tram and all I could locate was a slight widening near the horseshoe bend and some bearer marks. If this was the Junction then an inclined wooden ramp was used to make the change of grade between the two tramlines.

As mentioned before, the entire site is almost featureless because of the complete ground cover of thigh length ferns and I found I just about had to be standing on the ground marks before seeing them. I now knew enough to draw a general arrangement and this was sufficient for my purposes.

When I had finished here I walked back to the bridge sites, crossed the creek to the end of Kincaid's bridge and began a search for Kincaid's mill site.

Local information suggested that the mill was "near" the bridge. Kincaid's tram disappeared under the blackberries at the end of the bridge so I could not follow the track. I picked out a tree way down the blackberry clump and decided to make for it via the sides of the berries. A small gully came in from the right (south) so I zig-zagged along it looking for bridge or mill marks. There were some promising marks here and there but on closer inspection I discounted them.

The vicious blackberries kept forcing me down into the gully and it was just as well, as otherwise I would not have found the mill by trying to follow the tram. About 150 m from the end of the bridge a small watercourse came in from the left but it looked too uniform to be natural so I walked closer and found some rusty bolts sticking up out of a collapsed bearer. This was the mill site, almost engulfed in blackberries. The site has two dust holes, bed log marks and in the middle, a line of bolts where the engine was. I debated whether to continue walking east but the blackberries seemed to go on forever, or at least until meeting the swampy thickets that I had such a hard time in on my first reconnaissance, so I turned back to the bridge and made my way up to Delaney's Track by my usual route.

I tripped over a couple of times and to me this was a sign of tiredness, so I wouldn't have had much energy left for further explorations. The wearying factor in Otway bush bashing is the constant high stepping and climbing over obstacles, whether fallen trees or the land forms, followed by the resistance encountered in pushing through thick vegetation. Three hours of this is about my physical limit. Lugging a back pack, camera, waterbottle, umbrella, machete and having a pair of very heavy boots hanging off the end of my legs doesn't help energy conservation either but is necessary for safety and comfort.

I would rate the Arkins Creek site as one of the most interesting in the West Otways and certainly worth all the sweat generated in mapping it.

Norm Houghton 12/92

NEW SOUTH WALES

BHP LTD, Port Kembla 1435 mm gauge

(see LRN 92 p.8)

Mt Goldsworthy locos 3, 5, 6, 7, 8, & 9 arrived at Port Kembla on 23/11/92. Loco 9 was taken away immediately for washing. It may be some time before locos enter service as most require a lot of work as well as repainting.

Don Drysdale (Loco Driver BHP/AIS) via Harry Wright 2/93

CHERYL CHRISTIANSEN, Melaleuca Station, Chinderah

This tourist attraction being established near Murwillumbah is supposedly going to feature a steam train.

Australian Canegrower 11/1/93 via Chris Hart

MULWALA EXPLOSIVES FACTORY, Mulwala 610 mm gauge

(see LRN 63 p.6)

As part of the upgrading of the factory, it is intended that the existing tramway system will be relaid and rolling stock refurbished. Trucks are to be fitted with roller bearings and Willison couplers.

A. Maggs, I.S. Photios 2/93

NEW SOUTH WALES CO-OPERATIVE SUGAR MILLING ASSN LTD Condong Mill 610 mm gauge

(see LRN 40 p.5)

Ruston & Hornsby 4wDM 371969 of 1953, previously on display near the mill, was removed some time ago to the mill workshop for restoration by mill apprentices. Unfortunately, this project currently seems to be in abeyance, and the locomotive remains in pieces. Some items of rolling stock previously displayed with the diesel loco remain in their original position but in a state of some disrepair.

Harry Wright 2/93

QUEENSLAND

BABINDA SUGAR LTD 610 mm gauge

(see LRN 91 p.10)

It is reported that Babinda Mill has proposed to the Queensland Sugar Corporation that its raw sugar should be transported by tramline from Babinda

to Mourilyan Harbour instead of by road transport to Cairns. Savings would be expected to be in the order of 30%. (Sugar could be transported entirely on the tracks of the Bundaberg Sugar group, via Goondi and Mourilyan Mill - Ed.)

Australian Canegrower 2/11/92 via Chris Hart.

BUNDABERG SUGAR CO LTD, Mourilyan Mill 610 mm gauge

(see LRN 91 p.10)

It is reported that multiple-unit equipment is being fitted progressively to Mourilyan locomotives as they are refurbished. It is thought that Clyde 0-6-0DH 4 (63-288 of 1963) was the first unit to be so treated, during 1992. Work being done to develop locomotive remote control capability is understood to be associated with a possible move to driver only operation of cane locomotives.

Bob James 1/93

CSR LTD, Kalamia Mill 610 mm gauge

(see LRN 89 p.11)

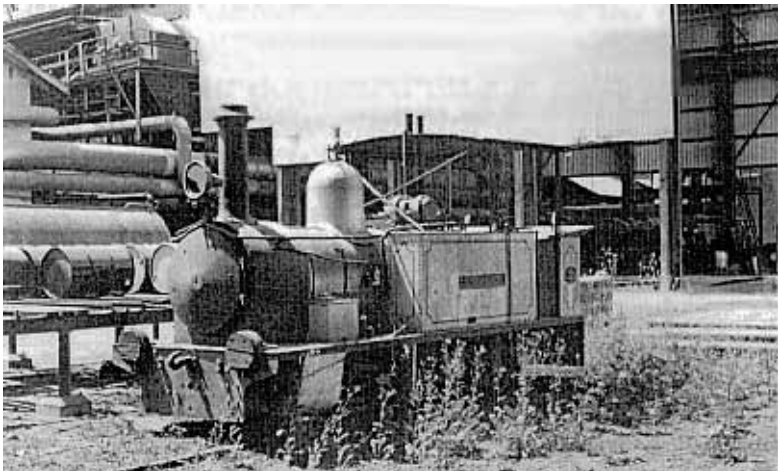
(see PIONEER SUGAR MILLS LTD, Pioneer and Inkerman Mills)

HAUGHTON SUGAR CO. PTY LTD, Invicta Mill 610 mm gauge

(see LRN 91 p.12)

(see PIONEER SUGAR MILLS LTD, Pioneer and Inkerman Mills)

PIONEER SUGAR MILLS LTD, Pioneer and Inkerman Mills 1067 mm & 610 mm gauge (see LRN 91 p.14)



Inkerman Mill, Home Hill, 3 ft 6 in gauge Hunslet 0-6-0T *Inkerman* No.1 (1119 of 1913) sits "preserved" in the mill yard, 13/9/92.

Photo: H.J. Wright

Further extension of CSR group tramways is anticipated to continue for the 1993 season, with new construction expected for Inkerman Mill, Pioneer Mill and Invicta Mill in line with district industry expansion. There is also talk of some sections of Pioneer Mill track (1067 mm gauge) being dual gauged with 610 mm gauge to enable Kalamia Mill stock to work up river of Macdesme into what is now Pioneer Mill territory, as a move towards more flexible crushing arrangements.

Bob James 1/93

CSR LTD, Herbert River Mills 610 mm gauge

(see LRN 91 p.11)

Quite a number of locomotive changes took place at Macknade Mill during the latter part of the 1992 season. E.M.Baldwin 0-6-0DH 14 (6-2490-1-7-68 of 1968) returned to service on the sugar run to Lucinda from 12 October and remained there for the end of the season. Victoria Mill's 0-6-0DH *Hobart* (4413-1-7-72 of 1972) was on loan to Macknade from 15 to 28 October, and would have stayed longer had not its final drive failed. It was towed back to Victoria by Macknade's E.M.Baldwin 0-4-0DH 17 (6-1446-1-9-65 of 1965) on 28 October. 17 was placed on cane haulage at Macknade from 28 October to 2 November, replacing much more powerful locomotives. It usually worked on the Hawkins Creek line, and was able to haul a maximum of 122 bins when its sanders were operable. Inkerman Mill's Clyde 0-6-0DH DHI.2 of 1954 (formerly *lona*) arrived at Macknade on 29 October, and its torque converter was successfully transferred to Clyde 0-6-0DH 12 (65-434 of 1965). It is reported that 12 will get a new converter and that *lona* will have its converter returned so that it can be transferred to Victoria Mill for use as a yard loco.

Victoria Mill's preserved Hudswell Clarke 0-6-0 *Homebush* (1067 of 1914) was used for passenger rides at the Maraka Festival on 24 October and at the mill social club Christmas party on 12 December. Just before Maraka, *Homebush* was painted in a new yellow and green livery. The green replaces the grey and the yellow has been extended to a lot more of the trim including the coal rails.

The two Hansen linecars currently in use at Victoria were renumbered during the season. Hansen 56 of 1972 (formerly numbered V2) was renumbered LCAR 2, and Hansen 1920 of 1978 (formerly V5) was renumbered LCAR3.

Victoria's Walkers B-B DH *Clem H McComiskie* (605 of 1969) was out of service from 20 November with a seized gearbox. After Baldwin B-B DH *Darwin* (6171-1-9-75 of 1975) took over the sugar run for one day, *Wallaman* (6400-3-4-76 of 1976) returned to its former duties and remained there until the end of the season.

Of the smaller Victoria locomotives, E.M.Baldwin B-B DH *Albany* (6-1792-1-11-66 of 1966) does not seem to have seen use since the 1992 slack season, and its former slack season job, truck shop shunter, has been taken over by E.M.Baldwin 4wDH 8002-1-8-78 of 1978. This unit remains unnamed, but is referred to as "Hambledon" or "Hambledon loco". Malcolm Moore 0-4-0DH *Moore* (DH-112-GT-I of 1956) has remained with the navvies.

The Sugar Research institute carried out strain gauge tests on various Macknade locos in the last week in October. A small four-wheeled vehicle was marshalled between the loco and its load for these tests to be carried out and a mountain of electronic gear filled the loco's cab. The vehicle had a cane truck type frame, and had a Willison coupler at one end and a hook and ring at the other. It was weighted with the weight from the former Hambledon Mill's tare weight wagon.

The ex-Hambledon Mill sugar hopper and the existing one at Victoria have been moved to a new site across Forest Beach Road. The sugar loading area will be served by a short new branch line from the Lucinda/4 Mile line which will cross the 4 Mile Road.

The 1993 crop will be enormous, with nearly 4 million tonnes of cane to crush in a projected season of continuous crushing of 21.5 weeks. Some cane is already harvestable. This will require extra loco shifts and it is planned that 300 bins of cane per day will be transferred from Victoria to Macknade. To make this easier, the two bin fleets are to be integrated, with Macknade bins being upgraded accordingly. At Macknade, more work is being done on the automated yard, while another loop is being put in the Victoria yard.

Another 40-tonne Walkers B-B DH loco (ex QGR), plus a brake wagon, is understood to be on order by Victoria Mill, and bridges on the Bambaroo line are being strengthened to take the new loco.

*Chris Hart 12/92 & 2/93; Herbert River Express
5/11/92, 1/12/92, 14/1/93, 14/2/93 via Chris Hart*

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD 610 mm gauge

(see LRN 90 p.13)

A residents' meeting was held on 27 January to discuss the proposal of Mackay Sugar to construct a new tramline through the Habana area. This line is intended to replace the steeply-graded existing north coast line built more than 30 years ago to carry cane from the Calen and Wagoora areas to Farleigh Mill. At this time, the Habana area was served by Pleystowe Mill, so the possibility of a more easily graded line through the area was not entertained. Now the formation of the Mackay Co-operative has made such

an idea feasible, but local residents, concerned about the effect on amenity and land values are voicing opposition, and a local committee has been formed to pursue the matter. Although construction is not likely to proceed for a number of years, it appears that Mackay Sugar is active in obtaining easements for the line. There is already a tramline network in the Habana area which previously served Pleystowe Mill, and is now connected to the Farleigh tramline network.

Mackay Daily Mercury 27/1/93: 28/1/93: 24/2/93: John Browning

MULGRAVE CENTRAL MILL LTD 610 mm gauge

(see LRN 91 p.13)

On 28 October, a leaking firebox stay rivet was detected on the fireman's (left) side of Fowler 0-4-2 *Nelson* (20273 or 1934), and the locomotive was withdrawn from "Mulgrave Rambler" service for repairs. Duties on the tourist train were taken over by Baguley 0-6-0DM No.1 (3377 of 1953). Two new stays were manufactured in the mill workshop and welded into position. *Nelson* returned to service on the afternoon run on 7 November.

Brakewagon 2, built for Mulgrave Mill by North Queensland Engineers & Agents in 1972, is not fitted with radio control, and is used for a few hours each day when loco 2 (Com-Eng 0-6-0DM A1001 of 1955) does a run on the steep "bump" line to the north west of the mill. The brakewagon unit has a rollback device for when it is behind empties, and is connected to the front of the loco, with a direct air connection, for auxiliary braking power when coming home with fulls. From about 12 November, as the crushing season neared its end, loco 2 and its brakevan were used in the Green Hill area. This meant that two locomotives had to be used together on the bump line, where a runaway would cross the Bruce Highway after derailing at catch points.

Sunday 22 November was the last day of operation for the "Mulgrave Rambler" for 1992, with crushing finishing in the early hours of the next day. The "Mulgrave Rambler" will commence operations again in June 1993.

Tom Porritt 12/92

OAKBRIDGE LTD, Cook Colliery, Blackwater 1067 mm gauge

(see LRN 92 p.12)

It was reported in the press that Cook Colliery was sold on 6 January 1993 to Oakbridge Ltd It was not made clear if the colliery was to be kept in operation.

John Browning 1/93

SOUTH JOHNSTONE MILL LTD 610 mm gauge

(see LRN 91 p.15)

It is reported that Prof B-B DH *Nyleta* (P.S.L.25.01 of 1990) is to be converted from hydrostatic to hydraulic drive, and that tenders have been let for this work to be carried out.

Bob James 1/93

SOUTH AUSTRALIA

SEMAPHORE-FORT GLANVILLE RAILWAY 457 mm gauge

(see LRN 91 p.16)

The Semaphore-Fort Glanville Railway was opened on 21/12/92. Until the arrival of the loco being built by Willis Engineering in WA, services on the Railway will be operated by "Bub" of the PDSRM.

Minutes of SA Group LRRSA via Arnold Lockyer

TASMANIA

AUSTRALIAN NEWSPRINT MILLS, Boyer 610 mm gauge

(see LRN 88 p.13)

The ANM house magazine *Newsprint Log* for December 1992 reported that the Boyer woodmill was being demolished under contract by Hazell Bros. Demolition commenced in October 1992 and will result in the mill being removed to ground level. Under the terms of the contract all salvaged equipment and material is sold by the contractor (although some of the profits from these sales are returned to ANM).

In an article on the history of the mill, it was stated that new employees would start out as "mule boys" working the small train which carried the billets from the Woodmill to the Groundwood Mill.

Newsprint Log via Colin Harvey 2/93

VICTORIA

ALEXANDRA TIMBER TRAMWAY & MUSEUM INC 610 mm & 1029 mm gauge

P O Box 288, Alexandra Vic 3714

(see LRN 92 p.16)

The last of the freshly re-profiled wheelsets for Kelly & Lewis 0-6-0DM 4271 of 1936 were returned to the Museum on Saturday, 13 February. The Museum

is most grateful to the Emerald Tourist Railway Board which undertook this work at a very reasonable cost. Trial fitting of axleboxes and bearings to the wheelsets is now underway in preparation for re-wheeling the locomotive. The Museum also wishes to thank Alan Stebbing for the loan of his heavy duty trailer to transport the wheelsets.

Peter Evans 2/93

CARIBBEAN GARDENS, Scoresby 610 mm gauge

(see LRN 84 p.2)

Caribbean Gardens is open to host markets each Sunday and Wednesday. The railway operates each Sunday, and also on Wednesdays during school holidays.

John Browning 1/93

CHEETHAM SALT LTD, Laverton 610 mm gauge

(see LRN 91 p.20)

The processing site at Laverton has been retained by Cheetham Salt Pty Ltd for the time being. However, the salt harvesting area has been sold to become part of a new dual purpose development. The artificial wetlands of the brine concentrating system are to be retained for water birds and will eventually be handed over to Melbourne Water for management. This section contains the remains of the tramway used to obtain sand from the beaches of Port Phillip Bay to re-line the crystalliser pans. This will be left in situ.

The crystalliser pans will become part of the housing development. Cheetham retain the right to remove the rails from this section, but so far little has been done in this regard.

The Laverton Saltworks has a high industrial heritage value, and on this basis, Gary Vines of the Living Museum of the West has made an approach to the developer to retain a part of the system.

The proposal is to retain a section of tramway, the No.3 pump house and two crystalliser pans as part of the public open space in the development, as well as the route of the main "spine" of the tramway. The plan has met with cautious approval in principle, but many details will need to be resolved before it can be implemented.

Peter Evans 2/93

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Railway 762 mm gauge

(see LRN 92 p.17)

Gembrook Restoration

Dismantling of Yanga Creek bridge, near Balranald, was scheduled to start

in February. This has now been deferred to April as the area is still flooded. This bridge will provide parts, particularly steel beams, for the three replacement bridges between Wright and Cockatoo.

Locomotives

12A returned to service on January 14 when it double-headed with 8A on the 10 am train. It has been out of service since 1982 when it entered Belgrave workshops for a total rebuild. The work was undertaken by ETRB staff and volunteers. It turned out to be a long operation because of more urgent work involved in maintaining the other locos. One of the first tasks was straightening the frames.

On 15 January, it made its first solo commercial run hauling the 11.15 am train and the 3.35 pm train from Lakeside. It has since continued in daily service. 12A had made a trial run to Emerald on 12 January, hauling just an NBC van. From all reports, 12A is performing excellently, with very few teething troubles. It is said to have the sharpest, loudest exhaust of the four NAs, and steams as well as the best of them. 12A is painted overall black. Like 8A, it has a high gloss finish.

On Friday 29 January, 8A and 12A double-headed the first train of the day, both working funnel first towards Gembrook.

12A was built in 1912, working initially on the Beech Forest line. It worked on all the narrow gauge lines, although only spent five months on the Whitfield line in 1920. It worked on the Gembrook line in the late 1940s before going to Moe. It went into storage at Newport in 1954, miraculously surviving until 1972. In that year it went to Ballarat North workshops for an overhaul. It arrived at Belgrave in 1973, with a number plate reading NA12. This was replaced by a traditional style number plate in 1977. In the late 1970s it ran with red lining around the water tanks and cab sides. In 1981 it starred in the television serial *Come Midnight Monday*, having the honour of carrying the excellent name of Wombat. (See *Steam on the Two Foot Six* by Peter Medlin for a complete life history of all the NAs, and other Victorian 2 ft 6 in gauge locos.)

14A was taken out of service briefly during the busy Christmas-New Year period with a broken firebox stay. It was repaired in the evening and was back in service the next day. No other major failures occurred during the busy period.

Frank Stamford 2/93

ICI AUSTRALIA OPERATIONS PTY LTD, Deer Park 762 mm gauge

Consulting engineers Hardcastle and Richards Pty Ltd are undertaking a feasibility study into the reconstruction of the tramway system used at ICI's

Deer Park Explosives Factory. This system is believed to use diesel? locomotives running on 20 lb/yd rails. One of the reasons for the reconstruction is the occurrence of derailments at points, which are not surprising as the locomotives have been found to have a gauge about one inch wider than the trucks.

Colin Harvey 2/93

MELBOURNE WATER 762 mm gauge

(see LRN 85 p.18)

An auction was to be held on 16/17 March 1993 at 82 Chifley Drive, Preston. Included on the second day was a quantity of mining locomotive equipment.

The Age 27/2/93 via Colin Harvey

MET BURWOOD TRAMWAY EXTENSION (standard) 1435 mm gauge

A new extension to Melbourne's tramway system is under construction along Burwood Highway. Of particular interest to this Society is a small "locomotive" used to haul a welder along the track, as the track is assembled, prior to being set in concrete. The "locomotive" is a small diesel dump truck of the type commonly seen in plant nurseries, and has been fitted with flanged wheels. The steering has been disabled and drive is to the axle on the dumping end of the body only. It is not known if the differential of the dumper is locked or not.

The generator/welder set retains its rubber tyres and trailer style ball joint connection to the dumper. The tyres rest in an aluminium frame fitted with four flanged wheels of small diameter. The whole unit is painted green, and from the fresh paint on the dumper, it would appear that it has been modified expressly for this job by its owners, Burnson Plant Hire.

Peter Evans 2/93

SECV, Yallourn & Morwell 900 mm gauge

(see LRN 92 p.18)

The above establishments were again visited early Saturday, 30 January. At the time of making the necessary arrangements, we were informed that the railway was operating 24 hours a day, seven days a week, but that no guarantee could be given that there would be trains running when we visited. Such proved to be the case as the Morwell Briquette Factory, which is run by the Coal Corporation of Victoria, was operating at only 25% capacity due to most of the presses being under repair, so, despite a general shortage of briquettes, the factory was unable to utilise the railway's carrying capacity and trains were at a standstill.

Despite the "outage", we were given a tour of the railway by being driven along the road which parallels the line, from Morwell to Yallourn and back. First stop was at the Morwell Ditch Bunker, overlooking the vast Morwell open-cut, where the trains dump their load and conveyors remove the coal to the nearby briquette factory.

A kilometre away, on the north side of the open-cut, another stop was made to inspect the remains of a derailment which occurred on Christmas Eve (someone in a hurry to get home?). It appears that an empty train being propelled back to Yallourn derailed after entering No.11 loop. Several wagons derailed and a fifty metre length of the 94 lb/yard track was somewhat mangled and twisted. Wagon Nos. 751, 789 and 791 were noted at the trackside minus their bogies which were lying nearby. The overhead was also damaged as the derailing wagons turned some of the wooden poles into "toothpicks". Needless to say, this loop is now out of use!

Four kilometres further on we crossed the Morwell River and reached No.9 loop. Two trains were found here: loco No.125 (Hitachi 102/1967) on a Morwell-bound full and loco No.123 (Henschel 29857/Siemens-Schuckert 6110/1962) on a Yallourn-bound empty. As empty trains usually need to wait here a while for the cross, it appears the drivers take the opportunity to top up the sand boxes judging by the amount of sand around.

A short distance to the north of this loop, we veered eastwards along the recently laid track around the east Field. This deviation was measured at 4.8 km and was laid to allow coal to be won by extending the existing Yallourn open cut (see LRN 86 p.18).

The track here appears very good having deep ballast, new sleepers and is very well laid. It makes a contrast with the track along the original sections which is quite rough, the rail joins in particular need packing and re-ballasting. The CTC was noted out of use and we were advised that train safeworking is by staff.

At Yallourn a quick visit to the new loco depot revealed one of the John Fowler 0-6-0DMs in the shed and quite a number of derelict electric locos, some partly cannibalised. Rows and rows of out-of-use wagons combined to create a rather sombre scene.

After a visit to the Coal Loader, we moved on to the workshops, unfortunately locked-up. Another of the Fowler diesel-mechanicals was standing outside. Carrying builder's No. 4210049/1951, it had the No. "30L/12" in large painted lettering on the side. According to LR 84 this builder's number is allocated to loco No.13. Can anyone advise when the re-numbering took place, or explain this apparent discrepancy?

According to local sources, the SEC plan to replace the railway with an 18

metre wide heavy-duty road on the existing railway formation, with huge trucks, run by contractors, each carrying 90 tonnes of coal. By comparison the existing 700 series rail trucks are about 32 ft long, 9 ft wide and 10 ft 6 in high and carry 33 tonnes, so one can imagine how big the road trucks will be!

Amongst the unanswered questions at the moment are, how does the SEC propose to transport the coal to Morwell after the railway is closed and before the private road is built? and when will the railway close? Local opinion on the latter question is sometime mid-year, thus bringing to an end over one hundred years of rails among the brown coal. Should any readers be able to answer any of the above queries please let us all know via these pages!

Colin Harvey & Phil Rickard 2/93

SOVEREIGN HILL, Ballarat 610 mm & 458 mm gauge

Mine tramways at the site are 1 ft 6 in gauge and can be found both on the surface and in the underground tourist "mine". The firewood line serving the boiler house is 2 ft gauge, and two firewood trucks were noted.

John Browning 1/93

WESTERN AUSTRALIA

MOUNT MAGNET 610 mm gauge

(see LRN 91 p.20)

Greenhill Electrical in Kalgoorlie advertised near new condition Gemco, 1.5 ton underground locomotives complete with batteries and rectifiers for \$6000 or near offer. The locos came from Western Mining's Mount Magnet workings (possibly the Hill 50 Mine) but also did a few months underground work under contract in the Kalgoorlie area. The locos were bought by Greenhill Electrical at an auction of mining equipment.

West Australian 12/12/92 via David Whiteford & C.B. Morris 1/93

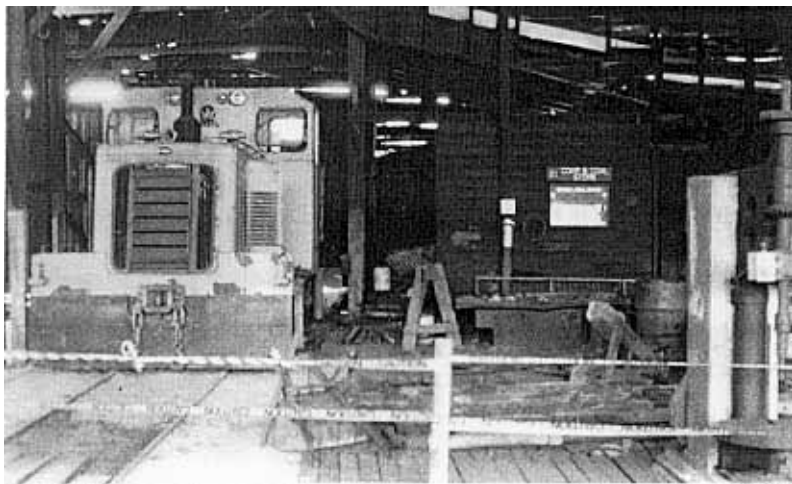
YARLOOP 610 mm & 1067 mm gauge

(see LRN 83 p.15)

Further to the report in LRN 83, Bunnings have ceased consigning timber from their Yarloop mill by rail and Westrail has closed the Yarloop siding to traffic. The mill diesel loco (Clyde?) is now preserved in the Historic Mill workshops.

The short 610 mm track serving the Historic Mill Workshops' "steam room" main boiler is now in use with one four wheel trolley for taking in firewood to the boiler.

David Whiteford 11/92



Bunnings (formerly Millars) Yarloop mill Clyde diesel preserved in the Historic Mill Workshops, 22/11/92. The loco was introduced into service in 1973 and last worked in either 1991 or 1992.

Photo: David Whiteford

MEETINGS

MELBOURNE: THINGS IN THE BUSH

With the results of an intensive survey of the Rubicon bush at hand Peter Evans will be speaking of his work in contributing to the Register of the National Estate. In particular, he will focus on how this register applies to timber tramways. Peter will be showing much of his collection of slides depicting remains in the Rubicon bush to illustrate the points raised in his presentation.

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

DATE: Thursday 8 April at 8.00 pm.

SYDNEY: VICTORIAN INDUSTRIAL RAILWAYS

At our April Meeting Peter Charrett will show slides of the varied, but not well known, industrial railways that have operated in Victoria. Tunnelling operations predominate with the Melbourne Underground construction, MMBW and private contractor tunnelling as well as the more conventional surface tramways.

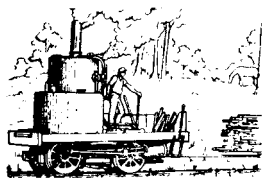
LOCATION: Woodstock Community Centre, Church St Burwood Note: Plenty of off street parking at the rear of the building and Burwood station is only a 5 minute walk away.

DATE: Wednesday 28 April at 7.30 pm

ADELAIDE: Contact Arnold Lockyer for details. Phone: 08-296 9488
LOCATION: 150 First Avenue, Royston Park.
DATE: Tuesday 27 April at 8.00 pm.

WELCOME TO THE FOLLOWING NEW MEMBERS t

Denmark, Jim	Madalong NSW
Hodges, Glenn	Jannali NSW
Hutt, Robert	Stoneville WA
Little, Brian	Donvale Vic
Rossiter, Harry	Greenwood WA
Watson, Ron	Mulgrave Vic



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Deadline for next issue - 2 July 1993



Baldwin 0-4-2T *Fairymead* 1 (10533 of 1889) makes a magnificent sight on a test run at Thirlmere on 27 March. Owner, Graeme Belbin, looks on while the driver is Ross Style, who built the headlight, stack, dome cover and many other items.

Photo: Gaye Cozens

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OBITUARIES

PHIL BELBIN

Phil Belbin, railway painter and preservationist, passed away on 9 April, after a long illness. Phil painted many railway subjects, and my favourite a copy of which (cut from a calendar) hangs on my wall, is of one of the world's first Beyer-Garratt locomotives crossing the Montezuma Falls bridge on the 2 ft gauge North East Dundas Tramway in Tasmania. It is full of atmosphere and excitement and takes me back to a bygone era. Phil passed on to his sons, Bruce and Graeme, an interest in steam locomotives and the family owned a number of 2 ft gauge locos from Queensland at various times, having hoped to have their own operating railway. The most precious item was a Forney patent Baldwin 0-4-2T which had been brought out from the USA in 1889 to Fairymead Mill at Bundaberg. Phil and Graeme obtained the remains of this machine, which had deteriorated greatly from being preserved in a park close to the ocean, from Bruce Macdonald, who had saved it in the first place, and I well remember seeing parts of it carefully stored in various parts of the Belbin house and garden in St.Ives in 1978. Restoration of the Baldwin began in 1990, and Phil was determined that no expense should be spared in "doing the job properly", and the magnificent timber cab, the riveted tank and the working box headlamp are three of the more obvious fruits of this policy. Seeing the Baldwin in steam seemed to have become his main ambition in his last months of life and indeed he lived long enough to see it in steam on 27 March. The completion of the Baldwin's restoration was the final achievement of a life filled with achievements. All who see the locomotive, or even photographs of it, will agree that Phil Belbin has left behind him something of great value to us all, which will no doubt provide enjoyment to many. My personal memories of Phil are of a true gentleman who welcomed my wife and myself to his home and was more than happy to share with us the excitement and affection he felt for the railway locomotive, and to do so

with all modesty with respect to his own talents and achievements live on in his artistic work and in the locomotives he helped to save.

John Browning

SPENCER GEORGE

It is with deep regret that we record the death of LRRSA member Spencer George. Spencer had been an active member of this Society since 1980, and was a regular at the Victorian entertainment meetings and attended most tours, especially those which involved bushwalking. Bushwalking and running were two of Spencer's favourite activities. He was one of those people who always seemed to appreciate the positive in life, and his cheery smile and ready conversation were a prominent element of his personality. Spencer had also been an active volunteer on the Puffing Billy railway for the past seven years regularly taking on the role of conductor, assisting with garbage patrols, and taking part in the Gembrook restoration. He also assisted with the administration of the "Great Train Race". On several occasions he had taken place in the race itself. He decided to participate again this year, but collapsed and died during the event. He will be sadly missed. The LRRSA wish to express our sincere condolences to Spencer's family.

Peter Evans 5/93

NOTES, CORRECTIONS & COMMENTS

SECV. Yallourn 900 mm gauge

(see LRN 93 p.17)

The loco list given in LRN 32 (p.12) shows John Fowler 4210049 as being numbered 12. The list in LR 84 is in error, with the identities of numbers 12 and 13 transposed.

IDA BAY RAILWAY, Lune River 610 mm gauge

(see LRN 92 p.15)

In 1975, John Browning inspected two steam loco frames stored at an Evandale property. He understood that they were owned by the Van Diemen Light Railway Society. It was his belief that these were both from 0-4-0WT locos, the first Orenstein & Koppel 718 of 1901, from the Magnet Tramway (No.2), and the second John Fowler 17732 of 1927, from the Tullah Tramway. One might surmise that these are the loco frames observed by Peter Medlin.

PURCELL LOCO, Hicks Bay, New Zealand.

Chris Hart draws attention to an article in *The New Zealand Railway Observer*

No.212, Summer 1992-3 about a 3 ft gauge 0-4-0PM loco supplied in 1923 by Purcell Engineering, Auburn, NSW.

AUSTRALIA POST - STAMPS

(see LRN 80 p.2)

A new 45 cent definitive stamp issue is to be released by Australia Post on 1 June 1993. The theme of the issue is "trains" and there will be six stamps in the set both normal gummed and peel and stick (booklets). The actual trains depicted are unknown at this stage.

Australian Stamp Bulletin No. 219 via Peg Hayes 4/93

LOCOMOTIVE & ROLLING STOCK MANUFACTURERS

BUNDABERG FOUNDRY ENGINEERS LTD, Queensland

(see LRN 85 p.3)

It is reported that an ex-QGR Walkers DH class B-B DH loco has been obtained for conversion to 2 ft gauge, possibly "on spec".

Bob James 4/93

EIMCO AUSTRALIA LTD, Broken Hill, NSW

(see LRN 90 p.3)

Eimco have shifted their Broken Hill branch premises to 2 Kananadah Road from the temporarily rented site used previously. It is reported that no rail equipment is on site.

Ray Graf 3/93

TOUR REPORT - VICTORIA

WYELANGTA WEEKEND WANDERER

The Society put on its second West Otway tour on the weekend of 21 and 22 November 1992 to look at the significant tramway and mill remains on Knott's line at Arkins Creek. It was a wet miserable welcome to the 25 excursionists who assembled at 10 am in the Beech Forest Tourist Information Centre in anticipation of two days of tramway walking. As the rain tumbled down tour leader Norm Houghton announced a change of plan for the Wyelangta portion due to logging operations taking place in the intended walk area. The Saturday tour would include a look at the Arkins Creek tramway and possibly parts of Kincaid's tram at Stalker while the Wyelangta segment would be looked at on Sunday. The rain refused to abate and after waiting

for an hour, the group voted to begin the tour regardless. The group then drove 6 km to Delaney's Track at Kincaid and turned through the gate (kindly opened for the tour by the Gellibrand staff of DC&NR) for the final 2 km to the jumping off point. Multiple layers of water proof clothing were pulled on, umbrellas unfurled and after a brief historical introduction from the leader, the group plunged into the wall of sodden, leech encrusted foliage on the downhill jaunt to Arkins Creek.

At the creek level, the group picked its way along the edge of what is arguably the world's largest clump of blackberries (350 m x 120 m) until arriving at the site of the twin bridges built for Kincaid's and Driver's trams in 1911 and 1920 respectively. Fragments of the bridges were located, including one intact pylon still in a vertical position.

After this, the group wove a path along the blackberry edge and down into a watercourse until coming to Kincaid's mill site (1911-1919). Twin sawdust holes, woodwork, bolts and ground impressions clearly mark the site. The tour then retraced its steps to the bridge sites, crossed the creek at Driver's bridge and clambered up the steep bank where at the top could be seen a section of decking. A short distance to the west downhill, some more remains of Kincaid's bridge were sighted including another pylon with a bolt attached. The group speculated on the height of both bridges and the general consensus was about 20 m above the centre of the creek.

Then began a 600 m walk along the Kincaid/Driver formation cut into the side of the spur. One solitary piece of wooden rail was sighted en route. After rounding the tip of the spur, the group ploughed through the dripping ferns until coming to Kincaid's winch site. Various relics were observed, such as wood fragments, bolts, wire rope, beer bottles and tramway wheel pedestals. The rain had not eased at all and as the remains at the head of Driver's incline are barely discernible under the ferns at the best of times, the leader turned the group around and all headed back the way they had come in. After another 40 minutes of rain drenched plodding the group staggered up the slippery slope to the ridge top and out along the level ground to Delaney's Track. It was decided to have lunch undercover at Beech Forest and most made their way to the tourist shelter.

An intended walk along part of Kincaid's tram at Stalker was abandoned and with half the group calling off the rest of the tour, the remaining few adjourned to Colac. More than 25 mm of rain fell that day. The planned entertainment meeting was cancelled but a few hardy souls gathered in a motel room that evening and viewed Norm Houghton's revised batch of West Otway railway and tramway slides.

Next morning a dozen hopefuls assembled at Ferguson for the Wyelangta

tour to look at the remarkable remains in and around Knott's No.3 mill. The mill closed in 1928 and there has been no logging near it since then to disturb the remains and earthforms. Light, intermittent rain was falling but this had cleared by the time the walk commenced on the ridge top above the No.3 mill site, 3 km south east of Wyelangta.

The tour leader crashed his way through the scrub in a hairy downhill 500 m off-course meander along a stinking gully until coming onto the lower log tram near the mill site. The leader explained his misdirected navigation as a zealous over-correction to miss a particularly nasty gully on the left. Once on the log line, the group marched north to the bottom of the incline over two bridge sites across slippery "V" shaped creeks and up to the tramway interchange point. Here an inspection was made of various ground marks, earthworks, metal fragments and twisted iron rails.

A brief, stand-up lunch break was taken before heading south across the main creek to the mill itself. The substantial remains of the double width bridge were inspected and then the mill site was gone over. Of particular interest were the three concrete foundation blocks for the boiler, engine and flywheel. The site offers an easy interpretation and presents itself as a very professionally laid out mill.

Then began the walk along the upper log line, slipping and sliding down the gully sides at the bridge sites and panting pulls in the greasy mud up the other side. The three children on the tour enjoyed the slides immensely.

Soon all walkers were smeared to a dirty brown colour from chest to boots. A 20 m knotted rope lugged all the way by the leader was gratefully used. The leeches were very active so a leechwatch procedure was put in place to observe each other's head, face and neck for the presence of these loathsome nasties. Every few minutes of the walk was punctuated by a "Have I a leech on my ...?" query. On and on plodded the little group along the perfectly defined and completely intact formation perched at a dizzying height way above the creek. Then it was through the top of the spur via a deep cutting and down the incline to the two log landings, over more stinking slippery gullies, around huge trees blocking the way, until reaching the terminus. Clearly defined earthworks and metal fragments indicated the site's main function.

This incline arrangement was highly unusual in that the winch was placed on the opposite downslope with the wire rope routed upslope for 40 m to the cutting before dropping down the incline which was in the shape of a reverse "S" with hardly a straight piece in it at all.

After a short pause and mutterings about slave driving, the group reversed in its tracks and slipped, slithered and jerked its way back to the top of the incline. By this stage the little ones were tiring (and some of the adults were

too) so it was decided to head straight back to the mill via the lower log line along the creek. After a short walk along the upper line to the first projecting corner overlooking the creek, the group literally plunged over the edge and slid down a hair-raising 1 in 1 slope for 70 m to the lower log line.

At the bottom there was a creek crossing and this rounded off the pasting for the day as those with dry feet soon lost this comfort. The tram was followed until the next bridge site whereupon the leader called a rest to enable the children to play dam builders for a while and recover some energy for the final haul up the western slope to the road.

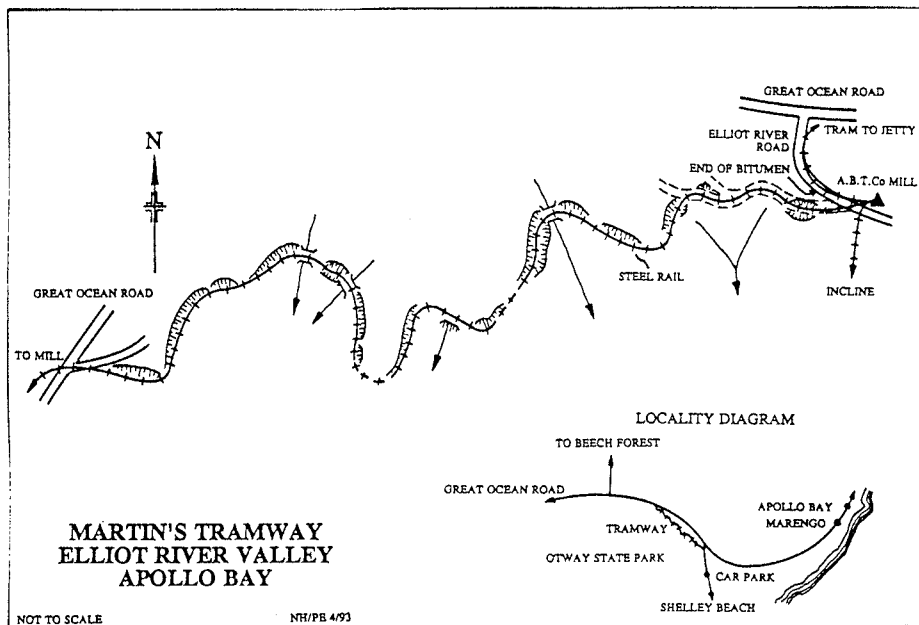
Then it was but a short hike back to the mill and a slow steady plod up the western log line route and the bush until bursting out of the scrub onto the road near the cars. The walk had taken five hours and was exhausting but all agreed it was a tremendous experience to visit the west Otways' most intact mill and log line site.

Mudlark 2/93

SITE REPORT - VICTORIA

MARTINS MILL, Apollo Bay 1067 mm gauge

Martin's Mill, 12 km north west of Apollo Bay, operated from 1912 to 1920 and used a 3 ft 6 in (1067 mm) gauge tramway to gain access to the Apollo



Bay jetty. Martin's line ran 3 km from the mill to connect with the 8 km Apollo Bay Timber Co line. I spent January and February 1993 bashing and hacking my way through the snake infested Elliot, Cleary and Parker River valleys looking for the A.B.T.Co log lines. As a relief from this largely unrewarding exercise (after finding just 100 m of severely eroded tram after five trips and 30 km of scrub bashing I went for a side jaunt on 14 February, on Martin's tram. I knew the location of the tram so the outing was almost a picnic stroll. Even so, it took me 1-1/4 hours to walk, plot, map and photograph 1300 m of the surviving remains. Modern logging has destroyed sections of the line but the route, although completely overgrown, is quite obvious otherwise. The tram runs alongside the Great Ocean Road, so readers passing that way may wish to stretch their legs for an hour or so along the route. Enter the Otway State Park via the Elliot River Road, proceed 200 m to the end of the bitumen and then walk to the right along the bulldozed and level track (which is the tram). I didn't see any snakes along this route because, to my reckoning, the hills are far too steep even for the snakes to crawl up from the valley floors. The route is level, so "happy walking".

Norm Houghton 4/93

NEW SOUTH WALES

EQUIPMENT IN TRANSIT 1067 mm gauge

Early on the morning of Friday, 19 March, a semi-trailer loaded with approximately twelve 3 ft 6 in gauge underground flat cars and bulkhead flat cars was seen heading westbound, approaching Mount Victoria. The cars appeared to be ex-Coalcliff Colliery. Can someone identify the destination of this equipment?

Ray Graf 3/93

GRAEME & PHIL BELBIN, c/- Rail Transport Museum, Thirlmere 610 mm gauge

(see LRN 89 p.5)

The two and a half year restoration of Baldwin 0-4-2T 1 *Fairymead* (10533 of 1889) reached its climax on Saturday, 27 March, when about 30 guests and visitors gathered by the loco shed at Thirlmere to witness the little engine's first run in steam since 1956. (see photo front cover)

At 11.40 am the fire was lit and, in just under an hour, the pressure gauge needle rose from its stopper. Forty minutes later, the pressure reached 140 p.s.i., the safety valve lifted, and the "crew" prepared to move off.

Graeme Belbin took his place at the throttle, Phil Belbin manned the whistle

cord and Bruce Belbin took charge of the bell rope.

At 1.28 pm, with a loud hissing from the drain cocks, number 1 at last moved off along the dual-gauge track, as a large group, reminiscent of a steam excursion photo line, recorded the event on film and video.

Where number 1 will go from here is uncertain at the time of writing, though a couple of possibilities are presently being investigated

Bruce Belbin 3/93

BHP LTD, Newcastle 912mm & 1435 mm gauge

(see LRN 84 p.4)

Two Goninan Bo-Bo DE standard gauge locomotives were observed derelict on 27 February. These 75-ton locomotives were 47 (011 of 1960) and 52 (016 of 1961).

Ray Graf 3/93

BHP LTD, Port Kembla 1435 mm gauge

(see LRN 93 p.11)

A blue and white painted diesel numbered D51 (ex K203, Goldsworthy 9) was seen from the freeway at approximately 4.30 pm on 17 March heading light engine towards Nebo and Kemira. The Mt Goldsworthy locos are to be renumbered as follows: GML3 - D46; GML5 - D47; GML6 - D50; GML7 - D48; GML8 - D49- and GML9 - D51. It is expected that 50-51 will work the Wonga run in multiple.

Ray Graf 3/93; Don Drysdale via Harry Wright 4/93

BULAHDELAH LOGGING RAILWAY 610 mm gauge

(see LRN 68 p.5)

The railway was visited on Saturday, 23 January. Perry 0-4-2T 7 (2714.51.1 of 1951) was in operation, but was running only on the top leg of the zig zag. Inclement weather had delayed the start of operations until about 1 pm. The line is laid with rail acquired from Timbertown Wauchope

Ray Graf 3/93

COALEX PTY LTD, Clarence Colliery, Newnes Junction 1067 mm gauge

A TV report on an industrial dispute here seen on the evening of 24 March showed a 3 ft 6 in gauge dolly car, with two passenger cars attached, entering a drift. Rail trackage was seen in other views but no locos or rolling stock.

Ray Graf 3/93

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD, Albion Park 610 mm gauge

(see LRN 93 p.4)

Visitor attendance figures over the summer holiday period and the monthly running days up to and including Easter, have been considerably better than for the same periods during the last few years. This, along with pre-planned budgeting, put the Society in a much more secure financial position than for some time past.

The ILRMS operated a stand at the Sydney "N-Gauge Society's" exhibition at Miranda, with the pleasing results of raising more funds for the Museum from souvenir sales and in spreading-the-word about the Museum and its easy reach from Sydney's southern suburbs. Results of this publicity appeared on succeeding running days with the visit of numbers who had learned of the ILRMS at the exhibition.

The Museum has had the use of a 30-year old Fiat tractor for many years, after overhauling it and fitting a small lifting boom on the rear end, operated by the tractor's own raising/lowering mechanism, and a scraper blade on the front worked via a system of pulleys and cable from the same source. It all served its purpose, after a fashion, fifteen years or so ago, but fell into disuse as it was awkward to use. The tractor has recently been overhauled and a new hydraulic system built up on the frame from a Bobcat modified to fit the Fiat, with a new blade/bucket made up and new hydraulic hoses fitted.

Cairns 0-6-0 Hudswell Clarke 1706 of 1939.

The loco has been re-assembled after its re-tube, riveting repairs and other renewals. It was successfully steamed, passed its annual boiler examination and has had a couple of trial runs quite successfully. A full repaint from primer on bare metal upwards now must be carried out, hopefully in time for a planned Members celebration in June.

Wallaby 0-4-OST R & W Hawthorn Leslie 2988 of 1913 (1435 mm gauge).

Planned more than a year ago but held up by a shortage of labour, the weather protection "loco-port" for *Wallaby* is now complete.

Inspection Car Drewry 1338 of 1924.

Following problems with disengaging the drive and with lack of power when trying to get the unit in motion, the body has been removed, the cone-clutch re-faced and the carburettor is dismantled and undergoing full

refurbishment. It is planned to re-introduce this unit to active service in June on the same occasion as *Cairns*.

The electric tramway has been progressively re-sleepered with steel whilst being lifted slightly, to allow drainage. It was decided to complete this most necessary work before proceeding with planned extensions to the system which will eventually more than double its length whilst providing a proper service to Museum patrons, rather than just a ride. The work force from the tramway is temporarily diverted to construction of a light firewood tramway between a new road truck unloading area and the sawbench.

The preparations for the Museum's miniature 184 mm (7.25 inch) gauge line are slowly advancing, mainly away from the Museum site, such as manufacturing locos and rollingstock and, of course, cutting and preservative-treating the timber sleepers. A need exists for steel bar for rails and ties, far in excess of what is held in stock. The sizes are 25 x 6 and 25 x 10 mm (1 x 1/4 and 1 x 3/8 inch), so the Society would be very grateful for donations of these materials or a source of supply at the cheapest rate.

Tony Madden 4/93

INCITEC LTD, Heron Road, Kooragang Island, Newcastle 1435 mm gauge

A Hi-Rail equipped rubber-tyred tractor was noted here on 27 February, parked next to one of the small fleet of internal user wagons. It is apparently normally stored in a nearby shed which was being worked on. The unit is similar to SRA units used at Flemington car sidings and elsewhere.

Ray Graf 3/93

JACR KENNEDY, Broken Hill 610 mm gauge?

Observed on 25 November, stored at a site off an equipment yard at 33 Pinnacles Road (owned by Charlie Farraugher), were three Gemco battery electric locos owned by Jack Kennedy, which he has purchased for resale as follows:

Running No.	Battery Box No.	Type	Weight
ZGM303	ZGL303	4wBE	3 tonne
ZGM301	ZGL302	4wBE	3 tonne
Z22	ZLO9	4wBE	5 tonne

The 3-tonners are priced at \$3500 and the 5-tonner at \$3000. It is suggested that the higher price for the 3 tonne locos is because George Moss have been buying back locos of this type for refurbishment and fitting with new batteries for sale into the South East Asian market at a price of around \$62000 each. Gemco have been buying such units in the Kalgoorlie area but demand is

believed to have led to a general price rise.

Ray Graf 3/93

KIZACO ENGINEERING PTY LTD, Broken Hill

(see LRN 80 p.7)

This company was previously reported as having a contract to do major maintenance on Pasminco's battery locomotive fleet. On 25 November, 1992, it was noted that the premises noted previously, on Kananadah Road, have long since closed, although the company name is still apparent on the roof.

Ray Graf 3/93

LEYLAND BROTHERS WORLD, Tea Gardens 610 mm gauge

(see LRN 92 p.10)

The John Dunlop built steam outline loco was noted out of service on 23 January with a broken final drive chain, parked outside the "tunnel". There is also a monorail worked by human pedal power.

Ray Graf 3/93

MARSDEN WEIR STEAM MUSEUM 610 mm gauge

(see LRN 92 p 10)

The group responsible for restoration work at the Museum is the Traction and Vehicle Restorers Association Inc. Contacts are John Walker: (048) 21 7750; Neville Green, resident caretaker (048) 21 9724; & Leon Oberg (048) 21 3801.

Ray Graf 3/93

MENANGLE NARROW GAUGE RAILWAY, Campbelltown Steam and Machinery Museum 610 mm gauge

(see LRN 91 p.8)

Construction of the running line is progressing. When completed it will total 1.2 km in length, with loco shed and workshop to be provided. Quite a collection of locomotives was viewed on site on 14 March as follows:

0-4-0WT	Hudswell Clarke	1423	1923	ex Corrimall Colliery
0-6-0DM	Fowler	16830	1926	ex Condong Mill
4wDM	Motor Rail	11023	1955	ex Condong Mill
4wPM	Alwyn Zinn	3	1974	ex A.N.G.R.M.S.
4wDM	Malcolm Moore	1023	1943	ex Australian Army
4wDM	Ruston & Hornsby	304453	1953	ex Public Works Dept.
4wDM	Ruston & Hornsby	304455	1953	ex Public Works Dept.
4wDM	Ruston & Hornsby	304457	1953	ex Public Works Dept.
4wDM	Ruston & Hornsby	304460	1953	ex Public Works Dept.

N214	4wBE	Wingrove & Rogers	?	?	ex R.A.N. Silverwater
218	4wBE	Wingrove & Rogers	?	?	ex R.A.N. Silverwater
219	4wBE	Wingrove & Rogers	3845	1948	ex R.A.N. Silverwater
	4wPMR	Fairmont	?	?	ex Fairymead Mill

(P Neve)

The steam loco was out of use with wheels and axles out. The Fowler diesel requires attention with some engine work and attention to fire damage needed. The Motor Rail "Simplex" was out of use. The Zinn loco was in use hauling the two passenger cars built in the 1970s for use at the then preservation site at Colo Vale. The Malcolm Moore is said to have been stored at Wedderburn, Victoria before arriving in late 1992, and currently has no engine. (My records state it was offered for sale by the Department of Supply at the St.Mary's munitions plant in 1973 - JB). Ruston & Hornsby 304453 was in process of being shortened by having the end stocks cut off.

The three battery locos arrived with 15 flat top wagons from the Silverwater naval munitions plant in February 1993. (Builder's records state that Wingrove & Rogers 1604 & 1605 of 1940 were ordered for Newington, while in addition 2174-6, 2182 & 2215 of 1942 and 3845-6 of 1948 were ordered for Commonwealth of Australia, Sydney - JB). The unit numbered N214 was in use at the time of the visit.

(The Fairmont car owned by Peter Neve was sold by the QGR to the Beaudesert Shire Tramway in 1928. In 1944 it was sold to the Fairymead Mill, and was afterwards converted to 2 ft gauge - JB)

Ray Graf 3/93

TOD WATSON, Moama 610 mm gauge

(see LRN 85 p.7)

Decauville 0-4-2T *Frenchy* (246 of 1897) was returned to Moama from the Megalong Valley Tourist Railway at Blackheath some time ago. It was due to be auctioned on 9 May 1993.

*Industrial Railway Soc. (UK) "Bulletin" No.543
via John Browning & Ray Graf; Warrick Turner 5/93*

QUEENSLAND

BUDERIM GINGER LTD, Yandina 610 mm gauge

(see LRN 92 p.11)

The correct builder's number for the Krauss 0-6-0WT here is 4687 of 1901. It is running as a 0-6-0+4DH, with the power unit in the tender driving the rear axle on the loco. The conversion has been carried out with a view to

possible future operation with steam power through the use of a modern diesel-fuelled steam generator unit possibly placed inside the boiler shell. The two carriages constructed for the railway are mounted on ex-Burrinjuck Tramway bogies obtained from Fairymead Mill. The commentary on the train ride states that the loco was used on a logging tramway in New Guinea before coming to the mill in 1905. This information is believed to be oral tradition and no supporting documentary evidence is known to have been located to date.

John Browning 4/93

BUNDABERG SUGAR LTD & subsidiaries 610 mm gauge

(see LRN 87 p.10)

A high speed tamping machine is reported to be on order from Plasser Australia.

Bob James 4/93

GRAHAM CHAPMAN, Murrumba Downs 610 mm & 1067 mm gauge

(see LRN 83 p.9)

A large number of locomotives are now to be found here as follows:

2 ft Gauge:

0-4-0WT	Jung	1052	1906	ex W.Prost, Mossman (Mike Loveday - dsm.)
0-6-0WT	Krauss	5869	1908	ex North Eton Mill (dismantled)
0-6-0ST	Hudswell Clarke	853	1908	ex North Eton Mill (no saddle tank)
0-6-2T	Krauss	6854	1914	ex Bingera Mill (Mike Loveday)
0-4-2T	Hudswell Clarke	1078	1914	ex Moreton Mill (dismantled)
0-4-0PM	Purcell	999A	1922	ex Moreton Mill
0-4-0DH	Fowler	18801	1927	ex Plane Creek Mill
4wDM	F.C.Hibberd	2333	1940	ex Plane Creek Mill (private owner)
0-6-2T	Bundaberg	8	1953	ex Proserpine Mill (dismantled)
4wDM	Foundry Ruston & Hornsby	371381	1954	ex Plane Creek Mill (private owner)

3 ft 6 in Gauge:

4wWE	Goodman	6035	1950	ex SEC, Bulimba (Q bus)
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It is reported that the boiler from the Jung locomotive has been obtained from a site to the west of Mareeba, where it was in stationary use for some years. The loco was acquired in dismantled state by Mike Loveday after the boiler had been sold.

John Browning 4/93; David Mewes 4/93

CSR LTD, Herbert River Mills 610 mm gauge

(see LRN 93 p.12)

CSR has announced an immediate \$30m of upgrade work for Victoria Mill over the next 18 months as part of a \$90m package which is expected to boost the district's crushing capacity to five million tonnes by the end of the century. It is certain that this will involve the acquisition of more locos in the remaining years of the decade.

The ex-QGR Walkers DH class B-B DH purchased for conversion to 2 ft gauge for the 1993 season is reported to be DH30 (612 of 1969).

Victoria Mill's 4-ton Motor Rail "Simplex" 4wDM *Smokey* (4054 of 1929) recently returned to service after a lengthy period. A new full length canopy roof has been fitted and some electrical work, including the fitting of a beacon, carried out. Clyde 0-6-0DH DHI.2 of 1954 ex Inkerman Mill remained at Macknade Mill at the end of April with no decision as to its future clear.

*David Mewes 4/93; Herbert River Express 3/4/93
via Chris Hart; Chris Hart 4/93*

GIBSON & HOWES LTD, Bingera Mill 610 mm gauge

(see LRN 83 p.10)

Parked in the compound at the Wallaville depot on 3 May, was 0-6-0DH *St.Kilda*. This unit was rebuilt by E. M. Baldwin from a Ruston & Hornsby 0-6-0DH originally supplied to a Snowy Mountains Scheme tunnelling contractor. E.M. Baldwin serial number is 6-2179-1-6-67 of 1967. Coupled to the loco was a very heavy duty bogie flat wagon some 13 m in length. It is constructed in steel with a heavy wooden decking and mounted on what appear to be ex-Burrinjuck Tramway bogies.

John Browning 5/93

GYMPIE ELDORADO GOLD MINES PTY LTD, Monkland Mine, West of Scotland Shaft 610 mm gauge

(see LRN 92 p.13)

A nameboard indicates that the above company, a wholly-owned subsidiary of Devex Ltd, now operates the mining operation here. A view through the fence on 3 May indicated that a quantity of rolling stock as well as the battery locos mentioned in LRN 85 (p.10) is in storage at the back of the premises. The two Gemco 4wBE locos numbered 5C and 6C are still sitting on the surface near the headframe, although the battery box has been lifted off the one numbered 5C.

John Browning 5/93

CHRIS HART, Cordelia 610 mm gauge

(see LRN 89 p.11)

Chris Hart has purchased the Clyde Queensland petrol-hydraulic line car from Victoria Mill. This unit was built in 1965, and will join the similar unit from Macknade Mill which Chris acquired in 1992. It had not yet been moved from the mill at the end of April.

Chris Hart 4/93

ISIS CENTRAL SUGAR CO LTD 610 mm gauge

(see LRN 92 p.13 & 91 p.12)

The report in LRN 91 concerning a second ex-QGR Walkers B-B DH loco entering service was premature, as implied in the report in LRN 92. (Apologies - Ed.) It was thought that DH18 (600 of 1968) had been purchased by Isis Mill, but it is reported that in April this was still in store on railway property at Maryborough with no sign of work commencing on it.

A quick inspection at the mill on 3 May revealed that the remains of John Fowler 0-6-ODM 1 (20766 of 1935) have been removed from the area near the old sugar shed. It appears likely that this unit has been disposed of for scrap.

David Mewes 4/93; John Browning 4/93, 5/93

KOLAN SHIRE COUNCIL, Wallaville 610 mm gauge

(see LRN 92 p.14)

The unidentified German 0-6-0T ex Gin Gin Mill has been made available by the Kolan Shire Council to the Gin Gin & District Historical Society for eventual display at the museum at Gin Gin. In the meantime, it is expected to be moved soon to the premises of Peter Melville at Bullyard where cosmetic restoration will be carried out.

Neville Rackemann 5/93

TONY GERMANOTTA 610 mm gauge

(see LRN 86 p.13)

(See Mackay Sugar Co-operative Association Ltd)

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD 610 mm gauge

(see LRN 93 p.13)

It is reported that an ex-QGR Walkers DH class B-B DH is to be obtained for conversion to 2 ft gauge for use at Racecourse Mill, and that the acquisition of similar units for other mills is under discussion.

Marian canegrowers have called for a direct tramline inter-connection between Marian and Pleystowe Mills in order to provide security against a

major breakdown at a mill. The tramline link would be approximately 3 km in length and estimated cost would be between \$2m and \$3m. Although a link between the two mills does exist, via North Eton, it is about 20 km longer than a direct route link. Mackay Sugar Chairman Graham Davies suggested that the money, if available, would be better spent on additional tramline extensions to reduce cane cartage distances.

Permission has been given by the Pioneer Shire Council for a tramway extension in Moohin's Road, Habana, served by Farleigh Mill. It is also reported that there are 16 growers whose farms a \$7m tramline deviation will traverse in the near future, and it is assumed that this refers to the north coast deviation line through the Habana area.

Meanwhile, concern has been expressed by Racecourse Mill growers that the proposed Balberra tramline (to the east of the QGR north coast line) has not yet been built.

On 18 April, Mirani Museum held a special event in connection with Heritage Week. Entitled "Men of Steel", an exhibition of photographs and cane locomotives attracted more than 100 past and present cane locomotive drivers. On display on the Marian Mill tramway outside the museum were Tony Germanotta's Perry 0-6-2T 2601.1.51 of 1951 (ex Marian Mill) and a number of Marian's current diesel locomotives. A booklet "Cane Tramways and Locomotives of the Mirani Shire", compiled by John Browning and published by the Mirani Shire, was on sale. This contained details of the tramways and locomotives of North Eton, Marian and Cattle Creek Mills.

Bob James 4/93; Mackay Daily Mercury 21/3/93, 2/4/93, 16/4/93, 19/4/93; John Browning 4/93; Canegrowers 1992 Annual Report via Chris Hart.

PARKYS PARTS, Alice Street, Maryborough 610 mm gauge

(see LRN 65 p.10)

John Fowler 0-6-0T 11165 of 1907 still lies in the wrecking yard as reported some five years ago. Little seems to have changed except the size of the lantana bushes growing out of the boiler lagging.

John Browning 5/93

PLANE CREEK CENTRAL MILL CO LTD, Sarina 610 mm gauge

(see LRN 89 p.13)

Plane Creek Mill is facing the need to make alternative transport arrangements for 25% of its cane which until now has been brought to Sarina from the Carmila area by QGR train. QGR informed the mill in 1992 that the then current transport arrangements would not be able to be continued into 1993, affecting cane haulage and tipping. The mill has successfully

negotiated with QGR to continue the current system for one more season, but a new system has to be found for 1994. Road, rail and tramline transport have been investigated and there is a chance that the long mooted Koumala-Carmila tramline, possibly extending beyond Carmila to Flaggy Rock, some 50 km south of Koumala, may be the preferred solution. It is likely to be the most expensive option in terms of initial cost but the most economical in operating terms.

Canegrowers 1992 Annual Report via Chris Hart; John Browning

CLIVE PLATER 610 mm gauge

(see LRN 68 p.8)

Clive Plater is reported to have taken delivery of a number of further items from the Sunshine Plantation, possibly to premises at Eudlo. The first is John Fowler 0-6-0T *Coolum* (16036 of 1924) believed to be the property of his father, Edgar Plater. This unit was delivered new to Moreton Mill. He has also obtained the remains of a Ruston & Hornsby 4wDM Model 30DLU which was never used at the Sunshine Plantation, but was obtained for spare parts. Recent research indicates that this unit is 285340 of 1949 and that it was acquired from Proserpine Mill. It was originally supplied to the Victorian State Rivers & Water Supply Commission for the Tarago River Aqueduct Tunnel Construction. Clive also has obtained the engine and transmission from the unidentified Ruston & Hornsby 4wDM Model 44/48hp loco which is to be rebuilt as a diesel hydraulic at the Sunshine Plantation.

Bill Cole 4/93: John Browning

PIONEER SUGAR LTD, Pioneer Mill 1067 mm gauge

(see LRN 93 p.12)

It is reported that ex-QGR Walkers B-B DH DH22 (604 of 1969) has been purchased for spare parts.

David Mewes 4/93

SUNSHINE PLANTATION, Forest Glen 610 mm gauge

(see LRN 32 p.10 & 46 p.6)

Two 4wDM locos are in regular use. They are based on Ruston & Hornsby Model 48DLG 4wDM locos rebuilt as 6-tonne steam outline diesel hydraulics by E.M. Baldwin. They are now fitted with Deutz 67hp engines. SUGAR CANE TRAIN No 4 is green and black and is RH 379072 of 1954 rebuilt EMB 7807-1-11-77 in 1977. SUGAR CANE TRAIN No.5 is yellow and black and is RH 398072 of 1957 rebuilt EMB 8350-1-12-78 in 1978. The trains of twelve four wheel carriages run around a circuit with one very steeply graded section. There are

two trailing points, one in the depot area, and one to a service siding on the steep section. There are two sidings in the covered depot area. one train is stabled on the main line, and the other on the long siding. The second depot siding is a short one on which was noted a very neat green ballast hopper wagon, reportedly built by Sunshine Plantation. A couple of flat wagons were noted on the service siding.

SUGAR CANE TRAIN No.3 has been dismantled with a view to rebuilding to the same specification as the E.M. Baldwin rebuilds mentioned above. This unit is an unidentified Ruston & Hornsby 4wDM Model 44/48hp, which is believed to have been built for the British Royal Air Force, and was in Moreton Mill service for a while from 1970.

Two locomotives have departed the site in recent times. One is John Fowler 0-6-0T *Coolum* (16036 of 1924). The second is the chassis of a Ruston & Hornsby 4wDM Model 30DLU, probably 285340 of 1949. These units are believed to have gone to Clive Plater (see elsewhere this issue). Clive is also believed to have acquired the engine and chassis from SUGAR CANE TRAIN No.3. A second station has been built on the circuit. Named "Rainforest Stop", it serves the nearby rainforest walks and children's animal nursery.

Karen Heinze recently qualified as a loco driver at the "Big Pineapple", and is said to be the first woman in Queensland to hold a "Simplex Oil Locomotive" licence.

John Browning 4/93: Courier-Mail 10/4/93 Bill Cole 4/93

TULLY SUGAR LTD 610 mm gauge

(see LRN 91 p.15)

The second ex-QGR Walkers DH class B-B DH acquired for conversion to 2 ft gauge is reported to be DH63 (650 of 1970), which along with DH66 (653 of 1970) is expected to enter service for the 1993 season. The conversion work is being carried out by Walkers at Maryborough.

David Mewes 4/93

TASMANIA

IDA BAY RAILWAY. Lune River 610 mm gauge

(see LRN 92 p.15)

It is expected the steam locomotive built for this railway in 1936 and recently restored will be operating on the line during May.

ARE information sheet, April 1993 via Colin Harvey

VICTORIA

AURORA GOLD MINE, Bonang gauge unknown

(see LRN 89 p.14)

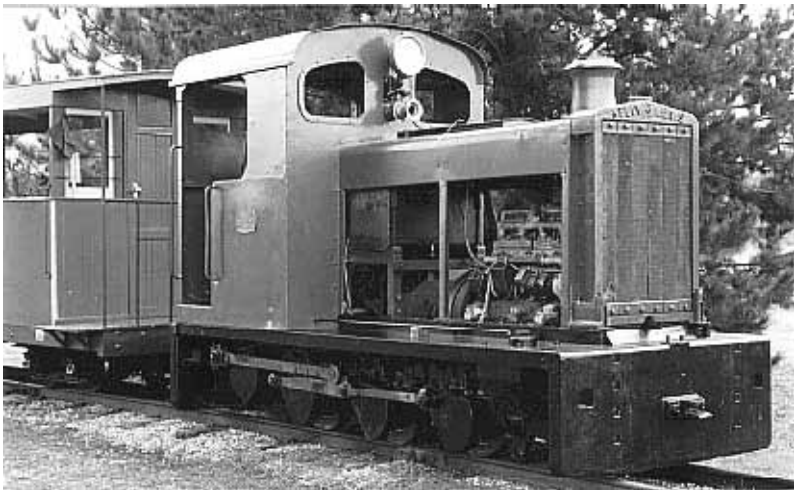
This East Gippsland attraction advertises underground mine tours, and a brochure shows a mine skip on very narrow gauge wooden railed track. The theory of outside flanged wheels appears likely.

Ray Graf 3/93

ALEXANDRA TIMBER TRAMWAY & MUSEUM INC 610 mm & 1029 mm gauge

P O Box 288, Alexandra Vic 3714

(see LRN 93 p.15)



Restored Kelly & Lewis 0-6-0DM 4271 of 1935

Photo: Peter Evans

Kelly & Lewis 4271 returns to the rails.

On the afternoon of Easter Saturday, 10 April 1993, Kelly and Lewis 0-6-0DM 4271 of 1935 was officially returned to service. A short ceremony was held on the station platform in the presence of a large number of local people and tourists visiting the Museum. Ernie Le Brun, one of the Museum's "Living Treasures" made a short speech in which he recalled his association with the Rubicon Lumber and Tramway Company, and the time he last saw the diesel locomotive in service during the transfer of a load of timber from

the wooden line to the steel tramway at Tin Hut (Rubicon). Ernie drew an interesting historical parallel between the locomotive's "nick of time" arrival in Alexandra on Saturday, 1 December 1935, to start services on 3 December, and its physical return to the rails a scant 36 hours previously. Ernie then broke a bottle of champagne over the front buffer beam to rename the locomotive "The PIONEER". With Bryan Slader at the controls and Ernie and his wife Rose in the cab, the Kelly & Lewis glided out of the station with its first ever train-load of passengers.

There are a number of people whose contributions to the restoration of this locomotive must be mentioned, although as Ernie stated in his speech, it is like picking the best player in a football team. Restoration of the locomotive was begun by Ian Bowering and Alan White who dismantled the superstructure and removed the engine which was seized solid. Alan and his father arranged for the provision of new pistons and cylinder liners and the re-metalling of all of the main bearings in the engine.

The project languished for a time until Paul Simpson, who owns and has restored the sister locomotive to 4271, came to the rescue. Paul devoted several lengthy periods of his annual leave to the dismantling of all of the running gear, repaired the springs, and manufactured several replacement parts from the original drawings. He also provided some spare parts purchased with his own locomotive in order that the pioneer diesel be as close to its original condition as possible. Paul provided the major impetus which got the project underway again.

While the wheel flanges were being built up with weld, and later re-profiled by PBPS, the SEC crew at Rubicon sandblasted the cab and bonnet and repainted them in their spare time. They also supplied transport services and lifting gear required for this job. In particular, David Creighton deserves special mention.

Bryan Slader took up the re-assembly of the locomotive as his personal project. Under his skilled attention, what is virtually a brand new engine was carefully put back together from a huge pile of parts. Bryan also arranged for Ron Stephenson to repair a cracked axlebox and to re-metal the bearing. At the end of his already long working day, Bryan often worked until midnight on the re-assembly of the locomotive. The final result is a tribute to his dedication, care and skill.

Bryan stated that he would have the locomotive back in running condition for Easter, and he was as good as his word. It touched the track once again at 1.00 am on Good Friday morning. Later that same day, the break-gear was reassembled and a hurried coat of paint applied to several places which still showed primer. Several circuits of the track were made to test clearances,

and all was ready for the re-launching on Saturday. At the ceremony, Bryan was presented with an engraved pewter mug by the Museum volunteers in appreciation of his work.

There is still much of a cosmetic nature to be done on the locomotive, but this will have to wait until improved arrangements are made for its secure storage. It is hoped to have a second ceremony as close to 14 December as possible (the date of the original naming ceremony in 1935), at which time the totally restored locomotive will once again take pride of place at the terminus of the tramway for which it was originally built.

Easter running period.

The Museum has had its best running period over Easter, to date. Takings were significantly above those of previous years and the many pleasing comments made by visitors about the state of the grounds and the diverse nature and high standard of restoration of the exhibits, were most gratifying. Once again, Lloyd Gould generously loaned his two portable steam engines to the Museum to augment our exhibits over the Easter period. The success of the four open days is due to the hard work of the small group of volunteers who prepared and manned the Museum prior to and during Easter. A big "thank you" to all involved.

Tenure of the land.

After many years of frustration, a positive outcome may well be in sight. The Department of Conservation and Natural Resources has requested that the Public Transport Corporation withdraw from sale the land on which the Museum is established and hand it over to them so that it may be retained for historic purposes. As a further encouragement, the draft recommendations of the Land Conservation Council state that the Museum should be allowed to continue to use the land for its current purpose. Perhaps the end of the four year battle is in sight at last, and, with the momentum developing among the Museum volunteers and their gradually swelling number, the future is looking bright.

Peter Evans 4/93

CHELTENHAM PLATEWAY ?? gauge

(see LRN 91, p.17)

The Historic Buildings Council has included the remains of the Cheltenham Plateway in Centre Dandenong Road, on its register. This plateway was originally laid in the early 1900s by the Kingston family, and once stretched as far as St Kilda junction for the carriage of market garden produce. Today, only 300 m of the iron plates are intact, and the Moorabbin Council is relocating the existing rails onto the nature strip on the north side of Centre Dandenong

Road with the approval of the HBC. A small section is also being relocated to Joyce Park in Jasper Road, McKinnon, where it will be displayed with one of the original market carts.

Moorabbin Standard 13/4/93 via Colin Harvey

JEFF DALY, The Basin various gauges

(see LRN 51 p.9)

3 ft 6 in gauge Peckett 0-4-OST 1174 of 1908, ex Mount Isa Mines, arrived in Melbourne on 4 September 1992. It was previously preserved at the Barkly Highway State School, Soldiers Hill, Mount Isa.

*Industrial Railway Soc (UK) "Bulletin" 543
via John Browning & Ray Graf*

GEE LONG STEAM PRESERVATION SOCIETY, Bellarine Peninsula Railway, Queenscliff 1067 mm gauge

(see LRN 55 p.15)

The Malcolm Moore 4wDM here was observed on 1 January 1993, very much out of use with engine parts missing and generally uncared for. Detail carried is Serial No.2; Model 47; Type L; Job No. C396; Date 13-12-46

Ray Graf 3/93

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Railway 762 mm gauge

(see LRN 93 p.16)

Commissioner's Specials

This special train which has been described in a previous LRN is advertised to the public and in the past has been scheduled to run six times a year. It recently featured in a very favourable one-page article in the Melbourne Herald-Sun. As a result, the scheduled April and May trips were booked out, and two additional trips have been scheduled in the last two weekends in May. Both of these were booked out by the end of March.

Locomotives

6A: This has been hauled into the workshops, and work on its restoration to service has commenced. But, due to a fall off in traffic, purchase of its new boiler has been deferred.

7A: This is also in the workshops. Its boiler tubes will be replaced, and a new transom will be made for the rear pony truck. It may be back in service by the time you read this.

G42: The frames, which have been stored at Emerald for some years, were

moved to Belgrave workshops on Thursday, February 27, in a train hauled by D21. D21 had previously brought Sir John Grice from Belgrave to Emerald ready for its road transfer to Gembrook the following Saturday. To make room for G42's frames, its centre section has now been moved out of the workshops

All fittings have now been stripped from the frames. They have lots of cracks, and are worn where the wheels have rubbed against them (thanks to all the 2 chain curves and rough track on the Beech Forest line). It is now being assessed whether it is preferable to repair these, or replace them. Meanwhile the foundation ring has been fitted to G42's "new" boiler.

"Sir John Grice": attended this year's Moomba parade on March 6 on a float. Sir John was in steam, and attended under the name "Peter Peckett".

Rolling stock: 146 NQR has had air brakes, new draw gear and hand rails fitted. This is a unique vehicle, formerly belonging to the Walhalla & Thomson River Steam Tramway. They fitted a wooden body, without roof, and wooden seats from Melbourne trams. Until recently it had been on display in the Menzies Creek museum. It is intended to use it at Gembrook, but during Easter it ran on regular Belgrave-Lakeside trains and was very popular with passengers. Its "rooflessness" was an attraction, as the weather over that period was perfect.

Special Trains

As part of "Heritage Week" a mixed train was run on 28 March, hauled by 12A with three passenger cars, and a variety of goods vehicles which were attached and detached on the way. On 4 April, Sir John Grice ran a trip on the mainline hauling 146 NQR, an ordinary NQR with pallets for seating, and a car van for roof-addicted passengers.

Gembrook Restoration

Dismantling of Yanga Creek bridge, near Balranald, commenced on 26 March and was estimated to take four weeks. In fact the job was completed ahead of schedule, and below the budgeted cost. All the recovered materials had been transported to Emerald and Cockatoo for storage by 18 April. The condition of the timber beams is said to be excellent.

On the weekend of 20/21 March about 600 m of skeleton track was laid from Gembrook main road crossing to Orchard Road. Over 60 volunteers took part on Saturday, and about 20 on Sunday. Progress was very rapid and most of the work was finished on Saturday. The next stage (scheduled for 15/16 May) is to insert the missing sleepers, ballast the track and complete Orchard Road level crossing. I believe it is then intended to lay a short stretch of track beyond Orchard Road. When this is complete, one-third of the track between

Lakeside and Gembrook will have been laid, and the gap will be 4-1/2 miles.

Gembrook Operations

Trains are scheduled to operate on the last weekend in February, March, April and May. A recess is then planned for winter. In February and March passenger numbers averaged about 240 on Saturday, and 100 on Sunday. On Sunday, 25 April, when the weather was perfect, 14 trips were run and 188 passengers were carried, over 70% of whom were adults.

There is a pioneering informality about this operation. As an example, on Saturday, 27 March, trains ran with only the Deluxe Panoramic Vista Observation Car (i.e. an NQR open wagon with a superior class of wooden pallet on the floor to sit on). On one trip the DPVOC was carrying 35 passengers. On the following day, the temporary station (a tarpaulin on six poles) tried desperately to blow over during a heavy downpour, with quite a huddle of passengers and amused observers trying to shelter under it.

It is hoped shortly to erect a temporary shed in Gembrook yard to house the Peckett loco and a passenger car. This will save transporting these by road from Emerald for each weekend of operation. It is intended to extend operations to Orchard Road, but this will be dependent on satisfactory safety arrangements for the Main Road crossing, which has a very bad road approach on the Melbourne side.

Frank Stamford 4/93

An unconfirmed report suggests that one or more ex-QGR Walkers DH class B-B DH locos have been purchased for gauge conversion.

Ray Graf 3/93

ERICA MUSEUM 762 mm gauge

On display at the museum are an ex-VR 2 ft 6 in gauge quadricycle and bogie louvre van NU2.

Ray Graf 3/93

LONG TUNNEL EXTENDED MINE, Walhalla 610 mm gauge

(see LRN 34 p.17)

The restoration of the mine is a project of the Shire of Narracan and the Long Tunnel Mine Reserve Committee of Management supported by the State Department of Conservation and Environment. Future work will include some restoration of surface tramways. The mine is open for tours each weekend, school, and public holidays and on other days. Contact is (051) 65 6242 or (051) 65 6259.

E.M. Baldwin 4wDH 6008-1-7-75 of 1975 was noted locked up at the

Machinery Chamber, 274 m from the entrance to the main adit on 27 December 1992, and some tipping wagons were seen on the surface near the adit entrance.

Ray Graf 3/93

MELBOURNE WATER, Sayers Road, Laverton 762 mm gauge

(see LRN 81 p.11)

No locomotives at all were seen here on 26 March. Six cement carriers were still on rail and apparently serviceable, but the remaining rolling stock, about 10 items mostly flat cars, seemed derelict. Can a Melbourne member provide details of when and where the locomotives previously here (and not disposed of at the recent auction) have gone?

Ray Graf 3/93

MELBOURNE WATER, 82 Chifley Drive, Preston 762 mm gauge

(see LRN 93 p.17)

All eleven locomotives sold at auction on 17 March are said to have been purchased by the one buyer but it was not clear if this was for scrap, resale or operation, although scrap seemed the most likely. The purchaser was reportedly "Beak Industries" J.P.Purton - King Island. Six units were reportedly moved from site on the morning of 29 March, after which only four remained. The locos concerned were as follows (details in [blue](#) from editorial records):

Lot No.	MMBW No.	Name	Type	Builder	Builder's No.	Date	Model
A354	028	Joan	4wDH	E.M. Baldwin	3225-1-2-70	1970	DH12T
A357	033	Tanna	4wDH	E.M. Baldwin	5346-2-2-74	1974	DH12T
A358	029	Margaret	4wDH	E.M.	3225-2-2-70	1970	Mk5/2 DH12T
A359	027	Dzidra	4wDH	Baldwin E.M.	3225-4-2-70	1970	DH12T
A361	014		4wDH	Baldwin Gemco	2889/Pl.0456/ L621/68	1968	Gemco- Funkey
A362	032	Annie	4wDH	E.M. Baldwin	5346-1-2-74	1974	DH12T
A363	030	Kasey	4wDH	E.M. Baldwin	3225-3-2-70	1970	Mk5/2 DH12T
A364	046		4wDH	E.M. Baldwin	6700-1-4-76	1976	DH4T
A367	035		4wDH	E.M. Baldwin	5366-4-5-74	1974	Mk2(a) DH4T Mk2
A368	011		4wDH?	Baldwin Gemco	2707/Pl.0472/?/68	1968	(a) Gemco- Funkey?
A369	039		4wDH	E.M. Baldwin	5366-6-6-74	1974	(b) DH4T Mk2 (a)

(a) - rebuilt from 2 ft gauge
(b) - another Gemco is reported to have had this running number, a 4wBE, 2147-8/142/76 of 1976. (The report does not identify the unit as diesel or electric.)

027, 029, 032 and 035 were the units still on site at lunchtime on 29 March. 032 had no engine, transmission or wheels. The disposal area is being cleared for land sale, and the sandblasting plant previously reported (see LRN 73) was being dismantled with the trolleys gone.

Ray Graf 3/93; B.Holmes 3/93

MEETINGS

MELBOURNE: Member's Slide night

This has become something of an institution each year and always turns up something of interest, Bring along 20 or so of your collection and "tell us all about it!"

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

DATE: Thursday 10 June at 8.00 pm.

SYDNEY:

Any member wishing to know details of the next meeting should call Craig Wilson on 02.4847984

LOCATION: Woodstock Community Centre, Church St Burwood Note: Plenty of off street parking at the rear of the building and Burwood station is only a 5 minutes walk away.

DATE: Wednesday 23 June at 7.30 pm

ADELAIDE:

Contact Arnold Lockyer for details. Phone: 08-296 9488

LOCATION: 150 First Avenue, Royston Park.

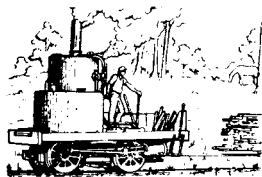
LRRSA WELCOMES THE FOLLOWING NEW MEMBERS

Michael Clarke Kilsyth Vic.

S. Hannam Belmont Vic

Edward Harper Blaxland NSW

A Sawers Healesville Vic



LIGHT RAILWAY NEWS

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Deadline for next issue - 27 August 1993



Walhalla Goldfields Railway Thompson River Bridge showing recent clearing of the right-of-way and approaches to the bridge. Decking has been removed from the bridge to allow inspection prior to its restoration. (see page 18)

Photo: via Mark Plummer

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NOTES, CORRECTIONS & COMMENTS

Mulgrave Mills ComEng 0-6-0 DH 9

Tony Wells points out a repeated error in LRN concerning Mulgrave Mill's ComEng 0-6-0DH 9. Its builder's number was given incorrectly in LRN 90 & 91. The correct builder's number is FC3473.

AUSTRALIAN ARCHIVES

Ross Mainwaring has come across some interesting material in the Australian Archives in Canberra. Material from Series A425/122 Item 35/8410 relates to a dispute between the Customs Service and the importers of 100 complete sets of ironwork for canetrucks for Kalamia Mill in Queensland. The cane trucks were to be assembled and completed locally by the addition of local hardwood, and the dispute hinged on the rate of tariff to be applied. No doubt there are many other items of similar interest to be found in the archives.

CHANGE OF ADDRESS - NSW DIVISION

Would members please note that the new address for LRRSA NSW Division is 18 Rodney Avenue, Beecroft NSW 2119. Craig Wilson remains Secretary.

Jack Stock 5/93

PROTECTION OF MOVABLE CULTURAL HERITAGE ACT (1986)

It may not be very widely known that this Act (as subsequently amended) protects certain movable items from being exported from Australia without an export licence. An object of rail transport built in Australia before 1945 or in use in Australia before 1930 is a protected item and cannot be exported without an export licence, and this licence may be refused for a number of reasons. The main reasons would be if the item is significant to the history or culture of Australia, represents significant technological or social progress. or

is associated with a notable person in Australian history.

Any member concerned about the possible export of an item of movable cultural heritage, or who wishes to learn more about the Act should contact The Secretary, National Cultural Heritage Committee, GPO Box 787, Canberra 2601.

John Browning

1993 DIRECTORY OF AUSTRALIAN TOURIST RAILWAYS AND MUSEUMS

This publication was commercially successful and the ARHS (NSW Division) is planning to publish a new edition for 1994. Responses from preservation societies are required by the end of July and publication is scheduled for November 1993.

Bob McKillop 6/93

RESEARCH

BOILER INSPECTION RECORDS & WESTERNPORT COAL TRAMWAYS

Bob Whitehead has been undertaking some research at the Public Records Office at Laverton in Victoria. While doing so, he has discovered some material which may be of interest to other LRRSA members:

VPRS series 421, unit 49 (VR Secretary's Branch files).

File 11/7428.

This file contains details of boiler inspections carried out by the Victorian Railways (dated 17 May 1911). Also contains a report on boilers not the property of the VR but situated on railway premises (111 boilers), and boilers registered under the Boiler Inspection Act (138 boilers). Boilers in use on railway land are listed under the following categories: Timber cutting (96 boilers), chaff cutting (9 boilers) stone crushing (3 boilers) creameries (2 boilers), jam factories (1 boiler) and flour mills (1 boiler) (Dated 8 August 1911).

VPRS series 421, unit 84 (VR Secretary's Branch files)

File 99/3829.

This file contains papers dating from 1863 to 1899 relating to the Western Port Coal Mining Company and the Great Victorian Coal Mine Company, and includes diagrams maps and various reports.

VPRS series 422, unit 10 (Engineer of Existing Lines correspondence).

Unit 10 contains many entries regarding the supply of rails to the Western Port Coal Mining Company.

Bob Whitehead via Peter Evans 7/93

DEFENCE TRAMWAYS : BUNDAMBA EXPLOSIVES STORAGE, QLD

(see LRN 93 p.3)

"On account of uncertain deliveries of Cordite from Melbourne, due to the heavy traffic on the railways, it was found necessary to increase storage and hold a considerable reserve within reach of the S.A.A. [Rocklea Small Arms Ammunition Factory], and this was provided by the use of an old mine at Bundamba, some distance from Rocklea towards Ipswich. This mine had an inclined shaft with a wooden rail tramline down it, the shaft was cleared and the tramline rebuilt, and it was found made an excellent storage for Cordite as it was always cool and dry. Use of this mine shaft for the purpose saved building magazines and acquiring a considerable area of land to provide the necessary safety distances to the boundaries."

The above item was extracted from *Departmental Establishments - Historical. New Munitions Establishments Erected - Outbreak of War to June 1945 Queensland* [Undated, (c. 1950) Dept. of Munitions; copy courtesy Explosives Factory Maribyrnong].

Can any reader say which of the many coal mines near Bundamba, west of Brisbane, was utilised. Neither of John Kerr's extensive ARHS Bulletin articles on the mines of the area ("The Redbank - Bundamba Loop Line", No.368, June 1968; and, "Coal Mines Served by the Brisbane - Ipswich Railway", No.391, May 1970) make any mention of this interesting exercise in mine recycling.

The gauge, whilst not stated, was most probably two feet, as the department document's summary states that all explosives magazines were of that gauge. Any suggestions or further information would be most welcome.

EFM Research Group 6/93

WHERE WAS DILLONS SIDING?'

The Historic Places Section of the Department of Conservation and Natural Resources in Victoria has a document recording the despatch of poles and piles produced by the Forests Commission in the Heathcote district during the period 1913-1929. This record includes the dates and places of loading, the railway truck number, the destination and the customer. Most of the despatches were from sidings on the Mclvor Tramway or the Heathcote Railway.

Between May 1913 and November 1915, 71 trucks of poles were loaded at "Dillons Siding". This name has not been previously associated with the Mclvor Tramway. Can anyone suggest a possible location for this siding on the tramway or railway?

It is possible that Dillons Siding was somewhere near Singletons Siding (or

the same place) as the last truck load was sent from Dillons on 18 November 1915 (42 poles to Illababrook in QR 11) and the first load from Singletons was on 22 December 1915 (48 Poles to Bendigo in Q (sic) 45).

Colin Harvey 6/93

RACK RAILWAYS OF AUSTRALIA

David Jehan is researching the four rack railways of Australia, in particular the Mt Lyell Mining & Railway Company's Queenstown to Regatta Point line and the Queensland Government Railway's Mt Morgan line. Should anyone have any information, particularly photographs and gradient diagrams of these railways, he would like to hear from you. Please write to David Jehan, 44a Crump Street, Mortdale NSW 2223 or phone (02) 580 8564 (home).

LOCOMOTIVE & ROLLING STOCK MANUFACTURERS

BUNDABERG FOUNDRY ENGINEERS LTD, Queensland

(see LRN 94 p.3)

The QGR Walkers DH-class B-B DH reportedly obtained for rebuilding and conversion from 1067 mm gauge to 610 mm gauge is said to be DH 51 (633 of 1969).

Chris Malone via David Mewes 6/93

WALKERS LTD, Maryborough

(see LRN 88 p.3)

The Walkers ex-QGR DH-class B-B DH locomotive being rebuilt for CSR Ltd Victoria Mill, (612 of 1969) was observed on a visit to Walkers in late June. Bogies were yet to be fitted, and the new cab was not fitted out. As with the two locos recently rebuilt for Tully Mill (see elsewhere this issue), the radiator has been removed from the short hood end to the opposite end of the locomotive allowing the short hood to be removed to make way for the cab.

It is reported that Walkers have built a bogie brake wagon for Isis Mill (see elsewhere this issue).

Tony Wells 6/93

SITE REPORT - SOUTH AUSTRALIA

HALLET COVE LIGHT RAILWAY 610 mm gauge

(see LRN 91 p.3)

The South Australian Group of the LRRSA have been undertaking some

research into the Hallet Cove light railway. In preparation for a site visit, aerial photographs taken by the RAAF in 1936 were rescaled to match an orthophotomap produced from a 1983 aerial photograph and projected onto it. This provided a positive location from which to begin the search.

Using this technique the survey team were able to drive straight to the site and find the remains immediately. The line lay north of Perry Barr Road. It originated about halfway along this road in a small quarry visible from the road a little east of the corner of Capella Drive. North of the road, the land is a grassy valley lightly grazed by sheep. The formation follows the contours of the valley below the road. It swings out of sight to the north, before returning to skirt the hill below the bend of Perry Barr Road

Passing beneath some houses on that bend, it headed for what is now the end of Karoola Court. The line has been destroyed between Karoola Court and Kallamurra Street just north of its present corner with Perry Barr Road.

Running west off the present suburban highway which is Perry Barr Road is the original road alignment into the station yard. The remains of the graded rock pavement are still visible after many decades. On the northern section of this old roadway is a flat mound several feet wide, which was felt may be the original trackbed.

On the flat ground above the present Hallet Cove station are minor remains of concrete footings and several shorter than usual sleepers still embedded in the ground. These have escaped the many clearings and gradings of the ground over the years. On a second visit, three two-foot gauge pressed-steel sleepers were found in the weeds not far from the trackbed.

LRRSA S.A. Group minutes via Peter Evans 6/93

*** Memo to the S.A. Group: This is very good work - .don't keep it to yourselves Please send more field reports direct to your local LRN editor and include maps and photographs. That way our readers will be happy and informed and my typing fingers a little less blistered! (P.E.)

NEW SOUTH WALES

COAL & ALLIED LTD, Balls Head Coal Loader, Waverton 508 mm gauge

(see LRN 89 p.5)

North Sydney Council has given permission to Coal & Allied Industries to remove the historic coal loader to another site. The loader was rail operated until 1976.

Sydney Morning Herald 21/6/93 via John Browning

MENANGLE NARROW GAUGE RAILWAY, Campbelltown Steam and Machinery Museum 610 mm gauge

(see LRN 94 p. 9)

The 13-14 March rally at Menangle, although poorly attended by the public was successful as far as the railway was concerned. The Zinn 0-4-0 petrol loco operated well. While it hauled most trains on Saturday, it only did the morning operations on Sunday. Regrettably, a pin sheared on the drive shaft to the compressor. Although Paul Simpson, owner of the loco, made up a new pin it was found that the shaft was badly worn. On standby for hauling the train of two carriages, was a Wingrove and Rogers battery 0-4-0 locomotive, one of the three which arrived at Menangle during February this year.

For many years it was known that a railway of 610 mm gauge had been used for the transporting of ammunition between the bunkers and a wharf on the Parramatta River, at Silverwater. Of approx. 4 km, most rail is of 20 lb weight, with points of sharp radius. Details have only been found on the one BEV, these being built 1948, Mill Lane, Liverpool, number 3845; haulage rate 15 tons; drawbar pull 425 lb. The area is Commonwealth land and has very tight security and no public access. Currently in use at the base, are four Gemco battery electrics, at this stage details unknown. Laid aside about eight years ago, and stored on disused trackage, were four battery electric vehicles by Wingrove and Rogers, 1950s vintage. These, along with 15 four-wheeled, timber construction wagons, each 10 ft x 4 ft, were placed for auction in 1991. Receiving no bids after listing in government notices, they were stored pending scrapping. A guided tour was given by the base officers to Paul Simpson and Ron Goodrick and they were able to see the extent of the railway, the ammunition bunkers, other historic buildings, equipment, and the 4-track wharf. Ron Goodrick placed a successful bid and during February one loco was transported to Dudley, Newcastle, by him after the removal of its battery bank. The other three BEVs were transported to Menangle, along with the wagons, by a naval prime-mover.

As part of the railway construction, a heavy duty level crossing was formed in steel over two months of weekend work. Over 20 ft long and made up of RSJs and heavy cross-members, the assembly was positioned into the ground at the main entry gates. For the March rally, and the 5 April picnic day, a temporary platform was made utilising three of the ex-naval wooden flat-tops. The gap between them was bridged by heavy timbers and steps of sleepers placed alongside. Again public attendance at Menangle was very poor, and only one BEV was needed to haul the train, a push-pull operation over the 800 ft of track. 30 lb rail is used and there are three points laid at

this stage, one being made of new and second hand parts, the other two being from the Central Park Forresters Beach (near Gosford) 2 ft railway. As at 1 April, there are 12 locomotives at Menangle: 1 steam, 6 diesel, 2 petrol and 3 BEV. On loan and owned by Peter Neve, is a 4-wheel ex-canefield inspection vehicle (petrol engined).

During the March rally, Basil "Gypsy" Smith, who with his wife entertains with a wandering Punch and Judy show, told members of the J. Hein & Son (closed) factory at Leichhardt, having within its building and yard, a 2 ft gauge railway. Within a week, Paul Simpson and Len King were able to inspect the huge site. Within the confines of the entrance yard was laid varying weights of rail, set in concrete and roadbase. One turntable and the positions of others were seen. Inside the largest building is many feet of 15 lb rail, connected by 4 turntables. (Again, other turntable positions could be made out.) Much of the track was set in concrete in several of the buildings - timber flooring in a large section would mean that removal of rail was possible. Some is welded to cross members of angle iron and spiked to timber bearers. Other rail is only spiked to the bearers. Two turntables have been lifted out and were transported to Menangle during the week 17-21 May. Each of two cast sections, the centre piece measures about 4 ft across, being placed on a cast spigot of the outer casting. Upon removal of the turntables, large octagon-shaped brick foundations could be seen, going down between 6 ft and 10 ft. A central column of brick and concrete supported the pivot point. J. Hein & Son are a heavy engineering company, founded late in 1886. They manufactured guillotines and presses as their main items - the rails within the plant enabled heavy castings and supplies to be moved about the plant. Other rails appear in various sections, often isolated by rebuilding or dismantling. Along with the track and turntables, there are three 4-wheel flat-topped wagons, ex-army. It is not known if there were other vehicles, but knowing the nature of the industry, it is probably that there were. The Menangle Narrow Gauge Railway group, as part of the Campbelltown Museum, gained permission to remove all the materials mentioned, plus other items around the factory. The Society gained from the current owner/developer, many items that will prove useful over the next year or so.

Framework for the railway shed and workshop has been at the Museum for several years. Much discussion has been held into the track layout and with the soon arrival of three more points from Gosford, the run around loop at the far end of the property can be completed- The third point will be laid into the main line to form dual track - this will eventually be part of a continuous loop as well as being a long road leading to the engine shed. The depot will have three roads, plus another short line into the workshop alongside, where

rolling stock could be worked on away from the storage section. On Saturday, 5 June, a work group laid the station run-around loop to where the turntable will be positioned, and another point was completed. A siding from this will give valuable storage space. The platform road has yet to be ballasted and levelled, but the BEVs and two carriages are stored on it.

Four Rustons were delivered last September. Several weeks ago No. 304457 was transported to Albion Park, and soon to follow will be No. 304455. No. 304460 could possibly have a new home in the Hunter Valley, as its restoration base. No. 304453, the roughest of the four, is being modified to represent another model, with the chassis shortened and a possible remotoring. In part exchange for the Rustons travelling to Albion Park, Ruston 20DL No. 285301 will be moved from there to Menangle, for rebuilding.

Work to date on Fowler diesel 16830 has seen the removal of the engine and the loco being jacked up to allow the axleboxes to be removed. The engine cowling is to be replaced as heavy corrosion has taken place due to vandalism, fire and salt air.

Simplex 11023 has had its brake rigging dismantled and most of the chassis cleaned. The engine block is ready for repainting once the gearbox housing is cleaned.

Len King 6/93

NSW STEAM TRAM & RAIL PRESERVATION CO-OP SOCIETY, Parramatta Park 1435 mm gauge

(see LRN 89 p.7)

Tragedy struck on the night of Monday 7 June in the shape of a deliberately lit fire which gutted the shed and substantially destroyed the collection of the Parramatta Park Steam Tramway. However the Society is seeking to counter the impression given in the press that the collection was totally destroyed. While the damage was horrific, it was not total, as can be seen from the list following this report.

The Society's Board of Directors met on Monday 14 June to discuss the outcome of the fire and to plan for the future of the preserved tramway operation. While many obstacles remain, the Society believes that all possible efforts should be directed toward rebuilding the Museum and tramway in Parramatta Park. Steam tram-motor 103A and railway locomotive 1022 were moved by road to the Rail Transport Museum at Thirlmere on Friday 11 June for safe storage pending a decision on their future. While both locomotives appear to be restorable, a full boiler inspection and mechanical examination will be required. In the meantime, it is believed that locomotive CPC No.2 would require the least work to return to operation. This locomotive, although

part of the Society's collection, was already at Thirlmere undergoing overhaul, and was therefore not damaged by the fire. The Society has been offered the loan of suitable passenger carriages to run with CPC No.2 and feels confident of re-commencing operations in Parramatta Park in mid-1994.

While initial work can be carried out on CPC No.2, it is felt the most important goal must be the full restoration of tram-motor 103A and a steam tram trailer car. The Society has been engaged in negotiations to obtain another example of a trailer car currently being used as a shed in rural NSW. Since the fire, these negotiations have intensified.

As the Society is a small organisation, they cannot rebuild in Parramatta Park alone. They will be seeking the assistance of Government, industry and individuals to achieve this goal. Urgent talks have been sought with Parramatta Council concerning the provision of a secure structure to house the collection. If this assistance is not made available, there will be no choice but to disperse the remains of the collection, bringing to a close the only regular steam-tram operation in the Southern Hemisphere, and an important part of Parramatta's heritage will be lost forever.

The fire did not appear to be a random act of vandalism. The Society believes they were the victims of a carefully planned and executed attack designed to do maximum damage to the collection and organisation. In spite of losing almost all of the collection, the Society is firm in its resolve to rebuild. They would prefer to remain in Parramatta Park but if necessary will seek another site. Regardless of where they are, they are determined 103A will run again.

The Society has launched an appeal for donations to enable them to rebuild. It is known as the "Parramatta Park Phoenix Fund" and donations may be sent to PO Box 3179, Parramatta, NSW 2124. All donations over \$2.00 are tax deductible and they will be very grateful for your support.
S.T. & R.P.S. COLLECTION STATUS AS AT JUNE 1993:

NSW Government Tramways 11" 0-4-0ST Tram Motor No.103A

Burnham Parry Williams (Baldwin) Eddystone USA, B/N 11676, 1894. Badly damaged. 103A sent to RTM Thirlmere 11/6/93 for rebuild .

NSW Government Tramways 0-4-0 Replica Motor No.133A (The "Purcell")

NSWGT Randwick Workshops, 1957. (body only) Purcell Engineering, Auburn NSW, 1924. (underframe) S.T. & R.P.S. Parramatta Park NSW, 1981 (as replica tram-motor No. "133A"). Badly damaged. "133A" to be sent to Sydney Tramway Museum, Loftus, for rebuild.

NSW Government Tramways C2 class 70-seat enclosed crossbench trailer No.74B

Hudson Brothers, Auburn NSW, 1889. Total loss. Some metal components such as bogies salvaged for possible future re-use.

NSW Government Tramways C2 class 70-seat enclosed crossbench trailer No.191B

James Morrison, Strathfield NSW, 1891. Total loss. Some metal components such as bogies salvaged for possible future re-use.

NSW Government Tramways Replica Four-wheel Dummy Truck No.162S.

Richie Bros, Auburn NSW, 1914. (as LCH coal hopper) NSWGR Clyde Wagon Workshops, 1966. (rebuilt as shunters truck L 32) S.T. & R.P.S. Parramatta Park NSW, 1992. (as replica dummy truck "162S") Badly damaged, will be rebuilt on-site.

NSW Government Railways 10 class 0_4_OST No.1022

Vulcan, Wilkes-Barre, Pennsylvania, B/N 2505, 1916. Badly damaged. 1022 sent to RTM Thirlmere 11/6/93 for rebuild.

NSW Government Railways 13 class 4-4-2T No.1308

Beyer Peacock, Gorton Foundry, Manchester UK, B/N 1620, 1876 (as 4-4-0 tender engine). NSWGR Eveleigh Workshops, 1899 (rebuilt as tank engine) Undamaged. 1308 was not in shed at time of fire, so it escaped damage. Future use undecided.

Commonwealth Portland Cement 0-6-OST No.2 (Stevo)

Robert Stephenson, Darlington UK, B/N 2994, 1899. Undamaged.

Stevo was at RTM Thirlmere for restoration at time of fire, will hopefully be running soon.

NSW Government Railways CPH Railmotor No.5 ("Tin Hare")

NSWGR Eveleigh Workshops, 1924. Total loss. CPH 5 scrapped Monday 14/6/93. Bogies and power plant to Macquarie Valley Railway.

NSW Government Railways Yass tramcar No.KA 84

Hudson Brothers, Auburn NSW, 1891. Total loss. Some metal components such as bogies salvaged for possible future re-use.

NSW Government Railways End-platform saloon passenger car No.FA 1864

Richie Bros, Auburn NSW, 1914. Total loss

Operated as Railmotor No.2 "Kathleen" between 1922-1925. FA 1864 scrapped Thursday 10/6/93.

NSW Government Railways Four-wheel goods brakevan HG 15069

Richie Bros, Auburn NSW, 1909. Total loss. Some metal components such as wheels and axleboxes salvaged for possible future re-use.

NSW Government Railways Four-wheel open wagon S 4360

Tullochs Phoenix Ironworks, Rhodes NSW, 1921. Undamaged. S 4360 was not in shed at time of fire, so it escaped damage. Future use undecided.

NSW Government Railways Four-wheel louvre van LV 1478

NSWGR Eveleigh Workshops, 1910. Undamaged.

*NSW ST & RPS Press Release & Telegraph 8/6/93
via C Wilson; Sydney Morning Herald 9/6/93
via John Browning and Bob McKillop;
Sydney Morning Herald 8/6/93 via R Bremner*

TOD WATSON, Moama 610 mm gauge

(see LRN 94 p.10)

Decauville 0-4-2T 246 of 1897 was auctioned on 9 May, and was reportedly purchased by a British collector, David Best, who is understood to have moved immediately to export the item from Melbourne. However, it is believed that export could not proceed without a licence, under the provisions of the Protection of Movable Cultural Heritage Act 1986. Consideration of a licence application by the National Cultural Heritage Committee of the Department of the Arts and Administrative Services is understood to have been in progress.

Bruce Macdonald 5/93, John Browning 6/93

QUEENSLAND

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY, Durundur Railway, Woodford 610 mm gauge

(see LRN 92 p.11)

Cleaning down and painting of the mainframes of Hudswell Clarke 0-6-0 *Melbourne* (1701 of 1938) took place during the Easter period. The boiler and new smokebox were returned to site and reunited with the loco frames on

13 April.

A submission to rezone a 10 metre wide strip of Catholic Church owned land adjacent to the former branch railway formation between Peterson Road and Chambers Road is before the Shire Council. This rezoning is necessary because of the unavailability of the adjoining ex-railway land. It is hoped that rezoning will be granted and that land acquisition will follow.

Progress is continuing to be made on the ex-D'Aguilar station building and the workshop building both sited at Woodford.

Durundur Railway Bulletin 4/93 & 5/93

BUNDABERG SUGAR LTD, Mourilyan Mill 610 mm gauge

(see LRN 93 p.11)

Further details on the 1992 experiments in remote control of a Clyde 0-6-0DH locomotive for driver-only operation are available. A portable transmitter on a harness worn by the driver and a receiver unit mounted in the locomotive cab were tested. The portable unit gave the driver remote control of all locomotive functions including throttle, brakes, direction, horn and lights. Emergency stop, dead man controls and "mandown" functions also formed part of the control equipment.

It is reported that the equipment will be in regular use during the 1993 season as part of driver-only operation of the sugar trains which run between the mill and Mourilyan Harbour.

Durundur Railway Bulletin 5/93; Bob James 7/93

GRAHAM CHAPMAN Steamworks, Murrumba Downs 610 mm & 1067 mm gauge

(see LRN 94 p.10)

610 mm gauge John Fowler 0-4-2 17683 of 1927 arrived here from the Mackay Port Authority on 24 June. Meanwhile, Hudswell Clarke 0-6-0ST 853 of 1908 has been taken into the workshop for rebuilding.

David Mewes 6/93

CSR LTD, Herbert River mills 610 mm gauge

(see LRN 94 p.11)

Both Macknade and Victoria mills commenced the 1993 crushing on 21 June, with a harvest forecast of 3.6m tonnes. Continuous crushing is being worked at both mills.

Early in May, an ex-QGR bogie open wagon was noted at Victoria Mill, and it is reported that this is an HJS wagon being converted to a new brakewagon by the mill with some assistance from a local engineering business.

Late in the slack season, Victoria Mill's Clyde Model HG-3R 0-6-0DH *Ingham* (64-382 of 1964) was repainted dark yellow and given a green stripe of the same style and position as the bogie locos. It is believed that at least one other loco was also repainted in this style.

Victoria Mill's 4-cylinder diesel locos all seem to have been handed over to the navvies. Malcolm Moore 0-4-0DH Moore (DH-112-GT-1 of 1956) was with them all the slack season, E.M. Baldwin 0-4-0DH *Albany* (6-1792-1-11-66 of 1966) from April or early May, and E.M. Baldwin 4wDH "Hambledon" (8002-1-8-78 of 1978) from sometime in May. It is thought that Clyde 0-6-0DH *Perth* (69-682 of 1969) has taken over duties at the truck shop.

Clyde 0-6-0DH DHI.2 of 1954 (ex Inkerman Mill's *Iona*) has been banished to the navvy area at Macknade Mill, and its future is unknown. Macknade's Clyde 0-6-0DH 12 (65-434 of 1965) now has a new torque converter.

Approximately 300 bins of cane are transferred from Victoria Mill to Macknade daily. The pattern early in the season was for Macknade's 14 (E.M. Baldwin 0-6-0DH 6-2490-1-7-68 of 1968) and brakewagon 1, or 20 (E.M. Baldwin B-B DH 7070-4-4-77 of 1977) and brakewagon 2 to do a night shift trip, depending on the number of bins to come over. In addition, E.M. Baldwin B-B DH 19 (7070-34-77 of 1977), which is not brakewagon fitted, was doing a day shift trip. There has been no attempt to keep the Victoria and Macknade bin fleets separate, and they are rapidly becoming mixed up.

Chris Hart 6/93; Bob James 7/93

HAUGHTON SUGAR CO PTY LTD, Invicta Mill 610 mm gauge

(see LRN 93 p.12)

With massive expansion of canegrowing in the Burdekin irrigation area anticipated to impact most upon Invicta Mill, plans are underway to resite the mill yard in order to provide increased capacity. Two QGR DH-class DH locos are reported to have been acquired for future rebuilding and conversion from 1067 mm gauge. These are said to be DH11 (593 of 1968) and DH68 (655 of 1970).

Chris Malone via David Mewes 6/93; Bob James 7/93

ISIS CENTRAL SUGAR CO LTD 610 mm gauge

(see LRN 94 p.12)

Two more QGR DH-class locos are reported to have been purchased by Isis Mill for future rebuilding and conversion from 1067 mm gauge. These are said to be DH16 (598 of 1968) & DH69 (656 of 1970).

A new bogie brake wagon, No.6, was noted at the mill late in July. Stated to have been built by Walkers, using an ex-QGR wagon as a basis, its bogies

appeared to be rebuilt from ex-QGR bar frame bogies. The mill staff were fitting electronic equipment to this vehicle.

It is confirmed that John Fowler 0-6-ODM 1 (20776 of 1935) has been disposed of for scrap.

*Chris Malone via David Mewes 6/93;
Tony Wells 6/93; Bob James 7/93*

KOLAN SHIRE COUNCIL, Wallaville 610 mm gauge

(see LRN 94 p.12)

The unidentified 1896 German 0-6-0WT ex Gin Gin Mill had not been moved from Wallaville for the Gin Gin & District Historical Society when it was viewed on 19 June.

John Browning 6/93

MACKAY PORT AUTHORITY, Mulherin Park, Mackay Outer Harbour 610 mm gauge

(see LRN 91 p.13)

Ex-Racecourse Mill John Fowler 0-4-2 17683 of 1927 was still present at Mackay Harbour on 20 June. However, it shortly later departed for Graham Chapman's "Steamworks" (see elsewhere this issue).

John Browning 6/93

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD 610 mm gauge

(see LRN 94 p.12)

It is understood that the ex-QGR Walkers DH class B-B DH locomotive acquired by Racecourse Mill for future rebuilding and regauging from 1067 mm gauge is DH70 (657 of 1970). The DH class is fitted with a Caterpillar 6-cylinder engine of 350 kW.

Meanwhile, Farleigh Mill has acquired three standard gauge Walkers 73 class B-B DH locos for future rebuilding and regauging from the NSW State Rail Authority, 7305 (664 of 1970), 7328 (690 of 1972) and 7330 (692 of 1972).

These arrived from Broadmeadow by road, 7305 & 7330 on 31 May and 7328 the following week. 7328 is in "candy" colours, and the other two in tuscan red. The locomotives are in indifferent external condition, with some evidence of vandalism, and with all builder's plates missing. It is thought that Farleigh Mill will wish to reduce the weight of these units from 50 tonnes to approximately 40, and that entry to service is planned for the 1995 season. The 73 class is fitted with a Caterpillar V8 engine of 520 kW.

The idea of rebuilding class 73 locos for 610 mm gauge service is believed to have been proposed by E.M. Baldwin to a number of sugar mills in 1992 although of course they intended obtaining the contract to do the work.

The proposal involved the construction of virtually new locomotives with the 73 class engine and transmission fitted. It was suggested that the price differential between DH-class locos and 73 class (with 73 class available at scrap price) made this an advantageous proposition, particularly as the 73 class engine and torque converter were regarded as superior to those fitted to the DH class.

As reported in previous issues, growers in the Habana area of Farleigh Mill have expressed some concern about the effect of relocating a section of the north coast line through their area. A number of them experienced a rail tour recently to see at first hand the heavily graded section of line which it is proposed to replace, and also to travel on the old Pleystowe line into the Habana area. The planned relocation would replace about 17 km of existing line with some 16 km of easier line on the new alignment if it went ahead, but another option of rebuilding the existing route with more substantial engineering works to reduce grades and curves is still a possibility.

Slack season work at Marian Mill during 1992 has included the construction of a new cab for a former Cattle Creek Com-Eng 0-6-0DH loco. In addition, 100 new six-tonne bins have been delivered to Marian, allowing 150 four-tonne bins to be transferred to Farleigh Mill. Conversion work on the old bins to suit Farleigh needs cost \$152,000, largely carried out by E & C Engineering, Walkerston. Meanwhile, crack testing of cane bin axles at Pleystowe Mill resulted in the replacement of 151 axles.

Following two axles breaking on Farleigh Mill's Eimco B-B DH *Farleigh* (L254 of 1990) during the 1992 season, ultrasonic testing was carried out on the remaining two axles. When this revealed that one was cracked, it was deemed prudent to replace them both.

Chris Malone via David Mewes 6/93, Tony Wells 6/93, Mackay Daily Mercury 3/6/93:

Mackay Sugar 3/93 & 6/93: John Browning 6/93. Bob James 7/93

MORETON CENTRAL SUGAR MILL CO LTD, Nambour 610 mm gauge

(see LRN 92 p.14)

As forecast previously, E.M. Baldwin 0-6-0DH *Bli-Bli* (6-1257-6-7-75 of 1965) has been fitted with the GM engine formerly in E.M. Baldwin B-B DH *Coolum* (5565-1-10-74). *Coolum* has received a new Cummins 6-cylinder diesel. Baguley 0-6-0DM *Jamaica* (3389 of 1954) has not been repainted in the standard Bundaberg Sugar livery of yellow with black bonnet top, unlike the rest of the active fleet. It is possible that at the end of the 1993 season, the engine and transmission from this unit will be fitted into Com-Eng 0-6-0DM *Yandina* (B1112 of 1956), which has been out of use for a number of years. *Jamaica* may then be scrapped.

The 1993 cane crushing season began on Monday, 19 July, and will continue around the clock for five days a week until the end of November, with perhaps an extension to seven days a week operation for a short time in the middle of the crush. Four-fifths of the cane is taken to the mill by cane trains while the remainder is transported by road.

Tony Wells 6/93; Sunshine Coast Daily- 19/7/93 via Peg Hayes

MOSSMAN CENTRAL MILL CO LTD 610 mm gauge

(see LRN 85 p.12)

Cane production on the Atherton tableland in the Mareeba-Dimbulah Irrigation Area is expected to top 130 000 tonnes in the 1993 season, expanding to 300 000 tonnes in 1995. During 1993, "B-double" trucks will be used to haul cane on the 75 km road trip from Mareeba to Mossman Mill for the first time. It is reported that some growers wish to have their cane crushed at Mulgrave Mill, 88 km by road from Mareeba, with some suggesting rail transport by QGR down the Cairns range. Another suggestion is for the establishment of a "mini mill" at Mareeba. The Mareeba Shire Chairman Mr Chris Lewis, has dismissed as a "pipedream" the possibility of establishing a tramline link from Mareeba to Mossman down the Julatten range.

Australian Canegrower 31/5/93 via Chris Hart

MULGRAVE CENTRAL MILL LTD 610 mm gauge

(see LRN 93 p.14)

It is reported that late in May a gang of navvies from Victoria Mill went to the Hambledon Mill site for a few days to lift track materials for use in the Victoria Mill area. Ownership of this track would presumably have been maintained by CSR under the agreement for the sale of the Hambledon Mill tramway to Mulgrave. The Herbert River district track jack (Plasser 374 of 1989) may have gone with them. Unconfirmed reports indicated that the track concerned included lines in the Hambledon Mill yard, and the connecting line to the "Sugarworld" theme park. It would appear that this removal of material is consistent with Mulgrave Mill having turned round the Redlynch line to face Gordonvale.

It is reported that Mulgrave Mill recently became the first to rationalise its departments so that the tramway operation has become an integrated transport department separate from other mill operations. Locomotive and rolling stock provision, tramway operations and maintenance, and tramway engineering thus becomes united in the one department with separate staff. It is believed that other mills may follow this example if it proves to be successful.

Chris Hart 6/93; Bob James 7/93

OAKBRIDGE LTD, Cook Colliery, Blackwater 1067 mm gauge

(see LRN 93 p.14)

Cook Colliery resumed production under its new owners on June 21, initially using just 14 men on a single-shift operation, although this could advance to a three-shift system depending on production and costs.

Mackay Daily Mercury 22/6/93 via John Browning

PIONEER SUGAR MILLS LTD, Inkerman Mill, Home Hill 610 mm gauge

(see LRN 93 p.12)

The new Tamper STM XLC tamping machine is reported to have been delivered to Inkerman Mill.

Bob James 7/93

PLANE CREEK CENTRAL MILL CO LTD, Sarina 610 mm gauge

(see LRN 94 p.13)

A bumper crop in the areas south of the mill has resulted in the need for road transport operations to supplement the QGR rail freight of cane originating south of Koumala, due to a lack of sufficient capacity in the rail operation. The possibility of the construction of a tramway connection from Koumala south to Carmila appears likely to depend on the availability of funds both from government sources and from grower contributions.

Bob James 7/93

SOUTH JOHNSTONE MILL LTD 610 mm gauge

(see LRN 93 p.14)

It is reported that the conversion to hydraulic drive of Prof B-B DH *Nyleta* (P.S.L.25.01 of 1990) has been carried out largely by mill staff, utilising some outside engineering expertise.

Bob James 7/93

TULLY SUGAR LTD 610 mm gauge

(see LRN 94 p.14)

The two ex-QGR Walkers DH-class B-B DH locos (650 and 653 of 1970) were delivered to Tully Mill by Walkers of Maryborough in June. Rebuilding has included removing the radiator from the short hood end, which has enabled the short hood to be completely eliminated and a new cab to be fitted in its place. Access to the air-conditioned cab is via a central door on the end which is reached from an end platform. The locomotives weigh 37 tonnes each, and are rated to haul 200 loaded bins, or 1000 tonnes.

Tully is reported to have a crop of 1.44m tonnes in 1993, the largest ever to be handled by a single train mill in Australia. Crushing commenced on 21

June. This season has seen the opening of a major tramway extension into the Murray Valley which has considerably reduced growers' haulage distances.

*David Mewes 6/93; Tully Times 17/6/93 & Cairns Post
via John Browning 21/6/93; Australian Canegrower 3/5/93
via Chris Hart*

SOUTH AUSTRALIA

BHP LONG PRODUCTS DIVISION, Whyalla 1435 mm & 1067 mm gauge

(see LRN 79 p.16)

In June 1992, a contract was placed with Morrison Knudsen of Australia (see LRN 88 p.2) for the remanufacture of five of BHP's Clyde Bo-Bo DE locos, and the rebuilding (or partial manufacture) of another. The work is being carried out at the Morrison Knudsen plant in Whyalla. There appears to be some confusion about the identity of the locomotives concerned, with the ARHS Bulletin and Rail Australia giving different details. Re-manufacture includes engine rebuild to new specification, new alternator, traction motor overhaul, rewiring, and new cab. Four of the units will be used on 1067 mm gauge serving the mines at Iron Baron, Iron Duke and Iron Knob. The other two will operate on 1435 mm gauge within and around the Whyalla complex,

It is planned to withdraw the six Walkers DH class B-B DH locos from service around the Whyalla plant as the remanufacturing program takes place.

Other work being carried out for BHP Whyalla by Morrison Knudsen of Australia includes the replacement of Westinghouse brakes on twelve 200-tonne treadwell hot metal wagons (standard gauge), and installing air hopper doors on 111 60-tonne ore wagons (1067 mm gauge).

Rail Australia 23 & ARHS Bulletin 667 via John Browning

TASMANIA

BUSH MILL MOUNTAIN RAILWAY, Port Arthur 381 mm gauge

(see LRN 87 p.12)

The half-size version of the famous Tasmanian K1 Garratt is on its way to England where it is scheduled to haul passenger services on the famous Romney Hythe and Dymchurch Railway in Kent and the Ravenglass and Eskdale Railway in Cumbria, this coming summer holiday season. The Tassie steam train will be the first 15 in narrow-gauge, Australian built locomotive ever to visit Britain. An Australian Television crew will produce an informative documentary video on its visit for worldwide release.

*The Saturday Mercury 3/7/93 via Ken Milbourne;
ARE Newsletter June 1993 via Geoff Hayes*

HYDRO-ELECTRIC COMMISSION, Tullah 1067 mm gauge

(see LRN 88 p.13)

Tenders were invited on 15 May 1993 for the sale of equipment located at Tullah on the west coast of Tasmania. Included in the list was rail tunnelling equipment comprising locomotives, drilling jumbo, mine cars, face loaders and other items.

The Age 15/5/93 via Colin Harvey

IDA BAY RAILWAY, Lune River 610 mm gauge

(see LRN 94 p.14)

An advertisement from Transderwent Ferry and Railway Company in the May 1993 issue of *The Treasure Islander* states this is Tasmania's longest preserved railway line. It operates 7 days a week. Steam trains run Sundays or for group bookings (subject to weather conditions), with vintage trains running every day. Service every 90 minutes from 10.30 am to 4.30 pm.

David Jehan 7/93

VICTORIA

CHEETHAM SALT LTD, Laverton 610 mm gauge

(see LRN 93 p.15)

A meeting was held on the site on 4 March 1993 between the company developing the site, the Heritage Branch of the Department of Planning and Development, Gary Vines of the Living Museum of the West, and officers of the Werribee Council. At this meeting it was resolved that an amendment to the Werribee Planning Scheme would provide that a permit be required to demolish or remove the salt processing structure or associated buildings, and that the land on which they are located be designated "Industrial" to clarify their location and use. This amendment would include in a Proposed Public Open Space reservation, the No.3 Pump House and route of the main "spine" of the tramway system. A permit would also be required to demolish any of these structures.

Peter Evans 7/93

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Railway 762 mm gauge

(see LRN 94 p.17)

Locomotives

QGR DH Class: The last issue carried a rumour that the ETRB had purchased

one or more Queensland Railways DH class Bo-Bo diesel-hydraulic locos for conversion to 2 ft 6 in gauge. I do not believe this is true.

It is true that thought has been given to obtaining a DH (or perhaps two DH's?) The logic behind this is, firstly - that D21 is not capable of maintaining schedule with more than eight vehicles, and on the first train of the day that many vehicles can be pre-booked for tour parties- secondly - that if for any reason D21 is not available, then on days of Total Fire Ban no service could be run, with resulting bad effect on the pre-booked business; thirdly - that D21 bashes the track about. In emergencies D21 has hauled 12 car trains, but the running times have been extended. It is possible that ETRB may have an option on the purchase of one or more DH's.

6A: Work on its restoration to service continues.

7A: As at June 20 it was still in the workshops, but its return to service was expected within a few weeks. :

G42: The frames are to be replaced. Steel has been obtained and a heavy engineering workshop is now cutting and machining this. This is being done very quickly and much of the cut material has already been delivered to Belgrave. All four cylinders have now been rebored. As many of the parts of G42 have been reconditioned it appears that the majority of the work involved in restoration is re-assembly and the completion of the boiler. No date has been set down for completion though it is believed to be at least two years away.

Special Trains

In the past the Commissioner's Special has been scheduled to run six times a year. In the 1993-94 financial year it is scheduled to run twelve times. All but the two trips in March 1994 are booked out. This is all the result of a one page article in the Melbourne Herald Sun in March. The Climax normally runs this train from Belgrave to Menzies Creek, with a photo run over the trestle bridge. The dates are 28 August, 4 & 11 September, 2 & 30 October, 6 & 13 November, 19 February, 12 & 19 March, 23 April, and 7 May.

Traffic

Customer numbers continue to be down on the previous year, a situation not helped by uninspiring weather throughout much of June. Most trains consist of five or six vehicles. Despite this the ETRB will still report an operating profit for the year.

Gembrook Restoration

A work party was held on 22/23 May, when all the missing sleepers on the skeleton track between Gembrook Main Road and Orchard Road were fitted, and ballasting of this section began. NRT1 was used, hauling two NQR

wagons. This was the first time a train had run to Orchard Road in 39-1/2 years, The Orchard Road level crossing was installed on 20 June. On the same weekend ballasting of the track to Orchard Road was completed. It still needs to be tamped. .

The section of track beyond Orchard Road is mostly on a long embankment and includes Fielder bridge. This embankment has sagged over the years and now has grades as steep as 1 in 26. It is now being filled and graded to bring it back to 1 in 30. It is planned to lay a long section of skeleton track along this embankment in September, and have it ballasted to mainline standards by the end of the year as far as the Fielder bridge.

On current plans it would appear that in 1994 track will be laid to Fielder and possibly across Doonaha Road, and by the end of 1995, Cockatoo would be connected to Gembrook. Construction of the small Wright trestle bridge is expected to commence early in 1994, and it could be completed in that year. Once this is done track will be laid to the site of the big bridge, to enable construction materials to be brought in by train. Clearing of the big bridge site has already commenced.

A \$29,000 bequest from the estate of the late Jack Metcalfe has been received. This will probably be put towards the small Wright trestle bridge

Jack, who was a regular attendee at LRRSA meetings and functions, was one of the founding five members of what became the PBPS.

A freshly painted lattice signal mast is now lying at the site of the old Gembrook home signal, waiting for installation.

Gembrook Operations

Train operations at Gembrook ended for the financial year on 29/30 May . On Saturday 390 passengers were carried. One train had 60 people on board the two vehicles (not counting the under four-year olds who travel free). Despite grim weather on Sunday, 150 passengers were carried. A total of 3903 paying passengers were carried on the 15 days the service operated between September and May. Dates of operation in the 1993-94 season will be (at least) 25/26 September, 30/31 October, 27/28 November, 18/19 December, 26/27 February, 26/27 March, 30 April/1 May, 28/29 May.

Other

The feasibility of installing a crossing loop between Belgrave and Menzies Creek is being investigated. It is intended to introduce Electric Staff working in due course on this section. Electric Staff machines are now in place, but not in operation at Menzies Creek.

Garbagelander

Each month a trolley runs from Belgrave to Wright to pick up litter along

the trackside. It now bears a professionally designed headboard reading *Garbagelander* and displays the "Keep Australia Beautiful" logo.

Frank Stamford 6/93; Peter Medlin 6/93

The PBPS is holding its second "Olde Time Festival" on Sunday 10 October 1993 in association with the Historic Commercial Vehicle Club. The festivities will include grand parades, historical re-enactments, heritage exhibitions and steam on show. Vehicles manufactured prior to 1 January 1968 are eligible for entry before 31 July 1993. Details are available from PO Box 451, Belgrave 3160 or call (03) 754 6800 during business hours. LRRSA members are invited to support this fund-raising effort by the PBPS with either an entry or by purchasing tickets and attending on the day.

PBPS brochure via Peter Evans 7/93

N. INGRAM & G. McLELLAN, Menzies Creek 915 mm gauge

John Fowler 0-4-2T 15989 of 1923 (ex Warburton Timber, Mount Morgan Mines, and Walhalla & Thomson River Steam Tramway), which has been in store at the Puffing Billy Menzies Creek Museum (see LRN 80 p.16), is reported to be up for sale.

Peter Medlin 6/93

MARR JACKSON & Associates narrow gauge

On Channel 10's "Hard Copy" on 16 June, a feature on ex-AFL footballer Mark Jackson showed him at work at his gold mine "near Melbourne". A sign showing the name "STRUCK OIL ADIT" was seen, as well as underground hand tramming of an ore truck. Gauge was perhaps 508 mm or 610 mm. Can anyone provide more details?

John Browning 6/93

LONG TUNNEL EXTENDED MINE. Walhalla 610 mm gauge

(see LRN 94 p.19)

E.M. Baldwin 4wDH 6008-1-7-75 of 1975 is said to have been out of use for some time and needs repairs. Its future is not certain and it may be offered for axle.

Peter Medlin 6/93

SECV, Yallourn & Morwell 900 mm gauge

(see LRN 94 p.3)

It has previously been reported that this railway is to close shortly and be replaced by road transport, which would be contracted out to a private operator. The contractor would be permitted to use B-doubles on the highway for a period of six months whilst building a private road between

Yallourn and Morwell (presumably on the formation of the railway). This has at least been deferred. The SEC has let a nine-month contract to Cook's Constructions to operate the railway. The contractors are expected to take over during June. The electric locomotives and their overhead supply have become unreliable in recent years and have involved heavy maintenance costs. Cook's proposal includes replacing the electric locomotives with three regauged ex-Queensland railway diesel-hydraulic locomotives. Larger loads could then be carried and this would allow the operation of a single train. This would enable the points, which are a major cause of derailments on the line to be removed, and would obviate the risk of collisions. When the State Government decides the future of the Morwell Briquette Factory - which it has-proposed to privatise - the future of the railway will again be considered. Industrial action by SEC staff in protest at the proposed privatisation of a number of aspects of SEC Latrobe Valley operations was being mooted early in July. At least two of the SEC's five electric locomotives would be placed in public museums. One of the locomotives would be used in the Ridge project planned for land near the SEC Visitors Centre.

*Greg Goold/Frank Stamford 6/93; Contact 9/6/93 via Bill Hanks
Rail News Victoria 6/93 via Peter Medlin; Peter Medlin 6/93;
John Browning 7/93*

WALHALLA GOLDFIELDS RAILWAY

(see LRN 92 p.19)

Sunday, 4 April saw the official launch of the Walhalla Goldfields Railway project at Walhalla in conjunction with a "back to Walhalla" steam special from Melbourne (using coach transport from Moe). The WGR hopes to have some operation in place by April 1994, 50 years since the last VR train left Walhalla.

The ends of the Thomson River bridge have been cleared of all foliage and undergrowth and the full length of the bridge is now visible from the road bridge. The railway formation has been cleared in a wide strip from the bridge for about 500 metres towards Walhalla. The old right-of-way is in excellent condition with only a couple of minor land slips - the ability of the original engineers is again revealed. The decking from the Thompson River bridge has also been removed to allow modern engineers to inspect the bridge, prior to its restoration.

The Society is hoping to get the rails and some other materials from the Yallourn-Morwell link railway. The Latrobe Valley newspaper, *The Express*, reported on 4 June that despite the decision to keep the link railway in operation, some rail material will be made available. In addition the SEC will

also provide a shunting loco (presumably one of the Fowler 0-6-0 diesel-mechanicals), and bogies. .

*Greg Goold/Frank Stamford 6/93;
Mark Plummer 6/93 Peter Medlin 6/93*

WESTERN AUSTRALIA

BUNNINGS PEMBERTON MILL 1067 mm gauge

G233 *Leschenault Lady* has been transferred from Boyanup Museum near Bunbury to Pemberton for operation of the Bunnings Mill railway between the mill and the Westrail sidings. Ian Willis, builder of the Pemberton trams, arranged the steam operation as substitute for Bunnings' own diesel. The operation began in early June but the cessation date is uncertain. Bunnings are expected to change to road haulage for all timber ex Pemberton Mill, possibly in August. and steam operation may continue until the changeover.

David Whiteford 7/93

CARNARVON LIGHT RAILWAY ASSN INC, Carnarvon 1067 mm gauge

(see LRN 91 p.19)

A rammed earth locomotive shed has been completed on Babbage Island to house the group's steam and two diesel locomotives. The shed was constructed using a training programme for unemployed youth and the participants also began relaying track from the jetty depot back towards Carnarvon. Until repairs, replacement, or approval to use occurs with the timber causeway that linked the island with the town of Carnarvon, track will only be completed on the island. The Dept of Marine and Harbours has donated the last Government locomotive to be used on the Carnarvon Jetty, to the Association. PW 29 *Banana Clipper* (Simplex 9097 of 1955) was transferred from Wyndham to Carnarvon in 1983 or 1984 for use on repair trains on the mile long jetty. PW 29 had not been used for some years and was stored in the Department's shed at the Babbage Island depot.

West Australian (State Ed.) 25/5/93 & 1/6/93 via David Whiteford

ROTTNEST ISLAND 1067 mm gauge

(see LRN 90 p.16)

Work on the 6.5 km tourist railway on Rottnest Island, off the WA coast from Fremantle, has begun. The track will take visitors from the main settlement past Kingstown (former Army Barracks) to the Oliver Hill gun battery following the courses of the former 610 mm gauge jetty to settlement line and the 1067 mm gauge Army line from the jetty and Barracks to the battery sites.

The line will run through scenic parts of the island previously inaccessible to the public. 60 lb rail ex the Westrail Milng line is being used on the line and volunteer labour of present and former Westrail staff will lay the track. The former Army line was still largely intact at the start of 1992 but was far too wasted to be reused and by mid 1993 it had been dismantled and sold to help finance the project. A railcar operation will be used on the line but details are unknown at time of writing (7/7/93). Although there has been opposition from the Rottnest Society (a public association of Rottnest enthusiasts), a Rottnest Island Railway Trust has been formed to manage the project and a major sleeper purchase protect was begun in June to raise funds for the line. Sleepers may be bought for \$40 each from R.I.R.T., GPO Box R1246, Perth WA 6001. Ex WA Premier, Sir Charles Court, drove in the "first spike" at a ceremony on 3 July. Sir Charles is Patron of the Trust. Railway construction is expected to be completed in August with trains to be running by the end of the year.

Rottnest Islander June 1993, Westland July 1993,

Sunday Times 4/7/93 via David Whiteford

STATE ENERGY COMMISSION OF WESTERN AUSTRALIA, Bunbury Power Station 1067 mm gauge

(see LRN 36 p.11)

WAGR Tulloch TA-class 0-6-0DE TA1807 (056 of 1970) has been sold to the State Energy Commission for use at Bunbury Power Station. Commonwealth Engineering 0-6-0DM E1120 of 1956 was previously the only unit used here.

ARHS Bulletin 668, 6/93 via John Browning

MEETINGS

MELBOURNE: AGM AND OTWAYS EXTRAVAGANZA.

Following the formalities of our AGM Norm Houghton will be describing some of his more recent findings in the Otways. Norm usually illustrates his presentations with slides so be sure not to miss it!

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

DATE: Thursday 12 August at 8.00 pm.

SYDNEY: E.M. Baldwin & Sons

Sometimes during our researches collections do come to light and for the August meeting we have one such on show. A collection of slides showing locos after construction by E.M. Baldwin & Sons at Castle Hill and on delivery to the Queensland canefields. Baldwins are principally known for their sugar industry locomotives and these predominate (along with representatives of steam and other diesel locomotives) but also a number of their coal mining and tunnelling locomotives as well.

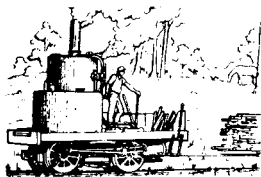
A not to be repeated chance to see the collection.

LOCATION: Woodstock Community Centre, Church St Burwood

DATE: Wednesday 25 August at 7.30 pm

ADELAIDE: Contact Arnold Lockyer for details. Phone: 08-296 9488

LOCATION: 150 First Avenue, Royston Park.



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Deadline for next issue - 29 October 1993



Tully No.5, Walkers B-B DH 650 of 1970 (rebuilt by Walkers in 1993) shortly after entering service at Tully Mill, July 1993.

Photo: Paul Aslette

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OBITUARY

The Society records with regret the death of member Ralf Alger. Ralf was an active member of the Society and regularly attended the Melbourne entertainment meetings. One of the earliest "bush bashers", he wrote several articles for *Light Railways* including "Wooden Rails to Kinglake and Flowerdale" (LR67), "The Impermanent Way: Slocumb and Walker's Tramway, Nayook West" (LR83), and more recently, "Reminiscences of the Cave Hill Tramway" (LR111). He will be sadly missed both by the LRRSA and the PBPS of which he was also an active member. We extend our condolences to his family.

We also record with regret, the death of another member, Mr J. Inchbold of Mt. Eliza.

Peter Evans 9/93

NOTES, CORRECTIONS & COMMENTS

Chris Hart kindly points out some errors which were perpetrated in LRN 94. John Fowler 18801 (p.10) was built in 1930. John Fowler 0-6-0DM Isis 1 (p.12) was Fowler 20776. John Fowler 0-6-0T *Coolum* (p.13-14) was built in 1923. The two working diesels at the Sunshine Plantation (p.13) are 4wDHs rebuilt by E.M. Baldwin from Ruston & Hornsby 4wDMs. In LRN 95 (p.11) it is incorrectly stated that Macknade Mill's E.M. Baldwin bogie loco 19 was doing a day shift cane transfer trip to Victoria. This should have read afternoon shift. In addition, it was not made clear that Victoria Mill's Clyde 0-6-0DH *Perth* was truck shop loco for the slack season only (there is no loco allocated to the truck shop during the crushing season).

RAILWAY PRESERVATION: A NEW PERSPECTIVE

Rails to Trails to Rails

In Australia quite a few old railway lines and tramways have been converted into walking tracks. Victorian examples are parts of the Powelltown Tramway

and two sections of the old Colac to Crowes narrow-gauge line, "The Beechy". Readers can probably think of several other lines.

When writing about a four kilometre section of the old Beechy line that passes through the Kwararren Regional Park, newspaper journalist, Heather Alexander described the walk as: "a flat clear path making walking delightfully easy". She observed that "birds noisily chirp overhead while the natural mulch of the forest floor deadens the sound of the walker's feet. Remnants of the railway line can be seen along the way".

I recently visited the area and was pleased to find that at one end of this walk - the site of the Birnam station - a shelter had been erected. The shelter had a large sign describing the old line and the area. It was illustrated with maps, photographs and sketches.

I had just missed out on travelling on the Beechy line while it was running, I had to be content with the next best - hiking the full length of the line from Colac to Crowes in 1963. Then the rails were still laid from Colac to Weeaprounah. The section with rails was easy to hike along but the section from Weeaprounah to Crowes which had closed some years earlier took a great deal of effort and "scrub-bashing". A recent visit in 1992 showed that now most of the line was either over-grown or converted to agricultural use. Apart from the two sections now made into trails, it would be hard to walk the whole line today. On my visit I was delighted to see the terminus at Crowes and the work of volunteers in erecting a railway sign there and laying a short section of track on which rested an NQ wagon. As I stood at Crowes I wished that at the time of the closure of the line, some-one had had the foresight to have the whole line set aside for future generations as a walking track.

Over the last thirty years I have hiked over many abandoned railway and tramway lines and found them excellent walking tracks - usually flat and easily followed. From 1986 to 1989 I worked and resided in the United States and, being a keen walker and light rail enthusiast, I visited many restored enthusiast railway lines as well as walking along abandoned lines. I discovered that there was an organisation in the United States called "Rails to Trails Conservancy".

"Rails to Trails" describe their aim as "Restoring Life to Abandoned Railway Corridors". They have recognised that old railway lines are perfect for linear uses such as hiking, horseback riding, jogging and cycling. They take an interest in both rural and urban rights of way. They point out that a mere two hundred acres of right of way can provide a linear park over 20 miles long. Their brochures are aimed at the conservationist rather than the railfan or rail historian but we can learn a lot from them. They aim to move in when the abandonment of a line is being considered. They are lucky to have the

support of a Federal (national) law which encourages the conversion of unused rail lines to trails.

Thus they aim to secure the right-of-way at the time of abandonment for a linear park. At this stage the land hasn't been carved up, the bridges and buildings are still intact and structures such as water tanks have not been demolished.

Applying this to the Australian context, we can look first at abandoned Australian Government rural lines. In most cases, the firm contracted to remove the rail was usually contracted to remove the bridges and most of the structures along the route. A few station buildings may have been left. After the contractors left, local farmers often purchased or leased the land which was usually fenced in. In some cases they filled in cuttings or levelled embankments. They are often hostile to walkers following the old line crossing their land. Land not sold or leased out often reverted to scrub then bush. In urban areas old government lines may remain disused corridors, converted to parks, or sold and built over.

In the case of Australian private railways (particularly timber tramways), bridges were sometimes left but steel rails were always removed for scrap. Although some railways and timber tramways in Australia have been made into walking tracks, there is no organised movement pointing out the potential of abandoned lines as walking tracks. I felt that there was the need to set up an Australian "Rails to Trails" movement. I am particularly interested in the Victorian narrow gauge line from Moe to Walhalla and the Tasmanian ABT line which would make excellent walking tracks. I believe that a "Rails to Trails" group could inspire local authorities and organisations to clear and signpost suitable lines and to put up markers and signboards at appropriate localities.

We will never be able to restore most abandoned lines to full working order but by clearing the right-of-way, people can enjoy the "feel of the line", observe the wonderful engineering works of the railway's builders and the scenery of the area as if they were a passenger on one of the old trains.

Once a right-of-way is secured as a linear park there is always the hope that the rails can be relaid on part of the right-of-way. Think of how much harder and costlier it would be for the Victorian Puffing Billy Preservation Society to re-open the line from Lakeside to Gembrook if the line had been parcelled up and sold, private housing erected on the right-of-way, cuttings used for tips and embankments razed.

Back in 1962 when it was proposed to close "the Beechy", the Puffing Billy Preservation Society was struggling to re-open four miles of line from Belgrave and was in no position to fight for the preservation of "The Beechy".

Tourist interest in the area was minimal.

Now tourist interest in the Otways has increased dramatically. For example when I visited the town of Lavers Hill on the old Beechy line in 1962 it was a declining country town with one general store. Upon revisiting Lavers Hill in 1992 I was amazed to find three large tourist cafes catering to extensive tourist traffic travelling along the Great Ocean Road. Just two kilometres from this tourist complex towards Crowes I found that Melba Gully was now a major tourist attraction. If a walking track were established along the old Beechy line from Lavers Hill to Melba Gully road it would be well patronised. Maybe one day the rails could be relaid along this short section. Maybe tourists could travel by trolley. Maybe.

The first step is to secure the right-of-way as a linear park. Turn it into a trail, that one day may become relaid with rails.

Readers of Light Railway News have extensive knowledge of the location of potential abandoned rail lines and their history. If they are interested in joining "Australian Rails to Trails" they can do so by sending a stamped self-addressed envelope to Box 223, East Melbourne, VIC 3002.

Mark Plummer 8/93

RESEARCH - BOOKS, MAGAZINES ETC.

Ray Graf alerts members to a number of relevant publications he has come across. *The History in and about Glenrock Lagoon (Newcastle NSW)* by John F. Grothen is a 66-page booklet on sale for \$6 at the Newcastle Museum. It includes a photograph of a 4wBE loco underground at Burwood Colliery, and two of a steam tram locomotive *Coffee Pot* which was used at Merewether

Mandurama and its Neighbours, by Thelma Treasure, priced at \$20, contains a note from the Blayney Advocate & Carcoar Herald of 18 August 1898 to the effect that the contractors for the tramway at Gallymont goldfields had just about completed their work.

Recently published, is *The Golden Mile* by Geoffrey Blainey, dealing with the history of Kalgoorlie since the discovery of gold to today.

Meanwhile, Leonie Knapman, author of *Joadja Creek: the Shale Oil Town and Its People, 1870-1911* is currently writing a book on Glen Davis and Newnes.

Ray Graf 8/93

An article appeared in the July 1993 issue of the *Independent Monthly* by Les Murray, who is possibly Australia's best regarded contemporary poet. The article makes various mentions of the North Coast timber tramway (where the Murray family grew up) and may be of interest to members.

The illustrated book, *A Pictorial History of the Shoalhaven* contains a few photographs of railway/light railway interest on the south coast of NSW.

Among them is a picture of a small steam locomotive hauling some five wagons (in which workmen stand) along a jetty. It bears the caption: "The silicon wharf at Bannister Head, built in 1921 and demolished in 1961. "Silica rock was in demand for the making of silica bricks which, because of their heat resistant qualities, were used in the construction of steel-making furnaces." The loco has a large metal roof covering cab and boiler sections (similar to a steam roller layout); it is impossible to define the wheel arrangement but gauge appears to be 2 ft The photo is "courtesy Milton and Uladulla and District Historical Society". Another photo relates to Watt & Son sawmill at Wandandian, and shows a steel railway of possibly 3 ft gauge leading from the mill to "the punt". A man sits astride a 4-wheel trolley on the line which is located on a bridge or jetty. A third photo shows SS *Belbourie* unloading material for the "new naval college" at Jervis Bay, in 1912. In the foreground, leading to a jetty, is what seems to be a standard gauge line, equipped with trolleys. The book was written and compiled by Narissa Phelps Morrissey.

David Burke 9/93

SALES OFFICER

LRRSA sales officer Alan Stebbing has indicated that he wishes to relinquish the role after six years during which he has kept members and the public supplied with our range of publications, earning valuable income for the Society. If any member is interested in taking over the position, please contact the Secretary for details of the work involved. This role would suit a retired person but is by no means too arduous for someone to undertake in their spare time.

Peter Evans 9/93

SITE REPORTS

BENANDARAH TRAMWAY, far south coast NSW

As advised in LRN 87 (page 3), the writer has been researching light railways on the NSW far south coast. Apart from the dozens of jetty, mining, breakwater, quarrying and agricultural lines, fifteen timber tramways have so far been identified. None of the timber tramways are thought to have used locomotives. However, a well preserved set of timber railed points has been discovered. The points are part of the Benandarah Tramway, which operated from about 1887. As part of researching the area, I contacted the District Forester, Mr Ian Barnes (who is an ex-member of LRRSA). Ian put me in contact with one of his Forest Supervisors, who told of seeing a set of what looked like railway sleepers. They had been spotted from a helicopter during

training for bush fire fighting many years before. The site was in the middle of a salt marsh and mangrove swamp.

Arrangements were made to try and locate the site on the ground. After parking the car on the edge of the Princes Highway, we plunged off through the dense she-oaks that fringe the swamp. Breaking out from the she-oaks into the salt marsh, we discovered that someone had excavated a drainage channel across our path. This was followed to our right for a few hundred metres, till we could wade across on an accumulation of foul smelling black organic ooze. But by now we were well off course. Heading due east we crossed the slippery slimy mud of the salt marsh, hoping to intersect the main creek, on which the tramway was thought to have ended, at a punt loading wharf. A band of close growing mangroves fringed the creek. Forcing our way through the mangroves, we nearly fell into the tidal creek - the bank was vertical and very slippery. But we managed to hold onto some supporting trunks and extricate our boots from the bottomless mud.

Next, were we up-stream, or were we down-stream, of the suspected location of the sleepers? Or, for that matter was this the main creek, or just a tributary anyway? Oh, boy! No way to answer any of these questions from where we stood, but having gone south along the drain, we decided to go north along the creek, hoping to counteract each diversion.

No tributaries were encountered, so it was thought that we were indeed following along the main creek. Progress was slow, as each footstep slid along the top layers of the dark grey, crab-hole riddled mud flat. Water movement in the creek indicated that the tide was coming in. We remembered the drain that we had crossed and wondered if we could cross it back to the road. But as I would be unable to return to the area for many months, we pressed on hoping to find the elusive sleepers before the tide rose too much.

With a notably rising tide on our right hand side, we stumbled around a bend in the creek, to blunder into an open area of low growing marsh plants. There on the other side of the opening, were the set of well preserved log sleepers. The sleepers lay on the mud flat, between the high and low tide mark. Waters started to lap the top of the creek banks and flow across the flat to where we were, so we busily photographed and measured the sleepers and adjoining set of points. The results of this research will hopefully appear in LR one day!

Jim Longworth 8/93

SANDERSON AND GRANT, Barramunga, Victoria 1067 mm gauge

Recently, while undertaking field surveys of the tramways in the Barramunga Creek valley, south of Forrest (Vic.), I came across a water tank

from one of Sanderson's vertical boilered locos. These were Kitson 0-4-0 VBT. OC, T69 and T70 of 1883 sold to the Victorian Railways and thence second hand to Sanderson in 1904. (See photograph on page 43 of *Sawdust and Steam*. One of these locos is also illustrated on the masthead of the magazine you are now reading). The horseshoe-shaped tank is at the Sanderson and Grant mill site on Barramunga Creek. Both locos were turned into winches by Jim Grant, one in 1919 and the other in 1923 and it was in this guise that one of the former locos found its way to the log landings on the Barramunga Creek log line in 1923. The mill is at the bottom of a 700 metre long slope, 200 vertical metres down from the Barramunga-Upper Gellibrand road (and 700 metres in from the Forrest-Apollo Bay road), so it is little wonder the tank has not been moved since the mill closed in 1928.

Another sighting in the area is a zigzag on Grant's tramway to the Upper Gellibrand mill. This zigzag, one of a pair on this line, is near the mill site (which is now on cleared farmland) and in the bush, but modern logging and pine plantings have severely mutilated it. I visited this site four days after 75 mm of rain had fallen in one burst so the area was literally crawling with leeches and the forest floor was one large puddle.

Norm Houghton 7/93



Water tank off one of Sanderson's vertical boilered loco/winches, Barramunga Creek Mill, June 1993.

Photo: Norm Houghton

LOCOMOTIVE & ROLLING STOCK MANUFACTURERS

VALE ENGINEERING PTY LTD, McCourt Street, Moss Vale

(see LRN 33 p.6)

A quantity of machinery and equipment was to be auctioned at this Kembla Coal & Coke subsidiary on 26 August, possibly associated with the closure of the plant. Items advertised included four Vale (battery) electric locomotives, Vale 14-man personnel cars, and a quantity of Vale locomotive spares and battery boxes. Illustrated was a single ended 4wBE loco with identification "A".

Ray Graf 8/93; The Age 31/7/93 via Colin Harvey

NEW SOUTH WALES

APPRENTICES STEAM CLUB, HMAS Nirimba, Quakers Hill 610 mm gauge

(see LRN 84 p.4)

Because of the impending closure of HMAS Nirimba, John Fowler 0-6-2T 1 *Invicta* (11277 of 1907), formerly of Qunaba Mill, is being returned to Bundaberg to the care of the Bundaberg Steam Tramway Preservation Society. Transfer to Queensland is expected to be carried out by Army transport vehicle, and is expected to take place before the end of September. Last steaming at Nirimba took place on 17 August. (The Foden steam road truck here is being transferred to HMAS *Cerberus*.)

Bruce Belbin 8/93; Sydney Morning Herald 18/8/93 via Ray Graf;

BLUE MOUNTAINS SEWERAGE TUNNEL CONSORTIUM

A consortium of McConnell Dowell Corporation, Obayashi Corporation and Sakura Australia is to build a 18 km sewerage tunnel from North Katoomba to the Hawkesbury River. The tunnel is for Water Board use but will be leased from its private owners. It will be drilled from a single point using a specially made \$5m boring machine. (It may be expected that a rail system will be used during construction - Ed.)

Sydney Morning Herald 8/6/93 via Ray Graf

BHP LTD, Newcastle 1435 mm gauge

(see LRN 94, p.7)

The rail connection from the BHP plant onto Kooragang Island (including the bridge) has been removed. This appears to have occurred fairly recently, judging by the debris still on site.

Ray Graf 8/93

COALCLIFF COLLIERIES PTY LTD, Coalcliff Colliery 1067 mm gauge

(see LRN 81 p.7 & 82 p.2)

An auction was to be held at this Kembla Coal & Coke subsidiary on 23 & 24 August. Among the equipment advertised for sale at the closed mine was six Vale 18-tonne battery electric locomotives, 52 kW, and personnel cars.

Ray Graf 8/93; The Age 31/7/93 via Colin Harvey

CLUTHA LTD, Oakdale Colliery 1067 mm gauge

A stoppage of at least six weeks was expected following a mishap towards the end of the installation of a \$3.5m automatic coal winding facility, on 15 May 1993. 150 000 tonnes of coal production was expected to be lost.

Sydney Morning Herald 18/5/93 via Ray Graf

EL CABALLO BLANCO, Catherine Field 1067 mm gauge

(see LRN 43 p.3)

This site was visited on 12 February, 1993, and the steam outline locomotive was examined. It appeared to be a 2-6-0DM, but in fact the pony truck does not touch the rails and the coupling rods connect the first two axles only. A Neil Moxon builder's plate identifies the unit as "ECB loco" (built 1983). The site was for sale by auction on 1 April 1993.

Weekend Australian 20-21/2/93 via Ray Graf, Ray Graf 8/93

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD, Albion Park 610 mm gauge

(see LRN 94 p.7)

On Sunday, 8 August, the Society held a special day to celebrate the official return to traffic of the former CSR Victoria Mill Hudswell Clarke locomotive *Cairns* (1706 of 1939). The loco was withdrawn from traffic at Albion Park about two years ago, after the boiler tubes fitted on receipt of the engine from CSR in 1977, began to fail regularly. After plugging-off several and reaching the stage of dropping a tube each time the loco was lit up, it was decided she needed an overhaul. The loco has had the re-tube, re-fabricated lower smokebox, new ash pan, new safety-valve springs, new boiler cladding, all valves and fittings stripped and overhauled, and, when it was discovered that numbers of rivets joining the front tubeplate and smokebox to the boiler barrel had cracked, a learning exercise in hot riveting. Finally, a complete strip-back and repaint in the previously used early CSR style colour scheme, except the black boiler which is now maroon.

The preview of the event, covered a few days earlier by local TV news teams and local newspapers, resulted in a record crowd at the Museum for the big



0-6-0 Cairns (HC 1706 of 1939) posing in steam, whilst shunting 0-6-2T "Tully 6" (PE 7967/49/1 of 1949), ex-QGR P119 RM trailer and ex-MT&O 430.; Illawarra Light Railway Museum, Albion Park, 3/8/93.

Photo: Brad Johns

day, which also saw a visit by a local Morris Minor owners' club. By 11 am, cars were being forced to park in the street and four car trains were full with as many more awaiting the next run. Morning services were handled by the Society's Perry 0-6-2T "Tully 6", until at about 2 pm, *Cairns* appeared from loco and backed down onto the train to pilot the Perry, and after the ceremony of speeches and tape cutting by representatives of the businesses which had provided their services and materials free to help with the restoration, and by some local dignitaries, the two locos continued hauling well filled trains and providing the rare spectacle of double-headed steam at the "Park" (and on 2 ft gauge) for the rest of the day. After we shut the gates to the public around 5 pm, members and friends had a barbecue and indulged in a lot of nostalgic and atmospheric, night-running with lighted carriages, locos, signals, station buildings and signal box, which is very popular with members a couple of times each year and produces some good night photography on the line, station and at loco when de-ashing.

Dapto, the next suburb to Albion Park, has a Kentucky Fried Chicken branch which features vintage railway pictures and memorabilia on the walls and recently the ILRMS was asked if it wished to use a vacant wall to mount a display representing the Museum. A start has been made with the framing of an enlarged version of the Society logo with a brief description of

the ILRMS and its activities. Next to this is a frame with several colour 10 x 8 prints of current operations. The display will gradually include several scenes of historic local light railway interest and small railway artifacts.

The Society has been studying, and updating where necessary, its manual of working rules and operating methods, whilst waiting to find out the implications of the new NSW Rail Safety Bill, on 610 mm gauge light railways such as ours in NSW. The ILRMS Sales Department has commissioned a pair of coffee mugs featuring full colour drawings of our Hudswell Clarke in its CSR livery and the Perry in our green lined scheme. The mugs are available with optional gold rim (unsuitable for micro-wave ovens) or plain top. Each mug sells for \$8.50 with or without gold trim and postage is additional and dependent on destination. They are of course available from the ILRMS Souvenir Shop on Open Days but mail order enquiries may be directed to 042 71 6221.

Tony Madden 8/93

KEMBLA COAL & COKE PTY LTD, Illawarra Coke Works, Coalcliff gauges unknown

The coke works was noted in operation on 20 August, and has rail equipment for both charging and quenching. The coke quench car, which conveys the red hot coke from the ovens for quenching, and its haulage unit, appear to be cable worked.

There are two charging cars on top of the ovens which run together on parallel tracks. They are possibly 3-phase AC worked, with trolley poles facing the Sydney direction. It is recommended that future visitors contact the manager, Mr Ian Sheppard, if they wish to inspect this installation.

Ray Graf 8/93

NEW ENGLAND ANTIMONY MINES NL / VAM LTD 610 mm & 458 mm gauge

(see LRN 38 p.3)

Provisional liquidators offered the assets of these companies ("including fully operational gold and antimony mines near Armidale") for tender, closing on 30 July.

Ray Graf 8/93

ENC MANAGEMENT PTY LTD, Newvale Colliery, Vales Point 1067 mm gauge

(see LRN 20 p.7 & 22 p.4)

According to a brochure issued by Colliers Auction Group, a total disposal

auction was to be held at the Newvale Colliery on 6 & 7 September. Among apparent rail equipment advertised was:

- One 21-seat Gemco battery personnel carrier
- Two 9-person Fox "inspection cars"
- One Fox flat top
- Two Fox flat car carriers
- Two Hexham pod carriers
- One steel frame locomotive maintenance & service building
- Rail at 45, 60, 80 & 90 lb.

via Ray Graf 8/93

According to an advertisement in *The Age* of 28 August, the auction included two 24 ton type 12 battery-electric Gemco locomotives, 5 twenty seat personnel carriers, 15 coal skips, a Fox rail-mounted stone duster and a quantity of rail.

via Colin Harvey

STAN WOODS, Narellan Diesel Services, Narellan 1067 mm gauge

A leased yard visited on 12 February, 1993 revealed an ex-AIS personnel carrier numbered 46 (Fox 302 of 1971), plus the power unit of another unit which had been scrapped. It is reported that many personnel cars have been scrapped or dismantled for parts here in connection with a mining equipment repair business.

Ray Graf 8/93

XLPE CABLES PTY LTD, Lot 2 Canley Vale Road, Wetherill Park gauges unknown

The August 1993 catalogue of this dealer in electrical surplus stock contains the following items:

- Two Gemco 8 tonne locomotives with 2 batteries and charger
- Ten Gemco 10 tonne locomotives (7 with 2 batteries and charger, 1 with two batteries, and 2 with one battery and charger.)
- Two SIG (Schweizerische Industriegesellschaft) ETB70 10 tonne locos with two batteries and charger.

David Blakeley 8/93

QUEENSLAND

BUNDABERG SUGAR LTD, Mourilyan Mill 610 mm gauge

(see LRN 95 p. 10)

The mill's locos now all have numbers fore and aft as well as on the cab

sides. Clyde 0-6-0DH 5 (66-491 of 1966) is the loco fitted with remote control for one man operation, and is the yard loco. It carries large signs indicating that it can operate under remote control. Walkers 0-6-0DH 570 of 1956 has been numbered 11.

Chris Hart 8/93

CSR LTD Herbert River mills 610 mm gauge

(see LRN 95 p.10)

The new ex-QGR DH class Walkers B-B DH loco arrived about the beginning of July, and was in use by 20 July. It is Walkers 612 of 1969 (ex DH30) and is named *Herbert*. This unit works two shifts on the Bambaroo line which has required bridge strengthening throughout. On 5 August, it spread the track and derailed at Bambaroo. It is paired with the new 24-tonne bogie brake wagon which was produced by Solari's Engineering, Ingham, from an ex-QGR bogie wagon. The frame has been shortened, full size headstocks fitted, and roller bearings fitted to the converted bogies. Colour scheme is all over yellow except the red and white striped headstocks. Another QGR bogie wagon (HJS 25688) is at the mill,

At Victoria Mill, E.M. Baldwin B-B DH *Brisbane* (5423-1-9-74 of 1974) is the second loco painted in the new darker yellow livery. Clyde 0-6-0DH *Perth* (69-682 of 1969) and E.M. Baldwin B-B DH *Townsville II* (6400-2-4-76 of 1976) have had centre rear windows fitted to the rear of the cab. Clyde 0-6-0DH *Centenary* (64-381 of 1964) is still the yard loco. E.M. Baldwin 0-6-0DH *Hobart* (4413-1-7-72 of 1972) was on loan to Macknade Mill for about the last ten days of July. It appears that none of Victoria's 0-6-0DM Drewry locos has been used during the current crushing season.

During wet weather periods in July, three Macknade locos were painted in a new livery which is very similar to the Victoria livery. These were Clyde 0-6-0DH 18 (DHI.5 of 1954) and E.M. Baldwin B-B DH locos 19 & 20 (7070-3-4-77 and 7070-4-4-77 of 1977). The main body is the same yellow ("sunflower") as is being used by Victoria, with white valances, black underframe, red rods and red and white striped headstocks. There is also a broad (150 - 200 mm) green ("jade") stripe running around the whole loco below window level, rather than dropping down to footplate level at the front like the Victoria locos.

Cane transfer runs from Macknade to Victoria are now largely in the hands of the two Macknade E.M. Baldwin bogie locos. Bad weather, mechanical breakdowns and short supplies of cane can result in major transfers of cane, and on occasions just one mill will crush. On the afternoon shift of 23 July, there were five Victoria locos at Macknade waiting to head back to Victoria having arrived with cane. The Macknade Mill yard is not set up to receive large

tonnages from across the river, so Macknade locos had to be used to assist with the placing of fulls, removing brakewagons from rakes, and preparing empties.

Chris Hart 8/93

CHRIS HART, Cordelia 610 mm gauge

(see LRN 94 p.11)

The Clyde petrol hydraulic line car from Victoria Mill (built 1965) was delivered to Chris on 10 August. It will be a long-term restoration project.

Chris Hart 8/93

MORETON CENTRAL SUGAR MILL CO LTD, Nambour 610 mm gauge

(see LRN 95 p.12)

An eight-year-old boy was airlifted from Nambour General Hospital to Brisbane after an accident which occurred at Bli Bli at 2 pm on Saturday, 18 September, where his right hand and foot were partially severed when he fell from a moving cane train.

Sunshine Coast Daily 20/9/93 via Peg Hayes

CLIVE PLATER 610 mm gauge

(see LRN 94 p.13)



Coolum following extensive external restoration at Clive Plater's property, at Eudlo.

Photo: Clive Plater

Mr Clive Plater has a collection of ex-sugar tramway rolling stock at his property at Eudlo. The collection consists of:

- 1 1923 Powler 0-6-0T steam loco *Coolum* (externally restored)
- 1 1954 Ruston 0-4-0 diesel loco *Nambour*
- 1 1921 Moreton mill 0-4-0 petrol loco *Flyer*
- 1 1905 Krauss tender
- 3 Whole-stick cane trucks
- 1 Ballast wagon
- 2 Tipping ballast wagons
- 1 Bogie open passenger carriage
- 1 Bogie worker's toll carriage
- 2 Log bogies
- 2 Flat top wagons
- 1 Water tank wagon
- 1 Hand pump trolley
- plus numerous spares

The items are set up on 200 m of track of which about 50 m are under cover. Mr Plater's family have been associated with the Moreton Central Sugar Mill since 1895 when his grandfather was the first chairman of directors. His father worked at the mill for 51 years as Loco Driver, Traffic Officer, Line and Bridge Maintenance Officer and as Cane Inspector. Should any LRRSA member wish to view this collection, Mr Plater can be contacted on 074 45 0054.

Letter from Mr Clive Plater via LRRSA Secretary 8/93.

SOUTH JOHNSTONE MILL LTD 610 mm gauge

(see LRN 95 p.14)

The conversion of Prof B-B DH *Nyleta* (P.S.L.25.01 of 1990) from hydrostatic to hydraulic drive has involved the removal of the short end hood. This end of the cab is now fitted with a single full width window. The loco is now worked with the radiator or long hood end facing the mill, and was observed working the shuttle up the Basilisk Range from Japoonvale with 99 bins, paired with bogie brakewagon 6.

Chris Hart 8/93

TULLY SUGAR LTD 610 mm gauge

(see LRN 95 p.14)

The two new ex-QGR Walkers B-B DH locos at Tully Mill are TULLY No.5 (650 of 1970 - see photo front cover) and TULLY No.6 (653 of 1970) ex DH63 and DH66 respectively. TULLY No.6 runs with a new brake wagon rebuilt from an ex-QGR bogie wagon. The wagon is full length, runs on regauged bogies and incorporates large ballast weights at each end. A central full height shelter

structure covers the air compressor and control equipment, suggesting a "brake van". TULLY No.6 has been geared down to operate the range section to El Arish. A second brake wagon is in process of conversion for use with TULLY No.5.

This mill has introduced a satellite location system for its locos, based on navigation technology. A monitor in the traffic office shows the position on the system of each loco and is reported as being accurate to within two metres.

A major expansion of cane growing to the south of the Murray River is being undertaken. The new tramline bridge at Lihs Crossing, south west of Tully, was opened at the beginning of August by State Primary Industry Minister, Ed Casey, and has been built in association with tramline extensions which will cost \$1.5m. At least 5000 additional hectares have been opened up as a result of the new bridge, with the possibility of this extending to 20,000 hectares over time.

Paul Aslette 7/93; Chris Hart 8/93; Tully Times 5/8/93 via Chris Hart

SOUTH AUSTRALIA

MORRISON KNUDSEN OF AUSTRALIA 1435 mm gauge

(see LRN 88 p.2)

In early 1993, AN Rail Bo-Bo DE 533 (built by SAR Islington) was sold to Morrison Knudsen (for workshop shunting duties? - Ed,)

ARHS "Bulletin" 8/93 via Ray Graf

TASMANIA

IDA BAY RAILWAY, Lune River 610 mm gauge

(see LRN 95 p.15)

Hunslet 0-4-2T 1844 of 1937 has returned to service on the Ida Bay Railway this year, the line for which it was originally built for industrial service, having been in the custody of the Don River Railway for some time. This loco hauled an AREA special on 8 May as far as the halfway siding. Also seen in service on this day were diesel locos numbers 1, 2 and 3. It is stated that loco 2 has recently been rebuilt with a carriage body to carry about six passengers. (It is assumed that these are three of the Malcolm Moore locos converted from 4wPM. - Ed.)

*AREA "Members Information" 8/93
via Ray Graf & Colin Harvey 9/93*

VICTORIA

THINGS SEEN ON THE WAY TO THE PUBLIC RECORD OFFICE 610 mm gauge

During a recent visit to the PRO at Laverton, two interesting items were seen in contractors' yards nearby. Gardner Denver Bogger serial No.153915, freshly painted, was on display (presumably for sale) in the yards of machinery merchants McConnell Dowell Constructors Limited in Cherry Lane, Laverton.

Nearby, on the corner of Cherry Lane and Dohertys Road a familiar outline was noticed in the yards of Situpile, pile driving contractors. Curious motorists looked on in amazement as your correspondent peered through the fence with a pair of binoculars in order to read the builder's number. Powering a twin drum cable winder (reminiscent of a logging winch but presumably part of a pile driver) was the engine unit of Malcolm Moore 4wPM builder's No.1081 of 1943. This seemed complete from the frames up with the exception of the right angled final drive. The frames, wheels etc were nowhere to be seen. It pays to keep your eyes peeled!

Peter Evans 8/93

BHP STEEL, Long Island, Hastings 1600 mm gauge

(see LRN 81 p.10)

Clyde Bo-Bo DE Y148 (65-414 of 1965) has been acquired by BHP from VR and was repainted in BHP corporate colours at Ballarat Workshops. It was transferred to Long Island on 14 July. This unit will presumably replace the two Com-Eng Aresco road rail units here.

AREA "Items" 10/7/93 & 14/8/93 via R.Graf; Ray Graf 8/93

COOKS CONSTRUCTION, Yallourn & Morwell 900 mm gauge

This company has taken over operation of the SEC line as forecast in LRN 95 (p.18). Four ex-QGR DH class locomotives have been obtained and are being put into use as follows (all Walkers B-B DH):

Running No.	Ex-QGR	Walkers B/N	Date
CC 01	DH4	586	1968
CC 02	DH5	587	1968
CC 03	DH56	643	1970
CC 04	DH24	606	1969

CC02 and CC03 were delivered to Yallourn on 25 June. They are painted in the same style as the DH class but with yellow replacing the green sections,

with a broad white stripe and red lining. CC01 was delivered to Yallourn on 28 June, not repainted.

*AREA "Items" 10/7/93 via Ray Graf;
ARHS Bulletin 9/93 via John Browning*

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Railway 762 mm gauge

(see LRN 95 p.15)

Locomotives

6A: Is in the workshops but little work seems to have occurred.

7A: Was returned to service in late July.

G42: Work on the new frames and various other parts is continuing.

John Benn: This is the first of the two ex-West Melbourne gasworks Decauville/Couillet locomotives which was built in Belgium in 1886 as an 0-4-0T, and heavily rebuilt by Ron Kane in the 1970s as an 0-4-2ST for use on his abortive Walhalla project. It is now in the Belgrave workshops where maintenance work, and fitting of automatic couplers and air brakes is underway. The loco will eventually be used at Coal Creek Historical Park, near Korumburra.

Special Trains

A "Heritage Mixed Train" was run on 1 August, others are scheduled for 13 February 1994, and 1 May 1994.

Traffic

The number of paying passengers carried in the financial year 1992-93 was down 13% on the previous year, and the number of paying passengers carried in June 1993 was down 37% on the same month in 1992. Figures for July 1993 were down 15% on July 1992

Gembrook Restoration

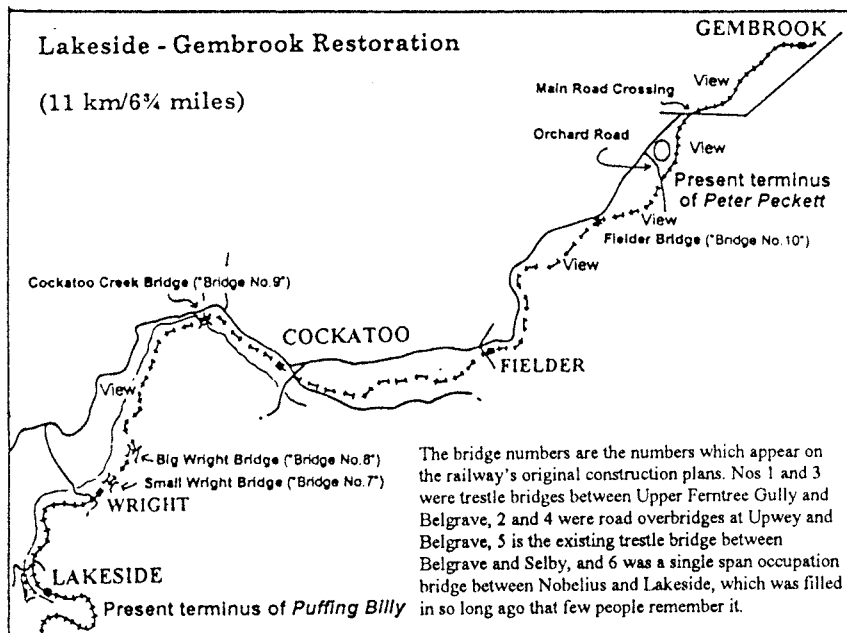
A work weekend was held on 14/15 August ballasting the Main Road - Orchard Road section, and the tamper has been in use on this section. Eight weekend work parties have been scheduled between September 1993 and June 1994, with the intention of having the track complete between Orchard Road and Fielder by the end of June 1994. This is a distance of 1.6 miles. Presumably the second half of 1994 would see the commencement of an assault on the Fielder - Cockatoo section (1.25 miles).

A grant of \$50,000 has been received from the Andrews Foundation (a charitable trust associated with the Pakenham Blue Metal Group of Companies). This is the third successive year that a grant has been received from this foundation.

Gembrook Operations

When train operations recommence in September, trains will operate to Orchard Road, now giving passengers a choice of fine views to the north and south!

Frank Stamford 9/93



ALAN STEBBING various gauges

(see LRN 84 p.14)

Alan Stebbing has retrieved his two locomotives from Uptons scrap yard at Corowa, Victoria. The locomotive previously described as a Fowler is almost certainly identical to the Kelly & Lewis locomotive shown on page 27 of *Light Railways* 102 and is assumed to be the same as the locomotive shown on page 9 of *Light Railways* 95. The locomotive has been rather crudely modified to standard gauge (not 5 ft as previously reported). All that remains are the frames, wheels, axle boxes and the final drive gearboxes, but all of the bolt holes and the distinctive cast-iron horn guides shown in LR 102 are the same. The second locomotive is a Baldwin-Witcomb, and is complete except for the engine which is believed to have been an International. This 610 mm gauge locomotive is very heavily constructed, has a short wheelbase and final drive

via roller chains. The name *Auckland* is painted on both sides of the cab, and the unit is reputed to have been used on the Snowy Mountains Scheme. Both locomotives are now stored at Alan's property at Belgrave South.

Motor Rail Simplex 7351 of 1938 (ex Cheetham Salt) belonging to Peter Evans is also stored at this location. It has now been completely stripped and the frame will require heavy repairs which are to be carried out at Alexandra. Meanwhile, the spare engine parts obtained with both 7351 and 10058 have been sorted out and cleaned, and it appears that enough parts are available to build a complete engine to fit into 7351. All parts from this locomotive are now in the process of transfer to the Alexandra Timber Tramway and Museum where it will be gradually restored to the same form in which it ran at Laverton, complete with a 44 gallon drum for a radiator.

Peter Evans 9/93

WESTERN AUSTRALIA

BROOME 610 mm gauge

The Myer catalogue for Spring/Summer 1993 shows a model (male) photographed on and around a rather weathered jetty carrying a 2 ft gauge tramway. Presumably this is the jetty at Broome Pearling Settlement (see LRN 35 p.13).

John Browning 8/93

BUNNINGS MILLS (various) 1067 mm gauge

From mid-August, the only timber mill to rail its output is the Bunnings' Manjimup Mill (see LRN 3 p.10). With the cessation of timber haulage from Pemberton the Westrail line between Pemberton and Lambert is likely to close as there is no other freight carried. The Bunnings mills at Pemberton and Jardee both have locomotives for hauling wagons into the Westrail sidings, and Manjimup's loco has been out of use for over two years with Westrail locos operating into the mill. The future of all three, plus the Nannup mill loco which has been out of use since rail haulage ceased in 1984, is uncertain. The only mill diesel preserved to date is the one from Yarloop (see LRN 93 p.19) and this has now been joined at the restored Yarloop Workshops complex by YX 176 (2-6-0 James Martin 178 of 1898). 176 formerly operated on the Bunnings' Donnelly Mill railways and in 1982 was moved from storage in Manjimup to the northern Perth suburb of Balcatta, where it sat outside a company retail complex. It was moved to Yarloop in mid-1993.

Peter Goss, David Whiteford 8/93

BUNNINGS DONNELLY MILL

Donnelly Mill operated from 1952 until 1977 with rail haulage from the mill to the WAGR's Yornup siding until 1970. At the mill, a large locomotive shed was constructed which had been deteriorating over many years. However in 1991, restoration of the shed and its conversion into holiday accommodation was commenced by lessees, Graeme and Ellie Wearne. While the exterior of the shed has not been dramatically altered, inside there is now a second storey and living areas, holiday accommodation units, dining area, toilets etc. Part of the former loco inspection pit has even been retained as a wine cellar. Enquiries about booking accommodation at the Loco Shed (26 km south west of Bridgetown) can be made on (097) 72 1220.

West Australian 21/8/93 via David Whiteford

BUNNINGS PEMBERTON MILL 1067 mm gauge

(see LRN 95 p.19)

Further to the report in LRN 95, steam loco G 233 *Leschenault Lady* apparently was not able to operate into the Bunnings Mill at Pemberton, due to company restrictions. Instead of hauling the mill output into the Westrail yard, 233 was steamed up and with one or two bogie wagon loads of timber, ran up and down on mill railway between the mill boundary and Westrail yard. This operation was to coincide with the departures of the tourist "tram" service from Pemberton to the Warren River cascades or Northcliffe. 233 was scheduled to return to the Boyanup Museum on 6 September, and its movement from Pemberton could be the last rail operation out of the town towards Manjimup.

Peter Goss. David Whiteford 8/93

GOLDSWORTHY MINING LIMITED 1435 mm gauge

Clyde Co-Co DE GML-20 - formerly GML-10 - (Model JT42C built 1990) has reportedly been sold to Comalco for use at Weipa, Queensland.

ARHS "Bulletin" 5/93 & AREA "Items" 10/7/93 via Ray Graf

WESTERN AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION Bennett Brook Railway, Whiteman Park 610 mm gauge

(see LRN 92 p.19)

Progress continues on ex-South African NG15 118 with hopes of steaming it before the end of the 1993 season. New boiler feed pipes have been installed and super heater tubes repaired as well as many other tasks. Preparation for installation of the former Midland Steam depot 80 ft turntable at Whiteman Village Junction has begun. From 1 July 1993, Whiteman Park commenced

full operations from Wednesday to Sunday inclusive with all major attractions including trains and trams operating. While the park has always been open 7 days a week, weekday transport services have usually only operated during school holidays, although Wednesday and Thursday train services have regularly run for some time.

David Whiteford 8/93

OVERSEAS

FIJI SUGAR TRAMWAYS 610 mm gauge

(see LRN 88 p. 14)

The following observations were made while on a recent trip to Fiji. The sugar season was in full swing at the time. The sugar crop seemed to be unusual in that many of the canes were flowering. In Cuvu, where I was staying, the pattern seemed to be to distribute empties in the early morning, gather fulls in the late afternoon, and take them to the mill at night.

15 July	Cuvu	No. 3	(shunting)
16 July	Nadi	No.12	(shunting)
	Nadi	No.17	(hauling fulls to Lautoka)
	Nadi	No.14	(hauling empties)
	Lautoka	No.11	(light to mill)
	Ba	No.24	(shunting to sugar bins)
	Tavua	No. 7	(shunting empties)
	Penang	No. 8	(hauling two wagons)
	Ellington	No. 3	(hauling fulls to mill)
18 July	Cuvu	No. 6	(shunting fulls to mill)
	Cuvu	No. 2	(shunting empties to Sigatoka)
	Natadola Beach	No. 6	(empties to Cuvu)
	Natadola Beach	No. 1	(light to Cuvu)
20 July	Sigatoka bridge	No.2	(hauling fulls to Cuvu)
23 July	Molomolo	No. 3	(empties to Cuvu)
24 July	Cuvu	Nos.6,7,2	(dead)
25 July	Cuvu	Nos.9,8,5	(fulls to Cuvu)
	Nadi	No.1	(head of stationary full)

John Peterson 9/93

NEW ZEALAND TASMAN PULP & PAPER CO LTD, Kawerau 1067 mm gauge

Advertised for sale by auction was a 50 tonne "Niigata" locomotive, believed to be a B-B DH.

Sydney Morning Herald 3/7/93 via Ray Graf

MEETINGS

MELBOURNE: The O'Keefes railway contractors.

Mary Healy the author of a book describing the contracting exploits of the O'Keefe family will focus on the railway construction activities of the family at the October meeting.

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

DATE: Thursday 14th October at 8.00 pm.

SYDNEY: Contact Craig Wilson on 02-484 7984 LOCATION: Woodstock Community Centre, Church St. Burwood DATE: Wednesday 20th October at 7.30 pm

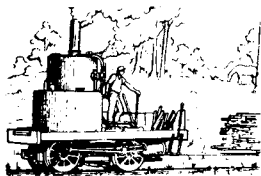
ADELAIDE: Contact Arnold Lockyer for details. Phone: 08-296 9488
LOCATION: 150 First Avenue, Royston Park.

DATE:

Thursday, 28th October at 8.00 pm

LRRSA WELCOMES THE FOLLOWING NEW MEMBERS

C. Barnard	Kallista Vic
R. Burgess	Pakenham Vic
R. Cahill	Neerim South Vic
C. Holliday	Kew Vic
T. Inger	Traralgon Vic
G. O'Grady	Ringwood East Vic
C. Plater	Eudlo Qld
W. Rogers	Erina NSW
P. Savery	Kingston Qld
J White	Frankston Vic



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LRRSA NSW Div. Hon. Secretary: C Wilson, 18 Rodney Ave, BEECROFT NSW 2119

SA Meetings Secretary: A Lockyer, 6 Dunedin Street, DOVER GARDENS SA 5084

TAS Div: Ken Milbourne, 11 Ruthwell Street, MONTROSE TAS 7010

Hon. Editor, *Light Railways*: Norm Houghton, PO Box 1128, GEELONG Vic 3220

Deadline for next issue - 31 December 1993



On display at the Mount Magnet Mining & Pastoral Museum (WA), is a bogger, mine hopper and small battery electric loco. Gauge is sub-2 ft (see LRN 91 p.20)
Can anyone identify the loco type?

Photo: David Whiteford October 1993

INDIVIDUAL STATE NEWS EDITORS

QLD: John Browning, P O Box 5646, Mackay Mail Centre, Qld 4741.

VIC : Peter Evans, 4/369 Stephensons Rd, Mt. Waverley Vic 3149.

Frank Stamford, 9 McGregor St., Canterbury, Vic 3126.

SA : Arnold Lockyer, 6 Dunedin St., Dover Gardens SA 5084.

TAS : Ken Milbourne, 11 Ruthwell St., Montrose, Tas 7010.

WA : David Whiteford, 102 Cohn St., Kewdale, WA 6105

MERRY CHRISTMAS!

Although it hardly seems possible, it's time once again to wish all our members and their families the compliments of the season - we hope you have a very enjoyable Christmas and a safe and prosperous New Year. We would also like to take this opportunity to thank once again our many contributors whose efforts make our task so much easier.

The Hayes Family 11/93

ADVERTISEMENTS

AVONSIDE STEAM LOCOMOTIVE - 3 ft 6 in gauge

Ex-Pioneer Sugar Mill loco *Airdale* is offered for sale. The 0-6-0T loco was built in Bristol, UK, 1930 (B/n.2043) with driving wheel diameter 28 in and cylinders 9.75 in x 15.5 in The locomotive is currently stored in Tully, NQ and its boiler has been removed for industrial use elsewhere. Asking price \$4500 ONO. All enquiries: Graeme Daniel 03 720 1547.

WANTED:

RAIL 30 lb/yard or lighter including old style portable sections, and points. Also small restorable Malcolm Moore or Simplex type loco. Phone 042 28 9353.

(Australian Canegrower 6/9/93 via Chris Hart)

NOTES, CORRECTIONS & COMMENTS

BHP LTD, Newcastle

(see LRN 96 p.8).

This report gave the misleading impression that the rail bridge to Koorangang Island has been removed. In fact it is used daily by SRA, although

the connection to BHP trackage has been severed. Apologies to Ray Graf.

ENC MANAGEMENT, Newvale Colliery

(see LRN 96 p.11).

Ray Graf kindly points out that the two Fox flat car carriers and the two Hexham pod carriers listed for auction were rubber-tyred vehicles.

ALAN STEBBING

(see LRN 96 p.17).

Ray Graf points out that the American loco acquired by Alan Stebbing is a Whitcomb (not a Baldwin-Witcomb). It is true that Whitcomb was owned by Baldwin for many years (as were other builders) but the two operations were separate, and Whitcomb products bore Whitcomb builder's plates! In LRN 61 (p.11), the Whitcomb builder's number is given as 40521.

"A PICTORIAL HISTORY OF THE SHOALHAVEN

(see LRN 96 p.5)

1. Regarding the Bannister Head locomotive - this is currently believed to have been an 0-4-0, Blackstone & Co. Ltd petrol locomotive - a very rare beast indeed !
2. Regarding the Watt & Son mill tramway - this mill operated c.1890 to c.1925.
3. Regarding the Jervis Bay Naval College line - this was a temporary line used during construction of the college and breakwater It was of standard gauge and locomotive No.128 (later 530, later 530x) ran the line. No.128 was a P Class 0-6-0 saddle tank.

Jim Longworth 10/93

RESEARCH

NSW TRAMWAY REGISTER

Some years ago APW published a Register of Victorian Tramways. While not definitive, it did serve to document the existence of many little known lines, such as those three referred to above. If any member thinks producing a similar register of NSW lines would be a worthwhile project, they might like to contact Jim Longworth at 2 The Boulevard, Cheltenham NSW 2119, or by phoning 02 876 4369 (home), to discuss the possibility.

Jim Longworth 10/93

C.B. THOMAS COLLECTION

The Reverend Cedric B. Thomas was one of the earliest researchers into Australian light railways. When he died, some of his collection was deposited with the Mitchell Library in Sydney. LRRSA member, Jim Longworth, has started cataloguing the collection (36 boxes). While the material is not yet

accessible, one day it should be. If anyone knows the whereabouts of any other parts of the collection, or is interested in what it contains, they might like to contact Jim as above.

Jim Longworth 10/93

KALGOORLIE-BOULDER

The WA office of the Australian Archives has published a 170 page source analysis of records of the Kalgoorlie-Boulder area of WA. The analysis has been organised into subject order with one of the chapters being dedicated to "Transport". The price is \$8 (plus \$5 for postage and packaging) and cheques should be made payable to the Collector of Public Moneys and sent to Kalgoorlie-Boulder Source Analysis, Australian Archives (WA Office), PO Box 1144, East Victoria Park WA 6101.

Records & Research Oct 1993 via Ross Mainwaring 10/93

MELBOURNE GASWORKS LOCOMOTIVES

There is currently a debate over the correct names of two of the West Melbourne Gasworks locomotives, Couillet 43/1886 / Decauville 861/1886, and Couillet 90/1890 / Decauville 986/1890. (See elsewhere in this issue for details of the current disposition of these locomotives). Much documentary evidence says the 861 was named *John Benn* and that 986 was named *Carbon*. This was conveyed in the text of the late John Buckland's article in *Light Railways* No.90. But in that same article a photograph of *John Benn* with two buffers makes me believe otherwise, as the locomotive surviving in its original form has two buffers and is 986 (the respective numbers are stamped on the parts of both locomotives). There are other photographs around that show the other locomotive with a single centre buffer, but on none of these can the name-plate be read.

I am looking for photographs that will help clear up this matter so that correct name plates can be fitted to the respective locomotives. If anyone can help, please contact me at "Platina", 12 Corringham Road, Upper Beaconsfield. Victoria 3808; or telephone (059) 443 839.

Bill Hanks 10/93

TIMBER TRAMLINES NEAR SYDNEY

In LRN 90 p.2, David Burke asks if Carson's Tramway (see LR No.98 for details) was the closest timber tramline to Sydney. Apart from those lines that have already been mentioned in these pages, the Hardwood Timber Co. line at Tommys Gully near Cattai, should also be considered. I have not researched the line in much detail, though enough is known to provide a start should a

Sydney researcher be interested in the project.

Jim Longworth 10/93

LOCOMOTIVE & ROLLING STOCK MANUFACTURERS

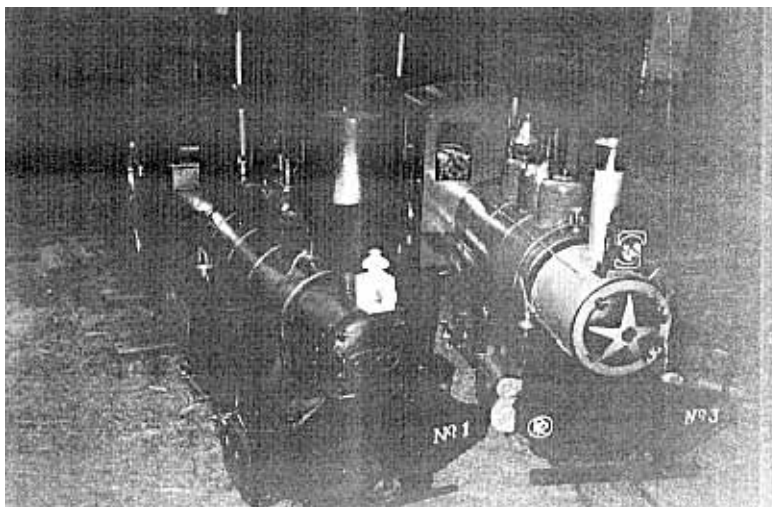
TULK GONINON LTD, Connors Road, Mackay, Qld

It is reported that this company has been successful in gaining contracts for the conversion of three ex-QGR DH class B-B DH locos to 2 ft gauge for sugar mill use. Two of the conversions are known to be destined for Invicta Mill, Giru (see LRN 95 p.11).

Tony Wells 10/93

NEW SOUTH WALES

JIM DENMARK, 11 Crooks Road, Mandalong NSW 2264



LRRSA member, Jim Denmark, owns and operates a miniature narrow gauge railway at the above address. It could be best described as a recreation of a timber tramway and features five bridges, one 90 ft long and 20 ft high timber trestle, two tunnels, sharp curves, and grades of 1 in 25 and 1 in 30. Length of the run is about half a mile and rail used in 14-16 and 20 lb/yd. Motive power is provided by two 1/3 scale 2 ft gauge locos, one an 0-4-2 Perry and the other a 2-4-2 freelance, but based on the Perry, and one petrol locomotive. There are five items of rolling stock, some for passengers. Jim

welcomes any LRRSA members, either as individuals or as a group (there is no charge) and intending visitors can contact him at the above address or by phoning 049 73 1315. The railway usually operates every Sunday from April until the end of November.

Jim Denmark 10/93

NARELLAN DIESEL SERVICES, Narellan 1067 mm gauge

Ex-AIS personnel carrier numbered 46 (Fox 302 of 1071) has been donated to the Illawarra, Light Railway Museum Society at Albion Park for preservation. It is intended to regauge the vehicle to 610 mm for use on the Museum's railway.

David Jehan 10/93

PETER NEVE Loftus 610 mm gauge

(see LRN 34 p.3)

An ARHS trip visited this private collection on 17 July. The following locomotives were noted:

Hunslet	0-4-2T	1187	1915	ex Inkerman Mill in use
Perry	0-6-2T	6676.38.1	1938	ex Kalamia Mill
Fowler	0-6-0TT	8766	1900	ex Victoria Mill under restoration
Ruston	4wDM	387892	1955	ex Gin Gin Mill in use

Please note that the collection is not open for general public inspection and that visits should be by prior arrangement only.

Ray Graf 10/93

NEWCASTLE REGIONAL MUSEUM, Hunter Street, Newcastle West narrow gauge

A coal exhibit at the museum incorporates a simulated "mine". At least one item of rolling stock, a coal skip, is on display.

Ray Graf 10/93

TUBEMAKERS OF AUSTRALIA LTD, Newcastle 1435 mm gauge

(see LRN 45 p.7)

E.M.Baldwin 6wDH *Worimi* (4877-1-9-73 of 1973) is reported to have been sold to the New South Wales Grain Corporation, and will see service on Newcastle Docks.

Craig Wilson 10/93

WALLACE & McGEE, Dubbo 915 mm gauge

(see LRN 90 p.10)

A drive past this site in late October revealed that the kilns had been demolished and the material removed. The boiler was lying on its side and the site appeared to be about to become a housing subdivision.

Ray Graf 10/93

QUEENSLAND

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY Durundur Railway, Woodford 610 mm gauge

(see LRN 95 p.9)

This Society is one of seven Sunshine Coast Museums or Historical Societies to receive a special State Government Museum Grant, theirs being \$2150.

Sunshine Coast Daily 8/11/93 via Peg Hayes

BUNDABERG SUGAR LTD 610 mm gauge

(see LRN 94 p.10)

Bundaberg Sugar Ltd owned by Tate & Lyle Plc, has put in a bid totalling \$87m to acquire Tully Sugar Ltd and South Johnstone Mill Ltd. The bids represent \$37.5m for South Johnstone and \$49.5m for Tully. An additional \$13 for infrastructure upgrading has been pledged should the bid be successful. However initial reactions from both mills are that the sugar giant's offers need sweetening. Boards from both mills have recommended the cash offers be rejected as inadequate and have hired legal and financial advisers to provide further appraisals.

The Australian, The Courier-Mail, The Sydney Morning Herald, 19/10/93 via John Browning; Sunshine Coast Daily 19/10/93 via Peg Hayes

CSR LTD, Herbert River mills 610 mm gauge

(see LRN 96 p.12)

A \$75m upgrade has been approved for the Herbert Valley over the next two years. \$45m is being expended for the 1994 season, and a second stage of \$30m will be completed for the 1995 season. Most of the expenditure will be at Victoria Mill, where crushing rates will be lifted by 124 tonnes per hour to 954 tonnes per hour by 1995. Tramway-related expenditure includes another ex-QGR Walkers B-B DH DH-class loco and brake wagon, 400 or 450 new 4-tonne bins, and mill yard extensions.

Preserved Hudswell Clarke 0-6-0 *Homebush* (1067 of 1914) was in use with

the Decauville carriage for the Maraka Festival on 9 October. Because of continuous crushing, the trains this year ran from the mill estate and on the Nyanza line.

Cane transfers from Macknade to Victoria were reduced from two to one trip per day in mid September, and eliminated altogether a month later. This is because the Macknade cane estimates were climbing faster than Macknade, and it is planned for the two mills to finish the crush on the same day. Some cane transfers may be needed later to even things up.

Victoria Mill's E.M.Baldwin 0-6-0DH *Hobart* (4413-1-7-72 of 1972) was on loan to Macknade from 29 September to 2 October, and from 19 October to at least the 25th to cover breakdowns.

Victoria growers in the areas south of Bambaroo, the southern terminus of the mill's tramline, claim that an extension is required to ease congestion at the Bambaroo delivery point, which serves 30-40 growers and receives 60,000 tonnes of cane in 1993. The growers say that further cane expansion may be delayed unless the situation is relieved. CSR claims that an extension of 15 km to Crystal Creek or 30 km to Rollingstone would be uneconomic under current circumstances.

*Australian Canegrower 23/8/93 and Herbert River Express
28/9/93 via Chris Hart Chris Hart 10/93*

CSR LTD, Kalamia Mill 610 mm gauge

(see LRN 93 p.12)

Kalamia Mill is reported to have obtained another ex-QGR DH-class Walkers B-B DH loco for regauging.

Tony Wells 10/93

GRAEME DANIEL, Tully 1067 mm gauge

Avonside 0-6-0T 2043 of 1930 was removed from the Lions Park in Brandon by an Ingham scrap dealer in about May 1992, and was shortly afterwards acquired by Graeme Daniel and his brother-in-law. The boiler was removed and is currently in use for heating water at Tully Saw Mill. The remainder of the loco is also in Tully and is available for sale. See advert elsewhere in this issue for sale details.

Graeme Daniel 10/93

GORDONSTONE COAL MANAGEMENT PTY LTD, Gordonstone 1067 mm gauge?

(see LRN 71 p.11)

This mine near Emerald was officially opened on 5 October. News footage showed a dolly car on the inclined drift into the mine.

ABC TV News 5/10/93 via John Browning

HAUGHTON SUGAR CO. PTY LTD, Invicta Mill, Giru 610 mm gauge

(see LRN 95 p.11)

CSR has announced expansion plans which will involve spending more than \$100m on Invicta Mill over the next five years, expanding crushing capacity by 170%. This reflects the massive increase in cane production in the district associated with the Burdekin irrigation scheme. The major part of the spending will be over the next two years, with transport infrastructure expected to be a major component.

Herbert River Express 28/9/93 via Chris Hart; The Courier-Mail, The Sydney Morning Herald 28/9/93 via John Browning.

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD 610 mm gauge

(see LRN 95 p.11)

Trials were recently carried out using a slave locomotive on the Farleigh Mill north coast line, using one E.M.Baldwin 32 tonne B-B DH loco from Marian Mill slaved with a second one from Farleigh Mill. The current load limit for single locos is 130 bins from White's Creek to the Summit and then 70 to the mill. On the two days of trials, the two locos together hauled a maximum of 250 bins to the Summit. The load was then split, with a maximum of 130 bins at a time being brought from the Summit to the mill. By using a slave operation, not only are crew costs reduced, but more bins can be hauled to the mill yard by an earlier time of the day.

The cost of the ex-NSW SRA 73-class Walkers B-B DH locos purchased by Farleigh Mill is \$10,000 each, or scrap price. The good value for money involved has led to further purchases of locos of this type by Mackay Sugar. Three 73-class were delivered to Pleystowe Mill in the first half of October. 7313 (Walkers 672 of 1971) in reverse yellow livery, was placed adjacent to the loco shed and almost immediately the bogies were removed for inspection and evaluation in preparation for regauging. This unit is said to be likely to enter service in the 1994 season. 7304 (663 of 1970) in reverse yellow livery and 7343 (705 of 1972) in "red terror" livery were delivered to the North Eton mill site for storage. Meanwhile it is reported that up to another four of these units will be purchased by Mackay Sugar, with Marian Mill to receive at least two.

Options are being considered for appropriate future use of the North Eton and Cattle Creek mill sites. Present plans include the retention of the loco shed at North Eton, and the erection of a navvy shed at Cattle Creek.

Cane is being transferred from Racecourse to Pleystowe mill and from Pleystowe to Marian to equalise season lengths. Final figures will probably be about 94,000 tonnes from Racecourse and about 115,000 tonnes from

Pleystowe. Locomotive schedules have been adjusted to take account of these transfers.

Mackay Sugar's plan to extend the Marian Mill tramway from Finch Hatton to Boonganna, about seven kilometres to the west, along the old QGR route, has met with opposition from the Finch Hatton Tidy Towns committee.

Tony Wells 10/93; Mackay Daily Mercury 12/10/93; Mackay Sugar newsletter 9/93 via

John Browning.

MOSSMAN CENTRAL MILL LTD 610 mm gauge

(see LRN 95 p.13)

A \$14m cane transport proposal (combined road and rail) has been put forward by Mossman Mill and its growers to the Commonwealth/State sugar industry infrastructure committee.

Australian Canegrower 20/9/93 via Chris Hart

MULGRAVE CENTRAL MILL CO LTD 610 mm gauge

(see LRN 95 p.13)

The former Hambledon Mill site has been levelled and cane planted. The mill yard no longer exists. The Sawmill Pocket line has been re-routed to bypass the Hambledon Mill area, and the Redlynch line has been turned to face Mulgrave.

At Mulgrave, a large shed is under construction adjacent to the full yard and it appears likely it will become the transport department's base of operations. The existing locoshed simply overflows with locos.

Clyde HG-3R 0-6-0DH locos 13 (64-316 of 1964) and 18 (64-379 of 1964) have 6-cylinder Cummins engines. These two and 19 (65-435 of 1965), also an HG3R have had their engine compartment doors removed. E.M.Baldwin 0-6-0DH 11 (4413-2-8-72 of 1972) has had its gull wing doors removed and the hood top made solid all the way through, leaving open sides also. These four workhorses will look much happier after the next paint jobs. Baguley 0-6-0DM 1 (3377 of 1953) is fitted with a John Deere 6-cylinder engine. All the ex-Hambledon Mill rolling stock has been converted to link and pin couplers.

Chris Hart 10/93

NOSTALGIA TOWN, Pacific Paradise, Sunshine Coast 610 mm gauge

A tourist railway is currently under construction here, with the proprietors hoping to have it running by Christmas. The line, laid in 42 lb/yd rail, is in the form of a loop (approx. 600 metres in length) circling the complex and will run through a "Dinosaur Swamp" and a man-made tunnel featuring audio/visual effects. Motive power is provided by steam outline loco, Chance Manufacturing Co. B-2-B PH, builder's number 84-50-200-24 of 1984 ex

Canberry Fair, Canberra (see LRN 57 p.4). Admission to the complex is free and it is located just to the east of the roundabout at the Pacific Paradise exit on the Sunshine Coast Motorway. The complex is open every day from 9 am to 5 pm, except Christmas Day.

Peg Hayes 11/93

PIONEER SUGAR MILLS LTD, Pioneer Mill, Brandon 1067 mm gauge

(see LRN 94 p.13)

Walkers B-B DH 647 of 1970 has been officially named *Jerona*. Clyde 0-6-0DH *McDesme* (DHL3 of 1954) is out of use and is dumped with DH22 (Walkers 604 of 1969) which was been purchased for spare parts.

Tony Wells 10/93

PLANE CREEK CENTRAL MILL CO LTD, Sarina 610 mm gauge

(see LRN 95 p.14)

Plans have been announced to construct a \$16m 44 km cane railway running south from Koumala to Karloo (just north of Carmila). This will enable the 250,000 tonnes of cane currently carted by QGR to Sarina to be hauled on the mill system. Such a development will open up about 14,000 hectares of land to production, leading to the creation of 125 cane farms over a 15-20 year period, and a crop increase of 700,000 tonnes. In addition to the construction costs of \$15m, an additional \$6m will be spent on locos, bins and improvements at the mill.

Support to enable the plans to go ahead is required from Commonwealth/State infrastructure funding, and it is proposed that growers served by the line will pay a levy of \$1.40 per tonne as their contribution.

Mackay Daily Mercury via John Browning 1/10/93

Australian Canegrower 20/9/93 via Chris Hart

QUEENSLAND PIONEER STEAM RAILWAY CO-OPERATIVE LTD 1067 mm gauge

(see LRN 75 p.9)

Two industrial locos are here (as well as ex-government railway equipment) and both were seen in use on 7 November. Perry 0-4-2T *Kilrie* (265 of 1925) was in use assisting with the passenger train and later on shunting the depot. A 1954-built Malcolm Moore 4wPM formerly in use at the Massey Ferguson works at Sunshine (Geebung), Brisbane, (see LRN 10 p.10) was also noted. This carries a plaque reading "On loan to Q.P.S.R. Co-op Ltd by Austral Group Manufacturing, a division of Austral Group Ltd, 356 Bilsen Road, Geebung. Servicing Australia's Transport needs". It is assumed that Austral took over the Sunshine works from Massey-Ferguson. The loco is painted an orange-red

colour and was in use for depot shunting.

John Browning, 11/93

SOUTH JOHNSTONE MILL LTD 610 mm gauge

(see LRN 96 p.14)

Atherton Tableland growers have expressed significant interest in supplying cane to South Johnstone Mill. Cane would be trucked down the Palmerston Highway by road. Discussion concerning the growing of sugar beet on the Tableland has also taken place. Up to 100,000 tonnes could be processed at the mill using existing equipment.

The rebuilding of Prof B-B DH *Nyleta* (P.S.L.25.01 of 1990), including conversion from hydrostatic to hydraulic drive, is described as being most successful. Mill personnel were quoted as saying "Now it looks like a loco and pulls like one".

Australian Canegrower 23/8/93 via Chris Hart; Tony Wells 10/93

TINBEERWAH MOUNTAIN RAILWAY, Cooroy 610 mm gauge

(see LRN 92 p.14)

A group of LRRSA members visited the line in late September and were treated to a trip to the top of Mount Tinbeerwah hauled by B-B DH G42, built by Russell Savage (B/n.7) in 1987. This unit has been fitted with a powerful chime air horn. A rail mounted leaf blower has been constructed which enables the track to be cleared with a minimum of effort. In the p, leaves on the steep track have been a real problem for adhesion. The KS car is no longer in service, having sustained major damage in a misadventure.

John Browning 10/93

TULLY SUGAR LTD 610 mm gauge

(see LRN 96 p.14)

It is reported that after the second bogie brake wagon converted from an ex-QGR bogie wagon entered service, one of the two suffered a bent frame in an impact. A major contribution to the damage appeared to be that since conversion from 1067 mm gauge, the buffing shocks are no longer received in the same part of the frame.

A \$1.4m tramway extension from Daveson Road to Dargin Road has been proposed to the Commonwealth/State sugar industry infrastructure committee.

Tony Wells 10/93; Australian Canegrower 20/9/93 via Chris Hart

TASMANIA

HYDRO-ELECTRIC COMMISSION, Tullah 1067 mm gauge

(see LRN 95 p.15)

An auction was held on 7-9 October for disposal of equipment no longer required. The railway items included in the notice were not sold and the Commission advised, "None of this equipment has been sold yet, we would prefer to sell it as one lot, and we are presently negotiating with a number of prospective buyers." This was as at 18 October. The surplus tunnelling and rail equipment formed Lot 216 and the list was headed by the information that where applicable all items were suited to 1067 mm gauge and heavy duty "Willison" hitch couplings were used on all items.

Rail equipment in Lot 216 included:

- Atlas Copco TH 654 Rail Mounted Jumbo - Electro hydraulic portal jumbo model PROMEC TH 654.
- Atlas Copco Haggloaders Model 8HR-5 (2 only)
- Gemco Diesel Hydraulic locomotives (5 only) (George Moss & Co., WA) Diesel powered Caterpillar 3306 PCT diesel engine, hydrostatic drive 27.0 tonne operational mass.
- PTA muckcars (24 only) PTA (Precision Tool Annexe Northern Tasmania) Capacity 12 cubic metres, carried on two fixed axles, each 25,000 kg capacity, 450 mm cast steel wheels. Tipping effected by fixed tipping ramp. Cars fitted with tipping bull wheel assembly.
- PTA flatcars (9 only). 7 units deck area 6000 x 1800 mm, 2 units 3000 x 1800 mm. Running gear & suspension as per muckcars. Decking replaceable hardwood.
- Personnel carrier (motorised). E.M. Baldwin model 6 DHS Mk2. Seating normally 10 to 12. Powered by Perkins 3.152 diesel, Driving from either end.
- Personnel carrier (non-motorised). Single personnel module for use on any of the 6.0 metre flatcars. Nominal capacity 18 maximum 24.
- Utility jumbo. Portable type rail mounted jumbo, supported by its own hydraulically driven 76 metre capacity cable reel.
- Face loading jumbo. Forklift type loading platform of 500 kg SWL. Folded width 1.9 m to pass Haggloader on sliding floor.
- Sliding floor. Comprising 3 sections and 16 segments. Floor itself incorporates a loading track, run-around track, empty track and drill jumbo track, total length 150 metres.
- Concrete transit cars (3 only). Mulhauser 6.1 cubic metre with electro-

hydraulic drum rotation.

- Scissor platform (chassis mounted). Hydraulic operated.
- Muckcar tipper. One fixed position to tipcar 36 degrees. Fitted with safety monorail & washdown facility. Warning siren for derailments and rock jams.

Arnold Lockyer 10/93; The Age 25/9/93 via Colin Harvey

MT.LYELL MINING CO LTD, Queenstown 610 mm & 1067 mm gauge

(see LRN 70 p.11)

Tenders closed on 5 November for two 2 ft gauge Gemco 10-tonne battery locos purchased in 1966.

The Australian 2/10/93 via David Jehan

To provide access to the Teepookana plateau, the Forestry Commission of Tasmania has recently replaced the bridges and upgraded the railway formation from the mouth of the King River to Teepookana. It is now possible to drive along the railway route all the way from Regatta Point to the Iron Bridge.

Colin Harvey 10/93

SECOND RIVER TRAMWAY INC, Karoola 610 mm gauge

(see LRN 78 p.17)

It has been reported that the operators of this tramway have decided to relocate their operation. The present site is on privately owned farm land and therefore somewhat less than ideal for future long term development. The intention is to relocate the tramway at Sheffield on the formation of the old Roland branch line of the TGR.

The old Sheffield railway station is still in existence and it is hoped to move this a short distance towards Railton and lay track in the direction of Stoodley.

As Sheffield is a town in its own right, and which is fairly close to more populous centres and has a strong tourist bias, it would appear that the chosen location would prove far more satisfactory than the present remote and isolated Second River site. As the relocation will make the existing name inappropriate, it is likely that a name change will occur.

Ken Milbourne 10/93

VICTORIA

ALEXANDRA TIMBER TRAMWAY & MUSEUM INC. P O Box 288. Alexandra Vic 3714 610 mm and 1029 mm gauge

(see LRN 94 p.14)

Installation of two sets of 60 lb/yd points at the southern end of the track loop was completed on the weekend of 6/7 November. These replaced two sets of 30 lb/yd points which were the last section of the lighter rail on the loop. All of the main line is now laid in the heavier rail on new 6 in x 4 in red gum sleepers and ballasted with clean crushed river gravel.

The owner of the JL Gould Sawmills in Alexandra, Mr Lloyd Gould, has indicated that the land on which the original shed for the Kelly & Lewis diesel tramway locomotives is still standing, is required for the expansion of the works. During the last few years the shed has gradually deteriorated and is now in a poor state of repair. He has donated the shed to the ATT&M with the proviso that it be removed shortly or it will have to be demolished.

The shed will be carefully dismantled and moved to the museum grounds a short distance away. There it will be re-erected in its original form and used to house the Kelly & Lewis diesel locomotive for which it was first built. Although the shed will lose some of its historic significance once removed from the original site, it will retain its former use not far from its present position.

Peter Evans 11/93

CENTRAL DEBORAH GOLD MINE, Bendigo 458 mm gauge?

(see LRN 92 p.17)

A small 4wBE trammer loco probably 1.5 to 2 tonnes in weight was noted underground directly outside the cage on the tourist inspection level. Only a short time was available to view it and no identification as to builder or owner was noted. Gauge is estimated to be 18 in and the loco appears to have been parked there for some time.

Craig Wilson 10/93

CHEETHAM SALT LTD Laverton 610 mm gauge

(see LRN 95 p.15)

The Last Day

On Saturday, 30 October, a commercially operated tour was run to the now closed Laverton saltworks. The tramway system has been sold and is in the process of being dismantled, but the main "spine" of the tramway was still intact at the time of the tour.

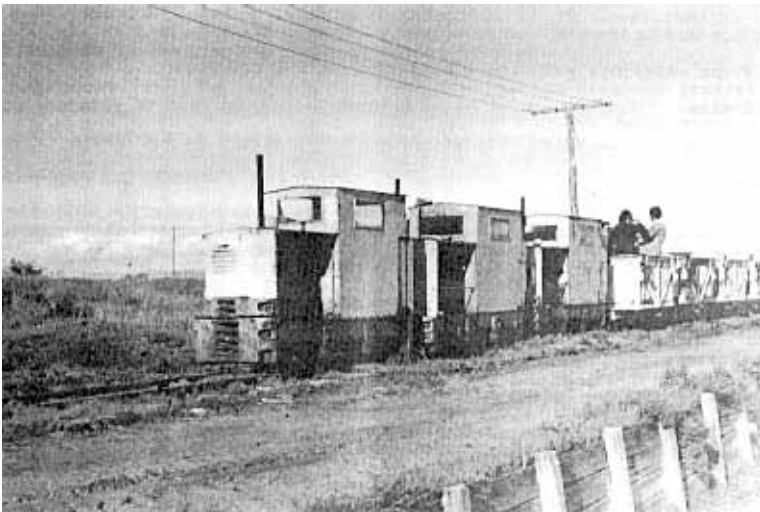
Twenty five participants made up the morning tour party and arrived on

site at 9.00 am. Time was allowed for everyone to walk around and inspect the tramway, workshops and rolling stock. Two locos were running near the workshops while a third was down the track somewhere, probably placing empty salt wagons for the last run home. The locos in use were Ruston & Hornsby Nos. 1, 2 and 3. No.4 sat close to the workshops in a very dilapidated condition.

An eight car train hauled by one loco was assembled and the tourists piled into the salt trucks for a run down the main spine to the terminus. At the terminus the train was shunted and two locos were put on to the head for the return trip. Morning tea was served at the workshop and then a triple-header eight-car train was made up and departed for the terminus. Here a further fourteen cars were added and the train, now boasting twenty-two cars, began the run back to the works. Photo stops were made at several locations. The ride in the rear cars was gut-wrenching owing to the coupler slack and it was not surprising that coupling chains broke on three occasions. The train eventually reached the top end minus two cars and about twenty minutes late. The tour concluded at 12.20 pm and the bus carrying the participants returned to Spencer Street station.

One lot of tourists trooped off the bus and another similar sized group took their place. Warnings of "hang on at the back of the train" ringing in their ears, the second group departed for Laverton.

The afternoon program was largely a re-run of the morning minus the



Three Ruston & Hornsby diesels at the head of the last official train at Cheetham Salt Laverton on 30 October 1993.

Photo: Brett Evans

broken coupling chains, those which survived the morning having suitably passed the stress test.

One of the most interesting features of the run down the line was the fact that demolition of the system was still continuing during the tour. Safeworking seemed to consist of the basic premise that if you saw another loco on the line ahead, you stopped until it had found safe refuge in a siding. Most of these sidings were heavily overgrown and the locos looked most forlorn rumbling away in the grass as the tour train passed by at a fast walking pace. After returning to the works one of the most fascinating parts of the day ensued. As the tourists wandered over the site, locos trundled empty wagons past to assemble the next train, one arrived from the outer reaches of the works hauling a flat car loaded with salvaged equipment, and truck loads of sleepers were shunted past. This managed to give the impression that the works were still alive, albeit temporarily. A most amazing sight was the salt conveyor mounted on two bogies being shunted around a curve. Designed to reach out onto the salt crystallisers, this must be the longest narrow-gauge rail vehicle in Australia and when halfway around the curve overhung the rails on the inside of the curve by about eight metres.

Soon it was time to depart once more for the terminus at the outer end of the crystallisers. Here the waiting wagons were added to the train again to make twenty-two cars and, with some complicated shunting, three locos were added to the head.

The Laverton bank was “stormed” for the last time. The muted crackle and pop of the three synchronous diesel engines added to the rattle and clang of the trucks and the clank of the chain couplers as the train swayed along the rough track. Those electing to take a photo stop on last rise up to the works had to walk back as the train could not be stopped due to fears that it could not be started again.

On the last stage of this last trip, your correspondent grew tired of taking photographs and, as the trucks rattled and swayed towards the wagon tippler, took time to reflect. This was indeed a sad day in Victoria’s industrial history. Gone was Victoria’s last privately owned narrow-gauge tramway system. Gone was a system of salt harvesting which had been practised on the shores of Port Phillip Bay for over a century. Gone was the seasonal workforce which gathered at Laverton each harvest season to bring the salt in to the stockpiles. Gone were the many items of unique machinery constructed in the Laverton workshops to assist with the harvest. About to go were the wooden tanks, and the miles of wooden channel and retaining walls used to pump the brine around the works and to hold back the walls of the crystallising pans. Under threat are the processing works standing silently under lock and key.

As the tour bus drew away from the works, the demolition of the tramway system continued.

Morning tour: Norm Houghton 10/93

Afternoon tour: Peter Evans 10/93

COOKS CONSTRUCTION, Yallourn & Morwell 900 mm gauge

(see LRN 96 p.15)

The poor condition of the track prevented the expected introduction of diesel traction at the end of June (they "run aground" in the dips) and the SEC electric locomotives continued in service. Reconditioning of the track began during August and is expected to take ninety days to complete with total track occupation required between 0700 and 1500 and most trains running at night. Two loops are now to be retained with loaded trains always taking the straight.

S. Photios 8/93

Diesel operation had commenced by 25 September when two trains were observed in operation: one of sixteen vehicles hauled/pushed by CC01 and CC02, and the other of eight vehicles with CC03.

Colin Harvey 10/93

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Railway 762 mm gauge

(see LRN 96 p.15)

Locomotives

Most effort in the workshops is directed to G42 and *John Benn*. There is extensive activity on G42, with interesting bits all over the place. Once all the new frame material has been delivered, progress on the frames is expected to be quite rapid but the whole job will take a number of years.

John Benn is the first of the two ex-West Melbourne gasworks Decauville/Couillet locomotives. It is currently undergoing a major overhaul as a contract job for its owner. (See elsewhere this issue.)

14A is in the workshops with its wheels removed for turning.

Special Trains

D21 ran a tree-pruning train between Lakeside and Wright on 4 September.

Olde Time Festival

This special event was held on Sunday, 10 October, in conjunction with the Historic Commercial Vehicles Club. About four-hundred exhibits were involved. Four NA's, the Climax and the Peckett were in steam, D21 was in growl and didn't cause any disruptions, and a ten minute frequency bus service was provided between Menzies Creek and Emerald to augment the

train service. A complex "S" Circular (Special Train Circular) listing 27 services.

Gembrook Restoration

On 11-12 September 825 metres of skeleton track was laid from Orchard Road to Fielder bridge, with about 40 volunteers working in cold, rainy conditions, amidst deep, gluey boot-grasping mud. On Sunday afternoon, NRT1 ran a train of one or two NQR trucks over the Fielder bridge, not a bad effort for Victoria's least offensive diesel locomotive, considering the alarming appearance of the alignment of the skeleton track. On 16/17 October fitting of the missing sleepers and ballasting commenced, and a further 75 metres of skeleton track was laid.

On 13/14 November a further 540 metres of skeleton track is scheduled to be laid towards Fielder. After trackwork between Gembrook and Fielder is completed (a distance of about 2-3/4 miles) sometime in 1994, it is intended to move the centre of operations to Cockatoo. This is because it is becoming too far to drag ballast from Gembrook. Part of Cockatoo yard will be built, then tracklaying will commence towards Fielder.

Tenders for construction of the concrete foundations of the small Wright bridge will be called in early November, for construction in January or February 1994.

The ballast tamper has been working between Gembrook and Orchard Road.

Gembrook Operations

Passenger operations commenced for the 1993-94 season on Saturday, 25 September, with trains running to Orchard Road. This operation requires two flagmen on the Main Road level crossing. To mark the occasion Andrew Reynolds had his magnificent Ransomes steam road wagon on site, resulting in a most unusual form of parallel running, at least as far as the Main Road level crossing. For passengers riding in the luxury of the NQR open wagon, this provided a wonderful new variant of the motorcading phenomenon Peckett cading a Ransomes steam road wagon! There was much triumphant whistling from the loco and the steam wagon.

Frank Stamford 10/93

T.A.C.L. RAIL TRACTOR RESTORATION - PROGRESS REPORT

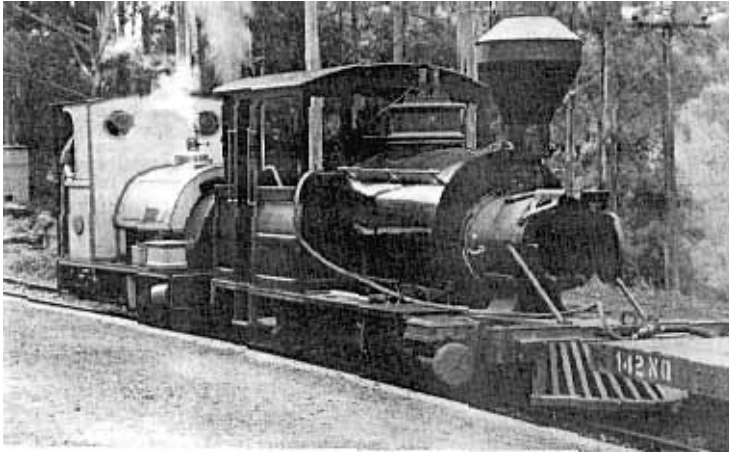
A Project to Restore the Climax's Little Brother!!!!

(see LRN 90 p.15)

Only about one more day's work is required on the axle-box brasses before re-assembly of the frames can commence.

Frank Stamford 10/93

GASWORKS LOCOMOTIVES 762 mm gauge



Peckett locomotive 1711/1926 hauls Decauville 861/1886 through Menzies Creek on 21/7/93.

Photo: Mrs Val Rees

On 4 July, Couillet locomotive 43/1866/Decauville 861/1886 was moved by low loader from Belgrave South to Emerald where it was unloaded onto the rails of the Puffing Billy Railway. It was then reunited with the Peckett locomotive *Sir John Grice* after a thirty-year separation.

A successful business negotiation with the owner, Mr Colin Rees, and the ETRB will see the locomotive fully rebuilt to the ETRB standards for operation on the Coal Creek Railway.

On Wednesday, 21 July, *Sir John Grice* (Peckett & Sons 1711/1926) towed 861 along with an NQR wagon for braking, from Emerald to the Belgrave Workshops.

This locomotive (861), originally an 0-4-0, was highly modified (but never completed) by Mr Ron Kain into a 2-4-2 "American Style" for use at Walhalla in the 1970s. Unfortunately for the purists among us, the modifications carried out make it very impractical to restore it to its original form. The work to be undertaken at the Puffing Billy workshops will see it finally finished. and its heart and soul will live on.

Couillet locomotive 90/1890/Decauville 986/1890, also owned by Colin Rees is currently at "The Engineerium" in Emerald where it is being overhauled and fitted with air brakes for use at Coal Creek. Boiler stays are being replaced and the boiler will soon be returned to its frames.

Sometime in 1994 should see a reunion of these three locomotives, all from the West Melbourne Gasworks, on the Puffing Billy Railway, and the running

of a number of special trains.

Bill Hanks 10/93

LONG TUNNEL EXTENDED MINE, Walhalla 610 mm gauge

(see LRN 95 p.18)

The E.M.Baldwin 4wDH loco was noted here stored in wet conditions. It has a lot of superficial rust, and would need some work to be done on it to be returned to service. The builder's plate carried by this loco bears the number 6008-1-6-75, NOT as previously published (apologies to Ray Graf - Ed.).

Craig Wilson 10/93

MARYBOROUGH ?? gauge

A miniature railway of approximately 7.25 inch gauge has been constructed at an "animal farm" near Maryborough and appears to be used as a means of viewing the livestock (or, one wonders, is it to entertain them). The railway was shown on a commercial aired on local television.

Ian Stanley 10/93

NORTH WESTERN SEWER CONSTRUCTION, Brooklyn 762 mm gauge

Stage One of the North Western Sewer is being constructed by Melbourne Water from Brooklyn Pumping Station to the Moonee Ponds Creek in Essendon; a distance of twelve kilometres. Tunnelling work is contracted to Transfield and about six kilometres has been bored.

Inspection on an open day on 5 September, revealed four Gemco battery-electric locomotives (only two were operational) and two Baldwin (?) diesel locomotives on the surface at the Brooklyn shaft. Three-phase AC overhead is installed in the tunnel so presumably the sixteen-ton electric locomotive built by the MMBW for the Western Trunk Sewer, is also in use.

Colin Harvey 10/93

SANDHURST TOWN MANAGEMENT PTY LTD, Eaglehawk 610 mm gauge

(see LRN 44 p.14)

A short visit was made to this site and its quite impressive tramway operation viewed. Noted on site were the following locomotives:

Perry	0-6-2T	67.50.3	1950	ex Tully Mill
Hudswell Clarke	0-6-0	1555	1925	ex Goondi Mill
Hudswell Clarke	0-6-0	1553	1925	ex Macknade Mill
Ruston & Hornsby	0-4-0DM	305328	1954	ex Macknade Mill (in service - steam outline)
Ruston & Hornsby	4wDM	354040	1953	ex Invicta Mill (reserve loco)
Ruston & Hornsby	4wDM	+	1945	ex MMBW (dismantled)

(+ thought to be 235657 or 235677 - Ed.)

The last two locos came here around the end of 1984 from Canberry Fair, ACT. The reserve unit has been heavily rebuilt with a new cab and bonnet.

Craig Wilson 10/93

SECV, Rubicon 610 mm gauge

(see LRN 84 p.14)

The tramway system used to patrol and maintain the aqueducts carrying the water to the power stations has been under threat recently. Following a washaway near Rubicon dam the track was not replaced when the aqueduct was repaired and a further section was lifted over the spillway of the Lubra Creek siphon. This has isolated about 500 metres of the tramway. To continue patrols, the SEC purchased two four-wheel-drive motorcycles. It was rumoured that, if this mode of transport was successful, the tramway system would be lifted and the four trestle bridges demolished to enable the motorcycles to be used for all patrol purposes. (Two of the existing trestle bridges were reconstructed only recently.).

Both the Rubicon hydro electric scheme and its tramway system have very high heritage value. This was recognised when the National Trust of Australia (Victoria) classified the scheme as of National Significance on 20 October. The scheme has also been nominated for the Register of the National Estate. The Historic Buildings Council has scheduled a hearing to discuss the future of the scheme on 1 December, and until that time the SEC have agreed to make no further changes without consultation with the Council.

Peter Evans 10/93

SMITHS EQUIPMENT, Hammond Road, Dandenong

Attempts to track down the fate of the Melbourne & Metropolitan Board of Works locos sold at the Preston auction (see LRN 94 p.19) led here, where E.M.Baldwin 4wDH 030 *Kasey* was discovered. The Caterpillar engine has been removed for other uses, but otherwise the loco is for sale. This is the only loco purchased by this company at the auction. The loco is presently for sale.

Craig Wilson 10/93

MEETINGS

MELBOURNE: Video Night

Peter Evans and others will be showing some of their prized videos. With a bit of luck we will be able to watch them on a large screen. See you there!

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

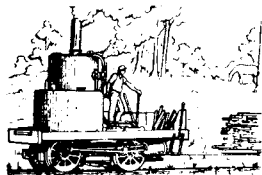
DATE: Thursday, 9 December at 8.00 pm.

SYDNEY: Any member wishing to know details of the next meeting should call Craig Wilson on 02-484 7984.

ADELAIDE: Contact Arnold Lockyer for details. Phone: 08-296 9488

LOCATION: 150 First Avenue, Royston Park.

DATE: Thursday 23 December at 8.00 pm.



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Deadline for next issue - 25 February 1994



Pioneer Mill has the only 1067 mm gauge cane railway. Walkers B-B DH *Jerona* (647 of 1970) newly transformed from ex-QGR DH60, towers over Clyde 0-6-0DH *Colevale* (65-438 of 1965) at the mill on 14/9/93.

Photo: Tony Wells

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NOTES, CORRECTIONS & COMMENTS

MT MAGNET MINING & PASTORAL MUSEUM

(see LRN 97 p.1)

The little battery locomotive appears to be a Gemco "trammer".

John Browning

NEWINGTON NAVAL BASE

(see Menangle Narrow Gauge Railway - LRN 94 p.9)

Incorrect information was given regarding Wingrove & Rogers battery electric locomotives ordered for Newington. Wingrove & Rogers 1607 of 1940 (and possibly 1608) were ordered for Newington. 1603, 1604 and 1605 of 1940 were ordered for Maribyrnong Explosives Factory.

John Browning

RESEARCH

The Permanent Way Institution, NSW Section's 1993 conference, "Down The Track", contains an article that those interested in 610 mm gauge sugar cane lines might like to follow up. R.A. James contributed a paper, "Rail Transport within the Australian Sugar Industry". According to the paper, the systems transport about 26 million tonnes of cane per annum.

Jim Longworth 11/93

LOCOMOTIVE & ROLLING STOCK MANUFACTURERS

BUNDABERG FOUNDRY ENGINEERS LTD

(see LRN 95 p.4)

Walkers ex-QGR DH-class B-B DH DH51 was noted stored in the yard at the Bundaberg Foundry on 24 November. An unconfirmed report suggests that

it may be intended to go to Bingera Mill.

John Browning 11/93

G & N SOLARI ENGINEERS, Challands Street, Ingham

This company constructed a bogie brake wagon in 1993 for Victoria Mill using an ex-QGR HJS type wagon as a basis. A visit to the works in December revealed that there were seven ex-QGR HJS type wagons in the yard including HJS25846 and MHJS22922, no doubt stockpiled for future use. It is reported that Macknade and Victoria will each receive at least one new brake wagon for the 1994 season.

Chris Hart 12/93

TULK GONINON LTD, Mackay

(see LRN 97 p.4)

A recent report suggests that the initial contract for the rebuild of three Walkers ex-QGR DH-class B-B DH locomotives is for one loco for each of Invicta Mill, Victoria Mill and Kalamia Mill. On 6 December, the cabs and hoods of two DH-class locos were noted in the yard at Tulk Goninon, indicating that work on the conversion of these had commenced. The locomotives concerned were DH11 (593 of 1968) and DH17 (599 of 1968). Later in December, the cab and hood of DH19 (601 of 1969) had also appeared. As a previous report stated that DH11 was for Invicta Mill (see LRN 95 p.11), and it has recently been reported that DH19 was purchased by Kalamia Mill, it seems that DH17 will be going to Victoria Mill.

John Browning 12/93; Tony Wells 12/93

WALKERS LTD, Maryborough

(see LRN 95 p.4)

A visit on 26 November revealed three Walkers ex-QGR DH-class B-B DH locos undergoing rebuilding for Isis Mill. The three units, DH16 (598 of 1968), DH18 (600 of 1968) and DH69 (656 of 1970) will become Isis Mill's numbers 2, 3 and 4 respectively. They were stripped down to bare frame and the next stage of the rebuild was to remove all wiring, sandblast and paint. Delivery is scheduled for May 1994, and with a heavy workload, Walkers does not intend taking on any more DH rebuilds for the 1994 season. The appearance of the rebuilt units will be similar to the locos recently done for Tully and Victoria Mills, except that the short end hood will contain only a tool cabinet, not the fuel tank.

John Browning 11/93

SITE REPORT - SOUTH AUSTRALIA

VISIT TO SMITHFIELD MUNITIONS TRAMWAY 610 mm gauge

A small but very enthusiastic group met at the gates of the establishment on Saturday, 9 October 1993, with our guide, Peter Barry, in a unique opportunity to inspect the light railway facilities of this "para-military" site. Peter and Arnold Lockyer had taken the trouble to prepare a very useful bundle of documents to help explain the installations, including copies from photographs taken during construction during the war, a plan of the track layout near the workshops, and an illustration from the catalogue of the loco maker BEV (British Electric Vehicles).

The site is a large tract of flat and lightly grassed land on the western outskirts of Smithfield, part of the original Weapons Research/Edinburgh Airfield area. Suburbia is gradually creeping up towards its boundaries.

The site is approached from the east by the trackbed of a former broad gauge branch line access, still visible in places. The openness of the area, giving great difficulty to appreciate a sense of its scale, is punctuated by the large earth mounds which surround each store magazine and march away in a huge grid toward the horizon. The tracks form a rectangular pattern originating at the entrance workshops and giving access to each magazine and ancillary buildings between.

The architecture of all the structures is in that classical "wartime" style of redbrick of the highest quality in every detail. The track is 2 ft gauge in about 40 lb rail, laid directly on a "ladder" of concrete - a continuous strip under each rail with regular linking ribs between. The rail is bolted down, and bedded on resilient pads. It is strong, smooth and level. The overall impression is of a quality of integrity and alignment which has suffered little deterioration in 50 years and would last indefinitely. In its heyday, it comprised approximately 38 miles (45 km) of track.

The motive power was four 4-wheeled BEV battery electric locomotives of identical specification. As mining-type locos, they are solid and simple "battery boxes on wheels". The body box containing the batteries is in theory removable off the chassis. The driver sits side-saddle in a low boxed-in space at one end, driving by a tramway-type controller. The wheels were originally linked by coupling rods, but these were all cut off at some time, and traction is now a minor problem on tracks overlain by grass. About "two and a half" locos are available for duty - one has been partly cannibalised for spares.

Rolling stock, designed by the SAR, is said to have been built by the SAR at Islington. A fleet of over twenty 2-wheeled flat cars, with detachable drop-

on timber side rails, have roller bearings and sprung axleboxes, running very freely. Some of these trucks, with basic roofs fitted, are used as passenger carriages at the Moonta Mines line.

The threatening rain held off while we ventured a little way down the "main line". Because of the nature of the track, grass grows around the rails making them almost invisible from more than a few yards away. It was easy to understand why the tracks were so hard to pick out on an aerial photo. The central line we transversed is paralleled by a much overgrown broad gauge track. We stopped to examine several examples of 5 ft 3 in / 2 ft crossings.

The future of the site is clouded. The management of the facility is now in the hands of private contractors. There is still a definite, although diminishing, need for secure storage of the dangerous materials which the depot handles. Part of the area we saw has recently been sold out of government ownership, although it is not planned to be occupied for some time. We were saddened by the thought that this fascinating area might be bulldozed for housing subdivision in a few years. We speculated whether there might be any way these tracks, in such solid condition and by themselves occupying little area, could be retained along the streets in a future land division as a useful public amenity.

We extend our special thanks to Peter Barry for all his efforts to obtain permission for our entry, to ensure the loco was charged up for us and "track tested", and for his time spent with us to make this such a memorable event.

Lee Rodda 11/93

QUEENSLAND

ACLAND COAL MINE MUSEUM 610 mm gauge

(see LRN 69 p.6)

This Museum preserves the surface installations of the last coal mine on the Darling Downs. Two Jenbach type 4wDM locos are kept in working order, Jenbach 1138 of 1952 (Model JW15 - originally fitted with engine No.5067) and Bundaberg Foundry 16 of 1955 (Model BJ20). This is fitted with a Jenbach engine from a Jenbach rubber wheeled vehicle. There are also the remains of two other Bundaberg Jenbach Model JW15 locos on site, 1137 of 1952 and 1139 of 1952. Some surface lines still remain as well as a quantity of metal bodied skips, and there are also some sub-2 ft gauge wooden skips which are believed to have come from a sawmill in the Ipswich area.

John Browning 11/93

BABINDA SUGAR LTD 610 mm gauge

(see LRN 93 p.11)

The up *Sunlander* was delayed at Babinda for about 4 hours on 25 November when it ran into a cane train crossing the QGR. A cane bin became wedged under one of the QGR locos, derailing it. There were no injuries.

Sunshine Express 12/93 via John Browning

COMMERCIAL MINERALS LTD, Biggenden 660mm gauge?

This mine, once the site of a gold mine, is the main Australian source of magnetite. Development of the underground mine took place in about 1975-6 and although operations are now all on rubber tyres, a narrow gauge skip is mounted on track outside the office. The gauge appears to be 660 mm (2 ft 2 in), which might provide a link with equipment used by Mount Morgan Mines at a number of sites including nearby Many Peaks. Possibly the underground development was done using 2 ft 2 in gauge equipment.

John Browning 11/93

CSR LTD, Herbert River Mills 610 mm gauge

(see LRN 97 p.7)

The development for cane growing of about 900 hectares of the Wharp's Holding lands in the lower Stone River area is to go ahead with blocks being offered for sale by the Lands Department. Cane is expected to be planted in 1994 for harvest in 1995. A Victoria Mill line will branch off the Stone River line to serve the development, and this will be constructed in the 1995 slack season.

CSR and Herbert River Canegrowers had proposed a number of Victoria Mill cane railway extensions for funding under the Federal-State sugar infrastructure package, but these did not receive assistance. The projects were a 25 km extension from Kirkwood's Road in the Blackrock area to Crystal Creek, and branches at Pappin's Road (on the western side of the Bruce Highway at Helen's Hill) and Sheehan's Road (up river from Long Pocket). It is reported that these tramline projects may proceed with alternative funding as in any event the major contributors were to be the growers and miller.

The report in LRN 97 about cane transfers was somewhat misleading (apologies -Ed.). Cane transfers throughout the season were from Victoria Mill to Macknade (using Macknade loco power) and were reduced and then halted as the Macknade estimates were rising faster than Victoria's. They were resumed on 16 November and continued to the end of Macknade's season on 24 November (the day before Victoria). The final phase of transfers consisted of about 500 bins per day with the usual pattern of locomotive power being

E.M.Baldwin B-B DH 20 (7070-4-4-77 of 1977) on afternoon shift, E.M.Baldwin B-B DH 19 (7070-3-4-77 of 1977) with brake wagon 1 early on night shift, and Clyde 0-6-0DH11 (65-383 of 1965) on overtime from 4 am to 6 am before commencing its normal 6 am shift.

From time to time during the season, Victoria also sent across to Macknade a rake of bins for attention at the Macknade truck shop. The two bin fleets have been effectively merged.

After Victoria Mill's E.M.Baldwin 0-6-0DH *Hobart* (4413-1-7-72 of 1972) was returned from Macknade on November 3 or 4, Macknade's E.M.Baldwin 0-4-0DH 17 (6-1446-1-9-65 of 1965) again saw some use on cane haulage due to loco breakdowns and the unavailability of a replacement from Victoria. In a five day stint in mid November, 17 hauled in 156 bins from the Central line.

Macknade Mill's E.M.Baldwin 0-6-0DH 14 (6-2490-1-7-68 of 1968) is to receive a new Allison torque converter this slack season to replace its Rolls Royce Twin Disc converter which requires expensive repairs.

On Saturday, 18 December, Hudswell Clarke 0-6-0 *Homebush* (1067 of 1914) and the Decauville carriage were used to give rides for the Victoria Mill social club Christmas party. On 21 December, the Invicta Mill bridge crane was delivered to the Hawkins Creek bridge.

*Herbert River Express 20/11/93 & 27/11/93
via Chris Hart; Chris Hart 12/93*

DREAMWORLD PRODUCTIONS PTY LTD, Coomera 610 mm gauge

(see LRN 85 p.10)

An accident occurred at about 10 am on 5 January, when an empty coaching stock train leaving the depot area at about 5 km/h collided with a passing service train travelling at about 15 km/h with about 80 passengers on board. A newspaper photograph appeared to indicate that the empty train, hauled by Perry 0-6-2T 5643.51.1 of 1951, failed to give way at the points onto the main line, and collided with the two rear carriages of the passing train hauled by Baldwin 4-6-0 45212 of 1917. The Perry loco rolled onto its side, and the toastrack carriage behind it was left leaning at a 45 degree angle. The two open passenger cars of the service train, which reportedly contained about 30 passengers, were also derailed and at a 45 degree angle. The 60 year-old driver of the Perry loco was hospitalised, and one passenger had a suspected knee injury. Workplace Health and Safety personnel were investigating the accident, said to be the first in the park's 13-year history.

Meanwhile, there are unconfirmed rumours of a 2 ft gauge rail connection being planned from Coomera Station, on the new Gold Coast railway (currently under construction), to Dreamworld, and of a diesel hydraulic

locomotive being purchased from Isis Sugar Mill, presumably for use on this service.

Courier-Mail 6/1/94 via John Browning: John Browning 11/93

GIBSON & HOWES LTD, Bingera Mill 610 mm gauge

(see LRN 94 p.11)

A visit in late November revealed that an area behind the loco workshops has been cleaned out of the disused and dismantled small locomotives previously found there. The units which presumably have been disposed of for scrap are:

173-72	Motor Rail	4wDM	10234	1951
	Malcolm Moore	4wDM	1007	1943
	Malcolm Moore	4wDM	1008	1943
	Malcolm Moore	4wDM	1009	1943

Also gone, this time from the navy depot at Manoo, was a tool box wagon which is believed to have been converted from a very old line car originally built by the Wilson Engine Co. as long ago as 1910.

This means that there are only two small locomotives left at Bingera, with the frame of a third having been converted to a ballast plough:

Motor Rail	4wDM	10233	1951	
Malcolm Moore	4wDH	1025	1943	
Ruston & Hornsby	(4wDM)	387893	1955	ballast plough

Three locomotives were noted based at Wallaville depot, Com-Eng 0-6-0DH locos *Thistle* (A1207 of 1955) and *Sharon* (A1935 of 1959) and 0-6-0DH *St.Kilda* built on the frames of a Snowy Mountains scheme Ruston & Hornsby by E.M.Baldwin (6-2179-1-6-67 of 1967).

John Browning 11/93

TONY GILBERT, Pioneer Park Museum, Dalby 750mm gauge

(see LRN 62 p.14)

Henschel 0-6-0WT 29583 of 1956 is kept in an exhibit shed at the Museum and its overall condition appears very good. The boiler lagging has been removed revealing that the boiler is numbered 3. The lower cab sheets have also been removed and some work has been done on boiler fittings, but it was stated that no work had been done on the loco for two years.

John Browning 11/93

GYMPIE ELDORADO GOLD MINES PTY LTD, Monkland 610 mm gauge

(see LRN 94 p.11)

The four narrow gauge battery locos stored "down the back" at the mine site were examined on 23 November. They are all small 4wBE "trammer"

type locos. Two which are outside framed appear to be Gemcos and are numbered 2 and 7. They have Gemco Mk.1B.SS 1.5 controllers, serial numbers 1731 and 1673 respectively. The two other units are inside framed and carry battery boxes numbered R07 and R08. These appear to be of Greenwood & Batley manufacture (and could possibly be 420363/1 and 420363/2, two ton locomotives of 762 mm gauge supplied to the order of Graham Handling Equipment Pty Ltd Moorabbin, in 1974). Also present are two Eimco loaders numbered UR01 B3652 and UR02 Z4270, and a number of substantial wagons including six side tippers (two numbered UR09 and UR10), five V-skips, and three wagon chassis with knuckle couplers.

The two Gemco 4wBE units numbered 5C and 6C have disappeared from their previous position near the headframe.

Some preliminary work has begun to open up the East Oriental & Glanmire Shaft at Fairview Road.

John Browning 11/93

ISIS CENTRAL SUGAR CO LTD 610 mm gauge

(see LRN 95 p.11)

Walkers B-B DH number 1 (602 of 1969) was noted on 26 November running with the new Walkers brake wagon built this year. This loco still retains the QGR DH-class outline, but with three DH-class locos being rebuilt at Walkers for the 1994 season with new cabs and bodywork (see elsewhere this issue), it is expected that in due course, 1 will be similarly upgraded.

With the arrival of three new locomotives in 1994, the mill intends to dispose of its six Clyde Model DHI-71 0-6-0DHs. Two of these have had the cab removed for multiple-unit operation but this can easily be reversed. Unconfirmed reports late in November say that loco 6 (59-204 of 1959) has been sold to Dreamworld at Coomera, with the other five bound for Fiji. These units are as follows:

-	55- 66	1955	Multiplied with 5. Formerly numbered 3.
4	56-113	1956	
5	58-191	1958	
-	61-220	1961	Multiplied with 8. Formerly numbered 7.
8	64-385	1964	

There is talk of one of the mill's rigid framed six-wheeled brake wagons being fitted with four large diameter wheels for the 1994 season as a trial. There is also a report that the mill's Gregory River line will be driver-only operation in 1994.

Found in a scrap area near the loco shed were the dismantled remains of Walkers ex-QGR DH-class DH67 (654 of 1970) which has been stripped for

spare parts, and - surprisingly - the cabs of DH30, DH63 and DH66, the units rebuilt in 1993 by Walkers for Victoria and Tully Mills.

John Browning 11/93

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD 610 mm gauge

(see LRN 97 p.8)

Pleystowe Mill's ex-North Eton Mill Com-Eng 0-6-0DH *Septimus* (A2128 of 1958) was rebuilt with a new soundproofed cab for the 1993 season, and painted (above the footplate) in the new Mackay Sugar corporate livery of green, red and yellow. Refurbished at Pleystowe during the season was E.M.Baldwin 4wDM 4-473-1-3-63 of 1963. This was also painted in the new livery but using the traditional Pleystowe hawthorn green rather than the Mackay Sugar mid green. This unit was shortly to be outshopped, fitted with *Allandale* nameplates, in early December.

At Marian Mill, ex Cattle Creek Mill Com-Eng 0-6-0DH *Pinnacle* (AA1549 of 1961; rebuilt AN5849, 1975) was also rebuilt with a new cab and new Detroit diesel engine for the 1993 season, and was numbered 22. It had been planned that the other two Com-Eng 0-6-0DH locos from Cattle Creek would also be rebuilt similarly, but with the introduction of rebuilt ex-government railway locos, this plan may now be superseded.

At the completion of the crush at Farleigh Mill, two E.M.Baldwin B-B DH locos, *Hampden* (6706-1-5-76 of 1976) and *Inverness* (10123-1-5-82 of 1982) were sent from Farleigh to Marian for trials, and these were retained in service at Marian until the end of the season to cover loco breakdowns.

The derelict frame of Clyde 0-6-0DH 64-377 of 1964 has been removed from the mill yard at Marian. This loco, named *Melba*, was involved in a serious accident and was replaced by a similar locomotive constructed by E.M.Baldwin in 1985.

A further four standard gauge Walkers ex NSW SRA 73-class B-B DH Cocos, 7331, 7332, 7337 and 7341 have been purchased by Mackay Sugar and arrived in Mackay on 18 and 19 November. They were delivered into storage at the North Eton Mill site to join 7304 and 7343 pending rebuilding to 610 mm gauge. Full details of the ten 73 class owned by Mackay Sugar as at early December are shown below:

No.	Walkers B/No.	Date	Livery	Notes
7304	663	1970	Reverse yellow	Stored at North Eton
7305	664	1970	Tuscan red	Stored at Farleigh Mill
7313	672	1971	Reverse yellow	At Pleystowe Mill for rebuilding
7328	690	1972	"Candy"	Stored at Farleigh Mill
7330	692	1972	Tuscan red	Stored at Farleigh Mill

7331	693	1972	"Candy"	Stored at North Eton
7332	694	1972	Tuscan red	Stored at North Eton
7337	699	1972	Tuscan red	Stored at North Eton
7341	703	1972	"Red terror"	Stored at North Eton
7143	705	1972	"Red terror"	Stored at North Eton

7313 will be rebuilt by mill labour at Pleystowe to enter service in the 1994 season at an estimated cost of \$317,000 which includes the cost of a new GM 12V-92TA engine. It is intended that this type of engine will be fitted to each locomotive as it is rebuilt. The regauging of a Walkers B-B DH at a mill will be a first and will be keenly observed by many who believe that this type of work is better carried out by specialist contractors. By early December, work had not begun on this project apart from the removal of the bogies. Of the units stored at North Eton, it is suggested that at least two are destined for Marian Mill. Meanwhile, 1067 mm gauge Walkers ex QGR B-B DH DH70 (657 of 1970) is to be rebuilt for Racecourse Mill for the 1994 season at an estimated cost of \$290,000, but it is not known whether this will be by outside contractor or at the mill. Other work for completion for the 1994 season includes a brake wagon for each of Marian, Pleystowe and Farleigh Mills, at a cost of \$80,000 each. It is understood these will be rebuilt from ex-QGR HJS wagons. In addition, 350 six-tonne bins will be constructed for Farleigh Mill (\$1.75m) and 400 six-tonne bins with Willison couplings for Marian Mill (\$2.22m). Marian's existing six-tonne bin fleet will also be fitted with Willison couplings (\$1.51m.). A new tippler/weighbridge capable of taking three four-tonne or two six-tonne bins will be installed at Farleigh (\$1.57m.)

The 1993 crop put enormous pressure on the tramline infrastructure with a total of 554 derailments being reported, and bin shortages being a problem. One example of a serious derailment took place at Gargett at about 4.30 am on Wednesday, 10 November. A train hauling some 100 full bins towards Marian Mill was derailed resulting in the line being closed for more than 18 hours while the debris was cleared.

Fixed infrastructure improvements for the 1994 season will include, at Marian the upgrading of tramway facilities at Cattle Creek depot (\$87,500) and the rationalisation of two sidings (\$100,000). At Pleystowe, Lemon Tree bridge will be replaced (\$80,000), and concrete sleepers will be laid on seven sidings (\$61,000) and on one kilometre of the Gap Line (\$39,000). At Racecourse, work will be carried out on Simpson's siding (\$66,000), and bridge strengthening will cost \$100,000.

A technological innovation trialed at Pleystowe towards the end of the 1993 season was a new automatic cane bin identification system. The system

called EBITAG consists of a small passive identification tag fixed underneath the bin, which is read by a coded radio frequency transmission from an antenna mounted between the rails. The tags can be read at a speed of 40 km/hr and the numbers are sent to the mill computer system.

A new type of cane railway/government railway crossing is to be trialed on Pleystowe Mill's crossing at Wallingford. The narrow gauge crossing works on a drawbridge principle and is lowered hydraulically across the QGR rails by remote control when a cane train approaches, setting the QGR signals to red. The design also incorporates a counter to ensure that the entire cane train which enters the section also leaves it. Advantages of the new design include obviating the need for the second man on the cane train to man the catch points and then walk the length of the train to the loco after crossing, and reducing the stress on wheels and bearings as vehicles cross the diamond crossing. Not a new idea, but now made much more practical through the use of modern technology.

It is reported that two sleeper replacement machines are on order from Tamper (Australia) Pty Ltd

A semi-trailer and station wagon were involved in a collision with a cane train on the Bruce Highway at Farleigh on 15 November. The multiple-unit locomotives, Com-Eng 0-6-0DHs *Pioneer* (A12358 of 1962) and *Carlisle* (A13271 of 1963) ended up on the bitumen and had to be re-railed by a mill crane.

*Mackay Daily Mercury 12/11/93, 16/11/93 & 27/11/93
& Mackay Sugar Newsletter 12/93 via John Browning;
Tony Wells 11/93: John Browning 12/93*

MILLAQUIN SUGAR CO PTY LTD 610 mm gauge

(see LRN 90 p.11)

On the afternoon of 23 November, Millaquin Mill's E.M.Baldwin B-B DH 752 (6456-1-11-75 of 1975) was noted at Qunaba picking up a rake of full bins from the old mill yard there for transfer to Millaquin. As cane from the Qunaba area is normally hauled to the Burnett River ferry for Fairymead Mill, it is assumed that this transfer was because of problems with wet weather which were being experienced at the time.

John Browning 11/93

NOSTALGIA TOWN, Pacific Paradise 610 mm gauge

(see LRN 97 p.9)

Chance steam outline B-2-B PH (84-50-200-24 of 1984) arrived here at Easter 1990 and has been stored since. Its wheels had been sent away for reprofiling in late November, and operations were expected to commence

by Christmas. There are four Chance bogie passenger cars, three with no canopy and one with canopy removed. A Caneland Engineering 1991 ballast hopper and a number of flat cars were noted on site, loaned by Moreton Mill for tracklaying operations.

John Browning 11/93

PLANE CREEK CENTRAL MILL CO LTD, Sarina 610 mm gauge

(see LRN 97 p.10)

\$5m. was earmarked by the Federal-State sugar infrastructure package announced in late November as a contribution towards the 44 km cane railway line to be built south from Koumala to Karloo. It is reported that three Walkers ex-QGR DH-class B-B DH locos have been purchased for conversion as part of the project totalling \$20.85, including construction costs of \$15m. These are DH12 (594 of 1968), DH48 1630 of 1969) & DH64 (651 of 1970).

Mackay Daily Mercury 27/11/93; Tony Wells 12/93

CLIVE PLATER, Eudlo 610 mm gauge

(see LRN 96 p.13)

Ruston & Hornsby 30DLU 4wDM 371386 of 1954, named *Nambour*, has been fitted with an open canopy and is finished in green livery. It is in working order. The Moreton Mill (1933)-built *The Flyer*, a 2-2wPM, has been fitted with new chassis members to replace the corroded originals. It is now awaiting a replacement Ford Model A motor before full restoration can be completed. Items stored on site include the frame of Ruston & Hornsby 285340 of 1949 and the 48 hp engine from an unidentified Ruston & Hornsby 44/48hp, both from the Sunshine Plantation.

Three timber cane trucks are included in the collection. Most of the timber parts were recently acquired from the stores at Moreton Central Mill, although a few timbers had to be milled specially.

John Browning 11/93

QUEENSLAND SUGAR INDUSTRY CORPORATION, Mackay Harbour 1067 mm gauge

(see LRN 79 p.16)

During the crushing season, the Sugar Corporation's locomotive, Com-Eng 0-6-0DH P1029 of 1958 sees hardly any use and normally sits in its shed/workshop. Sugar is delivered around a balloon loop by QGR. Outside the shed still sits the frame and wheels of Com-Eng 0-6-0DH F1018 of 1957 (formerly *Alex S. Hamilton* - not as shown in the report in LRN 79 - Ed).

Barry Campbell 11/93

TORBANLEA MINING MUSEUM 610 mm gauge

(see LRN 45 p.12)

When visited on 23 November, a sign on the door indicated "Closed due to unforeseen circumstances", and seemed to have been in place for some time. This museum contains *Rusty*, Bundaberg Foundry 4wDM 19 of 1956 (ex Burgowan Coal Co). A number of wooden coal skips are to be seen around the museum grounds.

John Browning 11/93

TULLY SUGAR LTD 610 mm gauge

(see LRN 97, p.11)

A project in the Murray/Riversdale lands has been approved for funding under the Federal-State sugar infrastructure package. This is understood to include a substantial provision for cane railway extensions.

ABC Radio Queensland "Country Hour" 26/11/93 via John Browning

TASMANIA

SECOND RIVER TRAMWAY INC, Karoola

(See Redwater Creek Steam & Heritage Society Inc.)

REDWATER CREEK STEAM & HERITAGE SOCIETY INC, Sheffield 610 mm gauge

(see LRN 97 p.12)

On 31 August 1993, members of the Second River Tramway Inc and Eric and Coral Howe decided, after 2 months of investigation, to relocate all of their equipment to Sheffield. The decision came after a well supported public meeting agreed to form an incorporated body to run the new venture's affairs, and after all approvals from landowners, the Kentish Council and the Forestry Department. had been tentatively gained.

The full Redwater Creek Rail, Steam and Heritage Museum project, as is currently proposed, consists of:

1. Building 4 km of 2 ft gauge railway track from Sheffield to the Redwater Creek caves and waterfalls. This site has great potential as an attraction in its own right consisting of 5 small caves and 2 waterfalls nestled amongst picturesque typical Tasmanian rainforest. The caves and waterfalls are approximately 100 m from the proposed terminus.
2. The relocation and restoration of the old Sheffield Railway Station. The station, originally built in 1913, has been relocated to the Society's site

(1.2 hectares which the Kentish Council has kindly allowed the Society to use) on the corner of Sheffield main road and one of the main arterial roads to the well known Tasmanian tourist destination of Cradle Mountain. The station building was restored by 5 Jobskills employees over 5 weeks and volunteer labour, and is currently close to being at lockup stage.

3. Construction of the locomotive/carriage shed to house the Second River Tramway's 2 ft gauge Krauss 0-4-0 locomotive, the Queen Victoria Museum's Krauss and the SRT's two carriages and one guards van.
4. Construction of a Museum building to house the SRT's and Eric and Coral Howes' collection of traction engines, chaff cutters, threshing machines, steam rollers, a steam wagon, old tractors, portables and other vintage machinery.
5. Construction of an operating steam sawmill.

The Society is currently organising a Steam Rally - Steamfest '94 for 5-7 March, by which time we hope to have laid 500 m of track, finished restoration work on the Sheffield Station and constructed a locomotive/carriage shed. This will be the RCRS & HM's first fund raising event and official opening. For further details, please contact Chris Martin, President of the Redwater Creek Steam and Heritage Society, 10 Chettle Street, Devonport TAS 7310, or phone 004 247 348. Membership to the Society is available at \$20 single and \$30 family (husband/wife/children to 16 years).

Chris Martin 12/93

VICTORIA

ALEXANDRA TIMBER TRAMWAY & MUSEUM INC 610 mm and 1029 mm gauge

P O BOX 288, Alexandra Vic 3714
(see LRN 97 p.13)

Sunday, 12 December 1993, will be a day long remembered by those who were present for the official recommissioning of Kelly & Lewis 4271. The day dawned with a fine drizzle after heavy overnight rain. Around 6.00 am the first of the museum volunteers stumbled out of the "Alexandra Hilton" and began the task of shunting rolling stock to make up the various trains. Matches and paper and piles of wood were inserted into fireboxes and three boilers began to crackle and hiss into life. By 10.00 am all of the trains were assembled and members of the public and invited guests were quickly gathering on the station platform. By this time the rain had stopped, and the clouds were

beginning to dissipate.

The official ceremony began at 10.30 am. Peter Evans introduced special guest, the Hon. Graeme Stoney, MLC for the Central Highlands. In his speech, Mr Stoney recalled seeing one of the diesel locomotives in action on the Rubicon tramway as a small boy visiting Thornton. He went on to stress the importance of the tourist industry to both the Alexandra region and the State of Victoria. He praised the efforts of the museum volunteers in the presentation of the museum grounds, and made special mention of the efforts of Paul Simpson and Bryan Slader in the restoration of Kelly & Lewis 4271. In his conclusion, he stated unequivocally that the museum would retain the use of the land at the Alexandra railway station. He then introduced Ernie and Rose Le Brun to recommission the locomotive.

Ernie ran through the history of the timber industry in the Rubicon Forest, making special mention of his relationship with Robert Skinner and outlining the circumstances under which the tramway changed hands and the arrival of the first diesel locomotive. He then broke a bottle of champagne over the buffer beam and, under the control of Bryan Slader, the locomotive's Dorman diesel engine clattered into life. Hauling a load of sawn timber and the museum's two carriages jam-packed with passengers, Kelly & Lewis 4271 glided out of the station at the start of its new life.

For the rest of the day the museum was a hive of activity. Both the Kelly and Lewis and the John Fowler steam locomotive hauled passenger trains. The Lions Club of Alexandra BBQ on the station platform did a roaring trade with a sausage sizzle. We sold cups of tea and coffee, cold drinks, sweets, souvenirs and afternoon teas. The Alexandra Brass Band played on the station platform. The Day's tractor and the Malcolm Moore trundled up and down the sidings. Both of the Marshall portable engines revolved quietly in front of the goods shed.

At 2.00 pm the grand parade began. All of the operational locomotives and rolling stock were assembled on the main line, and at a signal from Bryan Slader began to circle the Museum loop. The parade consisted of:

Kelly & Lewis	0-6-0DM	4271/1935	timber & logs
John Fowler	0-6-0T	11885/1909	two carriages
Malcolm Moore	4wPM	1049/1943	SEC hoppers
Motor Rail	4wDM	10059/1948	poison sprayer
SEC Kiewa	2+2wPM	(dead attached at the rear of the procession)	

This event brought the photographers out in large numbers! It was the first time such a procession had been attempted at the museum. The two larger locomotives handled the speed changes with relative ease, but at the rear of the procession the two smaller locomotives with their purely mechanical

transmissions were constantly changing gear.

By 4.00 pm the large crowds at the Museum began to thin out, and at around 4.30 pm, the first of the locomotives retired to their sheds, and the long job of packing up was begun. Trestle tables were dismantled, the BBQ cleaned and disassembled, dishes washed, takings counted, the PA system packed up and the shunting completed. The tired Museum crew assembled on the station for a cleansing ale and a quick post mortem.

The day had been an unprecedented success for several reasons. We had earned the appreciation and support of a member of the Victorian Government and the Alexandra Shire President. We had celebrated the return of the Kelly & Lewis, the efforts of those involved in the restoration, and brought smiles to the faces of those residents of Alexandra and the Rubicon Forest who remembered the locomotive in action. We had shown that we could mount a "living" display and retain visitors at the museum for a whole day. Our catering efforts had been a resounding success, and had contributed a major portion of the financial rewards earned on the day. And finally, those financial rewards represented the greatest earnings on a single day at the museum, surpassing those of the entire Easter period.

On Sunday, 12 December 1993, we came "of age" at last. Every single person involved in the organisation and operation of the day, from our oldest "living treasures" to our youngest member, deserved a hearty pat on the back. Special mention must be made of Museum secretary Maxine Murray who bore the brunt of the organisational duties prior to the day and who like many others worked tirelessly on the day itself.

Peter Evans 12/93

BASS VALLEY RAILWAY

See CHEETHAM SALT LTD, Laverton

CHEETHAM SALT LTD, Laverton 610 mm gauge

(see LRN 97 p.13)

Australasian Post of 11 December 1993 contained an article and photographs by Ian Baker, regarding the above light railway, headed "Salt Shaker". The photographs showed one of the locos and Messrs John Knoor and Alan Maggs.

Mr Maggs, described as "a veteran restorer of things historical", intends lifting 1.6 km of the 2 ft gauge track and relaying it at Bass in the Gippsland. He also intends to renovate the Salt Company's 4 diesel locos and two dozen wagons. The locos and rolling stock will be stripped to the frames and rebuilt and fitted with air brakes "to bring the train up to passenger standards".

When laid, the line will become the Bass Valley Railway, linking several restaurants, Wombat World, the deer park and the Giant Worm Tourist Complex on the highway at Bass. Mr Maggs promises that the new line will be operating before the end of 1994. Mr Maggs describes himself as "a transport and tourist consultant", whilst Mr Knorr is credited with having had the idea of the project.

Australasian Post 11/12/93 via Arnold Lockyer 12/93

COOKS CONSTRUCTION, Yallourn 900mm gauge

See SECV, Yallourn

SECV, Yallourn

(see LRN 97 p.15)

An error occurred in the report in LRN 96 concerning the fourth Walkers exQGR DH-class B-B DH locomotive acquired by Cooks Construction. This should have been shown as DH28 which is Walkers 610 of 1969. Allocated the number CC04, it is not clear if this unit is intended for service or if it has been acquired for spare parts.

Only two electric locomotives (with one unreliable standby) had been available for use after December 1992, and as recorded in previous reports, electric traction had to be used up until at least August 1993. The last electric locomotives were:

121	Red Devil	Bo-Bo WE	Henschel	29858	1962	Derelict
122	Mighty Mouse	Bo-Bo WE	Henschel	29859	1962	In service
123	Electric Blue	Bo-Bo WE	Henschel	29860	1962	Standby
124		Bo-Bo WE	Hitachi	101	1967	Out of use
125	Thunderbird	Bo-Bo WE	Hitachi	102	1967	In service

At least two of these are expected to be preserved.

ARHS Bulletin 9/93: John Browning

SECV. Rubicon 610 mm gauge

(see LRN 97 p.19)

The Historic Buildings Council hearing into the Hydro Electric Scheme was held on 1 December. The SEC did not oppose registration of the scheme, observing that for them to do so would ignore the efforts of their employees who have maintained the scheme for the past 65 years.

It is probable that registration of the scheme is almost a foregone conclusion, with only minor details to be decided. The SEC has agreed to retain the haulage at Rubicon as well as the tramway between the Rubicon Forebay and the 15,000 siphon bridge. They are still arguing however for the removal of the tramway between the Royston power station and the Rubicon

dam. The case for the retention of the tramway was argued by Peter Evans and the decision of the Historic Buildings Council on this matter is awaited.

Peter Evans 12/93

RURAL WATER COMMISSION, Waranga Dam Tramway 610 mm gauge

This site was visited in late November. I last visited this line some 15 years ago. To my surprise I found it was largely intact albeit shortened and showing signs of not having been in use for some time.

The track layout has not changed from previous reports. The quarry end is obviously abandoned with parts of the line submerged under water at the extreme end. Midway between the quarry and the dam wall is a rectangular security fenced site where the rolling stock is located. This consisted of three skips, two skip chassis as a platform for unknown devices that used concrete and the "passenger" wagon: a galvanised-iron roof covered platform supported by two leaf-springs. When I originally saw this it had a wooden chassis with skip axle boxes. This has now been replaced by a regular skip chassis.

The locomotive was not sighted and was presumed to be locked in the locomotive shed. This was confirmed when I later rang the RWC Waranga office. The line was refurbished some years ago and was shortened to 2.5 km now going only halfway along the dam wall. Plans are being made to eventually replace the tramway with alternative transport methods.

John Peterson 12/93

YANGARDOOK TRAMWAY 610 mm gauge

(see LRN 86 p.19)

There have been many changes at this privately owned tramway at Toolern Vale.

All motive power has been removed from the site, and owner Jim Baines is inviting expressions of interest in the future of the tramway. Options include the outright purchase of the property, or the formation of a museum society to operate the tramway using suitable motive power and rolling stock. Jim can be contacted by writing to him at 424 Chapmans Road, Melton 3337.

The disposition of the locomotives is as follows:

Motor Rail 4wDM 9979/1953: To Colin Hirst who was 95% owner. The locomotive is to be used on a line to be constructed on private property at Drouin.

Malcolm Moore 4wPM 1090/1943: Sold to Roy Odgers. Currently stored at Coburg but to eventually be used at Echuca.

Ruston & Hornsby 4wDM 223725/1944: as previously noted in LRN, this

locomotive was sold by its owner Brian Peart to Bruce Weatherhead and is at Tynong North.

Jim Baines via Peter Evans 12/93

MEETINGS

MELBOURNE: NOOJEE

The Noojee railway line was constructed not only to provide the means by which further Victorian countryside could be opened for settlement but also to open the forests to the north of Warragul for exploitation. Mike McCarthy will provide an overview of the timber mills and tramways that were established along the Noojee railway between 1890 and 1940.

LOCATION: Ashburton Uniting Church Hall, Ashburn Grove, Ashburton,
DATE: Thursday 10 February at 8.00 pm.

SYDNEY: Any member wishing to know details of the next meeting should call Craig Wilson on (02) 484 7984

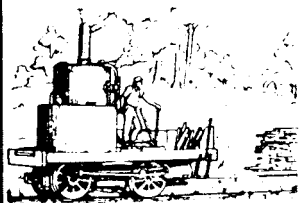
LOCATION: Woodstock Community Centre, Church St., Burwood. Note: Plenty of off street parking at the rear of the building and Burwood station is only a 5 minute walk away.

DATE: Wednesday 23 February at 7.30 pm

ADELAIDE:

Contact Arnold Lockyer for details. Phone: 08-296 9488

LOCATION: 150 First Avenue. Royston Park.



LIGHT RAILWAY NEWS



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THE PIONEER, Kelly & Lewis 0-6-0DM 4271 of 1935 on the occasion of its recommissioning at Alexandra, December 12th, 1993.

Photo: Ray Graf

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EDITORIAL

Copious thanks are due to Geoff and Peg Hayes who edited Light Railway News numbers 60 to 98 and did a wonderful job. I have taken on the job of Editor again for the time being, and with the help of updated technology, this task may be a little less onerous.

News reports may be sent direct to me or through the State News editors. They may be in the form of notes or a fully developed report. Reports are welcome in written form (which may be posted or faxed), or on 3.5 in disk in WordPerfect for Windows or most other word processing formats (please enclose with your disk a hard copy and details of the format used). Your disk will be returned to you.

Anyone can provide reports to LRN, and I encourage members to visit sites of interest and to submit news of what you see. Reports can include operating light railways or preserved light railway equipment, the remains of light railways, and research news, questions or suggestions, including news of publications and archives which contain material of light railway interest. Don't forget that photographs for publication are always welcome, and that you should mark your photographs if you require them to be returned. Colour photographs are quite acceptable.

A working definition of what can be included in the term *light railways* past and present includes all industrial railways, railways operated by government departments other than the railway department and sub-3ft 6ins gauge railway department lines.

NOTES, CORRECTIONS AND COMMENTS

1937 FILM ON THE AUSTRALIAN SUGAR INDUSTRY

A 1937 film on the Australian sugar industry is now available on video. The 33 minute video is silent but comes with a copy of the original commentary. It may be purchased by mail order for \$35 from Book Sales, Canegrowers, GPO Box 1032, BRISBANE 4000.

Australian Canegrower 10/1/94 via Chris Hart

FOR SALE.

Nine metre steel girder bridge. See Illawarra LRMS report for further details.

CHRISTMAS ISLAND STAMPS

To be released on 19 May (and valid for use in Australia) will feature steam locomotives which formerly worked on the standard gauge Christmas Island phosphate railway. The locomotives shown on the three stamps (valued at 85c, 95c and \$1.20) are a Lima Shay, a Robert Stephenson & Hawthorn 0-4-0ST, and a Lima 0-6-0ST, and the first day cover incorporates another view of the Lima 0-6-0ST. The Australian Stamp Bulletin No.224 incorporates a potted history of the railway.

Australian Stamp Bulletin No.224 via Peg Hayes



LOCOMOTIVE AND ROLLING STOCK MANUFACTURERS

MORRISON KNUDSDEN OF AUSTRALIA, Whyalla 1435 mm gauge

(see LRN 96 p.14)

Ex-AN Rail Bo-Bo DE 533 (built SAR Islington) has been renumbered 53 by Morrison Knudsen and is used as workshops shunter.

Ray Graf 2/94

VALE ENGINEERING PTY LTD., Moss Vale

(see LRN 96 p.7)

The auction held here in August 1993 featured a number of 1067 mm gauge battery personnel cars and locomotives offered for sale. Personnel cars (all without battery boxes) were offered as lots 3096, 3097, 3098 and 3099 and were numbers 25, 7, 23 and 19 respectively.

Battery locomotives were offered as follows (battery box identification in brackets):

Lot 3042 - number 27 (A); Lot 3043 - 21 (G); Lot 3044 - 25 (K); Lot 3052 (part) - 23 (-).

In addition Lots 3047 to 3049 were loco battery boxes B, C & V respectively, and Lots 3050 & 3051 were unidentified personnel car battery boxes. Loco battery box W was also included but does not appear to have had a lot number. Three flat cars were also offered and a dolly car, numbered 8, was on site but not offered for sale.

Ray Graf 2/94

NEW SOUTH WALES

COALCLIFF COLLIERIES PTY LTD Coalcliff Colliery 1067 mm gauge

(see LRN 96 p.8)

Material offered for sale at auction was inspected on 20 August 1993. The painted lot numbers were altered that morning (to correspond with mistakes in the catalogue) by attaching papers, so both old and new lot numbers are recorded as the original ones will survive on the items!

Original Lot	Amended Lot	Identity	Battery box	
4wBE locos				
146	146	30	E	
147	148	20	H	out of service 31/8/92
148	149	19	S	out of service 26/10/92
149	150	22	R	
150	151	24	Q	
147	147	28	J	
152	152	18	P	
-	153	-	N	(box only)
4wBER Personnel cars				
154	154	PC-31	?	off track
155	155	PC-30	?	off track - yellow

Ray Graf 2/94

ENC MANAGEMENT PTY LTD, Newvale Colliery, Vales Point 1067 mm gauge

(see LRN 96 p.11)

An advertisement in the Sydney Morning Herald provides different information to that given in LRN 96. This advertisement refers to two Gemco Type 12 24-ton battery electric locos, five 20-man personnel carriers, fifteen coal skips, a Fox rail mounted stone duster and what appear to be three rail mounted air compressors.

Sydney Morning Herald 21/8/93 via Ray Graf

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD, Albion Park 610 mm gauge

(see LRN 96 p.9)

ILRMS members are wondering if the Society can claim a record for the first fully qualified husband and wife steam locomotive footplate crew in Australia. Mike and Helen Midway sat and passed their respective examinations for Driver and Boiler Attendant under NSW Work Cover in the latter part of 1993.

Much energy is being spent on ascertaining and complying with the requirements for accreditation under the new NSW Rail Safety Act since an ILRMS application for exemption was rejected. It appears that other states may see NSW as the forerunner for similar legislation for all Australian railways; thus the lower-limit gauge of 600mm which may be intended to catch all cane railways.

A girder bridge now surplus to requirements is available to any interested party at original cost to the Society. It originates from the Unanderra-Moss Vale line and is 9m long with girders about 1.2m deep. Sleepers were laid directly onto the girders which are spaced and diagonally braced at approximately standard gauge. Enquiries to ILRMS (042) 564627 (Tues/Thur/Sat).

The Society's "Mascot" loco, the onetime Corrimall Coal Co. Hawthorn Leslie 0-4-0ST BURRA (3574 of 1923) has been steadily progressing until temporarily interrupted by the peak summer-holiday period. The boiler has been hydrostatically tested and passed. Valve gear has been reconnected and set, and the various superstructure components and boiler and cab fittings have been painted or otherwise readied for reassembly, hopefully during the autumn.

A light standard-gauge turntable was obtained from Stockrington some years ago for possible conversion to 2ft gauge. It has now been decided to return this to its original home, where the Richmond Vale Railway Museum

proposes to restore it for its original use, turning the Cadillac Rail Motor which is now in the RVRM collection.

A new buffet car and souvenir shop at Yallah Station, using an ex-NSWGR carriage body, was commissioned just before Christmas. This replaces the old HG brake van body, which had served for 10 years as a souvenir shop, and was thoroughly termite-ridden.

Tony Madden (ILRMS) 2/94

MELALEUCA STATION, Chinderah

(see LRN 93 p.11)

This "railway themed attraction" was due to open in mid-February, but no information is yet to hand about the rail equipment which takes visitors on a tour of the ti-tree plantation, distillery and animal nursery.

Sunshine Express 2/94 via Editor

ROYAL AUSTRALIAN NAVY, Newington Armaments Depot 610 mm gauge

A feature in *The Sydney Morning Herald* shows rail lines and flat wagons at the 259-hectare depot, one third of which has been promised to the State Government for the Olympic Village for the 2000 games. The depot must be vacated by then.

Sydney Morning Herald 21/12/93 via Ray Graf

STATE MINE MUSEUM, Lithgow 1067 mm gauge

Together with some ex NSWGR stock, some mining rail equipment was noted behind the fence on November 25th, 1993. A four-wheel battery electric loco numbered 3, with its battery box numbered 51, may possibly have originated at Kandos Colliery. There were also three skips, one a bogie vehicle with lettering "MACQUARIE VALLEY RAILWAY SOCIETY", and two four-wheelers. In addition there were three coal cutters.

Ray Graf 2/94

ZIG ZAG RAILWAY CO-OP LTD, c/- Clarence Hardwoods, Clarence 1067 mm gauge

Noted here on 23 November 1993 was a quantity of mining rolling stock. There are two four-wheeled battery electric locomotives numbered 22 and 26 (with battery boxes lettered E and K respectively), four bogie hoppers of which three are numbered CH12, CH54 and CH82, four 4-wheeled hoppers numbered 22, 65, 68 & 84, and eight bogie flat cars.

Ray Graf 2/94

(see LRN 92 p.11)



Built in 1953 for the Mt.Lyell Mining & Railway Company by the Vulcan Foundry (D194) for the Drewry Car Co (2406), this 0-6-0DM was sold to the TGR in 1963. It is now the Zig Zag Railway's *Mount Lyell*.

Photo: Ray Graf

QUEENSLAND

CSR LTD, Herbert River Mills 610 mm gauge

(see LRN 98 p.5)

Land in the Wharp's Holding area, south-west of Ingham, is being released for cane growing. Victoria Mill has produced details of a tramline and siding program for the new area with Stage 1 to be completed by July 1995, and Stage 2 twelve months later if plantings progress satisfactorily.

The massive bridge crane from Invicta made a trip to the district to remove the spans of the Hawkins Creek bridge (Macknade Mill) on January 11-12 and the Gentle Annie Creek (Lucinda line) on January 13-14, since when the crane remained there. Locos used to move the bridge crane were E.M.Baldwin 4wDH 17 (6-1446-1-9-65 of 1965) at Hawkins Creek and Victoria Mill's Clyde 0-6-0DH *Lucinda* (65-436 of 1965) at Gentle Annie Creek. In mid February, Victoria Mill's Motor Rail "Simplex" 4wDM *Smokey* (4054 of 1929) was moved by road to Gentle Annie to take part in reassembly operations. Its cab was removed to avoid lifting damage. The bridges remained dismantled late in February.

Chris Hart 2/94; Australian Canegrower 24/1/94 via Chris Hart

HAUGHTON SUGAR CO PTY LTD, Invicta Mill, Giru 610 mm gauge

(see LRN 97 p.8)

The mill's 1930 4-tonne bins are having 30cm in height added to them by welding on new mesh sections. The work is being carried out by Pacific Coast Engineering of Townsville, and increases the bin capacity by half a tonne. However, the reason for the alteration is to make the old bins fit the mill's new tipper, which will be installed for the 1994 season. 200 new 6-tonne bins are also being provided for the 1994 season, and the new and altered bins are costing about \$1m. Another 700 to 800 new 6-tonne bins will be supplied over the next 12 months, and the old bins will eventually be eliminated.

North Queensland Register 24/2/94 via Chris Hart

THE LATE STEVE KELE, Mont Charlton, The Caves 610 mm gauge

(see LRN 85 p.11)

An extensive collection of engines and Australiana will be auctioned at Rockhampton on March 27th. This includes 610 mm gauge Hudswell Clarke 0-6-OST 496 of 1898, built for North Eton Mill.

Mackay Daily Mercury 12/3/94

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD 610 mm gauge

(see LRN 98 p.8)

A newspaper feature has given details of proposed cane railway extensions in the various mill areas of Mackay Sugar, although some of these may not be built for many years to come.

It is reported that \$700 000 has been approved for the 7km. first stage of Racecourse Mill's \$1.4m Balberra tramline extension. This line will cross the QGR in the area south of Sandy Creek to serve growers to the east of the government railway. A possible further development at Racecourse is the construction of a cut-off line at Munbura to reduce running distances in the southernmost part of the mill area.

At Pleystowe Mill, short extensions are planned at Palmyra, Mt.Vince, Savannah and Eton. In addition, a direct connection line to Marian is under consideration.

At Marian Mill, planning is going on to built extensions in the old Cattle Creek area to Boongana, Finch Hatton Gorge, and Palm-tree Creek, Pinnacle. In addition, road transport can be replaced by rail by making extensions to Mt.Castor, Mia Mia (Mirani Weir), Dunwold, and Nabilla (on the proposed direct link to Pleystowe). Further projected extensions include ones at Benholme and Mt.Martin/Royston Park. The last is a very ambitious project which could extend for 12km between the existing termini at Mt.Martin School and Narpi

School, creating a large loop line.

Farleigh Mill is planning two significant extensions in its north coast area, one from Calen to Wewak in the St.Helen's Beach area, and another 16km line branching from the Wewak line north of Calen and extending to Yalboroo, beyond the mill's present northerly terminus at Wagoora and only 6km short of Proserpine Mill's southerly terminus at Elaroo.

At Pleystowe Mill, Hunslet 0-4-2T 1026 of 1910 has been moved from its display position at the old mill entrance. It has been brought adjacent to the workshop area for cosmetic repairs to be carried out. At Racecourse, it is believed that tenders for the conversion to 2ft gauge of Walkers B-B DH 657 of 1970 (ex QGR DH70) closed around the start of March.

Mackay Daily Mercury 27/1/94; Tony Wells 3/94; Editor 12/93

BUNDABERG SUGAR LTD, Mourilyan Mill 610 mm gauge

(See LRN 96, p.11)



Mourilyan Mill's 0-6-0DH 11 (Walkers 570 of 1956). Originally built as a demonstrator, this unit was not very successful and worked at the Mourilyan Sugar Terminal from 1960 to 1992, when it was acquired by the neighbouring sugar mill for cane haulage. Photographed at the loco shed 17/8/93

Photo: Chris Hart

MORETON CENTRAL SUGAR MILL CO LTD, Nambour 610 mm gauge

(see LRN 96 p.12)

An interesting occurrence was noted on November 16th 1993, when at 5pm, a stationary loaded train was found in Howard Street, headed by Com-Eng 0-6-0DH *Dunethin* (H1022 of 1958). Cane trains run up the centre of Howard Street before crossing the old Bruce Highway to enter the mill yard. The train was stuck fast, not having been able to surmount the rise of Howard Street without the assistance of the following loco which normally assists the loaded train by pushing in the rear. This was nowhere to be seen until the Howard Street marshalling yard was found to contain a derailed Clyde 0-6-0DH *Moreton* (63-289 of 1963) sitting at some 40° to the track. A road crane sent down from the mill yard soon had the Clyde back on the track and *Dunethin* reversed its train back down the hill and began the climb again, this time aided by *Moreton*, which ran up behind the loaded train to push.

Moreton Mill had a disastrous 1993 season with 150-170 000 tones of cane (more than a quarter of the crop) left unharvested in the paddocks on Christmas Eve when the season ended. Although wet weather was a major factor, growers have also criticised the maintenance and investment record of Bundaberg Sugar (now owned by Tate & Lyle).

*Durundur Railway Bulletin 1/94; Business Queensland 28/1/94
and Australian Canegrower 24/1/94 & 7/2/94 via Chris Hart*

PLANE CREEK CENTRAL MILL CO LTD, Plane Creek Mill, Sarina 610 mm gauge

(see LRN 98, p.10)

In spite of newspaper reports that the new 44km line to Karloo will be open this year, no construction had commenced by March. By that time, the indication was that construction for 1994 would commence in April and would extend to Ilbilbie, approximately half the distance. There was still a hope that an ex-QGR DH-class would be converted for use on the line during the 1994 season, although by March, no tender for this work had been let.

Mackay Daily Mercury 27/1/94; John Couchman 3/94

TORBANLEA MINING MUSEUM 610 mm gauge

(see LRN 98 p.11)

It is reported that this museum, currently owned by the adjoining service station proprietor, is closed permanently and is being offered for sale to the Hervey Bay City Council. Should a satisfactory offer not come from this source, the collection, (including Bundaberg Foundry 4wDM 19 of 1956) is likely to be auctioned off.

Kath Greenhalgh 2/94

SOUTH AUSTRALIA

BHP LTD, Iron Knob Tourist Centre various gauges

A variety of rail equipment was noted on display early in January: two narrow gauge muckers, one by Copco (18 inch gauge) and one by Eimco (possibly 20 in gauge), and three 4-wheel wagons. There is also a bogie caboose and a tank car, both ex-BHP.

Ray Graf 2/94

VICTORIA

A1 MINE, A1 Mine Settlement, Gaffneys Creek 610 mm gauge

(see LRN 91 p.16)

A visit here on 13 December 1993 revealed that the plant appears to be on a care and maintenance basis, and only two houses in the town appear to be occupied. Apart from a four-wheel battery loco in its shed, rolling stock observed comprised two side tippers and one tipper underframe as well as two flat cars, one with sides.

Ray Graf 2/94

ALEXANDRA TIMBER TRAMWAY & MUSEUM INC 610 mm gauge

(see LRN 98, p.12)

Debate about the future of the Museum project includes the possibility of restoring a section of the Alexandra to Rubicon tramway. About 200 metres of the government railway trackbed could be used to connect the current museum line to the tramway formation, and from then on it is felt that a staged reconstruction could return about 4.5 kilometres of the former route to use as a part of the museum project. Should such a plan be adopted, then considerable co-operation from government authorities and at least one private owner would be required.

The former locomotive shed from Gould's sawmill in Alexandra, formerly used to stable the Kelly & Lewis diesel locomotives, has been donated to the museum. It was removed in December and will be re-erected on the museum site.

ATT&M Newsletter 1/94 & 2/94 via Ray Graf

BALLARAT

A report has been received that a number of narrow gauge diesel locomotives are stored at a site in Ballarat. It appears that they may include

a number of the 762mm gauge diesel locomotives sold at the Melbourne & Metropolitan Board of Works auction in March 1993 (see LRN 94 p.19).

Further information from that auction indicates that many of the locomotives were sold for prices in excess of \$3000, possibly having been purchased for their diesel engines. It is also confirmed that Lot A368 (MMBW 011) was indeed a "Gemco-Funkey" diesel.

*Ian Comrie 2/94; Industrial Railway Society (UK) Bulletin No.558
via Ray Graf*

BILL & DAVID BEST 610 mm gauge

These British enthusiasts, who have done excellent restoration work on narrow gauge steam locomotives, were the purchasers of Decauville 0-4-2T 246 of 1897 (see LRN 95 p.9). It is believed that the loco was shifted to Melbourne immediately after the May auction, but that a permit to export it has been refused by the Federal government. A difficulty with the Movable Cultural Heritage legislation is that auctioneers are apparently under no obligation to alert potential purchasers to any possible restrictions on export affecting any item being offered for sale. It is thought that the locomotive may be resold in Australia at considerable financial loss, but no further details are presently to hand.

John Browning 2/94

COOKS CONSTRUCTION, Yallourn-Morwell 900mm gauge

(see LRN 98 p.14)

Operations were observed on 9 December 1993. During daytime, the working equipment is stored at the No.8 loop, which is also the train crossing loop. Three ex QGR Walkers B-B DH locos were in use with one man crews. CC02 (587 of 1968) and CC01 (586 of 1968) were hauling 16 trucks and CC03 (643 of 1970) was hauling 8. Loads have been reduced to these figures to minimise loco breakdowns.

Each train had the loco(s) at the Morwell end, which means that coal is hauled to the ditch bunkers at Morwell and pushed back to the Yallourn loader. During the day, the driver of CC03 had been occupied on track work, and train operations commenced at 4pm. Many or most of the passing loops on the line have been taken out, as have been the insulated rail joints. Safe working is by token with the existing SECV tokens padlocked together as appropriate.

Between Yallourn and Morwell the wheel/brake/underfloor automatic washer is still in use. Ballast machinery is stabled on the remains of a loop at the Morwell end of the line, and the ballast wagons and ballast loader are at

the Cook's Construction workshop. Walkers B-B DH CC04 (610 of 1969) was in the workshop under repair with the gearbox dismantled.

Of the overhead wiring, about one third was removed, about one third provided adequate clearance, and the remainder scrapes the loco cab roofs!

Ray Graf 2/94

SHIRE OF CRANBOURNE, Swamp Lookout, Main Drain, Koo-wee-rup 1067 mm gauge

Preserved at this lookout is a wheelset with a bicentennial plaque nearby stating that it came from a Lubecker steam bucket dredge imported from Germany early in the century by the Public Works Department. The 80-ton machine was fed with wood fuel "fed from small rail carts running beside it".

Ray Graf 2/94

SKILLED ENGINEERING, Yallourn 900 mm gauge

This appears to be the privatised SECV workshops (see LRN 98 p.14). Noted on December 9th 1993 were Malcolm Moore 0-4-ODM 8 (36 of 1949) and John Fowler

0-6-ODM 12 (4210050 of 1951), both operational. Also present was Henschel Bo-Bo WE 106 (25542 of 1950), which had been stripped for overhaul prior to privatisation. Confirmation of the ownership of these units would be of interest.

Ray Graf 2/94

STATE ELECTRICITY COMMISSION OF VICTORIA, Rubicon 610 mm gauge

(see LRN 97 p.19)

A hearing of the Historic Buildings Council held in December was told that the SEC do not oppose registration of the Rubicon hydro-electric scheme. The 2ft gauge tramway, which is an intrinsic part of the scheme, is of course included, but the 15 000 syphon bridge is closed and close to collapse, and 500m of track at the Rubicon dam end of the tramway has been closed, with some sections lifted. The SEC proposes to retain the Rubicon haulage and the tramway as far as the 15 000 syphon bridge. However, they are arguing for the complete removal of the tramway between Royston Power Station and Rubicon Dam.

ATT&M Newsletter 10/93 & 1/94 via Ray Graf

STATE ELECTRICITY COMMISSION OF VICTORIA, Yallourn 900mm gauge

(see LRN 98, p.14)

Noted out of use at Yallourn not far from the Cook's Construction workshop were the following Bo-Bo WE locos, which are thought to have been retained

by the SECV pending the confirmation successful dieselisation of the Yallourn-Morwell link:

122	Henschel	29859	1962
123	Henschel	29860	1962
125	Hitachi	102	1967

It is reported that only one of these units may eventually be preserved.

Ray Graf 2/94

TRANSFIELD TUNNELLING, Millers Road, Brooklyn 762 mm gauge

This company (a division of Transfield Industries) is the new name for the privatised Group C of the Melbourne & Metropolitan Board of Works, and this site is part of the North Western Sewer Project. The following locos were noted on site on December 12th:

No.1	327 2 056	4wBE	Gemco		Battery box 4 (a)
No.2	327 2 023	4wBE	Gemco		Battery box 6 (a)
No.3	327 2024	4wBE	Gemco		No battery box. OOU. (a)
4		4wDH	PTA		Hydrostatic.
5	327 2048	4wBE	Gemco		Battery box 7. OOU. (a)
6		4wDH	Gemco	237-90	1990 (b)
9		4wDH	Gemco	?	OOU. (b)
10		4wDH	Gemco	291-91	1991 Under repair (b)

(a) 5-ton loco.

(b) 15 ton loco 93kW hydrostatic

OOU - Out of use

In addition, there is a four-wheel conduit electric rack locomotive working on 3-phase 415v a.c. This works on the first floor of the head frame and draws loaded bogie wagons into the rotary tipper and then returns them to the hoisting cage. This was previously used at Sayers Road site.

Reported locos not observed were two PTA diesel hydrostatics underground, one Gemco hydrostatic under repair elsewhere, and a second 415v. 3-phase a.c. conduit electric underground.

Ray Graf 2/94

WALHALLA GOLDFIELDS RAILWAY 762 mm gauge

(see LRN 95 p.18)

At Yallourn on 12 December 1993, John Fowler 0-6-0DM 4210051 of 1951 (ex SECV number 14) was noted on a "pig-sty" converted from 900mm gauge, but with brake rigging still to be adjusted to the new gauge. In addition, two bogie carriages were noted under construction, utilising ex SECV hoppers.

Meanwhile, the spans of the Thompson River bridge near Walhalla have been removed.

Ray Graf 2/94

WESTERN AUSTRALIA

WESTERN AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION, Bennett Brook Railway, Whiteman Park 610 mm gauge

(see LRN 96 p.18)

Progress on the restoration of Henschel 2-8-2 NG15 118 (24476 of 1938) has continued in fits and starts, with it currently due to enter service in mid-1994. Orenstein & Koppel 0-4-4-0T Mallet 2609 of 1907 has been moved to Willis Engineering to have the motion completely overhauled. Major maintenance is taking place on coach AQ6 (built in 1984), and Franco-Belge 2-8-2 NG15 123 (2670 of 1951). 123 requires work on superheater elements, pistons and big end brasses and is due to return to service at Easter.

Perry 0-4-2T *Adelaide* (8967.39.1 of 1939) (see LRN 88 p.14) is now owned by Malcolm Thompson and has a steam certificate. New tanks and cab have been manufactured for this loco, which is due to be returned to working order by late 1994.

Ken Watson 3/94



Bennett Brook Railway: Late in January, Ruston & Hornsby 4wDM 404982 of 1957 handled all trains for a two week period following the failure of all the large diesels on the line.

Photo: Ken Watson

OVERSEAS

COOK ISLANDS

RAROTONGA STEAM RAILWAY, 750 mm gauge

Chrzanow 0-8-0T Px48-1741 ex PKP (Polish State Railways) was purchased in working order but is being restored to original condition, to be completed hopefully by early 1995. The loco may operate as a tourist attraction at the Sheraton Resort Hotel currently under construction.

Continental Railway Journal via Ray Graf

FIJI

PLANTATION ISLAND RESORT, Malololailai Island, 610 mm gauge

A 2 ft gauge railway was built at this resort but it is now defunct. Some sections of line are removed or covered. Motor Rail "Simplex" 4wDM 3733 of 1925 (ex Lautoka Mill) which worked on the line was not to be seen but could be stored somewhere on the island.

Continental Railway Journal via Ray Graf

MEETINGS

MELBOURNE

BRITISH INDUSTRIAL MUSEUMS

John McCutcheon will be showing slides and describing his experiences following recent visits to Industrial Museums around England.

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

DATE: Thursday 14 April at 8.00pm.

SYDNEY

Any member wishing to know details of the next meeting should call Craig Wilson on 02 4847984

LOCATION: Woodstock Community Centre, Church St Burwood

Note: Plenty of off street parking at the rear of the building and Burwood station is only a 5 minute walk away.

DATE: Wednesday 27th April at 7.30pm

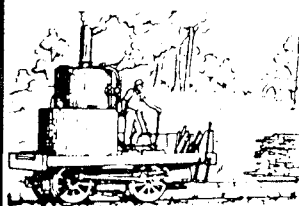
ADELAIDE

Contact Arnold Lockyer for details.

Phone: 08-2969488

LOCATION: 150 First Avenue, Royston Park.

DATE: Tuesday 27 April at 8.00pm.



LIGHT RAILWAY NEWS

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Wet season clouds gather as Hudswell Clarke 0-6-0 *Homebush* (1067 of 1914) heads the Decauville carriage on a Victoria Mill Social Club Christmas party special along the Four Mile line, 18 December 1993.

Photo: Chris Hart

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EDITORIAL

Number 100 of Light Railway News encourages me to think of Australian industrial locomotives relevant to the "Century" theme. Perhaps the most obvious is the Clyde Model HG3R 0-6-0DH locomotive *Centenary* (64-381 of 1964) at Victoria Mill in Queensland, while preserved at Kununurra, WA, is a 1912-vintage "New Century" 0-6-0PM built by a German builder, quite possibly Deutz. Tully Mill in Queensland has as its No.17 Com-Eng 0-6-0DH AH42100 of 1975, the one hundredth Com-Eng industrial loco. At Wongawilli Colliery in NSW, Australian Iron & Steel had a Titan battery-electric personnel car numbered 100 in its man rider fleet. Steam locomotives are harder to find. Perhaps readers can find some further examples of units following this theme.

RESEARCH COLUMN

HARBORDVILLE, PALMER RIVER GOLDFIELD, QUEENSLAND

Harbordville, on the Palmer River goldfield in far north Queensland, was the site of a two-kilometre 2 ft gauge tramline which ran from the Anglo-Saxon mine to the ten-stamp mill in 1890. Horses were used to haul the empty wagons back to the mine, with gravity being used for the full trucks. Two smaller tramways were also to be found on the Normanby field. (Information from *Chasing the Rainbow* by Grenville Pike, 1993).

Chris Hart.

CLARK DAM, DERWENT RIVER, TASMANIA

The Journal of the Institution of Engineers Australia, Vol 22, Jan-Feb 1950, contains an article on the construction of Clark Dam on the Derwent River in Tasmania. The article mentions the use of 3 ft 6 in gauge steam locomotives used to haul stone from the quarry to the concrete batching plant, while two diesel locos hauled buckets of mixed concrete. This could provide the impetus for an interesting research project.-

Jim Longworth

BRITISH PHOSPHATE COMMISSION

The British Phosphate Commission records, including material relating to Christmas Island, Makatea, Nauru, Ocean Island and the Pacific Phosphate Co. are located at the Melbourne Office of the Australian archives. The main series noted so far are MP1174/1 (Christmas Island Phosphate Commission Reports, correspondence & memoranda), R32 (BPC photographs including predecessors and Christmas Island), and R91(BPC annual cost summaries). Research on Ocean Island (Banaba) is being conducted by Stacey M.King, PO Box 536, Mudgeeraba, 4213 - (075) 30 5298 - who publishes a newsletter every two months.

Colin Harvey

LOCOMOTIVE & ROLLING STOCK MANUFACTURERS

BUNDABERG FOUNDRY ENGINEERS LTD

(see LRN 98 p.2)

Walkers ex-QGR DH-class B-B DH DH51 (Walkers 633 of 1969), in very good external condition, was noted still in storage at the works yard in April.

Tony Wells 4/94

TULK GONINON LTD, Mackay

(see LRN 98, p.3)

Work has been progressing on the rebuilding of three Walkers ex-QGR DH-class B-B DH locos for mills in the CSR group. The first is for Invicta Mill (601 of 1969) and was substantially complete on 6 May. It was expected to be despatched on about 11 May. It will now be receiving the name *Giru*, not as previously reported. The second loco (593 of 1968) is for Kalamia Mill and will be receiving the name *Jarvisfield*. The third loco (599 of 1968) is for Victoria Mill, and will receive its name at the mill. These two are expected to be despatched at about the end of May.

Meanwhile, DH70 (Walkers 657 of 1970) arrived on Wednesday 27 April, having been transferred to a road vehicle at the old Mackay goods yard rather than at the siding which runs from the QGR main line very close to the Tulk works. It is to be rebuilt for Mackay Sugar's Racecourse Mill. Another loco, DH68, (655 of 1970) is expected to arrive in about August for rebuilding for Invicta Mill for the 1995 season.

Editor 4/94, 5/94; Eddie Rogash (Tulk Goninon Ltd) 5/94

WALKERS LTD, Maryborough

(see LRN 98, p.3)

One of the three ex-QGR DH-class locos being rebuilt for Isis Mill was delivered to the mill early in May while the other two should be delivered within the following four weeks.

David Mewes 4/94

QUEENSLAND

BUNDABERG SUGAR LTD 610 mm gauge

(see LRN 97 p.7)

A Plasser KMX-12T ballast tamper has been delivered to the Bundaberg Sugar group, and was undergoing commissioning trials late in April.

Bob James 4/94

CSR LTD, Herbert River Mills 610 mm gauge

(see LRN 99 p.7)

The Invicta Mill bridge crane had replaced the spans of the Gentle Annie Creek bridge (between Halifax and Lucinda) by 9 March, but was still present on that date along with Motor Rail "Simplex" 4wDM Smokey (4054 of 1929). Both had gone by 19 March.

Rinaudo's Engineering at Macknade has been producing new 4-ton bins for Victoria Mill. Rinaudo's are assembling the 450 on order, with Firmi's Engineering in Halifax making the sides and ends, with the frames and wheelsets coming from another source. On completion, they are taken by road the short distance to Macknade's Wharf Line, and when a decent rake has accumulated they are collected by a Victoria loco. Clyde 0-6-0DH *Lucinda* (65-436 of 1965) collected the first rake on 3 March, having taken a load of welded rails from Victoria to Seymour the day before and staying on site overnight.

There has been an increasing amount of inter-mill workings and use of motive power by the Civil Department. One example of this has been the

use of the Macknade Motor Rail "Simplex" 4wDM 10232 of 1951 this slack at Abergowrie (Victoria Mill) with the Macknade thermit welding team. After the job finished, it was left at Victoria Mill.

A proposal from CSR for a cane railway extension south from Bambaroo is being awaited by existing and prospective cane growers from Kirkwoods Road south to Crystal Creek.

Australian Canegrower 21/2/94 via Chris Hart; Chris Hart 4/94

TONY GERMANOTTA, Kuttabul 610 mm gauge

(see LRN 94 p.12)

Tony Germanotta has disposed of Perry 0-6-2T 2601.1.51 of 1951 and two bogie carriages to Melaleuca Station, Chinderah, NSW (see LRN 99 p.5). They were delivered there in January. The remaining two bogie carriages have been sold to Mackay Sugar Association, Marian Mill, for navy use. Tony has retained his two diesels, Windhoff 4wDM 452 of 1940 and Gmeinder 4574 of 1949, which he intends to re-engine.

David Mewes 5/94; Tony Germanotta 5/94

ISIS CENTRAL SUGAR MILL CO LTD 610 mm gauge

(see LRN 98 p.8)

All six of the mill's Clyde 0-6-0DH Model DHI-71 locos were shipped to the Fiji Sugar Corporation around the end of March, making delivery of the three rebuilt ex-QGR DH class units from Walkers essential before the start of the crushing season.

Bob James 4/94; Tony Wells 4/94

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD 610 mm gauge

(see LRN 99 p.8)

Work on Racecourse Mill's Balberra tramline extension has been deferred, probably to the 1995 slack season. The projected line includes a crossing of the QGR north coast line, and it is understood that this crossing has been agreed to subject to it being of the proposed new "drawbridge" type which is to be trialled on the Pioneer Valley branch line (see LRN 98 p.10). Successful trials of the prototype will enable an installation in a main line situation.

At Pleystowe Mill, it has now been decided that conversion work on ex-NSW SRA Walkers B-B DH 7313 (672 of 1971) will largely be carried out by local subcontractors, although the overall planning and design is still being done by the mill. This work is believed to include shortening the frame of the unit, and is still scheduled for completion in 1994. Of the remaining six 73-class locos obtained for Pleystowe and Marian, five will be rebuilt and the

last will be used for spare parts.

Farleigh Mill's 350 new bins are being constructed locally by Westhill Engineering.

A comprehensive locomotive driver and assistant training and resource package is being developed to improve driver skills and crews' mechanical knowledge as well as promote safety consciousness.

Bob James 4/93; Mackay Sugar Newsletter 3/94 via Editor;

Editor 4/93

MORETON CENTRAL SUGAR MILL CO LTD 610 mm gauge

(see LRN 99 p.9)

As forecast in LRN 95, work has begun on the rebuilding of Com-Eng 0-6-0DM *Yandina* (B1112 of 1956), with bodywork being removed for sandblasting. Mechanical equipment from Baguley 0-6-0DM *Jamaica* (3389 of 1954) is being prepared for fitting into the locomotive, and it would be assumed that a torque converter will be fitted as part of the rebuild. It is anticipated that the remains of the Baguley loco will be written off following the rebuild, and that the rebuilt ComEng unit will be renamed *Jamaica*.

Tony Wells 4/94

PLANE CREEK CENTRAL MILL CO LTD, Sarina 610 mm gauge

(see LRN 99 p.10)

By early April, there was little sign of any activity associated with construction of the new tramline south of Koumala. It appears that construction has been deferred, but that it will be completed for the 1995 season. Funding problems involving Federal and State governments, the growers and CSR are thought to be a significant factor in the delay. Tamper Model TSR-RS sleeper replacement machine/scarifier 825817 of 1987 was noted outside the loco shed. It appears that this unit is shared between Plane Creek Mill and Inkerman Mill.

Editor 4/94

ROYAL QUEENSLAND BUSH CHILDRENS HEALTH SCHEME, Leslie Wilson Home, Townsville 610 mm gauge

(see LRN 9 p.14)

The bush children's home at Rowes Bay was due to close in June 1994 following a reassessment of the scheme's activities. The fate of first world war veteran Hunslet 4-6-0T *Invicta* (1215 of 1916), which has been preserved here since 1967, is not currently known, but it is understood that its future has been secured.

Townsville Daily Bulletin 22/3/94 via Chris Hart; B.Lobb (RQBCHS) 5/94

SIMSMETAL, Townsville

A number of different types of narrow gauge wagons were noted through the fence of this scrap metal yard. One large four-wheeled wagon near the fence had large Willison couplers and appeared to be a Granby type, possibly 3 ft or 3 ft 6 in gauge.

Chris Hart 3/94

SOUTH JOHNSTONE MILL LTD/ TULLY SUGAR LTD 610 mm gauge

(South Johnstone, see LRN 97 p.10), (Tully, see LRN 98 p.11)

Following the successful fending off of take over offers from Tate & Lyle's Bundaberg Sugar during April, after a six month battle, a proposal to merge these two mills is being considered. There is even a possibility of Mulgrave and Mossman Mills being included at a later stage, as well as a possible proposal to purchase Mourilyan and Babinda Mills from Bundaberg Sugar.

Mackay Daily Mercury 6/5/94 via Editor

SOUTH AUSTRALIA

Smithfield Munitions Factory 610 mm gauge

The South Australian Group of LRRSA visited this defence establishment, now managed by private contractors, on 9 October 1993. A 2 ft gauge tramway, laid in a grid pattern, links the many storage magazines, and is constructed with 40 lb rail bolted to continuous concrete strips which are linked by spacers.

There were originally four Wingrove & Rogers "BEV" 0-4-0BE locos used on the site, although the coupling rods have all been cut off at some time, leaving just one axle powered. This has created some traction problems on overgrown track. One loco has been cannibalised for spare parts. (Builder's records show four battery-electrics supplied to the Commonwealth of Australia, Adelaide in 1942: 2216, 2217, 2230 & 2231 - Ed.)

The rolling stock is said to have been built by the SAR at Islington. There are over 20 four-wheeled flat cars, with detachable drop-on timber side rails, running on roller bearings and sprung axleboxes. Trucks of this kind have been fitted with basic roofs and used as passenger cars at the Moonta Mines tourist line.

The future of the site is increasingly clouded, with suburbia encroaching, and rationalisation of defence establishments in progress.

LRRSA SA Group 12/93

VICTORIA

BILL & DAVID BEST 610 mm gauge

(see LRN 99 p.12)

It is believed that the matter of the refusal of an export permit for Decauville 0-4-2T 246 of 1897 has been taken to the Commonwealth Administrative Appeals Tribunal, with hearing set down for August.

Editor 4/94

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Railway 762 mm gauge

(see LRN 97, p.16)

Couillet 0-4-2ST *John Benn* (861 of 1886 as rebuilt by Ron Kain) and Beyer-Peacock 2-6-0+0-6-2 G42 (6268 of 1926) are still occupying most of the workshop's time. The frames of G42's rear unit have been assembled, and work is now to commence on the front unit. All four NA class 2-6-2T locos (7A, 8A, 12A & 14A), and the Climax 4w+4wTG (1694 of 1928) were in steam on February 5th, when three regular trains, the Commissioners' Special, and another special train were run.

Fully enclosed compartment car 24NB has undergone an almost total body rebuild at Emerald workshops, though fortunately enough parts have been recycled to retain a patina of old age, in places at least. It went into service in March, and looks magnificent.

NQG3, an ex-TGR ballast hopper converted to 2 ft 6 in gauge, has had extensive work done to provide an efficient method of dropping ballast from either the sides or the centre. It lacks elegance, being very wide for the gauge. It is to be used on the Gembrook ballasting operations, and was first used on 19 March at Gembrook.

Eleven Commissioners' Specials are scheduled to run in 1994. Four wedding reception trains were run in February, with another two in March.

Contrary to the report in LRN 97, the November 1993 work weekend concentrated on fitting missing sleepers to the existing skeleton track between Gembrook and Fielder, and ballasting work, rather than laying new track. There were no tracklaying work parties in December or January, but the February work party achieved spectacular results when 1,118 metres of skeleton track was laid by about 60 volunteers. This was all achieved by 4.00 p.m. on Saturday, by which time all available sleepers had been used. This remarkable achievement was made possible by careful preparation in the preceding days, and excellent weather conditions.

On the weekend of 19-20 March a further 550 metres of skeleton track was

laid, and 450 sleepers were fitted to the existing skeleton track. This brought the railhead to Fielder station, 4.4km from Gembrook. Ruston & Hornsby 4wDM NRT1 (296058 of 1950) ran the first train to Fielder in over 40 years, on Sunday 20 March. The April work party will concentrate on fitting sleepers to the skeleton track, and ballasting. The Doonaha Road level crossing, just beyond Fielder station, is scheduled to be constructed on the weekend of 28-29 May. After that work will not resume at the Gembrook end until September. The gap between the two railheads is now 4.8km, and more than half the track between Lakeside and Gembrook has now been laid.

Ballast is one of the most expensive items in track laying, and PBM Readymix (a Pakenham Blue Metal Company) have generously agreed to supply all future ballast for the Gembrook project at cost.

The concrete foundations for the small Wright bridge were constructed in February. Below ground level the original piles for this bridge still exist, and the new foundations are on the same site as the original piles and cap them. Materials to build the bridge have been obtained, and it is hoped to have it finished by Christmas. Surveying work is being carried out at the big Wright bridge, where finding the sites of the original piles has proved difficult.

Current plans are to lay 1.85 km of skeleton track from Fielder to Cockatoo on the weekend of 17-18 September, and to fill it with sleepers, and ballast it on weekends in October and November. A start may also be made on building Cockatoo yard.

Although trains from Gembrook now officially terminate at Orchard Road, occasionally they go further. On Saturday 30 October the last train of the day ran almost to Fielder bridge to pick up walkers on the annual Walk G42 to Gembrook event. On Saturday 18 December the 11.00 am train ran to the same place. Apart from its normal passengers, it had two members of the ETRB Board and several Pakenham Shire officials and councillors on board. The official party travelled in the NQR open wagon.

On Sunday 28 February the last trains of the day were also scheduled to run almost to Fielder bridge, with a party of Steamrail Victoria Ballarat Branch members. The ballasted track ends just short of Fielder bridge.

On Saturday 26 March, after the last regular train, Peckett 0-4-0ST 1711 of 1926 ran one NQR wagon to Fielder, with a small number of volunteers as its passengers, taking over an hour for the round trip, the speed over the unballasted skeleton track being little more than walking pace. All the better to admire the scenery, which is superb. It was the first steam train to Fielder in over 40 years. On the way back a number of empty 44 gallon drums were picked up, which had contained dogspikes, fishplates, and track plates.

Frank Stamford 4/94

JIM PURTON, Ballarat 762 mm gauge

(see LRN 99 p.11)

Further details are to hand about the locomotives reported in LRN99, which are stored on a site off Fussell Street, Ballarat, adjoining the Anthony Joinery Works. They are seven of those sold at the Melbourne Water auction on March 17th 1993 (see LRN 94 p.19) as follows (information in brackets from Editorial records):

011 3277011		Gemco	4wDH	(2707/Pl.0472/?/68	1968)
014 3277014		Gemco	4wDH	2889/Pl.0456/L621/68	1968
027 3277027	Dzidra	E.M.Baldwin	4wDH	(3225-4-2-70	1970)
029 3277029	Margaret	E.M.Baldwin	4wDH	(3225-2-2-70	1970)
033 3277033	Tanna	E.M.Baldwin	4wDH	(5346-2-2-74	1974)
		E.M.Baldwin	4wDH	5366-4-5-74	1974
46		E.M.Baldwin	4wDH	(6700-1-4-76	1976)

The locomotives are stored on private property and permission to inspect should be sought from the joinery works next door. There is a report that Mr.Purton may also have a yard in Brisbane, Queensland, with two partners, and that locos may also be stored there.

Ian Comrie 4/94

WESTERN AUSTRALIA

EQUIPMENT FOR SALE

Advertised for sale on November 27th 1993 were six Goodman battery d/c locomotives, four Gia DHS-12S locos (V6 Deutz engines, built 1981) and five Conway/Goodman type 100-2 Conway Muckers of "gauge to 42 inch". A Perth fax number (09) 451 4446 was given as the only contact detail. (Could the diesel locos could be four of the five Gemcos built for the Tasmanian Hydro Electric Commission in 1987? - Ed.)

West Australian 27/11/93 via David Whiteford

VICTORIA SQUARE, Queen Street, Busselton 1067 mm gauge

The National Trust of Western Australia may register ex-Western Australian Timber Company 0-4-0WT locomotive *Ballaarat* as the first item of movable heritage to be registered in the state. *Ballaarat* was completed in 1871 at the Victoria Foundry, Ballarat, Victoria for the WA Timber Company, and became the first steam locomotive to operate in Western Australia when it was used on the Lockeville to Yoganup line. *Ballaarat* is believed to be only the fourth

steam locomotive built in Australia, and is the earliest surviving one.

A cover was erected over the locomotive in 1991 or 1992 to provide some protection from the weather.

David Whiteford 3/94

DIZZY LAMB, Waneroo 610 mm gauge

(see LRN 48 p.12)

This tourist attraction has purchased the Kless Engineering steam outline locomotive and rolling stock offered for sale by Tilden Orchard in February 1994 (see elsewhere this issue).

David Whiteford 4/94

GWALIA 508 mm gauge

(see LRN 25 p.17)

The Sons of Gwalia woodline train formerly displayed at the old mine site is now next to the Gwalia State Hotel, its former home now part of an open cut mine. The 0-6-2T loco *Ken* (WAGR Midland, 1934), with bogie tender (John Fowler 14637 of 1916), two wagons, and the tanks off FOWLER (John Fowler 0-6-0 14636 of 1916) are "preserved" while in the former WAGR lie a cab roof and back, possibly from the loco *Koppel* (Orenstein & Koppel 0-6-2T 5081 of 1911). At the Gwalia Museum (where the ex-Sons of Gwalia headframe and winding machinery now are) are various mining kibbles and hoppers, some set up on short lengths of rail.

David Whiteford 9/93

HANNANS NORTH TOURIST MINE, Kalgoorlie 610 mm gauge



Hannan's North tourist mine train, Kalgoorlie, September 1993, with typical mine buildings and mullock heaps in the background.

Photo: Donald Whiteford

This tourist attraction opened in February 1992, replacing the Hainault Tourist Mine (see LRN 87 p.17), which has now been dug out as part of the "super pit" open cut mine. Situated a few kilometres north of Kalgoorlie on the Leonora road, this site is an expanded, neater version of the Hainault with many surface buildings and machinery on view that has been transported from various mine sites or else built in replica. The underground operation is a genuine mine although tourism is now the only commercial activity. On the surface a one-kilometre "figure of eight" railway has been laid to convey tourists around the attractions with driver operated p.a. commentary and stops to inspect some of the buildings. Various halts on the line have been named for former Kalgoorlie-Boulder suburban stations (e.g. Hannan Street, Brown Hill), and passengers can join at any halt. However, there is no provision for easy disembarkation at any but two or three 'official' stops on the run. The train is hauled by one of two or three small (Gemco?) 4wBE locomotives (with no identifying marks) and has four cage type four-wheeled carriages.

Unfortunately, misleading advertising has given the impression that underground trains were also operated but a visit in September 1993 has confirmed that there is no such operation - although leaflets still handed out at the mine say that there is! On the tour level of the mine is a short, corroded, mine tramway with Eimco bogger model 12B S-P-N 12966-2-A-82, an unidentified Gemco loco and one standard skip - but there appears to be no likelihood of operating underground trains.

A machinery compound includes a large collection of mining rail equipment - bidders, locos and hoppers - but they are not restored or on official display.

The whereabouts of former Lake View & Star F.C.Hibberd "Planet" 0-4-0DM 2011 of 1937 and hoppers formerly displayed at Hainault is unknown although they have not been transferred to Hannans North.

David Whiteford 9/93

ROTTNEST ISLAND AUTHORITY 1067 mm gauge

(see LRN 90 p.15)

Although the new tourist railway on the island was completed in late 1993, trains were not due to commence until June 1994. By November 1993, more than 165 \$40 sleepers had been sold as a fundraising campaign and Shell Australia which supplies Rottneſt Island with fuel, will donate a portion of the money spent on fuel by the Island towards supplying fuel for the railcars. Gemco has donated two trailers, worth about \$6000 for use on the railway. The trailers will be designed and built by Gemco in Osborne Park. Negotiations are underway for one of the ex Westrail shunting tractors to be used on the island. The ARHS (WA Division) is believed to have obtained one

of these 4wD 1966-8 constructed units, and this may be the initial, though not permanent, motive power.

Thirty soldiers from the Australian Army's School of Artillery at Manly, NSW, visited Rottnest in November 1993 and among community projects undertaken by the men was the removal of some of the few remaining sections of old rails from the route of the new island railway.

Rottnest Island Authority hopes to commence passenger trains by June 1994. Ex-Westrail flat top container bogie wagons are being turned into the "Quokka Express" for use on the line, but special hybrid train-trams (the Gemco contribution?) are being developed to eventually replace the wagons. It is intended to have four self-powered trams, driven from either end, on the line.

Rottnest Islander 11/93, 12/93; David Whiteford 3/94, 4/94

TILDEN ORCHARD, Harvey (former Harvey Fruit Bowl) 610 mm gauge

(see LRN 70 p.14)

On 12 February 1994, tenders were invited for the "purchase and removal on an as is where is basis of 4 cylinder Cleff Engineering Fairground locomotive, 3 carriages (seat 24 ea.) and 2.4km 45lb 28 inch (sic) gauge track". Tenders closing on March 11th were to be sent to Tilden Orchard, Harvey. This is the former "Harvey Fruit Bowl" or "Big Orange" railway which opened on 26 December 1986 beside the South Western Highway on the approach to the town from Perth. The original developer of the complex envisaged a "Big Pineapple" (Queensland) type of operation with the railway running through the orchards with commentary on the many fruits and nuts grown there. It was also hoped to establish a small zoo, water playground, and other features that would have been served by the railway, but with changes in ownership the whole tourist operation has gradually been wound down.

The locomotive is actually a steam outline 4wDH(?) 4.8 tonne Kless Engineering product, and the coaches were built on site using wheels built by Connellan in Queensland. The stock has rarely been stored under cover, and is believed to have been largely unused for over a year. A later report indicates that the equipment was sold to Dizzylamb, Waneroo.

West Australian 12/2/94; David Whiteford 3/94, 4/94

WATER AUTHORITY OF WESTERN AUSTRALIA, Shenton Park

The government of Western Australia is constructing a \$5 million, one kilometre, sewer tunnel at Shenton Park. Rail operation is used in the tunnel, but further details are unknown at present.

Subiaco Post 15/3/94 via David Whiteford

WESTERN AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION

Bennett Brook Railway, Whiteman Park 610 mm gauge

(see LRN 99 p.14)

Henschel 2-8-2 NG15 118 (24476 of 1938) has passed all major steam test hurdles, and 1994 operations are envisaged. Franco-Belge 2-8-2 NG15 123 (2670 of 1951) was named *Fremantle* during a ceremony at Whiteman Village Junction station on October 10th 1993. The then Federal Treasurer and member for Fremantle, Mr. John Dawkins performed the naming. *Fremantle* was named for the port of arrival of the locomotive in WA and has other significance in that the Whiteman Park land was once owned by the Midland Railway of Western Australia, and there was also a Midland Railway locomotive named *Fremantle*. Loco 118 is to be named *Elizabeth* after Port Elizabeth in South Africa.

WALRPA is installing the former Midland Workshops 80 foot turntable at Whiteman Village Junction as the first stage of future running sheds to be established there. The girder is now in place and the finishing off of the pit will be the next stage of work.

Rusty Rails various issues via David Whiteford 3/94

WESTRAIL, East Perth Terminal 1067 mm gauge

WAGR four wheel composite carriage AI 258 was placed on display in the foyer of East Perth Terminal on 19 October 1993. AI 258 was one of two carriages built by the Metropolitan Railway Carriage & Wagon Co Ltd, Birmingham, at a cost of £380 each for use on the first WA government railway - Geraldton to Northampton. It was delivered in 1876 and ran on the WAGR until sold to the Goldfields Water Supply for use on the then private Mundaring Weir railway around 1900. From 1912 to 1962 it operated on the Carnarvon town to Babbage Island jetty railway before being sold for use as a storage shed. 258 was eventually rescued but sat at the jetty depot and then the Lighthouse Cottage Museum at the mercy of vandals for a few years before Westrail brought it to the Midland Workshops for full restoration. Various plans for 258 included display at Perth Station but after over two years waiting, it is now at East Perth Terminal for all to see.

Jeff Austin & David Whiteford 10/93

STOP PRESS:

It is reported that Charlie McClelland's Hunslet 4-6-0T (Frankston, Victoria) and Keith Watson's Freudenstein 0-4-0T (Perth) - both 2 ft gauge - have been offered for sale. The latter has been advertised overseas.

- David Mewes 5/94

OVERSEAS - FIJI

FIJI SUGAR CORPORATION 610 mm gauge

(see LRN 96 p.19)

Some 15 to 20 line cars are still said to be operated by Fiji Sugar Mills. Recently, six ex-SRA of NSW line cars were purchased at auction by Sydney-based FSC Services, overseas agents for Fiji Sugar, for shipping to Fiji and conversion to 2 ft gauge.

Of the six Clyde Model DHI-71 0-6-0DH locos purchased from Isis Mill (see LRN 98 p.8), the four complete with cabs are expected to be in service in the 1994 season. The other two may not be ready for service until 1995.

Con Van Wensteen (FSC Services) 5/94

MEETINGS

MELBOURNE

Western Australian Railways and Tramways

Ted Godwin will be showing some of his extensive collection of slides depicting Western Australian railways and tramways.

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

DATE: Thursday 9 June at 8.00pm.

SYDNEY

Any member wishing to know details of the next meeting should call Craig Wilson on 02-4847984

LOCATION: Woodstock Community Centre, Church St Burwood

Note: Plenty of off street parking at the rear of the building and Burwood station is only a 5 minute walk away.

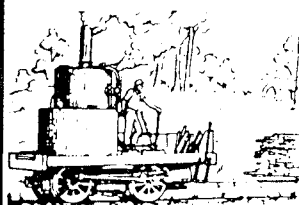
DATE: Wednesday 22 June at 7.30pm

ADELAIDE

Contact Arnold Lockyer for details. Phone: 08-2969488

LOCATION: 150 First Avenue, Royston Park





LIGHT RAILWAY NEWS

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Outside the loco shed on June 8th, Victoria Mill's Walkers B-B DH 599 of 1968, newly arrived from rebuilding at Tulk Goninan, Mackay and still to be fitted with *Victoria* nameplates.

(Chris Hart)

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NOTES, CORRECTIONS & COMMENTS

Bob McKillop wishes it to be known that Patrick Lane from the *Continental Railway Journal* (UK) will be in Australia from August to the end of the year, and hopes to visit many preservation and industrial sites. Although unable to contact every group he hopes to visit in advance, Patrick hopes that this note will serve as some kind of notice and he is looking forward to meeting many LRRSA members.

It has come to the Editor's attention that for some time he has been spelling the name of Mackay loco rebuilders Tulk Goninan incorrectly. Apologies.

RESEARCH COLUMN

UPPER NEPEAN DAMS, NSW

A number of articles on construction railways of the Upper Nepean dams, NSW, which might interest LRRSA readers have appeared recently in the ARHS Bulletin. Ken McCarthy introduced the light railways of the Upper Nepean Dams water supply scheme in LR 43. More recent articles in the "Bulletin" have been:

- Cataract Dam - Bulletin 669 (July 1993)
- Cordeaux Dam - Bulletin 672 (October 1993)
- Avon Dam - Bulletin 675 (January 1994)
- Nepean Dam - Bulletin 679 (May 1994)

Woronora Dam still seems to have defied all attempts at research.

Jim Longworth

ANGLO-SAXON MINE TRAMWAY, Palmer Goldfield, Queensland

The Anglo-Saxon mine tramway on the southern part of the Palmer Goldfield in far north Queensland (see LRN 100 p.2) connected mine and ore crushing battery. It was a substantially built line and well graded, so that gravity would have been the main motive power for loaded trucks. Ruth and John Kerr of Brisbane (105 Highland Terrace, St.Lucia 4066) and John Hay of Cairns have researched and walked the line and are preparing an article for *Light Railways*. They would welcome any further information on the subject. So far, they have been unable to locate any historic photos.

John Kerr

LADY MUSGRAVE ISLAND, Queensland

Lady Musgrave Island (otherwise known as Bunker Island No.1 - see *Light Railways* 110 p.6) off the Curtis Coast in Queensland was still found to have several lengths of railway track left over from the guano mining days when a building was erected there in 1931, according to a newspaper cutting (possibly from the *Bundaberg News-Mail* - Ed.)

George Bond

FIELD REPORTS

NSW Division Craven Forest Railway Tour

On Sunday 22 May the NSW Division conducted a tour over some of the more picturesque and better preserved sections of the Craven Forest Railway.

This standard gauge railway was a 6 mile long line which connected the NSW government owned sawmill at Craven railway station with the nearby Craven State Forest. It was built in 1918 by the NSW Public Works Department. The line was used to supply saw logs to the sawmill for nearly 20 years before being dismantled in 1936.

Maitland member Ian McNeil, who has been researching the history of the mill and railway, conducted the tour. A small group of members travelled from as far afield as Sydney and Port Macquarie to rendezvous at the village of Stroud Road. The weather was cool but sunny, ideal for a Light Railways tour. The group motored north to Craven Village then turned eastwards along Glen Road. We stopped from time to time to view the remains of the railway formation visible from the road. After leaving the road, the next kilometre of the railway passes through cleared pasture lands, and is poorly preserved. From this point to the State Forest boundary, the railway follows Wards River upstream. Heavy earthworks and sharp curves were needed for the line to

follow the winding course of the river.

A lunch stop was made inside the State Forest at a spot known as "The Glen". At this point, the railway is a low embankment running through a grassy glade. Bel birds, tall trees and an over-friendly herd of horses made for a very pleasant lunch stop, although it was dangerous to leave your lunch unattended for an instant.

Several members explored the remaining 400 metres or so of line towards the terminus during lunch. Along this section, Wards River is a shallow placid creek running alongside the shallow ledge excavated for the railway. The formation ended abruptly in a small cutting which may have extended further, but which appears to have been filled in by past logging activities. This locality appeared to be a most unsatisfactory place to terminate a railway - in a cutting and on an upgrade. There was some speculation that this was a long headshunt. About 100 metres back the ledge was certainly wide enough for a runaround loop. It was also possible that this formation never saw any rails at all, as a 1922 report spoke of plans to extend the line another 2 miles into the forest.

The main walking tour was held after lunch. Permission had been obtained from three property owners to walk the first 2 kilometres of formation outside the State Forest. Heading west towards Craven the line soon passed through a succession of tall embankments, deep cuttings and hillside ledges, following the serpentine course of Wards River downstream. It was obvious that although sharp curves were a necessity for the line, no expense had been spared to keep to a steady downhill grade. For a timber railway, earthworks were very heavy. At the first river crossing it was estimated that the railway bridge would have been some 35 metres long and 15 metres high.

Several artefacts were found during the walk, including sleepers, dogspikes, bridge timbers and a few of the 50cm long iron bolts that were used extensively for bridge construction in those days. The walking was mostly easy along the old formation, passing through grassed paddocks and lightly timbered bush. The only hazard encountered was the hungry leeches at the second river crossing.

The last part of the walk was through riverside paddocks where, regrettably, the old formation has been bulldozed flat. After a rendezvous back at the cars, a short visit was made to the site of Craven railway station and the old mill. Both areas have been comprehensively cleared, and it required a very good imagination to picture what it must have been like in its heyday. At 4.30pm the tour was concluded after a most enjoyable day.

Ian McNeil 6/94

EAST OTWAY DISCOVERIES

Bush bashing in the untracked wilds of the East Otway Ranges has revealed some wonderful finds over recent months.

Along Henry's tramways in the Noonday Valley and West Barwon Valley there are kilometres of extant formations along the watercourses, up the side gullies and along the side spurs. The larger of Henry's two tunnels has been blown in and there is not much to see at the portals, but the small tunnel east of the No.1 mill is visible. Two thirds of the small tunnel has collapsed but the brave can scramble up the rock and earth slides and wriggle into the intact section (and hope there are no snakes within). The wooden supports are still standing but the roofing laths have long since gone. The writer has been inside the tunnel twice and safely emerged. Fellow member David Critchley has done likewise and captured the scene on video. It is planned to show the video and slides at the October entertainment meeting in Melbourne.

In the Barwon River itself are numerous lengths of iron and steel rail, relics of the 1923 flood. Up on the side spurs are zig-zags (two discovered and a third suspected) on sinuous routes crossing deep gullies via huge bridges as well as log landings, winch sites and snig tracks. Believe it or not, there is 15km of tram route east of the No.1 mill in the West Barwon valley made up of the main line and seven branch lines.

At Henry's Tangye mill is another zig-zag on the access tram while at Henry's Nettle mill are bench trucks, an intact bushfire shelter and bits and pieces of the Donaldson Trail tractor. The tram routes to Henry's Fun Factory mill is now a walking track in the Mount Sabine Falls reserve.

Hayden's tram route to the mill at Gail Clearing is largely intact on the Cumberland River side. There are some bridge remains, including one that was apparently built on top of two tall tree stumps as well as a double or triple decker over the northern arm of the Cumberland River, intact iron rails on one incline, a few wheel sets lying about and a pair of bogies with a log on them at a landing on the southern arm of the Cumberland River. The log bogies were loaded and ready to haul up when a tree fell onto the incline and wrecked the track, so the lot was left.

As is the case with such matters, all the exciting relics are situated way off the logging and fire tracks either at the bottom of gut-busting, leech-infested slopes or, if close, in the most tortuous and near impenetrable thickets of wire grass, dog wood, ferns and blackberries. It is not likely that tours will be conducted to these sites for Health and Safety reasons.

Norm Houghton 5/94

LOCOMOTIVE, ROLLING STOCK & EQUIPMENT MANUFACTURERS

ANDERSON RAE PTY LTD, Boundary Rd, Paget, Mackay, Qld

This company is managed by Ian Wright, former Mackay manager of Eimco Australia Ltd, and is situated close to Eimco's Mackay workshops. Not surprising in view of Ian's interests, is that Anderson Rae has become involved in cane railway work. Noted on 13 May was a new cab for Com-Eng 0-6-0DH *Alma* (FE56110 of 1975) of Inkerman Mill, basically complete but still to be fitted out. The design was fairly similar to that used previously by Eimco. Out in the yard was found the old cab of *Alma*. This cab was delivered to Inkerman by about the end of May.

Also on 13 May the mainframe and bogies of Pleystowe Mill's Walkers B-B DH 672 of 1971 (ex NSW SRA 7313) were receiving attention. The mainframe had approximately 600mm removed from each end, while bogie regauging was also taking place. In addition pivot modification to accommodate new smaller diameter wheels was to be carried out. The mainframe and bogies were returned to Pleystowe Mill by late June.

Editor 5/94, 6/94

G & N SOLARI ENGINEERS LTD, Challands St, Ingham, Qld

(see LRN 98 p.2)

A bogie brake wagon was delivered to Victoria Mill on about 26 May and to Macknade Mill on 27 May. These are based on cut-down ex QGR HJS type wagons, and the Macknade one at least was supplied without electronics, electricals, control system and air reservoirs, which were to be fitted by the mill. G & N Solari also built a third brake wagon for stock.

Chris Hart 6/94

TULK GONINAN LTD, Connors Rd, Paget, Mackay, Qld

(see LRN 100 p.3)

The three ex-QGR Walkers DH-class B-B DH locomotives rebuilt for sugar mills were despatched by road transport in May and June. Walkers 601 of 1969 left for Invicta Mill on 12 May, 593 of 1968 left for Kalamia Mill about the start of June, and 599 of 1968 left for Victoria Mill on 6 June. Delivery of Walkers 657 of 1970 for Racecourse Mill is scheduled for the end of August. This unit will be similar in external appearance to those rebuilt by Walkers for Tully Mill in 1993. Meanwhile, DH68 (655 of 1970), to be rebuilt for Invicta Mill, had been delivered to Tulk Goninan by the end of June. The company has

expressed interest in rebuilding the similar but larger Walkers ex-SRA of NSW 73-class B-B DH locos for sugar mill service.

Mackay Daily Mercury 6/6/94, Editor 5/94, 6/94

VAE RAILWAY SYSTEMS PTY LTD, McLennan St, Ooralea, Mackay, Qld

A \$2m extension was recently opened at this factory which manufactures points, crossings and associated products. The company was formerly known as the Mackay Foundry before being purchased by the Austrian-based Voest-Alpine a few years ago. Private railway customers include Mackay Sugar, CSR, Bundaberg Sugar and other sugar mills, as well as Mt. Isa Mines and Comalco, Weipa.

Mackay Daily Mercury 28/5/94 via Editor

NEW SOUTH WALES

EQUIPMENT FOR SALE 762 mm gauge

Advertised for sale ex NSW in the Index Industrial Brokers January/March 1994 catalogue are a Gemco 10 tonne battery loco, a Gemco 8 tonne battery loco and SIG 10 tonne battery locos (number unspecified); also an Eimco 21 bogger, Hagglund 90c muck car and various items of rolling stock, all 762 mm gauge. Can any reader provide the editor with further details on this equipment?

Barry Campbell 6/94

MELALEUCA STATION, Chinderah 610 mm gauge

(see LRN 99 p.5)

A visit in mid-May found that this attraction was not yet open in spite of expectations to the contrary. The main building is large and built as if a railway station with what appear to be ex-VR Tait electric multiple unit cars featuring prominently. The site is drained ti-tree swampland adjacent to the Pacific Highway between Chinderah and Condong. Perry 0-6-OT 2601.1.51 of 1951 and two bogie cars built by Tony Germanotta (see LRN 100 p.5) were parked in the open, with the steam loco partly sheeted over, and no 2 ft gauge railway works apparent.

Editor 5/94

NESTLES CHOCOLATE, Abbotsford 610 mm gauge

During May 1994, Bruce Macdonald was able to successfully negotiate access to this site for himself and Jim Longworth. Initial suspicions were that the site had contained a line of about 3 ft gauge. During the course of the site

survey, seven separate 2 ft gauge lines were recorded. A complete operable V tipping skip was also found in situ on one of the tracks. A research report will be submitted after further enquiries are carried out.

Jim Longworth 5/94

QUEENSLAND

ARAMAC TRAMWAY MUSEUM 1067 mm gauge

In 1913, the Aramac Shire Council opened a 67 km light railway connecting Aramac to Barcaldine, 600 km west of Rockhampton on the QGR's Central Railway. The Shire's Tramway Board operated the line until its demise. On 1 January 1976, the line closed after the road connecting the two towns was sealed. A museum has been opened in the old goods shed at Aramac. Here is to be found ex-QGR red railmotor RM28 and its trailer, which provided passenger services on the line after 1963. Other relics and items of rolling stock have also been saved at Aramac including a carriage and a Fairmont line car, while both diesel locomotives which operated on the line are in operation at sugar mills. The museum is open daily by request at the Aramac State School (076 51 3177).

Editor 6/94

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY Durundur Railway, Woodford 610 mm gauge

(see LRN 97 p.6)

The workshop building was completed in May and will soon be in use. The first occupants are likely to be Hudswell Clarke 0-6-0 *Melbourne* (1701 of 1938) and John Fowler 0-6-0DM No.1 (18620 of 1929). Reassembly of the Hudswell Clarke should be able to proceed more quickly under cover, while once the Fowler's wheel bearings are completed, it will also be able to be moved inside. New cab side panels and cab roof are being made for this loco, while further work is continuing on the clutch assembly.

Durundur Railway Bulletin 4/94

BUNDABERG SUGAR LTD, Mourilyan Mill 610 mm gauge

(see LRN 96 p.11 & LRN 99 p.9)

Walkers 0-6-0DH 11 (570 of 1956) has been painted in the mill's yellow and grey livery. Late in May, a Clyde Model DHI-71 0-6-0DH was seen stripped down and painted in primer at the mill. It looked as if it had almost certainly been sandblasted.

Chris Hart 6/94

GRAHAM CHAPMAN, Murrumba Downs 610 mm gauge

(see LRN 95 p.10)

John Fowler 0-4-0DM 18801 of 1927 is believed to have left here, apparently sent south to a private owner. Further details from any reader would be welcome. It seems likely that 4wDMs Hibberd 2333 of 1940 and Ruston & Hornsby 371381 of 1954, which arrived from Plane Creek Mill at the same time as the Fowler, are owned by Graham Chapman, not privately owned as shown in LRN 94. Ownership seems to have been confused between these and the Fowler.

David Mewes 7/94

CSR LTD, Herbert River Mills 610 mm gauge

(see LRN 100 p.4)

Construction of a \$7.5m 26km line into the Crystal Creek area some 40 km to the south of Ingham is planned to go ahead from mid-1994. The line will diverge from the existing Bambaroo line close to where it crosses to the western side of the QGR and serve areas to its east before running parallel to the QGR to around Mutarnee. A contribution to the costs of the new line will be made through a levy on growers for five years. In addition, major extensions in the Kirkwoods Road, Grassos/Pappins Road and the new Wharps area will be in place for 1995 or 1996, while extensions at Sheehans and Mortons roads are described "as a couple of years down the track".

Victoria Mill's new loco arrived on 6 June. It is Walkers B-B DH 599 of 1968 rebuilt and regauged by Tulk Goninan, and the name selected for it is *Victoria*. It will haul cane on the Bambaroo line.

The new Solari's brake wagons arrived in May, Victoria's probably arriving on 26 May and Macknade's on 27 May. They are built from shortened ex-QGR HJS type wagons and are yellow all over with the exception of silver bogies and red and white stripe headstocks. Macknade's, numbered 3, had to be fitted out with electricals, electronics, control system and other items by the mill, and probably the same applies to the one for Victoria. Macknade's carried above deck on delivery only fuel tank, beacon mast, a large package compressor, the brake cylinders and an empty control box. It was given the air reservoirs from Clyde 0-6-0DH DHI.2 of 1954 (ex Inkerman Mill's *Iona*). It will be paired with E.M.Baldwin B-B DH 19 (7070-3-4-77 of 1977) and used mainly in the undulating Hawkins Creek area.

The Invicta Mill bridge crane was noted back at the Hawkins Creek bridge replacement job on May 4th, attended by Motor Rail "Simplex" 4wDM *Smokey* (4054 of 1929), and was gone by May 12th, although the loco stayed

a little longer before returning to Victoria Mill. Motor Rail 4wDM 10232 of 1951 eventually found its way back to Macknade in May or early June after spending some time at Victoria.

Some if not all of the Victoria Mill Clyde and Baldwin main-line locos now have rear cab centre windows. Among those fitted with them during the slack season were Baldwins *Brisbane*, *Darwin*, *Homebush II*, *Wallaman* and *Hobart*, and Clydes *Lucinda*, *Perth* and *Centenary*.

Macknade Mill's E.M.Baldwin 0-6-0DH 14 (6-2490-1-7-68 of 1968) has been fitted with a new Alison torque converter instead of its Rolls Royce Twin Disc one, and has also received a stainless steel exhaust system. Macknade's Clyde 0-6-0DH 18 (DHL5 of 1954) dropped a side rod on 29 June and bent it. E.M.Baldwin 0-4-0DH 17 (6-1446-1-9-65 of 1965) was pressed into service for a few hours on 30 June, and Victoria Mill's E.M.Baldwin 0-6-0DH *Hobart* (4413-1-7-72 of 1972) arrived on loan the same day.

A number of different size bins seem to have been trialled at Victoria Mill, with three 6-tonne bins with Willison couplers (possibly from Inkerman) and a pair of four-wheeled 10- or 12-tonnes with link and pin couplers (possibly from Tully) having been noted in May. There is discussion of moving to larger bins in the valley, but the final decision will depend in part on the amount of modification needed to feeding stations to accommodate any larger design.

At Victoria Mill, Hudswell Clarke 0-6-0 *Homebush* (1067 of 1914) together with its carriage and display shed were repainted in June. *Homebush* is now maroon with black cylinders, frames, smokebox and safety valves and red headstocks and rods. Valances are gold and there is gold lining out and lettering. The name is in plain capitals on the cabsides and CSR CO LTD is across the tender sides. The carriage is maroon and white with gold railings.

The transfer of cane from Victoria Mill to Macknade will continue as required during the crushing season, with the first trips made on June 23rd. Average for 1994 may be around 8500 tonnes per week.

*Herbert River Express 9/6/94, 14/5/94, 26/5/94 & 23/6/94
via Chris Hart, Chris Hart 6/94*

HAUGHTON SUGAR CO PTY LTD, Invicta Mill, Giru 610 mm gauge

(see LRN 99 p.7)

B-B DH *Giru* (Walkers 601 of 1969), rebuilt by Tulk Goninan, arrived at the mill in mid May. It is the first of a planned fleet of seven 40 tonne locomotives each capable of hauling 200 six-tonne bins. When the mill is crushing at 1000 tonnes in 1997 (a 150% increase on the 1993 rate), thirteen locos will be required to haul cane to the mill.

North Queensland Register 19/5/94 via Chris Hart

THE LATE STEVE KELE, Rockhampton 610 mm gauge

(see LRN 99 p.8)

2 ft gauge Hudswell Clarke 0-6-0ST 496 of 1898 was sold at auction on 27 March, according to press reports. It would be appreciated if any member could provide further information.

Alan Robert 7/94

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD 610 mm gauge

(see LRN 100 p.5)

Following modification by Anderson Rae Pty Ltd (see elsewhere this issue), the frame and bogies of Walkers B-B DH 672 of 1971 (ex NSW SRA 7313) have been returned to Pleystowe mill and rebuilding by the mill was programmed to begin in earnest in early July, with a possible completion date before the end of the crushing season. It is suggested this loco will be named *Walkerston*, quite appropriate for a Walkers loco! Clyde 0-6-0DH locos *Palmyra* (63-273 of 1963) and *Palms* (70-708 of 1970) have been rebuilt with new GM engines incorporating DDEC (Detroit Digital Electronic Control) for the 1994 season.

Hunslet 0-4-2T 1026 of 1910 has been stored in the crane shed behind the loco shed at Pleystowe pending cosmetic repairs.

The new crossing of the QGR at Wollingford, on the Pleystowe link to North Eton, which is used by about 60 cane trains per day, has been placed in operation. Two short hinged sections of 2 ft gauge track are normally held in an elevated position on either side of the government line. In order to allow a cane train to cross, these sections are lowered hydraulically and meet together across the government railway track, secured with a locking pin and supported by a series of steel base plates so that there is a small gap between the 3 ft 6 in gauge railhead and the foot of the 2 ft gauge rails. Operation is completely automatic, and is remotely activated by radio signal by the loco crew of the cane train as it approaches the crossing so long as no government railway movement is conflicting with it. A long audible (siren) and visual (flashing lights) alarm operates before the crossing is lowered or raised. The installation is interlocked with track circuits and connected to colour light signals on both government and cane railway, and catchpoints protect the crossing from cane trains when the cane railway track is in the raised position. A counting device ensures that all cane vehicles entering the section have left it before the crossing is raised.

At Racecourse Mill, Clyde 0-6-0DH *Rosella* (64-317 of 1964) was nearing the end of a major overhaul at the end of June. It has received a new GM turbo-charged engine with DDEC, increasing power by about 100hp, and is the first

Racecourse loco to be painted in the new Mackay Sugar corporate livery of yellow, green and red. The ex-QGR DH-class Walkers B-B DH loco being rebuilt at Tulk Goninan (657 of 1970) is due for delivery at about the end of August, and is expected to receive the name *Balberra*.

Two new Model TSR-TRS Sleeper replacement machines/track scarifiers have been delivered by Tamper under the new identity of Fairmont Tamper (a Harsco Company) according to the builder's plates. These are 6.5 tonne four-wheeled machines with drive from a hydrostatic motor onto each axle. 926213 is allocated to Pleystowe Mill and 926223 to Marian Mill.

All the locos at Marian Mill have been fitted with adaptors enabling them to handle both Willison and link-and-pin fitted bins. All Marian's six-tonne bins have been fitted with Willison couplers for the 1994 season, but there are still many smaller bins in service. No new brake wagons were observed at the mills late in June. Possibly these are designed to be used with converted government railway locos and so may be delivered in the future.

Mackay Sugar Newsletter 6/94; Editor 6/94

MOSSMAN CENTRAL MILL CO LTD 610 mm gauge

(see LRN 97 p.9)

Hudswell Clarke 0-6-0 *Ballyhooley Too* (1838 of 1950) has reportedly been sold to a NSW group.

Bruce Belbin 5/94

MULGRAVE CENTRAL MILL CO LTD, Gordonvale 610 mm gauge

(see LRN 97 p.9)

A new loco shed is under construction to contain the expanded number of locos following the merger of the Mulgrave and Hambledon loco fleets at the end of 1991.

A new loco livery has been chosen in which locos will be painted progressively. This is dark green above waist height with a yellow strip and red band below, with yellow below that. Red and white dazzle stripes are also to be applied.

It is reported that two ex-QGR Walkers DH-class B-B DH locomotives, DH13 (595 of 1968) and DH31 (612 of 1969), have been purchased for future rebuilding for cane railway use.

David Mewes 7/94; Editor

PLANE CREEK CENTRAL MILL CO LTD, Sarina 610 mm gauge

(see LRN 100 p.6)

Funding for the 44 km cane railway extension from Koumala to Karloo was

confirmed on 30 June. This will enable an early go-ahead of construction, with the line completed for service in the 1995 season. As noted previously, three ex-QGR DH class B-B DH locomotives built by Walkers, DH12 (594 of 1968), DH48 (630 of 1969), and DH64 (651 of 1970), have been purchased for conversion to cane railway use, and it is expected that a contract for these conversions will soon be finalised.

In late June and early July a total of eight ex-NSW SRA 73 class B-B DH locos, also built by Walkers, arrived at the mill for storage pending eventual conversion. It is believed that these units are destined for Plane Creek and Invicta mills, with the split suggested as 3:5. Details are as follows:

SRA No.	Walkers	Date	Livery
7309	668	1971	Reverse yellow
7310	669	1971	Candy
7318	677	1971	Candy
7325	687	1972	Candy
7346	708	1973	Tuscan
7347	709	1973	Tuscan
7348	710	1973	Tuscan
7349	711	1973	Reverse yellow

In addition, about 12 ex-QGR 4-wheel covered grain hopper wagons are stored at the mill, but it is unknown for what purpose.

A number of new bins have been built for the 1994 season by local company Graham Engineering.

*Editor 6/94; Mackay Daily Mercury 1/7/94 via Editor;
Tony Wells 7/94*

PROSERPINE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD 610 mm gauge

(see LRN 91 p.15)

Proserpine Mill has adopted a design for a 10-tonne four-wheel cane bin, and a number are in use for the 1994 season, which more observed being assembled at the mill in early July. These bins have a rigid wheelbase and are fitted with coil springs. They are also divided transversely internally, providing two compartments for cane. Because of the need to keep as low as possible the centre of gravity of the loaded bin, the bin floor is slightly raised over each wheelset to accommodate the wheel diameter. The implementation of this design of bin is said to increase siding capacities by 30% in cane weight when compared to the smaller bins in general use.

Clyde 0-6-0DH 6 (62-272 of 1962) was fitted with an Eimco cab in 1991. Unlike that fitted a year earlier to Clyde 0-6-0DH 5 (60-218 of 1960), this has a profile

which slopes inwards above waist height. Both locos have bi-directional controls. [In LRN 79 p.15, it was incorrectly stated that Clyde 0-6-0DH 3 (58-195 of 1958) had received an Eimco cab in 1990. This information referred to number 5. Number 3 received a Hockey cab in 1981 (see LRN 30 p.14).] Proserpine Mill's two E.M.Baldwin brake wagons are still not being used.

Editor 7/94

ALAN ROBERT, Beaudesert 610 mm gauge

Alan Robert is the new owner of Hunslet 4-6-0T 314 *Invicta* (1215 of 1916) from the Bush Children's Home in Townsville. This locomotive was purchased by Invicta Mill from Bingera Mill in 1956. After arriving there it was rebuilt with the tanks and cab from Invicta's 1226 of 1916, so taking on its name and original War Department number. The locomotive was fitted with a new boiler in 1942 and appears to be in good condition despite having spent the last 27 years within a few yards from the ocean, possibly due to careful preparation for display initially and regular maintenance since. It is intended to restore it fully to working condition.

Alan Robert 7/94

TASMANIA

WARATAH 610 mm gauge



2 ft gauge play wagons on the site of the Emu Bay Railway's Waratah railway station. May 7th 1994

(Ross Mainwaring)

On the site of the original Waratah railway station has been built a narrow gauge railway children's playground to delight LRRSA members young and old. Two foot gauge track runs from an imitation mine adit to a "pretend" stamp mill, and on the track are two four-wheel wagons, newly built with timber frames and bodies but incorporating original wheels (and axleboxes in at least one case). Someone deserves congratulations.

Ross Mainwaring 6/94

VICTORIA

EQUIPMENT FOR SALE 1067 mm gauge

Advertised for sale ex Victoria in the Index Industrial Brokers January/March 1994 catalogue is a 15 ton Com-Eng diesel hydraulic loco, Caterpillar engine, in good order, price \$27 500, and several 20 ton Com-Eng diesel hydraulic locos, Caterpillar engines, in very good order, price \$37 500. Can any reader provide the editor with further details on this equipment?

Barry Campbell 6/94

CHARLIE McCLELLAND, Frankston 610 mm gauge

(see LRN 22 p.21)

Charlie's Hunslet 4-6-0T 306 (1218 of 1916) has reportedly been sold by tender to a steam preservation centre in Narrabri, NSW. It would be appreciated if any member could provide further information.

Alan Robert 7/94

COAL CORPORATION OF VICTORIA 900mm gauge

The Coal Corporation of Victoria, otherwise known as Energy Brix Australia, has invited expressions of interest for coal transport contracts at Yallourn. These comprise the operation of the 15 kilometre narrow gauge railway conveying 1.6 million tonnes of coal per annum to the Morwell briquetting plant, and of the cross country conveyor to the Morwell Power Station. Cook's Construction previously held the railway contract (see LRN 99 p.12).

The Age 7/5/94 via Colin Harvey

CROWES BUFFER STOP 762 mm gauge

(see LRN 66 p.15)

The Crowes Buffer Stop tourist attraction on the ex-VR 2 ft 6 in gauge Beech Forest railway was officially opened on Sunday 1 May by John Robinson, President of the Emerald Tourist Railway Board, and Norm Houghton. The attraction at Crowes has a weatherproof information board, a station name

board, 139 mile post, a buffer stop, a length of track, and a flat top NQR wagon minus the brake gear and couplings.

Norm Houghton 6/94

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Railway 762 mm gauge

(see LRN 100 p.8)

The frames of the front unit of G42 (Beyer Peacock 2-6-0+0-6-2 6268 of 1926) have now been assembled, and the cylinders are now to be fitted. At the end of June, 7A (VR Newport 2-6-2T, built 1905) was having its coupled wheels reprofiled.

On the Gembrook restoration project, the Doonaha Road level crossing, just beyond Fielder station, was installed on the weekend of 28-29 May. It is the last of six level crossings between Lakeside and Gembrook to be built. Ruston & Hornsby 4wDM NRT1 (296058 of 1950) has recently had the busiest time in its career on the Puffing Billy Railway. In June it distributed over 1000 tonnes of ballast between Orchard Road and Fielder, hauling ten tonnes at a time in ballast hopper NQG3. These ballasting operations are expected to continue in July. The tamper has been over most of this section, and a second pass is scheduled in July.

On the weekend of 28-29 May NRT1 and Peckett 0-4-0ST *Sir John Grice* (1711 of 1926) were both working at Gembrook, NRT1 on track-work trains, and "Sir John" on passenger trains to Orchard Road. On Saturday on one occasion a works train hauled by NRT1 was attached to the front of the passenger train for the Gembrook - Orchard Road trip. Here the trains separated, with the works train heading towards Fielder, and the passenger train returning to Gembrook. This interesting manoeuvre was repeated four times on the following day. The first passenger train to Fielder since 1953 ran on 25 June, with the Peckett hauling one NBH car and one NQR wagon, with about 50 passengers on board. Travelling from Fielder back to Gembrook, non-stop, took about 22 minutes.

Regrading of Cockatoo yard to return it to its original level was underway in June. The steel bridge materials which were previously stored here have been moved to another site. Two of the three piers for the small Wright bridge have now been built, off-site. It is hoped to commence work at the bridge site before the end of July.

The restoration project on the TACL 4wPM (55 of 1928) - "the Climax's little brother" - by LRRSA and PBPS members is continuing (see LRN 97 p.17). Work has now recommenced on the frames. The horn guides have been built-up to the correct thickness, and ground down to fit the axleboxes. At a work

party scheduled for June it was intended to fit at least one pair of wheels, but this was deferred due to incessant rain. This work has to be done outdoors at Emerald to make use of the crane.

Frank Stamford 7/94

EXPLOSIVES FACTORY MARIBYRNONG 470mm gauge

(see LRN 88 p.3)

EFM was to become history after 30 June 1994, with the whole site to be cleared and disposed of. A LRRSA tour was due to be held on 18 June. The 40 or 50 cordite paste trucks have been saved and about half have gone to museums with the remainder to be sold to LRRSA members (looking forward to receiving a complete list for LRN - Ed.)

Phil Rickard 5/94; 6/94

GISBORNE DISTRICT STEAM & ENGINE SOCIETY 610 mm gauge

(see LRN 89 p.17)

This Society owns Perry 0-4-2T 9737-45-1 and intends to run it on a 1.5km loop of track to be laid at Gisborne. The locomotive was originally purchased by the Essendon Lions Club for the Essendon Steam & Oil Engine Preservation Society in 1981. It came from the Millaquin Sugar Mill, Bundaberg.

By 1987, the Essendon Steam & Oil Engine Preservation Society had fitted a new front tube plate, built a new smoke box and funnel, retubed the boiler, and built a new ashpan. At this stage, the project ran into difficulties due to lack of Essendon City Council support for plans to run the loco in a park in North Essendon, and work was halted.

In 1989 the Essendon Lions Club donated the loco to the Gisborne District Steam & Engine Society, who undertook to continue its restoration with some of the original Essendon workers. In 1992 the boiler passed its hydrostatic test, and was fully certified on May 9th 1994. This enabled it to perform at the Society's annual engine and vintage rally on May 15th. The side tanks are still to be fitted to the loco, and some other adjustments must be carried out before final approval can be sought from the boiler inspector. 600 metres of rail came with the loco from Essendon, and this is currently being laid.

Neil White 5/94 via Frank Stamford

RAAC TANK MUSEUM, Puckapunyal

It is reported that a narrow gauge radio-controlled battery target trolley has been on display at the museum, and may still be. This would be one of several which operated on target tramways on the ranges at Puckapunyal, but which are thought to be no longer operational. However, there is also

a report of more recent high speed winch-hauled target trolleys on a wider gauge in operation at the Camp. Further details will hopefully follow.

Paul Napier 4/94 via Phil Rickard

WESTERN AUSTRALIA

KEITH WATSON, Rossmoyne 610 mm gauge

(see LRN 88 p.14)

Freudenstein 0-4-0T *Golden Ridge* (217 of 1905), in working order and with new boiler fitted in 1990, has been advertised for sale overseas. Contact address was Wato Engineering, 11 Sandra Way, Rossmoyne 6148. Phone (09) 354 2549. This machine would be subject to export control under the Protection of Movable Cultural Heritage Act.

Narrow Gauge News 202 5/94 via Editor

OVERSEAS - PAPUA NEW GUINEA

MacKENZIE-HOLLAND-KUMAGAI JOINT VENTURE, Port Moresby 914mm gauge

Battery locomotives and rolling stock used by the joint venture contractors during the construction of the Rouna No.4 power station have been located in Port Moresby. The project was completed around 1988 and the equipment has apparently been stored since this date. Four heavy Japanese-built 4wBE locomotives (Numbered DBH-89, 93, 95 and 96) and some specialist items of rolling stock are now dumped in the former Longreach Clothing Company yard in the suburb of Hohola. Rolling stock includes two cement hoppers, two rail-mounted hoists built by Uchida (B/no. 31782 and 31550), a spoil loader and a rail-mounted cement pump built by Putzmeister of Stuttgart in 1978. Twelve battery boxes have been located in the former Kumagai yard at Six Mile. Other rolling stock has recently been dumped on the causeway in Port Moresby harbour to Tautana Island. Eleven heavy four-wheel dump trucks, two cement hoppers and two flat trucks were identified here in February and there may be other items below water level.

Bob McKillop & Michael Pearson 6/94

STOP PRESS

A number of interesting reports were received just after the news deadline. Details of these reports will appear in the next issue.

All members are encouraged to submit reports suitable for inclusion in

LRN. Remember, they don't have to be completed items: rough notes will be edited into a suitable form.

Please help to keep LRN a truly national publication by submitting contributions from all states. There has been rather a shortage of news from NSW recently, particularly on the industrial front. I know we are thin on the ground but I would be delighted if we could receive a few more NSW reports for future issues. NSW members interested in obtaining ideas for visiting sites in that state should contact the NSW Division or the LRN Editor for suggestions.

MEETINGS

MELBOURNE

AGM AND MEMBERS SLIDE NIGHT.

Following the formalities of our AGM a members slide will be held. Members and visitors wishing to show slides are asked to bring them along. The usual limit of 20 per person will apply but if you have a few more bring them along and if we get the opportunity they will be displayed as well.

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

DATE: Thursday 11th August at 8.00pm.

SYDNEY

Any member wishing to know details of the next meeting should call Craig Wilson on 02-4847984

LOCATION: Woodstock Community Centre, Church St Burwood

DATE: Wednesday 24 August at 7.30pm

ADELAIDE

Contact Arnold Lockyer for details. Phone: 08-2969488

LOCATION: 150 First Avenue, Royston Park.

LIGHT RAILWAY NEWS

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What is it? Mystery 4wDM with exhaust conditioner and external chain adjusters at Menangle Steam Museum. (Engine hood and canopy do not appear to be original.) 5 June 1994.

Photo: Ray Graf

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The **news deadline** for LRN 103 (December 1994) is 1 November. A number of Field Reports have been held back from this to the next issue because of space constraints.

EDITORIAL

One of the most satisfying aspects of my work with LRN has been to see the role of LRN in the discovery, or at least the bringing to public knowledge, of a number of tramways still in existence, about which there was little if any knowledge in the past. It is a great excitement to come across such an operating system, or even the remains of a defunct one, and the publication of information about it not only informs the membership, enabling equipment to be recorded and research to be done, but it can often improve the chances of equipment being preserved. Above all, it encourages the rest of us to keep our eyes open and to realise that there is so much more out there waiting to be discovered. Don't assume that "everyone must know" about what you come across; they probably don't. Secondly, don't think that the operators of lines are generally negative about people taking an interest; they are generally rather flattered, if somewhat amused or bemused, and there are not so many of us to become a nuisance. Lastly, remember that a Society like ours exists because of a realisation that people benefit from sharing knowledge about their interest. We all benefit from the discoveries of others, so let us all be generous with our knowledge. As Editor, I realise that there are cases where information needs to be handled with discretion, and I am happy to discuss that issue with anyone who is concerned. Be assured that no news given to me is ever published without the informant's permission.

RESEARCH COLUMN

TIMBER TRAMLINES NEAR SYDNEY

(see LRN 90 p.2)

Following on from David Burke's query, another tramway that ought to be recorded in these annals was that of Tomas Davis at Terrigal. A line from near North Avoca brought logs in to a mill behind "The Haven". From there, a second tramway carried sawn timber to the jetty, for transhipment to Sydney. (Ref: Swancott C., 1954. *The Brisbane Water Story - Part III*. Brisbane Water Historical Society, Woy Woy.

Jim Longworth

AUSTRALIA'S AGE OF IRON.

The book of this title, by R. Ian Jack and Aedeen Cremin was published by Oxford University Press earlier in the year (\$39-95), and provides an interesting account of an early aspect of Australia's industrial development.

Ray Graf

NATIONAL RAILWAY ATLAS PROJECT.

This project is being undertaken by the ARHS (ACT Division) and will include *all private lines which are, or were, worked by locomotives (not being tractors or home-made steam locomotives fitted with wide wheels for use on wooden-railed timber tramways)*. Dr. Howard Quinlan of the ARHS (ACT Division) is co-ordinating the project with the help of state co-ordinators. Further details are to be found in the *ARHS Bulletin* for May 1994.

Ray Graf

LOCOMOTIVE, ROLLING STOCK & EQUIPMENT MANUFACTURERS

PLASSER AUSTRALIA PTY LTD, St.Marys, NSW

This manufacturer of track maintenance equipment is reported to have orders on hands for 610 mm gauge tamping machines from three sugar mills. Proserpine Mill and Isis Mill have ordered KMX-12T machines, while Plane Creek Mill has ordered a KMX-08.

Bob James 9/94

BUNDABERG FOUNDRY ENGINEERS LTD

(see LRN 100 p.3)

This company has obtained orders to convert five 1067 mm gauge ex-QR DH class Walkers B-B DH locos for 610 mm gauge sugar mill use. They are as

follows:

DH12	B-B DH	Walkers	594	1968	Plane Creek Mill
DH13	B-B DH	Walkers	595	1968	Mulgrave Mill
DH31	B-B DH	Walkers	612	1969	Mulgrave Mill
DH48	B-B DH	Walkers	630	1969	Plane Creek Mill
DH64	B-B DH	Walkers	651	1970	Plane Creek Mill

Delivery is expected to be early in 1995.

Jeff Shucksmith 8/94; Tony Wells 9/94

NEW SOUTH WALES

BLACK DIAMOND DISTRICT HERITAGE CENTRE, Bulli 1435mm gauge

It is believed that Hudswell Clarke 0-6-0T *South Bulli* (297 of 1888) is to be transferred here from Illawarra Light Railway Museum Society at Albion Park and that it will be placed on static display with a period coal wagon and brakevan. The museum is situated at the former Bulli Railway Station and includes railway memorabilia and photographs.

Bob McKillop 9/94

HUNTER VALLEY TRAINING CO, East Greta 1435mm gauge

(see LRN 70 p.5 & 81 p.7)

The following ex-South Maitland Railways Beyer Peacock 2-8-2T locomotives were noted in the open on a visit on April 17th: 23 (6056 of 1920), 26 (6127 of 1922), 27 (6137 of 1922), 28 (6138 of 1922) and 31 (6295 of 1925).

Ray Graf 8/94

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD, Albion Park 610 mm gauge

(see LRN 99 p.5)

The Society has been donated two Baguley 0-6-0DM locos built to the order of The Drewry Car Co. from CSR Ltd, Victoria Mill, Queensland. These are:

Seymour (2392 of 1952) and *Leichhardt* (2393 of 1952). These were removed from the mill at the start of August and were shipped from Townsville by the Royal Australian Navy on August 9th approximately on board the landing craft *HMAS Labuan*, to arrive in Sydney on August 16th approximately. The locos arrived at Albion Park on August 19th and were shunted into the compound by an old comrade, Hudswell Clarke 0-6-0 *Cairns* (1706 of 1939). *Seymour* is believed to be in quite good condition and is presumably the loco

which was noted in operation at Albion Park in early September. At the same time, some concrete sleepers, sets of 45lb points, wheelsets and cane trucks were acquired from Tully Mill.

Tony Madden 8/94; Chris Hart 8/94;

Michael Milway (Internet) via Colin Harvey 8/94; Paul Simpson 9/94

MENANGLE NARROW GAUGE RAILWAY, Campbelltown Steam & Machinery Museum, Menangle Park 610 mm gauge

(see LRN 95 p.5)

An interesting new arrival at the Menangle Narrow Gauge Railway is a small 4wDM loco which has been rescued from the basement of a Technical College in the Sydney area. The loco is fitted with a water bath exhaust conditioner, and changes from the original appearance seem to include the fitting of a canopy and most likely the replacement of the original hood. The loco has plate frames with external springs and external chain adjusters. The engine is a 2-cylinder *Listar* or *Listard* marked *Made in England*. The identity of the builder is unknown, as are details of its history, so any information about this locomotive would be very gratefully received.

Hudswell Clarke 0-4-0WT 1423 of 1923 is currently under restoration off site and it is hoped it will return in time for the running days on November 12/13. There is also an Open Day on the previous Sunday.

Wingrove & Rogers 4wBE 3845 of 1948 has had its builder's plate removed and is out of use with a broken flexible coupling. It appears to be identical in design to the loco which carried the number 218 in 1993, having the control gear mounted across the frames. The loco numbered 214 is of a different design with the control gear mounted parallel to the frames. (This leads to the suspicion that 218 would be builder's number 3846 of 1948, while 214 is likely to be one of 1607 or 1608 of 1940. - Ed.) All three battery locos are painted safety yellow.

Ruston & Hornsby 4wDM 304455 has gone to the Illawarra Light Railway Museum Society's Albion Park Museum. The Alwyn Zinn 4wPM loco (3 of 1974) has had about 200mm cut back from its cab roof overhang on each side, and has been fitted with a "builder's plate" for the first time.

Ray Graf 7/94; Paul Simpson 9/94

LACHLAN VALLEY RAILWAY, Cowra 1435 mm gauge

(see LRN 81 p.7)

There are two ex-industrial locos at this predominantly government railway preservation site. F.C.Hibberd "Planet" 4wDM 3575 of 1952 in red oxide was

noted with hood and engine removed on July 10th. English Electric B-B DE D9 (A.005 of 1956), in orange and black Australian Iron & Steel livery was in use on this day.

Ray Graf 7/94

ROTHBURY RIOT RAILWAY & STEAM MUSEUM GROUP 1435mm gauge

Among a number of ex-SRA NSW locos on 17 April were observed ex-South Maitland Railways Beyer Peacock 2-8-2T locos 17 (5570 of 1913) and 20 (5998 of 1915).

Ray Graf 8/94

TIMBERTOWN WAUCHOPE 610 mm gauge

(see LRN 85 p.7)

Timbertown closed around the middle of the year pending responses to national advertisement of its lease which is being offered to private enterprise. It would appear that one of the factors forcing the closure decision by the Hastings Council was that the railway had been closed down previously following an accident caused by track and bridgework maintenance arrears. This had apparently led to a considerable diminution in patronage.

Coast Line 1/8/94 via Roger Persson

ZIG ZAG RAILWAY CO-OP LTD, Lithgow 1067 mm gauge

(see LRN 99 p.7)

Noted at the Lower Points on 26 June were three former industrial diesel locomotives. Malcolm Moore 0-6-0DM 26-204 No.11 of 1951 in yellow livery as rebuilt with high profile cab by Zig Zag has now been fitted with nameplates *Kemira* as well as carrying the number 11. Unrebuilt loco Malcolm Moore 26-204 No.3 of 1948 is being used to supply spare parts. *Mount Lyell*, Vulcan Foundry 0-6-0DM D194 of 1953 / Drewry 2406 is in dark green livery.

Also noted was a three-quarters buried four-wheeled wooden underframe from a coal mine of 762 mm (2 ft 6 in) gauge. (Ex Blue Mountains Colliery or State Coal Mine? - Ed.)

Ray Graf 7/94

QUEENSLAND

CANE RAILWAY EASEMENTS

The Sugar Industry Act of 1991 requires sugar mill owners to apply to the Queensland Sugar Corporation to register easements for tramlines constructed and used by mills to carry cane before 25 October 1948.

Previously these were not individually identified and registered but were preserved "en masse" by industry legislation. Registration applications must be made by 30 June 1996, and the grant of a statutory easement will be made, following advertisement of applications in local newspapers, if the tramline was constructed before 25 October 1948 and is in use and required by the mill owner.

Mackay Sugar Newsletter 9/94 via Editor

BT & KA COLEMAN CONSTRUCTIONS PTY LTD, Sarina 610 mm gauge

This company, which specialises in rail line construction, is reported to have purchased Plasser KMX-12T tamping machine (222 of 1981) from Proserpine Mill. It is not known whether delivery has already taken place or whether it is being delayed until Proserpine's replacement ballast tamper is delivered. It is possible that the company hopes to carry out track laying work on Plane Creek's new 44km Karloo line, scheduled for completion for the 1995 season.

Bob James 9/94; Editor 9/94

CSR LTD, Herbert River mills 610 mm gauge

(see LRN 101 p.9)

It is reported that in August Victoria Mill purchased four Walkers M and MA class 1067 mm gauge B-B DH locos from West Australian Government Railways for conversion to 2 ft gauge. The locos concerned are:

M 1851	B-B DH	Walkers	680	1972
M 1852	B-B DH	Walkers	631	1972
MA 1861	B-B DH	Walkers	713	1973
MA 1863	B-B DH	Walkers	715	1973

It is assumed that these units will be transported to Queensland for storage.

Also in August, Victoria Mill disposed of quantities of rail equipment, including its five Baguley 0-6-0DMs built for The Drewry Car Company:

Dalrymple	2391	1951	Simsmetal, Townsville, for scrap
Seymour	2392	1952	Illawarra LRMS, Albion Park, NSW
Leichhardt	2393	1952	Illawarra LRMS, Albion Park, NSW
Herbert	2394	1952	C.Hart, Cordelia
Victoria	2404	1953	M.Mina, Hawkins Creek Road

Also disposed of to LRRSA member Chris Hart were Malcolm Moore 0-4-0DH Moore (DH-112-GT-1 of 1956), and two Hansen line cars. The *Dalrymple*, which had no motor, had reportedly been cut up by Simsmetal by the end of the first week of September.

At Victoria Mill, Clyde 0-6-0DH *Centenary* (64-381 of 1964) is used in the full yard, and the E.M.Baldwin 4wDH known as *Hambledon* (8002-1-8-78 of 1978) in the empty yard. *Hambledon* has been fitted with a new engine for the 1994 season. E.M.Baldwin 0-4-0DH *Albany* (6-1792-1-11-66 of 1966) is being used by the navvies.

Three 12-tonne bins are on trial at Victoria and are running filled with woodchips. The 6-tonne and 10-tonne bins seen late in the slack season seem to have gone.

E.M.Baldwin 0-6-0DH *Hobart* (4413-1-7-72 of 1972) has been on loan from Victoria Mill to Macknade Mill on several occasions because of loco breakdowns at Macknade, and E.M.Baldwin 0-4-0DH 17 (6-1446-1-9-65 of 1965) has continued to see occasional use on cane haulage for the same reason. Macknade Mill's new bogie brakewagon 3 entered service on July 19th.

The transfer of cane from Victoria to Macknade ceased (for the time being at least) during the last week of August. Macknade's crush estimate is up and Victoria's is down.

Victoria Mill's preserved Hudswell Clarke 0-6-0 *Homebush* (1067 of 1914) was to be used in passenger service for the Annual Maraka Festival on September 17th.

Tony Madden 8/94; Chris Hart 8/94; Bob James 9/94

CSR LTD, Kalamia Mill, Ayr

(see LRN 97 p.7)

(see Pioneer Sugar Mills Ltd, Pioneer Mill, Brandon)

PIONEER SUGAR MILLS LTD, Pioneer Mill, Brandon 1067 mm gauge

(see LRN 97 p.9)

These two CSR-owned mills are involved in the expansion of cane growing associated with the Burdekin irrigation scheme development. Consequently, there has been a continuing re-assignment of cane areas from Pioneer to Kalamia to enable Pioneer expansion further out. This has resulted in the conversion of a number of 3 ft 6 in gauge lines to 2 ft gauge on the northern bank of the Burdekin River, most recently about 7km in the Kilrie - McDesme area over the last four years. The reassignment has been further continued with the dual gauging of about 3.5km of Pioneer's Mona Vale line, and the conversion to 2 ft gauge of the 1.5km branch off it in the Airdale area. A third rail has been laid into the Pioneer track using steel sleepers fitted with dual fastenings. Kalamia locos entering the dual

gauge section must switch to the Pioneer radio channel, and a system of electrically controlled and interlocked points with colour light signals at each end of the dual gauge section control entry into it. Points leading into 2 ft gauge sidings and the branch line are padlocked to prevent Pioneer locomotives being derailed by the points being changed to the wrong position by people other than loco crews.

Since 1992, the new Pioneer line extending from Mona Park into the Jardine irrigation area have been extended about 4.5 km to the north with a 3km branch running to the east. The Pioneer line is now only 6km from the Bruce Highway at Jerona,. The new lines have points facing Jerona, not the mill, which could indicate that it is planned to connect these lines to Pioneer's Lochinvar line, enabling further areas towards Mona Park to be handed over to Kalamia., and providing a more direct route to Pioneer Mill for Jardine cane.

Pioneer Mill's two ex-QR DH-class Walkers B-B DH locos *Jardine* (592 of 1968) and *Jerona* (647 of 1970) operate with bogie brake wagons which are converted QR wagons. That used with *Jerona* is numbered 2. Kalamia's two ex-DH class locos *Kilrie* (632 of 1969) and *Jarvisfield* (601 of 1969) do not operate with brake wagons.

2 ft gauge Matisa small tamping machine 7664, which was previously noted at Inkerman Mill, is at Pioneer Mill presumably for spare parts.

Kalamia Mill still utilises hook and chain couplers.

Editor 9/94

CHRIS HART, Cordelia 610 mm gauge

(see LRN 96 p.12)

Chris Hart has recently acquired a number of items from CSR Victoria Mill for preservation. These are:

Herbert	0-6-0DM	Baguley (for Drewry)	2394	1952
Moore	0-4-0DH	Malcolm Moore	DH-112-GT-1	1956
V3	2-2wPMR	Hansens	12B	1972
M2	2-2wPMR	Hansens	1112	1972

The line cars were moved to Cordelia on August 15th, and the locos on August 20th. *Herbert* is complete and should be operable once batteries are fitted. Moore has had the governor removed and a lot of wiring cut as it had been planned to remove the motor for use in another loco, but this was not proceeded with.

Chris Hart 8/94

HAUGHTON SUGAR CO PTY LTD, Invicta Mill, Giru 610 mm gauge

(see LRN 101 p.11)

Further track extensions have been built in the last two years. In the Mulgrave irrigation area, near Clare, a 3.5km extension to the west has been built on the Mulgrave line beyond the Mitchell's Road junction, and a 2km extension to the south has been built on the Mitchell's Road line. In addition, a 9km branch has been built into the Selkirk irrigation area. This line leaves the main line about 11km south of the mill and runs back up to the Bruce Highway about 6km east of the Haughton River bridge. In association with this a 2.5km deviation has been made to the main line to take it further away from the Haughton River.

A massive new yard has been laid out at the mill and major expansion work is continuing. The mill's new tippler can tip up to five 4-tonne bins at a time.

Track upgrading to the main line in the Millaroo area was taking place early in September. The Fairmont Tamper ballast tamper delivered to Inkerman Mill last year was in use for this task. This is a large four-wheeled machine, Model STM-XLC, which carries builder's number 94952.

A new brake wagon is in use with Walkers B-B DH *Giru* (601 of 1969 rebuilt Tulk Goninan 1994). This appears to consist of a chassis built at the mill on bogies supplied by F & M Baldwin, Castle Hill, NSW.

It is reported that consideration is being given to having two Walkers ex SRA NSW standard gauge 73 class B-B DH locos rebuilt for the 1995 season. This is in addition to the ex QR DH class B-B DH (655 of 1970) currently being rebuilt in Mackay at Tulk Goninan. This loco may be fitted with a new Caterpillar low speed diesel engine.

Tony Wells 9/94; Bob James 9/94; Editor 9/94

ISIS CENTRAL SUGAR MILL CO LTD 610 mm gauge

(see LRN 100 p.5)

All three new ex-QR Walkers B-BDH locos, rebuilt by the makers, were noted in use during late August. It is said that there have been some engine and transmission problems experienced with these units. It is believed that engines and transmissions were refitted essentially in ex-QR condition.

A new cab has been constructed for the original Walkers conversion, 1, (602 of 1969), and this is on hand at the mill for fitting at the end of the 1994 crushing season.

The frame from Walkers B-B DH 654 of 1970 (ex QR DH67), which was originally bought for spare parts, is likely to be used as the basis for a new bogie brake wagon, as the old small six-wheel brake wagons are not really

suitable for running with the Walkers locos.

A KMX-12T tamping machine is reportedly on order from Plasser Australia.

Tony Wells 9/94; Bob James 9/94

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD 610 mm gauge

(see LRN 101 p.11)

Work on the conversion of Walkers B-B DH 672 of 1971 (ex NSW SRA 7313) seemed to be progressing well by early September, with bogies, cab, and body components on hand and painted or being painted, and a new Cummins engine also on hand. It was anticipated that the assembly of a rolling chassis might enable further assembly work to take place within the loco shed. A uniform loading gauge has been determined for the entire Mackay Sugar group, and this and all other new locos will be built within its limits, with the underpass under the QR at Farleigh being the height restriction adopted.

It would appear that the delivery of Walkers B-B DH 657 of 1970 (ex QR DH70) to Racecourse Mill by Tulk Goninan will be delayed until about the start of October because of the late delivery of wheels and axles.

By the start of September, work was well under way at Farleigh and Marian Mills respectively in dismantling Walkers B-B DH locos 692 and 707 of 1972 (ex NSW SRA 7330 and 7345). The latter loco had been transported to Marian from the North Eton Mill site. It was anticipated that tenders for the conversion of these two units would be closing in mid-September, with delivery being required in May 1995.

It now appears that each of Marian, Racecourse, Pleystowe and Farleigh Mills are building a new brake wagon based on ex QR bogie wagon components, for use with converted Walkers ex-main line locomotives.

The use of locotrol at Marian Mill on trains from Finch Hatton was only in place for one season. Traffic requirements and crew preference have led to its discontinuation.

At the start of the crushing season in June, manpower was used to push loaded bins up to the new tippler/weighbridge for a few days while computer software problems were sorted out.

Fabrication of a further 400 six-tonne bins for Marian Mill by Westhill Engineering has commenced, with delivery due later this year, bringing the total to 1800 bins.

*Tony Wells 9/94; David Lloyd 9/94; Editor 9/94;
Mackay Sugar Newsletter 9/94*

M. MINA, Hawkins Creek Road, via Ingham 610 mm gauge

Mr.Mina has acquired Baguley (built for Drewry) 0-6-0DM 2404 of 1953 from Victoria Mill. It was delivered on 17 August, and is probably destined to remain in static condition and used as back yard playground equipment.

Chris Hart 8/94

MOSSMAN CENTRAL MILL CO LTD 610 mm gauge

(see LRN 101 p.12)

The *Bally Hooley Steam Express* service from Port Douglas to Mossman has been discontinued, with only the train from the mill north to the golf course being in operation. However, the diesel-hauled *Bally Hooley Commuter* is still operating in Port Douglas itself.

Tony Madden 9/94

MULGRAVE CENTRAL MILL CO LTD, Gordonvale 610 mm gauge

(see LRN 101 p.12)

It is reported that operations of the *Mulgrave Rambler* tourist train have been reduced to a charter only basis.

The two ex-QR Walkers DH class B-B DH locos (595 of 1968 and 612 of 1969) are being rebuilt by Bundaberg Foundry Engineers to enter service in the 1995 season.

Tony Madden 9/94; Tony Wells 9/94

PIONEER SUGAR MILLS LTD, Inkerman Mill, Home Hill 610 mm gauge

(see LRN 95 p.13)

An extension to the Up River line was completed in 1993 and runs for 8.5km beyond the old terminus near Ardenkeith. This line has been built to service the Leichhardt irrigation area and further extensions may be expected as this area is developed further. A 3km extension to the Groper Creek line has been built in recent years. The long term plan for the development of new irrigation areas extends to the south-east of Home Hill for about 25km past the present tramline terminus at Mount Inkerman, at least as far as Gumlu, so further tramline extensions may well be undertaken in the years ahead.

New six-tonne bins are fitted with Willison couplers, but many 4-tonne bins are still in use fitted with hook and chain couplings.

Editor 9/94

PLANE CREEK CENTRAL MILL CO LTD, Sarina 610 mm gauge

(see LRN 101 p.13)

The contract for the modification and conversion to 2 ft gauge of ex-QR

Walkers DH class B-B DH locomotives DH12 (594 of 1968), DH48 (630 of 1969), and DH64 (651 of 1970) has been let to Bundaberg Foundry Engineers, and these locos were present at the Bundaberg Foundry by the end of August. It is apparently intended to use two of these locos in a Locotrol configuration. Track speed proposed from Karloo to Koumala is 40kph, reducing to 15kph on the existing Koumala - Sarina section. The empty yard will be redesigned for the 1995 season, as will the mill end of the full yard.

The mill has ceased the regular use of locomotives operating in multiple, due, it is believed, to the punishment they gave to the track, as well as limited siding capacities reducing potential efficiency in traffic operations.

It is reported that a new KMX-08 tamping machine is on order from Plasser, which will replace the mill's existing Tamper unit (4375595 of 1975).

The route of the new southern line will be along the eastern side of the QR from Koumala to Riley's Road (between Mt.Christian and Ilbilbie). It will then run east south east for about 7 kilometres and then generally south to Karloo.

Russell Anderson 7/94; Tony Wells 8/94, 9/94; Bob James 9/94

SOUTH JOHNSTONE MILL LTD 610 mm gauge

(see LRN 100 p.7)

A Model STM-XLC ballast tamper is reported to be on order from Fairmont Tamper.

Bob James 9/94

TASMANIA

AUSTRALIAN NEWSPRINT MILLS, Sharpes Siding 1067 mm gauge?

A historic rail-borne steam-powered log hauler which had suffered from the attentions of contact timber harvesters has been resurrected and reassembled, receiving some restoration work in the process. A brief account and photographs are published in the first edition of a new Tasmanian Forestry Corporation publication.

Forestry Tasmania Vol.1 No.1 July 1994 via Colin Harvey

MT.LYELL MINING & RAILWAY CO LTD, Queenstown 610 mm & 1067 mm gauge

(see LRN 97 p.12)

Renison Goldfields Consolidated will close the Mt.Lyell operation in December 1994. The leases are being taken up by Gold Mines of Australia, who have commenced an 18-month extensive evaluation program before any decision to reopen the operation is taken, meaning than any reopening

is unlikely before 1996. Could any member provide information on whether any rail operations are still in place at Mt.Lyell?

Sydney Morning Herald 29/6/94 via Ray Graf

VICTORIA

BALLARAT 1600 mm gauge

The body of ex-Brunswick Plaster 0-6-0DM Y413 (ex Phoenix Foundry 0-6-0 - see LRN 55 p.14) was noted dumped on the former SECV site at Midland Highway formerly occupied by Steamrail. There may be some connection with the restoration project for ex-VR Phoenix Foundry 0-6-0 Y112 which is being done by a group at the West Coast Railway Ballarat East Workshops.

Ray Graf 8/94

ALEXANDRA TIMBER TRAMWAY & MUSEUM 610 mm, 1029mm & 470mm gauge

(see LRN 99 p.11)

It was announced by the State government in February that ATT&M is to retain tenure of the Alexandra Railway Station under the control of a Committee of Management, putting an end to many years of uncertainty.

A propellant truck and two cordite trucks have been obtained from the 18 inch Explosives Factory Maribyrnong tramway, together with a quantity of rail, a wagon turntable and much other useful material.

Timberline 4/94 & 6/94 via Ray Graf

CASTLEMAINE & MALDON RAILWAY PRESERVATION SOCIETY, Castlemaine 1600mm gauge

(see LRN 53 p.11)

In July, the Malcolm Moore 0-4-0DM ex APM Broadford was noted in a compound at the Castlemaine Station yard in red paint. All the ex-VR stock for the project is stationed at Maldon.

Ray Graf 8/94

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Railway 762 mm gauge

(see LRN 101 p.16)

7A (VR Newport 2-6-2T, built 1905) is still in the workshops, and is not expected to return to traffic until November. Amongst other work, it is having its wheels reprofiled, and much work done to its valve-gear. The cylinders are being fitted to the rear frames of G42 (Beyer Peacock 2-6-0+0-6-2 6268

of 1926).

The body of car 1NBC, built in 1898, was recently found in a backyard in Colac. It has since been transported to Emerald and protected with a weather proof covering. It is in a remarkably complete condition, with handrails, lamp brackets, window bars, louvred sunshades, guard's seat, desks, parcel shelves, toilet compartment with porcelain bowl, signs and notices, glass light bowls and pintsch gas burners. It is intended to restore this to its original condition.

As part of the Gembrook restoration, it is planned to lay 1.845 km of skeleton track from Doonaha Road to Cockatoo on the weekend of 17-18 September. By the middle of August one of piers of the small Wright bridge had been installed, and it was expected the other three would be in place by the end of August. Work on the abutments was scheduled for September.

Running days at Gembrook for 1994-95 will be 24/25 September, 29/30 October, 26/27 November, 17/18 December, 25/26 February, 25/26 March, 29/30 April, and 27/28 May. Operations will be extended to Fielder bridge. This is considered the maximum distance practicable working with the Peckett 0-4-0ST *Sir John Grice* (1711 of 1926).

Work on the restoration of the TACL 4wPM (55 of 1928) by LRRSA and PBPS members was unceremoniously interrupted in July when the NQR wagon frame on which it was standing was removed for the rescue of 1 NBC. Work recommenced in August after another NQR was scrounged from Gembrook. A major milestone in its restoration was achieved on 20 August, when the frames were placed back on both sets of wheels. A little adjustment was needed to one horn guide, but no major hassles occurred. It now has three new axleboxes, four new axlebox brasses, new springs, new and rejuvenated horn-guides, and new tyres. As a result of this work the front axle no longer scrapes on part of the frames, as it did during its last years of operation at Erica. The abrasion marks on the frames have been left there as a record of its former hard life!

The TACL tractor fund has benefited to the extent of \$500 from the sale of EFM explosives wagons. This is a valuable boost to funds, as expenditure will soon be needed on chain sprockets and drive chains.

Frank Stamford 9/94

ICI AUSTRALIA OPERATIONS PTY LTD, Deer Park 762 mm gauge

(see LRN 93 p.17)

The tramway system at the Deer Park factory has been rehabilitated as proposed and continues in operation. The main works seem to have been the replacement of decayed timber sleepers with concrete sleepers cast in situ.

there is approximately 1.5km of track with about 30 items of rolling stock, mainly four-wheel flat trucks (class M). There are also a few large covered trucks (class CT) which are being used for storage.

The locomotives are two small 4wBE locos built by Greenwood & Batley, Leeds, UK. They carry Greenbat builder's numbers 420363/1 and 420363/2. Both are painted yellow and were formerly numbered BL115 and BL116. Cabs have been fitted to protect the drivers from plover attack! (These were the locos imported by Graham Handling equipment in 1974 - see LRN 68 p.2 - and so another possible identity has to be found for the two suspected Greenbats at Gympie Eldorado Gold Mines - see LRN 98 p.7 - Ed.) The question arises as to whether this line predates 1974, and, if so, what motive power was used before then.

Phil Rickard via Colin Harvey 9/94

JIM PURTON, c/- A.F.Butler Joinery, 11-13 Lalor Street, Ballarat 762 mm gauge

(see LRN 100 p.10)

A diligent search has produced more precise location details as noted above, and so enable future visitors to find the site.

Ray Graf 8/98

WALHALLA GOLDFIELDS RAILWAY 762 mm gauge

(see LRN 99 p.14)

John Fowler 0-6-ODM 14 (4210051 of 1951) was noted in use at Thomson on 17 July, painted in magnificent VR Canadian Red livery, and hauling bogie passenger vehicle 146 NQR. This is an NQ wagon fitted with seats, extended pipe safety rails and a door on one side only, reputedly owned by Colin Rees. A free passenger service was being run over a section of track on the Moe side of the Thomson River about 150 metres in length, from the river bank past the station to a small shed. Operations had been scheduled to commence from 10 April. The three iron spans of the bridge were back in place, but not all the new timber approach piers were in position. Two passenger cars are expected from Yallourn and a considerable amount of equipment is being salvaged from the Yallourn Inter-Connecting Railway, including buildings.

Commonwealth-funded WorkStart trainees have worked at both Thomson and Happy Creek, working on stations, trackbed, picnic areas and paths.

State Electricity Commission ("Generation Victoria") workers have also

been working on bridge reconstruction at these two sites pending their future deployment in SECV.

(LRN needs a correspondent for this exciting project - a volunteer please?)

Ray Graf 8/94; Newsletter Spring 1993 (WGR) &

Contact 2/3/94 (Generation Victoria) via R.Graf



John Fowler 0-6-0DM14 (4210051 of 1951) at Thomson, 17 July 1994

Photo: Ray Graf

WESTERN AUSTRALIA

BUSSELTON 1067 mm gauge

(see LRN 83 p.15)

A tourist railway is expected to be back in operation along the 2km jetty by the end of the year. A four carriage train will haul passengers from a tourist complex at the base of the jetty to an underwater observatory at the head.

Sunday Times (Perth) 24/4/94 via David Whiteford

DIZZY LAMB, Waneroo 610 mm gauge

(see LRN 100 p.11)

The track from Tilden Orchard (see LRN 100 p. 13) is believed to have been purchased by Dizzy Lamb, following the failure of plans to sell the track to other buyers during June 1994.

David Whiteford 7/94

ROTTNEST ISLAND RAILWAY TRUST 1067 mm gauge

(see LRN 100 p.13)

The 6.5km Oliver Hill Railway was to be commissioned on 3 July. The locomotive is an ex-WAGR 4wDH shunting tractor on loan from the ARHS (WA Division) and refurbished by Willis Light Engineering, and the carriages are rebuilt ex-WAGR wagons fitted with new superstructure by Fastcraft International. The loco has been sandblasted, repainted blue and green, and fitted with vacuum brakes. Track was laid by volunteers from the Permanent way Institution, using sleepers provided by Bunnings and rail on permanent loan from WAGR. A compressed air-powered rail trolley was used during track construction.

Legally owned by the Railway trust, the railway is being operated by the Rottnest Island Authority for its initial 12 months.

The Rottnest Islander 6/94 via Ray Graf/AREA; 7/94 via David Whiteford; Northern Star (Lismore) 4/7/94 via Ray Graf/AREA

WEST AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION Bennett Brook Railway, Whiteman Park 610 mm gauge

(see LRN 100 p.14)

Wato Engine Works 0-4-2T *Annie* (built 1990) has been in use hauling trains on the Mussel Pool line. Perry 0-4-2T *Adelaide* (8967.39.1 of 1939) (see LRN 88 p.14) is now owned by member Malcolm Thompson. It was due to have a steam test at last report, with tanks and cab fabricated.

Rusty Rails (WALRPA) 2-4/94

OVERSEAS - FIJI

FIJI SUGAR CORPORATION 610 mm gauge

(see LRN 96 p.19)

With six new locomotives arriving from Germany and six second-hand ones coming from Queensland, there have been quite a few changes on Fiji's sugar mill railways in the last three years. The move does seem to be towards heavier track, but the FSC still seems wedded to a six-ton axle load rigid frame locomotive. The new Diema locomotives which were put into service in 1992 have had some transmission problems, and have had to be modified to improve performance.

Universal hand cutting of cane requires the use of whole stick cane trucks, which are difficult for train crews to handle, and easy to tip over when loaded. They also sustain a lot of wear and tear as they are hauled cross country by

farmers using bullock or tractor haulage. The use of hook and chain couplers on these vehicles certainly adds to the problems of loco crews, in addition to the fact that farmers are under no obligation to couple them up. The cost of milled timber for cane truck stanchions has become such that timber stakes of various lengths are widely being used, giving the empty yard the appearance of a dead forest at times. Small locomotives are more common than in Australia, and are used for many jobs around the mill yard which would be largely mechanised at Queensland mills, as well as for bringing crippled cane trucks back to the mill. Track maintenance is almost wholly done manually, and the Fiji sugar industry is generally extremely labour-intensive by Australian standards.

Much cane is brought to the mills by motor lorries, which seem to have to wait for long periods to tip their cane. However, the future of cane railways in Fiji seems very secure. The great success which has been experienced with the second-hand locomotives recently arrived from Queensland makes it easy to predict that more might well follow. It is a fascinating country to visit not only to observe how a different equation of labour and capital costs has led to very different decisions about how the industry is run, but also because of the most friendly and obliging people at every level.

Lautoka Mill



The archetypal Fijian cane train: Lautoka Mill's 13 (Clyde 0-6-0DH 65-449 of 1965) outside Nadi Airport, 17 August 1994.

Photo: John Browning

Lautoka is Fiji's biggest mill, and is not only the port of entry but also where the facilities for carrying out the heaviest work on locomotives are to be found. By late August, Lautoka had outshopped all six Clyde Model DHI-71 0-6-0DH locos acquired this year from Isis Mill in Queensland, three for itself, two for Rarawai and one for Labasa. As four of these had been running as "master and slave" units in Queensland, new cabs had to be constructed for the two which had been slaves.

New locos in the Lautoka roster are:

(19)	6wDH	Diema	5174	1991	DFL200/13d	
20	0-6-0DH	Clyde	61-220	1961	DHI-71	Ex Isis 7 New cab
21	0-6-0DH	Clyde	58-191	1958	DHI-71	Ex Isis 5
22	0-6-0DH	Clyde	59-204	1959	DHI-71	Ex Isis 6
(19)	4wDH	Diema	5172	1991	DFL75/14	

The 6w Diema is numbered in the main line series, while the 4w unit is numbered in the "Simplex" series. As on these locos the door opens outwards to obscure the normal position where a number would be placed, neither to date carry a number. This potential confusion is compounded by the fact that each has been allocated the same number but in two different series. All the main line locos were being used for cane haulage, with five Clyde Model DHI-71 0-6-0DHs usually being stationed at Cuvu, 104km south of the mill.

In the "Simplex" series there are three Motor Rail 4wDM locos. 8, a 100hp model (23014 of 1960) was in occasional use hauling ash wagons while (7), a 48/63hp model (14041 of 1959) and 11, an S series (60s375 of 1969) appeared to be spare. A fourth Motor Rail unit, 9, a 32/42hp model (10115 of 1949) is derelict in the scrap area, and there was no sign of any of the other Motor Rail Simplexes which once worked here. The five Motor Rail / Simplex Mechanical Handling U series 4wDH locos are all in regular use with Motor Rail 12 (122U128 of 1972) being used for "pick up" duties (picking up crippled trucks) in the areas close to the mill. The remainder were working in the full and empty yards, weighbridge and truck repair shop. Simplex Mechanical Handling locos 13 (122U135 of 1973) and 15 (122U156 of 1975) have had their Dorman engines replaced with GM motors. Hunslet 140hp 4wDH 17, (9267 of 1986) was sent south to Cuvu (as a vehicle) on August 25th to commence pick up duties in the southern area. Baguley-Drewry 140hp 0-6-0DH 18, (3770 of 1983) was in use with the reloading gang (reloading cane from capsized trucks along the line). This locomotive type is unusual in that the jackshaft situated behind the rear axle drives not onto the rear axle but onto the middle one. Diema 140 hp 4wDH (19) is used for shunting sugar boxes and molasses tankers at the bulk terminal.

Lautoka's loco livery is grey with dull yellow upper parts with a dark green separating line, and dull yellow running boards. Headstocks are black and white dazzle stripes. The Diemas are orange with a black line. The Baldwins and Hunslet locos are grey with a thick vertical yellow line on cab and hood corners.

The mill has eight line cars, the seven in normal use having Lister diesel engines and apparently built at the mill. They are stationed at six different locations along the 164 km of Lautoka's main line which runs along the coastline of Viti Levu. The end-to-end distance is a total of 220 km if you add on Rarawai Mill's connected track.

Hudswell Clarke 0-4-OST 1056 of 1914 is preserved in reasonable condition at the weighbridge. A second steam locomotive, Hudswell Clarke 0-6-0, 1855 of 1950, was found dismantled in two pieces (chassis and boiler only with the tubeplate cut out of the firebox) in two separate locations. It was said a second Hudswell Clarke 0-6-0, 1664 of 1936, was disposed of to someone in the Nadi area "about three or four years ago". The loco was for sale in California by 1991 (see LRN 84 p.2).

Ballast tamper Plasser 64 of 1974 was found derelict at the Lautoka garage, together with a number of ex-NSW SRA line cars which were purchased with a view to possible conversion, but proved to be unsuitable and are now derelict.

Rarawai Mill, Ba

New Locomotives at Rarawai are:

25	4wDH	Diema	5170	1991	DFL75/14	
26	6wDH	Diema	5173	1991	DFL200/13d	
27	0-6-0DH	Clyde	56-113	1956	DHI-71	Ex Isis 4
28	0-6-0DH	Clyde	55-66	1955	DHI-71	Ex Isis 3 New cab

Rarawai Mill's track connects with that of Lautoka, and raw sugar and molasses from Rarawai are hauled by rail 48 km to the bulk terminal at Lautoka. There are now three sugar trains with two running continually being hauled by Baldwin bogie diesels and the third running at least once daily, hauled by Clyde 0-6-0DH 27, newly arrived from Queensland. Lack of suitable vehicle capacity for molasses means that road vehicles also carry molasses from Rarawai to Lautoka. A typical train consists of 26 bogie sugar boxes (known locally as "bins") and 6 bogie molasses tankers ("gins"), with a journey time in one direction of between 3 and 4 hours. These vehicles are fitted with Willison auto couplers, which makes them much easier to handle than cane trucks.

Two locomotives have been transferred to Penang Mill, this year Baguley-Drewry 0-6-0DH 23 (3772 of 1983), and last year Motor Rail 4wDM 16 (14047

of 1960). The latter was exchanged for Penang Mill's Motor Rail 4wDM 15, (14024 of 1957) which was transferred from Rarawai to Penang in 1987, and sent back to Rarawai before the start of the 1994 season, having all the while retained its Rarawai number. 15 is used at the wagon repair shops. Diema 25 was being used in the full yard/weighbridge, Baguley Drewry 0-6-0DH 24 (3773 of 1983) at the truck servicing shop, E.M.Baldwin 4wDH 17 (5060-1-9-73 of 1973) in the empty yard and Steelweld 4wDH 2 (IEL6304 of 1962) shunting sugar boxes and molasses tankers. (The Steelweld loco was built in Melbourne under license from Plymouth). Com-Eng 4wDH 19 (HB2764 of 1963) was awaiting repairs, and presumably is normally used for the full yard/weighbridge duty.

Dismantled and derelict in the scrap area were found Steelweld 4wDH 18 (IEL6305 of 1962) and Motor Rail 4wDM 14 (10441 of 1955). The latter loco was positively identified from a builder's plate and is not 10452 of 1955 as previously published. It presumably became number 14 when renumbered from 44 in the 1960s/70s, not 13 as previously thought. Also in the scrap area, overgrown and partially buried, were two John Fowler 0-6-2TT locos, 11393 of 1907 and 11459 of 1908. John Fowler 0-6-2TT 11458, numbered 10, is preserved in reasonable condition near the weighbridge.

All the other diesel locomotives are used for cane haulage, with three Clyde Model DHI-71 0-6-0DHs and one Model HG-3R 0-6-0DH normally stationed at Tavua, 35km from the mill. One diesel line car is also kept at Tavua, with another three at the mill.

Rarawai's livery is grey with bright safety yellow upper parts with a fluorescent red separating line. Running boards are white with a fluorescent red stripe, and headstocks are fluorescent red and white dazzle stripes. The Diemas are orange with a black stripe and the ex-Isis Clydes are in Lautoka colours.

50 000 tonnes of Lautoka cane is being crushed at Rarawai this year, which means that Rarawai locos collect cane from about 9km into Lautoka territory on the connecting line between them.

Penang Mill, Rakiraki

Penang Mill is Fiji's smallest, and has a small rail system and some branches laid in light rail. The big change in recent years is that since 13 June 1990, sugar and molasses are no longer taken by rail to the port at Ellington. Penang Mill produces white sugar for Fiji domestic consumption and any excess production of raw sugar and molasses is now taken by road transport to Lautoka.

Penang received two new locomotives from Rarawai recently, Baguley-Drewry 0-6-0DH 9 (3772 of 1983) this year, and Motor Rail 4wDM 16 (14047

of 1960) in 1993. The latter is awaiting the return of its engine from Lautoka, where repairs are being carried out. Motor Rail 4wDM 15 (14024 of 1957) was returned to Rarawai this year after seven years at Penang.

Baguley 0-6-0DM 8 (2727 of 1964) was in the shed up on blocks having suffered a broken axle. Also under repair was Motor Rail 4wDM 4 (11036 of 1956). Full yard loco was Motor Rail 4wDM (1) (10003 of 1947), which has apparently been rebuilt with parts of scrapped 10440 of 1955. Empty yard loco and being used on branch lines close to the mill was Motor Rail 4wDM 7 (14046 of 1959).

Abandoned and dismantled at the bottom of the full yard was ex Rarawai Mill 1 (Hudswell Clarke 0-6-0DM D753 of 1950). Preserved near the mill office in fairly mediocre condition is Hudswell Clarke 0-6-0 1658 of 1935, without a tender, although it has had a bright repaint in green and yellow recently.

Penang's livery is grey with bright yellow upper parts, and white running boards. Headstocks are black and white dazzle stripes.

Labasa Mill

Labasa is on Fiji's second island, Vanua Levu, and its tramway to the west traverses some particularly rugged country. In 1992, almost the entire fleet was renumbered and is now as follows:

1	(ex 13)	4wDM	Motor Rail	11288	1965	60hp
2	(ex 8)	0-4-0DM	Baguley (for Drewry)	2365	1950	68hp
3	(ex 11)	0-4-0DM	Baguley (for Drewry)	2676	1960	71hp
4	(ex 6)	4wDH	E.M.Baldwin	3229-?-4-70	1970	DHC8MMk2A rebuilt Labasa 1980
5		4wDH	E.M.Baldwin	3229-?-4-70	1970	DHC8MMk2A rebuilt Labasa 1980
6	(ex 14)	4wDH	Hunslet	9284	1987	140hp
(7)		4wDH	Diema	5171	1991	DFL75/14
8	(ex 9)	0-6-0DH	Clyde	DHI-8	1954	DHI
9	(ex 1)	0-6-0DH	Clyde	62-270	1962	DHI-71
10	(ex 4)	0-6-0DH	Clyde	64-320	1964	DHI-71
11	(ex 2)	0-6-0DH	Clyde	64-319	1964	DHI-71
12	(ex 10)	0-6-0DH	E.M.Baldwin	5995-1-1-76	1976	DH18 Mk3
13	(ex 7)	0-6-0DH	E.M.Baldwin	9442-1-4-81	1981	DH18
14	(ex 3)	0-6-0DH	E.M.Baldwin	4413-3-9-72	1972	DH18 Mk2
(15)		6wDH	Diema	5175	199 sic	DFL200/13d
?		0-6-0DH	Clyde	64-385	1964	DHI-71
12		4wDH	ComEng	HB2765	1963	HB rebuilt Labasa 1983

Labasa received the two new Diemas in 1992 and received a Clyde 0-6-0DH (ex Isis Mill 8) this year. This was despatched by sea from Lautoka on August 19th, and it was expected to receive a number on arrival at Labasa. three or four days later. Clyde 0-6-0DH 8 was fitted with a new cab at Lautoka in 1993 after meeting with a serious accident when it fell from a bridge the previous year. The new cab has a mansard roof like a Clyde Model HG-3R loco, and the loco itself was painted in Lautoka colours.

Motor Rail 1 was in use in the empty yard, Baguley 2 was with the bridge gang, Baguley 3 at the truck shop, Baldwins 4&5 on the full yard/ weighbridge (4 in use, 5 spare) and Hunslet 6 was on ash wagon trains as well as some cane haulage. Com-Eng 12 was not renumbered in 1992 as it was already out of use. Frequent derailments made it unsatisfactory and it was noted dismantled by the loco shed. All other locos were hauling cane, although the new Clyde was yet to arrive.

Labasa's livery is grey with a thick vertical red line on cab and hood corners. Headstocks are red. The Diemas are orange with a black line, and do not carry their numbers. Clyde 8 is in Lautoka colours, as will be the new Clyde.

The mill has three line cars stationed at various locations away from the mill, although one was seen at the mill awaiting repairs. There is also a tamping machine, Plasser 63 of 1974, which sees little use.

Found derelict, overgrown, and half buried in mill ash were John Fowler 0-6-2TT locos 11350 of 1907 and 9462 of 1902. Preserved at the weighbridge in indifferent condition is John Fowler 0-6-2TT 3 (10992 of 1907) with its four wheel tender which was made from the chassis of John Fowler 0-4-2ST 4788 of 1884.

Editor 8/94

BULA INVESTMENTS, Coral Coast Railway Co., Yanuca, Cuvu 610 mm gauge

(see LRN 68 p.14)

The Coral Coast Railway runs a daily return service from the entrance of the Fijian Resort to Natadola Beach, departing at 10am daily. The distance is about 20 km and the day trip, returning by 4 pm, costs \$56 for adults including transfers and lunch. The loco, Hudswell Clarke 972 of 1912, carries one correct builder's plate and a plate from 1855 of 1950. It has a diesel engine in the tender and a hydraulic drive onto the rear axle of the loco (making it an 0-6-0+4-4DH?). The loco's coupling rods are in place but the cylinders are disconnected. Three bogie carriages are in normal use, running on ex-tender bogies. The carriages appear somewhat weathered. Loco and carriages are an attractive bright red in colour.

Editor 8/94

LABASA TOWN COUNCIL, Mudliar Place Playground, Labasa 610 mm gauge

(see LRN 26 p.14)

Fowler 0-6-OT 7879 of 1896 is a sad sight in semi-derelict condition and would undoubtedly be removed as a safety hazard under Australian conditions.

Editor 8/94

LAUTOKA CITY COUNCIL, Dravuni Street Depot, Lautoka 610 mm gauge

(see LRN 26 p.15)

The unique free passenger train loco, Hudswell Clarke 4-4-0 1118 of 1915 was removed from Churchill Park about 6 or 7 years ago, and languishes in poor condition here, in danger of being overwhelmed by an adjacent pile of dirt. It is said "a number of offers" for it have been received, but meanwhile there is no action and the future looks dim.

Editor 8/94

RAFFLES GATEWAY HOTEL, Nadi Airport 610 mm gauge

(see LRN 26 p.14)

John Fowler 0-6-2TT 10656 of 1906, lettered *SPSM Ltd 7* is on display near the entrance to the hotel opposite the airport, painted green and in quite reasonable condition.

Editor 8/94

SHANGRI LA'S FIJIAN RESORT, Yanuca Island, Cuvu 610 mm gauge

(see LRN 26 p.15)

In spite of seeming to be in quite good condition, multicoloured Hudswell Clarke 0-6-0 1856 of 1950, numbered 24, has been enclosed by a plywood fence presumably as a safety hazard in the children's playground, and seems set for removal.

Editor 8/94

SUVA CITY COUNCIL, Thurston Gardens, Suva 610 mm gauge

(see LRN 26 p.15)

Painted in garish green, yellow and red, and fairly close to the ocean, this Hudswell Clarke 0-6-0 (1663 of 1936), with its Hudswell Clarke tender painted THURSTON EXPRESS is in deplorable condition.

Editor 8/94

MEETINGS

MELBOURNE

TheOtways

Norm Houghton is currently working on a rewrite of *Sawdust and Steam*. His research has involved extensive “on the ground” investigation which has revealed a number of remarkable new discoveries including evidence of a previously unknown form of agriculture in the region. Norm will be showing slides of his discoveries and will speak of them at the October meeting.

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

DATE: Thursday 13 October at 8.00pm.

SYDNEY

Mt. Lyell Night

Last year we held our Portland night where members were encouraged to bring material on the railways of Portland Cement works and collectively present the material. This was so successful we’ve decided to do it again, this time with theme as Mt Lyell in Tasmania.

Now we have two starters, David Jehan who has been researching the rack railway and Peter Charrett who visited Mt Lyell in its last days. So, even if you have only a small contribution, bring it along and add to our knowledge.

LOCATION: Woodstock Community Centre, Church St Burwood

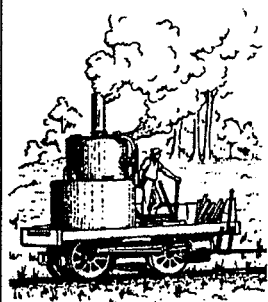
DATE: Wednesday 26 October at 7.30pm

ADELAIDE

Contact Arnold Lockyer for details. Phone: 08-2969488

LOCATION: 150 First Avenue, Royston Park.

DATE: Thursday 28 October at 8.00pm.



LIGHT RAILWAY NEWS

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Pleystowe Mill's Walkers B-B DH *Walkerston* (672 of 1971) as converted at the mill ex SRA NSW 7313, 4 November 1994.

Photo: Tony Wells

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NOTES, CORRECTIONS AND COMMENTS

PAPUA NEW GUINEA

According to Railways of Australia *Network* Vol.31 No.1, \$4,620,000 was spent (last year?) on orders for Railway Equipment / Products by Papua New Guinea. Michael Pearson asks if someone can indicate the project(s) on which this money has been spent?

HANSEN LINE CARS

Chris Hart points out that Hansen line cars (see LRN 102 p.10) should be described as 4wPMR as both axles are powered.

WONTHAGGI, Victoria

Jim Longworth reports that the Channel 7 (Sydney) *The Great Outdoors* on Friday 17 June showed footage from Wonthaggi, Victoria, including archival shots of the narrow gauge skipway. A modern shot showed a pit pony and skip, and much surface trackage appeared to be still in existence. The show also featured the Skitube from Bullock's Flat to Blue Cow in NSW.

HENLEY-ON-TODD REGATTA, Alice Springs

Jim also noted an SBS segment shown on 1 October featuring the annual Henley-on-Todd "regatta" at Alice Springs. Two narrow gauge tracks are laid in the river bed and the "boats" are fitted with railway wheels. The paddlers provide forward propulsion by dipping their oars in the sand of the river bed.

WANTED

Wanted: a pinion for a CAV starter motor fitted to a Ruston & Hornsby 3VRHL diesel engine. The starter motor is Type S5/65, S/n GU212. It is 12 volt, clockwise rotation and 13 tooth. If you can help, or suggest a source for the part, please contact ANGRMS, PO Box 270, Brisbane Albert Street 4002. Phone: (07) 273 2014.

RESEARCH COLUMN

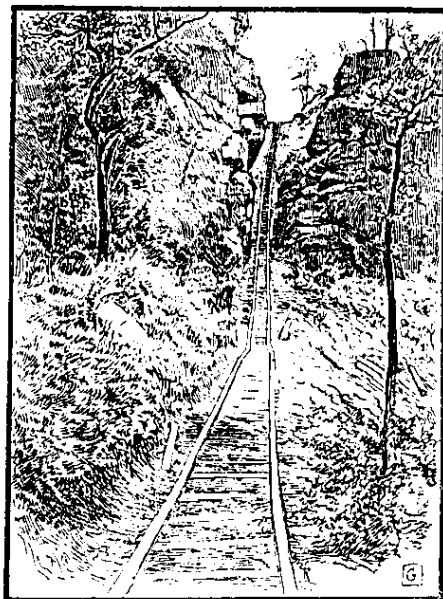
BASS RIVER SAWMILLS, VICTORIA

The *Illustrated Sydney News* of 3 March, 1877, contains a description of and an illustration of horse hauled timber tramways around the mill. From the illustration, logs were hauled into the mill, and sawn timber was hauled out. A 4½ mile long tramway is described as connecting the mill with a jetty at Queensferry.

Jim Longworth 7/94

J & E TOOTH, BUNDANOON, NSW

The World's News for 30 September 1905 contains an article on this timber tramway, located between the Riverview and Mark Morton's lookouts. It was built by the brothers J & E Tooth to bring logs out of a local gully to their mill, located on the plateau top. The line is described as 700 yards long; almost perpendicular, rising 500 ft in 750 ft at the steepest point; with a gradient in one particular spot of 12 inches in 16 inches. Construction took 5 months, and involved blasting away rock. On completion, a flood swept down the valley, washing the whole thing away. Undaunted, they resumed work and completed it a second time. Timber was felled at the side of the gully, debarked and allowed to slip down to the creek. A



team of twelve bullocks then pulled logs to the landing stage, where they were placed onto the trolley for hauling up the incline by an ordinary winding engine.

Jim Longworth 9/94

FIELD REPORTS

RINGWOOD COLLIERY, BUNDANOON, NSW

As stated by Peter Evans (see LRN 56 p.2), parts of the colliery's tramway formation do still exist. The most readily accessible is near where the road from Bundanoon to Exeter crosses over the main southern railway line. South of the overbridge and east of the railway line is an elongated mound of dirt. East of the road, the mound becomes an embankment, then a cutting through a low hill. This earthwork marks the end of the tramway from the mine, where skips were emptied through a timber screening structure into standard gauge government wagons at Collins Siding (see ARHS *Bulletin* No.379 p.109). Access to the rest of the tramway is difficult, as the landowner does not like people walking through the area. An article on Ringwood and Erith collieries for LR is nearing completion.

Jim Longworth

STATE BRICKWORKS TRAMWAY, Homebush Bay, NSW

The old brickworks tramway was described by G.H.Eardley in ARHS *Bulletin* No.415m May 1972. The brickworks has been demolished, and recent roadworks have disturbed much of the area. Despite extensive landscaping works around Bicentennial Park, a search was made for the old line that had been an extension to the Park Road depot. After several false attempts among the mangroves, use of a boardwalk gave access to a section of the old tramway about 100m long running through the swamp. The formation is made of brick waste and the surviving sleepers appear to be standard gauge sleepers sawn in half.

Jim Longworth

LOCOMOTIVE, ROLLING STOCK & EQUIPMENT MANUFACTURERS

BUNDABERG FOUNDRY ENGINEERS LTD

(see LRN 102 p.4)

By the end of September, work was proceeding on the task of converting six ex-QGR DH class B-B DH locos for cane railway use. Five locomotives for

Plane Creek and Mulgrave had been stripped down to bare frame, with that of DH31 outside and the remainder in the shop. DH51 (Bundaberg Sugar) was inside the shop but had not been stripped down. At the end of October, three ex-SRA 73-class locos arrived from storage at Plane Creek Mill, Sarina for conversion for Invicta Mill, and striping got underway quickly in order to meet an early deadline for completion.

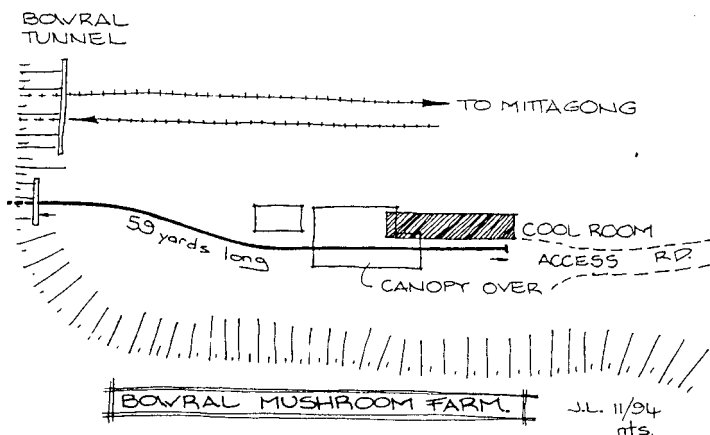
A full list of the locos currently being rebuilt is as follows: DH12 (594 of 1968), DH48 (630 of 1969) & DH64 (651 of 1970) for Plane Creek Mill, DH13 (595 of 1968) & DH31 (612 of 1969) for Mulgrave Mill, DH51 (633 of 1969) for Bundaberg Sugar (possibly Millaquin Mill), and 7310 (669 of 1971), 7318 (677 of 1971) & 7325 (687 of 1972) for Invicta Mill.

Tony Wells 11/94; Editor 9/94

NEW SOUTH WALES

Bowral Mushroom Farm 610 mm gauge

On the downside of the current double track Bowral railway tunnel is the previous (1866) single track tunnel, abandoned in 1919. Projecting from the northern portal is a narrow gauge tramway leading to a mushroom cold room. The site is still in use, but no one was there at the time of the visit. No rolling stock was observed and the track seemed abandoned and overgrown but solid doors across the tunnel portal blocked further investigation.



Jim Longworth 11/94

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD, Albion Park 610 mm gauge

(see LRN 102 p.4)

A heritage grant of \$103,000 has been awarded by the NSW Department of Transport to the Society for construction of a loco shed with service pit and restoration of the Davenport 0-4-0ST *Kiama* (1896 of 1917).

Tony Madden 11/94

MR.REVELL, Wee Waa 610 mm gauge

Initial indications are that this gentleman was the purchaser of Hunslet 4-6-0T 1218 of 1916 from Charlie McClelland (see LRN 101 p.16).

Bruce Macdonald 10/94

STATE MINE MUSEUM, Lithgow 1435 mm & 1067 mm gauge

(see LRN 99 p.6)

The State Mine Railway preservation group and the State Mine Museum are jointly developing this industrial heritage precinct as a tourist attraction. Former NSWGR Dubs 2-6-2ST 2605 (2794 of 1892) ex Portland Cement Works and three end-platform carriages will form the basis of the standard gauge rail operations over the 2.5km branchline. It is planned to commence heritage rail operations between Blast Furnace Park and the museum site during 1995. Inspections of the line and mine site can be arranged by appointment. Contact PO Box 316, Lithgow 2790. Phone: (063) 52 3070 or 51 3457.

John Newland via Bob McKillop 9/94

QUEENSLAND

BUNDABERG SUGAR LTD, Fairymead Mill 610 mm gauge

(see LRN 90 p.10)

Com-Eng 4wDH 72 (GA1148 of 1961) has been fitted with a new torque converter and was partially reassembled at the end of September. Gemco sleeper renewer 521382002667-R855-87 of 1987 (delivered to Millaquin Mill) was in the loco shed for fitting with a turntable. New Plasser KMX12T tamping machine 390 of 1994 was noted in the shed. This is a 23 tonne machine which runs on bogies and is 14 metres long with a top speed of 40kph. It was reported that Bundaberg Sugar's earlier KMX12T machine, 249 of 1982 has been sent to the northern mills (Mourilyan & Babinda) this year.

Editor 9/94

BURGOWAN COAL CO LTD, Burgowan No.12 Colliery, Torbanlea 610 mm gauge

(see LRN 60 p.11)

This last colliery of the Burrum field supplies coal to the Millaquin Sugar Refinery, with all production handled by conveyor. Rail is in evidence for haulage on the inclined shaft and, handworked, to serve a sawbench and the pit prop stockyard.

Editor 9/94

BURRUM MINING MUSEUM, Torbanlea 610 mm gauge

(see LRN 99 p.10)

The former Torbanlea Mining Museum is reported to have been renamed as shown, under the new ownership of the Harvey Bay City Council.

Bob McKillop 9/94

CSR LTD, Herbert River mills 610 mm gauge

(see LRN 102 p.)

Preserved Hudswell Clarke 0-6-0 (1067 of 1914) was used for the Maraka Festival on 17 September. Trains ran from Forrest Beach Road near the Victoria Mill housing estate to Bosworth's Corner. It is possible that on this occasion two carriages were used, both the original Decauville car and the replica built for the Halifax Kindergarten in the 1970s (in order to exchange it with the original). This is no longer wanted at the Kindergarten and so was returned to the mill.

Cane was transferred from Victoria Mill to Macknade, using Macknade loco power, on 18-20 September and 12-17 October. It was believed that little if any further transfer of cane would be needed to allow both mills to finish on the same day. Victoria Mill has continued to regularly send a rake of bins across to Macknade for attention by the Macknade bin shop.

E.M.Baldwin 0-6-0DH *Hobart* (4413-1-7-72 of 1972), spare loco for both mills, was at Macknade on 22-23 September, 5-8, & 13-18 October. Macknade's E.M.Baldwin 0-4-0DH 17 (6-1446-1-9-65 of 1965) was used for cane haulage on 13 October, having been on loan at Victoria Mill for a few days from 5 October in order to do trial runs with 12-tonne bins. These bins incorporate a South African designed suspension/steering system.

Some 7000 rails have to be straightened at Victoria Mill during the 1994-5 slack season, with 5700 rails to be used in the new Crystal Creek line.

The purchase of a 40-tonne locomotive and brake wagon have been approved as part of a \$14m expansion at Victoria Mill for the 1996 season, together with additional cane bins and additional sugar boxes.

An Italian Festival is to be centred on Ingham in May 1995, and is expected to feature steam train rides between Victoria Mill and Halifax.

*Chris Hart 10/94; Herbert River Express 6/9/94 & 20/10/94
via Chris Hart;*

*Herbert Valley Sugar News and Views (formerly Herbert River Mills Newsletter) 7/9/94,
15/9/94, 6/10/94, 13/10/94 via Chris Hart.*

DREAMWORLD PRODUCTIONS PTY LTD, Coomera 610 mm gauge

(see LRN 98 p.6)



Photo: Peter Gough

Motor Rail "Simplex" 4wDM 21543 of 1956 is used for maintenance duties and hauling a staff train daily 90 minutes before the park opens. It has been rebuilt with completely new bodywork including full width footplate, hood and cab. Livery is VR blue with cream band and dazzle stripes.

Bob Gough 10/94

GYMPIE ELDORADO GOLD MINES PTY LTD, Monkland 610 mm gauge

(see LRN 98 p.8)

The two Gemco 4wBE locos previously observed stored on the surface at the main mine site were still present late in September. However, the other two, possible Greenbat, units were reported to have been returned to their

owners, Eltin's in Kalgoorlie. It was reported that four 5 tonne Gemco battery electrics have been recently acquired from Broken Hill and are already in use underground. A new shaft site is being developed and was found via Langton Road. A headframe is to be erected here. Located on the surface at this site were found some Granby cars, possibly moved from the main site.

Editor 9/94

ISIS CENTRAL SUGAR MILL CO LTD 610 mm gauge

(see LRN 102 p.11)

All three ex-QGR DH-class B-B DH locos rebuilt by Walkers were observed in service in late September. They carry oval cast chromed number plates reading (for example) ISIS No.2. Identities are confirmed as follows: ISIS No.2 - Walkers 598 of 1968, ISIS No.3 - 600 of 1968 and ISIS No.4 - 656 of 1970. Modifications to the hood doors to increase air circulation have proved necessary due to overheating. A new bogie brake wagon is under construction, utilising the frame of cannibalised Walkers 654 of 1970. Three locos are used on the night shift, four on the afternoon shift, and six on the day shift, leaving one spare for servicing.

Editor 9/94

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD 610 mm gauge

(see LRN 102 p.11)

Racecourse Mill's ex-QGR DH-class B-B DH *Balberra* (Walkers 657 of 1970) was delivered from Tulk Goninan, Mackay on September 27th, painted in the Mackay Sugar corporate colours of green, yellow and red.

Pleystowe Mill's ex-SRA 73-class B-B DH *Walkerston* (Walkers 672 of 1971) was completed in the first week of November. Most of the rebuilding work was carried out at the mill and the result is a very handsome locomotive which retains 73-class features such as the underslung fuel tanks and the sandboxes forming part of the footplate handrail supports. Rebuilding of the first 73-class locos for Farleigh Mill (692 of 1972) and for Marian Mill (707 of 1972) is to be co-ordinated by mill staff, but it is reported that local firm Anderson Rae will play a major part in carrying out the work. The locomotives will be very similar in appearance to *Walkerston* but will have Caterpillar power plants rather than the GM engine favoured by Pleystowe. *Walkerston* was reportedly to be trialled at Marian Mill in the one or two days between the end of the Pleystowe crush and the end of crushing at Marian (November 11-12) and was then expected to go to Farleigh for the remaining ten days of the crush there.

Reallocations of cane between the mills in the latter part of the season

has led to the temporary transfer of other locomotives also. Pleystowe was receiving cane from Farleigh's north coast area, and Marian was taking Pleystowe cane between Marian and North Eton. Pleystowe's Clyde 0-6-0DH *Pleystowe* (64-321 of 1964) was transferred to Marian and Marian's Baldwin 0-6-0DH 15 *Melba* (of 1985) was transferred to Farleigh. Marian Mill's Com-Eng 0-6-0DH *Tannalo* (B1724 of 1957) was sent to Pleystowe but was promptly returned after being black banned by loco crews, reportedly because of excessive noise levels. Both *Tannalo* and *Netherdale* (Bundaberg Foundry 6wDM 13 of 1954) have had crude sliding doors fitted to them, possibly to reduce cab noise levels.

It was reported that following the end of the Pleystowe crush on 11 November, a bogie Baldwin loco was to be sent to Proserpine Mill because of loco breakdowns there. In addition, two Eimco bogie locos were reportedly to be sent from Marian to Farleigh for trials hauling loads over the summit.

Tony Wells 9/94-11/94; Editor

M.MINA, Hawkins Creek Road, via Ingham 610 mm gauge

(see LRN 102 p.12)

The owner intends to sandblast and paint Baguley 0-6-0DM *Victoria* (2404 of 1953) with a view to it being mounted statically.

Chris Hart 10/94

MORETON CENTRAL SUGAR MILL CO LTD 610 mm gauge

(see LRN 100 p.6)

Commonwealth Engineering 0-6-0DM B1112 of 1956 (formerly *Yandina*) has been rebuilt to 0-6-0DH and is named *Jamaica*. It is understood that the original *Jamaica*, Baguley 0-6-0DM 3389 of 1954, has been cut up. The two E.M.Baldwin 0-4-0DH "twins", *Maroochy* (6-1064-1-11-64 of 1964) and *Valdora* (6-1258-1-6-65 of 1965) are based at the River Depot during the crush. Having arrived at River Depot, the driver of *Jamaica* uses the twins to pick up cane from light lines around the Maroochy River before heading back to the mill with the big loco. E.M.Baldwin B-B DH *Coolum* (5565-1-10-74 of 1974) is usually used exclusively for assisting in the handling of cane on the shuttle through the streets of Nambour from Howard Street yard to the mill. A loco must always be at the tail of the rake for safety reasons and *Coolum* regularly seems to have this task.

Editor 9/94

PEABODY AUSTRALIA PTY LTD, Laverack Avenue, Eagle Farm, Brisbane

A visit to the former Costain site (see LRN 85 p.9) on 1 October showed it to

be occupied by this company, although some 1067 mm gauge loaders and shuttle cars observed previously were still in evidence. Some equipment was noted marked *Costain* and some marked *Costain Pearson Bridge*. Two dolly cars were noted, apparently 610 mm gauge, one numbered 0911 carrying markings indicating that it was used at Gordonstone (presumably by Coya Constructions - see LRN 71 p.11). Two red oxide Gemco-Funkey 4wDH locos powered by 4-cylinder diesel engines were also noted on site, numbered 0961 and 0962. These also appeared to be 610 mm gauge.

Editor 10/94

PLANE CREEK CENTRAL MILL CO LTD, Sarina 610 mm gauge

(see LRN 102 p.13)

By the end of October, earthworks were well under way as part of the construction of the northern section of the southern cane railway to Karloo.

Tony Wells 10/94

CLIVE PLATER, Eudlo 610 mm gauge

(see LRN 98 p.11)

The cab and bonnet of dismantled Baguley 0-6-0DM *Jamaica* (3389 of 1954) was removed from Moreton Mill on August 9th by Clive Plater. The cab, with a much shortened bonnet, has been restored, and has been given the original QGR (Innisfail Tramway) identity DL13 *Innisfail*.

Clive Plater 10/94

SOUTH JOHNSTONE MILL LTD 610 mm gauge

(see LRN 102 p.14)

A number of reports have indicated that the mill may intend to construct a new bogie loco, presumably using components from a scrapped Walkers B-B DH loco such as the QGR DH-class and the SRA 73-class.

Editor 10/94

TULLY SUGAR LTD 610 mm gauge

(see LRN 100 p.7)

A State and Federal Governments infrastructure package of \$4.6m will be used for water management and cane railway infrastructure in the Murray Valley. Three cane railway extensions totalling 8.2km will be built by Tully Sugar to link up with the line at Lihs Crossing, opened in 1993.

Australian Canegrower 8/8/94 via Chris Hart

VICTORIA

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Railway 762 mm gauge

(see LRN 102 p.15)

About 100 volunteers attended the Gembrook Restoration work party on Saturday 17 September, with about 70 on the following day. The plan to lay 1.845 km of skeleton track from Doonaha Road to Cockatoo on that weekend was easily achieved. In fact work finished early on Saturday so that the Sunday group would have something to do! This was a PBPS record for the longest stretch of track laid in one weekend. On the weekend of 8/9 October work continued on this section, with fitting of additional sleepers. At Cockatoo the track was connected to the level crossing in the main street, and NRT 1 (Ruston & Hornsby 4wDM 296058 of 1950) hauled a works train onto the level crossing and stopped very briefly for photographs. At that stage no track had been laid on the other side of the crossing due to problems with the level of the trackbed. On 12-13 November it is planned to fit a further 900 sleepers.

All of the intermediate trestles and one of the abutments of the small Wright bridge had been installed by the end of October. Meanwhile work on assembling the steel spans was in progress at Emerald workshops. It is hoped to install these in November.

Frank Stamford 11/94

TRANSFIELD CONSTRUCTION PTY LTD, Transfield Tunnelling Division, North Western Sewer Construction, Essendon 762 mm gauge

(see LRN 99 p.13)

Melbourne Water (formerly M&MBW) had one of their open days on 23 October, at the Afton Street Essendon site. This site is on the north bank of the Maribyrnong River, on land previously part of the Explosives Factory Maribyrnong. No EFM tramways existed on this side of the river. However, pre-World War II sandpits hereabouts are believed to have used tramways to carry sand to chutes above the river for depositing into barges.

The Maribyrnong River effectively divides the North Western Sewer construction project into two parts which will be joined by a syphon under the river. Approximately eight kilometres, from Brooklyn Junction shaft to the south bank of the Maribyrnong have been completed. Tunnelling on the remaining section, from Afton Street, Essendon, to Albion Street, Moonee Ponds (approximately 3.8 kilometres) commenced on September 12th this year. Total length will be 11.7km.

A Robbins 5.5m diameter tunnel boring machine was used for the first three kilometres from Brooklyn, and a Lovat machine is being used for the balance. this machine erects concrete rings in the tunnel as it advances, and so can cope with the difficulties involved with mixed ground conditions

Four locomotives were seen on site; two were in the trench which extends approximately 50m from the southern portal of the tunnel. These were Gemco 4wDH locos 6 (237-90 of 1990) and 10 (291-91 of 1991), both cordoned off from idle public scrutiny. Gemco 4wDH 7 and Gemco 4wBE No.2 (still with battery box 6) were on the surface. arge amounts of heavyweight rail were stored; a diagram seen quoted 80lb/yard as being required, but rail 90lb and heavier was seen. Colour-light signalling controls train movements in the single track tunnel, which is equipped with "California" switches at intervals for crossing purposes. A section of three-phase AC overhead is in place near the portal but there was no sign of any electric locos. Points seen near the portal were hydraulically operated. Surface track in the contractor's yard is basic and consists of about 300 metres, connecting workshops, pre-fab segment yard and a crane situated above the headshunt in the trench.

Colin Harvey & Phil Rickard 10/94

WALHALLA GOLDFIELDS RAILWAY 762 mm gauge

(see LRN 102 p.17)

On Sunday 2 April 1994 the Railway was officially reopened by the Hon Mark Birrell MP, the Minister responsible for the Walhalla Railway. In attendance were the Speaker of the Legislative Assembly, John Delzoppo - a descendent of an old Walhalla family, Phil Ashdown - a fireman based at Walhalla in the 1920s, and Norm Holmes - a former Walhalla Railway guard.

Since 2 April trains have operated on a 200 m section of track on the Moe side of the Thomson River bridge. They run every Sunday and public holiday between 11am and 4pm and on other days for special charters. Patronage levels in the depth of the Gippsland winter have been more than expected, resulting in a useful financial surplus. It is intended to move to seven day per week operations during January 1995.

Passenger facilities at Thomson consist of an authentic VR narrow gauge style station 52 feet long, based on the building at Crowes in 1912. An SM's office, waiting shelter and tea stall are provided; with a lamp room and toilet block still to come.

On 7 August the first enclosed passenger carriage entered traffic. Classified 1NBW, this carriage is broadly based on the original 1899 saloon NB design, but the full narrow gauge structure limits have been exploited, giving a vehicle 31 feet long by 8 feet wide, seating 36 passengers on 2 x 2 seats.

The seats themselves are turn of the century style American throw-over units obtained from the State Rail Authority of NSW. A second NBW is now half completed, following which it is planned to build two 40 seat NQW semi-open excursion cars.

Work on restoration of the Thomson River bridge is nearing completion, with the re-opening date set for Thursday 27 October. Concrete abutments have been poured and five sets of timber trestles constructed from Gippsland yellow stringy bark bolted to concrete footings. Meanwhile, the original iron work has been repaired and painted. The three centre spans were lifted back onto the original concrete piers on 23/24 April and the lighter approach spans bolted to the new timber trestles on 6 August. Completion of this 303 feet long bridge will open the way to three kilometres of road bed already cleared and graded for track construction.

All being well the Railway's Committee of Management would like to open 800 metres of track for traffic prior to Christmas/New Year, giving a one kilometre run for the peak December/January season. A further 800 metres is planned to take the Railway to the 'little bridge' at 24m 73ch by Easter 1995. It is hoped to reach the Happy Creek temporary terminus by 1996.

Looking toward the next big challenge, the Army dismantled the 12 span 'boat belly' bridge at 25m 18ch over the weekends 14/15 and 29/30 May. The iron spans are now at Dasma Pty Ltd for sandblasting and painting. Funds permitting, the Army will commence re-erection of the bridge during the first half of 1995. This beautiful structure is the first of the six bridges that lie in the final 500 metres of line before Walhalla.

*Walhalla Goldfields Railway, in PBPS Narrow Gauge No.134
via Frank Stamford 11/94*

OVERSEAS - PAPUA NEW GUINEA

BOUGAINVILLE PLANTATION TRAMWAYS 610 mm gauge

(see LRN 39 p.11)

The tramlines on the plantations of Bougainville at Soraken, Kunua, Boiu and Tsiroge are reported to have been removed and used in local cocoa dryers and for other building purposes.

Michael Pearson 7/94

KOKOPO WAR MUSEUM, New Britain 610 mm gauge

A Katoworks 4wPM locomotive is exhibited at this museum. It is ex-Japanese Navy, and was used at Tobera Plantation near Rabaul where an airstrip was constructed by the occupying forces in World War II. It has a

4-cylinder petrol engine and drove onto both axles via a chain. It appears to be a 4-tonne model like the drawing shown in LR 101 p.5.

Michael Pearson 7/94

ULAMONA, WEST NEW BRITAIN PROVINCE 700mm gauge

(see LRN 44 p.15)

The sawmill at the Catholic Mission closed in February 1994 and has been taken over by the local landowners. It is not known whether the tramline, using an 0-6-0DM (converted steam loco Jung 8644 of 1938) is still in use.

Michael Pearson 7/94

MINIATURE RAILWAYS

JOHN FEKETE, Smokey Express, Victor Harbor, South Australia 305mm gauge

A 400 m miniature railway was noted under construction in August along the foreshore adjacent to the terminus of the horse tramway to Granite Island. The line was due to be opened in time for the October Public Holiday, and a steam locomotive named SMOKEY EXPRESS based on a NSWGR Class 12 Atlantic and built in Sydney about 1920 will be used.

Arnold Lockyer 9/94

MEETINGS

MELBOURNE

RUBICON- THE UNTOLD STORY

Peter Evans will speaking about aspects of his Rubicon research that did not or could not be included in *Rails to Rubicon*. If you enjoy a bit of scandal dont miss it!!!

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

DATE: Thursday 8 December at 8.00pm.

SYDNEY

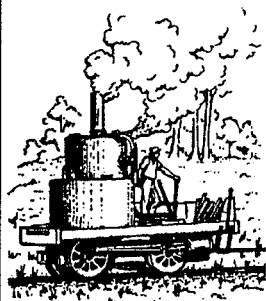
Any member wishing to know details of the next meeting should call Craig Wilson on 02-4847984

ADELAIDE

Contact Arnold Lockyer for details. Phone: 08-2969488

LOCATION: 150 First Avenue, Royston Park.

DATE: Thursday 22rd December at 8.00pm.



LIGHT RAILWAY NEWS

Published by
Light Railway Research Society of Australia Inc

No. 104

February 1995

Hon.Editor: John Browning, PO Box 5646, MACKAY MAIL CENTRE, Q. 4741

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NG 15 Number 118 on 23 October 1994, Bennett Brook Railway, Whiteman Park, WA.

Photo: Ken Watson

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Western Australia: David Whiteford, 102 Cohn Street, KEWDALE 6105
Other states/territories: write to Hon.Editor (see front cover)

NOTES, CORRECTIONS AND COMMENTS

John Browning, the regular editor of LRN, is currently on holiday visiting his family in the UK. We wish him well for an enjoyable trip. This issue of LRN has been put together by me (Mike McCarthy!) and I must say it has been a learning experience of some magnitude. It has only served to deepen my appreciation for the work that John puts into the magazine. I might also add that this is said after having been "spoon-fed" much of the content by John himself. Consequently I have been left wondering how John manages to find the time to do the quality job that he does.

Nevertheless, as you are now well aware, the magazine has been produced albeit without that JB touch but hopefully with something of interest for readers.

RAILS IN THE WILDERNESS

This very interesting video from Memory Line, New Zealand features Bush Tramways, Heislars and Climaxes as well as steam logging engines and a multitude of home-made rail vehicles and machines of the New Zealand forests. Included is some footage of the last working bush tramway in New Zealand as well as remnants of old abandoned tramways.

Members interested in logging tramways in particular will find this to be a valuable addition to their video collection. It is available from ARHS Sales, 67 Randwick Street. Redfern, New South Wales 2016, at a cost of \$39.95.

AUSTRALASIAN CONFERENCE ON ENGINEERING HERITAGE

The first Australasian Conference on Engineering Heritage was held during

November 1994. The conference papers included the following railway topics. Readers might be interested in chasing up papers that cover light railway topics. Among those covered are: Rakaia Gorge Bridge (New Zealand) Light Railways in Australasia New Zealand Bush Tramways Christchurch Trams Goolwa to Port Elliot Railway and Extensions Napier to Gisbourne Railway

Jim Longworth 12/94

RESEARCH COLUMN

Warburton, Millgrove and Wesburn, Victoria

I am currently working on my next book dealing with the Warburton district in Victoria. I am interested in hearing from anyone who, in particular, has photographs of mills and tramways from this region in their collection. I would especially like to hear from anyone who has in their possession postcard/s depicting tramway scenes which have been rendered (coloured). I can be contacted at 27 Verbena Ave. The Basin 3154 or on 03-762 5847 (AH).

Mike McCarthy 1/95

NEW SOUTH WALES

ILLAWARRA LIGHT RAILWAY MUSEUM

(See LRN 103)

The two Drewry diesels to be received by the ILRMS arrived via the RAN LCT HMAS *Labuan*, from Townsville. The locos and some truck materials were donated by the Tully Mill and were shipped by courtesy of the RAN to Sydney. BHP Transport agreed to collect the locomotives from Garden Island and take them to Albion Park where Cleary brothers were to provide assistance in unloading. The locomotives are the Baguley-Drewry 0-6-0 diesel mechanical units .. *Seymour*, B/N 2392/1953 and *Leichardt* B/N 2393/1953. Neither unit has run for several years, but both are reasonably complete and it seemed that *Seymour* could be made operable fairly quickly. *Cairns* was used to tow the diesels, one at a time, into the yard for the benefit of television news crews. Also received from Tully were concrete sleepers and point parts.

Since their arrival the diesels have been covered by a swarm of bodies removing bits from one and grafting them on to the other, stripping and cleaning things and fitting electrical gear from the boxes of spares which accompanied the locos. A set of new heavy duty 12 volt truck batteries was bought at cost from Apollo batteries at Oak Flats. Surprises jumped out of the header tank in the shape of half a dozen NQ tree frogs and a chameleon type

which had been happily living in the engine cooling galleries until flushed out. These were found a good home at a nearby animal sanctuary.

Several tries were made at starting Seymour without success. However, following some assistance from a visitor, who had some expertise with diesel engines, the frozen racks and pumps were freed up and on reassembly she fired. After blowing a lot of rubbish, the locomotive ran very smoothly which confirmed the opinion of a filter at Victoria Mill, who had told ILRMS that she had not done a lot of running since a heavy overhaul. Subsequently the air brake cylinders have been taken off and stripped and cleaned of rust and gunk and, as the rubber boots were in good order, reassembled and tested on Saturday 24 September when they worked quite effectively with no leakage from the seals. With the likelihood of fire bans in the coming months there will be a need for Seymour on passenger work so most effort is being put into finishing off many other pubs which need doing including a new cab roof, radiator and side panel grills, fitting auto couplings and a temporary repaint.

The Government's "LEAP" training Scheme for the unemployed may provide the opportunity for a quantity of much needed work to be done about the Museum. This will include a complete strip and repainting of the newly arrived Seymour and the preparation of rails and track bed for the 184 mm gauge miniature track around the picnic area. Other possible projects for the scheme and other training schemes available within the district include a new underframe for ex Goulburn, Melbourne cable trailer No.110, parts for the reconstitution of the Shay locomotive and perhaps the regauging and repair of the diesel man-rider from Narellan Diesel Service.

The ILRMS has applied for a Rail Heritage Grant to be made available by the NSW Government. Among the projects being considered are the following:

- Extension to the locomotive shed with concrete floor, and proper servicing and inspection pit. (approximately \$50,000)
- Overhaul and retubing of the two Davenport boilers and repairs to the shuttle tank and restoration of the Ex-maffei tank locomotive tender for traffic use, with the Davenport. (approximately \$55,000)
- Replacement of main line sleepers with concrete plant and replacement of some rails with new material, approximately \$55,000.

ILRMS Review - July/August, September/October 1994

TIMBERTOWN, Wauchope 610 mm gauge

(See LRN 102)

The Timbertown theme park at Wauchope New South Wales, is set to reopen after a period of closure. Bruce and Geraldine Campbell proprietors of the Murramarang resort at South Durras have been granted a 30 year lease

of Timbertown and will undertake a \$4.385 million development program over the next 10 years.

Press coverage of the proposal to reopen the complex included a photograph of John Fowler 0-4-2T 17881 of 1928 at timber town undergoing maintenance, so it is assumed that the railway will reopen with the complex.

Port Macquarie News - 16/11/94, via R Persson.

QUEENSLAND

CSR Ltd Macknade Mill 610 mm gauge

(See LRN 103)

The Board of Directors of CSR has announced a \$14.4 million capital works program at the Macknade Mill. This includes the construction of a new 200 t steam/hr boiler (No. 7) to be ready for the 1996 season and a complete retube of the back of No. 6 boiler prior to the 1995 season. It is believed that the investment program shows a strong commitment from CSR for Macknade's future. Concern had existed in regard to the future of the mill when among the various options being considered for its future were a derating of Macknade's crushing rate and the shut down of the mill. However, the investment proposed will see the mill in operation for many years.

About \$300,000 worth of damage occurred when the Clemmac was involved in a derailment of 37 sugar boxes at Girgenti's Siding near Halifax at 1 am Sunday, October 23. About 120 tonnes of sugar were spilled when some boxes burst open spreading sugar over a large area. Two trucks and a loader were used to transport the sugar back to Macknade Mill for remelting. Five boxes were totally written off, the remainder sustained considerable damage to the box, chassis, bogie and couplings. The main line turnout, leading to the siding, and 40 metres of main line were damaged and had to be replaced. The main line was re-opened at 1 pm.

It would appear the derailment was caused by a cut out bearing on one of the boxes. Investigations revealed that the box derailed in Halifax township, rerailed on the road crossing before the turnout at Andersen's Line Junction, travelled through Mona Junction and again derailed 200 metres before the main line turnout at Girgenti's Siding. The derailed box threw the points, causing the rake to enter the siding and derail.

Crystal Creek Cane Railway

The construction of a cane railway extension to service canelands in the southern part of the Macknade district has been funded to the tune of \$7.8 million. Survey work is well advanced and procurement of sleepers, rails and

turnouts is underway. Two new gang trucks and a dual cab 4WD have been purchased to be used in construction. The manufacture of a ballast spreader is all but complete while some truck panels have been prefabricated and rails welded into long lengths.

There are a couple of important steps required before work can commence on site. Firstly, the design route has to be finalised with all landowners and people living in the vicinity of the new line. This task has been completed except for a couple of locations. The second task is to ensure that all interested parties are satisfied that the project will cause no significant environmental damage.

There are two impacts from the construction which need to be addressed. The first relates to the direct effects the track construction will have through clearing and on flood water flows. The second related to the clearing and development of land for cane to be carried by the line. If the line is not built some land owners would not clear land and plant cane because of high transport costs. The land affected most in this way is south of Bambaroo. Some of this land is unique environmentally as it provides a habitat link between the coastal plain and the mountains. The engineering consultants GH & D are helping with this work.

Herbert Valley Sugar New and Views 10/11 via Chris Hart

TULLY and SOUTH JOHNSTONE SUGAR MILLS 610 mm gauge

(Tully - see LRN 103, South Johnstone - see LRN 103)

A massive farming extension will result in the Tully and South Johnstone Sugar Mills crushing an additional 800 000 tonnes of cane per year by 1997.

The increase production will come from new farms on the Atherton Tablelands and in the Murray River Valley south east of Tully. It is believed that the proposal will increase the throughput of the Tully Sugar Mill from around from 1.4 million tonnes at present to 2 million tonnes within three years.

The Tully Sugar Limited Chairman, Rino Cargnello said that a 25 km cane railway was being built to service the new area and another 4 km of track would be constructed to link the Tully network with South Johnstone if a proposed merger of the two mills went ahead as planned.

The crushing capacity of the Tully Mill will be increased from 570 to 600 tonnes per hour next year and a move to continuous crushing will be made in 1996 to cope with the additional throughput. Any cane that cannot be handled at Tully beyond that will be sent to Johnstone.

Townsville Bulletin 8/11/94 via Chris Hart

INVICTA MILL 610 mm gauge

(See LRN 102)

Invicta Mill Manager K C Jones is confident the mill will overcome the problems faced this season and live up to the promise of its major upgrade in years to come. The mill underwent a \$62 million upgrade in the 1993 off season and a further \$70 million is planned to be spent in the factory and yard in the next 12 months. It is reported that everything up to the shredder at the mill is new, including the feeding station, yards and cane receival areas. The feeding station hauling equipment "Goliath" was designed by CSR with NQEA and hauls up to 180 bins by their chassis, up to 24 tonnes of cane in four six-tonnes bins can be tipped at a time on the fully automated system.

The new rail yard is three times the size of the old yard and the number of bins is being progressively Increased to reach 2300, including 1000 new six tonne bins now under construction. By 1997 most bins will be six tonnes.

Australasian Cane Grower 17/10/94 via Chris Hart

MACKAY SUGAR CO-OPERATIVE, Pleystowe Mill 610 mm gauge

(See LRN 103)

Clearing work on the bank of the Pioneer River behind Pleystowe Mill in November uncovered two steam locomotives each almost a hundred years old. They were dumped there about 40 years ago in an attempt to stabilise the river bank. It is not known if these two locomotives, which are understandably in indifferent condition, will be recovered from the site. However, if recovered, it is understood that mill management will ensure that they will not be scrapped. The locos are:

3	0-4-2ST	Hudswell Clarke	478	1896	ex Plane Creek Mill, 1911
6	0-4-0WT	Krauss	3263	1897	ex Palms Mill, 1925; formerly ex Plane Creek Mill. 1911

Pleystowe Mill's E.M. Baldwin B-B DH *Shannon* (7126-1-5-77 of 1977) was on loan at Proserpine Mill for about four weeks following the end of the season at Pleystowe.

Kevin Shanks & John Browning 11/94

Specification for the modified 1984 class locomotive is as indicated below . The locomotive is a modified 73 Class built by Walkers Ltd in the early 1970's. The modifications include:

- Re-gauging from 1435 mm to 610 mm
- Reducing wheel size
- Reduce main frame to bogie distance by 145 mm
- Lower Cooling System by 100 mm

- Lower Engine by 100 mm
- Shorten main frame by 910 mm • Raise the fuel tanks by 200 mm
- Replace the 3CDC Air Compressor
- Lower bonnet by 200 mm
- Fit new driver's cabin & controls

Description

Type:	Diesel Hydraulic
Axle Arrangement:	B-B
Gauge:	610 mm
Total Weight:	41000 kg (maximum)
Control Equipment:	Electric/Pneumatic
Engine Type:	Cummins KTTA 19C
Engine Speed:	1900 RPM
Engine Power:	515 kW
Tractive Power:	485 kW
Transmission Model:	Voith L4r4U2
Transmission Type:	Turbo Reversing - 4 converters
Primary Axle Drive:	Gmeinder GM170/EHA/469
Secondary Axle Drive:	Gmeinder GM170/E/327B
No. of Axle Drives:	2 of each of above
Type of Drive:	Cardan Shaft

Basic Dimensions

Length over headstocks:	10060 mm
Bogie Centres:	5790 mm
Axle Centres:	2286 mm
Wheel Base:	8077 mm
Wheel Diameter:	760 mm
Maximum Height:	3480 mm
Maximum Width:	2820 mm (Platform and Cab) 300 mm (Roof)
Minimum Curve Radius:	30 m

Capacities

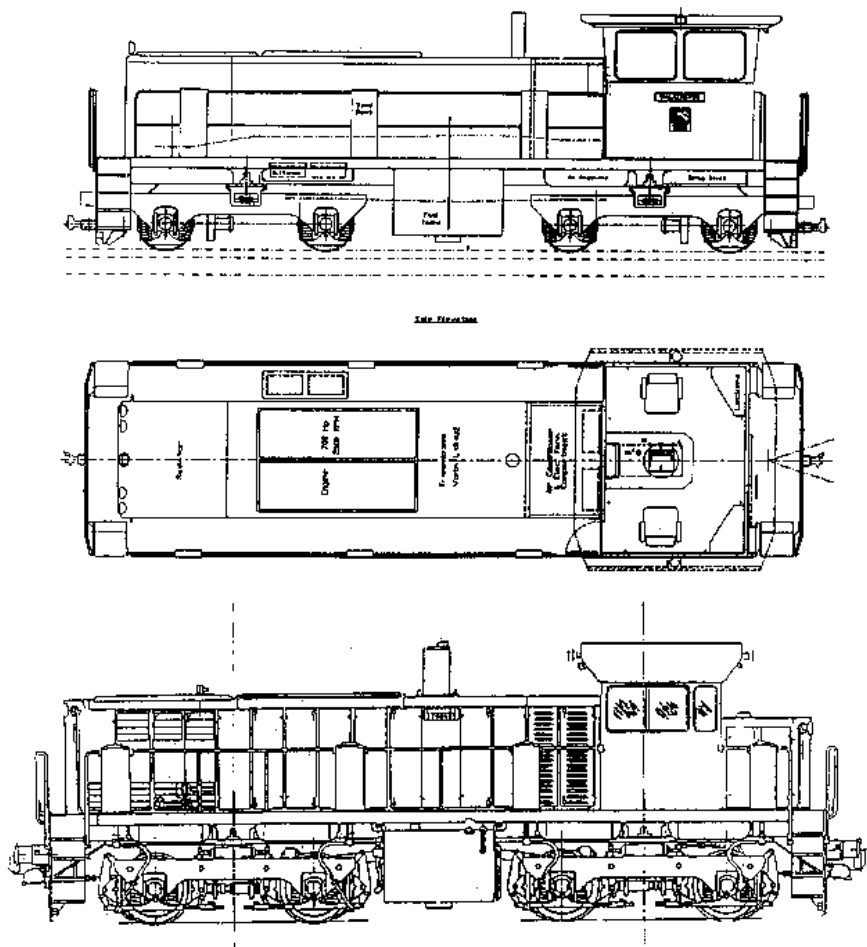
Fuel Oil:	1750 litres
Engine Oil:	57 litres
Transmission Oil:	263 litres
Axle Drive Oil:	15 litres
Cooling Water:	365 litres
Sand:	8 @ 35 litres
Cooling Fan Coupling:	14 litres

Performance

Tractive Effort at 40%	157 kN
Adhesion:	

Tractive Effort at 30% 118 kN
 Adhesion:
 Maximum Continuous 148 kN @ 6.5 km/h
 Tractive Effort:

via John Browning 12/94



COMALCO, Weipa

Comalco's locomotive R1001 was sent to Clyde's work at Kelso (NSW) for a rebuild. It was sent back to Weipa on 25 July 1994 via Newcastle and the vessel Mirabella.

After the vessel deposited R1001 back at Weipa, sister unit R1002 was loaded bound for Fremantle and its new owners West Rail. It arrived at the Port of Fremantle on the 30 August.

ARHS Bulletin 12/94

ELDORADO GOLD MINE, GYMPIE GOLD MINE

(See LRN 103)

A new gold mine officially opened on 13 December 1994, at Gympie. The Eldorado Gold Mine, developed by Devex Limited, is based in the Monkland area of Gympie, the mine having begun production in the middle of 1994.

Gympie first produced gold in 1867 and up to 1948 the area yielded 106 tonnes, making it Queensland's third largest gold producer.

Mackay Daily Mercury 14/12/94 via J. Browning

TASMANIA

MOUNT LYELL MINING AND RAILWAY COMPANY, Queenstown to Regatta Point Line 1067 mm gauge

(See LRN 102)

Following the recent closure of the Mount Lyell mine at Queenstown another proposal for the restoration of the former Mount Lyell Mining and Railway Company's, Queenstown to Regatta Point Line is on the agenda. The State Government recently commissioned a report which advocates reinstatement of the railway between Lynchford and Teepookana. Although highly desirable, the restoration of the rest of the line was deemed impractical because of roads and houses that have been built since the line closed. However, the section proposed for reinstatement does include the best sections of the route including the two inclines.

An alternative scheme has been put forward by a Queenstown business man which proposes the restoration of the entire railway over 5 years. This alternative proposal relies upon the State Government assistance to build a replica ABT locomotive and two carriages. Various factors, including the construction of roads, river flooding, and the need for a reconstruction of the Quarter Mile bridge, all suggest that the alternative scheme is unlikely to occur. However, it is encouraging that at least part of the line may be restored as a consequence of the Government's report.

ARHS Bulletin - 11/94

MOUNT LYELL MINE

Members may be aware that the Mount Lyell Copper and Gold Mine in

Queenstown, Western Tasmania, was set to shut down on the 15 December 1994. It seems that there is a strong possibility that the mine may reopen as part of a \$14 million redevelopment and expansion by Gold Mines of Australia. A proposal is presently in the planning stage with GMA actively seeking to interest potential investors in the proposal. However, it is understood that the news has provided some optimism for the Queenstown mining industry.

The Age 10/11/94 via Phil Rickard 11/94

VICTORIA

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Railway 762 mm gauge

(see LRN 103, page 12)

Locomotives

7A was still in the workshops as at 17 December but it was hoped to have it back in service by the time of the holiday peak season. G42 has had its cylinders fitted to the frames, and the horns (24 of them!) are being machined and fitted to the frames. After its mammoth effort this year in hauling ballast between Gembrook and Fielder, NRT1 was having problems with its clutch plates. These were fitted with new linings and the loco returned to service at Emerald.

Gembrook Restoration

By 17 December bridge No.7 - the small Wright bridge - was almost complete with the decking in place and the side timbers to contain the ballast being fitted. It is a most impressive sight, deep in the forest, on a slight curve, and will provide some interesting photographic opportunities. It was built by a team of volunteers under the guidance of a V/Line trestle bridge expert. Early in 1995 it is intended to lay track from the present rail-head at Wright station across this bridge and a few hundred feet beyond it. From that point the right-of-way will be kept clear to allow road vehicles to use it to access the site of bridge No.8 during its construction. I do not think any official decision has been made on which of the remaining two bridges will be built first. Design work for bridge No.8 (the big Wright bridge) is more advanced, but bridge No.9 (Cockatoo Creek) is simpler, and consequently cheaper.

The track from Fielder to Cockatoo is still unballasted, but all sleepers are fitted for the first half-mile. The next work party on this section is scheduled for February. After that is completed, work will be done on the Cockatoo station yard, and it is then probable that track will be laid from Cockatoo to bridge No.9. The formation on this section is still very overgrown.

Gembrook Operations

A temporary portable office building has been provided at Gembrook to act as a station for the Market weekend services. On Sunday 18 December the Peckett hauled a special train from Gembrook to Fielder, and beyond for half a mile towards Cockatoo. It was the first time a steam loco had worked between Fielder and Cockatoo since 1953. This was for a Mechanical Engineering branch end-of-year function.

Frank Stamford 1/95

TACL TRACTOR RESTORATION (A project to restore the Climax little brother!)

(see LRN 102, p.16)

The main drive shaft has now been fitted back on to the frames, and new parts fabricated to hold the axle-boxes in place in the horn guides.

Frank Stamford 1/95

WESTERN AUSTRALIA

WESTERN AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION INC. Bennett Brook Railway. Whiteman Park 610 mm gauge

(See LRN 102)

An enthusiast day was held on 15 October 1994. Among the activities enjoyed by the many people who attended were shunting and freight trains crossing at Kangaroo Flats. A photo opportunity including a steam freight train run-past climbing the gradients towards One-Duck Lagoon. Various photo opportunities to capture a variety of train make-ups including passenger, goods and mixed trains were provided at a number of the more interesting locations on the railway. It is planned to hold another similar event next year around the same time.

Ken Watson 11/94



NG 15 No. 118 and Fowler D2 on 23 October 1994. Bennet Brook Railway, Whiteman Park. WA.

Photo: Ken Watson



First official run of NG 15 No.118 on 15 October 1994. This was the first time both NGs had been in steam together. Bennett Brook Railway, Whiteman Park.

Photo: Ken Watson



NG 15 No. 123 at Whiteman Valley Junction in 1993, Bennett Brook Railway, Whiteman Park, WA.

Photo: Ken Watson



Fowler D2 and Planet at Whiteman Village Junction, Bennett Brook Railway, Whiteman Park, WA.

Photo: Ken Watson



Owner Malcolm Thomson (right) and Clive Chapman who are rebuilding the Perry, Bennett Brook Railway, Whiteman Park.

Photo: Ken Watson

HOTHAM VALLEY TOURIST RAILWAY

(See LRN 85)

Locomotive G123 has worked well all season and has been towed to Benjarra to have some repairs carried out. Last maintenance work done on this loco was carried out during the summer of 1991/92 giving the Hotham Valley Tourist Railway two years of service at two days a week of steaming for six months of the year. This year has been somewhat of an exception due to the late start of the steam season and an early close due to weather conditions.

Pinjarra Steam Express 11/94

MEETINGS

MELBOURNE:

COASTAL AND PORT RELATED TRAMWAYS OF VICTORIA

Victoria, like most other states had numerous tramways which connected the hinterland with various ports along the east and west coasts. Other tramways were associated with the construction of port facilities. Mike McCarthy will provide an overview of this often neglected aspect of Victorian tramway history.

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

DATE: Thursday 9 February at 8.00 pm.

SYDNEY:

QUEENSLAND CANEFIELDS IN THE 1960S

Our year will commence with Peter Charret showing a selection of slides from his visits to the Queensland canefields in the early 1960s. Steam dominates with most of the southern Queensland mills featured.

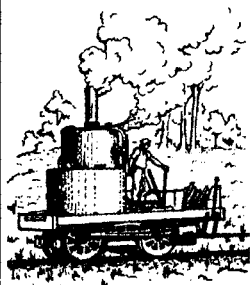
LOCATION: Woodstock Community Centre, Church St., Burwood. Note: Plenty of off street parking at the rear of the building and Burwood station is only a 5 minute walk away.

DATE: Wednesday 22 February at 7.30 pm

ADELAIDE:

Contact Arnold Lockyer for details. Phone: 08-296 9488

LOCATION: 150 First Avenue, Royston Park.



LIGHT RAILWAY NEWS

Published by
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Hudswell Clarke (Robert Hudson) 0-4-0WT 1423 of 1923 and Wingrove & Rogers
4wBE number 214 at Menangle Narrow Gauge Railway 13 November 1994.

Photo: Ray Graf

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Other states/territories: write to Hon.Editor (see front cover)

EDITORIAL

Thanks to Mike McCarthy for his efforts in editing LRN 104. He did a great job and I enjoyed reading it.

Unfortunately, this LRN has been delayed. My visit to England at Christmas was to enable me to see my father, who had been seriously ill a few months before. Unfortunately he died at the end of February, so I have had another trip overseas in the last four weeks, with resulting disruption to work, family and LRN schedules. This has been made more difficult by the accumulation of extra material which arrived after the early close-off in December and since the normal close-off date in March. Apologies to the hard-working Melbourne production and distribution team for the disruption caused.

TOURS INFORMATION

The NSW Division is conducting three tours in the near future. The first is on Sunday 22 May and is a Craven Forest Railway tour conducted by Ian McNeil, commencing at Stroud Road village store at 10.30am. The second tour is also conducted by Ian and is a Simsville Logging Tramway tour commencing at the Booral Service Station at 10am on Sunday 4 June. Intending participants on these tours should contact Ian on (049) 33 2706 for further information and to confirm the tours in case unforeseen circumstances have caused cancellation. The third tour is likely to take place in late June and will be to two early coal mines in the Mount Victoria area. Members interested in attending this tour, which will be held at short notice, or in obtaining more information, should ring Jeff Moonie on (047) 536 302 or Craig Wilson on (02) 484 7984.

NOTES, CORRECTIONS AND COMMENTS

ANDERSON REA, Mackay

Tony Wells has corrected my spelling of this firm's title (see LRN 101 p.6). Not all short words are easy to spell!

ILLAWARRA LRMS

Thanks to Chris Hart for pointing out that the correct building dates for the two Drewry diesels (LRN 104 p.3) is 1952. Unfortunately, this does not necessarily correspond with the date shown on the builder's plates.

THE FORGOTTEN RAILWAYS OF SYDNEY

At the request of Sydney University Department of Continuing Education, the ARHS are repeating this course of lectures in 1995. The course is intended for non-enthusiasts but covers much of light railway interest. The University has also asked for an additional but different course to be developed. If any readers have ideas on suitable topics they are encouraged to contact Jim Longworth on (02) 876 4369.

HISTORY OF COAL MINING IN AUSTRALIA

Ray Graf has come across this 1993 monograph (No.21) of the Australian Institute of Mining & Metallurgy, 191 Royal Parade, Parkville 3052. This appears to be a useful publication. However, due to its price (\$85 plus postage) he recommends that members examine it carefully before purchasing.

BLACK SNOW & LIQUID GOLD (A History of the Burdekin Shire)

Chris Hart has come across this new book by well known author John Kerr, and points out some aspects of sugar industry interest including some photographs. John Kerr can be contacted on (07) 370 9588.

RESEARCH COLUMN

South Yarra Brickworks

(LRN 82 p.3)

Amongst the thousands of references contained in *Geology of Victoria* (Victorian Division, Geological Society of Victoria Inc. 1988 ISBN 0 909869 67 7), the following article may relate to the above named site: *Mining and Geological Journal of Victoria* 6 (4) pp.9-16 (1959-60) - *The South Yarra Fire-Brick Co Pty Ltd* by G.Bell. Confirmation is needed that this account in fact refers to the site mentioned.

Phil Rickard 12/94

FIELD REPORTS

Please continue to send in reports of the use of light railways in industry for the Research Column and Field Reports sections so that as full a record as possible can be built up for the benefit of future and present researchers - Ed.

LEVER & KITCHEN, Balmain

Following the presentation of the talk *Forgotten Railways of Sydney - the Industrials* - by Jim Longworth, an offer was made to assist in gaining access to the Lever & Kitchen soap factory at Balmain. Inspection revealed sections of 2 ft gauge track on both sides of Hyam Street. The level of the track was about level with street level, so a crossing by tunnel was unlikely. On the north side a point was located, but within a few days redevelopment work removed all traces of track on this side of the street. On the south side of Hyam Street, a network of tracks and wagon turntables was located. Some rail ran through very old barrel vault catacombs under the works, with the rail head flush with the concrete floor. The vaults were approximately 2.1 m wide and 2 m high and a turntable was measured at about 1.6 m. This was all at a lower level than the floor of the most recent factory, which presumably is a later stage of development on the site. It was indicated that the section south of Hyam Street will remain intact for some time to come.

Jim Longworth 2/95

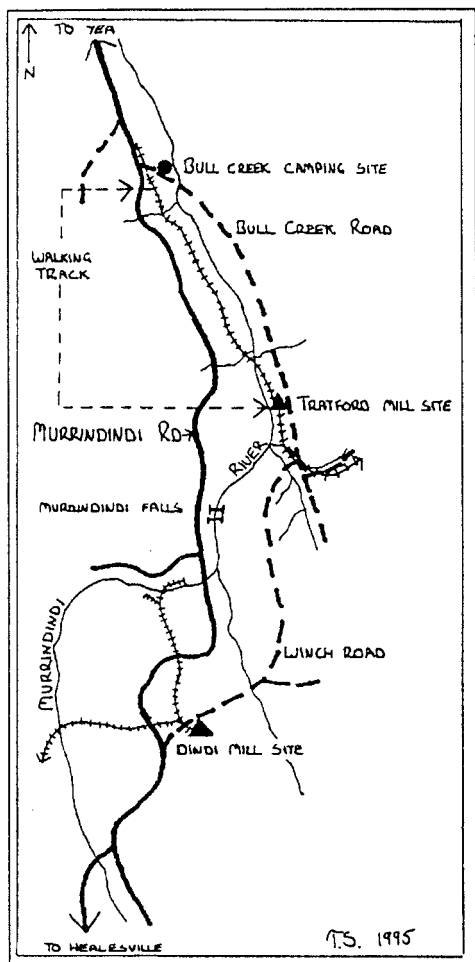
MURRINDINDI FOREST, Victoria

(see *Timber Mountain* by N Houghton)

The recent efforts of the Conservation Forests and Lands Department to construct forest walks along former tramway formations has enabled shall we say the more mature of us to undertake tramway walks without the effort of bush bashing and becoming meals for leeches. An example of the Department's efforts has seen the 1984 clearing of a section of a 2.2 km length of former tramline which once served the mills of Trafalgar and the Erieka Hardwood Co in the Murrindindi River area.

Access is via the Bull Creek camping ground from the Murrindindi Road and is well signposted. If travelling from Melbourne a detour down Winch Road will take you to the site of the Dindi mill, which is now a picnic area and according to the signpost has been declared a heritage site. The mill site has been cleared and the log foundations are clearly discernible.

From the Bull Creek camping area the formation to Trafalgar's mill is clearly defined as it winds its way around the contours with a couple of well preserved cuttings along the route. A surprise along the walk is a display of a length



of timber tramway track with two tramway bogies supporting a load of logs. The restorers have omitted the swivelling requirements of the log bogies, and have instead simply placed a solid piece of timber on the bogies. This is a small oversight and does not detract from the overall appearance of the display. Not far past the bogies is a curved length of well preserved timber tramline in a shallow cutting. However one would imagine that the constant pressure of bush walkers may see this section of tramline soon deteriorate, and it may be advisable for members to enjoy the preserved section while in its present state. The walk along the tramway section concludes at the Tratford mill site. The mill log bearers, sawdust trench, and sawdust heap being easily defined.

Information signs have been erected at Tratford mill, the preserved timber line section and the log bogie display. The

Department is commended for its efforts in educating the general public, and maintaining a part of our timber transport heritage.

Tony Sedawie and Rita Pietzch 3/95

NEW SOUTH WALES

BHP LTD, Port Kembla 1435 mm gauge

(see LRN 94 p.7)

Ex-Goldsworthy Co-Co DE locos D50 (ex GML6) and D51 (exGML9), built by English Electric (Australia) at Rocklea, Queensland, were noted working in

multiple on a coal train on the Wongawilli line on 12 November 1994. They are painted in the BHP corporate blue, white, black and red livery.

On 10 October 1994, BHP rail operations ran a *Camp Quality* day. *CAMP QUALITY FLYER* train rides were featured, in the hands of orange and black liveried Com-Eng (NSW) Bo-Bo DE D6 hauling two wooden end platform cars and an ex-Lysaghts bogie van. Trains were scheduled to run at 10.30, 11.45, 1.00 and 2.45, but the last did not operate.

Ray Graf 1/95

COOLANGATTA HISTORIC VILLAGE RESORT, Shoalhaven Heads 600 mm gauge

(see LRN 51 p.4)

A recent visit indicated that the petrol steam-outline locomotive and a couple of passenger vehicles are still disused at this site. They are to be found in the long grass behind resort outbuildings with a stack of rails. (They are still being identified as "from Taronga Park Zoo", although readers' comments in 1985 tended to shed considerable doubt on this, with Adelaide Zoo suggested as a more likely source. - Ed.)

David Burke 3/95

DORRIGO STEAM RAILWAY & MUSEUM 1435 mm gauge

(see LRN 77 p.9)

The former Lysaghts Goninan B-B DE JL3 (017 of 1962), obtained for preservation, had been stored at the Ampol sidings at Port Kembla along with some ex SRA locomotives. This equipment has now been noted stored on BHP Lysaghts trackage at Spring Hill works, near the Lysaghts platform on the Wollongong - Port Kembla main line.

Ray Graf 1/95

LITHGOW MINING MUSEUM INC, Lithgow gauges various

(see LRN 103 p.6)

The museum is located at the former State Coal Mine site at Lithgow and plans to mount a display of mining equipment at the site and operate over the standard gauge siding from the mine to the steelworks site. The museum is not yet opened but visitors are welcomed on days when working parties are active. When visited in October, the following items were noted:

3	4wBE	1067 mm	Gibson Battle	ex Kandos No.3 Colliery
AIS 59	4wDHR	1067 mm	Fox	(a)
	4wWE	1067 mm?		(b)

- | | | | | |
|---|------|----------|---------------|-----|
| | 4wWE | 1067 mm? | | (b) |
| | 4wDM | 610 mm? | Jenbach? | (c) |
| 3 | 4wBE | 1067 mm? | Gibson Battle | (d) |
- (a) ex Mines Department, Londonderry. Originally from one of the AIS south coast pits for a possible museum at Londonderry. (Fox 315 of 1971 supplied to Kemira Colliery - Ed.)
- (b) ex Farm & Building Supplies, Narellan. Originally ex National Oil Co, Glen Davis. Purchased by R.Mainwaring and placed with museum. (One is the yellow 'tram' loco built by Glen Davis using frames made by A.Goninan in 1947; the other is a 1909 General Electric ex Sulphide Corporation fitted with new frames built by Thirlwell & McKenzie in 1946 - Ed -see LR 121 & 122)
- (c) has both Jenbach and Bundaberg Jenbach marked axle set. Jenbach JW20 motor No.5336
- (d) ex Lithgow Valley Colliery. Stored at Pipers Flat for many years awaiting preservation.

There were also two man-riding cars, also possibly ex Pipers Flat.

Ray Graf 2/95; Craig Wilson 2/95

MELALEUCA STATION, Chinderah 610 mm gauge

(see LRN 101 p.7)



The Perry at Melaleuca Station, January 1995.

Photo: Bob Gough

A visit early in 1995 showed Perry 0-6-2T 2601.1.51 of 1951 and two bogie carriages in use on the two foot gauge railway, which runs through a tea tree plantation. The locomotive is in lined yellow livery with black steam and sand domes. Admission is free and the attraction is open daily.

Bob Gough 2/95

MENANGLE NARROW GAUGE RAILWAY, Campbelltown Steam & Machinery Museum, Menangle Park 610 mm gauge

(see LRN 102 p.5)

Hudswell Clarke 0-4-0WT 1423 of 1923 was observed in steam at the November 13th Open Day, having worked also the previous day.

The first Sunday of each month will be an Open Day at the park in 1995 while November 11th/12th will be a rally weekend.

Ray Graf 1/95

DAVID MOTTRAM, 123 Blackbutt Road, Herons Creek 2443

A smokebox, believed to be from standard gauge Class B Climax 1375 (of 1914?) has been purchased by David Mottram (065) 85 7076. This locomotive worked for Longworths (Laurieton) Ltd, Kendall, between approximately 1916 and 1932. The smokebox is complete with N18 front, N108 stack base, N63 inspection hole, N9 twin blast pipe and N8 saddle mounting with integral exhaust elbows. Future intention is to display the smokebox in association with photographs of the locomotive. The whereabouts of other items, records, articles and illustrations would be appreciated for an article on Longworths tramway for *Light Railways*.

David Mottram via Craig Wilson 1/95

POKOLBIN LIGHT RAILWAY PROJECT 610 mm gauge

This project, referred to in LRN 101 (p.12), involved building a tourist railway in the vineyard area of the Hunter Valley. Plans have had to be shelved because of the Cessnock Council's refusal to allow a level crossing of McDonald's Road, adjacent to the Brokenwood vineyard, even if flashing lights were installed. An underpass would involve significant disruption to the vineyard. The 4.5km section planned for west of the road may however be a viable option.

Hudswell Clarke 0-6-0 1838 of 1950 was purchased from Mossman Mill for use on the project. It has been stored on a property at Bolwarra (Maitland) and will be undergoing minor repairs. However, its owner, unhappy with events at Pokolbin, has turned his attention northward and has become part proprietor of the tourist train operations at Mossman. The loco will be returning to north Queensland in due course.

Harry Wright 1/95; Bruce Belbin 3/95

SYDNEY WATER BOARD narrow gauge

(see LRN 91 p.10)

A quantity of equipment was advertised for sale by tender through agents

Pickles Auctions Pty Ltd and was inspected as follows:

At Bringelly: a Fowler Rex agitator car; an Atlas-Copco shuttle car (A1-1A battery electric) plant number 105148.

At Werrington: two 4wBE Gemco locos (presumably 610 mm gauge - Ed.), plant numbers 79 and 105. The first is unidentified but carries controller SS3 1834. The second is Gemco 12705-06/98/70 of 1970, and has two 4 hp motors (controller numbered 1831). There were also three battery boxes (no batteries), two of which were numbered 95 and 108, as well as five sets of shuttle car batteries and three sets of loco batteries.

At the Atlas-Copco works at Blacktown: three Atlas-Copco shuttle cars (A1-1A battery electric with centre flanged wheels). Two were 5m3 units stored in the open, with plant numbers (new series) 112595 and 106195. The other was a 4m3 unit stored under cover, plan number (old series) 2546. Also here were two mini fullfacers each comprising tunnelling machine, power car, conveyer unit and hopper car.

Other material offered for sale included cable/transformers and lots of rail about 40/45lb.

Ray Graf 1/95

TIMBERTOWN, Wauchope 610 mm gauge

(see LRN 102 p.6 & 104 p.4)

The successful tenderer for Timbertown, Murramarang Resorts Pty Ltd has withdrawn its bid, sending the Hastings Council back to square one in its bid to reopen the attraction. Murramarang Managing Director, Mr Bruce Campbell claimed that the Council had not fulfilled its obligations by completing a number of projects to bring the park up to scratch . . . *the main thing was that the steam trains were not working* . The park was scheduled to re-open on December 17th, then 26th.

Mayor Cr Ray Cooper said that the Council had worked *at a cracking pace* but had underestimated the amount of work needed to be done. This had included 1400 hours of work by volunteers. A report on 'Prime' T.V. news showed various activities taking place to bring the park up to scratch, including a collapsed bridge support. Of a pig-sty construction it appeared to have fallen sideways and is at an angle of about 30 degrees.

It appears that the Council will call for new tenders.

*Port Macquarie News 30-12-94, Hastings Gazette 22-12-94,
Prime T.V. News, via Bill Hanks*

QUEENSLAND

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY, Durundur Railway, Woodford 610 mm gauge

(see LRN 101 p.8)

Trains were run daily from 28 December to 1 January to coincide with the Maleny Folk Festival, which has relocated to Woodford. This was a very successful exercise.

Restoration work is proceeding on Hudswell Clarke 0-6-0 *Melbourne* (1701 of 1938), with work concentrating on the boiler mountings and the interior of the tender tank. John Fowler 0-6-0DM *Goondi* No.1 (18620 of 1929) has had a new cab built, utilising some parts salvaged from the old corroded cab. Some sections of the cab floor also require replacement, and the axleboxes complete with new bearings are ready for refitting. Bundaberg Fowler 0-6-2T 5 (5 of 1952) has had its boiler certificate renewed and its side tanks emptied and cleaned. Ruston & Hornsby 4wDM 279567 of 1949 has had an overhauled starter motor and generator fitted thanks to the assistance of Clive Plater. It is planned to rebuild one of the old rail motor trailers which has been in storage for some time, as passenger numbers increase.

A new station platform has been installed at the Peterson's Road terminus to serve the neighbouring Woodford Country Herbs Cottage Garden, and was first used in January.

Durundur Railway Bulletin 12/94, 1/95, 2/95; Bob Gough 2/95

BABINDA SUGAR LTD 610 mm gauge

(see LRN 98 p.5)

A cream Malcolm Moore 4wDM, probably number 20 (1057 of 1943), was noted dumped out of use near the navy depot during January.

Editor 1/95

BUNDABERG SUGAR LTD, Mourilyan Mill 610 mm gauge

(see LRN 101 p.9)

Some bins were observed in December to have been painted red above waist level and white below, presumably as a road safety device. Plasser KMX-12 high speed ballast tamper 249 of 1982 was noted in the mill yard. This machine has been transferred from the Bundaberg district. Clyde 0-6-0DH 8 (55-57 of 1955) has been fitted with a new cab. The navy area near the mill entrance has been cleaned out and the derelict Malcolm Moore 4wDM unit displayed there (1001 of 1943) has disappeared. Two old steam locomotive frames and the remains of Conquip tamping machine 10 of 1971 were noted

in the area of the yard furthest from the loco shed.

Motor Rail 4wDM "Simplex" 4wDMs 10219 of 1950 and possibly 3668 of 1924 were observed at the depot at the old Goondi Mill site together with Walkers 0-6-0DH 11 (570 of 1956).

It is suggested that there may be only one year remaining in which sugar will be conveyed to Mourilyan Harbour by rail.

Editor 12/95

CSR LTD, Herbert River Mills 610 mm gauge

(see LRN 104 p.5-7)

A couple of points of clarification / correction are required in relation to the reports in LRN 104. The Crystal Creek cane railway will serve Victoria Mill, while *Clemmac* is the local abbreviation for *Clem H McComiskie*, the Walkers B-B DH 605 of 1969.

Further transfers of cane from Victoria to Macknade were needed to equalise the 1994 season length at the two mills. They resumed on 16 November 1994 and were halted before crushing ceased on 21 November. A total of 52 490 tonnes were transferred from Victoria Mill to Macknade by Macknade locos during the season.

Planning consent for the 26 km Crystal Creek line from Helens Hill to Coolbie was given by the Hinchinbrook Shire Council in late February in spite of some objections. Many track panels and lengths of welded rail had been readied in preparation by then. The line is to be built by direct labour and a start was due to be made around the middle in late February, due to some uncertainty as to the exact route for the first section. It was planned to build the line right through to the road transport interchange at the terminus first and build the sidings later. Rail for the project has been acquired from the QR Brisbane Valley line. A new ballast spreader constructed at Victoria Mill will no doubt be used in trackbed preparation on the construction project. It is towed along behind tip trucks delivering ballast to site by road and consists of a delivery chute and roller.

The two most recent Walkers B-B DH rebuilds acquired by Victoria Mill were observed to have been fitted with nameplates by late December 1994. 599 of 1968 has *Victoria* nameplates as expected but 612 of 1969 is officially named *Herbert II*.

Between 6 and 12 May, Hudswell Clarke 0-6-0 *Homebush* (1067 of 1914) will be in daily use giving passenger rides in connection with the Italian Festival being held in Ingham. It was also used on 17 December 1994 for the annual Victoria Mill's social club Christmas party, together with the Decauville carriage and the replica built for Halifax kindergarten in the 1970s.

Following the success of making available the Crown freehold former pastoral lease at Wharp's Holding for Victoria Mill cane production, there has been some speculation that similar land in the Upper Ripple Creek area may in the future be made available to Macknade Mill growers.

All Herbert Valley cane bins are being renumbered into one series for the 1995 season. Previously, there had been a Macknade series, a Victoria series, and an ex-Hambledon bin series at Victoria Mill. Consequently there were many duplications and some triplications. The lowest number observed, believed to be the starting number, is 01001.

Loco repainting at Macknade has resumed with Clyde 0-6-0DH 11 (65-383 of 1965) having been sandblasted and painting having commenced by late February. A new road vehicle has displaced from service Macknade's Hansen linecar 4 (1112 of 1973), formerly used for maintenance on the mill's eastern lines.

The old loco shed, water tank and barracks at McKell's on Victoria's line at Longpocket was advertised for removal in December. A locomotive was stationed here in the crushing from the building of the line in the 1950s until at least the 1970s.

*Chris Hart 12/94 & 2/94; Herbert River Express 3/12/94,
20/12/94, 7/2/95, 28/2/95, 2/3/95 Herbert Valley Sugar News
and Views 29/9/94 & 8/12/94 via Chris Hart*

CSR LTD, Kalamia Mill 610 mm gauge

(see LRN 102 p.8)

A new weighbridge/tipler is being built for the start of the 1995 season. This will enable any combination of Kalamia, Invicta and Inkerman cane bins to be handled. This could perhaps be a forward looking move when considering that the mighty Burdekin River separates Inkerman and Kalamia and that the nearest Invicta line is some 17km from a Kalamia line. However, it might merely mean that Kalamia is likely to receive the other mills' cast-off bins.

Australian Canegrower 12/12/94 via Chris Hart; Editor

HAUGHTON SUGAR CO LTD, Invicta Mill, Giru 610 mm gauge

(see LRN 104 p.7)

The ex-QGR DH-class Walkers B-B DH (655 of 1970) was delivered from Tulk Goninan, Mackay, towards the end of March 1995. Delivery was delayed as it was decided to fit this unit with a new engine rather than retaining the engine received from QGR. In addition, three ex-NSW SRA 73-class Walkers B-B DH locos (669 & 677 of 1971 and 687 of 1972) are also due for delivery

from the Bundaberg Foundry before the start of the season. An order of 687 six-tonne cane bins is also due for completion before the start of the new season.

Australian Canegrower 6/2/95 via Chris Hart; Editor

W. HECK & SONS PTY LTD, Rocky Point Mill, Woongoolba 610 mm gauge

(see LRN 78 p.14)

on the multi-lift system allowing direct tip into the carrier. This would have meant the end for the internal rail system at the mill which was previously used for cane bins delivered by semi-trailer.

Australian Canegrower 12/12/94 via Chris Hart

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD 610 mm gauge

(see LRN 104 p.12)

The 1994 season saw significant quantities of cane transfers between mills via tramline as follows:

- Farleigh to Pleystowe: 101 000 tonnes;
- Pleystowe to Marian: 90 000 tonnes;
- Racecourse to Pleystowe: 17 000 tonnes;
- Farleigh to Marian: 4 500 tonnes.

A 7km tramline is being built by Racecourse Mill into the Balberra area. This area lies south of Sandy Creek and east of the QGR north coast line, and could not be accessed without a rail crossing. QGR would not allow a level crossing, and there were considerable problems in building an underpass. The solution is a "drawbridge" crossing like that put into service at Wollingford on the Pioneer Valley branch in 1994. The first 3.5km stage of the line will cost \$1.3m and will be in service in 1995. A further 3.5km will be built for the 1996 season.

Tramline improvements undertaken by Marian Mill include realignment of a 1km section through Mirani township, and reconstruction of a 1km section at Uruba, approaching Finch Hatton. Some siding reorganisation is also taking place including some amalgamations to allow the use of 6-tonne bins, and some modifications to facilitate the use of cane elevator tippers by growers.

Racecourse Mill is investigation replacing the sheet metal lower section of its 2150 cane bins with mesh. This idea will be trialed in 1995.

Pleystowe Mill's new Walkers B-B DH 73-class rebuild *Walkerston* (672 of 1971) was trialed on the steepest grades on the Marian and Farleigh systems in the last days of the 1994 season. It was tried out on the Messmate Range and at Harvison's (Gargett) on the Marian system, and on the Summit on Farleigh's north coast line.

Work on similar loco rebuilds for Marian and Farleigh is expected to be completed for the start of the 1995 season. These locos are Walkers 707 of 1972, and 692 of 1972 respectively. It is understood that Mackay firm Anderson Rea have carried out frame and bogie modifications on them, as well as constructing new cabs.

*Mackay Sugar Newsletter 12/94 & 3/95
Australian Canegrower 12/12/94 via Chris Hart*

MICKY MINA, Hawkins Creek Road via Ingham 610 mm gauge

(see LRN 103 p.10)

Drewry 0-6-0DM *Victoria* (Baguley 2404 of 1953) is sitting directly on the ground with generator, starter motor, compressor, fuel filter, stop solenoid, brake control and most gauges missing. The roof is starting to collapse, not surprising after a few years on "rotten row" at Victoria Mill.

Chris Hart 2/95

MULGRAVE CENTRAL MILL CO LTD, Gordonvale 610 mm gauge

(see LRN 102 p.13)

A visit in December found a number of locomotives in the new livery. This is yellow below the waist and peppermint green above. A thick red line is painted just below the start of the yellow, and curves down to footplate level at the front end. The headstocks and running boards are in red/white dazzle stripes. The locos observed in the new colours were:

9	0-6-0DH	Com-Eng	FC3473	1964
13	0-6-0DH	Clyde	64-316	1964
18	0-6-0DH	Clyde	64-379	1964
19	0-6-0DH	Clyde	65-435	1965

The new loco shed has three roads and is located adjacent to the navy complex.

Editor 12/95

NOSTALGIA TOWN, David Low Way, Pacific Paradise 610 mm gauge

(see LRN 98 p.10)

The railway here was noted in operation in May 1994. The locomotive is Chance steam-outline B-2-B PH 84-50-200-24 of 1984 ex Canberra Fair, Canberra. Admission is free but there is a charge for rides.

Paul Simpson 1/95

PLANE CREEK CENTRAL MILL CO LTD, Sarina 610 mm gauge

(see LRN 103 p.11)

Formation work on the new tramline was well advanced by the end of

January, with some major bridge works in progress. John Holland is the major contractor. Track laying would not be able to proceed until at least March, with concrete sleepers the major item not able to be delivered until then. Rail purchase requirements had largely been met by late January, with only 400 tonnes of 60 lb rail still to be acquired.

There will be seven siding locations on the line, 4km south of Koumala, Mt.Christian (9.5 km), Ilbilbie (21 km), Orkobie (32 km & 34.5 km), Tinerta (41 km) and Karloo (44 km). The new line runs adjacent to the QR from Koumala for 13 km and for the last 8 km to Karloo. The middle 23 km section is some distance to the east of the QR.

Rod Taylor (Plane Creek Central Mill) 1/95

QUEENSLAND RAILFAST EXPRESS, Woree 1067 mm gauge

Two Walkers DH-class B-B DH locos have reportedly been obtained from QR for use at the QRX yard at Woree, Cairns. These are 37 (619 of 1969) and 45 (627 of 1969), which have been painted white and carry the QRX logo.

Sunshine Express 12/94

SOUTH JOHNSTONE MILL LTD 610 mm gauge

(see LRN 104 p.7)

It is confirmed that plans are being made to construct a new bogie locomotive, with design based on the Prof B-B DH *Nyleta* (PSL 25.01 of 1990) as rebuilt by the mill in 1993. However, no definite decision as to when this will happen. Although not carried, *Nyleta* is officially number 13 in the loco roster while E.M.Baldwin B-B DH *Liverpool* (10385-1-8-82 of 1982) is officially number 12.

An equipment transporter wagon was noted in December, made from two bin chassis joined as bogies with a heavy frame above. The new Fairmont Tamper Model STM-XLC ballast tamper was due for delivery in February.

Editor 12/94

SUGARWORLD, Edmonton 610 mm gauge

This attraction continued to operate after the closure of Hambledon Mill in 1991 (see LRN 86 p.12) under the ownership of developers who leased it to Hugh and Donna Anthony. However, with the subdivision of the site, the park was expected to close in March 1995. Ex-Hambledon Mill E.M.Baldwin 4wDH 9109-1-9-80 of 1980 operated a passenger service here, and according to one report has continued to venture onto the now Mulgrave Mill tramway system.

Sunshine Express 12/94

TINBEERWAH MOUNTAIN RAILWAY, Cooroy 610 mm gauge

(see LRN 97 p.10)

In October 1994, a 15 m x 7.5 m workshop was constructed adjacent to the storage depot, with rail connection. Track upgrading has been carried out through the grey patch, and the S-bends on the mountain are being removed to facilitate the passage of the rail motor which is to be constructed later in 1995. All track at the old bush depot has been removed but a 30m siding still leads off the main line.

A Robert Hudson side tipping skip has been acquired from Victorian scrap dealer Don Wilson, who has retained three similar ones, alleged to have come from a mine in Bendigo 20-30 years ago.

Russell Savage 2/95

TULLY SUGAR LTD 610 mm gauge

(see LRN 104 p.7)

10 kilometres of cane railway is under construction at a cost of \$2.5m as part of the Murray River infrastructure project, which is receiving assistance from federal and state governments. New lines are being constructed to Stamp Road, Warrami Road and Murray Upper Road, each capable of further extension to tap additional cane assignments.

A visit in January revealed a bogie brake wagon under construction near the locoshed. A QR wagon is being used as the basis for this vehicle.

Editor 1/95; Herbert River Express 12/1/95 & 2/3/95 via Chris Hart

WHITE MINING LTD, North Goonyella narrow gauge

(see LRN 91 p.16)

An auction of equipment used in the construction of this underground mine took place on 5 October 1994. Auctioneers were Gray Eisdell Martin. Underground rail equipment offered included two 5 cu. m. concrete agitators, a passenger dolly car, a side tipping muck wagon, two flat top wagons and a Tamrock Jumbo twin boom underground drill.

Ray Graf 1/95

TASMANIA

EMU BAY RAILWAY 1067 mm gauge

(see LRN 86 p.15)

With the cessation of mining operations at Mt.Lyell on 15 December 1994, operations were expected to be discontinued on the Primrose - Melba Flats section.

All Walkers 11-class B-B DH locos have been fitted for driver only operation, and 1105 (642 of 1970) was the first to receive cab airconditioning. A program to refurbish all wagon stock is continuing with two vehicles completed per month. Work involved includes refurbishment of frames and bodywork, and repainting.

ARHS Bulletin 12/95

Mt.LYELL ABT RAILWAY SOCIETY 1067 mm gauge

(see LRN 104 p.12)

Moves towards a possible rebuilding of the famous railway have reportedly extended as far as approaching the Puffing Billy Preservation Society and the Tasmanian Transport Museum Society with enquiries as to the availability of the Abt 0-4-2T rack locomotives they hold: ABT No.5 (North British 24418 of 1938) and ABT No.2 (Dubs 3594 of 1898) respectively. ABT No. 1 (Dubs 3369 of 1896) is at Zeehan and ABT No.3 (Dubs 3730 of 1898) is at Queenstown.

ARHS Bulletin 12/94; Editor

VICTORIA

ALEXANDRA TIMBER TRAMWAY & MUSEUM INC 610 mm gauge

(see LRN 102 p.15)

Work has continued on the dismantling of the boiler fittings, cylinders and motion of Hudswell Clarke 0-6-0 1098 of 1915. The boiler was inspected on November 14th and passed for 150lbs pressure. The cab has been removed, and steel is on order for the construction of a new footplate. It is obvious that a downward dip of the frames under the cab was caused by a past collision and remedial attention is required for cosmetic rather than mechanical reasons.

The regulator of John Fowler 0-6-0T 11885 of 1909 has been refurbished and its boiler has been passed for 120lbs. Kelly & Lewis 0-6-0DM 4721 of 1935 continues in regular use for mid-week bus tours. Malcolm Moore 4wDM 1098 of 1943 needs new tyres. Motor Rail "Simplex" 4wDM 10058 of 1948 now carries out almost all shunting and work train duties.

Possible future plans for the site include a new locomotive depot and turntable to be accessed from a new line to be laid behind the existing goods shed.

Timberline 10/94 & 12/94 via Ray Graf 1/95

BASS VALLEY RAILWAY 610 mm gauge

(see LRN 98 p.14)

It would appear that between 13 December and 27 December 1994, a large

pile of track and loose rail arrived at a site on the road which passes between the Bass Station Restaurant and the Big Worm tourist attraction. It can be assumed that this material will be used for the construction of the projected Bass Valley Railway, using equipment ex Cheetham Salt.

Ray Graf 1/95

BILL BEST 610 mm gauge

(see LRN 100 p.8)

The appeal to the Commonwealth Administrative Appeals Tribunal against a refusal to issue an export permit for Decauville 0-4-2T 246 of 1897 has failed. It is understood that the locomotive will remain in storage as the Commonwealth Government has refused to secure its future by purchasing it.

Editor 1/95

BHP, Long Island, Hastings 1600 mm gauge

(see LRN 96 p.15)

Two Com-Eng Aresco *Trak-Chief* 4WDH road-rail units, numbered 1 and 2, have been displaced by Clyde Bo-Bo DE Y148 (65-414 of 1965) recently acquired from VR. They were advertised for sale late in 1994 and at least one has subsequently been noted at Leongatha (see elsewhere this issue).

Ray Graf 12/95

COAL CREEK HISTORICAL VILLAGE, Korumburra 762 mm gauge

(see LRN 91 p.18)

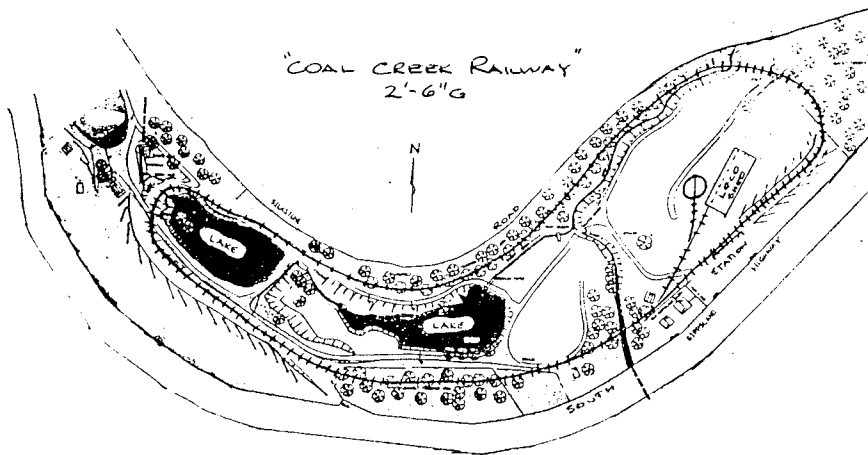


The Clarkat 2-2wPM *Coal Creek Tug* at Coal Creek, January 30th 1995.

Photo: Paul Simpson

A 2 ft 6 in gauge track has been laid at the Coal Creek Historical Village at Korumburra. On 1 November 1992, Puffing Billy's Peckett 0-4-0ST *Sir John Grice* (1711 of 1926) was at the village for the official opening of a short length of track which was attended by the Minister for Transport, Mr Brown.

Work continued over the years extending the track around the park to make up a loop approximately 1.5 km long. A large cutting has been made through the eastern corner of the property, and the line also makes two creek crossings and runs through a timbered area which will provide some shade as well as some great photographic spots. A shed has been erected with point work and tracks connecting it to the loop. The shed has one track with room for two others.



In February 1995 the Ruston & Hornsby 4wDM locomotive NRT1 (296058 of 1950) and the ballast hopper NQG3 were transported from Emerald to Coal Creek by low loader, to enable the track to be ballasted. Then the ETRB Plasser tamping machine, PTT 16, was sent up to pack the ballast and lift the track to the proper levels. February 18th/19th saw the Peckett and passenger car 16NBH back for the opening of the completed track, which is hoped to increase the flow of paying customers through the park.

Two privately owned NQR frames are to be refurbished at Emerald and sent away to have passenger bodies built and attached to the frames, which will then be delivered to Coal Creek, to be used as the passenger carrying stock.

On site is also a Clarkat luggage hauler converted for rail use (CK43470 built by Clarke Trutractor, Division of Clark Equipment Co., Battle Creek, Michigan, USA). Built to haul luggage trolleys at main line stations, it is appropriately named *Coal Creek Tug*. Several home made flat wagons were noted adjacent to it.

It was reported that regular steam train operations would begin early in 1995, using a locomotive on loan from Puffing Billy (presumably the Peckett) until the overhaul of the Coal Creek loco (Couillet 0-4-0T 90 of 1890 and/or Couillet rebuilt 2-4-2ST 43 of 1886? - Ed.), is completed.

Ray Graf 1/95; Paul Simpson 2/95; Hugh Markwick 2/95

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Railway 762 mm gauge

(see LRN 104 p.15)

Locomotives 2-6-2T 7A is back in service. At the end of February, 2-6-2T 12A was out of service for DLI boiler inspection. Both Ruston & Hornsby 4wDM NRT1 (296058 of 1950) and the Peckett 0-4-0ST *Sir John Grice* (1711 of 1926) made a visit to the Coal Creek Historical Village in February, along with the tamping machine (see separate item above).

Gembrook Restoration The February work party completed sleepiering of the track between Fielder and Cockatoo. This track is not ballasted, and funds are not available to do this at present. The workparty in March is scheduled to lay track from Wright station to the recently rebuilt small Wright bridge, if funds are available. (Funds must be very tight at present, as this is a very short stretch of track.)

TACL Tractor Restoration The brake rigging is being refurbished, remade (where necessary), and refitted to TACL 4wPM 55 of 1928, under restoration by LRRSA and PBPS volunteers. It is necessary to complete the brake rigging before the engine can be replaced, due to difficulty of access once the engine is in place. As a matter of policy the team is trying to reuse as much of the original fabric of the machine as possible, but unfortunately some parts are beyond redemption.

Frank Stamford 3/95

THE GISBORNE DISTRICT STEAM & ENGINE SOCIETY 610 mm gauge

(See LRN 101, p. 18)

Perry 0-4-2T loco 9 (9737-45/1 of 1945) was viewed, recently restored and in steam, at The Gisborne Steam Park, Webb Crescent, New Gisborne in November 1994. Some lining along the tanks and cab will complete the loco externally. The Perry can be seen operating at the annual Steam & Vintage Engine Rally organised by the Gisborne District Steam & Engine Society Inc. on Sunday 21 May, 1995. Other attractions at the Rally will be 7¼ inch gauge live-steam train rides, a Fowler steam roller in action, vintage machinery and vintage cars and trucks.

Neil White via Frank Stamford 3/95

LEONGATHA 1600 mm gauge

Com-Eng Aresco *Trak-Chief* No.2 was seen parked on the rails in the railway station yard on December 28th 1994. This unit was number 2 at BHP Long Island (see elsewhere this issue) and was previously at BHP Acacia Ridge in Queensland. Its present owner is unknown, but it was said to have been used by a contractor pulling up the line beyond Leongatha.

Ray Graf 1/95

DEAN MARTIN, Gator Magoons, Ovens Highway, Porepunkah 610 mm gauge

This recreation centre set in a scenic position beside the Ovens River half a kilometre on the Bright side of Porepunkah is presently constructing a 2 ft gauge pleasure railway on a US "wild west" theme. Work commenced about August 1994 and completion is hoped for by Easter 1995. By December, the 0.75km continuous formation was complete, tracklaying had commenced and a locomotive nearly finished.

The 4-6-4PH steam outline loco is being built by Dean in his well-equipped workshop, and is essentially a scaled-up version of the "Denver & Western RR" 2-6-2 battery-operated model available in toy shops. Weighing over two tonnes, the engine is in the "smokebox" and drives through a hydraulic transmission with final drive to the wheels via chains. The front bogie wheels and drivers are flanged but the trailing bogie wheels are unflanged. The loco makes a "chuffing" sound thanks to compressed air escaping from the cylinders and has a realistic sounding whistle. Yet to be added were the "smoke producer" and genuine bronze bell. The tender and three "American" end balcony carriages were yet to be built.

The track, partly on Dean's land and partly on leased land besides the Ovens River has minimal gradients. The rails, of 30lb and 45lb/yd are ex Mackay Sugar, Cattle Creek Mill, as are a small tamping machine and a number of wheelsets. The tamper is Matisa (Switzerland) 7665 of 1967 (ex Australian Army), and it will be used for packing ballast and aligning the redgum sleepers being cut at Howlong, NSW. A lengthy embankment has been created using mullock from former mining activities along the river. A tunnel, bridge, water tower and miniature "western" town will eventually add to the theme. Dean wishes to purchase more rail and can be contacted at PO Box 523, POREPUNKAH 3740.

Phil Rickard 12/94

JIM PURTON, Lalor Street, Ballarat 762 mm gauge

(see LRN 102 p.17)

A visit on 27 November 1994 revealed just six ex-MMBW locos stored for resale. These seem to be as listed in LRN 100 except that the E.M.Baldwin 4wDH numbered 46 (tentatively identified as 6700-1-4-76 of 1976) had gone. (The E.M.Baldwin 4wDH previously identified as 5366-4-5-74 of 1974 appears to carry the MMBW number 3273035 - Ed.)

Craig Wilson 2/95

ROYAL AUSTRALIAN ARMoured CORPS TANK MUSEUM, Puckapunyal 915 mm gauge

(see LRN 101 p.18)

On a visit on 12 December 1994, it was ascertained that a battery target trolley was held but not on display. However, the unit was located at the store and repair yard where the vehicle stood in the open. It is a battery-powered inside-framed four-wheeled flat vehicle with steel plated deck to which the target was attached. Approximate dimensions are: wheel diameter 450 mm, wheelbase 1m, height of top 600 mm, width 1.2 m, length 3 m over the pointed ends. The vehicle is painted red but green paint is visible below the red. An electric motor is mounted between the frames at one end; details are Metropolitan Vickers Co. Ltd 15 bhp, 230v dc.

It is planned to restore the target trolley and position it on rails for display. Some control apparatus is also held. Further information is being sought on when the system was last used and about the current system in use.

Phil Rickard 12/94

WODONGA 1435 mm gauge

A steam locomotive was reported at Wodonga by Jim Jaworski in January 1995. An inspection on 8 January found it visible, through two fences, from the Victorian Roads car park off the old highway. Tentative identification is Andrew Barclay 0-6-0T 1470 of 1916 ex Portland Cement. It appears dumped, without wheels, axles and motion.

Ray Graf 1/95

WESTERN AUSTRALIA

BROOME HISTORICAL SOCIETY 1067 mm gauge

The Broome Historical Society operates their museum in the old customs house adjacent to the old Public Works Department rail depot, and was

visited in August 1994. In the outside display is an old unidentified 4-wheel rail wagon and some wheelsets. The wagon has two 1880 WA Ry Britannia Works Birmingham axle box covers and one 1885 WA Ry M.R.C&W Co, Saltley Works, Birmingham cover. The Society will be taking over the old rail yard for expansion of outdoor displays. It is intended to retain the depot remains which include passenger and goods platforms. The four-wheel coach 'preserved' in Bedford Park (see LRN 65 p.18) is to be moved to the museum.

The society is planning to relay a railway within the townsite, probably from the former depot towards Chinatown. A diesel loco may be constructed from parts existing in the Kimberley. There are considerable rail wagon remains in scrap heaps within the PWD depot (though with the vegetation cover it is impossible to identify parts) and the society hopes they can use some of these for rolling stock construction.

There is now no wagon on the 2 ft gauge Streeter's pearling jetty tramway (see LRN 96 p.17) and the old shed at the shore end of the tramway has been demolished.

David Whiteford 2/95

WYNDHAM - EAST KIMBERLEY SHIRE COUNCIL 1067 mm gauge

(see LRN 65 p.19)

The railway display at the port was viewed in August 1994. It consists of two lines, the longest being approximately on the old town rail alignment and the other at right angles to it. The following items are to be found: Com-Eng 4wDH PW26 (GB1046 of 1960), a 4-wheel crane with BHP frame, a 4-wheel low side wood frame & deck wagon, G(3?)507 & 15 (steel frame wood deck low side wagons), steam crane by Jessop & Appleby, Leicester; Hudswell Clarke 0-6-OST *Preston* (379 of 1891) and wagon 16.

A bogie steam crane by Herbert Morris Ltd, Loughborough (7 ton maximum lift) sits in the dirt near the Marine & Harbours (ex PWD) depot, and inside the depot is the 1912 0-6-OPM New Century loco *Kaiser*, which has been rescued from a Kununurra park. This loco is destined for display with the other items and had been waiting some months to be sandblasted by Marine & Harbours prior to repainting. Also in the depot is wagon 52 (steel frame and deck) and around the depot and its mangrove boundary are many piles of scrap rail and wagon pieces.

Very little remains of the actual port rail system as industrial and transport developments are on former rail and depot land. However, there is a railway crossing sign on one of the jetty access roads, and the southern jetty approach track exists from near the goods yard boundary to the jetty. In addition all tracks remain on the jetty itself. Former goods sheds are incorporated into

other transport depots and have been structurally modified.

Little remains of the older Anthon landing tramways. Remains of the landing piles can be seen at low tides, and remains of former stockyards with rail line fencing still exist. As well as a line connecting Anthon with the later Wyndham port, there also was a line to a quarry behind the old town. A little skip rail can be seen in the quarry.

David Whiteford 2/95

ROTTNEST ISLAND RAILWAY TRUST 1067 mm gauge

(see LRN 102 p.19)



Rottneſt's second locomotive with carriage *Quokka* approaches Oliver Hill in January 1995.

Photo: Donald Whiteford

A visit here in November 1994 saw the railway in operation from the terminus "Settlement Station" to the "Oliver Hill" station, with the timetable showing four trains per day. The journey time including an inspection of the Oliver Hill gun emplacement requires two hours. The last trip of the day does not include the gun inspection.

The loco observed in November is ex WAGR 4wDH shunting tractor ST1 on loan from the ARHS Bassendean Railway Museum, painted blue and green. By January, the second unit had arrived, also an ex-WAGR shunting tractor.

Two open bogie carriages are in service, *Quokka*, painted blue and *Osprey*, painted green. Push-pull operation is used, with the locomotive capable of being operated between the two cars if necessary, as on the opening day, 3 July 1994. The track grade is almost level except for a steep section at Oliver's Hill.

The new line is on the original trackbed using second hand rail donated by

Westrail and sleepers supplied by Bunnings at cost. The seven kilometres of restored track were laid in just six weeks by 45 volunteers, with an additional new section of one kilometre added between Kingstown Barracks and the Thomson Bay settlement.

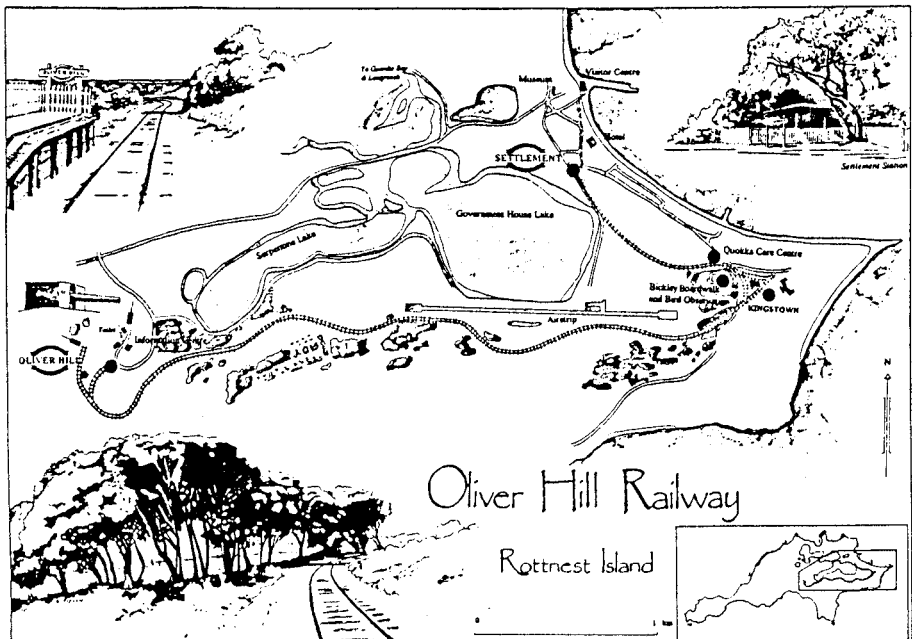
There is no siding for the locos or cars but the train rests on the “barracks” end of the triangle near Kingstown Station.

A spur line to Gun H2 at Oliver Hill has been laid but was not yet in use in January. When the gun is restored, passengers will be able to take the train up to one gun, view that and then walk the tunnels connecting it with the other gun where the train will be reboarded.

It has even been suggested that passengers will one day be able to travel through the narrow tunnels by rail.

It is anticipated that two purpose-built diesel electric tramcars will be in service on the line in the next couple of years.

*Paul Simpson 12/94; David Whiteford 2/95; The Westland
8/94 via Ray Graf; Sunday Times 29/5/94, 3/7/94,
The Road Patrol (RAC WA) via AREA & Ray Graf*



CHRISTMAS ISLAND

PHOSPHATE RESOURCES NL 1435 mm gauge

(see LRN 65 p.19)



General Electric B-B DE 9402 near Drumsite, Christmas Island, March 1994

Photo: Greg Stephenson

A visit in February and March 1994 enabled inspection of the railway relics associated with phosphate mining operations on the island. Current mining activity consists of reworking the previously mined areas to recover discarded overburden material. Rubber-wheeled transport is now used. Railway tracks have been largely removed with only a short section at Drumsite remaining. This is near some of the disused phosphate dryers and includes a substantial steel and concrete bridge above the roadway. Drumsite derives its name from the winding winch which was formerly used on an incline from the upper terrace to the wharf at Settlement. This incline has long been superseded by a conveyor system, although remains of it can be seen, obscured with water, sewage and stormwater pipes, and concreted up to rail level to act as a drainage channel.

Sections of rail embedded in concrete are being removed as part of wharf area reconstruction. The former loco shed and workshop at Drumsite is now used as a heavy equipment workshop. Six diesel-electric locos and three other items of rolling stock remain on the island with the rest having been scrapped.

Opposite Drumsite School adjacent to an old platform, a B-B DE loco and

three vehicles are “preserved”. The loco is numbered 9401 and the diesel engines, generators and traction motors have been removed. It carries a plate:

**GENERAL ELECTRIC REMANUFACTURED BY F.R.TULK & CO PTY LTD PERTH
WESTERN AUSTRALIA SERIAL No.17933 F.R.T.No.OT11604 CLASS B-B-88/88 DATE 17.8.79
4 GE 733 MOD 763 H.P. 440.**

(This is ex NSWGR 7920 - see LRN 44 p.14 - Ed.).

The rolling stock is a 4-wheel tank wagon numbered 9303, bogie hopper wagon 9281 and a bogie flat. The hopper wagon carries a plate;

**MANUFACTURED BY TOMLINSON STEEL LIMITED
PERTH WESTERN AUSTRALIA.**

On an isolated section of track near the Drumsite Workshop is located a second B-B DE loco, 9402 (ex NSWGR 7923). The loco appears complete and has been partially repainted. It is similar to 9401 but is fitted with two Caterpillar Model 3306 PC diesel engines coupled to GE generators. Westinghouse braking equipment is fitted. It is understood that this loco was used in the dismantling of the railway.

Further to the south west beyond the phosphate dryers and the island's power station are four locos located on isolated sections of track. These appear to be B-B DE also, and were becoming engulfed in prolific vegetation. They carry no identification plates. 8901 and 8902 are said to be Whitcomb locos and 9001 and 9002 were referred to as “Canadians”.

8901 and 8902 were fitted with two 8-cylinder Model D17000 diesel engines, Type 195-A Westinghouse DC generators and Gardner-Denver vertical air compressors. Markings inside the cab indicate that the previous numbers of these locos were V911 and V912 respectively. 9001 has two Model D326F 6-cylinder 176hp Caterpillar diesel engines and Type 193-PC Westinghouse DC generators. 9002 has two Model D326P 6-cylinder 184hp Caterpillar diesels. Further details regarding the origin of these locomotives would be of interest; scrap appears to be their most likely fate.

Two interesting publications on life on Christmas Island which includes aspects of the railway operations have been published by Bruce Neale, 5 Rolfe Place, CHAPMAN 2611. These are *We were the Christmas Islanders 1906-80* by Margaret Neale, 1988, and *Christmas Island The Early Years 1888-1958* by Jan Adams & Margaret Neale, 1993.

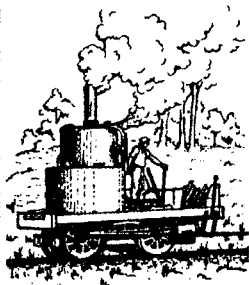
Greg Stephenson 1/95

MEETINGS NOTICE

As John has already indicated this issue has been delayed because of the need for John to travel to England to attend his father's funeral. I'm sure all

members will join with Council in extending our sympathy to John and his family on this sad event.

All meetings covered by this issue have been held so there is little point in providing details of entertainment items etc. Another issue of LRN is due shortly. Details of future meetings will be listed as usual.



LIGHT RAILWAY NEWS

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First train over Puffing Billy's new Wright trestle. 2-6-2T 14A with an impressive work train pauses amidst sylvan surrounds in the Victorian autumn, 18 April 1995.

Photo: Mark Plummer

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EDITORIAL

A number of questions have been asked about the editorial policy for inclusion of material in LRN. It was developed to mirror the longstanding practice of *Light Railways*. Included are all industrial railways (including private sidings), except the heavy haulers of the Pilbara. Included are all government-owned railways which were not part of a government railway system (eg PWD, Marine & Harbors). Included are the "narrow gauge" lines of government railway systems: i.e. narrower than the gauge(s) which were standardised for that state: Victoria 2 ft 6 in; Queensland & Tasmania 2 ft All preserved equipment from the above lines and any such lines which have been preserved (eg Puffing Billy, Rottne Island) are included. Railways down to 15" gauge will generally be included: miniature railways are sometimes included in LRN when space availability allows. Electric street tramways are excluded, as are preserved ex-government railway lines and preserved equipment from government railways, although government equipment sold for industrial use is included. The emergence of "privatised" lines ex-government railway systems is a new phenomenon. These lines will be excluded, although the idea of the Silverton Tramway Company becoming the operator of a privatised line does pose a challenge.

LRN reports can be submitted on computer disk. Most word processor formats acceptable. Disks returned.

NOTES, CORRECTIONS AND COMMENTS

AUSTRALIAN RAILS TO TRAILS

This organisation has been set up to preserve disused rail corridors for alternative public uses such as cycling, horse riding and bush walking. Enquiries to PO Box 223, East Melbourne 3002.

MULGRAVE SUGAR MILL

A centenary publication is available from the mill (PO Box 21, Gordonvale 4865) for \$24 including postage.

BURDEKIN SHIRE HISTORY

Black Snow & Liquid Gold by John Kerr can be obtained from the Shire Council (PO Box 974, Ayr 4807) for \$32-60 including postage.

A MILITARY MYSTERY TOUR

A 2 ft gauge Orenstein & Koppel 0-4-2T was brought back to Australia from war service in Palestine at the end of World War I. It was displayed in the Melbourne Exhibition grounds only to be sold for scrap in 1937. This article by John Browning tells of its story and is published in the *Industrial Railway Record*. A number of Australian War Memorial photographs are featured. Available at Stg£2.50 (surface mail) from R.V.Mulligan, Owls Barn, The Chestnuts, Aylesbeare, Exeter EX5 2BY, UK.

RESEARCH COLUMN

RAILWAYS IN PAPUA NEW GUINEA

Michael Pearson and Bob McKillop are working on a book on Papua New Guinea's railways. They would like to be contacted by any researchers who have material available which could be of assistance. Of particular interest would be information on recent movements of railway material to PNG, information from Commonwealth railway records from about 1910 to 1937, and information from Queensland railway records from 1884 to the 1930s. Please write c/- the LRN Editor.

LOCOMOTIVE, ROLLING STOCK & EQUIPMENT MANUFACTURERS

BUNDABERG FOUNDRY ENGINEERS LTD

It is reported that Walkers B-B DH locos being rebuilt for 2 ft gauge use

at the Bundaberg Foundry are sent on commissioning trials at Bingera Mill before acceptance for delivery.

Bob James 5/95

NEW SOUTH WALES

DORRIGO STEAM RAILWAY & MUSEUM 1435 mm gauge

(see LRN 105 p.6)

Goninan B-B DE JL3 HELEN MARY (017 of 1962) was placed on a low loader at Port Kembla on November 2nd 1994 for transport to Dorrigo. It arrived at Dorrigo the following day onto the No.10 storage siding.

Trevor Edmonds 5/95

BARCLAY MOWLEM, Kooragang Island, Newcastle 1435 mm gauge

Track extensions were in progress at Kooragang Island Coal Services on 9 April. Barclay Mowlem's hi-rail road/rail tractor K1 1063 was observed in charge of a bogie ballast hopper W281 (ex SRA?).

Ray Graf 4/95

EL CABALLO BLANCO, Catherine Field 1067 mm gauge

(see LRN 96 p.8)

The cover of the new motor magazine *Which Car* (February 1995) shows a new car for test/evaluation here. Prominently shown in the background is the Neil Moxon steam outline 2-4-2DM built in 1993.

Ray Graf 4/95

CLUTHA LTD, Oakdale & Brimstone Collieries 1067 mm gauge

(see LRN 96 p.8)

Clutha Ltd was placed into voluntary administration in February 1995 after rising gas levels severely curtailed coal production at its two south coast collieries. At the end of March employees agreed to take holidays without pay and long service leave in an attempt to save the company from closure.

Sydney Morning Herald 28/3/95 & 30/3/95 via Ray Graf

THE MANILDRA GROUP, Manildra 1435 mm gauge

(see LRN 88 p.10)

Walkers B-B DH 7340 (702 of 1972), in yellow and dark blue livery was noted on shunting duties at Manildra by Harry Wright on 14 May 1992. When the site was visited by Ray Graf on 22 April 1995, this loco was at the headshunt behind the bowling green, possibly stored out of use. Another

loco, numbered MM01, was observed with gleaming paint adjacent to the loading bank in the mill area. This is reportedly Clyde ex SRA Co-Co DE 4907 (62-257 of 1962), delivered on 20 January 1995. Both locos have GEM OF THE WEST painted on the end of the short hood. A second new loco, 4903 (60-223 of 1960), was reportedly in an advanced state of rebuilding at that time. Manildra is also stated to own 4904 (60-224 of 1960) and 4909 (62-259 of 1960). [Where will they be stationed and what happened to 7329 (Walkers 691 of 1972), 7334 (696 of 1972) and 7335 (697 of 1972) purchased in 1991/2? - Ed.]



H.J.Wright 6/92; Ray Graf 4/95; ARHS Bulletin No.691

Manildra's Walkers B-B DH 7340 shunting at the Manildra Mill on 14 May 1992. This unit has apparently been made redundant by the arrival of Clyde Co-Co DE loco 4907 in the guise of MM01 in early 1995.

Photo: Harry Wright

RICHMOND VALE PRESERVATION CO-OPERATIVE SOCIETY LTD, Richmond Vale Railway Museum 1435 mm gauge

(see LRN 88 p.11)

Ex-South Maitland Railways Beyer Peacock 2-8-2T locos 24 & 25 (6125 and 6126 of 1922) were advertised to be in use hauling trains at Pelaw Main at *Steamfest '95* on 8 and 9 April . Subject to official approval, Clyde 0-4-0ST *Marjorie* (462 of 1938) was also to be in use, on a short section of line reconstructed parallel to the still active main coal line of the SMR at Weston.

Ray Graf 4/95

THE SILVERTON TRAMWAY CO LTD, Broken Hill 1435 mm gauge

(see LRN 90 p.9)

A number of SRA locomotives were purchased at auction on 6 December 1994. Six were A.E.Goodwin 48-class Co-Co DE locos similar to the existing fleet delivered to Silverton or acquired from ANR. These are 4811, 4815, 4825, 4829, 4838 and 4843. There are also four A.E.Goodwin 442-class Co-Co DE locos which may be intended for privatised use on the Tarana - Oberon line. These are 44202, 44203, 4217 & 44220.

ARHS Bulletin No.688 via Ray Graf

TRACTION & VEHICLE RESTORERS ASSOCIATION INC, Marsden Weir Steam Museum, Goulburn 610 mm gauge

(see LRN 94 p.9)

Noted at the former Goulburn Steam Museum on 29 January 1995 was a Fowler 0-4-2T with *BFC* painted on the front. Fowler builder's plates 17882 are reportedly carried. This number is not a Fowler loco builder's number. (Presumably this loco is Fowler 16340 of 1924 rather than 17881 last reported at Timbertown Wauchope - Ed.) Also present was a F.C.Hibberd Planet 4wDM with chassis number 1348 of 1954, which indicates it is B/n 2388 of 1954 rather than the 2380 carried on the engine covers. [What has happened to Krauss 0-6-0T *Stella* (4323 of 1896) which was here dismantled in 1992?- Ed.]

Two extra tracks have been laid in a widened loco shed, one a 2 ft gauge display / work line and the second standard gauge. A third rail has been added to part of the 2 ft gauge tramway, apparently for trolley use, but uses light rail which is rusted, worn and kinked with few sleepers.

Steam operation is advertised for the first and third weekend of the month.

Ray Graf 5/95

LUCKNOW

The Lucknow Wentworth gold mine site east of Orange was sold at auction to Bantela Pty Ltd of Sydney in March, in spite of the opposition of the local historical society. The site, which has had a heritage protection order put on it, features the headframe of the main Wentworth shaft. It is not known what tramway relics remain on site.

Midstate Observer 30/3/95 via Ray Graf

QUEENSLAND

QR DISPOSAL OF DH CLASS LOCOS

Queensland Railways disposed of eleven Walkers DH class B-B DH locos by tender in April. The units were DH24 (B/n.606), DH25 (607), DH29 (611), DH35 (617), DH36 (618), DH40 (622), DH41 (623), DH43 (625), DH46 (628), DH47 (629) all of 1969, and DH59 (646 of 1970). Many of these were in indifferent condition with parts removed but all have been purchased for regauging and reuse. Disposal for cane railway use is reported to have been as follows: Bundaberg Sugar, Mulgrave Mill, Tully Sugar, Proserpine Mill, CSR Ltd (2), Mackay Sugar's Racecourse Mill (DH25), and Isis Mill (all for conversion to 610 mm gauge). In addition the Emerald Tourist Railway Board purchased DH59 for conversion to 762 mm gauge and two units were sold to Cook's Construction, Yallourn for conversion to 900mm gauge.

Paul Aslette 4/95; Chris Hart 5/95; Bob James 5/95

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY, Durundur Railway, Woodford 610 mm gauge

(see LRN 105 p.9)

Running days (10.00am to 4.00pm) for the remainder of the year will be 4,11,18,25 June; , 2,9,16,23,30 July; 6,13,20,27 August; 3,17 September; 1,15 October; 19 November , 17 December.

ANGRMS 4/95

BABINDA SUGAR LTD 610 mm gauge

(see LRN 105 p.10)

Plasser KMX-12T ballast tamper 249 of 1982 was noted at Babinda, on loan from Mourilyan Mill, on 29 March.

Chris Hart 4/95

CSR LTD, Herbert River Mills 610 mm gauge

(see LRN 105 p.11)

Hudswell Clarke 0-6-0 *Homebush* (1067 of 1914) was scheduled to operate return trips between the mill yard and Halifax, where temporary stations were set up, as part of the Italian Festival from 6 to 12 May. Departure and return times at Victoria Mill were scheduled to be 9.00 - 11.35am; 12 - 2.35pm and 2.45 - 5.20pm. Only the first two trips were scheduled for 6 May. The one-way journey time was about 50mts, and when bookings justified it, half the passengers travelled to Halifax by bus and the other half by train, swapping over for the return journey. An oiling-up stop was made at Brae Meadows

in each direction. The loco faced Lucinda at all times but ran around its two carriages at the mill and at Mahoney's loop, Halifax. As there was no provision for trips originating at Halifax, shuttle trips were operated back towards Victoria Mill as far as the Macknade triangle on 7 May at least.

Approximately the first mile of Macknade Mill's western line is being deviated this slack season. The objective is to straighten the route of the line and eliminate two level crossings. Two sidings in this stretch will be replaced by one large one.

On 6 May Victoria Mill's Hansen 4wPMR linecar L CAR 2 (56 of 1972) was seen leaving the mill on the back of a road truck, and was later seen on the rails at Coldwater near Abergowrie. This is often done when track has been lifted and a unit is needed on the isolated section.

Most Victoria Mill units now seem to be running in the new livery of yellow with a jade stripe. Those still in the old livery observed on May 6th were:

	4wDM	Motor Rail	11255	1964
Canberra	0-6-0DH	Clyde	65-433	1965
Albany	0-4-0DH	E.M.Baldwin	6-1792-1-11-66	1966
Hobart	0-6-0DH	E.M.Baldwin	4413-1-7-72	1972

while E.M.Baldwin 4wDH (*Hambledon*) is still in yellow with a very wide green band.

At Macknade Mill, a majority of locos were in the yellow and jade but those seen in the old livery were:

12	0-6-0DH	Clyde	65-434	1965
16	0-6-0DH	Clyde	DHI.1	1954
17	0-4-0DH	E.M.Baldwin	6-1446-1-9-65	1965

Clyde 0-6-0DH 11 (65-383 of 1965) is undergoing a heavy rebuild including receiving a new GM 92 series turbocharged V6 engine.

*Herbert River Express 2/5/95 via Chris Hart; Chris Hart 4/95, 5/95;
Editor 5/95;*

HAUGHTON SUGAR CO LTD, Invicta Mill, Giru 610 mm gauge

(see LRN 105 p.12)

The ex-QGR Walkers B-B DH (655 of 1970) delivered in March is named *Clare*. It appears that at least one new bogie brake wagon has been constructed this slack season. It appears to be similar to the one built by the mill last year.

Editor 5/95

ISIS CENTRAL SUGAR MILL CO LTD 610 mm gauge

(see LRN 103 p.9)

Isis Mill is understood to have taken delivery of its Plasser KMX-12T tamping machine.

Bob James 5/95

JOHN HOLLAND CONSTRUCTION & ENGINEERING PTY LTD 610 mm gauge

See PLANE CREEK CENTRAL MILL CO LTD, Sarina

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD 610 mm gauge

(see LRN 105 p.13)

By mid April, the first section of Racecourse Mill's Balberra Tramline complete with sidings had been constructed for the 1200 m from its junction with the Munbura line to the QGR crossing, with an additional 100 m built beyond the crossing. Site work had yet to commence on the installation of a "drawbridge" crossing of the QGR main line. 450 m of trackbed had been completed beyond the end of track with surveyor's pegs beyond for a further 1150 m.

It is reported that the Bundaberg Foundry will be completing the rebuilding work on the Walkers 73-class locos for Farleigh and Marian, with delivery scheduled for August. The shortened frame of 7345 (707 of 1972) was noted still at Marian on 17 April, but that of 7330 (692 of 1972) was not in evidence at Farleigh a few days later.

Engine replacements this slack season include the fitting of GM 92 series V6 engines with electronic control into Racecourse Mill's Clyde DHI-71 0-6-0DH *Sunnyside* (57-160 of 1957), Pleystowe Mill's Clyde HG-3R 0-6-0DH *Pleystowe* (64-321 of 1964) and Farleigh Mill's Clyde HG-3R 0-6-0DH *Conningsby* (61-232 of 1961). Although the model HG-3R was originally fitted with a V8 engine, the DHI-71 had a 71 series straight six. These motors are no longer manufactured by GM, so the V6 fitted to *Sunnyside* will be rated down as far as possible, to 275hp. The V8 motor ex *Conningsby* has reportedly been resold to Racecourse Mill for fitting to Com-Eng 0-6-0DH *Oakenden* (FB3169 of 1963).

Farleigh Mill's early Com-Eng 0-6-0DM locos *Richmond* (A1308 of 1955) and *Ashburton* (A1614 of 1956) are expected to be withdrawn from cane haulage duties from the 1995 season. They will probably be allocated for navvy use.

It is reported that a new branch line to Wewak, past Calen, is to be constructed off Farleigh's north coast line for the commencement of the 1996 season.

A long rail welding system has been established at Farleigh Mill. 100 m lengths of rail are made up, and a set of nine 4-wheel bolster wagons has been provided to transport the lengths to site.

Paul Aslette 4/95; Brian Mather 5/95; Editor 4/95

MULGRAVE CENTRAL MILL CO LTD, Gordonvale 610 mm gauge

(see LRN 105 p.14)

The two new locos rebuilt from ex-QGR Walkers DH-class B-B DH units were in Mackay overnight on 14 -15 April during road delivery. The locos did not carry any mill identity but did have Bundaberg Foundry rebuild plates stating they were DH13 (595 of 1968) and DH31 (613 of 1969). Livery is as described in LRN105 but with white sandboxes and handrails, black fuel tanks and frames and black brake cylinders, springs and axleboxes on red bogies.

It is reported that one of these locos will be used on the line to the south. The other is reportedly to run to Redlynch (where the ex-Hambledon Mill tramway crosses the QGR under a low bridge) to pick up a load and bring it over the Brimsmead Gap to loops at Edmonton. It will then return to Redlynch to bring a second load right back to the mill. It is said that a trial last season using double-headed Clyde HG-3R locos to haul a long rake over the Brimsmead Gap pointed out the necessity of having strong couplings!

Editor 4/95; Tom Porritt via Chris Hart 5/95

PETER S PHILLIPS, Pros Vegas Sugar Estates, Proserpine

This gentleman proposes to build a tourist attraction incorporating a 2 ft gauge railway and has investigated a number of possibilities for locomotive and rolling stock purchase. He can be contacted at PO Box 1, Hamilton Island 4803.

Editor 4/95

PLANE CREEK CENTRAL MILL CO LTD, Sarina 610 mm gauge

(see LRN 105 p.14)

John Holland are contractors for Plane Creek Mill's southern cane railway construction. They have established a depot in Sarina, just north of the mill's navy depot at the Flat, where materials are stored and lengths of rail are welded together into 120 m lengths before transport to site, from Koumala south.

Positions for two "locomotive operators" were advertised by John Holland in late April and two 0-6-0DH locos have been hired from the mill for construction duties. They are D1 (56-101 of 1956) and 11 (70-709 of 1970) which were noted at Koumala on 15 May. By that time, a few hundred metres of track had been laid, and ballast and sleepers were in place for the placement of rails

for a few kilometres beyond. Substantial bridgework has been completed at Little Station Creek and Rocky Dam Creek, but it is said that much more remains to be completed, especially south of Ilbilbie, although earthworks construction has been forging ahead, and bridge foundations laid.

The mill's first DH-class rebuild arrived from the Bundaberg Foundry on 3 May and the second about a week later. The third was expected to follow within another week or so. Seen at the mill on 15 May were two locos, neither with any mill identity but carrying Bundaberg Foundry rebuild plates stating they were DH48 (630 of 1969) and DH64 (651 of 1970). These were finished in a yellow livery with green bonnet top and upper part of cab, which means that the mill's current blue livery may be on the way out. It has been suggested that the new locos will be receiving names.

Hansen 4wPMR line car 1314 of 1975 was receiving attention in the loco shed.

The diamond crossing with the QR on the Turnor's Paddock line at Koumala was removed after the 1994 crushing season, leading to conjecture that it might be replaced by a drawbridge crossing. However, it appears that the diamond will be restored for the 1995 crushing.

*Editor 4/95; 5/95 Russell Anderson 4/95;
The Daily Mercury 29/4/95; Tony Wells 5/95*

PROSERPINE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD 610 mm gauge

(see LRN 101 p.14)

The new Plasser KMX-12T tamping machine for Proserpine Mill was due to be delivered on 14 May 1995.

Bob James 5/95

QUEENSLAND SUGAR INDUSTRY CORPORATION, Mackay Harbour 1067 mm gauge

(see LRN 98 p.11)

Com-Eng 0-6-0DH F1029 of 1958 appears to have had some use during the slack season. However, the remains (frames and wheels) of Com-Eng F1018 of 1957 seem to have disappeared from the site.

Editor 4/98

ALAN ROBERT, Beaudesert 610 mm gauge

(see LRN101 p.14)

Work is progressing well in stripping Hunslet 4-6-0T *Invicta* (1215 of 1916) with condition found to be surprisingly good. The boiler was built by the Bundaberg Foundry in 1942.

Alan Robert 4/95

SOUTH JOHNSTONE MILL LTD 610 mm gauge

(see LRN 105 p.15)

E.M.Baldwin B-B DH 4 (5477-1-8-74 of 1974) is receiving a new Cummins engine. Prof B-B DH Nyleta (PSL.25.01 of 1990 rebuilt by the mill in 1993) is referred to as *Mandela's Revenge*. (Perhaps *Mugabe's Revenge* would be closer to the mark - Ed.)

Chris Hart 5/95

VICTORIA

BEGLEY BROTHERS, Wodonga 1435 mm gauge

(see LRN 105 p.22)

A further inspection, on 11 February , confirmed the identification of this loco as the Andrew Barclay 0-6-0T 1470 of 1916 ex Portland Cement, without wheels and motion. Some repainting in black and dark red has been done.

Ray Graf & Jim Jaworski 4/95

COAL CREEK HISTORICAL VILLAGE, Korumburra 762 mm gauge

(see LRN 105, p.18)

A visit here on 13 April, saw the Puffing Billy owned Peckett 0-4-0ST *Sir John Grice* (Peckett 1711 of 1926) and Tamper PTT 16 (Tamper 381 of 1988) located in the shed after the Peckett was used on Sunday 9th. The steam loco returned to Emerald on 22nd April in preparation for its performance as *Peter Peckett* at Gembrook on the subsequent weekend.

Also in the shed was ex Melbourne Water 4wDH 030 *Kasey* (E.M. Baldwin 3225-4-2-70 of 1970) which was stated to have been obtained from Smiths Machinery of Dandenong in January, 1995 (see LRN 97 p.20). It currently has its motor removed for repair and is planned to be used on the railway once a cab and running board have been fitted.

Frank Stamford 5/95; Peter Medlin 5/95

COAL CORPORATION OF VICTORIA, Yallourn 900mm gauge

(see LRN 101 p.16 and LR 82 & 84)

See COOKS CONSTRUCTION, Yallourn

COOKS CONSTRUCTION, Yallourn 900mm gauge

(see LRN 99 p.12)

On Tuesday 4 April, 1995, Bill Ferris and Peter Medlin visited the former SEC Yallourn site and detailed notes concerning the 900 mm gauge rolling stock

were made.

Former Queensland Railways DH Class B-B DH locos CC 03 (DH56) and CC 04 (DH28) (Walkers 643 of 1970 and 610 of 1969) were in use.

CC 04 had been previously listed in 1993 as stored at Dandenong. It is believed that CC 01 (DH4) and CC 02 (DH5) (Walkers 586 and 587 of 1968) were in use on the Inter Connecting Railway, but were not sighted. It is understood that two further DH-class units were purchased by tender from QR during April.

Bo-Bo WE locomotives 122 *Mighty Mouse*, 123 *Electric Blue* (Henschel & Sohn 29859 & 29860 / Siemens-Schuckert 6109 & 6110 of 1962) and 125 *Thunderbird* (Hitachi 102 of 1967) were noted stored in a poor condition out of use. These are believed to have been allotted to various groups for preservation, one believed to be going to the ARHS Museum. Bo-Bo WE loco 37 (SEC Yallourn 3 of 1942) has been at the ARHS Museum since 1985. Whilst not seen, John Fowler 0-6-0DM 12 (4210050 of 1951) is now in use by Skilled Engineering which is located on the site.

Of the 200 series four wheel ballast hopper wagons, numbers 201, 202, 204, 207, 208, 209, 210 and 211 were noted on site. Numbers 209, 210 and 211 had been fitted with extended ends presumably to increase their capacity. Number 206 has been converted to 762 mm gauge, and was noted on the Walhalla Goldfields Railway on Sunday 12 February, 1995. Numbers 203 and 205 are still 900mm gauge, stored at a WGR Morwell site waiting gauge conversion.

None of the 300 series coal hopper wagons were noted and it is believed that these have all been scrapped. The 400 series overburden wagons were believed to have been scrapped by 1984 except for four converted to flat wagons. The 500 series overburden wagons were all converted to 600 series wagons sometime before 1984. None of the eighty 600 series coal hopper wagons were noted and these are also presumed to have been scrapped except number 637 which has been at the ARHS Museum since 1985.

Of the ninety-two 700 series coal hoppers, one set of cars (hailed by CC 03 and CC 04) was noted, with further cars (some in poor condition) stored nearby. Wagons not seen were 704, 705, 707, 708, 709, 710, 713, 719, 725, 726, 728, 731, 733, 737, 738, 745, 751, 752, 759, 761, 762, 763, 764, 766, 769, 770, 775, 779, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790 and 792. Of these wagons, nine are believed to have been allotted to the WGR and one set of cars (hailed by CC 01 and CC 02 - not sighted) would be included in the above. The others are presumed to have been scrapped.

The five Track Shifters, four maintenance wagons and two Overburden Dump Ploughs were not sighted and are also believed to have been scrapped.

Only one flat wagon, believed to be one of the four converted from the 400 series wagons, was noted.

The Walhalla Goldfields Railway passenger carriage NBW 2, built on a 700 series underframe was noted nearing completion by Skilled Engineering at the site, requiring a small amount of painting and the fitting of minor items. Currently it is being proposed that when this carriage is completed, it will operate on the 900mm Inter-connecting railway for a short while. Is this the first passenger carriage to operate on the ICR? Following this, NBW 2 would be bogie exchanged to 762 mm gauge and taken to Thomson for use with NBW 1. One proposal that has been suggested is for a tour group to travel from Melbourne to Morwell on the 1600 mm gauge, ride NBW 2 on the ICR on 900 mm gauge, and then ride NBW 1 on the WGR at Thomson on 762 mm gauge - in the one day. Time will tell if this proposal proceeds.

Peter Medlin 5/95

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Railway 762 mm gauge

(see LRN 105, p.20)

Locomotives A Queensland Railways DH class B-B diesel-hydraulic loco, reportedly DH59 (Walkers 646 of 1970) was purchased by tender in April for conversion to 762 mm gauge.

From time to time rumours have circulated that the ETRB was looking at the possibility of getting an NGG 16 class Beyer-Garratt from South Africa. At a PBPS members' information night in April these rumours were made official. At this stage there has been no firm decision to purchase, but the idea is being investigated. At the same meeting it was announced that consideration was being given to converting one NA to oil burning, and/or fitting an experimental gas-producer firebox. The latter would enable effective use of a wider variety of coal. It is becoming increasingly difficult to get satisfactory coal of the right grade.

The ETRB has entered into some form of agreement with the owner of the ex-West Melbourne Gas Works locomotives *John Benn* (Couillet rebuilt 2-4-2ST 43 of 1886) and *Carbon* (Couillet 0-4-0T 90 of 1890), whereby the ETRB can use these locos on its own line. In return the ETRB will provide professional advice and assistance to the Coal Creek Historical Village railway. This assistance has already included the provision of Peckett 0-4-0ST *Sir John Grice* (1711 of 1926), the Tamper PTT 16 (Tamper 381 of 1988) and Ruston & Hornsby 4wDM NRT 1 (296058 of 1950), to the Coal Creek railway. It is therefore quite possible that in the future *Sir John Grice* and *Carbon* might be seen double-heading on the Gembrook railway - a deeply moving sight for

many light railway enthusiasts.

Gembrook Restoration On 18 April 2-6-2T 14A (Newport, 1914) crossed the newly-reconstructed small Wright trestle bridge only a matter of minutes after completion of the laying of the rails. At this stage the rails only extend about 100 yards beyond the bridge. On the weekend of 8-9 April the Cockatoo station yard was relaid, in its original form with two points forming one loop. All the sleepers have been fitted, but the track is not ballasted, nor is the track ballasted between Cockatoo and Fielder. When this section is ballasted, trains will run from a ballast dump at Cockatoo, rather than at Gembrook. The advantage of this is that it is a shorter haul; the disadvantage is that it is all on a 1 in 30 grade against the load.

Train Services From 15 July, it is proposed to run a mid-day "up-market" train from Mondays to Fridays, which will include the provision of lunch. This train seems to have been inspired by the highly successful "Commissioners' Specials".

Frank Stamford 5/95; Chris Hart 5/95

DEAN MARTIN, Gator Magoons, Porepunkah 610 mm gauge

(see LRN 105 p.21)

By January, 100 metres of track had been laid. The 4-6-4PH steam outline loco is powered by a GM 4 cylinder 2 litre (Starfire Holden) engine. It weighs 2.5 tonnes and is designed to haul a 6 tonne load on a 5 degree slope. Brakes are hydraulic on drive, with back-up hand brakes, as required by the Victorian Occupational Health & Safety Department. Bogie open carriages are under construction, with an air-brake system similar to modern road transport. Air will be supplied from a compressor and reservoir on the loco. In the distant future the line might be extended along the Ovens River for 5 km to Bright.

John Lawrence 5/95

SKILLED ENGINEERING, Yallourn 900mm gauge

(see LRN 99 p.13)

See COOKS CONSTRUCTION, Yallourn

STAWELL 540mm gauge

The miniature railway referred to in LRN 85 p.17 as being for sale in August 1991 is believed to be at a Koala park near Stawell. Any further confirmation of this would be grateful. The train consisted of a 4-2-0PM loco with two four wheel roofless carriages each seating eight people.

Peter Medlin 5/95

**TRANSFIELD CONSTRUCTION PTY LTD, Transfield Tunnelling Division,
North Western Sewer Construction, Essendon 762 mm gauge**

(see LRN 103 p.12)

Transfield Construction's MMBW-built 762 mm gauge 4w overhead wire / conduit electric loco E with a train ready to be sent to the workplace at Afton



Street, Essendon, 16 December 1994.

Photo: Ray Graf

This site was inspected on 16 December 1994, and a number of locomotives were observed as follows. (Builder's numbers in brackets are taken from Editor's records)

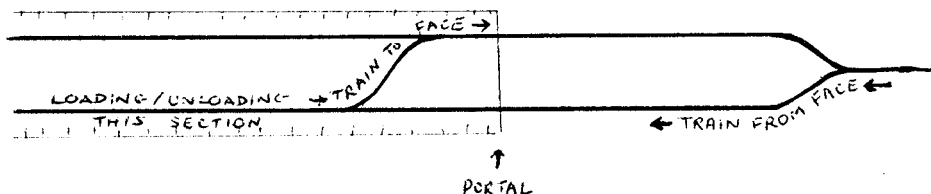
No.	Type	Builder	B/n	MMBW No.	Notes
No.1	4wBE	Gemco	?	327/2/056	Gemco 5 ton (1)
No.2	4wBE	Gemco	?	327/2/023	Gemco 5 ton (2)
6	4wDH	Gemco	(287-90)	6	in use (3)
7	4wDH	Gemco	288-90	7	on surface (3)
8	4wDH	Gemco	289-91	8	under repair (3)
9	4wDH	Gemco	(290-91?)	9	service-able in trench (3)
10	4wDH	Gemco	291-91	10	mainten-ance (3)
E	4wWE/CE	MMBW	-		in use (4)
(1)	no battery box; out of use on surface				
(2)	battery box 6; out of use on surface				
(3)	15 tonne 93kW hydrostatic loco				
(4)	three-phase 50 cycle 415V. overhead wire / conduit locomotive				

(also equipped with cable reel) used for shunting

The rail operating area is an "open cut" or "trench" about four metres below ground level which leads into the underground tunnel. Rail access to this area is by crane. On the surface above was a variety of locomotives and rolling stock, with two locomotives (8 & 10) undergoing repairs / maintenance in the workshops.

The method of operation noted was for the electric loco to stand ready in the trench with a rake consisting of a bogie drop centre car (loaded with concrete tunnel segments), a four-wheel concrete agitator/pump car, and four bogie spoil wagons. When a phone message was received from the crew at the tunnel boring machine to mix the slurry for grouting the next set of tunnel sections, it was mixed and delivered by pipe to the concrete car. The train was then drawn forward by the electric loco. When the other, similar, train arrived at the tunnel mouth from the face, its diesel loco (in this case number 6) cut off, ran forward, and reversed onto the train placed by the electric shunter. In the meantime the electric shunter had cut off, run forward and reversed onto the newly-arrived train, which it propelled out of the tunnel ready for spoil unloading. The first train was then propelled to the working face by the diesel. Spoil was unloaded by the crane picking up the body of the spoil car and dumping its contents in the spoil area. After the first body was returned, the electric loco then spotted the next car and so on. Following this, the flat car was lifted out and loaded by forklift with concrete tunnel sections on the surface. After it had been returned loaded to the train, the concrete car was positioned and everything was ready for the next phone call from the working face.

Three sets of points are controlled remotely from a central location and large



coloured lights suspended from the bracing girders above the trench indicate the point positions.

Ray Graf 4/95

WALHALLA GOLDFIELDS RAILWAY 762 mm gauge

(see LRN 103 p.13)

Progress on the WGR continues, with track laying now in the Stringers Creek gorge approximately 350 metres past the Thomson River bridge.

A ballast wagon, 206, had arrived at the Thomson site by 12 February and a further 4-wheel flat wagon had arrived by 18 April to assist with track laying. Both are from the 900mm gauge SEC Yallourn railway converted to 762 mm

gauge.

Of interest, John Fowler 0-6-0DM loco 14 (4210052 of 1951) is currently fitted with the wheels from scrapped State Electricity Commission 0-6-0DM John Fowler 13 (4210051 of 1951). The wheels of 14 are stored by the WGR for future use.

Peter Medlin 5/95

WESTERN AUSTRALIA

HOTHAM VALLEY TOURIST RAILWAY (WA) INC 1067m gauge

(see LRN 104 p.17)

Most of the equipment used by this operation is ex-government railway main line stock and therefore generally escapes notice in LRN. However, one ex-industrial unit is Drewry 0-6-0DM SEC1 (2302 of 1950) which is currently awaiting repairs and a repaint at Dwellingup. This loco seems likely to have been built by the Vulcan Foundry for agents Drewry.

Pinjarra Steam Express March 1995; Editor

WESTERN AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION INC, Bennett Brook Railway, Whiteman Park 610 mm gauge

(see LRN 104 p.16)

Ex-WAGR 4-wheel van D33 has been regauged and fully restored by Lindsay Watson, and has been signwritten in traditional railway advertising style. The next regauging project is a bogie van which will become a dedicated brakevan with platform end, monkey boxes, a goods compartment and inter-coach access. A recently-arrived resident on the railway is an F.C.Hibberd Planet 4wPM. This is thought to be 3428 of 1949 which was delivered new to Whiteman's Brick Pty Ltd, Middle Swan.

Ken Watson 4/95; Editor

OVERSEAS - PAPUA NEW GUINEA

SANTA FE ENERGY RESOURCES (PNG) LTD, Paibuna-1 oilwell 610 mm gauge

A 2 ft gauge railway was constructed in April-August 1993 to serve the site of the Paibuna-1 oilwell. The well was sunk some 330 metres from the west bank of the Paibuna River and well into a tidal swamp. A railway was the best method for gaining access to the rig site. The line is supported on cross-braced wooden piles driven deep into the swamp. The rail, sleepers and

two flat cars were reportedly imported from Queensland and the line was initially winch-worked. However, this system did not prove suitable and so a 4wD loco was imported. (Judging from a photocopied magazine illustration, this appears to be possibly of German design and is fitted with a canopy for the driver - Ed.) It is reported that results from the well, drilled in 1994, were disappointing so it is not known if the railway still exists.

PNG Resources July-Sept 1994

(Energy Publications, Mt.Hawthorn, WA) via Michael Pearson 4/95

MINIATURE RAILWAYS

MELBOURNE STEAM TRACTION ENGINE CLUB 305mm gauge

At the National Steam Centre at 1200 Ferntree Gully Road Scoresby, a 12 in gauge railway is nearly completed. It is planned to have a track around the site, a distance of approximately 800 yards, with completion due in July 1995. The track uses 14 lb rail with 20 lb rail at the level crossings. There are presently two steam and one petrol-electric locomotives, plus four passenger carrying vehicles available on the site, with a live steam model of an R class locomotive under construction. One steam locomotive, a 4-4-2 tender unit, and the passenger stock was built in Melbourne in 1933-35 by a Mr Roberts and saw duty in the basement of Myers in 1948-49 with the locomotive made up to represent the Spirit of Progress. It was then, with a 60 ft circle of track, sent on the one day show circuit around the countryside. In 1960-61 it was operated by the Echuca Rotary Club, and in 1984 it was bought by the MSTEC and operated at its Wantirna site and then at the present site at Scoresby. In 1991 the wheel sets and underframes were altered to allow the set to run on straight track and the present layout construction began. The second steam locomotive is a 4-4-0 tender loco with the number 342 on the side.

Hugh Markwick 3/95

MEETINGS

MELBOURNE

Ironbridge Gorge and the Industrial Revolution

Many will recall the excellent presentation on industrial archeology in Great Britain given by John McCutchan some time ago. At the June meeting John will again provide the entertainment with a similar presentation focusing on Ironbridge Gorge and, more generally, the Industrial Revolution.

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

DATE: Thursday 8 June at 8.00pm.

SYDNEY

Any member wishing to know details of the next meeting should call Craig Wilson on 024847984

LOCATION: Woodstock Community Centre, Church St Burwood

Note: Plenty of off street parking at the rear of the building and Burwood station is only a 5 minute walk away.

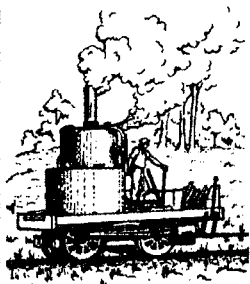
DATE: Wednesday 28 June at 7.30pm

ADELAIDE:

Contact Arnold Lockyer for details. Phone: 08-2969488

LOCATION: 150 First Avenue, Royston Park.

DATE: Thursday 3 August at 8.00pm



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One of the new B-B DH locomotives for Mulgrave Mill (Walkers 595 of 1968), rebuilt from a QR DH-class unit by the Bundaberg Foundry, on its delivery run at a Mackay Harbour transport terminal, April 2nd 1995.

Photo: Editor

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Other states/territories: write to Hon.Editor (see front cover)

EDITORIAL

A fair amount of comment was to be heard in the media and among railway circles about the refusal of an export permit for a 2 ft gauge Decauville steam locomotive recently (see LRN 105 p.17). What is to happen to this valuable item now? In spite of the rhetoric implicit in the legislation which allows the export of such items to be banned, nothing more is done by the Commonwealth Government to ensure they will be preserved here. Surely, funds should be available for such items to be acquired for a national museum or else to be restored by a genuine museum or preservation group. The affair also highlighted the paucity of groups or individuals with a genuine track record in preservation. Most locomotives of a similar age are, sadly, in a similar or worse state than the Decauville. This is not to condemn those who are actively involved in preservation, but unfortunately they are few and rely largely on volunteer effort. Hopefully their massive efforts to secure items for the future will be rewarded in time.

REPORTS WANTED

Members are encouraged to submit information for publication in LRN and also photographs, especially those featuring newsworthy events or subjects not previously featured.

Many sites, especially industrial, have not been reported for years. The NSW coal industry, which has undergone such massive changes in the past, is one area where reports would be very valuable. Another area of interest is all types of contractor's lines, of which tunnelling would be the most common.

Lastly, what about the press items you come across from time to time. LRN relies on members to cut them out and send them in, but only one or two correspondents are currently doing this. Your society needs you.

Reports on the current status of the following would be particularly welcome:

Austatrain, Murwillumbah, NSW (LRN 78 p.8) 2 ft gauge: was believed to have acquired Ruston & Hornsby diesel locomotives from Hayman Island by 1990.

Mountain High Railway (LRN 76 p.11) standard gauge: operated a tourist railway on the Tumut - Batlow railway line, NSW.

New England Antimony, Hillgrove, NSW (LRN 96 p.11) 2 ft and 1 ft 6 in gauge: no current report of operations at the various mines has ever been received by LRN.

CRA Southern Copper, Port Kembla, NSW (formerly Electrolytic Refining & Smelting) (LRN 81 p.6) 2 ft gauge. Had a 2 ft gauge railway system with diesel locomotives.

Coominya, Qld. (ex Gary Lynch - see LRN 85 p.11) 2 ft gauge. Equipment for a tourist railway sold to an unknown buyer at Coominya in 1990.

Rural Water Commission, Tatura, Vic. (ex SR&WSC) 2 ft gauge: had a Ruston & Hornsby diesel at a pipe manufacturing plant. Not reported since 1976.

ANR Institute, Parkeston, WA (see LRN 67 p.17) 2 ft 6 in gauge. Pleasure railway not reported since 1988.

ex Hainault Tourist Mine, Kalgoorlie, WA (see LRN 87 p.17) 2 ft gauge. Planet 4wDM ex Lake View & Star here does not seem to have appeared at the attraction relocated to Hannans North Tourist Mine.

More requests for information when space permits. In the meantime, please let LRN have your information!

NOTES, CORRECTIONS AND COMMENTS

PUBLICATIONS

The Railton - Roland branch line is a 50 page book published by the Redwater Creek Steam & Heritage Society Inc. PO Box 143, SHEFFIELD 7306. It deals with the history of the 14 mile long branch and the plans for a new 2 ft gauge line to be built on part of its formation. Written by Mr. Leonard Fisher it consists of over 50 pages of written history, and 30 maps and photographs (some in colour). Cost is \$9.95 plus postage which varies according to destination. Ring 004 247 348 after 7.30 pm for details.

By Strong Arms by Clive Moore is the Mulgrave Mill centenary publication.

It is a substantial 268 page book well worth the price of \$24 (see LRN 107 for details of availability).

They're all Half Crazy. A 21-minute video has been produced to accompany the Canegrowers' book of the same title. It portrays the development of mechanical harvesting and features a wide variety of cane bins, although no actual trains are seen. Cost \$38 from GPO Box 1032 BRISBANE 4001.

NARROW GAUGE CONVENTION 1996

A narrow gauge convention for both modellers and enthusiasts hosted by the Croydon Narrow Gauge Group Inc. will be held in the eastern suburbs of Melbourne on April 6/7, Easter 1996. Expressions of interest are invited to Grant McAdam, 194 Booran Road, GLENHUNTLY 3163; Phone:(03) 9578 8685. He would like to hear from those interested in attending, presenters of discussion topics or practical workshops, people interested in assisting with organisation, those with narrow gauge layouts or exhibits for visits or display at the venue, and the commercial trade. Registration of interest will result in your name being put on the mailing list.

RESEARCH COLUMN

EARLY INTERNAL COMBUSTION LOCOS IN AUSTRALIA

Jim Longworth wonders what was the date of the earliest internal combustion locomotive to operate in Australia. He knows of one entering service in February 1904 (where?- Ed.). Can anyone better this?

ISLE OF PINES (ÎLE DES PINES), NEW CALEDONIA

Geo magazine Vol.17 No.3 has an article about the penal colony once situated on this island off the southern tip of New Caledonia. It had a 2 km hand worked railway from the wharf to the settlement.

Chris Hart

LOCOMOTIVE, ROLLING STOCK & EQUIPMENT MANUFACTURERS

BUNDABERG FOUNDRY ENGINEERS LTD

(see LRN 103 p.4 & 106)

A number of ex-QGR Walkers DH-class B-B DH locos arrived on June 21st for storage on behalf of sugar mills. It is anticipated that these units will later be converted to 2 ft gauge at the foundry. They are:

DH29	606	1969	CSR
DH40	622	1969	Tully
DH43	625	1969	CSR
DH46	628	1969	Proserpine

In addition, Mulgrave Mill's DH47 (629 of 1969) was to arrive from Rockhampton within a few days. It is anticipated that the two CSR locos will be destined for Kalamia and/or Inkerman Mills. The units for Tully, Proserpine and Mulgrave are likely to be rebuilt for the 1996 season.

DH51, the unit scheduled to be rebuilt for Bundaberg Sugar (633 of 1969) did not progress very far before June because of the need to give priority to work for mills outside the Bundaberg Sugar group. Work is believed to have resumed on this unit, but it is not yet known which mill it will be delivered to, although Bingera might be the most likely. Another loco, DH41 (623 of 1969), was purchased from Queensland Government Railways by Bundaberg Sugar this year. It is also being stored at the Bundaberg Foundry awaiting rebuilding.

Currently undergoing conversion from standard gauge are ex NSW SRA Walkers 73-class 7330 (692 of 1972) for Farleigh Mill and 7345 (707 of 1972) for Marian. However, many parts removed from these locos were still in Mackay in mid June.

It is reported that the bogies from the Emerald Tourist Railway Board's DH59 (Walkers 646 of 1970) have been delivered to the Bundaberg Foundry for regauging to 762 mm.

Bob James 6/95; Editor 6/95; Chas. Bevan 7/95

NEW SOUTH WALES

ADVANCE COAL LTD., Oakdale Colliery 1067 mm gauge

See BRIMSTONE COAL CO LTD, Brimstone Colliery

BRIMSTONE COAL CO LTD, Brimstone Colliery

(see LRN 106 p.4)

Clutha Ltd has sold these troubled coal mines to the companies shown. They will continue in operation thanks to an interest-free loan of more than \$3m from the NSW state government.

Sydney Morning Herald 20/6/95

BHP LTD, Port Kembla 1435 mm gauge

(see LRN 105 p.5)

The former Australian Iron & Steel Clyde Engineering 0-6-0ST *bronzewing*

(457 of 1937) is under restoration to working order by BHP to provide power for works tour trains.

ILRMS Review 3-4/95

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD., Albion Park 610 mm gauge

(see LRN 104 p.3)

Hawthorn Leslie 0-4-0ST *Burra* (3574 of 1923) has been steam tested, and work is progressing with painting. The loco will be finished in lined "milk chocolate". Because of its small size, thought has been given to the possibility of building a suitable carriage to use with it, and drawings have been produced of a toastrack style car similar to Burrinjuck Tramway design but about 90% the size.

Work is continuing on the overhaul of Davenport 0-4-0ST *Kiama* (1596 of 1917). It is planned to refurbish the spare Davenport boiler rather than the one off the loco, although both need major work to be carried out. The boiler work to be done by Garnock Engineering includes new front tubeplate, new inner firebox sides including new foundation ring, all new firebox stays and retubing. Meanwhile the wasted parts of the original boiler have been cut out so that future assessment and restoration will be more economical. The frames and motion have been dismantled and overhauled, while the wheelsets will be machined to increase the back-to-back measurement. The saddle tank has been repaired.

Baguley (Drewry) 0-6-0DM *Seymour* (2392 of 1952) has seen occasional use for shunting although the injectors are yet to be replaced. New engine compartment sides have been constructed, paint removal has proceeded apace, and the bonnet covers are to be grit blasted. The loco will probably be repainted in Brunswick green with red headstocks and motion and possibly light green frames.

Major shed extension work have made operations difficult as there is little track available on which to stable rolling stock with the shed roads severed. Work has been done on refurbishing the overhead wires on the electric tramway by replacing insulators and removing a redundant section.

Tony Madden 5/95; ILRMS Review 3-4/95 & 5-6/95

McCONNELL DOWALL AUSTRALIA PTY LTD / OBAYASHI CORPORATION

(see LRN 96 p.8)

The last 18 km section of the 39 km Katoomba-Winmalee sewerage tunnel was completed at Hazelbrook on 19 June. The tunnel commenced in February 1994, and world tunnelling records for a shift, a day, and a week are

claimed. A 100 tonne boring machine was in use. Following commissioning, the tunnel will be leased by the Sydney Water Board for the next 25 years. (No reports were ever received of rail transport being used but it would be appreciated if a member could confirm or deny its use - Ed.)

Sydney Morning Herald 20/6/95

QUEENSLAND

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY INC., Durundur Railway, Woodford 610 mm gauge

(see LRN 106 p.7)

On 23 September, the restored D'Aguilar station building will be officially opened by the Mayor of Caboolture Shire at 2.30 pm.

On 27 May, the Bundaberg Foundry 0-6-2T (5 of 1952) was used to shunt all the locomotives out of the storage compound to enable various items to be repositioned in readiness for the construction of the Com-Eng-Eng shed and to enable a rail motor trailer to be moved in preparation for its rebuilding.

Durundur Railway Bulletin 6/95

CSR LTD., Herbert River Mills 610 mm gauge

(see LRN 106 p.7)

It is reported that tenders have been invited to rebuild one of the mill's ex-Western Australian Government Railways MA class Walkers 3 ft 6 in gauge B-B DH locos, to enter service in 1996.

Changes will be made to the handling of bulk sugar from the mills to Lucinda this season. One loco will operate two Victoria Mill sugar trains per shift but only one will be running right through to Lucinda. The other will run as far as the Four Mile loop where full sugar boxes will be left and empties collected. The Macknade loco will do one return trip from Macknade (Macknade sugar) and one return trip from the Four Mile (Victoria sugar) each shift.

Macknade's Clyde 0-6-0DHs 12 (65-434 of 1965) and 16 (DHI.1 of 1954) were both to have received the new yellow livery with a jade stripe before the start of the season in addition to E.M.Baldwin 0-6-0DH 14 (6-2490-1-7-68 of 1968) which was repainted earlier in the slack. Clyde 0-6-0DH 11 (65-383 of 1965) was outshopped (with its new engine) in yellow without the jade stripe. These all have yellow steps rather than the grey steps of the locos repainted for the 1994 season. The mill's brake wagons have also been repainted, as has at least one of the Victoria Mill Clyde brake wagons.

The adaptor wagon previously used to enable 2 ft gauge locos haul Queensland Government Railways rolling stock on dual gauge track was

returned from Macknade to Victoria during the slack season. It will form the basis of a new poison spraying unit.

The diamond crossing of the Queensland Government Railways at Gairloch was temporarily removed during the slack season at the request of QGR. Construction of the new Crystal Creek line had still not been commenced by mid July.

Preliminary estimates provide for the transfer of 85 000 tonnes of cane from Victoria to Macknade during the season, which is expected to see the cane railways of the Herbert transport a new record of over 5 million tonnes of cane and bulk sugar.

Chris Hart 6/95; Bob James 6/95

Herbert River Express 22/6/95 via Chris Hart; Rod Taylor 7/95

HAUGHTON SUGAR CO. PTY. LTD., Invicta Mill

It is reported that the mill's three rebuilt ex SRA NSW 73-class Walkers B-B DH locos were delivered to the mill from the Bundaberg Foundry in early June (669 & 677 of 1971 & 687 of 1972). These are named *Hodel*, *Scott*, and *Piralko* respectively, the first and last being former stopping places on the Ayr Tramway (later QGR) in the Giru area. Three new bogie brake wagons, with bogies built by F.& M.Baldwin Engineering have also entered service. It is anticipated that a further two 73-class locomotives, currently in store at Plane Creek Mill Sarina, will be rebuilt in 1996, 7346 (708 of 1973) for the start of the crushing season and another by the end of the year.

Bob James 6/95,7/95; George Carr 7/95

ISIS CENTRAL SUGAR MILL CO LTD 610 mm gauge

(see LRN 106 p.9)

The ex-QGR Walkers DH-class B-B DH loco purchased by the mill is DH35 (617 of 1969). It has been delivered to the mill for storage pending rebuilding.

Bob James 6/95, 7/95

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD 610 mm gauge

(see LRN 106 p.9)

The drawbridge crossing over the QGR at Balberra on the Racecourse system has been installed. The new branch now extends 1.6 km past the crossing with a yard under construction at the terminus in mid-June.

Ex-QGR Walkers B-B DH DH25 (607 of 1969) was delivered to Racecourse Mill during June and is in storage in the mill yard pending rebuilding. The rebuilding of Racecourse's Clyde Model DHI-71 0-6-0DH *Sunnyside* (57-160 of 1957) had still not been completed on June 19th, a few days after the

commencement of the crushing season. Racecourse's E.M.Baldwin 2-2wDH *Road Runner* (6-2612-2-11-68 of 1968) has been sitting outside the loco shed for some months and is due to have its reconditioned wheelsets fitted soon. A bogie brakewagon has been built at Racecourse Mill and was seen outside the loco shed in mid June. It has a long locally-built steel chassis and is mounted on ex-QGR bogies, and like the Tully brake wagons it has an open cabin at the centre of the vehicle. It was still to be fitted out with air compressor and control equipment.

The 73-class frame reported at Marian Mill in April was a case of mistaken identity. This was also a locally-built frame for a brake wagon; a similar one has also been delivered to Farleigh. The frame was still outside the loco shed at Marian in mid-June. It is suggested that the rebuilt 73-class units for Farleigh (Walkers 692 of 1972) and Marian (707 of 1972) will be delivered from the Bundaberg Foundry in September.

A further 415 six-tonne bins were delivered to Farleigh Mill in the slack season brings the mill's total to 765. Tags have been placed under 4400 Pleystowe and Racecourse bins following the successful trial of a new automatic cane bin identification system. Readers have been placed in the two mills' full yards but visual numbers will also be maintained. Marian and Farleigh are expected to change over as their current bar code systems continue to deteriorate. The system can be further developed to detect hot axle boxes on bins.

Tony Wells 6/95; Mackay Sugar Newsletter 6/95; Editor 6/95

PLANE CREEK CENTRAL MILL CO LTD, Sarina

See JOHN HOLLAND CONSTRUCTION & ENGINEERING PTY LTD

JOHN HOLLAND CONSTRUCTION & ENGINEERING PTY LTD 610 mm gauge

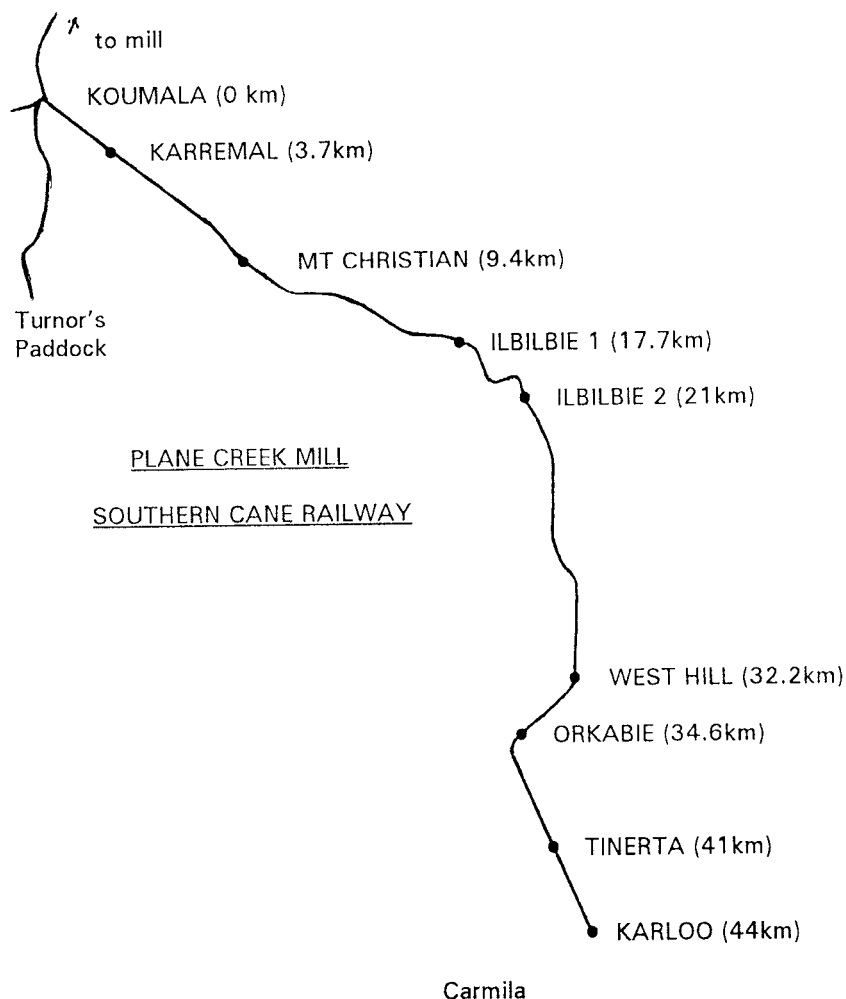
(see LRN 106 p.10)

The earthworks for the 44 km southern cane railway were largely complete by the end of May, although bridgeworks south of West Hill were not complete. Wet weather in May appears to have held up bridge construction and earthworks. Completion of the line was predicted to be just over three weeks after the originally-scheduled crushing commencement date of June 26th, but the mill itself did not start until 6 July.

Track laying commenced during May. By 11 June, track laying had extended as far south as the 19 km mark at Ilbilbie, with rail in position to just south of the Marion Creek bridge. Top ballasting had extended almost to the head of steel. The 60 lb rail being laid at the railhead was rolled for the NSWGR in

Barrow in 1900/1. By 20 June, track laying had extended beyond the 23 km mark, by 27 June had reached Basin Creek (28.5 km), by 3 July was just north of West Hill Creek (32 km), and by 10 July had reached the 37 km mark. On 15 July it had reached 41.5 km.

Two bridges remained to be completed in late June, at West Hill Creek, Orkatie (33 m), and Spider Creek, Tinerta (38.5 km). Pierwork was in progress at West Hill Creek on 20 June, and the bridge was complete before the end of the month, ready for tracklaying to continue south unimpeded. Similarly, the Spider Creek bridge was completed during the second week of July.



Rails are conveyed to the head of steel in 120 m lengths carried on a train of eleven bogies made from cane truck chassis linked by steel cable and with an additional spacer bogie next to the loco. A loaded rail train was noted parked at sidings at the 17.7 km mark (off Green Hill Road), north of Marion Creek, on 11 June headed by Clyde 0-6-0DH D1 (56-101 of 1956). There were 14 rails on the train, colour coded for left or right hand use. The train is pushed forward by the loco to the head of steel when required.

At the railhead, an agricultural tractor with extended axles, followed by a runner wagon, is positioned at the head of the rail bogies. The tractor is used to pull each rail forward off the rail bogies onto the concrete sleepers which are already placed on a precise alignment on top of a layer of ballast on the formation. The rails are then joined and spiked down approximately every eighth sleeper to allow the rail train to be pulled forward. At the rear of the train are four flat wagons, one fitted with a compressor and another with a tool box. Air tools are used to fully spike down the track using elastic spikes on straights and pandrol clips on curves (as well as on road crossings and points). It is reported that 1 km of track can be laid per day using this method, with the record standing at 1.25 km. Straight track is not surprisingly easiest to lay. Top ballasting follows closely behind, with the ballast train making successive trips to the tracklaying site. The head of the right hand rail is marked with spray paint to denote the position of sleepers prior to top ballasting in preparation for the ballast tamper.

The sidings at Green Hill Road, Ilbilbie, are additional to the seven sidings originally planned to be laid, and are known as Ilbilbie 1. The full list of sidings (in order) is Karremal, Mt.Christian, Ilbilbie 1, Ilbilbie 2, West Hill, Orkatie, Tinerta and Karloo. Sidings are laid in 42 lb rail and are being constructed separately from the main line tracklaying. Sidings were largely completed and progressively connected to the main tramline as it advanced, with West Hill being an exception. Although the completion of tracklaying on the entire line was anticipated to take place in July, levelling and tamping of the track was delayed while the mill awaited delivery of its new Plasser ballast tamping machine, which had still not arrived by 15 July.

A cutting at about the 14 km mark provided a good source of ballast for track construction. A steeply-graded siding was laid to enable ballast wagons to be loaded at a large stockpile of material, using the body from a QGR steel grain hopper as an overhead loading chute. 32 loaded four-wheel ballast wagons were noted on the main line at this site on June 11th with Com-Eng-Eng 0-6-0DH 7 (FC3776 of 1964) at the head. Sixteen of the wagons were red oxide with a variety of numbers, eight were yellow with numbers between 2 and 9, and eight were rust with a variety of nicknames painted on. The oxide

hoppers were from Plane Creek Mill with the yellow ones loaned by Inkerman and the others by Kalamia. Between 20 and 27 June the ballast loading chute was moved 7 km south to the Ilbilbie 2 sidings at Marion Settlement Road, with ballast stocks at the new loading point replenished by road. By the 30th it straddled the main line at Basin Creek. With the ballast loco between the chute and the railhead, the low-level chute would have to be removed by crane to enable the loco to escape and the empty rail train to be retrieved. On 11 July the ballast chute was at Orkobie and it was due to be moved to Tinerta on about 16 July.

With the commencement of crushing on 6 July, the new line was reportedly in use (untamped) to Ilbilbie 1 siding. West Hill and Orkobie were scheduled to be available after 9 July, with Tinerta and Karloo from 16 July. However, there was no evidence of cane bins even at Ilbilbie 2 on 11 July, but by 14 July bins were being delivered as far south as Orkobie.

Just north of West Hill Creek, some sections of track have been constructed with the sleepers placed almost flush into a concrete bed. This section is flood prone (this tracklaying technique has also been used as the first stage of road crossing construction). The West Hill sidings (on the north side of West Hill Creek) are at right angles to the main line, unlike other locations, and a triangle has been laid here. These sidings had been still under construction on 11 July.

On 15 July, with tracklaying nearing Karloo, a tamping machine was noted at the eventual terminus, having been moved there by road. This was Tamper 4375626 of 1976, on loan from Kalamia Mill. The yard at Karloo has four loading points for road vehicles and is large enough to accommodate about 300 empty and 300 full bins.

Close to the mill, the kilometre of line between the Anzac Street crossing in Sarina and the John Holland depot at Shannon's Flat was being replaced in June, and loops were being laid here to relieve pressure on the mill yard, with tracklaying in progress on the through line in the last week of June. The loops were being ballasted by July 9th, using the mill's Tamper (4375595 of 1975) and the one from Kalamia, with E.M.Baldwin 0-6-0DH rebuild 9 (6-825-1-5-64 of 1964) in attendance with ballast hoppers and plough.

The third rebuilt Walkers B-B DH was delivered from the Bundaberg Foundry by 11 June and is 630 of 1969, formerly DH12. By 9 July it had received the name *Allan Page* on a chromed rectangular plate on the cabside which also bears the CSR logo. The other two locos were named *Karloo* (630 of 1969) and *Koumala* (651 of 1970) in the following few days. Trials with Locotrol began on 14 July when *Karloo* and *Allan Page* double headed empty bins to Orkobie. On the return journey, beyond Karremal, the train consisted of *Allan*

Page with 148 bins followed by *Karlo* in slave mode with 152 bins. On 15 July *Allan Page* and *Karlo* passed through Koumala heading towards Orkatie with about 330 empties, while *Koumala* brought 203 empties south from the mill. Clyde Model HG-3R 0-6-0DHs 10 (67-569 of 1967) & 11 (70-709 of 1970) are working back to back in multiple once again this season.

The diamond crossing at Koumala has been relaid. The QGR apparently removed a number of such crossings during the slack season by agreement with the mills concerned to lessen wear and tear on QGR rolling stock. All bins have been fitted with Willison couplers for this season.

Walkers B-B DH 7317 (676 of 1971) is reported to have been purchased from Simsmetal, Kooragang Island, Newcastle, NSW, for future rebuilding.

The Daily Mercury 9/6/95 & 7/7/95 via Editor;
Tony Wells 7/95; Rod Taylor 7/95; Editor 6/95, 7/95

TASMANIA

EMU BAY RAILWAY 1067 mm gauge

(see LRN 105 p.16)

Two one day steam train trips will be run from Burnie to Rosebery and return in association with the Don River Railway on November 18th and November 19th 1995.

Ray Graf 6/95

REDWATER CREEK STEAM & HERITAGE SOCIETY INC., Sheffield 610 mm gauge

(see LRN 98 p.11)

In mid 1993, land tenure and insurance problems made it impossible for the Second River Tramway to continue to operate on the site which had been occupied since 1958. Chris Martin, Eric Howe, Peter Martin, John Allum and a group of local residents examined what they thought was an ideal site in Sheffield and convinced the Kentish Council that it was possible to set up a viable tourist-oriented operation on the site. The original Sheffield railway station was to be relocated about 300 metres from its former location and a 2 ft gauge railway about 4 km in length built to a very scenic area of several small natural caves, waterfalls and bush. Here it is intended to establish a picnic area with scenic walks, accessible only by the railway. The line will be mainly on the of formation of the Railton - Roland Branch line which was 14 miles long and operated from 1914 to 1957.

Progress to date has seen the station relocated and totally renovated, two old houses moved to the site, and 600 m of main line laid with six sets of

points and associated shed roads. Some of the rolling stock from the Second River Tramway has been transported to Sheffield and have been in operation for about 15 months. This comprises a Krauss 0-4-0T (5682 of 1907 rebuilt with boiler from 5800 of 1907), two passenger cars, a guard's van and flat wagon.

A large steel framed building has been dismantled at Karoola and rebuilt at Sheffield as a three-road locomotive shed. About 70% of the track at Karoola has been pulled up and about 50% of the rails and sleepers transported to Sheffield. Tracklaying was to be recommenced in November 1994 when the Council intervened over planning approval. Rezoning will now be necessary but the outcome looks favourable following a recent positive response from the Planning Review Panel in Hobart.

Trains have continued to run on the first weekend of each month and there is also an annual Steamfest on the March long weekend. The Steamfest concept incorporates train rides, steam chaffcutting, threshing, traction engines and a Sentinel steam wagon, bullock team, vintage tractors and stationary engines and so on. Attendance in 1995 was 10 000 over three days.

Eric Howe owns Orenstein & Koppel 0-6-0T 4241 of 1910 (see LRN 87 p.13) and this is likely to become available for use on the line at some time in the future, although major boiler work will be required.

P.J.Martin 6/95; 7/95

SECOND RIVER TRAMWAY INC., Karoola

See REDWATER CREEK STEAM & HERITAGE SOCIETY INC.

VICTORIA

COOKS CONSTRUCTION LTD. 900 mm gauge

(see LRN 106 p.12)

Cook's Construction have purchased two more Walkers DH-class B-B DH locos from Queensland Government Railways. These are DH24 (606 of 1969) and DH36 (618 of 1969). They should have been removed from QGR property during June.

Bob James 6/95

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Railway 762 mm gauge

(see LRN 106 p.14)

An inner pile on a four-pile pier near the centre of the Monbulk Creek bridge was replaced early in May. This was done without any train cancellations, and

delays of only a few minutes.

On the Gembrook restoration project, most work in May and June was directed to tree clearance and trackbed preparation between Cockatoo station and Cockatoo Creek. It is then intended to lay track from Cockatoo to Cockatoo Creek in July or August, but this will depend on sleeper availability. Of the two remaining bridges to be built, it is probable that Cockatoo Creek (bridge No.9) will be the next to be tackled. This is a relatively "easy" bridge to build, being 150 ft (45.7 m) long, but with a maximum height of only 17 ft (5.2 m). It has ten 15 ft spans, and two-pile trestles. It is also straight, and fairly accessible. By contrast, bridge No.8 (the big Wright bridge) is 200 ft long, 50 ft high, on a three chain curve, and is not easily accessible. The bridge just completed (bridge No.7 - the small Wright bridge), is 80 ft long, 25 ft high, and on a 20 chain radius curve.

The first public passenger train to run between Gembrook and Fielder for 42 years ran on Saturday afternoon 29 April, after the last Market Day train had run. Normally trains only run as far as Fielder bridge. On the subsequent Market Day on 29 May, the 1.30 pm train was extended to Fielder. On Sunday 30 May the 1.30 pm train was also scheduled to run to Fielder, which it did; but there were so many passengers for Fielder that the following train was rescheduled to run to Fielder. It is a 50 minute round trip. Thanks to volunteer work by the Warrandyte Model Railway Club, Fielder station now possesses a platform again, complete with a name board. The waiting shed is still to built. Gembrook passenger trains will not be operating again until September.

It is possible that Peckett 0-4-0ST *Sir John Grice* (1711 of 1926) will not be available to operate them, as it is due for a major overhaul including boiler examination in September. On recent running days this loco has had some problems with the lubricator, which lead to some trains being cancelled, but on the whole it has performed very well.

It is reported that Walkers B-B DH DH59 (646 of 1970), purchased from Queensland Government Railways, will be rebuilt at Belgrave. However, the bogies have been delivered to the Bundaberg Foundry for regauging from 1067 mm gauge.

Frank Stamford 7/95

MEETINGS

MELBOURNE:

AGM AND MEMBERS SLIDE NIGHT.

Following the formalities of our AGM a members slide will be held. Members and visitors wishing to show slides are asked to bring them along. The usual

limit of 20 per person will apply but if you have a few more bring them along and if we get the opportunity they will be displayed as well.

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

DATE: Thursday August at 8.00 pm.

SYDNEY:

Any member wishing to know details of the next meeting should call Craig Wilson on 02-4847984

LOCATION: Woodstock Community Centre, Church St Burwood

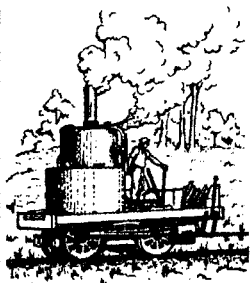
DATE: Wednesday 23 August at 7.30 pm

ADELAIDE:

Contact Arnold Lockyer for details. Phone: 08-2969488

LOCATION: 150 First Avenue, Royston Park.

DATE: Thursday 3 August at 8 pm



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A Rarawai Mill track gang give a push to get their diesel line car under way as it pulls its tool wagon out of a siding. Traction on one axle only does not help! Bulolo, Fiji, 24 August 1994.

Photo: Editor

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NOTES, CORRECTIONS AND COMMENTS

2 ft GAUGE STEAM LOCOMOTIVE FOR SALE -

See page 12

YALLOURN FOWLER DIESELS.

Phil Rickard points out that in LRN 106 (p.13 & 18), your Editor has further muddled the waters about the three SECV 0-6-ODM locos, John Fowler 4210049, 4210050 and 4210051 of 1951. These were numbered 12, 13 & 14. The first is now with Skilled Engineering, Yallourn and the third with the Walhalla Goldfields Railway, while the second has been scrapped. (Fowler 4210052 was a standard gauge loco which never came to Australia).

Apologies.

TRAIN SYSTEMS - YALLOURN AND MORWELL OPEN CUTS

by J.A. Vines. Published by Generation Victoria 1994. This major work has 260 pages and includes many photos, maps and drawings. It was researched and written by ex-SEC employees, having been commissioned by the SECV Yallourn just before its dismemberment and with the knowledge that the "grim reaper" was coming! It is a fitting epitaph to the SEC railways of the brown coal open cuts and the interconnecting line. Watch the sales list for availability.

CANE TRAIN.

The New Zealand Railway & Locomotive Society reportedly have a special

offer on this definitive book on Fiji's Sugar Tramways, which at NZ\$25 posted is excellent value (PO Box 5134, Wellington).

RESEARCH COLUMN

WARBURTON, VIC.

Mike McCarthy is preparing a manuscript dealing with the Warburton area. He is currently trying to sort out the steam locomotives that worked on the tramway from La La to Big Pats Creek. The following locomotives are believed to have operated on the line. However, the period of operation for each is uncertain as indeed is the claim that they actually did work on the line! The arrival date of Fowler 5851 is definite, but all else is open to question!

Fowler 5851 of 1889. Arrived at Warburton in 1909. Departure date?

Fowler 13576 of 1918 (1913? - Ed.) Date of arrival at Warburton?
Departure date?

Fowler 15989 of 1923. Date of arrival at Warburton? Departure date?

Barclay 311 of 1888 (Kerr Stuart 539 of 1896). Date of arrival at Warburton? Departure date? Was it ever there?

Mike would welcome any clarifying information at 27 Verbena Avenue, THE BASIN, Vic. 3154.

MINING IN THE ALPS.

Phil Rickard writes of the displays at the Bright Gold Shop & Museum. One photograph, of exceptional clarity, is entitled Mining - Australian Alps. It depicts, five large brand-new 4-wheel V-shaped side tipping skips carrying the painted name Geo W Kelly, Makers, Melbourne. Two of these skips have brakesman's platforms with screw-operated brakes and brakemen at the ready. The rake appears to be gravitating from a mine adit towards a battery along newly-completed track of 2 ft or 2 ft 6 in gauge. Shop proprietor Rob Kaufman, believes the photo was taken around Harrietville early this century. Any ideas, readers?

Contemporary photos show that tramways were/are in use at Williams United, Wandiligong; Red Robin, near Mt.Hotham (at 5,800 ft Australia's highest industrial railway?); Victoria mine, Wandiligong; and Sambas mine, Harrietville. Needless to say, as at any mine, permission must be obtained to visit if the lease is current.

A browse in the Bright Gold Shop can definitely be recommended (Phone (057) 55 1209 to check opening hours). A good range of books are on sale including a booklet with do-it-yourself historic mine walks, written and

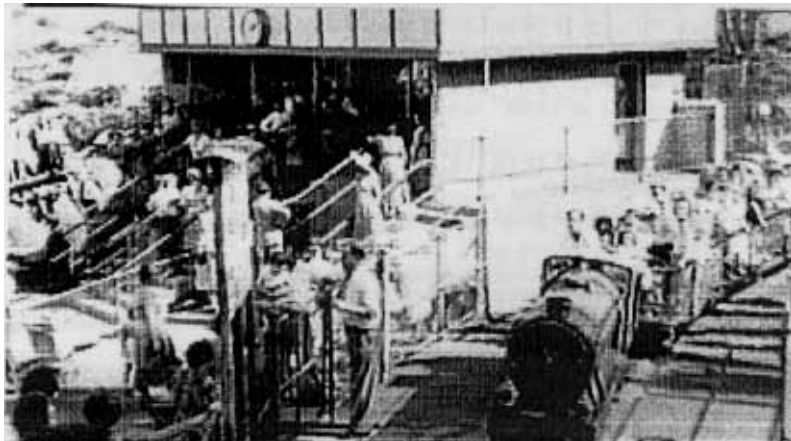
mapped by Rob. An excellent concept that could be easily (?) be adopted by some keen member in relation to timber mills.

EARLY INTERNAL COMBUSTION LOCOS.

John Robin writes about an article he recalls in the magazine Railways of Australia dating from the late 1940s or 1950s which told of a very early locomotive powered by an Otto gas engine at use on a tramway between Darebin and Merri Creek in Melbourne's northern suburbs. Can a reader provide further details?

TARONGA PARK ZOO.

David Burke provides a photograph of the train which operated at the zoo, which he found in the Mitchell Library's videodisc pictorial records. .



FIELD REPORT

Norm Houghton has recently visited the Mt.Isa - Cloncurry area and travelled to Bellara, not far south of Mary Kathleen. This was the terminus of the 3 km 2 ft gauge tramway to the Wee McGregor mine. The site is accessible today and includes a tunnel near the mine end of the line.

LOCOMOTIVE, ROLLING STOCK & EQUIPMENT MANUFACTURERS

BUNDABERG FOUNDRY ENGINEERS LTD

(see LRN 106 p.3 & 107 p.5)

The two Walkers 73-class B-B DH units rebuilt for Mackay Sugar were delivered during August, with 692 of 1972 leaving for Farleigh on August 7th,

and 707 for Marian on about 14 August.

The Walkers DH-class B-B DH unit 633 of 1969, rebuilt for Bundaberg Sugar, had left the works by 7 August, but it is unknown at this stage which mill it was delivered to, although Bingera seemed a likely destination.

Bob Gough 8/95; Tony Wells 8/95

VALE ENGINEERING PTY LTD, Moss Vale

(see LRN 99 p.3)

Vale Engineering, a Kembla Coal & Coke subsidiary (in turn wholly-owned by CRA) did not close in 1993, as seemed possible, but its closure was announced to take place from the end of July.

Sydney Morning Herald 6/7/95 via Ray Graf

NEW SOUTH WALES

AUSTRALIAN NEWSPRINT MILLS LTD, Albury 1435 mm gauge

On 16 June, a 4wDM Com-Eng Aresco (*Adelaide*) Track Chief high rail tractor (a road-rail vehicle) was noted shunting newly arrived containers into the paper mill.

Ray Graf 8/95

BHP LTD, Port Kembla 1435 mm gauge

(see LRN 107 p.6)

Three ex NSW SRA locomotives have been leased to BHP for use on coal trains between its mines and the Port Kembla steelworks. These locos have been made available by Austrac Ready Power of Junee and are A.E. Goodwin Co-Co DE units 44229, 44233 and 4537. They are now numbered 101, 102, & 103 respectively. Apart from repainting in BHP corporate livery, modifications carried out include removal of dynamic brake equipment, fitting of exhaust silencers and fitting of cab air conditioning as well as additional external warning lights. In addition 4537 has had its end hood shortened and lowered allowing twin cab windows to be fitted above the lowered hood. (Could a reader please supply builder's numbers for the above?)

On 15 July, 101 and 102 were noted running coal trains between Unanderra and Elouera Colliery, Wongawilli. It is reported that a triple header had run on 10 July, while during the week there had been several permutations of single and double-headed running.

Railway Digest 8/95 via Bob McKillop;

Ray Graf 8/95; ARHS Bulletin 9/95

BHP LTD, Elouera Colliery

This colliery was previously known as Wongawilli (see LRN 82 p.9). A strange warbling sound attracted the attention of the visitor which was revealed to emanate from the upper counterweight car on the access incline. Solar panels are mounted on this vehicle, obviously to keep onboard batteries charged. The batteries power the warning signal but it is not clear whether this starts automatically when the car begins to move, or is started remotely by the incline winch operator.

Ray Graf 8/95

BLACK DIAMOND HERITAGE CENTRE, Bulli 1435 mm gauge

(see LRN 102 p.4)

The transfer of Hudswell Clarke 0-6-0T SOUTH BULLI No.2 (297 of 1888) from Albion Park has been completed. It is displayed outside the old Bulli station with a 4-wheel non-air hopper wagon and an ex-AIS CHG-type brakevan. The museum display at the centre is open on Sundays from 10 am to 4 pm.

Bob McKillop 8/95

CLUTHA COAL PTY LTD 1067 mm gauge

(see LRN 106 p.4)

A clearance auction was held on 23 August at Allied Camp, Ridge Road via Oakdale with a number of rail items advertised for sale. These included:

LOT 171	One heavy duty bogie flat car, 6m x 2.1m
LOT 314	One rail mounted 5000l. water tank.
LOT 416	approximately 48 steel coal skips, 8-tonne capacity.
LOT 447	six 4-wheel equipment transporter flats
LOT 525	six 40-man drift passenger cars, steel construction. Three carried numbers: 2, 3 & 8.
LOT 540	one 4wDH loco "numbered" B and carrying reflectorised plate "No.2 loco." Six-cylinder diesel engine. Hydrostatic motor on rear axle and cardan shaft to front axle. Reportedly ex-Nattai North Colliery, this unit was obviously used for some time on the surface as a raised canopy on pipe posts had been fitted (but was now dangling off).
LOT 553	one 4-wheel dolly car - cable operated - with reflectorised plate "1"

Not included in the sale were four 4-wheel vehicles earmarked for "Oak Historical Society": one carrying a wooden box/skip, one with a wooden body, one a steel coal truck and one a service (rerailing?) vehicle.

Ray Graf 8/95

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD, Albion Park 610 mm gauge

(see LRN 107 p.6)

A steam gala open day is being held on Sunday October 8th to celebrate the return to steam of Hawthorn Leslie 0-4-0ST *Burra* (3574 of 1923). Three steam locomotives will be in use and the day will feature double headed and night running and the commissioning of the new loco shed / servicing centre.

Neville Cook 9/95

INDUSTRY WORLD, Wollongong

A press item refers to the activities of Industry World which "has received \$135 000 federal funding for a new information centre located on the builders tip with the new narrow gauge railway project." Can any reader provide any information?

Illawarra Mercury 5/8/95 via Ray Graf

KEMBLA COAL & COKE PTY LTD, Illawarra Coke Works, Coalcliff & Corrimal Coke Works 1435 mm gauge?

(see LRN 96 p.10)

Kembla Coal & Coke has put its cokeworks up for sale. Funds generated would be put towards further development at the company's West Cliff and Tahmoor coal mines.

Illawarra Mercury 5/8/95 via Ray Graf

JACK KENNEDY, Broken Hill 610 mm gauge?

(see LRN 94 p.8)

The three 4wBE locos noted previously are still for sale at the previously advertised prices. A battery charger may be available for the 5 tonne loco, but not for the 3-tonners, and the batteries in all three will probably need replacement. Also on site are three Eimco-25 bidders, two in yellow paint (one with serial number 0245 and the other numbered B2501) and the third in blue paint. Any interested buyer should contact Jack at 28 Kanandah Place, BROKEN HILL. Phone (080) 88 5793 (w); (080) 87 6716 (a/h & fax)

Ray Graf 8/95

THE MANILDRA GROUP, Manildra 1435 mm gauge

(see LRN 106 p.4)

On 25 May, Co-Co DE MM01 (Clyde 62-257 of 1962) was noted shunting the yard at the mill. Walkers B-B DH 7340 (702 of 1972) had gone from the

yard, and was possibly the unit observed at a distance at Parkes a few days before.

Ray Graf 8/95

ROYAL AUSTRALIAN NAVY, Newington Armaments Depot 610 mm gauge

(see LRN 74 p.9 & 99 p.6)

A decontamination bill of \$84m will be required to be paid before the site can be utilised for Olympic Village construction. This was predictably a bone of contention between Federal and State governments.

The Sun-Herald 4/6/95 via Ray Graf

SILVERTON GAOL & MUSEUM various gauges

(see LRN 90 p.9)

The battery electric loco 1 (and battery box TB2) previously in the backyard here has been moved to the front, and repainted. Unfortunately the number formerly carried on the loco has now been obliterated.

Ray Graf 8/95

SILVERTON TRAMWAY COMPANY, Broken Hill 1435 mm gauge

(see LRN 106 p.6)

A number of STC locomotives were observed at Broken Hill loco on 17 August. These were A.E. Goodwin Co-Co DE locos 29 (83828 of 1961), 33 (win plain yellow livery without painted number or name), 4838, and an unidentified 442 class.

Ray Graf 8/95

TRANSFIELD CONSTRUCTION PTY LTD - BOUYGUES JOINT VENTURE

A German Herren Knecht tunnel boring machine has been preferred to a French Bouygues design by the joint venturers for the construction of the new rail link between the city and Sydney Airport. (It seems likely that underground rail haulage may be use for this project.)

Sydney Morning Herald 27/7/95 via Ray Graf

WEST DARLING MACHINERY PRESERVATION SOCIETY, The Conservation Centre, 479 Crystal Street, Broken Hill various gauges

This site is the one previously referred to as the SES area (see LRN 90 p.8). From a distance outside the only item previously seen here which could be confirmed was 2 ft gauge Ruston & Hornsby 4wDM 394021 of 1956. However, a new item seen was an apparent amusement park steam outline loco and carriages. The loco is internal-combustion driven and is low, wide and square so that it could at first could be taken for a rubber-tyred vehicle. The gauge

seemed to be at least 3 ft 6 in, and wheel arrangement possibly 2-2w.

More details will no doubt be obtained during a visit in opening hours which are advertised as being 9 am to 12 noon Thursdays and Sundays.

Ray Graf 8/95

ZIG ZAG RAILWAY CO-OPERATIVE LTD, Lithgow 1067 mm gauge

(see LRN 102 p.6)



Malcolm Moore 0-6-0DM units 6 & 2 at Bottom Points, Zig Zag Railway on 15 October 1994

Photo: Ray Graf

Ex-Australian Iron & Steel unrebuilt Malcolm Moore 0-6-0DM 6 (26-204 No.6 of 1948) still with low profile cab as supplied for underground use, was noted on a work train at Lower Points on 27 May. [This, together Malcolm Moore 0-6-0DM 2 (26-204 No.2 of 1948) was photographed at Bottom Points in October 1994, but this had gone unremarked by your Editor]. Also noted was rebuilt Malcolm Moore 0-6-0DM *Kemira* (26-204 No.11 of 1951) and Vulcan Foundry 0-6-0DM *Mount Lyell* (D194 of 1953).

Ray Graf 8/95

QUEENSLAND

FRANK ASTON ROTARY MUSEUM, Mt.Isa

Some rail-mounted mining vehicles were noted to be present in this museum, which might bear further examination.

Norm Houghton 8/95

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY INC, Durundur Railway, Woodford 610 mm gauge

(see LRN 107 p.7)

The official opening of the restored D'Aguilar Railway Station building at Woodford was to be carried out by the Mayor of Caboolture Shire on 23 September. This was to be followed by the official opening of the Herb & Cottage Display Garden at Peterson Road, Woodford, currently the site of the railway's terminus.

Editor 8/95

BABINDA SUGAR LTD 610 mm gauge

(see LRN 106 p.7)

The derelict Malcolm Moore 4wDM at the mill is confirmed as number 20 (1057 of 1943). The other Malcolm Moore 4wDM (1011 of 1943) was noted outside the loco shed in August together with Plasser KMX 12T ballast tamper 249 of 1982.

Bob McKillop 8/95

BUNDABERG SUGAR LTD., Mourilyan Mill 610 mm gauge

(see LRN 105 p.10)

The unidentified Malcolm Moore 4wDM has been repainted and was noted on the head of a navy train in the mill yard in August. Some cane arrives at the mill by road transport (presumably from south of Tully - Ed.) It is tipped into a receiving bin and then transferred to rail bins by a tractor-mounted front-end loader, seemingly a somewhat inefficient method.

Bob McKillop 8/95

CSR LTD., Herbert River mills 610 mm gauge

(see LRN 107 p.7)

Regular cane transfers from Victoria to Macknade commenced on 28 June using Macknade's E.M.Baldwin B-B DH 20 (7070-4-4-77 of 1977) and E.M.Baldwin brakewagon 1 for one trip each day on the afternoon shift. A large tonnage of cane was transferred from Macknade to Victoria using both mill's locos in late August when wet weather disrupted crushing. The planned working of Victoria Mill's sugar by a Macknade loco still seemed not to have commenced by late August.

Three 12-tonne bins have been trialed at Victoria Mill again this season, although one has since been badly damaged in a derailment. Three 6-tonners and two or three 4-tonners are also included in the trial rake for comparative purposes. They are taken around in their own little train rather than being

in regular service. The 12-tonne 4-wheel bins have a limited degree of self-steering and are running with wheels machined to a variety of profiles to evaluate differential rates of wheel tread wear.

Victoria Mill's E.M.Baldwin 0-6-0DH *Hobart* (4413-1-7-72 of 1972) was on loan to Macknade from 22 June to 25 July. Victoria Mill's preserved Hudswell Clarke 0-6-0 *Homebush* (1067 of 1914) is again programmed to run in the Maraka Festival on 28 October.

A study into derailments is taking place. The total tonnages hauled in 1994 were: cane - 3.89m tonnes or 72 million tonne/kilometres; and sugar 574,150 tonnes or 11.44m tonne/km. The cost of cane derailments in the 1994 season was \$434 000 giving a cost of 0.6c per tonne/km. The cost of raw sugar derailments was \$350 000 or 3.06c per tonne/km.

Hansen Linecar 4 was transferred from Macknade Mill to Victoria Mill late in the slack season. Linecar 2 went to Macknade in its place during the week ending 12 August.

*Chris Hart 8/95; Herbert Valley Sugar News and Views
29/6/95 & 27/7/95 via Chris Hart*



Macknade Mill's Clyde 0-6-0DH 12 (65-434 of 1965) with a short train on the Forrest Home leg of the south side triangle at Cordelia, 11 June 1995.

Photo Chris Hart

CSR LTD., Kalamia Mill 610 mm gauge

(see LRN 105 p.12)

See PIONEER SUGAR MILLS LTD

PIONEER SUGAR MILLS LTD., Inkerman Mill

(see LRN 102 p.13)

Com-Eng 0-6-0DH *Chiverton* (C1030 of 1958) was transferred temporarily from Kalamia Mill to Inkerman Mill for a few weeks in June to relieve a shortfall in locomotive capacity at Inkerman.

Home Hill Observer 29/6/95 quoted in Sunshine Express 8/95

GRAHAM DANIEL, Tully 1067 mm gauge

(see LRN 97 p.8)

Avonside 0-6-0T 2043 of 1930 was noted in a yard in Tully reunited with its boiler. It has reportedly been sold to a buyer in the Brisbane area.

Ian Comrie 8/95

EQUIPMENT & MACHINERY SALES PTY LTD, Rocklea 762 mm gauge

Two white E.M.Baldwin 4wDH locos were sold at auction on August 3rd at a site at Grindle Road in the industrial suburb of Rocklea in Brisbane. One, Lot 53, was identified as 3937-7-6-71 of 1971 Model DH12M MkIV, while the other, Lot 54, was said to be "the same". (The first loco was last reported as being used by Codelfa in Western Australia in 1981(see LRN 25 p.17). However, the other two Baldwin locos used at Wungong were 8-tonne types. It seems likely that the second loco sold at Rocklea was one of these, or like the first was possibly another of the ten 12-tonne machines used in the Thomson Dam construction in Victoria. - Ed.)

It is believed the locos were stored at a yard in Rocklea for several years, together with two concrete agitator cars.

David Mewes 8/95; Sydney Morning Herald 22/7/95 via Ray Graf

MACKAY CITY COUNCIL, Seaforth 610 mm gauge

A Dick Kerr 0-4-2T ex Marian Mill, believed to have been built in 1910, has been preserved at what was originally the Pioneer Shire Council park at Seaforth since 1964. Thirty years later, the loco has to be removed for safety reasons and is being offered for sale to narrow gauge enthusiasts. Enquiries / offers to purchase or remove should be directed to Mr. Mark Leyland (Director of Community Services) or Brian Delaney (Technical Officer Parks & Recreation) at Mackay City Council, PO Box 41, MACKAY 4740. Phone (079) 51 6444 up to Tuesday 31 October 1995.

Ian Comrie 8/95; Mackay Daily Mercury 13/9/95 via Editor 8/95

MACKAY SUGAR CO-OPERATIVE ASSOCIATION 610 mm gauge

(see LRN 107 p.9)

Farleigh Mill's rebuilt 73-class B-B DH loco (Walkers 692 of 1972) left the Bundaberg Foundry on 7 August and was at the mill by the 10th. It was reportedly to receive the name *Calen* but was not named and still not in traffic on August 22nd. The similar B-B DH for Marian Mill (Walkers 707 of 1972) left Bundaberg on about 14 August and was at the mill by the 16th. (Correct NSW SRA number for this is 7343, not 7345 as shown incorrectly in LRN 106.) It was to be named *Tannalo*. Both these units have received new Detroit 12VA engines as part of their rebuild. By 16 August, *Tannalo* nameplates had been removed from Com-Eng 0-6-0DH B1724 of 1957. This loco was to be renamed *Netherdale*, while the previous bearer of this name, Bundaberg Foundry 6wDM 13 of 1954 was reportedly to be withdrawn from service.

Bob Gough 8/95; Tony Wells 8/95; Ian Comrie 8/95; Editor 8/95

MOSSMAN CENTRAL MILL CO LTD 610 mm gauge

(see LRN 102 p.12)

All Bally Hooley Steam Express tours and mill tours were discontinued from June 1st 1995. Bundaberg Foundry 0-6-2TT 2 of 1952, originally Mossman Mill's *Bundy*, is to be retained, but Bundaberg Foundry 0-6-2T 6 of 1952, *Bally Hooley*, is reportedly for sale together with the passenger carriages. The commuter passenger service at Port Douglas continues to operate with good loadings but it is understood that the mill is seeking expressions of interest from parties wishing to continue its operation. (This report puts under question the reported involvement of southern interests in the steam operation as referred to in LRN 105 p.8.)

It is reported that John Fowler 0-6-0T *Faugh-A-Ballagh* (8733 of 1900) is to be cosmetically restored to be returned for display at Port Douglas.

Sunshine Express 7/95 via Editor;

Ian Comrie 8/95; Tom Porritt 8/95; Bob McKillop 8/95

MOUNT ISA MINES HOLDINGS LTD 1067 mm gauge

(see LRN 79 p.14)

Mt.Isa Mines has 130 km of tramline underground. Underground tours are booked out three months in advance, so planning ahead is essential if you wish to do the trip. To be standing in 50 degree heat one mile below the surface in a shaft whose walls are at 60 degrees in near darkness is an experience not to be missed. However, surface tours can be booked on the day and provide much of railway and tramway interest from the bus window.

There is a central train control on 19 level and two sets of ore trams of 15

wagons run continuously from the ore stopes to the underground crushers. A planned viewing of an ore dump into the crushers was cancelled due to a derailment. Several service trams run as required delivering aminex and fuel oil (the explosive mixtures). The lower levels are worked by electric rubber-tired trucks using an overhead trolley wire. system.

About 10 haulage cars were noted in a surface scrap yard, together with a battery electric loco numbered 1782 (is this Fox 4wWE/BE 002 of 1972, formerly numbered 782? - Ed.)

Walkers B-B DH 589 of 1968 (ex DH7) was sold to MIM by QGR in 1991 for surface use.

Norm Houghton 8/95; Editor

MULGRAVE CENTRAL MILL CO LTD, Gordonvale 610 mm gauge

(see LRN 106 p.10)

Walkers B-B DH 595 of 1968 (rebuilt by Bundaberg Foundry 1995) has been named *Gordonvale*. This unit normally works to Redlynch over the Brinsmead Gap making use of a new 35 tonne bogie brake wagon fitted with disc brakes. Its largest load on the return trip over the gap is said to have been 110 full bins. Walkers B-B DH 613 of 1969 (rebuilt by Bundaberg Foundry 1995) has been named *Mulgrave*. This loco normally works to the south, to Fishery and Deeral.

Additional locos reported to have been painted in the new peppermint green and yellow livery are:

2	0-6-0DM	Com-Eng	A1001	1955
7	0-6-0DH	Com-Eng	B1010	1956
11	0-6-0DH	E.M.Baldwin	4413-2-8-72	1972

Com-Eng 0-6-0DM 4 (A1004 of 1955) is undergoing an extended engine overhaul and may not be returned to service this season.

It is reported that the mill is considering the disposal of several of its smaller main line locomotives and that a number of inspections with a view to purchase have been made. Locomotives reportedly for sale at a price of \$20 000 each are:

1	0-6-0DM	Baguley	3377	1953
6	0-6-0DH	Com-Eng	A1006	1955
14	0-6-0DH	Clyde	56-86	1956
15	0-6-0DH	Clyde	58-190	1958
16	0-6-0DH	Clyde	56-96	1956

A late report suggests that locos 1 & 16 are to be sold to the Rotary Club of Wynnum and Manly acting on behalf of the "St.Helena Tramway Preservation Society".

Most growers are now using tipper elevator trailers to load cane into the bins at the siding rather than taking them infield. This has led to the trialing of ten 4-wheel 10-tonne bins this season, with nine having been supplied recently by the Boogan Implement Co.

The Mulgrave Rambler tourist train now operates on a charter only basis. It is reported that only a few trips have been made this year, using Baguley 0-6-0DM 1 (3377 of 1953) as motive power. John Fowler 0-4-2 *Nelson* (20273 of 1934) has reportedly not been in steam since the mill centenary on 24 April 1994.

Observed in August was Motor Rail Simplex 4wDM 10450 in the navy area, while two other Motor Rail units (2090 of 1922 & 4207 of 1929) were out of use nearby. The Mulgrave Mill-built 4wDM of 1962 was shunting the truck shop.

Tom Porritt 8/95, 9/95; Bob McKillop 8/95

NATIONAL PARKS & WILDLIFE SERVICE, St.Helena Island 610 mm gauge

(see LRN 63 p.8)

An application by the Crown for "the construction of a tramway at St.Helena island, Moreton Bay" under Section 37 of the Queensland Heritage Act 1992 has been advertised. The application states that no relics of the tramway remain apart from the formation.

St.Helena Island operated as a prison from 1867 to 1933. The tramway on the island is understood to have operated from 1888 originally using convict-powered flat wagons. A horse tram was used from 1898.

The proposed tramway will run from the shore end of the causeway to the old blacksmith's shop along original formation with a new branch to a storage shed. "Iron rails" and "ironwood sleepers" were acquired as a 1988 bicentennial project which was not completed. The second stage is the acquisition of non-heritage rolling stock to operate the tramway. This seems to have begun with the reported sale of Mulgrave Mill's Baguley 0-6-0DM 1 (3377 of 1953) and Clyde 0-6-0DH 16 (56-96 of 1956) to the Rotary Club of Wynnum and Manly acting on behalf of the "St.Helena Island Tramway Preservation Society" in September 1995.

*Greg Stephenson 7/95; Courier-Mail 22/7/95
via Greg Stephenson; Tom Porritt 9/95*

JOHN HOLLAND CONSTRUCTION & ENGINEERING PTY LTD

See PLANE CREEK CENTRAL MILL CO LTD

PLANE CREEK CENTRAL MILL CO LTD, Sarina 610 mm gauge

(see LRN 107 p.9)

The southern cane railway from Koumala to Karloo was placed into full

operation on July 18th, with construction having been completed by John Holland the day before.

Two new bogie brake wagons, constructed by Mackay firm Anderson Rea were delivered a few days before for use with the three rebuilt Walkers DH class B-B DH locos. They incorporate regauged QR bogies. The Walkers locos have received identifying numbers at each end, presumably as an aid to recognition by mill staff, duplicating existing loco numbers at the mill. They are

1	Allan Page	B-B DH	Walkers	594 1968	(reb.BFE DH12 1995)
2	Karlooloo	B-B DH	Walkers	630 1969	(reb.BFE DH48 1995)
3	Koumala	B-B DH	Walkers	651 1970	(reb.BFE DH64 1995)

(Please note that the identification for ALLAN PAGE given in LRN 107 was incorrect).

Tony Wells 7/95

SOUTH JOHNSTONE MILL LTD 610 mm gauge

(see LRN 106 p.12)



South Johnstone Mill's Com-Eng 0-6-0DH 19 (AH4688 of 1965) was shunting 14-tonne bin containers for Atherton Tableland cane at the new transfer gantry on 24 August 1995. Note the new main line track construction in progress on the adjacent line.

Photo: Bob McKillop

Baguley 0-6-ODM 10 (3390 of 1954) was noted outside the Engineers Office with the Turtles Express carriage. Mill tours still operate on a daily basis during the crushing season. Malcolm Moore 4wDM 17 (1060 of 1943) was noted with a number of other locomotives in the loco storage shed.

Cane from new areas on the Atherton Tableland is being hauled to the mill by road in 14-tonne bins which are transferred onto rail transporter bogies using an overhead gantry crane at the northern end of the mill yard. The rail vehicle observed in December (see LRN 105 p.15) was clearly a prototype of the transporter. B-double trucks convey three bins at a time to the mill yard, and there are 38 bins in use. On August 24th, freshly painted Com-Eng 0-6-ODH 19 (AH4688 of 1965) was working the Atherton Tableland bin train.

Ian Comrie 8/95; Bob McKillop 8/95

SUGARWORLD, Edmonton 610 mm gauge

(see LRN 105 p.15)

The former Sugarworld theme park has now closed to make way for urban subdevelopment. The Assemblies of God church has taken over the administration building and access to the site is restricted to church members. E.M.Baldwin 4wDH 9109-1-9-80 of 1980 and two passenger cars were noted on site on 24 August, but it was impossible to tell whether static Hudswell Clarke 0-6-0 1549 of 1924 was still present. These items may still be owned by CSR.

Bob McKillop 8/95

TULLY SUGAR LTD 610 mm gauge

(see LRN 105 p.16)

A new bogie brake wagon incorporating regauged ex QR roller bearing bogies was noted at the mill on 15 August, seemingly uncommissioned as yet.

Chris Hart 8/95

TASMANIA

COPPER MINES OF TASMANIA PTY LTD, Mount Lyell Mine 610 mm gauge

The new operators of the Mt.Lyell mine arranged an auction on 15 March 1995 as part of its rationalisation of operations for future development. Included in the sale were two 2 ft gauge battery locomotives built in 1972, each with two 25 hp motors and complete with battery packs. Can any

member provide any details?

Ray Graf 8/95

VICTORIA

ALEXANDRA TIMBER TRAMWAY & MUSEUM INC 610 mm gauge

(see LRN 105 p.17)

From 1 July, the Shire of Murrindindi became the lessees of the railway land at Alexandra, making it securely available for ATT&M use. Work has commenced on the reconstruction of the Rubicon Tramway within Alexandra township. Motor Rail Simplex 4wDM 10058 of 1948 has been selected to head the construction train and will soon be in use on this task.

Timberline 1/8/95 via Ray Graf

ALLIANCE GOLD MINES NL, Maldon

Alliance Gold Mines has started gold mining beneath the old Union Hill North open cut after completing a 260 m decline from the base of the pit. (It seems quite possible that rail equipment will be in use.)

Sydney Morning Herald 25/7/95 via Ray Graf

THE BRIGHT GOLD SHOP & MUSEUM, Bright narrow gauge

This fascinating shop, dedicated to the Upper Ovens goldfields, is situated at Shop 6, Riverside Avenue, Bright. The museum display, housed in the rear section of the shop, covers all types of gold-mining: alluvial, deep-lead, dredging and quartz reef mining. Of interest are the two 4-wheeled half ton box trucks (they actually hold between 8 and 10 hundredweight). One of these appears to be 16 in gauge (406 mm) and came from the Pioneer mine in Bright. It still carries the painted logo of machinery merchants Miller & Co Pty Ltd. Also displayed is a pair of 16 in gauge wheels from the Young American mine, Freeburgh, and pressed steel sleepers from the 2 ft gauge incline of the Rose, Thistle and Shamrock mine, Harrietville. There is also a selection of dogspikes on display, some of commercial origin and others the result of the labours of bush blacksmiths.

Phil Rickard 8/95

COOKS CONSTRUCTION PTY LTD 900 mm gauge

See COAL CORPORATION OF VICTORIA

SKILLED ENGINEERING LTD, Yallourn 900 mm gauge

See COAL CORPORATION OF VICTORIA

COAL CORPORATION OF VICTORIA 900 mm gauge

(see LRN 106, p.12)

Coal Corporation of Victoria (trading as Energy Brix Australia) acquired ownership of the Yallourn-Morwell Inter Connecting railway on 16 August 1994. Cook's Construction are contractors to operate and maintain the railway, while Skilled Engineering presumably maintain the rolling stock.

As suggested in LRN 106, passenger trains were run on the 14 km Inter Connecting railway on Saturday 2 September 1995. The trains consisted of a new NBW passenger car built by Skilled Engineering for the Walhalla Goldfields Railway, hauled by Cook's Construction Walkers B-B DH loco CC01 (586 of 1968). The carriage had been placed on 900 mm gauge bogies for a test run in August. It was originally intended to use Skilled Engineering's Fowler 0-6-0DM *Pride of Yallourn* (4210049 of 1951), but the DH was used instead because the Fowler would have been too slow. A pity from the aesthetic viewpoint, as the DH towered above the NBW car. Six trips were run, two for Walhalla Goldfields Railway personnel, two for members of the Rail Tourist Association Inc. (as the RTA were not able to completely fill two trains, at the last minute they made ten places available to the LRRSA) and two for Skilled Engineering workers and their families who had donated hundreds of hours to the carriage project.

John Fowler 0-6-0DM *Pride of Yallourn* is now painted in an extremely ornate livery. The colours are basically royal blue, yellow and white, with pale blue lining and black and yellow stripes on the buffer beams. There are also a few touches of red. In addition the loco bears its name painted in a decorative script in a pinkish shade on the cab side. That may all sound over the top, but the job has obviously been done with great care. It is a marked improvement on SEC grey. No longer No.12, it is now numbered 1!

Normally coal trains are operated over the two night-time shifts, leaving the day shift free for track maintenance. Operation of the special passenger trains occupied the whole of the day-shift period, with trains being run at approximately 80 minute intervals.

The railway offers an interesting contrast in views, with the highly industrial scenes of the Yallourn and Morwell open cuts, distant views of mountains, and cows grazing in nearby fields. Noted was the track rationalisation at Yallourn, a double-headed train "dead" under the coal loader, the better standard of track around the East Field deviation and the improved track elsewhere, the complete removal of the overhead wire and the recent removal of No.9 loop near the Morwell River (leaving No.8 as the sole loop). Average speed was about 30 kph.

At Morwell the train halted over the ditch bunker so passengers were forbidden to detrain there. A wise move, as instead of a platform, there was about a six-metre drop into a heap of brown coal. A photostop at the Morwell River trestle bridge on the return journey was much appreciated.

The passenger car was numbered NBW1 and is shortly to be delivered to the Walhalla Goldfields Railway. It may be incorrectly numbered, as it is understood that NBW1 has already been delivered to the WGR. Another inconsistency was that this vehicle had the word FIRST painted on the side, in which case it should be an NAW.

Seating 36 in comfort, the car has 2+2 seating using ex-NSWGR throw-over seats. Built to Victorian Railways narrow-gauge design, but wider to accommodate the seating, it is complete with clerestory roof, end platforms and generously-sized windows. Although a comfortable, well built vehicle which retains something of the aura of the 1900s, it is obvious that it is not built of timber.

There is unlikely ever again to be passenger train running on the Inter Connecting Railway. Impending government legislation for tourist railway accreditation means that Cook's will be prohibited from running future passenger trains.

Frank Stamford 9/95; Phil Rickard 9/95

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Railway 762 mm gauge

(see LRN 107 p.15).

A State Government Grant of \$500,000 has been received to help finance capital works. It seems unlikely that any of this will be used on the Gembrook restoration. A carriage shed at Belgrave seems to have very high priority.

On the weekend of 19-20 August, track was laid from Cockatoo station to within about 100 metres of Cockatoo Creek bridge (bridge No.9). No further track laying on the main line is considered practical until either bridge No.8 or 9 is built. All of the track from Fielder station to Cockatoo Creek is unballasted, and funds are not available to buy the 2500 tonnes of ballast required.

Trains will be running at Gembrook on the weekends of 30 September/1 October, 30/31 October, 25/26 November, 23/24 December, 24/25 February 1996, 30/31 March, 27/28 April, and 25/26 May. In all cases the Saturday is Gembrook market day. A new timetable will be in operation.

On Saturdays trains will depart Gembrook at 9.30, 10.15, 11.00, 11.45, 12.30, 1.30, 2.30, and 3.15. The 1.30 and 3.15 trains will go to Fielder, a 47 minute round trip. All the others will go to Fielder Bridge, a 30 minute round trip. On Sundays, trains will depart Gembrook at 10.30, 11.30, 12.30, 1.15, 2.15, and

3.00. The 11.30, 1.15 and 3.00 trains will go to Fielder; the others will go to Fielder Bridge.

Frank Stamford 9/95

GOULBURN - MURRAY RURAL WATER AUTHORITY, Tatura 610 mm gauge

Ruston & Hornsby 2 ft gauge 4wDM 285342 of 1949 is still held at the pre-cast plant at the Goulburn-Murray Water depot.

Steven Fox (GMRWA) via Phil Rickard

GOULBURN-MURRAY RURAL WATER AUTHORITY, Waranga Basin 610 mm gauge

(see LRN 59 p.11 & LRN 98 p.15)

The site was visited on 18 March 1995. The tramway depot area is at the western end of the reservoir wall, adjacent to the Rushworth-Tatura road. The 4wDM loco, numbered 18-C-25, was built by G.Sewell of Footscray in 1959. It hadn't moved since May 1994 and was extracted from the loco shed with some difficulty. Its original petrol engine was replaced by a Petter diesel in 1971/2. It may have originally had only one driven axle. A flat truck was also pushed out of the shed.

Six additional items of rolling stock were noted in the works yard, all built on skip frames. They were :

- an open top rectangular metal bin which holds about ½ cubic yard of screenings and sand with a tool compartment below. Bags of cement can be carried on top.
- a flat truck for carrying a portable cement mixer.
- a flat truck with a rack to accommodate six extension chutes (to enable cement to be placed anywhere on the dam wall) and a mounting for a water tank.
- the so-called caboose a sprung vehicle for workers. Has a leaf spring, wooden floor and corrugated iron sides and roof.
- two side-tipping skips, one with a plant class 17-C painted on it, carrying builder's plates G.C. Sewell, Cross Street, West Footscray. Frames are made of channel steel manufactured by Frodingham Iron & Steel Co. Ltd, with some axle boxes lettered MD.

The railway, used for servicing the dam wall, was noted to be in situ for 2.3 km along its crest, with the remaining 5 km converted to roadway. It appears that the line was cut back progressively in the 1970s and 80s. Since the visit, it is understood that the remaining rail has been removed from the dam wall and tenders called for the disposal of the railway. A few hundred yards

of track are understood to remain from the dam wall to the quarry. However, the Alexandra Timber Tramway & Museum's newsletter suggests that the ATTM may become involved in overseeing the development of a working tramway museum on the site, presumably utilising the remaining track.

Phil Rickard 8/95; Timberline 1/8/95 via Ray Graf

RED CLIFFS HISTORIC STEAM RAILWAY INC. 610 mm gauge

The Red Cliffs Historic Steam Railway Inc. has undertaken to construct a 610 mm gauge tourist railway on a portion of the former Victorian PTC branch line from Red Cliffs to Morkalla. Approximately 1800m of track was retained where the branch diverges from the Melbourne to Mildura main line.

The former SR&WSC Kerr Stuart 0-4-2T 742 of 1901 (should it be 743? - Ed.), which was withdrawn from service in 1953 and preserved in Red Cliffs township from 1955, will be used as motive power. The locomotive was completely restored to working order by Sunraysia Steam Preservation Society in 1987 (see LRN 80 p.16) and is owned by the Rotary Club of Red Cliffs. It is proposed that the loco be placed in trust with RCHSR.

Two bogie carriages have been built and are housed in a substantial purpose-built shed with pit and servicing facilities. Track construction is well advanced using 60 lb AS rail from the former branch line and takes the form of a balloon loop with triangle connections. The line will extend for about 1500 metres where a loop will be built at the terminus. New red gum sleepers, crushed rock and limestone ballast are being used in construction.

The Victorian Government's Rail Safety Act has necessitated the granting of Accreditation before trains can begin running, and an application is in course of preparation.

Interested members might care to contact Bruce McLean at PO Box 285, MILDURA 3502 to become involved in this project.

Bruce McLean 8/95

SANDHURST TOWN MANAGEMENT PTY LTD, Eaglehawk 610 mm gauge

(see LRN 97 p.19)

This theme park has closed and will be moved to a new site with another tourist attraction. The Perry 0-6-2T 7967.50.3 of 1950 here has only seen occasional use. (This unit was ex Babinda Mill, not Tully Mill as shown in LRN 97).

Rail News Victoria August 1995 via Bob McKillop

WESTERN AUSTRALIA

KALAMUNDA HISTORY VILLAGE 1067 mm gauge

This extensive folk museum is established in the former WAGR station yard. The display of artefacts and photographs covers the ownership of the railway by the timber company (1891-1903) and the subsequent government railway ownership until closure in 1949. The village is open from 10 am to 3 pm Monday to Thursday, 9.30 am to 3 pm Saturday, and 1.30 pm to 4.30 pm Sunday.

Bob McKillop 8/95

OVERSEAS - FIJI

FIJI SUGAR CORPORATION 610 mm gauge

(see LRN 102 p.19)

Strikes by lorry drivers disrupted production at Lautoka and Rarawai Mills in July. About 350 lorries bring cane by road to Lautoka Mill, mostly from areas also served by tramway, and drivers wait in long lines for many hours to unload. The drivers are demanding that the mills provide them with toilets and canteen facilities. They would also like faster turn around facilities at the mills. (One suspects that FSC is not keen to encourage further cane to go by road even though the substantial tonnages presently handled must relieve pressure on the mill rail systems - Ed.)

Courier-Mail 25/7/95 via Editor

SUVA CITY COUNCIL, Thurston Gardens, Suva 610 mm gauge

(see LRN 102 p.27)

Hudswell Clarke 0-6-0 1663 of 1936 was cut up on site in mid-July 1995 as it had become a safety hazard to children.

The Fiji Times 19/7/95 via Gerry Verhoeven

MEETINGS

MELBOURNE

AGM & The Toy Railway.

Ted Stuckey recently returned from a visit to India where he was able to spend some time visiting the Darjeeling Mountain Railway. He returned with plenty of knowledge and much video footage. Ted will speak about the railway and will show his video at the October Meeting.

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

DATE: Thursday 12 October at 8.00 pm.

SYDNEY:

Wolgan Valley The Division's annual tour this year will be to Newnes to view the remains of the shale works and associated railways. Our guide on this visit, Alan Watson, will give us the benefit of his years of research and time spent in the Wolgan Valley. As a prelude to this trip Alan will speak on the valley as it was as one of Australia's largest industrial undertakings and set the scene for our tour.

LOCATION: Woodstock Community Centre, Church St Burwood

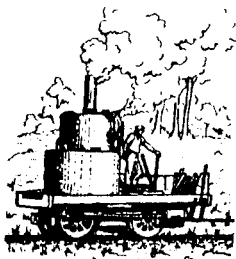
DATE: Wednesday 25 October at 7.30 pm

ADELAIDE:

Contact Arnold Lockyer for details. Phone: 08-2969488

LOCATION: 150 First Avenue, Royston Park.

DATE: Thursday 5 October at 8.00 pm.



LIGHT RAILWAY NEWS

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Almost every inch the British industrial narrow-gauge loco: newly recommissioned Hawthorn Leslie 0-4-0ST Burra (3574 of 1923) hauls coal tubs at the Illawarra Light Railway Museum, 8 October 1995.

Photo: Brad Johns

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EDITORIAL

Sincere apologies for the late appearance of this issue of LRN. It got tied up with the onerous responsibilities of finishing one job and starting another. There just wasn't time to attend to LRN and so it had to wait for a while. Hopefully, we will soon be back on schedule again. As of early next year I will be in a new job based in Rockhampton, and more permanent contact details will be published then. Until then, the old address will still find me.

NOTES, CORRECTIONS AND COMMENTS

Kerr Stuart at Redcliffs.

A photograph sent by Bruce McLean showing what appears to be an original builder's plate of the Kerr Stuart here (LRN 108 p.22) shows the number 742, confirming published sources.

Industry World

(see LRN 108 p.7)

Eddie Oliver writes to say that Industry World, at Port Kembla, is a collaboration between many of the big local industries to increase their tourist orientation. The "builders tip", located immediately to the north of the Inner Harbour rail arrival roads is now closed as a tip and is a rather bleak, partly grass-covered hillock tall enough to provide an excellent viewing point over the inner harbour and across to Port Kembla. The "narrow gauge railway" apparently refers to a miniature train ride to allow visitors to ride around and see the views in all directions. The Coniston BHP Visitors Centre displays a diagram of the proposed track configuration.

St.Helena Island

(see LRN 108 p.15)

David Burke writes to say that his late uncle, Tom Burke, was the Government Land Agent in Brisbane, and that in the early 1940s he was required to hold an auction on St.Helena Island. On visiting the island and opening the tramway shed, a completely intact Brisbane horse tram was found within, a fact made much of by the local press at the time.

RESEARCH COLUMN

Early internal combustion locos.

Phil Rickard writes that the locomotive referred to by John Robin could be that referred to in *Light Railways* 25 p. 16. If so, it probably would not qualify as an industrial locomotive.

W.R.B.Johnson diaries.

Jim Longworth has been reading these diaries, held in the ARHS archives in Sydney. Johnson was an early researcher into Victorian timber tramways, and light railways across Australia. On 28 March 1940, he visited Marchbank's Tramway in Victoria where, as well as recording his experiences and mapping the tramway layouts, he made detailed notes as to how to minimise danger when in the vicinity of log hauling operations. These diaries would be well worth checking by a Victorian researcher.

Department of Education records.

Jim Longworth has been using NSW Education Department files as part of his researches into south coast timber tramways. Mill owners frequently petitioned the Department to provide a school in an attempt to attract more stable family men to their timber operations. The files contain a wealth of information relevant to mill history including letters from managers and maps showing mill locations and even tramways. He suggests they may be worthy of inspection in other states also.

Rack railways.

David Jehan of 44A Crump St, Mortdale 2223, is writing a book on Australian rack railways. He would be interested in hearing from anyone with photographic material on the Mt.Lyell or Mt.Morgan rack railways. He also has for sale reproduction E.M.Baldwin plates.

NEW SOUTH WALES

CONCRETE CONSTRUCTIONS - KINHILL ENGINEERS JOINT VENTURE, Wollongong - Upper Avon Dam gauge unknown

A 1.7km tunnel is being driven from an existing shaft at the bottom of the Illawarra escarpment near Wollongong to a new shaft at the Upper Avon Dam. The work is being undertaken on behalf of Wyuna Water as part of the Illawarra and Woronora Water Filtration Plants Project. The 4m wide and 3.5m high tunnel is being driven through the Illawarra coal measures on an alignment selected to bypass existing flooded coal mine workings. A 1.3m pipe will be placed inside the tunnel when complete.

Spoil cars, self tipping Hagglund cars which discharge onto a conveyor, are hauled to and from the workface by a Gemco 10 tonne electric locomotive.

Civil Engineer Australia 11/95 via Greg Stephenson

EASTERN GOLD AUSTRALIA NL, Cowarra Creek Gold Mine, Bredbo narrow gauge

An advertisement for an auction to take place at this location on 1 November 1995 included two 1.5 tonne Gemco battery electric locos, 10 rail wagons and 1200m of rail track.

*The Age 21/10/95 via Phil Rickard; Sydney Morning Herald 14/10/95
via Ray Graf & Craig Wilson*

HUDSONS, Showground Road, Castle Hill 610mm and 900mm gauge

This timber yard has hand worked lines in connection with woodworking machinery. Two 2ft gauge transfer trolleys consisting of skip frames are found on one lengthy 2ft gauge track. On shorter tracks, a 2ft gauge feed truck operates on either side of a planer, and a 900 mm gauge feed truck serves a band saw.

Craig Wilson 7/95

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD, Albion Park 610mm gauge

(see LRN 108 p.7)

The recommissioning day for Hawthorn Leslie 0-4-0ST *Burra* (3574 of 1923), 8 October went well with reasonable weather. The ceremony was carried out by Bill Fancourt, former BHP Public Affairs Manager, who had released the loco from open display to ILRMS in 1978. *Burra* did a demonstration run with a short train of coal skips and then took over a passenger consist, the ex Excelsior Colliery man rider and ILRM Car No. 1, for several trips before

retiring for the day. The loco is magnificently finished in orange-brown livery with red lining, motion and buffer beams and carries ILRM number 4. Several minor items, such as injectors, still required attention following the recommissioning.

Tony Madden 10/95

LILYVALE MUSHROOMS, Helensburgh 610mm gauge

(see LRN 15 p.10)

An ARHS (NSW Division) trip visited the Cawley (No.2) tunnel at Helensburgh on 23 July 1995. This was still very much as described when visited by a LRRSA group in 1980, with a single line through the tunnel inside which the mushrooms are grown, and a siding on the surface serving a packing shed. One locomotive was noted near the packing shed. A diesel and a petrol locomotive were noted in 1980, but at that time it was stated that there were other associated lines at the Lilyvale No.6 tunnel and the Helensburgh No.3 tunnel. Can it be established whether these are still in use, and if so, whether either has a locomotive present?

ARHS (NSW) Members' Newsletter 9/95 via Ray Graf

THE MANILDRA GROUP, Manildra 1435mm gauge

(see LRN 108 p.7)

It was noted in passing on 25 September that Walkers B-B DH 7340 (702 of 1972) had returned to shunting the yard. No other non-SRA motive power was seen.

Ray Graf 10/95

NSW RAIL TRANSPORT MUSEUM 1435mm gauge

(see LRN 88 p.10) Two industrial units were noted at Sydney Terminal on 1 October in connection with the 140 Years weekend. These were Hunslet 2-6-0 2705 (1115 of 1913) ex Public Works Department, and General Electric Bo-Bo DE 7921 (built 1944) ex St.Mary's Munitions Factory.

Ray Graf 10/95

NOEL RAWLINSON, Ophir narrow gauge

For more than 30 years Noel Rawlinson has worked a small 200 m deep gold mine in the Ophir field, where payable gold was first discovered in Australia 144 years ago. He is pictured in a press report with a very narrow gauge skip on an underground tramway. Tourists are shown through the mine, and Mr Rawlinson is hopeful of getting the contract to supply gold for the Olympic medals for the 2000 games.

The Sun-Herald 15/10/95 via Ray Graf

TIMBERTOWN WAUCHOPE 610mm gauge

(see LRN 105 p.9)

As reported previously, the proposed lease operation of this heritage theme park did not eventuate. Hastings Council is presently considering the matter with a new unlisted company registered as Timbertown Community Enterprise Ltd - having some local interest and some from outside the district. Shares are to be issued at the time that a suitable lease is finalised.

A visit on 20 June provided information on the tramway and equipment being readied for the future re-opening of the venue.

John Fowler 0-4-2T 17881 of 1928 and Hudswell Clarke 0-6-0 1862 of 1953 are at the Broken Bago workshops siding. The Fowler is said to be in need of extensive boiler work, or even boiler replacement and is awaiting a decision as to its future. The running gear is in satisfactory to good condition and the side tanks were rebuilt in 1986/7. Some boiler fittings seem to be missing. The Hudswell Clarke has had its cab removed and its boiler stripped of fittings and of all asbestos insulation in order to carry out boiler inspection and testing. A new smokebox has been fitted to the boiler shell. The inspection hole and covers plus the mud holes and covers have been checked and reworked where required to provide steamtight closures. Gauge glass mounts have been bead-blasted and refitted with stainless steel studs and nuts. Likewise the injector adaptor plates have been fitted with stainless steel studs and nuts.

The three open-sided carriages have been serviced and repainted. Low steel gates have been provided on each carriage in place of the chains formerly fitted.

John Fowler 0-6-0T 12271 of 1910 and Motor Rail Simplex 4wDM 4214 of 1929 are at Timbertown Station and loco shed. New wheelsets have been procured for the Fowler. All six wheels (the middle pair flangeless) have been fully machined from plate by Haden's Pty Ltd of Taree. Cost is reported to be approximately \$20 000, allegedly below the price of cast steel wheels for which patterns would also be required. A new inspection cover assembly with external closure plate was fitted to the boiler in about 1993. The front buffer beam and cylinder end covers have been repainted red and this loco has been tarpaulin covered in readiness for reopening. The Simplex diesel is used for maintenance duties. It has recently been repainted from industrial yellow to red and green, and the engine has been cleaned back to bare metal. Four vertical stanchions are now attached to the chassis frame.

The 2 km railway and associated bridgework have received considerable

attention, particularly since mid 1994, and are ready for use when an operator for the park is found.

David Mottram 6/95

QUEENSLAND

SUGAR INDUSTRY DEREGULATION AND ROAD TRANSPORT

A worrying feature of the deregulation of the sugar industry in Queensland as well as its expansion to Western Australia is the trend to uneconomic road transport in some areas with the transport cost burden being shifted to all taxpayers. Mourilyan Mill currently trucks cane more than 40 km past Tully Mill, and now South Johnstone Mill has acquired a substantial plantation in the Murray Valley area south of Tully, which could be producing 60,000 tonnes of cane by 1998. In addition, cane is now being trucked long distances to a number of northern mills from the Atherton Tableland, while \$1.0m is reportedly to be spent by the government to upgrade roads in the Ord River district of WA.

*Chris Hart 10/95; Herbert River Express 7/9/95 & 28/9/95
and Australian Canegrower 21/8/95 via Chris Hart*

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY, Durundur Railway, Woodford 610 mm gauge

(see LRN 108 p.10)

The Durundur Railway was officially opened on 23 September by John White, the Mayor of Caboolture. Bundaberg Foundry 0-6-2T 5 of 1952 broke the ceremonial ribbon and then ran trips between Woodford Station and the Herb & Cottage Display Gardens for the remainder of the day.

Durundur Railway Bulletin 9/95 via Editor

BABINDA SUGAR LTD 610mm gauge

(see LRN 108 p.10)

Four of the mill's eleven locos were not in regular use during the 1995 crushing season. Com-Eng 0-6-0DH locos *Bramston* (AH2460 of 1962) and *Russell* (A2027 of 1958) were spare, with the former preferred for use when required. Com-Eng 0-6-0DH *Josephine* (A1821 of 1957) was reduced to bare frame in the shed for rebuilding. Baguley 0-6-0DH *Fishery* (3387 of 1954) was inaccessible in the shed behind *Josephine*.

A booking-on and refuelling area near the traffic office in the centre of the mill complex was being used by locos, but some units were noted returning to the loco shed between shifts.

Editor 9/95

BUNDABERG SUGAR LTD, Mourilyan Mill 610mm gauge

(see LRN 108 p.10)

All five steam locomotive frames previously noted at the mill were seen in late September. These are believed to have come from:

0-4-0WT Krauss 3267 1895

0-4-2T John Fowler 12967 1911

0-4-2T John Fowler 15916 1921

0-4-2T Hudswell Clarke 1556 1925

0-4-2T John Fowler 20713 1935

Most consist of chassis and wheels only, and are fitted up to carry mill rollers or other heavy equipment.

The unidentified Malcolm Moore 4wDM in service with the navvies has not only been repainted but has been given the somewhat unusual number of .5. It was noted hauling a single bogie ballast hopper at Martyville on 28 September.

More than 40 ex-QGR Innisfail Tramway 2ft gauge bogie sugar boxes were noted out of use at Goondi Mill site. With substantial bogies and hardwood timber frames, these vehicles would be excellent as the basis of passenger vehicles and cannot be expected to be left to lie around for ever.

Editor 9/95

CAIRNS CITY COUNCIL, SUGARWORLD, Edmonton 610 mm gauge

(see LRN 108 p.17)

It is reported that the City Council now owns the Sugarworld site, which was open to the public free of charge on 27 September. All railway track had recently been lifted from the site.

There was no sign of E.M. Baldwin 4wDH 9109-1-9-80 of 1980, which had been moved south by road to Victoria Mill a few weeks before. However there were still five four-wheel carriages stored in a corner of the site. It has been reported that these were to be donated to an "island resort near Brisbane". Maybe this is a reference to St.Helena Island (see LRN 108 p.15). Also present was ex-Hambledon Mill Hudswell Clarke 0-6-0 4 (1549 of 1924) under its protective canopy but with rust coming through.

Editor 9/95: Chris Hart 10/95

CAPRICORNIA HERITAGE RAIL ASSOCIATION INC. Archer Park Station. Rockhampton 1000 mm & 1067 mm gauge

This site, adjacent to the QGR main line in Denison Street, is a preserved railway station containing some interesting items of rolling stock. Three of these are French-built Billard 4wDM locomotives formerly stored at the

Rockhampton City Council bus depot (see LRN 67 p. 10). One (T75P VM 227) was rebuilt by Birch crane hire in Mackay in 1986 and is 3ft 6 in gauge. The other two are unrebuilt from metre gauge, 11E1 (T75P VM 224) with wheels removed. and 11 E3 (T75P VM 228). Also present is the Purrey 4wVBTG steam tram.

Editor 9/95

CSR LTD, Herbert River Mills 610 mm gauge

(see LRN 108 p.10)

Victoria Mill's E.M.Baldwin B-B DH *Darwin* (6171 -1 -9-75 of 1975) was noted hauling empty bins on the morning of 29 September at Ripple Creek in the Macknade Mill area. The loco, with Clyde brakewagon 5, had arrived at Macknade Mill that morning on a week's loan. Also on loan to Macknade Mill was E.M.Baldwin 0-6-0DH *Hobart* (4413-1-7-72 of 1972) from 1 to 5 September, and 5 to 8 or 9 October.

E.M.Baldwin 4wDH 9109-1-9-80 of 1980 ex Hambledon Mill arrived at Victoria Mill from the Sugarworld site in Edmonton between 4 and 6 September.

Cordelia Road was closed while the road overbridge at Cordelia was replaced on 30 September - 1 October with a CSR crew replacing girders and deck, and constructing new safety rails.

Editor 9/95; Chris Hart 10/95;

Herbert Valley Sugar News and Views 19/10/95 via Chris Hart

GRAHAM DANIEL, Tully Welding Works 1067mm gauge

(see LRN 108 p.12)

Avonside 0-6-OT 2043 of 1930 was noted in the yard here on 29 September adjacent to the Bruce Highway. The boiler is separate from the chassis.

Editor 9/95

HAUGHTON SUGAR CO PTY LTD, Invicta Mill, Giru 610mm gauge

(see LRN 106 p.8 & 107 p.8)

Two further Walkers ex-NSW SRA 73-class B-B DH locos 7346 (708 of 1973) and 7348 (710 of 1973) are reportedly being rebuilt at the Bundaberg Foundry, having been in storage at Plane Creek Mill, Sarina. Two additional brake wagons will also be delivered for use with these locomotives.

In spite of the massive expansion undertaken at Invicta Mill in recent years, it is said that crushing capacity on the Burdekin will be exhausted once again in 1997. The total crush of Burdekin Mills has gone up from 3.6m tonnes in 1988 to 7.3m tonnes in 1995, with a figure of 10m tonnes expected in 2000 and 12m not impossible in 2005. Current expansion work programmed is

expected to cope with 10m tonnes.

Bob James 10/95; Australian Canegrower 18/9/95 via Chris Hart

MACKAY CITY COUNCIL, Seaforth 610mm gauge

(see LRN 108 p.12)

Mackay City Council have provisionally accepted a tender for the purchase of the ex Marian Mill Dick Kerr 0-4-2T from Seaforth believed to have been built in 1910. The successful offer was received from Red Gum Works, Echuca

(Warrick Turner). Mackay Daily Mercury 16/11/95 via Editor

MACKAY SUGAR CO-OPERATIVE ASSOCIATION 610mm gauge

(see LRN 108 p.13)

Farleigh Mill's rebuilt 73-class B-B DH loco (Walkers 692 of 1972) was in service on 26 September, still without nameplates. It had received the name *Calen* by 2 October. Marian Mill's similar loco *Tannalo* (Walkers 707 of 1972) was seen at Gargett on 30 September, hauling 250 full bins from Harvison's, after having taken two rakes of 136 from Tannalo across the Cattle Creek crossing to Harvison's. On 4 October, *Tannalo* was noted being ignominiously hauled dead into the mill yard after failing at Boldon.

The old Cattle Creek Mill site at Finch Hatton is still used as an out depot. for Marian Mill. Clyde Model DHI-71 0-6-0DH locos 12 *Nellie* (58-188 of 1958) and 13 (67-568 of 1967) were noted based there on 28 and 29 September. *Nellie* was noted working bins from Finch Hatton to Tannalo while 13 was used to work cane from local branch lines to Tannalo.

Bundaberg Foundry 6wDM 13 of 1954 was noted out of use at Marian Mill on 30 September. It and the mill's 1965 Gemco 4wDM are reportedly surplus to requirements.

North Eton Mill is also used as an out depot, for Pleystowe Mill. Clyde Model HG-3R 0-6-0DH locos *Palmyra* (63-273 of 1963) and *Palms* (70-708 of 1970) were stationed here at the beginning of October. Also here were E.M. Baldwin 4wDM Allandale (4-473-1-3-63 of 1963) and Bundaberg Foundry 6wDM 6 (10 of 1953), apparently out of use. 20km beyond North Eton is Mia Mia, and further still are Pinevale and Septimus. E.M.Baldwin B-B DH locomotives *North Eton* (6780-1 -8-76) and *Shannon* (7126-1 -5-77 of 1977) were noted in these areas and shuttling cane in to North Eton for most of the day. From North Eton to the mill, E.M.Baldwin B-B DH *Mia Mia* (9815-110-81 of 1981) and Walkers B-B DH *Walkerston* (672 of 1971 rebuilt by Pleystowe 1994) take over the cane shuttle for the last 16 km.

Racecourse Mill's new bogie brake wagon was in the loco shed still awaiting commissioning on 2 October.

At Farleigh Mill, Com-Eng 0-6-0DM A1614 was noted out of service on 5 October, but the other Com-Eng locos were all in use. Motor Rail Simplex 4wDM 21623 of 1957 has received the name *Phar Lap*.

Editor 9/95; Craig Wilson 10/95

MOSSMAN CENTRAL MILL CO LTD 610mm gauge

(see LRN 108 p.13)



Mossman Mill's 0-6-ODM Baguley Mowbray (3378 of 1954) on the turntable at Marina Mirage. 27 September 1995.

Photo: E.D. Behan

In spite of the cessation of steam tourist passenger services, The Ballyhooley Commuter service continues to run between Marina Mirage and St.Crispin's Stations at Port Douglas, with the return trip taking 45 minutes. The loco used is Baguley 0-6-0DM *Mowbray* (3378 of 1954) in maroon and yellow livery with BALLYHOOLEY COMMUTER on the bonnet sides. It normally hauls two or three of the bogie carriages built for use on the steam tourist services. There is a turntable at each terminus of the commuter line although turning of the loco is unnecessary. The one at Marina Mirage remains in use however, as it is used to gain access to the run-round loop from the main line instead of a headshunt.

E.D. Behan 9/95

MULGRAVE CENTRAL MILL CO LTD 610mm gauge

(see LRN 108 p.14)

The new brake wagon was noted in use with Walkers B-B DH *Gordonvale* (595 of 1968 rebuilt Bundaberg Foundry 1995). The bogies on the brake wagon carry F&M Baldwin Engineering builder's plates (with a close resemblance to E.M.Baldwin plates) and builder's number 495. The chassis of the brake wagon was reportedly built by North Queensland Engineers & Agents, with assembly and fitting out done by the mill.

Com-Eng 0-6-0DM 5 (A1005 of 1955) was not carrying its number when observed in late September, presumably as a result of repainting. Com-Eng 0-6-0DM 3 (A1003 of 1955) was under repair in the shed having suffered a collision with a cane harvester a few days before.

A large area of cane was burnt out at Green Hill on 26 September when sparks due to a broken axle flew from a train hauled by Clyde 0-6-0DH 13 (64-316 of 1964).

Editor 9/95: Tom Porritt 9/95

PIONEER SUGAR MILLS LTD, Inkerman Mill 610mm gauge

(see LRN 108 p.12)

E.M.Baldwin B-B DH *Iyah* (6558-1-6-76 of 1976) was noted at Keabah on 24 September. It has received the number 1, which could suggest that the entire fleet has been numbered.

Extension of irrigation to the right bank of the Burdekin River is under consideration by the Department of Primary Industries. This could make 9000ha of land available, potentially 80 to 90 farms.

Editor 9/95; Australian Canegrower 18/9/95 via Chris Hart

PLANE CREEK CENTRAL MILL CO LTD 610 mm gauge

(see LRN 108, p.16)

The new ballast tamper, supplied by Plasser, was noted in use at Karremal on the southern cane railway on 21 September. Bundaberg Foundry rebuilt Walkers B-B DH locos *Karlo* (630 of 1969) & *Allan Page* (594 of 1968) (name spelt incorrectly in LRN 108 p.16) were noted double heading a long rake of empties south from this point on the same day. This pairing of locos with a brakewagon has been noted frequently operating double heading empty rakes and returning to the mill in locotrol mode with up to 350 bins.

The new brake wagons have been numbered 1 and 2. The first was in the loco shed on 1 October, having suffered a shunting mishap. The second was in use with the locotrol train. It carries a triangular brass plate with the words OVERHAULED BY ANDERSON REA 2017195. The brake wagons each

incorporate into their handrails eight sandboxes removed from 73-class locos.

Ex-NSW SRA Walkers B-B DH locos 7346 (708 of 1973) and 7348 (710 of 1973) are reported to have been removed from storage at Plane Creek Mill and sent to the Bundaberg Foundry for rebuilding for Invicta Mill.

The southern cane railway was officially opened on 8 November. A train of empties headed by *Allan Page* and *Karlo* was driven through the pink ribbon at Koumala by the Queensland Minister for Primary Industries, Bob Gibbs.

Editor 9-11/95; Bob James 10/95; Craig Wilson 10/95

SOUTH JOHNSTONE MILL LTD 610mm gauge

(see LRN 108 p.16)

The mill's cane railway receives more than slight attention in the Australian film "All Men are Liars". In one well-publicised shot a Baldwin B-B DH loco smashes a piano at a level crossing, while much of the film's action is shot in the main street of South Johnstone with cane trains passing to and fro.

Com-Eng 0-6-0DM 8 (AA1544 of 1960) had taken over as the "Turtles Express" tourist mill tour train loco by 26 September.

New Tamper STM-XLC ballast tamping machine 94962 of 1995 was noted at a worksite at Coorumba on 28 September. It carries the nameplate BADILA 1995.

Editor 9/95

TULLY SUGAR LTD 610mm gauge

(see LRN 108 p.18)

There appears to have been some confusion about the two bogie brake wagons at Tully. Construction of both was both commenced in 1993, but only one was put into use while the other became a long-term project. Although largely completed by 1995, including painting, it still was awaiting to be commissioned in late 1995. Meanwhile the first was being used as a mobile air compressor by the navvies when the mill was shut down for a few hours on 25 September.

Track construction work in relation to the sugar infrastructure package for the Riversdale-Murray area seemed to be largely completed by late September. The line bridging the Murray River at Lih's Crossing has been extended to total 11 km from its junction with the Riversdale line and is known as the Warrami Road Extension. A 3 km branch from this line, the Upper Murray Road Extension, was still under construction late in September with 1 km in use, a further 1.4 km built and the remaining 0.6 km, together with a 0.6 km branch, not completed. E.M.Baldwin 0-4-0DH 2 (6-1082-2-2-65 of 1965) was at the head of steel in charge of the construction train. The third extension, the Stamp Road Extension, about 3 km in length, is downstream

on the eastern side of the QR main line. A large part of the infrastructure package is concerned with drainage and flood mitigation work, and it would appear that there will be further track extensions in years to come for there are very large areas of potential cane land to be opened up.

The El Arish depot is no longer being used for main line locomotives. Even though shift changes are made in the El Arish area, B-B DH No.6 (Walkers 653 of 1970, rebuilt 1993) and its bogie brake wagon are based at the mill. One reason may be that the shed at El Arish would not accommodate them!

It was all in day's work on 25 September when Com-Eng 0-6-0DH No.15 (AK3574 of 1964) split a set of points at Lower Tully while hauling empty bins and ended up in the dirt at right angles to the track with about ten bins of the rake a tangled mess behind and the remainder of the bins blocking a local road. A farmer's tractor was summoned to clear the roadway and the loco crew set to jacking bins in order to uncouple them, while the mill mobile crane and truck wagon were sent for.

It is reported that ex QR Walkers B-B DH DH40 (629 of 1969) has been sent to Walkers at Maryborough for rebuilding. The unit was expected back at Tully before Christmas for final fitting out, to be completed for the 1996 season.

For many years now, Tully Mill has used its loco drivers in the slack season to make concrete sleepers, and the mill's sleeper making plant enables it to be self-sufficient in this important commodity.

Editor 9/95

VICTORIA

COAL CORPORATION OF VICTORIA 900mm gauge

(see COOK'S CONSTRUCTION PTY LTD)

COOK'S CONSTRUCTION PTY LTD 900 mm gauge

(see LRN 108 p.19)

Contrary to the expectation expressed in LRN 108, Walhalla Goldfields Railway carriage 2NBW did not go to Thomson immediately after the trips over the Inter Connecting Railway on 2 September. Although due to be delivered there by the end of October, it is believed that more passenger trips using it were planned for 14 October.

On 20 September, a train triple-headed by Walkers B-B DH locos was parked at the coal loading stage. The units concerned were CC01 (586 of 1968), CC02 (587 of 1968), and CC04 (610 of 1969), while CC03 (643 of 1970) was on a ballast train at the Cook's Construction workshops. Also here was Walkers B-B DH DH36 (618 of 1969) unregauged and in QGR green & white livery. This unit had its engine removed and is believed to be for spare parts. Sister engine

DH24 (606 of 1969) was reportedly elsewhere undergoing gauge conversion, and will presumably become CC05.

At the triangle near the Cook's Construction depot, three electric locos (listed in LRN 106) were visible amidst a host of coal wagons. No sign was detected of Malcolm Moore 0-4-0DM 8 (Model 10-102, 36 of 1949), formerly used by the SECV here, but it is reported to be still on site.

Phil Rickard 10/95 Ray Graf 10/95



Cook's Construction Walkers B-B DH CC01 (586 of 1968) with 2NBW on the Inter Connecting Railway passenger train, 2 September 1995.

Photo: Ray Graf

SKILLED ENGINEERING, Yallourn 900 mm gauge



Skilled Engineering's John Fowler 0-6-0DM 1 *Pride of Yallourn* (4210049 of 1951) on display. 2 September 1995.

Photo: Ray Graf

GEELONG STEAM PRESERVATION SOCIETY, Bellarine Peninsula Railway, Queenscliff 1067 & 915 mm gauge

(see LRN 94 p.17)

The Malcolm Moore 4wDM here (Serial No.2, Model 47, Type L, Job No.C396 of 1946) was still very much out of use here on 16 September. However another ex-industrial, Hudswell Clarke 0-4-2ST 6 *Wesley B.McCann* (646 of 1903), was noted in use. Seemingly missing was the 3ft gauge Whiting Trackmobile ex Alcoa, Port Henry. Can anyone provide any information?

Ray Graf 10/95

WALHALLA GOLDFIELDS RAILWAY INC. 762mm gauge

(see LRN 106 p.18)

Phase one of the railway project is well in hand. This is the 3 km of line from Thomson Station to Happy Creek, expected to be 80% completed by November 1995, with completion in 1996. The second phase involves reconstruction back to Walhalla, including six trestle bridges in the Stringers Creek Gorge. The steel sections of the first of these bridges was removed for refurbishment in May 1994. Phase three is the long term objective of extending the track back towards Erica. initially to Platina Station. Trains run every Sunday from 11 am to 5pm.

WGR via Ray Graf 10/95

WESTERN AUSTRALIA

ANR INSTITUTE. Parkeston 780mm gauge

(see LRN 67 p. 17)

The site at Parkeston is believed to be disused by the Institute, and AN are thought to be preparing to lease out the site. The pleasure railway line is still intact but has not been used for a long time. There is no rolling stock from the railway on site. AN now only operates the Indian-Pacific, "Tea and Sugar" and a weekly goods out of Parkeston following National Rail's takeover of interstate operations from 8 October 1995.

On 8 September 1993, the petrol locomotive and at least one carriage from the line were seen lying in the Boulder yard of the Golden Mile Loopline Railway Preservation Society.

Bernie Morris & David Whiteford 10/95

CARNARVON JETTY RESTORATION COMMITTEE 1067mm gauge

Carnarvon's One Mile Jetty has been closed in its entirety for some months

and well over a year has passed since the last jetty train ran (see LRN 91 p.19). From mid-August a large local public campaign has been underway to save the jetty and to raise funds for restoration. The Department of Transport has reportedly earmarked \$192,000 for demolition of the jetty by the Carnarvon Jetty Restoration Committee wants this money put forward as a government contribution to repairs. By 13 September, local businesses had pledged \$40,000 towards the jetty. Many business people have said that the jetty closure has resulted in tourist dollars being lost with fishermen no longer staying in the town.

Northern Guardian 13/9/95 via David Whiteford

CARNARVON LIGHT RAILWAY ASSOCIATION INC. 1067mm gauge

(see LRN 95 p.18)

The old PWD loco shed was due to be demolished in July 1995, and replaced by the new two road covered shed adjacent to it. A further covered area may be provided on the site of the old shed.

Association Chairman John Young said in September that the railway would commence operating once the Babbage Island station was complete and track fully laid over the Tramway Bridge (the final bridge into Carnarvon Town). On the weekend of 9-10 September, Andrew Barclay 0-4-0T *Kimberley* (1754 of 1922) had its annual "checkup" and was steamed along some of the track on the island. The Association has two suburban carriages ex Westrail which it hopes to have in use behind *Kimberley* soon. Some of the former bridges on Babbage Island have been filled in as part of the railway's reconstruction, and the Carnarvon Shire Council have been undertaking an engineering study on the main bridge.

Phillipa Uhe 7/95; Northern Guardian 13/9/95 via David Whiteford

SHIRE OF DENMARK 1067 mm gauge

The remains of Baldwin 0-4-0ST 10770 of 1890 have been secured for preservation by the Shire of Denmark after lying at Hotham since about 1927 when it was reportedly broken up for scrap.

Pinjarra Steam Express 10/95

ROTTNEST ISLAND RAILWAY TRUST 1067mm gauge

(see LRN 105 p.24)

In April 1995, the Rottnest Island Authority called tenders for:

"the design, manufacture, supply, delivery and commissioning of one alternatively two self propelled diesel powered railcars for operation on Rottnest Island".

Tenders closed on 28 April. However, in August the Authority sought expressions of interest from engineering companies

“who could undertake the design and construction of either a self propelled diesel railcar or alternatively a non-powered railcar suitable for haulage by a rail traction unit. Interests are also invited from organisations who could undertake specific major tasks associated with the construction, in conjunction with other organisations, so as to maximise their respective company's expertise and specialist areas (e.g. the body work as separate from the traction work). A 10.8m long narrow gauge freight wagon underframe and bogies are offered free of charge to prospective contractors”.

Submissions closed on 8 September.

West Australian 1/4/95 & 5/8/95 via David Whiteford

TRANSFIELD CONSTRUCTION (TUNNELLING DIVISION) - KUMAGAI GUMI JOINT VENTURE, Port Hedland gauge unknown

An 1160 m undersea tunnel is to be constructed to link BHP's Nelson Point iron ore processing plant and shipping facilities on the eastern side of Port Hedland harbour with shipping facilities at Finucane Island on the western side of the harbour. Tunnelling is programmed to commence in May 1996 and to be completed in November 1996. The 4.35 m diameter tunnel will house a 1.8m conveyor and service access way.

The tunnelling will be done by an earth pressure balance tunnel boring machine (EPBM). A Canadian-built Lovat EPBM weighing 370 tonnes will be used, with 84 tonnes of its weight in the rotating cutting head. A train will be used in conjunction with the tunnelling machine, and precast concrete sections will be fitted inside the tunnel for each 1.2m advance.

Civil Engineers Australia 11/95 via Greg Stephenson

WESTERN AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION INC Bennett Brook Railway, Whiteman Park 610 mm gauge

(see LRN 106 p. 18)

On 3 September, WALRPA commissioned its turntable at Whiteman Village Junction. The turntable is ex Midland steam depot and sat at Whiteman Park in sections for many years before a concerted effort in 1994-5 saw it reassembled and connected to the railway network. This was the first opportunity since the railway opened in December 1984 to turn stock without requiring cranes. Turntable operation was a feature of an Enthusiast Day held on the Bennett Brook Railway on 9 September and the highlight was a double-headed steam train consisting of 2-8-2 locos NG 15 118 *Elizabeth* (Henschel 24476 of 1938) and NG15 123 *Fremantle* (Franco-Belge 2670 of 1951) with seven bogie and three 4-wheel vehicles.

David Whiteford 10/95

1994/5 ANNUAL REPORTS OF SOCIETY DIVISIONS AND GROUPS

NEW SOUTH WALES DIVISION

COMMITTEE

President Jeff Moonie

Secretary Craig Wilson

Treasurer Peter Charrett

Committee Ross Mainwaring, Jim Longworth, Paul Simpson & David Jehan

MEETINGS

Mt.Lyell (Tasmania) - David Jehan. This was a talk on the Mt.Lyell rack system from information he has collected during his research on the subject - David's talk was complemented by a selection of slides of the Mt.Lyell system taken by Peter Charrett.

Port Kembla steelworks and associated industries. This was another theme night where we select a popular subject and members share in its presentation by bringing slides or movies from their own collections.

A.G.M. followed by the traditional members' slide night.

Peter Charrett showing slides taken by himself of various sugar mills and tramway systems from the early 1960s.

TOURS

Craven Forest Railway. Conducted by Ian McNeil, this tour inspected some of the more interesting sections of this standard gauge timber railway formation. It concluded with a visit to the site of the sawmill and the interchange with the NSWGR between Dungog and Gloucester on the north coast line.

Mt.Victoria. Conducted by Jeff Moonie to abandoned coal mines in the Blue Mountains: Blair Athol No.4 Colliery had an incline tramway down to the coal seam. Asgards Swamp Coal Mine was a very interesting industrial site having a small coal mine in the escarpment to feed a bee hive coke oven (which is still intact)

Silverwater Naval Munition Depot. Conducted by Len King, allowing a detailed inspection of its internal tramway system and its fleet of battery electric locos. Regrettably, no cameras were allowed but still worth the visit.

Simsville Timber Tramway. A projected tour with Ian McNeil has been deferred to a later date.

RESEARCH BULLETIN

No Research Bulletins were produced this year.

PROPOSED TOURS 1995-6

Wolgan Valley Railway and its oil shale works site at Newnes with Alan Watson.

Malabar Coastal Gun Emplacement with Jim Longworth.

PROPOSED MEETINGS

August 1995 - Len King on the Simsville Timber Tramway

October 1995 - Alan Watson on the Wolgan Valley Railway

If any interested members are in Sydney on our meetings nights, please come along and make yourselves known. All are welcome.

Jeff Moonie (President LRRSA NSW Division)

SOUTH AUSTRALIAN GROUP

During the past year, the South Australian group has continued to meet on a bi-monthly basis on the first Thursday of even months at Peter Letheby's theatre, 150 First Avenue, Royston Park.

Although it is now two years since we reverted to our old meetings arrangements, the number of members and friends has remained at about 7. In spite of the small numbers, at meetings considerable progress has been made on the group project of providing a list of Light Railways in South Australia, as well as discussing items of interest to members, such as newly discovered light railways (past and present) and SA articles in preparation and after publication in *Light Railways* or *Light Railway News*.

During the year we held one field trip, a visit to Smithfield Explosives Tramway led by Peter Barry. Seven members and friends attended.

As leader of the group, I would like to record my appreciation of the support given to me by Lee Rodda. Lee copies and distributes the record of our meetings and fills in when I am not available. I would also like to thank Peter Letheby for continuing to provide us with a most suitable meeting place.

Arnold D. Lockyer

TASMANIAN GROUP

No formal division exists and meetings are not held. There does not appear to be any real support for such and it appears that the best we can hope for at present is a loosely connected network of members ready to share their records and findings with each other. In addition, I respond to requests for information from people, presumably members, living interstate and from overseas concerning Tasmanian railways and tramways.

John Robin has provided valuable information concerning a very much under-researched sawmill tramway near Meander. Other members with whom I have been able to maintain an effective exchange of research

findings include Wayne Chynoweth, David Beck, and Tony Parnell. The former two have maintained interest in the very extensive timber industry in the Channel area south of Hobart. Tony has done excellent work mapping the various tramways which operated in the Circular Head district.

Finally it should be recorded that I have established a very good relationship with the Tasmanian Forestry Commission and they have willingly co-operated in giving access to their photographic records and their extensive collection of aerial photos dating back to the late forties.

Ken Milbourne

MEETINGS

MELBOURNE:

Erica

The Erica district was perhaps the eastern most region in Victoria that made major use of tramways for log and timber transport. Other timber regions were exploited further to the east but were of eras which employed more modern, road based means of transport. Mike McCarthy will provide an overview of the timber mills and tramways that were established in the vicinity of Erica and the small nearby timber sidings on the Walhalla railway.

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

DATE: Thursday 8 February at 8.00 pm.

SYDNEY:

Any member wishing to know details of the next meeting should call Craig Wilson on 02-4847984

LOCATION: Woodstock Community Centre, Church St., Burwood. Note: Plenty of off street parking at the rear of the building and Burwood station is only a 5 minute walk away.

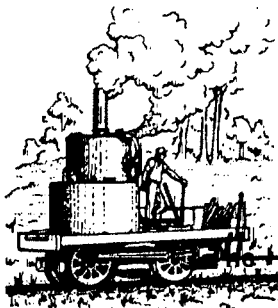
DATE: Wednesday 28 February at 7.30pm

ADELAIDE:

Contact Arnold Lockyer for details. Phone: 08-296 9488

LOCATION: 150 First Avenue, Royston Park.

Sorry for the delay! Work commitments have slowed things down a bit. We are hopeful of catching up with the February issue shortly



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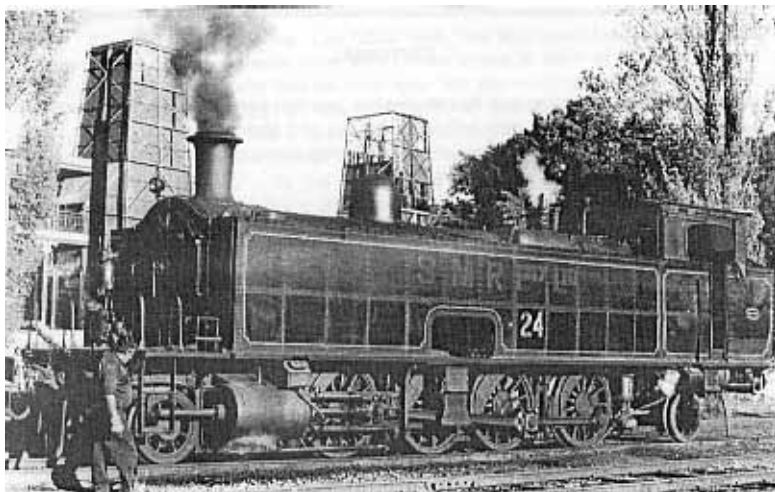
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A resplendent ex-South Maitland Railways Beyer Peacock 2-8-2T 24 (6125 of 1922) on duties at Steamfest '95, Richmond Vale Railway Museum, April 9th 1995.

Photo: Ray Graf

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EDITORIAL

With the family moved into Rockhampton, normal service should be resumed quickly. Please note the new editorial address and phone numbers on the front page of this issue. Looking forward to receiving many more reports in the near future.

John Browning

RESEARCH COLUMN

North British mining locomotives.

Peter Barry would like to have any information available about a 100hp 3ft 6ins gauge 0-4-0DH North British locomotive with 2ft driving wheel diameter, builder's number 27096 of 1950. The loco was ordered on 20 October 1950 through Australian agents Knox Schlapp, but is said to have been delivered in 1952. What is believed to have been a similar loco, 27297 of 1952, was owned by The Lithgow Valley Colliery Co Ltd in NSW. A locomotive fitting this description was offered for sale in the *Commonwealth Engineer* of 1 June, 1953, but with only The Secretary, GPO Box 2159, Sydney given as the contact details. Your editor has heard of a story of such a locomotive being stored at Sargeants Ltd in Brisbane in the 1950s. Any information to the editor, please.

FIELD REPORTS

THE SOUTH OZ SALT SAFARI - Norm Houghton

My researches into the Cheetham Company archives on the saltworks at Price and Lochiel in South Australia had come to a dead end by mid-1991 owing to gaps in the records. There were numerous questions that could not be answered in Geelong, so an on-site inspection and round of interviews was called for. I arranged through the Cheetham works managers at Price and Lochiel to be supplied with the names of present and past employees who could remember the tramway era, and visited South Australia between 11 January and 15 January 1992.

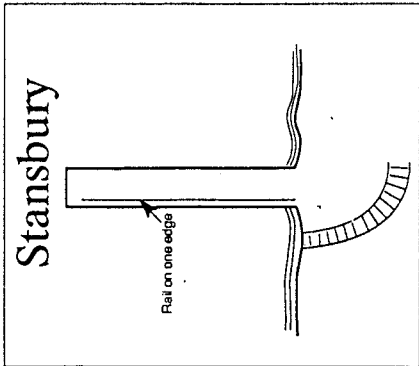
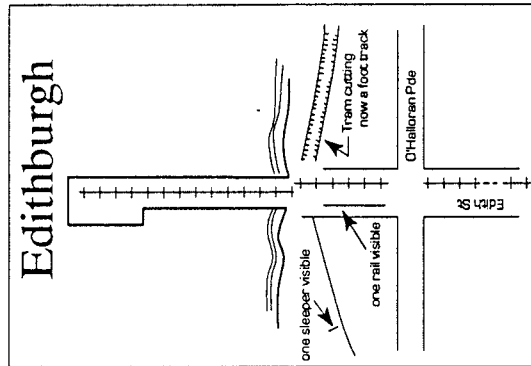
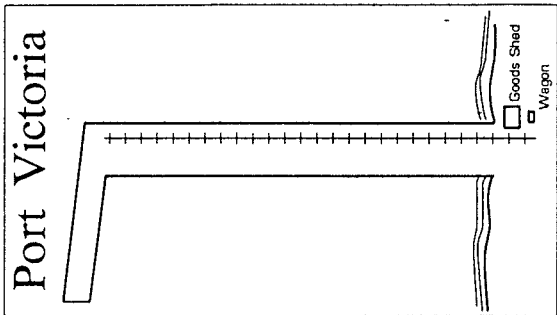
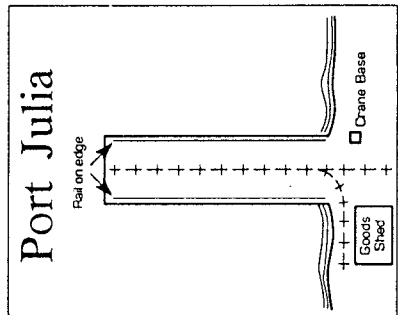
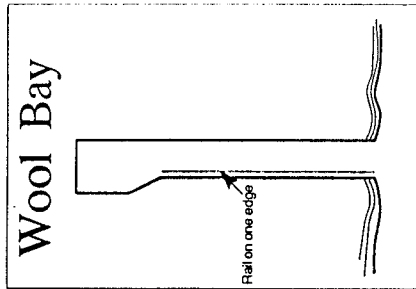
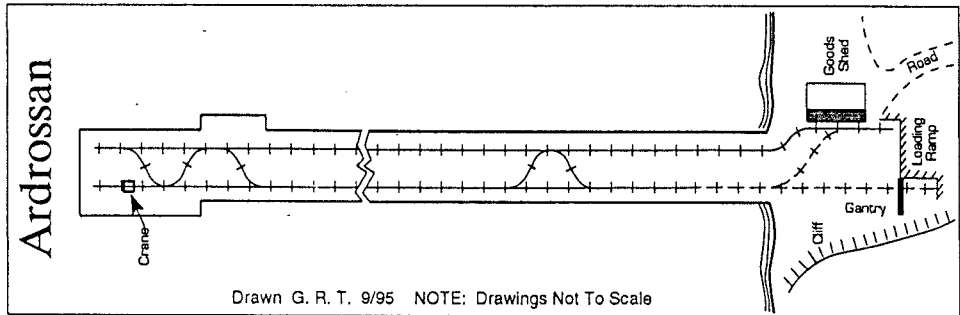
On Monday 12 January I spent all day at the Price Saltworks and township. The works have been altered and rebuilt since the last of the tramways were removed, and nothing remains of the tramways themselves. Some 50 lb rail (ex Kangaroo Island tramway, 1954) is *in situ* under a mobile stacker.

One former employee, Les "Blue" Hill, had also been loco driver on the Price Harbours Board Jetty line, and I was given a tour of this long-gone tramway. The saltworks had its own spur line connecting with the jetty line, and despatched its output by sea from 1919 to the 1960s. This was written up in LR 120. There were several locos at Price over the life of the tram, mostly Fordsons, and one Ruston & Hornsby which was Blue's favourite, in his words "a proper loco". In the 1950s and 1960s there were two locos on permanent station, and for a short period there was a third and its role was jetty shunter. Eventually the tramway became redundant when bulk handling did away with bagged grains and the salt works began using motor trucks more and more. The jetty tram closed in 1967 and the rails were subsequently pulled up. The goods shed, loco shed and fuel shed remain, and nearby, in a recently-built shed with a viewing window is a Fordson loco.

Next day I had arranged interviews at Ardrossan and while in the town had a look at the public jetty. The tram is basically intact, although portions at the shore end have been removed. Rolling stock comprises two 4-wheel flat tops at the goods shed and a primitive-looking hand crane on a 4-wheel base at the sea end, built by the Union Engineering Co., Adelaide.

On the way to Edithburgh, I stopped at the jetties at Port Julia, Stansbury and Wool Bay. The rails at these places have been lifted and relaid along the jetty edge as a protective lip. The goods shed at Port Julia survives.

Edithburgh was more promising. One line of rails remains on the jetty, but no rolling stock is present. Another line of rails is visible, running off the



jetty and up Edith Street to O'Halloran Parade, and then in patches under the bitumen for 1½ blocks. The inclined grade cutting where the tram ran up to the salt refinery on the south is now a walking track, and one or two sleepers can be detected. The salt refinery sites are now built over with dwellings and a motel.

I then drove west out to Yorketown, along the main road where in days gone by the District Council laid kilometres of metal plateways for the salt wagons to travel over. Salt lakes and lagoons are everywhere. The smaller lakes are now used for dumping sites for farm junk and rocks cleared from the paddocks. Beyond Yorketown, I headed west to Warooka and across Peesey Lake. On the west bank of this dry lake near Warooka are the remains of a small salt-gathering show with one rusting V-skip and some rails.

I then turned down to Stenhouse Bay where an extensive deposit of gypsum was worked by loco trams.

At Marion Bay there is a jetty with a 2ft gauge tram on it. The rails look as if they were laid and dogged by a drunken professional or a rank amateur, as they wiggle all over the place. One modern 4-wheel trolley and a fuel-tanker trolley were at the shore end. In the 1920s, extensive gypsum deposits were worked at Hassell's Lake near here. A loco-hauled 2 ft gauge tramway using 1-yard trucks ran from the quarry site to the stacking ground near the end of the jetty.

The Stenhouse Bay area is now National Park, and a fee is payable for admission. "Just down for the day, mate?" enquired the attendant. "Yes, just for the day", I replied, paid my money and then sped around the sites in a cloud of dust for 45 minutes in the quickest day trip ever. The gypsum loading jetty is intact and in good condition, and all around it on the land side are the remains of the gypsum workings, and foundations for conveyors, bins etc.

After a quick inspection, I returned to Innesston to the gypsum lake, now a historic site. At Price I had been shown a photograph of a tram tractor here, so was expecting to find something of interest. At the lake are two tramway skips, various foundations and several buildings. Gypsum mining started here in 1915, originally using a wooden tramway some five km. in length to Stenhouse Bay. In later years, the operation, under the Peninsula Plaster Co., became very large and sophisticated using steam locos, steel railed tramways etc.

I then turned around and drove north to Kadina for the night. On the way I called at Port Victoria. This place was formerly an important grain loading site, and in the days of the windjammers (to 1939) used to load the big four-masted barques by lighters from the jetty. The jetty is intact with one length of tram track along it as well as one four-wheel wagon on display at the goods shed.

Next day I went to the salt works at Lochiel and interviewed two knowledgeable locals (see LR 118). I had a good look at the site, but could not find much of tramway interest, as the tram was made redundant in the early 1950s. There is plenty of rail about, most of it in the guide tracks for the stackers, numerous lengths used as stakes, and a couple of piles of spare rails. I was shown the two foundation blocks for the winches used from 1916 to 1918 to haul the harvest trucks up out of the lake to the stacks. In response to my query, the site supervisor, Ron Darling, said there was no old tramway junk lying about in the rubbish heaps to the north of the works, but that at the northern end of the lake there were some items to be seen.

Ron drove me two kilometres to the end of the lake and here we found an amazing assortment of industrial detritus from the old Castle Co's operation (1918-30). There are several piles of rails, now almost reduced to dust, eight salt-hopper tops, a pile of rusting metal fastening straps from the bag bales, two road wagons, three odd-looking flat top trucks, and running out into the lake on a causeway a collapsed conveyor system. There were no hopper underframes or wheelsets present, so I presumed these useful items had been salvaged in the 1930s by the main works. The odd-looking trucks were, in my opinion, three of the four monorail vehicles that I knew the Castle Co had at one time. Two of the trucks are 13 ft 6 in long by 5 ft wide, while the third is slightly shorter. Down the centre of the trucks is a long slot. None of the wheels, guides, pulleys or track system remains, so we were unable to determine how the whole thing worked and how the trucks were balanced. I later checked some back issues of LR and came to the conclusion that the monorail was a Caillet type.

We then walked down to the conveyor remains for a look. This all-wooden contraption was a masterpiece in construction technique. It originally ran 210 metres from the crusher and bagger high on the bank straight out into the lake on long wooden legs. The first half has disappeared due to the locals using the conveyor as a timber supply for farm carpentry projects and the second half has collapsed into a flat pile. The conveyor frame is built of square-cut oregon beams joined and braced by metal plates and bars. The rollers are all wood, and dowelled into wooden bearers. Beyond the end of the conveyor is one 3 ft gauge wheelset fixed solidly into the salt crust. We supposed that the salt was harvested into tramway trucks out on the lake and run to the end of the conveyor for discharge. The lake has a firm bottom in the centre, but around the edge it is very soft, hence the adoption of the monorail and the conveyor over the soupy sections.

At the conclusion of the Lochiel inspection, it was time to leave and after thanking my guide, I departed for Linga in Victoria to check the Sailor Salt Co.

tramway (see LR 112). I arrived at Linga at dusk and as this place has no five-star, or even no-star accommodation, I slept under the stars in the mulga. I had visited this site before but had only walked the top end of the tram at the lake. Today I intended to follow the tram as far as it was recognisable. I left the car at the Lake Becking car park and walked right to the very end of the tram at the northern shore of the lake before commencing a plot. From the lake, the tram heads south on a rising grade all the way to the southern end of the lake to surmount a tall sand ridge. Much of the tram formation near the lake is obliterated due to erosion, but it can be followed by reference to remains of a low bridge or make-up across one washaway and to the loco shed site. At the shed is a large pile of rusting kerosine tins, probably for the fuel used in the loco tractors.

After leaving the shed site the formation is clear and unambiguous as it climbs to the top of the sand ridge and then drops down into the open mallee spaces beyond. From here onwards the formation is easily detectable as low embankments or slight depressions. The route is mostly straight. Near the lake only the odd sleeper remains, but as I moved further south I found entire sections 50, 70 and 100 metres long with sleepers intact. In clear areas and on some embankments regularly crossed by kangaroos and wallabies there are few or no sleepers remaining, but where the formation runs through the mallee scrub the sleepers have survived. The sleeper mix is interesting. Most of the sleepers are rough-cut mulga boughs laid closely together and interspersed with square-cut red gum sleepers. This can be explained by the fraud over the sleeper supply and the Company's need to finish the track with whatever sleepers were available. Dog spikes litter the ground, left here when the rails were removed in 1930.

On and on I walked, up and down the very slight gradients and through a few sections of prickly tussocks. Occasionally I came across a rusting kerosine tin, tossed off the loco more than 60 years ago. The track crosses three salt depressions on low embankments, and these embankments are exactly as wide as the sleepers. The longest embankment is 50 m in length, I kept going, crossed one of the State Park tracks, and way up ahead could see wheat paddocks. The formations and sleepers come out of the Crown Lands right at the corner of a paddock, about 4 km. from my starting point. The original farm fence is still in place, but has been superseded by a fierce-looking, three strand, heavy gauge electric fence. The tram ran just inside this electric fence along the road reserve. The 'road' is nothing more than a sand track, and the terrain is dead level. Although I walked the fence for a long distance, I found no more sleepers.

Cultivated lands extend through to Linga, and while there are probably

traces of the formation closer to Linga, I would have had to walk another 24 km there and back to find out, so I called off the search at this point. I would need two vehicles and at least two people to complete my plot through to Linga. I retraced my steps to the car park and then headed home.

NEW SOUTH WALES

ROTARY CLUB OF LITHGOW, Rotary Park, Lithgow 1067mm gauge

(see LRN 47 p.8)

It was noted in passing on 29 September 1995 that the Hunslet 0-6-0DM underground loco (4059 of 1950) preserved here in about 1982 has been very recently repainted in bright yellow with red trim.

Ray Graf 9/95

QUEENSLAND

ROGER ANDERSON, Pinnacle Holiday Village, Wonga Beach 610mm gauge

This gentleman is reported to have purchased John Fowler 0-4-2T Ivy (15947 of 1922) from Mossman Mill. It had been dismantled in the mill scrap yard since 1980 and was reportedly about to be disposed of for scrap. Mr. Anderson's caravan park is north of Mossman and apparently features ex-QGR railway carriages and a miniature railway.

Ian Comrie 12/95

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY INC., Durundur Railway, Woodford 610mm gauge

(see LRN 109 p.7)

A quantity of ex-Innisfail Tramway bogie sugar box wagons have been acquired from Mourilyan Mill at Innisfail and await transport to Woodford.

Restoration of Hudswell Clarke 0-6-0 *Melbourne* (1701 of 1938) is continuing with the complete overhaul of running gear being carried out.

Bundaberg Foundry 6wDM 13 of 1954 arrived from Marian Mill on December 15th for preservation by the Society. Its condition was such that it was able to be started up immediately on arrival. After servicing, a trial trip over the length of the railway was successfully carried out.

The Maleny Folk Festival, now held outside Woodford meant that trains were scheduled to run for six days from 27 December to 1 January.

The Caboolture Shire Council is calling expressions of interest from

consultants to investigate the viability of a tourist railway extending all the way from Woodford to the current terminus of the QGR branch at Wamuran. It is believed that government funding for the study has already been secured from government.

Durundur Railway Bulletin 11/95; David Mewes 12/95

CSR LTD, Herbert River Mills 610mm gauge

(see LRN 109 p.9)

The district crush for 1995 finished at about 4.9 million tonnes. This tonnage indicates a much faster than expected growth, and further mill expansion will be necessary. Only twelve months before, it had been planned to crush 5 million tonnes in 2001. The revised plan now is in the expectation of 6 million tonnes being crushed in 2000. By 1998, there will be 28 main line locos and 10 000 bins in use. There are currently 24 main line locos in use.

Programmed haulage of Victoria Mill raw sugar by Macknade Mill locos during the 1995 season did not eventuate due to a lower than expected sugar content, below expected crushing rates at Victoria Mill, and the bulk sugar terminal unloading for three shifts a day.

A derailment on the Herbert River bridge at Macknade Mill on December 3rd closed the bridge for 22 hours while emergency repairs were carried out. At about 3am, a coupling pin appears to have pulled out in a 190 bin rake descending the south bank, allowing a gap to develop in the rake. No further mishap occurred until the loco slowed on the climb up the mill bank, and the breakaway bins collided with the rear of the intact section of the rake on the bridge. This caused the derailment of 47 full bins of which 45 ended up in the river damaged beyond repair. Serious damage was also caused to a pier and headstock, and a temporary steel reinforcing section had to be inserted. Road transport had to be organised to convey 590 full bins from the south side to the mill, and bulk sugar was sent to the Lucinda terminal in hired tip trucks, via a cement plant for weighing.

200 new bins were supplied during the season and were delivered to any unused siding on Macknade Mill's Wharf or Central line.

The E.M.Baldwin Model DH8 4wDM 9109-1-9-80 of 1980 ex Hambledon Mill and Sugarworld has been used by the navvies working out of Victoria Mill to haul welded rail to track laying sites. It still carries the name *Sugarworld Shuttle* and is known as "THE SHUTTLE". It had made at least one trip to Macknade Mill before the end of 1995, to pick up some ballast hoppers.

The wagon previously used as a transition wagon for 3ft 6ins gauge stock has had its 3ft 6ins gauge drawgear completely removed, and is being converted to a poison sprayer.

Hudswell Clarke 0-6-0 *Homebush* (1067 of 1914) was used to give rides on the Nyanza line for the Maraka Festival on October 28th.

Macknade's E.M.Baldwin 0-4-0DH 17 (1446-1-9-65 of 1965) was used for cane haulage at Macknade on November 15th. It very shortly afterwards spent a couple of weeks at Victoria, where it was used for empty bin shunting on the day shift, replacing E.M.Baldwin 4wDH *Hambledon* (8002-1-8-78 of 1978) which had broken down. A Clyde Model HG-3R 0-6-0DH was used on this duty during the night. 17 went back to Macknade to assist with clearing operations on the Herbert River bridge on December 3rd, but it was back at Victoria on December 8th and did not return finally to Macknade until December 22nd. It would appear that Victoria Mill's E.M.Baldwin 0-4-0DH *Albany* (6-1792-1-11-66 of 1966) must also be out of service, for during this whole period it was noted languishing outside the Victoria loco shed.

Data has been collected at Macknade Mill regarding bin defects with almost 10 per day needing repairs (798 by late October). Couplings (36%), frame (36%), and mesh (11%) accounted for the bulk of repairs. Wheels accounted for 7% and running chassis 3% with "derailment" the remainder. Six bin bodies had to be written off completely, and one bin (1547) had been involved in damage from three different derailments.

Work on Victoria Mill's new Crystal Creek line construction has been delayed, apparently due to land tenure problems. However, the Kirkwood's Road line has been extended by 2.2km, and work seems likely to have commenced on the line serving Wharp's Holding.

Two Walkers ex-WAGR MA class B-B DH locos have arrived for storage at Plane Creek Mill, Sarina (which see for further details). They were purchased in 1994 together with two similar M class locos, M1851 (680 of 1972) and M1852 (681 of 1972). One of these is believed to have been sent to the Bundaberg Foundry for rebuilding while the other may be sent to Victoria Mill, possibly for spare parts. Chris Hart 12/95; Editor 12/95; Bob James 1/96

*Herbert Valley Sugar News & Views 2/11/95 & 14/12/95
& Herbert River Express 4/11/95 & 5/12/95 via Chris Hart;*

CSR LTD, Kalamia Mill 610mm gauge

(see LRN 108 p.12)

(see PIONEER SUGAR MILLS LTD., Inkerman Mill)

PIONEER SUGAR MILLS LTD., Inkerman Mill 610mm gauge

(see LRN 109 p.12)

An ex-QGR Walkers B-B DH loco is believed to be undergoing rebuilding at the Bundaberg Foundry to enter service at Kalamia in the 1996 season. It is thought that following this, another loco will be transferred from Kalamia

to Inkerman Mill. Inkerman Mill cannot readily make use of a rebuilt DH loco as there is not sufficient clearance below the approaches to the Burdekin Bridge, which pass over the entrance to the mill's full yard.

Bob James 1/96; Tony Wells 1/96

HAUGHTON SUGAR CO PTY LTD, Invicta Mill, Giru 610mm gauge

(see LRN 109 p.9)

Unfortunately, the three Walkers 73-class B-B DH locos delivered to the mill by the Bundaberg Foundry carry plates indicating identity at variance with the details provided by the Foundry in July 1995. According to the plates fitted, Walkers 669 & 677 of 1971 and 687 of 1972 are *Scott*, *Piralko* and *Hodel* respectively. Each of the new brake wagons is named the same as its matching loco.

Tony Wells 12/95

DAVID JOHNSTONE, Craiglie, Mossman 610mm gauge

David Johnstone, who purchased Hudswell Clarke 0-6-0 1838 of 1950 from Mossman Mil in 1994 for use on the projected Pokolbin Light Railway (see LRN 105 p.8) is reported to have returned the loco to the Mossman area during 1995. It is said to be stored on a property close to the Port Douglas turnoff on the Captain Cook Highway.

Ian Comrie 12/95

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD 610mm gauge

(see LRN 109 p.10)



Farleigh Mill's tiny E.M.Baldwin 4wDM loco 5-774-6-63 of 1963 hauls a navvies' train into the Calen yard from the south as the crushing season nears its end, 18 November 1995. The Wewak branch will diverge immediately to the left of the picture.

Photo: Editor

On 18 November, 100 full cane bins broke away from a Marian Mill train of 130 bins at Gargett and ran back for almost two kilometres, crossing the old QGR Cattle Creek bridge before derailling just to its west. This major derailment blocked the line into the former Cattle Creek Mill area for 20 hours. 55 bins had to be written off. In spite of this incident, Marian's derailment record for the 1995 season to that date was an improvement, with 117 derailments representing one for every 17 500 tonnes as compared to 1 per 13 900 tonnes in 1994.

Earthworks for the second stage of Racecourse Mill's Balberra line were well progressed by the end of the year. The extension runs in a straight line 2.1km from the 1995 terminus to Cameron's Road, and the projected cost is \$1.163m. The formation includes a 300m concreted section across a flood-prone area. The extension is programmed to be ready for the start of the 1996 season and will represent the completion of 4.5km of the line's projected total length of 7.5km.

Expenditure authorised for Marian Mill for 1996 includes \$402 654 for the 1km Mt.Castor cane railway extension on the old QGR Owens Creek branch, and \$460 000 for the purchase of a ballast regulator. In addition, a Clyde HG-3R 0-6-0DH at Pleystowe Mill will receive a new engine in the slack season.

A 4.5km branch costing \$1.9m is being built for the 1996 season from Calen on the Farleigh north coast line to the Wewak area. Formation construction was well under way by the end of the year, with heavy earthworks almost completed. A bridge was to be constructed to cross a creek close to the current Calen yard. A more ambitious project in the planning stage is a branch approximately 15km from Pindi Pindi on the north coast line to Yalbaroo, which is 6km beyond the present terminus at Wagoora.

Further studies of Farleigh Mill's north coast line suggest that the best solution to the bottleneck of the steeply graded section over the Summit, where rakes have to be split, is a complete regrading of the line close to the existing alignment rather than a major deviation. The regrading would be a \$9m. project with major earthworks throughout and a very deep cutting at the summit itself.

The four original Farleigh Com-Eng 0-6-0DM and 0-6-0DH locos were reportedly black banned after one lost a side rod out on the line. All four were parked in the navyy area at the mill on November 18th as follows:

Richmond	0-6-0DM	A1308	1955	
Ashburton	0-6-0DM	A1614	1956	engine removed
Pioneer	0-6-0DH	AI2358	1962	
Carlisle	0-6-0DH	AI3271	1963	

Marian Mill's Bundaberg Foundry 6wDM 13 of 1954 left the mill on 14 December for preservation at The Australian Narrow Gauge Railway Museum Society's Durundur Railway at Woodford.

*Brian Mather 11/95; Mackay Sugar 12/95 via Editor;
David Mewes 12/95; Editor 12/95*

MOSSMAN CENTRAL MILL CO LTD 610mm gauge

(see LRN 109 p.12)

It is reported that the mill's two Bundaberg Foundry steam locomotives are up for sale following the closure of the *Bally Hooley Steam Express* passenger train services. They are 2 of 1952 (ex Mossman Mill *Bundy*), which is fitted with a tender, and 6 of 1952 (ex Millaquin Mill 6 & Qunaba Mill *Dobbin*). It has been suggested that ex Douglas Shire Tramway and Mossman Mill John Fowler 0-6-0T *Faugh-A-Ballagh* (8733 of 1900) is to be returned to Port Douglas for display.

Ian Comrie 12/95

THE MULGRAVE CENTRAL MILL CO. LTD., Gordonvale 610mm gauge

(see LRN 109 p.12)

Cairns City Council wants Mulgrave Mill to relocate its cane railway crossing of the Bruce Highway in Edmonton to an area outside the township. A Federally-funded dual carriageway scheme to include this section of road should already have been under way by the end of 1995. The mill claims that since the closure of Hambledon Mill in Edmonton at the end of 1991, fewer (and longer) trains use the crossing.

The Cairns Post via Chris Hart

PLANE CREEK CENTRAL MILL CO LTD, Sarina 610mm gauge

(see LRN 109 p.13)

The 1995 crush finished at midnight on 30 December 1995 with only a small amount of cane standing over. Growers had previously demanded that arrangements should be made to have cane crushed at Mackay Sugar's Racecourse Mill after the season there had finished, but were eventually persuaded that the suggestion was impracticable at an economic cost. There is no tramway connection between the mills.

Ex NSW SRA Walkers B-B DH 7317 (676 of 1971), purchased in 1994 from Simsmetal in Newcastle, has reportedly been sent to the Bundaberg Foundry for rebuilding to enter service in the 1996 season.

Two ex-WAGR Walkers B-B DH MA class locos, MA 1861 (713 of 1973) and MA 1863 (715 of 1973) had arrived at the mill for storage by the end of 1995. It is understood that these locos are being stored for Victoria Mill. They

were purchased in 1994 together with two similar M class locos, M1851 (680 of 1972) and M1852 (681 of 1972).

The mill's new Plasser KMX 08 ballast tamper carries serial number 415 of 1995 and has a fully-enclosed cab, a far cry from the first KMX 06 machines of twenty years ago. The unit is carried on four wheels.

A few problems with minor track buckling were experienced on the Southern Cane Railway as the weather got hotter. This was possibly because of inconsistencies in the provision of expansion gaps between the long welded rails. Some reballasting assisted with this problem.

Editor 12/95; Bob James 1/96

TASMANIA

EMU BAY RAILWAY 1067mm gauge

(see LRN 107 p.13)

A four-day rail tour celebrating 125 years of railways in Tasmania will feature on 10 April 1996 a passenger trip from Burnie to Rosebery on the Emu Bay Railway. Included will be visits to *Wee Georgie Wood* and the Zeehan mining and railway museum. Also advertised as side trips to the whole tour are visits to the Ida Bay Railway, the Bush Mill, Tasmanian Transport Museum, Redwater Creek, Karoola, and the Don River Railway Museum.

Ray Graf 11/95

VICTORIA

PETER SCHWARZ, 797 Toorak Road, Hawthorn 610mm gauge

Peter is recorded as the purchaser at auction of ex North Eton Mill Hudswell Clarke 0-6-0ST 496 of 1898 from the estate of Steve Kele in Rockhampton, Queensland, in 1994 (see LRN 101 p.11).

Ian Comrie 12/95

TEAL RESOURCES NL, Maxwells Mine, Inglewood narrow gauge

An auction was advertised for Tuesday November 28th to dispose of the complete mining operation here, the assets of this company believed to be in liquidation. Equipment included three battery electric locos, four ore trucks and two boggers.

The Age 1/11/95 via Colin Harvey

WESTERN AUSTRALIA

HOTHAM VALLEY TOURIST RAILWAY (WA) INC, Etmilyn Tramway 1067mm gauge

(see LRN 106 p.18)

During the spring school holidays a train hauled by 4-6-0 G123 (Dubs 3507 of 1897) ran into a fallen tree in a cutting just outside Dwellingup, causing some minor damage to the five vehicles. Summer maintenance programmed for G123 included boiler washout and preparation for inspection, dome removal and rejoining, grate removal and ashpan repair, examination of boiler tubes, and patching of holes in coal space floor. Meanwhile Drewry 0-6-0DM SEC1 (2302 of 1950) is still awaiting transmission repairs at Dwellingup.

Pinjarra Steam Express 11-12/1995

MEETINGS

MELBOURNE:

BRITISH LIGHT RAILWAYS

Many members will be aware of President Bill Hanks long sojourn in the UK last year. Although he went there ostensibly to do some work it seems Bill's main reason for visiting "the old country" was to photograph every possible light railway site he could in the time available! At the April meeting he will be showing a selection of the slides he took featuring mostly narrow gauge subjects.

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

DATE: Thursday 11th April at 8.00 pm.

SYDNEY:

Twenty years ago the NSW Division was formed. Over those years the industrial scene has changed dramatically. Railways and Rolling Stock have come and gone it seems at ever increasing speed. Two of the eighteen members present at that first meeting, Jeff Moonie and Craig Wilson will present a review of those years. Steam, diesel and electric operated railways will be well represented with a mixture of operating, preserved and abandoned railways.

Come along and relive those years.

LOCATION: Woodstock Community Centre, Church St., Burwood Note: Plenty of off street parking at the rear of the building and Burwood station is only a 5 minute walk away.

DATE: Wednesday 21 April at 7.30 pm

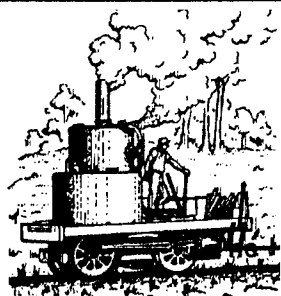
ADELAIDE:

Contact Arnold Lockyer for details. Phone: 08-296 9488

LOCATION: 150 First Avenue, Royston Park.

DATE: Thursday 4 April at 8.00 pm.

THE COUNCIL AND MEMBERS TAKE THE OPPORTUNITY TO CONGRATULATE
THE NSW DIVISION ON ITS 20TH BIRTHDAY. WELL DONE GUYS!



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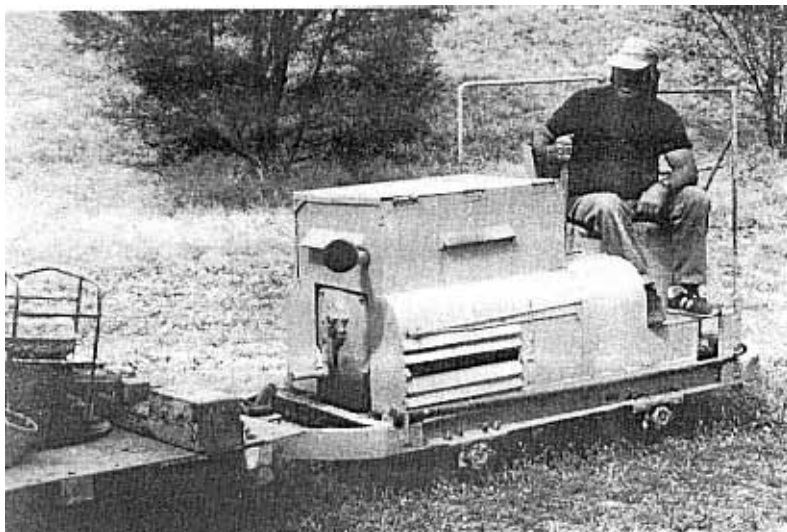
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Goulburn - Murray Water's 2ft gauge G.C.Sewell 4wDM (believed built as a PM in 1959 and re-engined in 1971/2) is put through its paces by Harry Johnson at Waranga Reservoir, Victoria, on March 18th 1995.

Photo: Phil Rickard

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LRRSA WEB PAGE: <http://www.vicnet.net.au/vicnet/club/lrrsa.htm>

NOTES, CORRECTIONS AND COMMENTS

Internet

Thanks to Vicnet, the Society has a Web page on the Internet at
<http://www.vicnet.net.au/vicnet/club/lrrsa.htm>

Eastern Gold Australia

(see LRN 109 p.4)

The report in LRN 109 was forwarded by Colin Harvey, not Phil Rickard. Phil confirms the gauge as 2ft and says two locos have been acquired by someone at Wandiligong, near Bright, Victoria. A report will follow.

CSR Ltd, Herbert River Mills.

The Editor's report in LRN 109 (p.9) of Victoria Mill's E.M.Baldwin B-B DH *Darwin* being on loan to Macknade Mill in September - October 1995 was incorrect. It was in fact *Brisbane* (5423-1-9-74 of 1974). Thanks to Chris Hart.

Mount Morgan Mines.

A 1067mm gauge 0-4-0WE locomotive was reported at work here in 1978 (see LRN 7 p.8). This unit is believed to have been built from the chassis of Hunslet 0-4-0ST 796 of 1902. It is reported that it subsequently went out of use and was buried during the 1980s.

Editor

South Johnstone Mill.

A 318 page hard cover mill history, *Sweet Success*, has recently been published. Written by a journalist, Alan Hudson, its best treatment is of the recent events associated with industry rationalisation and a takeover attempt, as well as other themes which could be researched from newspaper sources. Unfortunately, although the rail transport aspect of the mill's history is dealt with, accuracy is not consistent, especially with regard to the photo captions. Nevertheless, the book is worth putting alongside other volumes dealing with the history of sugar mills in Australia. It is available, post paid, from South Johnstone Mill Ltd, PO Box 16, SOUTH JOHNSTONE 4859 at a price of \$39-95.

Editor

Kioloa, Bawley Point & Narooma (NSW south coast).

A map of the extensive wooden rail tramway network that once extended from Kioloa and Bawley Point is contained in a local history, *They Came to Murramarang* by B V Hamon. The publisher is ANU Centre for Resources & Environment, Canberra, 1994. Meanwhile, the Narooma Historical Society's Mitchell's Mill Walk leaflet points out the remains of the Bodalla Company Wharf where its 1884-built wooden tramway terminated.

David Burke

Powelltown.

Australia Post is currently selling a book of black & white picture postcards depicting the delivery of mail in earlier years. Prominently featured is a clear photograph of the Powelltown Shay crossing a timber trestle somewhere along the line. The caption suggests that the train is bringing the mail to Powelltown; more accurately perhaps, it should say *to the timber cutters on the High Lead*. Normally the Shay worked beyond Powelltown mill.

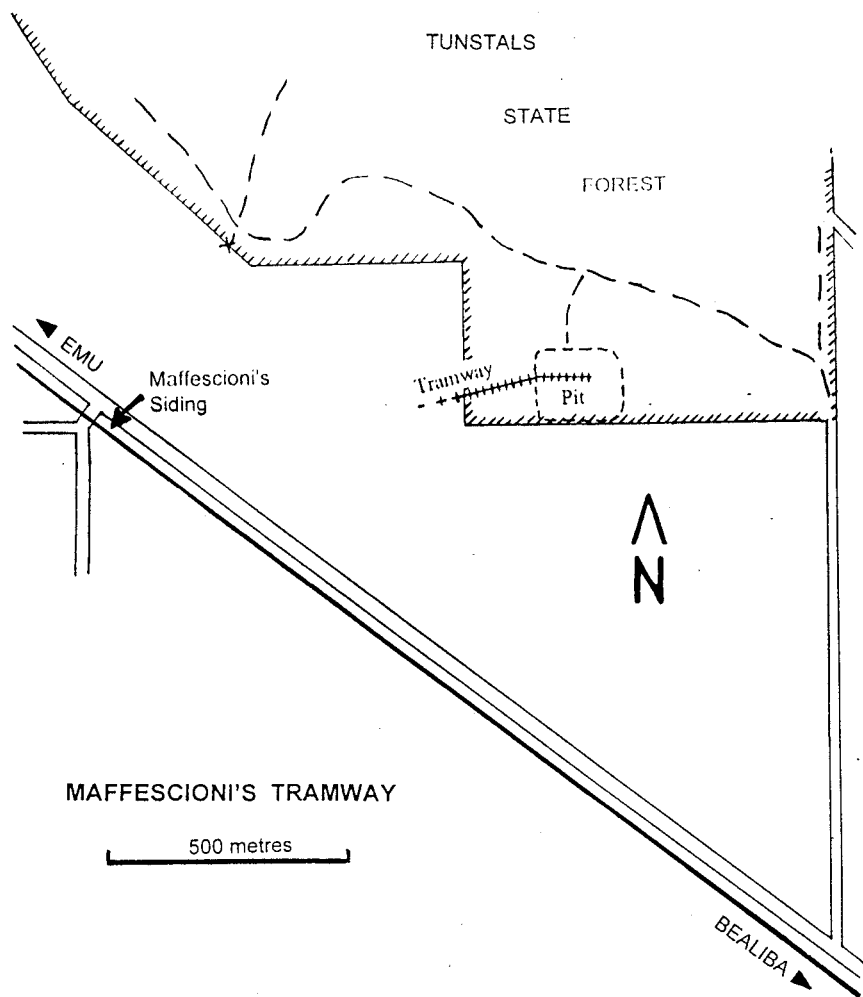
David Burke

Narrow Gauge Convention 1996.

The Croydon Narrow Gauge Group Inc convention is to be held at Heathmont College Senior Campus in Melbourne on the Saturday and Sunday of the Easter Weekend and includes sessions for both enthusiasts and modellers of Australian and overseas narrow gauge railways. Details from Grant McAdam at (03) 9578 8685 (a/h).

FIELD REPORTS

B.Maffescioni gravel tramway, Bealiba, Vic.



In 1928, Mr B Maffescioni was obtaining gravel from Tunstals State Forest in the parish of Bealiba and carting it by dray to his railway siding, which was approximately half way between Bealiba and Emu railway stations. At this time he stated his intention to construct a tramway from his siding through his property and approximately 8 chains of State forest to a gravel pit. Construction of the tramway was not undertaken until January 1930 when a tramway licence was issued by the Forests Commission. Very little use was made of the tramway and the licence was cancelled in February

1932. The total length of the tramway was about one kilometre. (Source: Forest Commission file 32/886)

All traces of the tramway from the siding (grid reference YE226275) to the forest have been obliterated by ploughing but the formation can be still be seen within the forest. Only very minor earthworks were required and these, with some sleeper impressions, remain. A single-track tramway formation can also be discerned within the gravel pit (GRYE237276). The gauge appears to have been 2ft or less. Several wheel sets of the type used for mining skips are located in a nearby paddock and may be associated with the line.

Colin Harvey 2/96

Tivoli Collieries, Burnett Colliery, Selene, Monto, Qld.

This colliery had a 1ft 8½ins railway with two Ruston & Hornsby diesel locos from 1952 until the 1960s. The site still contains the remains of the timber headframe and a few buildings. No rail was noted, but a four-wheel tipper skip frame was present when inspected in February.

Editor 2/96

RESEARCH COLUMN

Rail Tractors.

With work progressing towards the restoration of the TACL rail tractor at Emerald, it is proposed to publish a book on this area of light railway activity. If anyone has any information or material on TACL rail tractors built by Malcolm Moore of Melbourne, or any material on other makes of rail tractors, such as Day's, could they please contact Hugh Markwick, 6 Chalmers Grove, Upper Ferntree Gully, Vic 3156.

Comans Mine, NSW south coast.

During a recent visit to the Lighthouse Museum at Narooma, David Burke observed a large framed colour photograph of the steel tramway at Comans mine. The line appeared to have been of substantial construction and of 2ft 6ins or 3ft gauge. It was located in the hills some 20km or so inland from Narooma; no other information was attached.

LOCOMOTIVE, ROLLING STOCK & EQUIPMENT MANUFACTURERS

BUNDABERG FOUNDRY ENGINEERS

(see LRN 108 p.4)

A visit on January 29th revealed four Walkers B-B DH locos in course of rebuilding to 610mm gauge for sugar mill service. The frames of standard

gauge ex-NSW SRA 7346 and 7348 (708 and 710 of 1973) for Haughton Sugar Co, Invicta Mill, had been modified and painted and were ready for the installation of engine and transmission. One cab, the bogies (including new wheels) and many component parts had been prepared for fitting to these units. The frames of 1067mm gauge ex-WAGR M1851 (680 of 1972) for Victoria Mill had been shortened but new headstocks had yet to be fitted. The frames and bogies of 1067mm gauge ex-QGR DH51 (633 of 1969) for Bundaberg Sugar had been modified and painted during 1995 but this job had not proceeded further and it was unclear if it would be completed in 1996.

Ready for dispatch in the workshop were the bogies of ex-QGR DH59 (646 of 1970) for the Emerald Tourist Railway Board (Puffing Billy), regauged to 762mm gauge. It is understood that the Army is arranging for transport of these back to Brisbane when the loco will be reassembled and transported to Victoria.

In addition, seven Walkers 1067mm gauge B-B DH locos were lined up in storage inside the workshops yard. All were QGR DH-class apart from one WAGR M-class.

DH29	Walkers	611	1969	Kalamia Mill
DH40	Walkers	622	1969	Tully Mill
DH41	Walkers	623	1969	Bundaberg Sugar Co.
DH43	Walkers	625	1969	Kalamia Mill
DH46	Walkers	628	1969	Proserpine Mill
DH47	Walkers	629	1969	Mulgrave Mill
M1852	Walkers	681	1972	Victoria Mill

In addition, the cabs and bonnets of three other locos were nearby. These were from 7346 and 7348, and DH31 (612 of 1969) rebuilt last year for Mulgrave Mill.

It is believed that customers considering ordering further conversions for the 1996 season include Plane Creek, Kalamia Mill and Mackay Sugar.

Graham Rose 1/96; Editor

NEW SOUTH WALES

THE MANILDRA GROUP 1435mm gauge

(see LRN 109 p.5)

The details of the four 49-class Co-Co DE locos purchased for use by the Manildra Group are as follows:

MM01	Clyde	62-257	1962	ex 4907 purchased by November 1994
MM02	Clyde	64-342	1964	ex 4913 purchased by November 1994

MM03	Clyde	60-224	1960	ex 4904 purchased by March 1995
MM04	Clyde	62-259	1960	ex 4909 purchased by March 1995

(There was an error in LRN 106, which gave an incorrect identity for MM02 -Ed.)

ARHS Bulletin 688 & 191 via Editor

NORTHERN TERRITORY

WYCLIFFE WELL 610mm gauge

This is a roadhouse, motel and caravan park complex at a historically significant major watering hole. A passenger carrying train will travel 3km through the property. The train originated from Telopea Gardens in Victoria (see LRN 65 p.17). (The two locomotives at Telopea Gardens were built as 4wPMs by Alwyn Zinn in Ipswich, Queensland in 1971 and 1972. By 1988, the first had its engine removed and the second was rebuilt as a steam outline 4wDH, and there were five four-wheel carriages constructed on cane truck chassis in use. - Ed.)

Australia's Holiday StopOver, Feb.1996 via David Whiteford

QUEENSLAND

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY, Durundur Railway, Woodford 610mm gauge

(see LRN 110 p.9)

More than 600 passengers were carried during the period of the Woodford Folk Festival at the end of the year.

Bundaberg Foundry 6wDM *Netherdale* (13 of 1954) was serviced after arrival and from January 7th has been available for use. Since then, work has proceeded in refurbishing the cab, and a repaint will be done.

Bundaberg Foundry 0-6-2T 5 of 1952 underwent an annual boiler inspection on February 9th and was back in service by February 18th.

Progress with Hudswell Clarke 0-6-0 *Melbourne* (1701 of 1938) means that a steam test is anticipated for March/April. Attention has been focussed on the tender which had to be internally sandblasted and painted

Durundur Railway Bulletin 1/96, 2/96 via Editor

BUNDABERG SUGAR CO LTD, Fairymead Mill 610mm gauge

(see LRN 103 p.6)

On January 23rd, it was noted that Ruston & Hornsby 4wDM 9 (339211 of

1953 was parked in the yard near the loco shed with its engine removed.

Editor 1/96

CSR LTD, Herbert River Mills 610mm gauge

(see LRN 110 p.9)

The new Victoria Mill poison unit (built on the "buffer wagon" transition unit) saw its first use, on Macknade Mill's Hawkins Creek line, on January 12th. It was teamed up with Victoria Mill's E.M.Baldwin 4wDH *Sugarworld Shuttle* (9109-1-9-80 of 1980). The new unit has two tanks, a small one to spray with, and a large one for water storage. The water storage tank was also used to supply the Macknade spray unit while the two worked together.

Hansen petrol linecar L CAR 3 (1920 of 1978) and the granulated poison spreader unit came to Macknade Mill from Victoria late in the 1995 crushing, to poison bin storage areas, as is normal. This unit has been retained at Macknade for use with the mill's poison spraying unit, while L CAR 5 (34 of 1973) was sent back to Victoria in its place, together with the granulated poison unit, on January 5th. L CAR 3 is a more modern unit, roomier and with a three-speed gearbox.

L CAR 3 and the Macknade spray unit had completed most of the Macknade lines before the arrival of the Victoria Mill equipment on January 12th, and a few days later both teams turned their attention to the Victoria Mill area. The Macknade outfit was back at home base by early February. Last slack season, each team had looked after its own mill area and did not work together.

Construction on Victoria Mill's Wharf's Holding line had commenced by January, with earthworks curving away from a newly installed set of points on the Stone River line at Bogotto's Siding. The line will curve away at right angles to the Stone River line and cross the Stone River road at its intersection with Tweed Road. It then follows Tweed Road for 1.5 - 2km and crosses Tweed Road at right angles to terminate in a siding complex. There is also a siding on Tweed Road about three-quarters of the way along the line. Track had been laid from the junction to Stone River Road and in the sidings by the end of February.

The Crystal Creek line had also commenced in January with the junction points in at Pombel just before the QGR catchpoints. A large culvert is being installed just beyond this, and once completed track laying is expected to start. Evidence of a false start for the line can be seen a short distance back towards the mill where a stretch of track, set in concrete, heads off through a cane paddock from part way along a pre-existing loop siding. Another section of new track, laid at the other end of the abortive route from Pombel

to Helens Hill Road, is to become a siding. By the end of February, earthworks had extended 3 or 4km on the confirmed alignment from the junction at Pombel, and bridge piles are stored at the approximate crossing points of Leichhardt Creek and Waterview Creek. The State Department of Environment & Heritage has been fairly active in connection with construction plans for the line.

Plasser track jack 371 of 1989 had arrived at Victoria Mill on loan from Plane Creek Mill by early January. The rail bogies used on the Southern Cane Railway construction at Plane Creek also appear to be in use, and it is anticipated that the Southern Cane Railway track laying procedures will be used for Crystal Creek. Baldwin 4wDH *Sugarworld Shuttle* was noted late in February at Pombel Junction with the first load of welded rails for the Crystal Creek line. The rails are ex QGR 61lb. There is also some 58lb rail from Western Australia in stock at Victoria Mill.

Victoria Mill's Walkers B-B DH *Clem H McComiskie* (605 of 1969, rebuilt Walkers 1991) is to receive a new GM V12 motor this slack. Another of the Walkers locos may also be receiving one.

It is reported that lines 14 to 17 on the Bambaroo side of the Victoria full yard will be extended this slack season. Sixty 10-tonne bins are reported to be on order for use on the Nyanza line in the 1996 season.

Chris Hart 2/96, 3/96

GIBSON & HOWES LTD, Bingera Mill 610mm gauge

(see LRN 98 p.7)

A visit on January 23rd revealed that Motor Rail *Simplex* 4wDM 10233 of 1951 had been pushed off the track behind the workshop and is apparently out of use.

Editor 1/96

GOLDEN MOUNT RAIL PRESERVATION SOCIETY, Mount Morgan 1067mm gauge

Hunslet 0-4-0ST MM LD 3 (854 of 1903) was removed from a picnic area adjacent to the lake (see LRN 87 p.1) to the Mount Morgan Station for display in 1991, and some preparatory restoration work was later begun. In 1995, it was moved to a training company in Penrith, NSW, for restoration to working order under a Federal government grant. Progress has been pleasing, and the loco was due to undergo steam trails at the Lithgow Zig Zag in April before delivery back to Mount Morgan in time for the May Day weekend 1996. It will be used for selected passenger duties at Mount Morgan after this.

Editor 2/96

MOUNT MORGAN GOLD STAMPS 661mm gauge

This historical display, adjacent to Mount Morgan Station, is being set up by the Mount Morgan mine. It contains only a few exhibits but there are three items of rail interest, an Eimco 12B bogger, a mine skip and a tipper skip frame.

Editor 2/96

MOUNT MORGAN & DISTRICT HISTORICAL SOCIETY 1067mm gauge

(see LRN 85 p.13)

The Historical Society Museum has moved around the corner to Morgan Street, but Hunslet 0-4-0ST 797 of 1902 still stands in the medial strip opposite the old museum in East Street. A sister engine of the one currently under restoration in NSW, it is possible that it might be moved to the Golden Mount Railway Station in the future.

Editor 2/96

TULLY SUGAR LTD 610mm gauge

(see LRN 109 p.13)

Capital works for the 1996 slack season includes increasing bin heights to improve capacity, and extending tramlines into the top of Riversdale and El Arish.

Australian Canegrower 22/1/96 via Chris Hart

TASMANIA

HYDRO-ELECTRIC COMMISSION, Tullah 1067mm gauge

(see LRN 97 p.11)

Webster Auctions of Burnie have invited expressions of interest for the purchase of part or all of the equipment which failed to sell at auction in October 1993, and which has been exposed to the open weather for the last three years. This appears to be the entire plant previously offered including five Gemco 27-tonne diesel hydrostatic locomotives, one E.M.Baldwin diesel personnel carrier, muckcars, flatcars, a non-motorised personnel carrier, concrete cars, jumbos and loaders. An illustrated catalogue has been issued. Equipment stored in the ex-stores compound at Tullah is to be removed by June 30th, 1996, and that stored on the northern side of the lake (old tip site) by December 31st 1996. Inspections are available every Tuesday on a by appointment only basis.

The Miner Dec.1995 and Webster Auctions catalogue via Phil Rickard 2/96

VICTORIA

BALLARAT GOLDFIELDS NL

A \$20m 2.7km decline project at Ballarat East, commenced in August 1994, was reportedly suspended temporarily early in 1996. Can any reader confirm if rail transport is in use on this project?

The Age 31/1/96 via Phil Rickard

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Railway 762mm gauge

(see LRN 108 p.20)

An obstacle to the Gembrook restoration project is that road access to the Lakeside (up) end of bridge No.8 (the big Wright bridge) is not suitable for long road vehicles. Therefore, on Saturday 10 February, track was laid from bridge No.7 to bridge No.8. This is a distance of about 200 metres, and it will enable the bridge timbers and bridge spans for the up end to be brought in by rail. Work on bridge No.8 commenced in mid-November, and by 22 February the foundations for all the piers had been completed, and the abutment piers were in place. During January and February the piers were constructed at another site. At Emerald work is underway on welding the beams into pairs, with six spans complete, out of the total of ten. By 24 February, four of the completed spans, and about five of the piers (in pieces) had been delivered to the bridge site. Assembly of these parts was begun on 23 February, and by the afternoon of the following day three piers and two spans were in place.

At Gembrook, No.2 road now forms a complete run-round loop with the recent installation of the points at the down end. In March the points at the down end of No.3 road will be installed. Another three sets of points will be required to complete Gembrook yard, and I believe it is planned to install these later this year. Work has commenced on the installation of flashing lights and warning bells on the main road level crossing at Gembrook.

At Fielder, work on the foundations of the station building have commenced. This is a simple corrugated iron shed, and the work is being done by a group from the Warrandyte Model Railway Club, and a descendant of the Fielder family.

About 150 metres of the right-of-way between bridge No.8 and the site of bridge No.9 (Cockatoo Creek) has been cleared recently, and the rest will be cleared in March/April. It is hoped to lay skeleton track between these two bridges on the weekend of 13-14 April, a distance of about 1.6 km. At that stage, the only track remaining to be completed between Lakeside

and Gembrook will be about 200 metres on the Gembrook side of bridge No.9. This will be kept clear to enable road access for construction of bridge No.9.

The foundations of bridge No.8 were completed substantially below the estimated cost. As a result it is hoped to make an almost immediate start on the foundations of bridge No.9, whilst the ground is still dry.

2-6-2T 14A (Newport, 1914) ran its first trial on 10 February, after spending about 6 months in the workshops. For the trial run it had 10A's number plate on one side, and 17A's on the other. 14A is now painted in a different shade of red to that previously used. The new colour is a much more accurate rendering of the VR's "Canadian Red" livery than its previous colour.

Ruston & Hornsby 4wDM NRT1 (296058 of 1951) is having its engine replaced. Until this job is complete, no further work will be done on ballasting the track between Fielder and Cockatoo Creek.

Walkers B-B DH DH59 (646 of 1970), the ex-QGR diesel hydraulic loco, has now had its bogies regauged to 2ft 6in by Bundaberg Foundry. The rest of the loco has been in storage in Brisbane, and it is hoped to have it transported to Belgrave by the time you read this.

Work on the frame units of Beyer Peacock 2-6-0+0-6-2 G42 (6268 of 1926) is continuing, but it seems there will be at least two more years of work on this project, and the overall cost of its restoration is likely to be between \$900 000 and \$1m. This will be a complete rebuild, with many worn parts replaced.

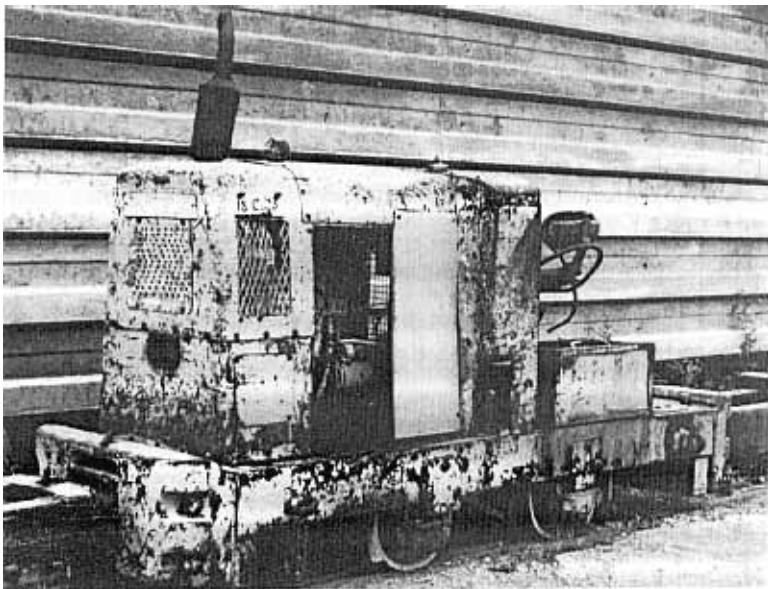
Two ETRB staff members went to South Africa in February to examine an ex South African Railways 2ft gauge NGG16 class 2-6-2+2-6-2 Beyer-Garratt, which may be the last one currently available for purchase. Its conversion to 2ft 6in gauge would apparently have to be done in Australia. There is a belief that in the long term such a loco could be useful, to work with G42, and that with the re-opening of the Lakeside - Gembrook section more locomotives will be needed anyway.

Frank Stamford 2/96

GOULBURN - MURRAY RURAL WATER AUTHORITY, Tatura 610mm gauge

(see LRN 108 p.21)

On 4 December 1995, a visit was made to the pre-cast plant of Goulburn-Murray Water to inspect their Ruston & Hornsby 4wDM, 285342 of 1949. Cabless and painted yellow, it is a class 30DLU and was 4½ tons and 27½hp as built. It currently has a Caterpillar engine, although originally delivered with a Ruston 3VSH engine. The loco still carries its old State Rivers & Water Supply Commission number 18-C-23. (18-C is the SR&WSC code for locos and 18-C-25 is at Waranga. So where are/were locos 1 to 22, 24 and 26



etc?)

Battered but not bowed. Murray-Goulburn Water's 2ft gauge Ruston & Hornsby 4wDM 18-C-23 (285342 of 1949) at the Tatura precast depot on 4 December 1995.

Photo: Phil Rickard

The Tatura works is believed to have opened in 1956, so it appears the loco previously worked elsewhere, and the class code DLU indicates underground diesel locomotive. (R&H 285338 to 285343 are believed to have been purchased for the Tarago scheme in West Gippsland - Ed.)

The loco, looking well used after 45 years' work is still used on an irregular basis and there are no plans to replace it. Its duties entail shunting pre-stressed cast concrete beams from the pre-cast planet (a large open-sided structure wherein the rails are set in the concrete floor) to the yard where the beams are lifted by crane to storage pending transport from the site. The loco was in use on the day of the visit; the present work includes a contract for 36 concrete beams each 11.5m long and weighing 4.85 tonnes, for use at Torrumbarry Weir. Each beam has two hollow cylinders inserted lengthwise to reduce their weight and to create flexibility. Two beams are cast at a time.

Rolling stock consists of five bogies, two of which have turntables fixed to the top. These two are not in use but were previously required when the track layout included a set of points and flexibility was needed to negotiate the curves with long loads. The second track was not in use long as LR 10 (1962) reported it already out of use. The points are still in place and were

revealed following some scraping away of their dusty cover.

The loco currently hauls the other three bogies. The first is a spacer while the two beams, one atop the other, rest on the other two bogies. The heavy duty trucks are connected by link and pin, have a wheel base of 1067mm, overall length of 2.643m and steel channel frames, and carry no visible builder's markings. The present length of track would not exceed 80m; the load being hauled no more than 40m. Is this Australia's shortest loco hauled industrial tramway?

Readers wishing to visit the line should make prior arrangements as a matter of courtesy.

Phil Rickard 2/95

KARRS REEF GOLD MINE, Twist Creek, Nr.Yackandandah 457mm gauge

This mine, typical of the thousands of small gold mines of which virtually all employed rail transport, has been opened as a tourist venture, and was visited on December 2nd, 1995.

Situated five kilometres west of Yackandandah, in Victoria's north-east, the town of Twist Creek existed for some twenty years from the 1860s. Today, a few apple trees in an open paddock mark its site, whilst the surrounding bush hides many small mullock heaps. The Twist Creek area was mostly alluvial with some quartz reef mining. Karr's Reef was one of the larger of the reef mines in the area.

According to the present tour operator, Karr's Reef was discovered in 1866 and was worked until 1884, the average yield being about ½ ounce gold to the ton. The reef was originally opened up via surface workings along the line of the reef, these surface shafts and stopes being up to 30m deep. In 1880, due to difficulty of working, a 485 foot adit was driven from an adjoining gully to intersect the reef at a lower level. Once the reef was located, crosscuts were driven along the line of the reef. In the South drive, stoping above the level eventually made a connection with the surface stopes. In the North drive a winze was sunk but had to be abandoned due to water ingress. (As usual, the richest gold is still down there).

The mine has recently been cleaned out, new sleepers and rails laid, and a Tourist Authority permit gained. When re-discovered a few years ago, the original sleepers were still *in situ* (rails gone) but were too fragile for reuse. The track is light (12 - 15 lbs/yard) and includes a set of points outside the adit and a turntable at the crosscut. Total length is about 200 metres. Rolling stock consists of a 4-wheeled flat truck, fitted with a rack to carry timber, rails etc., and a standard 18-inch "half ton" box truck which is now used to store the hard hats. The truck carries an old metal plate, rivetted to its side,

carrying the inscription *No.4 Sambas Gold Mine, Vic.* It also carries a painted number 12. (*The Mining & Geological Journal* [Vol 6 Nos.1&2] reports that the track in at least one of the Sambas levels was “widened” [regauged] in 1955 to 23-inches [sic]). Almost certainly the truck is a survivor of much earlier days when there was a dense network of tramways, chutes, ropeways, and sled tracks around the many mines situated a mile to the south of Harrietvale.

Readers wishing to visit this mother-friendly mine may contact Yack Track Tours, phone (060) 27 1757, or enquire at the tourist oriented shops in Yackandandah.

Phil Rickard 2/95

DEAN MARTIN, Gator Magoons, Porepunkah 610mm gauge

(see LRN 105 p. 15)

A quick visit to this site on 7 December revealed virtually everything in readiness for opening. Locomotive and tender, carriages, station and infrastructure appeared complete. The only hold up was bureaucracy - obtaining the necessary tourist railway accreditation. Dean expected the railway to be open to the public immediately after Christmas 1995. Can a local reader confirm this?

Phil Rickard 2/96

STATE ELECTRICITY COMMISSION OF VICTORIA, Kiewa Hydro-electric Scheme 915mm gauge

(see LRN 75 p.11)

West Kiewa Power Station The West Kiewa power station is located underground and a 3ft gauge, single-track incline is used in the West Kiewa Adit to transport equipment (personnel access is by lift). The upper terminus is equipped with a gantry and a single siding (grid reference EV166318).

West Kiewa Diversion Tunnel Several decrepit, 3ft gauge, track panels are stacked near the portal here (GR EV165313).

Big Hill Power Station Construction of this station was never completed. However two sections of 3ft gauge tramway, set in concrete, remain at the works site (GR EV171302).

Colin Harvey 2/96

WHEELER MINES NL, Maxwells Mine, Inglewood

(see LRN 110 p.15)

This company is believed to have bought into the mining operation from Teal Resources before the auction scheduled for November 28th took place. Current debts are said to be about \$2.5m.

ABC Radio News 21/11/95 via Phil Rickard

WESTERN AUSTRALIA

CARNARVON JETTY RESTORATION COMMITTEE 1067mm gauge

(see LRN 109 p.17)

The committee has launched a last ditch bid to save the one mile jetty from demolition. Tenders for the jetty demolition were due to be called in December 1995, but after a three month stay of execution may be called in March 1996. The Committee says that restoration of the jetty for pedestrian access could cost less than \$100 000 while the Department of Transport budgeted about \$200 000 for demolition. A mooted \$1m price tag for jetty restoration included provision for Carnarvon Light Railway Association operations but *although the inclusion of the train was desirable in the long term (it) was not an integral part of the jetty and should be a secondary consideration when it came to restoring the structure.* As at the end of January the Committee had \$70 000 in pledges and cash towards their \$100 000 target. A conservation plan on the jetty was due to be released by the end of February.

David Whiteford 2/96 (Northern Guardian 31/1/96)

CARNARVON LIGHT RAILWAY ASSOCIATION INC 1067mm gauge

(see LRN 109 p.18)

Contractors Quintin Holdings have won a Carnarvon Shire Council tender for restoration of the Tramway Bridge connecting Babbage Island with the town centre. Work began in late January and will include partial replacement of the bridge by an embankment and restoration of the remainder with a lift-up span being added to allow boating access. About 150 metres of the eastern (island) end of the bridge is being replaced. The Light Railway Association had hoped to win the tender, and to include provision for a railway in the contract. It is likely now that the Association's activities will be confined to Babbage Island.

David Whiteford 2/96 (Northern Guardian 31/1/96)

MEETINGS

MELBOURNE: BRITISH LIGHT RAILWAYS

Many members will be aware of President Bill Hanks long sojourn in the UK last year. Although he went there ostensibly to do some work it seems Bill's main reason for visiting "the old country" was to photograph every possible light railway site he could in the time available! At the April meeting he will showing a selection of the slides he took featuring mostly narrow gauge subjects.

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

DATE: Thursday 11th April at 8.00 pm.

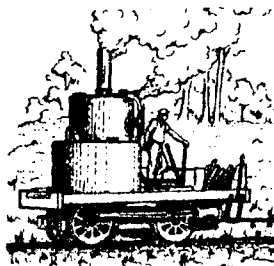
SYDNEY: Twenty years ago the NSW Division was formed. Over those years the industrial scene has changed dramatically. Railways and Rolling Stock have come and gone it seems at ever increasing speed. Two of the eighteen members present at that first meeting, Jeff Moonie and Craig Wilson will present a review of those years. Stearn, diesel and electric operated railways will be well represented with a mixture of operating, preserved and abandoned railways.

Come along and relive those years.

LOCATION: Woodstock Community Centre, Church St., Burwood Note: Plenty of off street parking at the rear of the building and Burwood station is only a 5 minute walk away. DATE: Wednesday 21 April at 7.30 pm

ADELAIDE: Contact Arnold Lockyer for details. Phone: 08-296 9488
LOCATION: 150 First Avenue, Royston Park. DATE: Thursday 4 April at 8.00 pm.

THE COUNCIL AND MEMBERS TAKE THE OPPORTUNITY TO CONGRATULATE THE NSW DIVISION ON ITS 20TH BIRTHDAY. WELL DONE GUYS!



LIGHT RAILWAY NEWS

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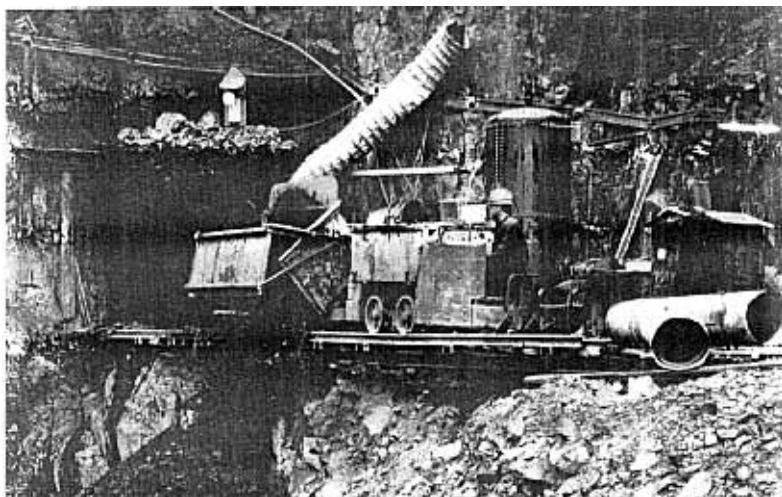
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A



2ft gauge 3-ton Mancha 4wBE of New England Antimony Mines at old Level 6 of the Black Lode, Metz Gorge, November 30th, 1995

Photo - Ross Mainwaring

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LRRSA WEB PAGE: <http://www.vicnet.net.au/vicnet/club/lrrsa.htm>

NOTES, CORRECTIONS AND COMMENTS

Internet

If you have access to the Internet, you can make Victorian news contributions to LRN to fstamford@acslink.aone.net.au

Queensland historic sawmills and tramways consultancy

The Queensland Department of Heritage has advertised a consultant position to assist with a project to research and field survey historic sawmills and associated tramways in south-east Queensland.

The Weekend Australian 23-24/3/96 via Jim Longworth & Editor

Historic walks in NSW

Ray Graf sends NSW National Parks & Wildlife Service brochures *Ruined Castle Track, Blue Mountains National Park; Newnes Historic Ruins Track, Wollemi National Park; and Glow Worm Tunnel Track, Wollemi National Park*. The Ruined Castle track uses the trackbed of the Australian Kerosine Oil and Mineral Company's tramline at Katoomba. The Newnes Historic Ruins track traverses the Newnes oil shale works, and includes a number of rail formations. The Glow Worm Tunnel Track follows the path of the Wolgan Valley Railway.

Tasmanian Railway Hobbyist

John Robin draws attention to Volume 2 Number 1 of this bimonthly glossy

publication with colour pages containing an illustrated article on the 2ft gauge Magnet tramway, while Numbers 2 & 3 will contain an article on the 3ft 6ins gauge Marrawah Tramway. Copies are available for \$5 from Tasmanian Railway Publications, 5 Villiers Street, Burnie 7320.

Publications

Ray Graf draws our attention to a variety of publications of interest.

Harnessed Waters - A River Dammed - Edited by A.Noel Loughnan, published by the Yarrawonga Shire Council, 1989. Contains photographs and details of the Yarrawonga Weir construction, including what appear to be 2ft gauge Fordson 4wPM locos.

Lucknow - A Veritable Gold Mine - by Kerrin Cook, published by Orange City Council, 1996. Contains photographs and details of the mines at Lucknow.

Yallourn Power Station - A History 1919 to 1989 - by Colin Harvey, published by SECV, 1993. Good value at \$25 plus postage & packing from the Morwell visitors centre.

Tasmania's West Coast on old picture postcards - by Pete Jermy, Michael Simco & Peter Broadfield, published by Llanfair Publishing.

Asbestos - Its Human Cost - by Jock McCulloch, published by University of Queensland Press, 1986. Shows photos of the mine and tramway at Baryulgil in northern NSW.

And from your editor, other books which may be of interest:

Northern Outpost - by John Kerr, published by Mossman Central Mill Co Ltd, Second Edition, 1995. An updated and expanded version of the Mossman Mill history, with added cane railway interest. Available from the mill.

Rails to Wealth - The Story of the Silverton Tramway Company 1886-1972 -by Lew Roberts, published by the author, 1995. An outstanding history and highly recommended.

Motive Power - The Development of Modern Australian Locomotives - by Leon Oberg, published by Kangaroo Press, 1995. In spite of some isolated lapses in accuracy, this provides much very good information on private railway locomotives.

East German Narrow Gauge John Robin has recently returned from a trip to Europe and sends details of some exciting steam narrow gauge lines in East Germany. Copies of his letter will be sent on request by the Editor on receipt of stamped addressed envelope.

NSW Industrials movie action Ray Gardiner has acquired some anonymous film footage which he had put on video. It includes a wide range of NSW industrial steam, both standard and narrow gauge, taken mostly around the Illawarra in the 1950s. Details available from Ray at 28 Hyacinth Street, Asquith 2077.

Correction - Wungong, WA

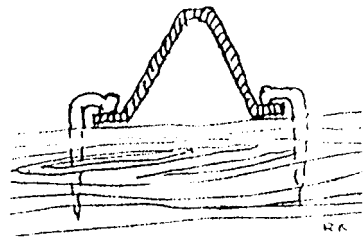
In LRN 108 p.12, it was stated by your editor that there were two 8-tonne Baldwin diesels and only one 12-tonne Baldwin used in a tunnelling scheme at Wungong in 1980-2. Thanks to Craig Wilson for pointing out the incorrectness of this statement, and to David Whiteford for providing additional information. There were three 12-tonne locos at Wungong, and seemingly one 8-tonner (or at least one was disposed of subsequently - in August 1982). This makes it possible that the two locos offered for sale in Brisbane were indeed "the same" as reported.

FIELD REPORTS

Unusual type of rail found near Bright, Victoria

Phil Rickard writes, "two Bright correspondents, Rob Kaufman and Andrew Swift,

"found a tramway with the rail still intact. The tramway led from a little goldmine in a gully, around (approx one km.) to a flying fox, which in turn conveyed the stone to the battery at an adjacent mine. The rail itself was intriguing, and I haven't come across this type in this district before (ie the upper Ovens Goldfield). It was made of light gauge pressed steel, in the shape of an inverted "V". It was fastened to the wooden sleepers by bent-over nails. The track was of (narrow gauge) and used for 8-cwt. end-tipping box trucks. We would be interested to hear whether you have come across this type of rail before, and any information about it."



Any information, clues, suggestions or hints to the Editor would be much appreciated.

Phil Rickard 4/96

Magnetic Mango, Horseshoe Bay, Magnetic Island, Qld.

(see LRN 84 p.7)

This site is at the end of Apjohn Street, Horseshoe Bay. Here, in the midst

of a mango orchard, is an old mine shaft and next to it what looks to be a side tipping skip less the skip. One the axleboxes is cast *G&S. Berlin*. Several short lengths of approximately 20-25lb rail were stacked next to the shaft. The line apparently ran from the shaft to the nearby lagoon, a distance of approximately 80m. It is all now either buried or removed, nothing being visible on the surface. Sticking a small distance out of the side of the shaft just below ground level were two rails about 660mm apart, almost certainly spread from their original gauge. The skip measured out at 600mm gauge.

Chris Hart 4/96

RESEARCH COLUMN

Australian Forest History Society: Notice and call for papers

AUSTRALIA'S EVER-CHANGING FORESTS III, 24-27 November 1996.

The third national conference on Australia's forest history will be held at Jervis Bay (185 kilometres S of Sydney). It will include a workshop on *Concepts of forest age*, papers on many aspects of forest history, short presentations of work in progress and a session to review progress of official forest history.

Contact: John Dargavel, Urban Research, Research School of Social Sciences,

The Australian National University. Tel:06 249 2118, Fax:06 249 0312
email John.Dargavel@anu.edu.au

LOCOMOTIVE, ROLLING STOCK & EQUIPMENT MANUFACTURERS

BUNDABERG FOUNDRY ENGINEERS LTD

(see LRN 111 p.5)

A visit on 13 March revealed that an eighth Walkers B-B DH loco had joined the seven previously recorded in the works yard. This was standard gauge ex-SRA of NSW 7336 (698 of 1972) in "Candy" livery, formerly at Rothbury Riot Railway & Steam Museum Group Ltd, Braxton, NSW (see LRN 102 p.6). It is believed to have been purchased by Plane Creek Mill, Sarina.

By 17 April, ex-QGR 1067mm gauge locos DH40 (622 of 1969) and DH46 (628 of 1969) had gone from the works yard, and so presumably had been taken into the works for rebuilding and regauging to 610mm gauge, for Tully and Proserpine Mills respectively.

No further work on the rebuilt frames and regauged (to 610mm) bogies of DH51 (633 of 1969) for the Bundaberg Sugar Company had been carried out

since the start of the year.

The discarded cabs from ex-QGR DH31 (612 of 1969) and ex-WAGR M1851 (680 of 1972) were delivered to the Golden Mount Rail Preservation Society at Mount Morgan (see this issue), apparently during April.

Editor 3/96; 4/96

NEW SOUTH WALES

ABB TRANSPORTATION PTY LTD 1435mm gauge?

On Tuesday 26 March at about 1pm a small industrial type diesel locomotive with ABB markings was seen leaving No.5 shipping berth, Darling Harbour, Sydney, on the back of a semi-trailer. A few minutes later, another semi-trailer came off the same wharf conveying two 4-wheel flat wagons. It is suggested that this equipment may be involved with the construction of the Pyrmont light rail project.

Wal Lane 3/96

BHP LTD, Newcastle 915 & 1435mm gauge

(see LRN 97 p.2)

The steelworks 3ft gauge lines have all gone, with all six Goninan B-B DE locos cut up in early 1993, although parts were cannibalised for possible future use in the similar standard gauge locos.

Motive Power (Leon Oberg), 1995

CONCRETE CONSTRUCTIONS - KINHILL ENGINEERS JOINT VENTURE, Sheaths Road, West Dapto 762mm gauge

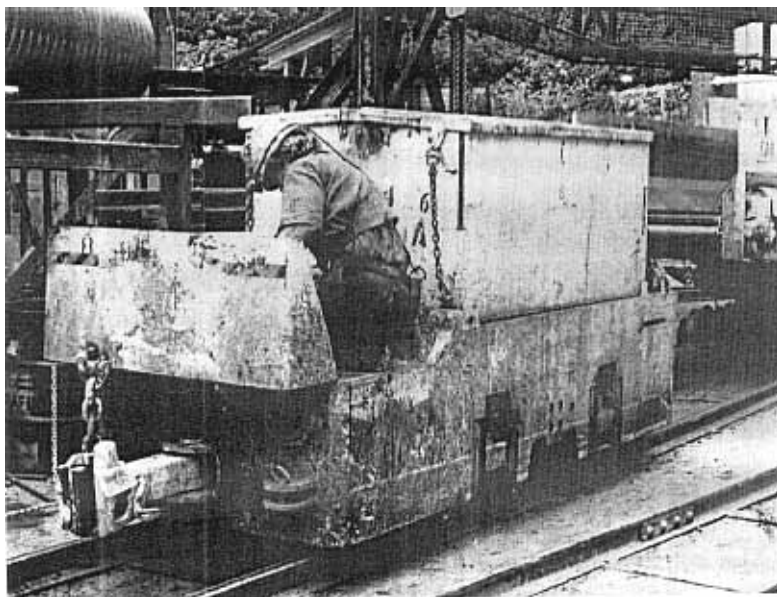
(see LRN 109 p.3)

This site was visited on 2 February, and revealed a 4wBE locomotive, numbered 4 (in weld) in use, hauling Hagglund air operated shuttle cars. The loco hauls the cars downhill to near the tunnel mouth, and the cars are unloaded inside the tunnel mouth into a pit, from where a conveyor belt takes the spoil to a dump area.

A similar 4wBE, numbered 3, was on battery charge, parked next to a small man rider car. There were also a number of other vehicles seen, including two bogie concrete agitator cars.

The two locos did not carry any maker's identification. They appeared to have been regauged from 610mm gauge, judging by weld marks. It was said that they were selected because of their good condition and because they will run together (via multiple unit cable?) without problems. They had been previously used on an outfall construction job.

Ray Graf 3/96



Number 4, a 2ft 6in gauge 4wBE of Concrete Constructions - Kinhill Engineers Joint Venture in use at the tunnel mouth at West Dapto, February 10th, 1996. Is this a Gemco?

Photo: Ray Graf

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD, Albion Park 610mm gauge

(see LRN 109 p.4)

Ruston & Hornsby 4wDM 304457 of 1951, Model 20DLU, has been having its engine overhauled and some missing parts replaced. Baguley (Drewry) 0-6-0DM *Seymour* (2392 of 1952) was in undercoat by February, and repainted bright green shortly after. Radiator grille and engine side covers still remained to be fitted. A spare Davenport boiler for 0-4-0ST *Kiama* (1596 of 1917) has been under repair at Garnock Engineering, and it was hoped to be returned to the museum site in the early part of the year to enable restoration of the loco to proceed.

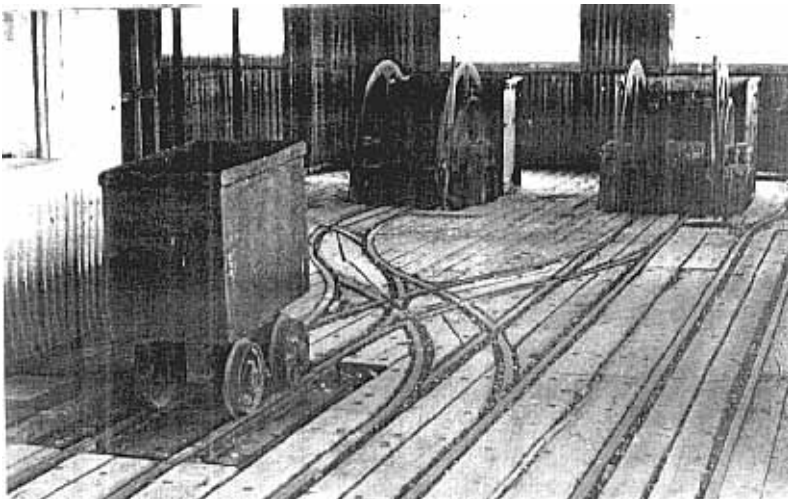
At the museum on February 11th, Hudswell Clarke 0-6-0 *Cairns* (1706 of 1939) was in use, with 4wWE 26 on the electric line, and Ruston & Hornsby 4wDM 285298 of 1949 in use for shunting.

ILRMS Review 162 & 163; Ray Graf 3/96



Illawarra Light Railway Museum Society's Perry 0-6-2T TULLY 6 (7967.49.1 of 1949) with Ruston & Hornsby 4wDM 304457 of 1951 in the shed at Albion Park, February 11th, 1996. *Photo - Ray Graf*

BROKEN HILL JUNCTION LEAD MINING CO NL, Junction Mine, Broken Hill 458mm gauge



Weighbridge and tippers at Brown's Shaft with some interesting pointwork. 22 February 1996.

Photo - Ray Graf

The surface installation at Brown's Shaft was visited on 22 February. An 18 in gauge 4wBE loco, numbered No.8 was observed, as well as two 4-wheel ore trucks, one 4-wheel timber truck, and one 4-wheel passenger truck. All the equipment appeared to be 18 in gauge, but one track was dual gauged to 15 in (?) gauge. The floor above the ore bin at the head of the head frame revealed one square end opening mine truck. The floor contained a weighbridge and three end rotary semi-automatic tippers (one with connecting track removed) and one simple grating through which material can be shovelled or swept into the bin.

Ray Graf 3/96

THE MANILDRA GROUP 1435mm gauge

(see LRN 111 p. 6)

At Manildra's Gunnedah mill, a converted Clyde 49-class loco Co-Co DE (64-342 of 1964) numbered MM02, was noted parked in the old goods shed adjacent to the railway station at around 4pm on 22 November, 1995. It apparently works daily from around 7.30am to 3pm.

Apart from the plants at Manildra and Gunnedah, there are also believed to be rail operations at Manildra's ethanol plant, Shoalhaven Starches, at Nowra.

Motive Power (Leon Oberg), 1995; Ray Graf 3/96

NEW ENGLAND ANTIMONY MINES PTY LTD, Hillgrove 610mm gauge

(see LRN 96 p.11)

A visit on 30 November 1995 revealed that rail operations on 10 level at the **Eleanora mine** at Hillgrove have now ceased, as that mine is now worked out.

Mining is now proceeding in the Black Lode in **Metz Gorge** (West Hillgrove). Levels 2 to 6 are being opened up with a 3-ton Gemco loco (2 level) and a 3-ton Mancha loco (Level 6). Antimony ore is hauled in Granby cars to the surface, tipped onto a below track level dump. From this, a front end loader filled a motor lorry for the trip to the mill.

Near the **workshop at Hillgrove** is a machinery dump with the remains of 15 battery locos, Gemcos and Manchas, as well as the remains of 22 boggers (Eimco, Atlas Copco & Scoma). Loco numbers noted at the dump were: 5 -Gemco 12328/122 ex Sydney Metropolitan Water Sewerage & Drainage Board; 6 (also numbered 16) - Gemco; 7 - no identification; 8 & 9 - Gemcos. The remaining ten locos are in various degrees of dismemberment and have no identification marks or numbers at all. At the entrance gate, a Mancha 3-ton loco and granby car are on display, painted black and welded to the rails. The loco has a metal number 4 inside the "shield" surrounding the controller. The

Granby car has body number BA6 110 and frame number ZA6 43 in weld metal.

Ross Mainwaring 3/96; Ray Graf 3/96

WEST DARLING MACHINERY PRESERVATION GROUP, Crystal Street, Broken Hill various gauges

(see LRN 108 p.9)

This site was examined in more detail on 22 February, and a number of items noted. As well as Ruston & Hornsby 4wDM 394021 of 1956, Model 48DLU, there was a second Ruston & Hornsby 4wDM, without end weights, exhaust conditioner, wheels or axles, and numbered Z6001. With a three-cylinder engine, this is a Model 40DLU, and so will be either 287688 or 287689 of 1951. It is believed it had been acquired from a property owner to whom it had been sold for powering a pump. There is also a 2ft gauge 2-2wBE loco numbered TB1 in weld metal with battery box TB2, and an 18" gauge 2-2wBE numbered 2.

The 2-2wPM steam outline amusement loco and bogie carriage was also noted. It is apparently 3ft 6ins gauge, and came from a park at Silverton.

There are a number of four-wheel mine trucks (end tipping square box), one 16" gauge, three 18" and one 2ft gauge. There are also three Model L12B muckers, numbered Z4204, Z4210 and B3505. The last is under cover and is operable, having been in use two years ago.

Ray Graf 3/96

QUEENSLAND

BUNDABERG SUGAR LTD, Atherton Tableland proposal

Bundaberg Sugar seem set to establish a new sugar mill near Mareeba, following the withdrawal of Sugar North (Tully, South Johnstone, Mulgrave and Mossman mills) from the contest. A new mill proceeding will depend on the co-operation of growers and the assistance of state government with infrastructure, including the negotiation of transport arrangements with local authorities and Queensland Transport. Nevertheless the support in principle of the Queensland Government provides some encouragement. The Sugar North mills will no doubt redouble their efforts to secure cane supplies from the Tableland in opposition to Bundaberg. It is thought that any new mill would be supplied with cane by road transport.

*Australian Canegrower 22/1/96
& The Australian Sugar Digest 17/4/96 via Chris Hart*

CSR LTD, Burdekin mills 610mm & 1067mm gauge

(see LRN 102 p.8 & 110 p.11)

The possibility of a new sugar mill on the Burdekin to keep pace with rapid growth is not an unrealistic option, according to retiring CSR Burdekin Mills chief manager, Don Brown. A CSR expansion team has been investigating options for the future, and was due to report in early 1996. Of the four existing mills under the control of CSR: Inkerman & Pioneer (Pioneer Sugar Mills), Invicta (Haughton Sugar Co.) and Kalamia (CSR), only Inkerman is on the south of the Burdekin River, while on the north side, cane is hauled long distances, particularly to Invicta. The fact that Pioneer Mill has a 3ft 6ins gauge tramline system makes integration even more difficult.

Australian Canegrower 11/12/95 via Chris Hart; Editor

CSR LTD, Herbert River mills 610mm gauge

(see LRN 111 p.7)



Victoria Mill's Baldwin 4WDH Sugarworld Shuttle (9109-1-9-80 of 1980) (ex Hambledon Mill) on ballast wagons in the navy area at the mill, January 1st 1996.

Photo - Chris Hart

An unfamiliar tamping machine was observed at Victoria Mill on 15 March. It is a four-wheel machine with tamping heads at one end, and may

have had a partial repaint. Initial suggestions are that it is a regauged unit from QGR, and is on hire from a Mackay firm.

A set of bogies for long-welded rail based on the Plane Creek design was manufactured at Victoria Mill around the end of 1995 / start of 1996. They appear to have been built on cane truck frames. An older set, in use for many years for welded rail is still around also.

Victoria Mill's Clyde 0-6-0DH *Perth* (69-682 of 1969) picked up approximately 100 4-tonne bins, numbered in the 80xx series, from their delivery point on Macknade Mill's Wharf line on April 16th. There is more 4-tonne bin material on hand at Rinaudo Engineering. This indicates that the 10-tonne bins are still very much on trial.

Metropolitto's line, a very short branch off Macknade Mill's Western line, has recently been completely lifted (including the short horseline off the end), and will be replaced with a siding laid alongside the Western line.

A new level crossing at Stone River (Stone River Road intersection with Tweeds Road and Bogottos Road) was to be laid during the three weeks following 15 April.

By the start of May, about 3km of track had been laid on the Crystal Creek line, but was temporarily halted because of wet conditions.

A correction needs to be made to the report in LRN 110 about the aftermath of Macknade Mill's Herbert River bridge derailment in December. Good organisation and good work by loco crews enabled the mill to continue for the 22 hours the bridge was closed with northside cane only, and road transport was not needed to bring the southside cane across. Once the bridge re-opened, four locos crossed it to collect the southside cane.

Chris Hart 3/96, 4/96, 5/96; Herbert River Express 16/4/96 via Chris Hart

GOLDEN MOUNT RAIL PRESERVATION SOCIETY, Mount Morgan 1067mm gauge

(see LRN 111 p.9)

Darryl Moore, from Hamersley Iron, Western Australia, was appointed in April to the position of railway precinct manager on a one year contract. Darryl has experience with the Pilbara Railway Historical Society.

Unfortunately, Hunslet 0-4-0ST MM LD 3 (854 of 1903) did not arrive back at Mount Morgan in time for the May Day weekend, the town's major event of the year. This was said to be due to the illness of a key member of the restoration team in Penrith. Arrival was expected to be delayed by at least several weeks.

The Morning Bulletin (Rockhampton) 10/4/96; Editor 5/96

HANSONS HERITAGE HALL, Black River 610mm gauge

A visit on 15 March to this machinery preservation centre revealed Hansen 4wPMR 90 of 1972/3, ex Victoria Mill, on display. The unit is said to be in working order and has several lengths of portable line to run on, but judging by the grass growth around, it has not run for some time. It is not currently clear whether the line car came directly from CSR to this site.

Chris Hart 3/96

MACKAY SUGAR CO-OPERATIVE ASSOCIATION 610mm gauge

(see LRN 110 p.12)

Seventy new six-tonne bins will be introduced into the Marian Mill system for the 1996 season. This has necessitated the upgrade of two sidings in the Mt.Jukes / Hampden area. Earthworks are well advanced on the Mt.Castor extension at Owens Creek, and trackwork construction had started by March. A large capital program to upgrade sections of main line and a number of sidings is under way.

Work has begun on rebuilding another ex-SRA of NSW 73 class locomotive for Farleigh Mill. The major part of the conversion is being carried out by mill staff at an estimated cost of \$515,000, to be completed by the end of June. About 70 six-tonne bins are being added to the Farleigh fleet.

At Racecourse Mill, rail on the Balberra extension had been laid by late March. 100 new five-tonne bins with mesh rather than sheet metal bottoms and sides are to be added to the Racecourse fleet.

At Pleystowe Mill, early warning lights are to be provided at the road crossings at Dew's Crossing, Balnagowan, and at the southern end of Balnagowan bridge.

Mackay Sugar (Newsletter) 3/96; Editor 3/96

QUEENSLAND RAILFAST EXPRESS, Woree 1067mm gauge

(see LRN 105 p.15)

During floods in March, Walkers ex-DH class B-B DH locos 619 and 627 of 1969 were used to haul QGR trains through flooded sections of the north coast line main impassable to diesel-electric locomotives south of Innisfail.

Sunshine Express 4/96 via Editor

QUEENSLAND SUGAR INDUSTRY CORPORATION, Townsville Harbour 1067mm gauge

(see LRN 69 p.8)

In April, the 4wDM loco ex Hambledon Mill, first noted here in 1989, had disappeared from the spot where it was previously seen. (This loco, built on

a 40hp *Simplex* chassis of World War I vintage, had always been known at Hambledon as a *Planet*. Evidence now suggests that it was refurbished in 1949 at CSR's Pyrmont works in Sydney from an existing 3ft 6ins gauge *Planet* loco. Can any reader suggest its origin? Nepean Sand & Gravel, and New Zealand spring to mind. - Ed.) It is not known why the engineless unit came to Townsville Harbour.

Chris Hart 4/96

SOUTH JOHNSTONE MILL LTD 610mm gauge

(see LRN 109 p.13)

The transport and transfer arrangements to handle Atherton Tableland cane (see LRN 108 p. 16-17) earned the mill two national awards, the Australian Institute of Management Pike Trophy for the best transport improvement or cost reduction, and the Ritchie Memorial Trophy for primary industry materials handling.

Australian Canegrower 11/12/95 via Chris Hart

Thursday Island 1435mm gauge

Overheard on a TV news report around Christmas time was the statement that a diesel loco from the Pilbara iron ore lines is to be "preserved" on Thursday Island in commemoration of the efforts made by TI track workers. Sounds improbable, but stranger things have happened . . .

Editor

SOUTH AUSTRALIA

PENRICE SODA PRODUCTS PTY LTD, Osborne 1600mm gauge

(see LRN 70 p.10)

AN (South Australia) Bo-Bo DE 516 (built Islington c.1965) is on hire to Penrice Soda Products.

Australian Locomotive News 4/96 via Editor

TASMANIA

EMU BAY RAILWAY LTD 1067mm gauge

(see LRN 110 p.15)

Pasminco's (formerly Electrolytic Zinc) Ruston & Hornsby 4wDM 284836 of 1950, Model 88DS, which has been in store at Rosebery since at least 1983, was taken by road to the Burnie workshops in February 1996. It is planned to restore this unit in connection with the EBR centenary in 1997, certainly for

static display and possibly for operation.

Tasmanian Railway Hobbyist Vol 2 No.2 1996.

MT.LYELL ABT RAILWAY SOCIETY 1067mm gauge

(see LRN 105 p.16)

It is reported that 10km of trackbed of the Queenstown - Regatta Point line has been cleared by volunteers intent on seeing the opening of the Abt railway. It is said that tracklaying will commence soon.

The Australasian Post 23/3/96 via Arnold Lockyer

TRANSERWENT FERRY & RAILWAY CO, Ida Bay Railway, Lune River 610mm gauge

(see LRN 96 p.14)

The timetable brochure for this line shows photographs of a number of locomotives. There are stated to be three Malcolm Moore 4wDM locos, Hunslet 0-4-2T No.6 (1844 of 1937) and No.2 *Teddy Bear, a replica 1910 box-cab tram motor*. In LRN 96, it was suggested that this may have been rebuilt from a Malcolm Moore unit, but further details are requested. The steam loco runs on most Sundays.

The timetable indicates a daily service with five trains from Boxing Day to April, a three-train service on weekends only in May, September & October, a three train service on Sundays only in June, July and August, and a four train service on Wednesday, Saturday and Sunday in November and December up to Christmas. Details can be checked on (002) 23 5893 and (002) 98 3110.

Ray Graf 3/96

VICTORIA

Private preservation, Huntingdale 915mm gauge

John Fowler 0-4-2T 15989 of 1923 (see LRN 95 p.16), originally ex Warburton Timber Co, was moved from the Menzies Creek museum on 10 February to a factory in Huntingdale. It is planned to restore the loco in due course, and convert it to 762mm gauge, as was planned when it was acquired in 1976 for the then Walhalla & Thomson River Steam Tramway.

*Peter Medlin 3/96;
Editor*

VR employee consortium, Geelong 1600mm gauge

Ex-Fyansford Australian Portland Cement B-B DE D1 (56-107 of 1956), which became T413 when sold to VR in 1969 was reportedly preserved by a

consortium of VR employees at Geelong after withdrawal in 1987.

Motive Power (Leon Oberg), 1995

AUSTRALIAN PAPER MANUFACTURERS LTD, Maryvale 1600mm gauge

(see LRN 78 p.19)

V/Line Freight took over the operation of this line from 1 March 1996.

Colin Harvey 3/96

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Railway 762 mm gauge

(see LRN 111, p.10)

On the Gembrook restoration, project, by 28 April all the piers of bridge No.8 were in place, and only one span was still to be installed. The decking on most of the spans was already fitted, but without the side boards to hold the ballast. A special rough-terrain crane was used in assembling the highest piers, making its way into the bottom of the valley by a very confined, and exceptionally muddy zig-zag track. It was planned to lay track across the bridge before the weekend of 11-12 May.

Some work on bridge No.9 (Cockatoo Creek) was started in March. The abutment pier at the Belgrave end has been constructed, and some earthworks done. Before much progress can be made a Telecom junction box right in the middle of the bridge has to be moved, and this work was underway at the end of April. Completion of the bridge is unlikely until summer, when the area is drier.

At Gembrook, earthworks for the construction of the platform have commenced, and two typical VR goods yard gates have been installed, so the area is just starting to look like a typical VR station again. At Fielder, the station building has been completed, but not yet painted. It is an excellent job, done by the Warrandyte Model Railway Club, and a descendant of the Fielder family. Great care was taken to recreate the station as close as possible to its original appearance.

About 1.5 km of skeleton track was laid between bridge 8 and 9 on the weekend of 13-14 April. By the time you read this, the only gap between Lakeside and Gembrook should be about 300 metres at Cockatoo Creek bridge. The track between bridge No.7 and bridge No.8 has been ballasted, and ballasting of the track from Fielder to Cockatoo Creek was to commence early in May. Ruston & Hornsby 4wDM NRT1 *William H Collis* (296058 of 1951) was moved to Gembrook late in April to do this work.

NGG16 class 2-6-2+2-6-2 Beyer-Garratt locomotive 129 (Beyer-Peacock 7430 of 1950) is to be purchased from Alfred County Railway, Port Shepstone,

Natal, South Africa. This was fitted with a new boiler in 1964 while in the service of South African Railways. It is expected to be shipped later this year, but work on conversion to 762 mm gauge will not commence until G42 is complete. In the meantime it is expected to be placed in storage off site. Walkers B-B DH DH59 (646 of 1970) had still not left Brisbane by the end of April.

New chain sprockets and drive chains have been obtained for the TACL tractor, currently under restoration. The chain sprockets were fitted in April, and it is hoped to install the Fordson engine soon. Following a very successful visit by Hugh Markwick to the Malcolm Moore company, it was discovered that Malcolm Moore still had detailed drawings of many of the parts. These will be very useful in replacing missing parts, particularly a highly sophisticated part of the reversing mechanism, which had caused the restoration team some concern. It turned out to be a piece of bent steel, with three holes drilled in it.

Quotes for building six NBH type carriages, but of steel construction, have been obtained from a Latrobe Valley source - presumably the builders of the rolling stock for the Walhalla Goldfields Railway.

Frank Stamford 4/96; Peter Medlin 3/96

M.G.S. TIMBERS PTY LTD, Boolarra 1600mm gauge

An auction of railway contractors' machinery and plant was to be held on April 18th 1996 at Boolarra. Railway plant included:

- 80hp 1600 mm gauge ComEng loco
- ComEng track springer 1600 mm gauge
- ComEng track springer 1067 mm gauge

(Could the loco be a 4wDM or DH ComEng Aresco? Can a reader provide further details of this locomotive and the vendor concerned? - Ed.)

The Age 14/4/96 via Colin Harvey

MOUNT CONQUEROR MINERALS NL, Morning Star Gold Mine, Woods Point

This company has been making a reassessment of the mine, which last worked in 1963. In 1950, it appears to have had a narrow gauge tramway (perhaps 1 ft 6 in gauge) with at least two battery locomotives. With the mine in operation once again, the company has moved to increase its capitalisation to speed up a return to production.

The Age 11/4/96 and Mining & Geological Journal 9/50 via Phil Rickard

SANDHURST TOWN MANAGEMENT PTY LTD 610mm gauge

(see LRN 108 p.23)

The entire railway system at Sandhurst Town has been offered for sale, as separate items or as a job lot. Offers were invited by May 31st 1996. Items offered included (builder's numbers from editor's records):

Lot No.	Qty.	Description
1	1	Ruston & Hornsby 0-4-0DM 305328 of 1954, Model LHT. (Original bodywork removed and replaced with crude steam outline.)
2	1	Ruston & Hornsby 4wDM 354040 of 1953, Model 20DLU fitted with cab. Also Ruston & Hornsby 4wDM 235657 or 235677 of 1945, Model 20DL (chassis and engine block only)
3	1	Hudswell Clarke 0-6-0 1555 of 1925 (oil burner) with tender
4	1	Perry 0-6-2T 7967.50.3 of 1950
5	1	Hudswell Clarke 0-6-0 1553 of 1924 - no tender, poor condition
6	3	Kiewa works bogie carriages, 30 passenger capacity; two built 1981, one 1982. Two have air brakes
12 & 13	2	Cane truck chassis with detachable ballast bins
14	1	4wPM line car chassis
15	-	Numerous wheelsets
16	360	Lengths (7.15m) 60lb rail including fastenings
17	20	Lengths portable track
18	3	Sets 60lb points
22	1	Tricycle pump car

In addition, there were four railway and tramcar bodies and a VR workman's carriage, as well as tools, buildings, signs, and railway furniture.

Further details may be obtained by contacting Ian Green at Sandhurst Town, RMB 1530, EAGLEHAWK 3556. Phone (054) 46 9612 or 014 94 6221; Fax (054) 42 5301.

Arnold Lockyer 4/96

WALHALLA GOLDFIELDS RAILWAY 762 mm gauge

(see LRN 109 p.17)

On 8 March 1996, Henschel 0-6-0WT (25427 of 1956) (see LRN 82 p.6) was transported by road to Cook's Construction at Morwell, where it is to have its wheels reprofiled, air brakes fitted and other work carried out to enable it to operate on the WGR. It had been in storage at Belgrave South for a number of years. It is one of four identical locomotives that came from Thailand, where it was numbered 103. 102 (29583 of 1956) is currently in a dismantled state in Dalby, Queensland (see LRN 98 p.7) but may well at some stage operate at Walhalla. The other two are both in England.

Tracklaying back towards Walhalla has been progressing with the next

bridge after the Thomson River bridge in sight from the head of steel by early March. This bridge is a 14m trestle some 1.8km from Thomson Station. It is 1km to the next big bridge and then 0.6m (and five further bridges) to Walhalla.

A second ballast hopper had arrived on the line by March 3rd, being ex-SEC, Yallourn, 203, joining 206. A further hopper, 205, is still in storage. The bogie vehicle transport wagon has been fitted with metal posts and railings to enable it to carry passengers when the two enclosed cars are full. It was due to be used on March 8th with a jazz band on a special evening train.

Bill Hanks 3/96; Peter Medlin 3/96

WESTERN AUSTRALIA

MALCOLM THOMPSON, Perth 610mm gauge

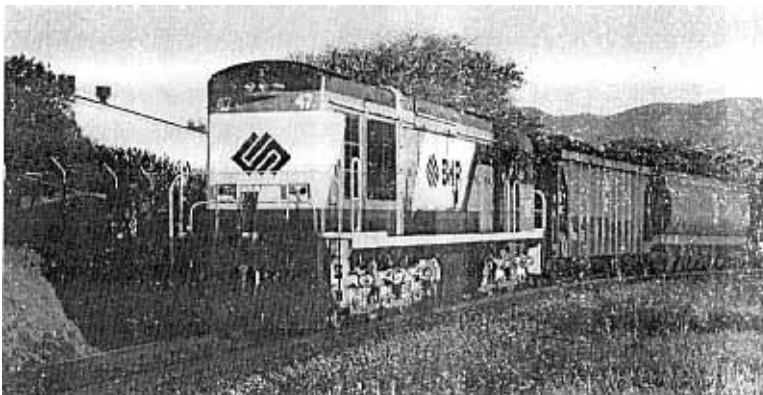
(see LRN 104 p.14)

The restoration of Malcolm's Perry Engineering 0-4-2T (8967.39.1 of 1939), ex Inkerman Mill, Qld, has progressed well, with reassembly and painting proceeding. It is expected that the loco will be taken to the Bennett Brook Railway at Whiteman Park for trials in the near future.

Ken Watson 3/96

PILBARA RAILWAY HISTORICAL SOCIETY , Dampier 1435mm gauge

(see LRN 15 p.15)



BHP Steel's English Electric Australia Co-Co DE 47 (ex Goldsworthy) hauls Elouera coal from Unanderra BHP Sidings, NSW, September 5th 1995.

Photo - Brad Peadon

BHP Iron Ore Ltd have donated former Mt Newman Mining Co-Co DE 5502, Type C-636, built by ComEng in 1975, to the Society.

Australian Locomotive News 4/96 via Editor

MEETINGS

MELBOURNE

MARIBYRNONG EXPLOSIVES FACTORY

Colin Harvey and Phil Rickard have undertaken a mammoth task over the past four years fossicking through the records of the Maribyrnong Explosives Factory. They have supplemented their work with extensive on site investigation in order to record the network of rail connections within this complex prior to its destruction. They will be presenting their findings at the June meeting.

LOCATION: Ashburton Uniting Church Hall, Ashburn Grove, Ashburton

DATE: Thursday 13 June at 8.00 pm

SYDNEY:

ANNUAL SLIDE NIGHT

The Society's twentieth Annual General Meeting will see the usual business of elections and reports. Afterwards we will hold our MEMBERS SLIDE NIGHT. As a theme for the

night we ask members to bring along a selection of their favourite slides of the last twenty years.

LOCATION: Woodstock Community Centre Church St., Burwood **Note:** Plenty of street parking at the rear of the building and Burwood station is only a 5 minute walk away.

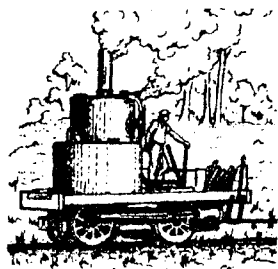
DATE: Wednesday 26 June at 7 30pm

ADELAIDE:

Contact Arnold Lockyer for details Phone 08 - 296 9488

LOCATION: 150 First Avenue Royston Park

DATE: Thursday 6 June at 8.00 pm



LIGHT RAILWAY NEWS

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Krauss 0-4-OT 5800 of 1907 (incorporating parts of 5682 of 1907) at Redwater Creek Steam & Heritage Society Inc, Sheffield, Tasmania, April 11th, 1996.

Photo: H.J. Wright

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NOTES, CORRECTIONS AND COMMENTS

OBITUARY - CHARLES SMALL

Charles Small died in Honolulu, Hawaii, in May 1993 aged 78. He had suffered from Parkinson's disease since 1989. His illness made it impossible for him to write or type, so many correspondents and friends did not receive replies to his letters after 1990. His Japanese wife, while fluent in spoken English, was unable to communicate readily in written English, so news of his death has been slow to be discovered by the rail enthusiast fraternity.

Charles was an engineer, who served in the US Navy in World War II, and afterwards worked for the Standard Vacuum Oil Company, working in Japan, south-east Asia, Australia, East Africa and France, before returning to America. He was able to visit many interesting and rare locations at an early stage, with narrow gauge the preference, and popularised many of them (including some of Queensland's sugar mills) through his books, many of which he published himself.

Charles was an enthusiastic researcher who shared time and material generously with others, giving and demanding high standards of integrity, and providing an example that we could all aspire to.

Continental Railway Circle 106 (Jeff Lanham) via Ray Ellis and Bob McKillop

Glow-worm Tunnel Walk

Allan Watson runs a kiosk at weekends in what was the bar of the old hotel

at Newnes, and has produced his own, recommended, brochure *Glow-worm Tunnel Walk*. He will send any member one copy on receipt of a stamped addressed large (DL) sized envelope.

National Parks & Wildlife Service have recently released a booklet *Newnes and the Glow Worm Tunnel*, which will retail for about \$2 and appears to be an expansion of their two brochures.

Allan is also working on a series of booklets about Newnes which will sell for about \$5 and while for a general audience, will also be of interest to LRRSA members. He will keep us informed! Allan can be contacted at PO Box 126, WALLERAWANG 2845.

Steam across Australia

This 86-minute video features a variety of Australian main line footage and also includes a section on cane railways, including steam locomotives in use at Bingera Mill, and is highly recommended by its reviewer. It is available in PAL format for \$A49.95 from Sunday River Productions, PO Box 565, Concord, MA 01742, USA.

Australian Model Railway Magazine 4/96 via Chris Hart

FIELD REPORTS

Delatite Valley, Victoria

(see LR 71 January 1981)

The recent efforts in opening former tramlines to walking tracks has been extended to the Plain Creek tramline which supplied logs to Carter Bros Mill at Sawmill Settlement on the Mt. Buller road. Sign posts on the main road direct you to the tramline which, contrary to the article in LR 71, has not been destroyed by Plain Creek Road, which in fact parallels the tramway. The formation is easy to follow with many lengths of wooden rail remaining. Earthworks are minimal, as most of the line was laid directly on the ground surface. The remains of a four pile pig sty bridge marks the crossing of Winch Creek; however after much tramping up Winch Creek, no remains of the branch line could be found.

At Mirimbah, a walk up Buller Creek did not find any remains of the tram which served the Delatite Sawmill. However at Sawmill Settlement a drive up Doherty's Road leads to the area where the tramway ran, leading from the top of the incline from Buller Creek. Much of the tram has been converted to Doherty's road, and no remains could be noted from the road. However modern maps show a quarry on the top section which corresponds to the

location of the lowering gear at the top of the incline. The road to the quarry has been built on the tramline, and from just below the quarry the formation may be found, and followed a short distance to the incline summit. No remains of the winding gear foundations were evident; however lying up against the side of the cutting appears to be the remains of a tractor frame which presumably operated on the top section. Many dog spikes and sleepers were evident on the incline which was only explored for a short distance.

Tony Sedawie and Rita Pietzch 5/96

RESEARCH COLUMN

West Melbourne Gasworks Tramway

Mr J Feldman of 16/2, 201 Spring Street, MELBOURNE 3000 is interested in this line (see LR 90) because he demolished the tramway in approximately 1956. He would appreciate receiving photographs or any information and would be happy to pay any costs incurred.

Mourilyan Mill Perry 0-4-2T number 7 (2714.51.1 of 1951).

Bruce Belbin would like to trace photographs and information about this locomotive for an article he is preparing. Anyone who can help with information from the period 1951 to 1972, please contact him at Kailoa House, 44 Union Street, NORTH SYDNEY 2060; Phone (02) 9922 3233; Fax (02) 9922 6742.

B. Maffescioni gravel tramway, Bealiba, Vic

(see LRN 111 p.3)

Regarding the above item, research notes show that it was located at 141 miles 22 chains 38 links (234.5 km), opened on 7 October 1901 as Proctor's Siding, renamed Maffescioni's Siding on 14 July 1902, and closed on 10 October 1956; siding abolished on 28 January 1958. (References: *Weekly Notices* 15/01, 28/02, 40/56, and 4/58; and VR Secretary's Branch files.) Colin Harvey's item in LRN 111 confirmed that Mr Maffescioni's siding was on the UP side of the line. It is believed Mr Maffescioni was in the firewood business.

R.K Whitehead 6/96

Maude Gold Mine, Glen Wills, Vic

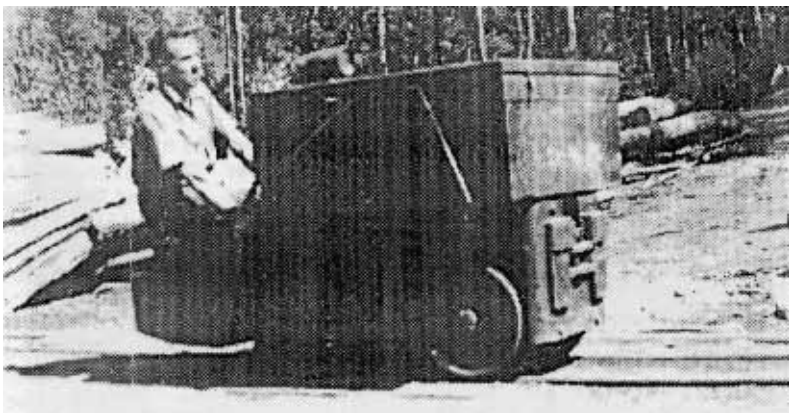
The Glen Wills and Sunnyside district, in Victoria's north-east, was an important gold-producing area from the mid-1890s until 1950s. Peak production occurred around the turn of the century; however a 20-year

revival from the 1930s also say significant gold produced. The Maude and Yellow Gold Mining Co NL commenced mining in 1932, having taken over the leases of the Maude, which first worked in 1892, and the adjacent Yellow Girl mine, first worked in 1893. During production by this company only the Maude reef was worked, although the ore was processed through the Yellow Girl battery. The principal access to the workings of the Maude was via the No.5 adit. This level extended over 3000 feet, and this length together with the large output necessitated resort to locomotive haulage.

Ghosts and Gold in the Victorian High Country by RW Christie (1993) includes a photo of a small 0-4-0BE loco at the Maude mine. It appears to be propelling ten half-ton box trucks into the adit. Mr Rob Kaufman of Bright has now drawn my attention to a photo in *Brajerack - Mining at Glen Willis and Omeo* by K Fairweather (1983), also taken at the Maude mine, and depicting what looks like the same loco.

Does any reader know the identity of this locomotive? It was probably at the mine from 1932 until closure in 1952 and is referred to in an article in the *Mining & Geological Journal* for March 1941, when it is mentioned in the singular, the inference being that there was only one locomotive. If it was second-hand at the Maude then it could be very hard to identify; however, if new ... can any reader assist?

Phil Rickard 4/96



0-4-0BE loco at the Maude & Yellow Girl Mine, Glen Willis.

From Brajerack - Mining at Glen Willis and Omeo by K Fairweather, 1983.

Editor's comment - It looks like a Greenwood & Batley (see *Greenwood & Batley Locomotives 1927-1980* - Booth - p.33) with 18 in gauge appearing likely by comparing frame width and battery box width. It seems to be similar to

the one at Williams United mine, Wandiligong (see later this issue), which has a modified folding driver position. 5hp *Trammer* locos from Greenwood & Batley delivered to Victoria pre-war for which customers are not shown are:

1486 1937 1'6" 4wBE ordered by William Adams & Co. Ltd., Melbourne

1504 1937 1'5" 4wBE ordered by William Adams & Co. Ltd., Melbourne

1737 1941 1'5" 4wBE ordered by William Adams & Co. Ltd., Melbourne

Christ Church Cathedral, Newcastle, NSW

A historical photograph shows the half built Anglican Cathedral in May 1896, with a railway track running down the centre of the nave, during the period from 1893 to 1900 when construction was suspended.

Newcastle Morning Herald 25/9/96 via Harry Wright

Sydney Harbour Bridge, NSW

A sketch of the construction of the bridge by Robert Emerson Curtis, published as a part of his obituary, shows narrow gauge flat wagons in use to carry materials at the foot of one of the great shore piers.

Sydney Morning Herald 5/4/96 via Ray Graf

LOCOMOTIVE, ROLLING STOCK & EQUIPMENT MANUFACTURERS

BUNDABERG FOUNDRY ENGINEERS LTD

(see LRN 112 p.5)

Five Walkers B-B DH locos are being rebuilt and converted from 3 ft 6 in and standard gauge to 2 ft gauge for sugar mill use this year. The two rebuilt SRA NSW 73-class Walkers B-B DH locos for Invicta Mill, Giru, 7346 and 7348, (708 and 710 of 1973) are believed to have been despatched in the second half of May. The rebuilt WAGR M-class Walkers B-B DH for Victoria Mill, M1851 (680 of 1972) was due to be despatched during the first week of June. Its *Jourama* nameplates were being fixed to the cabsides on 29 May.

Conversion work had begun during May on 73-class 7317 (676 of 1971) for Plane Creek Mill. This unit had been purchased from Simsmetal in Newcastle in 1995, and is believed to have been delivered to the Bundaberg Foundry direct from New South Wales. It is scheduled for delivery in September. Work had also resumed late in May on the QGR DH-class Walkers B-B DH DH51(633 of 1969) for the Bundaberg Sugar Co. This job had been set aside in 1995

following bogie regauging and frame modification.

Stored DH-class locos DH40 and DH46 (622 and 628 of 1969) were sent to Walkers Ltd at Maryborough between mid-March and mid-April for rebuilding there, for Tully and Proserpine Mills, while DH43 (625 of 1969) was sent to Goninans in Mackay in early April for rebuilding for Kalamia Mill.

Harvey Flanders 5/96; Tony Wells 5/96; Editor 5/96

A.GONINAN LTD, Paget, Mackay

This is the former Tulk Goninan Ltd plant (see LRN 101 p.6), now trading as Goninan Mackay and believed to be operated by a subsidiary company of A.Goninan. Ex QGR Walkers B-B DH DH43 (625 of 1969) being rebuilt as a 2 ft gauge loco for CSR Ltd, Kalamia Mill, was reportedly "still in bits" at the end of June.

Tony Wells 5/96; Editor 6/96; Jeff Shucksmith 7/96

WALKERS LTD, Maryborough

(see LRN 100 p.4)

Walkers are rebuilding for 2 ft gauge sugar mill service two ex-QGR DH class B-B DH locos which were built in its works 27 years ago. The former DH40 (622 of 1969) was due to be despatched to Tully Mill towards the end of July, while DH46 (628 of 1969) was due to leave for Proserpine Mill about the beginning of August.

Harvey Flanders 5/96; Jerry Jirasek 7/96

NEW SOUTH WALES

BHP LTD, Port Kembla 1435mm gauge

(see LRN 108 p.5 & 112 p.19)

Clyde 0-6-OST *Bronzewing* (457 of 1937) has been restored to working order by Max Hodgson, and made its inaugural run to Kemira on Sunday 19 May. It had been withdrawn from service in 1971 and placed in the hands of the NSW Rail Transport Museum in 1975. As the loco has been accredited for main line running, it will probably also visit the Wongawilli loader in the future.

Ex Goldsworthy Mining 8, an English Electric (Australia) Co-Co DE, has been placed into service a number of years after its arrival from WA, numbered D49 and in a new version of BHP's yellow livery. It is used on Kemira trains.

Of the three A.E.Goodwin Co-Co DE locos on hire from Austrac, the two 442 class (101 & 102) have been proving troublesome, while the 45 (103) has been a great performer.



Brad Peadon 5/96

Clyde 0-6-0ST Bronzewing (457 of 1937) climbing the grade past the former line into the Mt.Nebo loader on its way to Kemira, 15 May 1996.

Photo: Brad Peadon

BULAHDELAH LOGGING RAILWAY, Boolambyte

(see LRN 94 p.7)

(see BRUCE BELBIN)

BRUCE BELBIN 610mm gauge

Bruce Belbin's Perry 0-4-2T (2714.51.1 of 1951) was due to leave the railway following the end of the lease period which finished in May, after a nine years stay there. By mid-July it was expected to be at the NSW Rail Transport Museum at Thirlmere for a program of works including attention to the regulator valve, wheel bearings and brake gear, the fitting of a new set of fire bars, and a complete repaint. The work will probably be completed in early 1997.

John Baker, proprietor of the Bulahdelah Logging Railway, is hoping to replace the Perry with internal combustion power.

Bruce Belbin 6/96

THE CITY OF LITHGOW GREATER MINING MUSEUM INC, State Mine Railway Heritage Park gauges various

(see LRN 105 p.6)

Restoration work is continuing on Dubs 2-6-2ST 2605 (2794 of 1892) ex Portland Cement. Another standard gauge loco present is English Electric (Australia) B-B DE D23 (A.038 of 1960) ex AI&S, Port Kembla. The narrow gauge equipment listed in LRN 105 was noted in May with the exception of a Gibson

Battle 4wBE loco, which may have been overgrown or moved (equipment in the outside compound has been moved because of earthworks on site.)

Ray Graf 6/96

THE MANILDRA GROUP 1435mm gauge

(see LRN 112 p.9)

Clyde Co-Co DE locos 4904 & 4909 (60-224 of 1960 & 62-259 of 1962), stored at Clyde's Kelso works, were returned to service with SRA NSW at about the end of 1996. (It is now not clear whether these units were purchased by Manildra, or merely reserved for them.)

ARHS Bulletin 6/96 via Editor

TRANSFIELD BOUYGUES JOINT VENTURE

(see LRN 108 p.8)

Expressions of interest have been sought for the removal of up to 2 million tonnes of spoil from the Airport Link New Southern Railway Project. A shaft is being developed near Green Square, and a portal at Prince Albert Park, while a further header will commence at Tempe Reserve.

Sydney Morning Herald 18/10/95 via Ray Graf; ARHS Bulletin 5/96 via Editor

QUEENSLAND

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY INC Durundur Railway, Woodford 610mm gauge

(see LRN 111 p.7)

Steam trials have successfully been carried out on Hudswell Clarke 0-6-0 *Melbourne* (1701 of 1938), with a couple of test runs having been completed. Reassembly of this locomotive has still to be carried out.

The Wamuran Railway Station building has been purchased by the Caboolture Shire Council and is to be removed to Woodford. In addition, the CWA cottage at Woodford has been donated to the Society and will also be moved onto the museum site. Site works should soon begin for the construction of a two road running shed which will house the train and up to five locomotives.

A strip of land has been purchased from the Catholic Church parallel to the former formation from Peterson Road to Chambers Road, Woodford. This will enable the reinstatement of the railway line in spite of the unavailability of the original trackbed in this section.

The Caboolture Shire Council has commissioned a consultancy firm to examine the feasibility of a tourist railway from Caboolture to Woodford.

Society equipment, including a number of small locomotives, which has been stored at Rosewood for many years is to be removed to Woodford in the near future.

Durundur Railway Bulletin 4/96, 5/96, 6/96 via Editor

BRAMPTON ISLAND PTY LTD 762mm gauge

(see LRN 79 p.9)

The two F.C.Hibberd *Planet* locomotives previously reported (4wDH 3475 of 1950 & 4wDM 3476 of 1950 - Ed.), both painted green, were still in use in March. Only one, fitted with electric start, sees regular use.

Six or seven flat top cars were noted as well as the four-wheel passenger carriages. One flat top is fitted with low side rails for luggage, and one was new but still without wheels. The battery electric car noted in 1987 was not seen.

The train runs from the resort to the jetty and return in the morning to pick up passengers off the boat from Mackay, and performs the reverse in the afternoon. The trip is very popular and adds to the charm of Brampton. Given the light duties required of the equipment, the cost of maintenance must be quite low.

Barry Campbell 5/96

CARPENTARIA TRANSPORT PTY LTD, Woree 1067mm gauge

(see LRN 112 p.13)

This company, trading as QRX in Cairns, has two Walkers ex QGR DH class B-B DH locos (619 and 627 of 1969) in use shunting rolling stock at its Woree terminal. On 23 May, the two were seen in white livery with QRX logo, working in multiple as they moved container wagons around.

Editor 5/96

CLAIRVIEW 610mm gauge

(see LRN 82 p.12)

John Fowler 4wDM 21914 of 1937 is still standing in the open on a block of land which bears a *FOR SALE* sign placed there by agents TJ Leonard of Mackay. This unusual 8-10 ton loco would be worthy of preservation.

Editor 6/96

CSR LTD, Herbert River Mills 610mm gauge

(see LRN 111 p.7 & 112 p.11)

Construction of the first stage of Victoria Mill's new line to serve the Wharp's Holding area had progressed well by the second half of May. The new branch is off the Stone River line, and after 0.3km crosses Stone River Road to run for

2.4km along Tweed's Road before turning along Pettit's Road for 0.9km. The terminal loop in Pettit's Road is 0.7km long. By 21 May, 1.7km of track had been laid. Not much of the Crystal Creek line has been built since the report in LRN 112, with pegs but no formation noted on the route to the east of Yuruga, Scrubview and Abswold.

The ballast tamper noted at Victoria Mill in June is said to have been there on hire from Fessl Pty Ltd. This company is believed to have a contract to maintain track at Pioneer Mill (see LRN 77 p.13). It was not known previously that the company had a 2 ft gauge machine. Plasser 41 of 1973 is the 3 ft 6 in gauge machine noted at Pioneer Mill. Perhaps it was regauged for use at Victoria Mill. It was returned to its owner in mid-May. Meanwhile, the track jack on loan from Plane Creek Mill (371 of 1989) was still at Victoria Mill in May.

The rebuilt WAGR M-class Walkers B-B DH *Jourama* (680 of 1972) is believed to have arrived on time from the Bundaberg Foundry and is paired with a new Solari type bogie brakewagon.

Victoria Mill's Hudswell Clarke 0-6-0 *Homebush* (1067 of 1914) was used to give passenger rides for the Italian Festival on May 11th & 12th. It ran from Victoria Mill to somewhere along the 4 Mile line. Several Macknade cane trucks were used at a cane cutting and loading competition at the Ingham International Club on 12 May.

At Macknade Mill, the final drive from ex-Inkerman Mill's Clyde 0-6-0DH DHI.2 of 1954, which is being progressively cannibalised, was removed for fitting into Clyde 0-6-0DH 16 (DHI.1 of 1954). The final drive from 16 had been found to be cracked, but the replacement unit was found to be cracked also so the original was patched up and refitted.

New 4-ton bins continue to roll out of Rinaudo's, with the current order in the vicinity of 500-550. The mooted sixty 10-tonners have so far failed to materialise.

Early in May, Macknade's Hansen linecar L CAR 3 (1920 of 1978) was damaged after an encounter with split points at Hawkins Creek. It went to Victoria Mill for repairs and was replaced by L CAR 5 (34 of 1973).

With the start of crushing on 17 June, Victoria Mill was using two of its Clyde Model HG-3R locos for yard duties, *Centenary* (64-381 of 1964) on full yard shunting and *Ingham* (64-382 of 1964) on empties. Victoria's E.M.Baldwin 4wDH *Hambledon* (8002-1-8-78 of 1978) was still undergoing repairs in the locoshed in late June.

Regular cane transfer from Victoria to Macknade started on day 1 of the crushing, and difficulties at Victoria Mill meant that extra transfers were common. On 22 June, Macknade growers did not cut, to enable the mill to

assist Victoria deal with its backlog of cane. Nearly 20 000 tonnes of Victoria cane was crushed at Macknade in the first week, approximately half the mill's throughput. Although the majority of transfer haulage was done by Macknade locos, Victoria locos were also involved. Victoria locos used included Walkers B-B DH *Victoria* (599 of 1968 rebuilt Tulk Goninan 1994), which ran to Southside loop, Cordelia on June 19th & 20th. This is probably the first time that one of these locos come so far into Macknade territory; it would be impossible to go right through to the mill because of the overbridge at Cordelia.

(A correction from LRN 112 p.11 is that "Metropiloto's line" should have read Mastrippolito's line.)

Chris Hart 6/96; Herbert River Express 25/6/96 via Chris Hart

CSR LTD, Kalamia Mill 610mm gauge

(see LRN 110 p.11)

(see HAUGHTON SUGAR CO PTY LTD, Invicta Mill, Giru)

GEOFF DUNNETT, Boonah 1067mm gauge

Avonside 0-6-0T 2043 of 1930 has been purchased by Geoff Dunnett and was moved from its storage place in Tully (see LRN 109 p.9) to storage at Rocklea in Brisbane during late 1995. Since the start of 1996 it has been moved to a property in the Boonah district.

David Mewes 6/96

GYMPIE ELDORADO GOLD MINES PTY LTD 610mm gauge

(see LRN 104 p.12)

The go-ahead was announced in April for a third shaft on the old Gympie goldfield to be refurbished to provide further sites for underground exploration.

The Age 16/4/96 via Ray Graf

HAUGHTON SUGAR CO PTY LTD, Invicta Mill, Giru

(see LRN 110 p.11)

The two rebuilt Walkers 73-class locomotives were observed at Invicta Mill on 20 May, apparently having arrived from the Bundaberg Foundry quite recently. They are named *Cromarty* (708 of 1973) and *Minkom* (710 of 1973). The rebuild plates state that they are 38-tonne locos, and are misleadingly dated 1995. Each loco is paired with a new bogie brake wagon bearing the same name as the loco. These have locally built frames, and bogies supplied by FM Baldwin in 1995 and 1996. The earlier rebuilds all

have similar brake wagons, and this mill now has seven of these impressive locomotives in service.

Expansion of Invicta Mill's cane railway has also been taking place, with two new branches off the mill's main line to Dalbeg being noted in the section north of Clare. One of 4.8 km, with an additional 0.8km of trackbed prepared, runs parallel with the Haughton River in the upstream direction to the west of the main line, to serve the Haughton irrigation section. Another, 6 km in length, leaves the main line just after it crosses Barratta Creek, and runs east, serving the Northcote irrigation section. It then joins a Pioneer Mill line, which becomes dual gauge and remains so for some 7 km to the east, almost as far as the Ayr-Clare road on the west bank of the Burdekin River. The last 2 km of this dual gauge section seems to have been freshly completed, with the remainder built for the 1995 season. This now leaves a gap of about 12 km of Pioneer Mill 3 ft 6in gauge line separating the extremities of dual gauge connected with the Invicta and Kalamia systems. A short extension of about 0.5 km appears to have been made to the Pioneer -Kalamia dual gauge section in 1995.

A section of trackbed has been prepared for about 3 km alongside the Ayr-Clare road, south from the Pioneer - Invicta dual gauge section. It appears that it is planned for this to be dual gauged also, judging from the dual gauge crossing of the side road already laid in concrete.

On Saturday 25 May, preparations for the crushing season at Invicta Mill were well under way, with Walkers B-B DH *Piralko* (677 of 1971, rebuilt Bundaberg Foundry 1995) delivering bins to the Selkirk line, Tamper ballast tamper 94952 of 1993 at work on the Northcote line, and the unique Com-Eng 0-4-0DH *Invicta* (CA1040 of 1960) parked at a ballast dump to the north of Clare. However, E.M.Baldwin B-B DH *Selkirk* (6750-1-8-76 of 1976) was still undergoing heavy mechanical work in the workshop at the mill.

In the meantime, further government auctions of land in the irrigation area have been halted, and farmers have been warned not to grow cane without planting permits, following CSR's decision not to invest more capital in mill capacity while growers insist on a maximum season length of 22 weeks.

Editor 5/96

ROD LEONARD, Leonards Road, Trinity Beach, Cairns 610mm gauge

(see LRN 91 p.12)

Rod Leonard still hopes to find a way to operate a passenger railway service, although insurance costs to run on sugar mill lines used by cane trains is prohibitive. He recently purchased the five four-wheel passenger carriages from Sugarworld (see LRN 109 p.8) which were advertised in March

with offers closing on 17 April with Peter Gelling Real Estate in Cairns.

Apart from a quantity of cane railway rolling stock and four large bogie carriages (not all completed), Rod owns the following locomotives:

0-6-0	Hudswell Clarke	1653	1935	under restoration
4wPM	F C Hibberd	3570	1952	restored
4wDH	E M Baldwin	4660-1-8-72	1972	restored: cab fitted
4wDH	E M Baldwin	4660-2-8-72	1972	unrestored

As the property on which the equipment is stored has been sold, it will need to be removed elsewhere soon. Rod may be tempted by a proposition to buy some or all of the equipment, but would dearly love a chance to operate it. Anyone genuinely interested can ring him on 018 18 3463.

Courier-Mail 23/3/96 via Barry Campbell; Rod Leonard 7/96

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD 610mm gauge

(see LRN 112 p.13)

The ex-SRA NSW 73-class Walkers B-B DH being rebuilt by Farleigh mill staff for the 1996 season is 7305 (664 of 1970), at a quoted cost of \$515 000. This was observed outside the loco shed on June 29th with superstructure substantially complete and in grey primer with yellow side frames.

None of Farleigh's Com-Eng 0-6-0 locos was in use when the mill was visited early on June 29th. Com-Eng 0-6-0DM *Ashburton* (A1614 of 1956), without engine, was noted dumped in the yard, while *Richmond* (A1308 of 1955) was parked in the navvy area. Com-Eng 0-6-0DH *Pioneer* (AI2358 of 1962) and *Carlisle* (AI3271 of 1963) appeared to be both spare in the loco shed, where also was seen *Barcoo* (FB4383 of 1965).

Farleigh's Clyde 0-6-0DH *St.Helens* (61-234 of 1961) was noted newly painted in the green, red and yellow corporate livery. Also noted recently repainted in the corporate colours were Marian Mill's EM Baldwin B-B DH 16 *Charlton* (9562-1-6-81 of 1981) which has finally been fitted with its nameplates, and Pleystowe Mill's Clyde 0-6-0DH *Victoria Plains* (66-490 of 1966).

Pleystowe Mill's 0-6-0DH *Septimus* (A2128 of 1958) appears to be spare loco and was noted parked in the yard adjacent to the full lines, while Bundaberg Foundry 6wDM 6 (10 of 1953) appears to be out of use at North Eton mill site.

Noted in the shed at Marian Mill was a bogie brake wagon with central cabin, similar to the one built at Racecourse Mill last year.

The mixed gauge link from the QGR to Pleystowe Mill (LRN 82) has finally been eliminated entirely. In 1991, all that was removed was that portion from the edge of the Eungella Road inside the mil property. Subsequently, resurfacing of the road in 1994 covered the rails, and at the other end of the line the QGR removed the 3 ft 6 in gauge connection. In the 1996 slack

season, the third rail and all unnecessary points were removed, and finally in April 1996 the level crossing lights were removed, two years after the crossing was closed to rail traffic.

Racecourse Mill's order for new 5.5 tonne bins was increased to 120, constructed by E & C Engineering of Walkerston. Pleystowe Mill has received deliveries of 112 new 6 tonne bins painted grey rather than the previous red oxide. However, they can still be recognised by having galvanised sheeting up to waist level rather than full mesh sides. Farleigh Mill is receiving 70 6-tonne bins.

With the increased use of infield tipper bins, many sidings on the cane railway network have been altered to enable tipping into the bins. This means that bins remain on the rails rather than being taken infield, no doubt reducing maintenance costs. A disadvantage, however, is that average bin weights are lower with tipper bins.

The Farleigh Mill 4.5km Wewak branch at Calen was completed in time for the crushing season, as was the second stage of Racecourse Mill's Balberra line. This line will reportedly be completed with a 1.5km extension to be built for the 1997 season.

Mackay Sugar 6/96 via Editor; Barry Campbell 6/96; Editor 6/96

MOUNT ISA MINES HOLDINGS LTD 1067mm gauge

(see LRN 108 p.14)

An auction was to be held at Mt Isa Mines on 28 May 1996, under instructions from Mount Isa Mines Ltd and Carpentaria Gold Pty Ltd

Items to be sold included (not all necessarily rail mounted):

Lot 67	VO503 '74 rail ballast diesel tamper
Lot 87	VO452 Com-Eng 12 ton diesel loco (parts)
Lot 88	VO459 Com-Eng 12 ton diesel loco (parts)
Lot 93?	VO406 Gemco-Funkey 12 ton diesel loco, Deutz engine
Lot 94	VO407 Gemco-Funkey 12 ton diesel loco, Deutz engine
Lot 95	VO430 Greenbat 20 ton electric loco (scrap)
Lot 96	VO472 Com-Eng 12 ton diesel loco V6 Deutz engine (parts)
Lot 97	VO458 Tamrock RMH400 rock bolter, rail mounted drill (incomplete)
Lot 98	VO408 '86 Atlas Copco Prome TH556 boom jumbo rail mounted drill
Lot 102	Two Granby Rail truck dump bins
Lot 104	Two Granby truck dump bins
Lot 105	VO556 '83 Gardner Denver 3 boom track drill (scrap)
Lot 107	VO781 Greenbat-Allan West loco diesel
Lot 108	VO782 Greenbat-Allan West loco diesel
Lot 109	VO780 Greenbat-Allan West loco diesel

There were also numbers of underground loaders, a Plasser "sweeper",

three Fox 478 underground service vehicles, and rod carriers, some of which may have been rail mounted.

(Lot 67 seems to be Plasser 1817 of 1974. Lot 96 would appear to be Com-Eng 4wDH LA55109 of 1970. All other 12-ton Com-Eng diesels are supposed to have been sold in 1978, and the only two Gemco-Funkeys are supposed to have been sold in 1977. Perhaps all the other Com-Eng and Gemco-Funkey diesels are in fact Com-Eng 20 tonne machines. Lots 107-109 sound like Fox *electric* locos, built 1971-2 under licence from Greenbat - Ed.)

The Age 18/5/96(via Colin Harvey);

Sydney Morning Herald and MGS Turners auctions via Craig Wilson

THE MULGRAVE CENTRAL MILL CO LTD, Gordonvale 610mm gauge

(see LRN 110 p.14)

More locos had been painted in the new livery by late May, including some supposedly available for sale last year. This means that the old Mulgrave blue and yellow livery is extinct, and leaves only two main line locomotives in the old Hambledon green and yellow: Clyde 0-6-0DH locos 14 & 16 (56-86 and 56-96 of 1956). EM Baldwin 4wDH 10 (6-881-1-6-64 of 1964) was noted at the Redlynch navy depot.

A charter of the *Mulgrave Rambler* hauled by John Fowler 0-4-2 *Nelson* (20273 of 1934) ran for St.James' Rail Tours on 18 June. The charter is said to have been very difficult to arrange, and was stated to be definitely the last to run. Local publicity to this effect boosted the 40 members of the tour party by about 10. *Nelson* performed in fine style, rattling its three bogie cars amid a green jungle of ripening cane, and with a commentary on the sugar industry provided by a talented young woman from Mulgrave Mill. A photographer from the *Cairns Post* and a studio photographer recorded the final run as the Fowler made a run at 1 in 20 grades and with whistle shrilling thundered along trestle bridges above crystal clear streams. After lunch and an inspection at Orchid Valley, which is reached on a balloon loop, the afternoon return included a "reverse" run down one of the numerous and mysterious branch lines, where stalks of cane - the harvest was due to begin the next day - brushed against the delighted passengers. When the *Mulgrave Rambler* doth ramble no more, North Queensland tourism will be the poorer.

David Burke 6/96

PIONEER SUGAR MILLS PTY LTD, Inkerman Mill 610 & 1067mm gauge

(see LRN 110 p.11)

3 ft 6 in gauge Hunslet 0-6-0T *Inkerman* No.1 (1119 of 1913) was not apparent in its normal position when the mill was visited briefly on May

25th. It has been preserved at the mill since 1972.

Editor 5/95

PIONEER SUGAR MILLS PTY LTD, Pioneer Mill, Brandon 1067mm gauge

(see LRN 102 p.8)

(see HAUGHTON SUGAR CO PTY LTD, Invicta Mill, Giru)

PJ ENGINEERING, Mount Ossa 610mm gauge

(see LRN 73 p.10)

The Motor Rail *Simplex* 4wPM 4199 of 1927, and flat cars ex Hayman Island, appear to be abandoned in a paddock adjacent to the Bruce Highway north of Mackay. PJ Engineering has moved to Calen, so this equipment will surely disappear soon unless saved for preservation.

Barry Campbell 6/96; Editor 6/96

MR TAIT, Old Clare Road, Mirrigan, Ayr 1067mm gauge

(see LRN 83 p.12)

Ex Pioneer Mill Hunslet 0-4-2T *Pioneer* (642 of 1896) still remains standing in the open adjacent to the roadway, with no work apparently having been done to it since it arrived at least five years ago.

Editor 5/96

SOUTH AUSTRALIA

PORT DOCK RAILWAY MUSEUM various gauges

(see LRN 88 p.13)

The 3 ft 6 in gauge Malcolm Moore 4wPM appears to be a rebuild of two units. It has Malcolm Moore ballast weights at each end and a Malcolm Moore "diamond" plate on the frame on the side. However, it is fitted with a Day's gearbox. (This is similar to the example at Yarra Junction, Victoria, except that it has a new frame with no builder's plates, but Malcolm Moore ballast weights and a Day's gearbox.) (Were Day's gearboxes routinely fitted by MM? - Ed.)

Peter Medlin 6/96

TASMANIA

EMU BAY RAILWAY LTD 1067mm gauge

(see LRN 112 p.14)

Don River Railway carriages were hired for the inauguration of the reopened Mt.Lyell concentrates traffic on 16 December 1995. Walkers B-B DH locos

1102 & 1103 (639 & 640 of 1970) were used to take the train from Burnie to Melba Flats, where two loaded X class ore wagons were added, and return.

ARHS Bulletin 6/96 via Editor

VICTORIA

ALEXANDRA TIMBER TRAMWAY & MUSEUM INC 610mm gauge

(see LRN 108 p.18)

On 22 March, a new 400m extension along the formation of the Rubicon Tramway was formally opened, with the Kelly & Lewis 0-6-0DM (4721 of 1935) at the head of the train and the John Fowler 0-6-0T (11885 of 1909) making up the rear and returning with the two carriages. During the Easter period, each of these locomotives were used on passenger train services, reversing down the new line from the station before returning and making a few circuits of the old museum line. The new line crosses the line to the goods shed by means of a diamond crossing.

The track extension and many other jobs at the museum have been achieved with the assistance of seven workers on a Federally-funded New Work Opportunities project.

Timberline 1/4/96 via Ray Graf; Ray Graf 6/96

BENDIGO MINING, Central Deborah Mine, Bendigo

The mine is being dewatered and explored by Bendigo Mining from the poppet head above the tourist mine (although using a separate shaft), to a depth of 411 m below the surface to the old 17 level. Several hundred tonnes of ore have been removed from the 8 level. It is not known whether mining will be resumed, either from the Central Deborah or North Deborah shaft, nor whether rail operations are being used.

Australian Mining March 1996 via Ross Mainwaring

CARMANS TUNNEL GOLDMINE, Maldon

Situated 2.7 km south of Maldon, this tourist mine features a 570 m long tunnel driven through solid rock by the Great International Quartz Mining Co NL in 1882-4. The mine features *mine trucks and tracks*. Tours take place on Saturdays, Sundays, Public and school holidays. Enquiries (054) 75 2667 or 019 95 9633.

Ray Graf 6/96

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Railway 762 mm gauge

(see LRN 112 p.16)

The 1996-97 timetable has an interesting change. From 15 July to the end of August, the 2.30 pm weekday train will run only as far as Menzies Creek. Passengers carried for the year ending 30 June 1996 will total about 235,000. This is 37,000 more than the previous year.

On the Gembrook restoration project, track was laid across bridge No.8 on 10-11 May, and NA class 2-6-2T 14A (Newport, 1914) was the first to cross it, on 11 May. 14A departed Emerald at 8.00am on this day, with the ballast hopper, two NBH cars with trackwork volunteers, an NC van, and Ruston Hornsby 4wDM NRT1 (296058 of 1951) in tow at the back. At about 9.30 am it went on to the bridge, only going far enough to have its front pony wheels off the bridge on the Gembrook side, as the track had still not been connected. After photographs were taken, the train was propelled back to Lakeside. 14A then made two trips pushing the ballast hopper, to ballast the track on the bridge.

NRT1 was to be used later in the day to take NQR wagons loaded with sleepers on to the skeleton track. Unfortunately NRT1 was somewhat confused, and went backwards when it should have gone forwards. Since having its Ruston & Hornsby engine replaced with a Cummins engine, it has had some clutch troubles. On 1 June the first passenger train crossed the bridge. Passengers were the bridge construction team, their families, and management committee members, and they travelled in NBL cars.

Sleepering of the skeleton track between bridges 8 and 9 was completed for about half the distance by mid-June, and ballasting of the completed sections was underway. The ballast trains are being run by 0-6-0DM D21 (TGR Launceston, 1968). Some ballasting was completed between Fielder and Cockatoo, and this is now being tamped.

By the end of June four and a half of the nine concrete foundations of bridge No.9 had been completed. The underground section of the old piles for this bridge have been uncovered and found to be in excellent condition. The concrete work is therefore not really "foundations", but caps on the original piles - a method of joining the old and the new. This was not the case with bridge No.8, where the concrete foundations are based on rock.

At Cockatoo earthworks for the construction of the station platform have commenced.

Frank Stamford 29/6/96

FIRST NJK INVESTMENTS PTY LTD, Leisureland Fair, Langwarrin 610mm gauge

(see LRN 83 p.14)

It is believed that this park with its railway system has been closed for about two years, and that the three Chance 2-4w-2PM steam outline locos have been sold, together with the carriages and track. (Builder's numbers are 75-50134 24, 75-50142 24 & 75-50143 24 of 1975, and numbers carried are 134, 142 & 143. -Ed.) Can any reader provide any information about where they have gone?

Peter Medlin 6/96

HARVEYS FISH FARM, Lincoln Causeway, Wodonga 457mm gauge

This site, formerly Aussie-land Adventure Park (see LRN 76 p.15), resumed operations on December 23rd 1995 with 0-4-0PM *Jumbuck* and a bogie toastrack coach numbered 4 noted in use at Easter 1996. A second bogie carriage, 3, is also available for use. Also here is RM6, a 2-4wPM rail motor built by Denys Steinhäuser (see LRN 69 p.1), who is involved in rail operations at the site. The station has been moved to a new position, and a drive on ramp means that locomotive movements on and off the site are accomplished easily.

Ray Graf 6/96

KARRS REEF GOLDMINE, Twist Creek, Yackandandah 457mm gauge

(see LRN 111 p.13)

It is reported that the rail system here has been supplied and arranged by Denys Steinhäuser.

Ray Graf 6/96

POWERWORKS, Yallourn 900mm gauge

Hitachi Bo-Bo WE locomotive 125 (102 of 1967) has been placed outside the visitors centre at Yallourn together with coal trucks 701 and 711. The trio sit on a short length of track and all were newly repainted when noted on 11 May.

Ray Graf 6/96

SCHOOL OF ARMY HEALTH, POINT NEPEAN QUARANTINE STATION MUSEUM, Portsea 686 mm gauge

This site ceased operation as a quarantine station in 1979 and is now the School of Army Health. However, some of the disinfection buildings and the boiler house have been retained as a museum. Transport from the jetty to, and through, the disinfection process was by 2 ft 3 in gauge tramway, and

some track is still in position set in concrete. Retained at the disinfection building are three wooden-top flat trucks, a metal flat truck and a truck with metal shelves. Other features are two turntables, an hydraulic lifting turntable and a set of bladeless points.

Tours of the quarantine station leave the Point Nepean National Park orientation centre at Portsea at 2.00 pm on Saturdays and Sundays.

Further examination of the remains of the Fort Nepean tramway (LRN79 p.4) indicate that this was also 2 ft 3in gauge.

Colin Harvey 6/96

SOUTHERN HYDRO LTD, KIEWA HYDRO-ELECTRIC SCHEME, West Kiewa Power Station 610mm gauge

(see LRN 111 p.14)

A section of 2 ft gauge tramway at the West Kiewa Headrace Tunnel (grid reference EV166315) is used for handling materials stored inside the tunnel portal. Two flat trucks and four side-tipping trucks were on site in December 1995. Approximately 90 metres of track extends outside the tunnel and this was relaid during 1995.

Colin Harvey 3/96

UNDERGROUND MINING ENGINEERS PTY LTD, Union Hill, Maldon 457mm gauge

It has been confirmed that rail transport is being used at this location under contract to Alliance Gold Mines Pty Ltd (see LRN 108 p.18) ; not in the decline but in the drive. The contractor is a Stawell-based company, currently working two shifts a day, driving and setting up stopes on narrow ore bodies. Access is by a decline using a Wagner 13t rubber-tyred truck to haul the ore up from the rail drive; an unusual but quite workable set-up. The rail drive was taken around an old stope, hit an undiscovered shaft on the way, and hit an unexpected quartz reef some 60 m short of the original target of 150 m.

UME are using a rail-mounted bogger to load skips for haulage to the decline by a battery electric locomotive. The loco is an 18 inch gauge 4wBE *Little Trammer* built by Mancha Storage Battery Co, USA. In December, 1995, this loco was noted being overhauled at Williams United Gold Mine at Wandiligong, and was subsequently sold to UME.

The decline is likely to be extended from 120 m below surface to some 500 m below once resources are proved.

*P.O'Donnell (Williams United Gold Mine) via Phil Rickard 6/96;
Australian Mining March 1996 via Ross Mainwaring*

WILLIAMS UNITED GOLD MINE, Wandiligong 457mm & 610mm gauge

This site, near Bright, was visited on 9 December 1995 to inspect two battery-electric locomotives said to be on site. The locos concerned turned out to be a pair of 2 ft gauge 1½ ton 0-4-0BE Gemco locos that had recently arrived from Cowarra Creek Gold Mine at Bredbo, NSW, where they were part of a lot auctioned off on behalf of Eastern Gold Australia NL (see LRN 109 p.4). One loco has no identification plate. The other is 12101/107/63. The manager, Peter O'Donnell, advised that they are intended for a tourist operation which he hopes to start at a disused mine nearby.

Following inspection of the Gemcos, another loco, a 4wBE, was noted under repair. It was said that this was a Mancha *Little Trammer* obtained about a year ago, and being repaired for resale. It is 18 inch gauge and said to be ex Wattle Gully Gold Mine, Chewton, Victoria, having originally been acquired by them in 1957 and disposed of when Newmont Mining took control.

Also present on the surface were five rail-mounted bidders of various nationalities. Under repair (with the Mancha) was an Eimco 12B, 18 inch gauge, also Wattle Gully, carrying a plate *Goodman Lennings Manufacturing, PO Box 6120, Dunswart [South Africa] S/n.88067*. Nearby were three Atlas-Copco LM36 bidders purchased from Bredbo in addition to Williams United's own LM36, a yellow-painted 18 in/24 in gauge machine.

The Williams United is the only commercial mine remaining in Wandiligong, having been in production intermittently since 1926. Operations in recent years have been on the 200 ft and 300 ft levels, each level using one rail-mounted bidder to load the traditional ½ ton box trucks.

The manager advised that no locos have ever been used underground at the mine as distances are fairly short; only ½ ton trucks are being used due to the size of the cages in the shaft. At the time of the visit there was a Spanish built Eimco 12B bidder underground. However, this has since been moved to the surface as underground operations are virtually finished for the present.

Dumped nearby, a fourth loco was found - a derelict 0-4-0BE chassis of 18 inch gauge. It bears no other identification other than a Greenwood & Batley motor (No.50391, Type T1). Its full provenance is unknown other than that it came to Wattle Gully (any ideas to the Editor, please). (ex Maude Gold Mine? - Ed.)

Intending visitors to this working mine should seek permission to visit.

Phil Rickard 6/96

WESTERN AUSTRALIA

BUNNINGS, Manjimup 1067mm gauge

(see LRN 96 p.17)

Located at the Bunnings Mill at Manjimup (on the Pemberton Road) is a 4wDM loco off the rails: apparently a former underground loco. No identification is carried - can a reader provide details of this? (I believe this is a Plymouth 4wDH. What are the ones at Nannup, Pemberton & Jardee? - Ed)

Peter Medlin 6/96

DIZZY LAMB, Wanneroo 610mm gauge

(see LRN 102 p.19)

This location is reported to have the RIDLEY No.1 4wPM locomotive built at Whiteman Brickworks about 25 years ago. This was to be retained at the brickworks in 1983 after a similar loco was donated to WALRPA (see LRN 35 p.14).

Peter Medlin 6/96

KALGOORLIE CONSOLIDATED GOLD MINES

Offered for sale at an auction on April 12th was equipment including three one tonne rail trucks.

Sydney Morning Herald 30/3/96 via Ray Graf

ROTTNEST ISLAND RAILWAY TRUST 1067mm gauge

(see LRN 109 p.18)

On Monday 29 April, 4wDH loco ST1 and the *Osprey* carriage (ex WAGR wagon frame 11298) were in use. The second 4wDH loco and carriage *Quokka* were stored on one of the triangle tracks at Kingstown, about 20 minutes walk from the jetty / visitors centre. A Malcolm Moore 4wPM rail tractor (formerly of Bunnings) was due to arrive from the Bennett Brook Railway, but was not yet on the island by the day of the visit.

Peter Medlin 6/96

WEST AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION INC. Bennett Brook Railway, Whiteman Park 610mm gauge

(see LRN 109 p.19)

The 1996 Enthusiasts Day will be held on Saturday 14 September, and should feature the normal exciting range of operations, with steam and diesel haulage, passenger and freight trains, runpasts and night running. Trains will operate from 11am and information is available on (09) 276 8745 or 294

4087. It is hoped to operate Malcolm Thompson's Perry 0-4-2T (8967.39.1 of 1939), which is painted in lined mid-green livery and has been fitted with a Bundaberg Fowler type cab. It carried the name *Betty Thompson* when photographed in early June. This loco was expected to be completed by mid-July.

It is also hoped that Franco-Belge 2-8-2 NG 15 123 *Fremantle* (2670 of 1951) will also be back in service after repairs by the Enthusiasts Day. In addition it is hoped to have completed a brakevan, to complete new track work and a water tank at Whiteman Village Junction, and to have made substantial progress on the Orenstein & Koppel Mallet 0-4-4-0T (2609 of 1907). The boiler and old side tanks from this loco are stored at Mussell Pool depot while the wheels and engine frames are at Ian Willis Engineering at Burswood (renamed from Riversdale).

The 3 ft 6 in gauge Malcolm Moore 4wPM rail tractor (ex Bunnings) is to be transferred to Rottnest Island (see above).

Apparently not under the control of WALRPA, but to be found in the grass near the car park at the entrance to Whiteman Park, is a 3 ft 6 in gauge Malcolm Moore TACL tractor, which carries the builder's number 49, possibly built in 1927. This unit is believed to have been used at Cardup brickworks and is in poor condition with its motor and other parts gone.

Ken Watson 5/96, 6/96; Peter Medlin 6/96

YARLOOP WORKSHOPS MUSEUM 1067mm gauge

(see LRN 93 p.19 & 96 p.17)

Noted here were James Martin 2-6-0 Y 176 (178 [1st] of 1898) and Clyde 0-6-0DH 61-241 of 1961). The diesel is used to give rides on special days. Although there appear to be spare locomotive boilers at the museum, it is apparently not planned to restore the steam loco at this time.

Peter Medlin 6/96

OVERSEAS

WELSH HIGHLAND RAILWAY 610mm gauge

The first Beyer-Garratt locomotive, ex-Tasmanian Government Railways Beyer Peacock compound 0-4-0+0-4-0T K1 (5292 of 1909), which worked on the North-East Dundas Tramway from 1910 to 1929, is being restored to working order for use in north Wales.

The loco had been returned to Britain in 1947 and was displayed in Beyer Peacock's works at Gorton, Manchester, until it closed in 1965. It was then purchased by the Festiniog Railway, but was unable to be used because of

that line's restricted loading gauge, and was displayed in the National Railway Museum, York from 1979 (see LRN 12 p.1). During 1995, it travelled from York to Tyseley in Birmingham for restoration, via periods on display at Caernarfon (which will be the northern terminus of the Welsh Highland), and Minffordd on the Festiniog Railway (which is a major supporter of the rebuilding of the WHR and will be linked to it). K1 will be joined on the Welsh Highland by two modern NGG16 2-6-2+2-6-2T Garratts from South Africa.

Ken Milbourne 5/96; Editor

MEETINGS

MELBOURNE:

AGM and Members' Slide Night

Its that time of the year again! As usual the formalities will be dealt with as efficiently as possible leaving plenty of time for the annual surprise packet in the form of members' slides. Remember a limit of 20 per member applies. Hope to see a big turn out.

LOCATION: Ashhurton Uniting Church Hall. Ashburn Grove, Ashhurton.

DATE: Thursday 8 August at 8.00 pm.

SYDNEY:

Any member wishing to know details of the next meeting should contact Craig Wilson on 02-9484 7984

LOCATION: Woodstock Community Centre. Church St., Burwood Note: Plenty of off street parking at the rear of the building and Burwood station is only a 5 minute walk away.

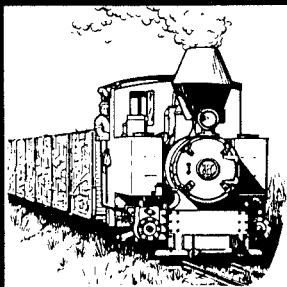
DATE: Wednesday 22 August at 7.30 pm

ADELAIDE:

Contact Arnold Lockyer for details. Phone: 08 - 296 9488

LOCATION 150 First Avenue, Royston Park.

DATE: Thursday, 1st August at 8.00 pm.



LIGHT RAILWAY NEWS

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This Perry 0-4-2T (8967.39.1 of 1939) began life as Adelaide at Inkerman Mill, Queensland, and is essentially a copy of a Hunslet design. Completely refurbished and fitted with an enclosed cab in Bentley, Perth, by Malcolm Thompson, it is now named Betty Thompson and as BT1 will be used on the Bennett Brook Railway. August 18th 1996.

Photo: Ken Watson

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LRRSA WEB PAGE: <http://www.vicnet.net.au/vicnet/club/lrrsa.htm>

NOTES, CORRECTIONS AND COMMENTS

Maude

(LRN 113 p.4)

Denys Steinhauser notes that in 1969, Vale Constructions of Yackandandah were contracted by Western Mining Corporation to clean out the No.5 adit to enable exploratory work to be done. The existing, badly corroded trackage of 1 ft 5 in gauge was removed to be replaced by 2 ft gauge. Two battery electric locos, believed to be Gemcos, were obtained. Work had ceased by June 1970, after the adit had been extended by some 600 feet, to make a total of 3600 feet. The locos, all welded-trucks and plant (excluding the rail) went to Thiess Brothers in Queensland (where? - Ed).

The locomotives listed at the bottom of p.5 in LRN 113 should have been shown as 0-4-0BE, and the gauge shown above reduces to two the likely candidates for the Greenbat there before 1952 .

Editor

Sandhurst Town

(LRN 112 p.18)

The numbers of the builders numbers of the Hudswell Clarke steam locos were transposed. The oil burner is 1553 of 1924, while the semi-derelict displayed at the gate is 1555 of 1925.

Chris Hart

Rod Leonard

(LRN 113 p.13)

The builder's date for Hudswell Clarke 1653 is 1934.

Chris Hart

Emerald Tourist Railway Board

(LRN 113 p.18)

NRT1 4wDM (Ruston & Hornsby 296058 of 1951) has had its Ruston & Hornsby engine replaced by a Gardner diesel engine, not a Cummins engine. Apologies for the error.

Frank Stamford

Unusual rail type

(LRN 112 p.4)

John Robin found an example of the inverted "V" pressed steel rail in 1966 in a gold mine tunnel about 100m downstream of the Long Tunnel Mine adit and on the same level. The rail was approximately 30mm high, 7mm across the head and 25mm across the top of the "V". With the feet approximately 10mm each, the total base width was about 45mm.

FIELD REPORTS

Great Western, Victoria

During a recent tour of the Seppelt Great Western Winery sections of light rail set into the concrete floors were noted in many of the underground cellars. The rails appeared to be about 2 ft 6ins apart, and the flangeways have been filled in. They were no longer in use, with many sections now buried below a raised concrete floor. Several historic photos displayed in the wine sales area showed what must have been one of the most delightful uses of light rail.

Jim Longworth 7/96

Boxvale Tramway, Mittagong

David Jehan sends details from a tourist paper of the Boxvale Tramway Walking Track. This track is a Crown Lands Office project and follows the route of the old tramline to the old mine near the junction of the Nattai River and Drapers Creek about 4km from Mittagong, with access just before the Wombeyan Caves Road.

The Highland Way, Winter 1996

RESEARCH COLUMN

Photo archive

The LRRSA is about to embark on a photographic archival project. We are planning to establish a register of private photographic collections and use optical disk technology (Kodak PHOTO-CD) to preserve valuable and rare collections of photographs for future research. If you have a photographic collection or know of someone who has, that falls into our "Light Railway" sphere of interest, please contact the council and let us know what you have. We already have had some people offer us their collections to record on PHOTO-CD and the results have been very satisfactory.

W.L.Hanks 15/7/96

CSR Drewry diesels

Chris Hart of 88 Eddleston Drive, CORDELIA 4850 Phone (077) 77 7245 would like to obtain photographs of the Victoria Mill and Hambledon Mill Drewry 0-6-0DM locos taken before 1965, in an attempt to disentangle the history of his loco *Herbert*, which may well have changed identity in that year. All costs reimbursed.

Australian Mining History Association

Ross Mainwaring advises that this Association has recently been established, with contacts in each state. Further details can be obtained from Mr Mel Davies, Department of Economics, University of Western Australia, NEDLANDS 6907

Queensland Historic Sawmills and Tramways

John Kerr has been awarded a consultancy to report on sawmills and tramways in the south-east Queensland bio-geographic region which is roughly delineated by a line from the coast north of Gladstone south to the NSW border. John would be pleased to hear from anyone who has information on the subject and is willing to be contacted as part of the project. As John has been researching in this area for a quarter century, he will be interested to hear about any part of Queensland. Please write to John Kerr, 105 Highland Terrace, ST LUCIA 4067, _ (07) 3870 9588, or E-mail jkerr.gil.com.au.

Lucknow, NSW

Ray Graf sends a cutting showing a photograph of the first Phoenix Shaft safety cage used in NSW, a rail vehicle which was installed at the Wentworth gold Mine in the late 1880s. The wire mesh cage protected the miners as it

was lowered down the steep decline into the mine.

The Sun-Herald 14/7/96

Tumbarumba, NSW

Ray Graf draws attention to the book *Survivors and Dreamers - 150 years at Tumbarumba* by George Martin which deals with gold mining and the timber industry, both of which used tramways.

South-Western Victoria protection of historic places

Norm Houghton has sent a copy of the Land Conservation Council's recommendations for protection for a variety of tramway and timber mill sites. These include the following:

- Henry's Nettle and Carisbrook Sawmills, Kennett River
- Hayden's Sawmills, Forrest
- St George Sawmills, Lorne
- Mt Zero Quarry and tramway, Grampians
- Apollo Bay Timber Company Sawmill, Elliot River, Otways
- Martin's Sawmill, Otways
- Sharp Sawmill, Sheoak Creek, Lorne
- Armistead Sawmill, Kennett River
- Hay's Sawmill and jetty remains, Wye River
- Marchbank Sawmill, tramway and double incline, Weeaprounah
- Knotts No.3 Sawmill, Wyelangta
- Henry and Sanderson Sawmills, Barramunga
- ACA Sawmill, Lorne
- Winch Site, Grey River Road, Kennett River
- Sharp's No.1 & No.3 Sawmills, Tanybryn
- Knott Sawmill, Crowes
- Robins and Kincaid Sawmills, Stalker
- Smedley Sawmill, Olangolah
- Sharp No.2 Sawmill, Skenes Creek
- Haydens / Gales Sawmill, Mount Cowley
- Mackie No.5 Sawmill, Mount Cowley
- Hitt No.4 Sawmill, Lardner Creek
- Hayden No.4 Sawmill, King Creek
- McDonald Tramway, Wimba
- Mackie No.2 Sawmill, Forrest
- Royle Sawmill, Barwon Downs
- Northern Timber Co. Sawmill, Otways
- Mackie No.6 Sawmill, Otways
- Mackie No.4 Sawmill, Forrest
- Henry No.2 Sawmill, Barramunga
- Sanderson Sawmill, Barramunga
- Henry Sawmill, south-west of Forrest
- Seeback / Henry Sawmill, Forrest
- Kincaid Sawmill, Dinmont
- Devitt Sawmill, Dinmount

Warrnambool, Victoria

Parts of a sandstone building were unearthed late in June during excavation work for West Coast Railway's maintenance centre at Warrnambool. The *Warrnambool Standard* reported that train driver Kevin Rowe, believed that the building - its roof 1.5 metres below ground level - might have been a cellar. "It looked like it was extensive and well built," he said. "The blocks were square cut with red grouting, which I hadn't seen before. The half-dozen blocks I could see were about 45cm deep and were from an internal wall and were whitewashed."

The *Warrnambool Standard* also reported that railway historian Greg O'Flynn believed the building was linked with a horse-drawn tramway which ran before the railway opened in 1890. "The tram ran from the pier behind the Lady Bay Hotel, along Pertobe Road, beside the mill along the sealed path and ended where the rail yards are now," he said. "It was probably a cellar and probably had tramway offices on top." Mr O'Flynn, of Warrnambool, said the railway was built before the local council kept plans and it was difficult to know the profile of the land then and how it was altered.

The excavating machinery soon backfilled and buried the blocks but not before three wine bottles dating back more than 100 years were recovered and given to the supervisor Philip Morris. The site was filled in before it could be examined by archaeologists from Heritage Victoria. It is probably now under a lot of reinforced concrete. The impressions of the tramway sleepers can be seen in the tar at the north end of Pertobe Road near the railway yard.

The following information about the tramway is from *By these we flourish. A history of Warrnambool* by C E Sayers and P L Yule.

"The tramway was constructed by the Warrnambool municipality in 1858 from Merri Street between Gilles and Kepler Streets and ran westwards to a point between Fairy and Henna Streets, then ran south to the jetty (which was near the LadyBay Hotel and not the present pier).

"The tramway was leased to James Bateman for the first three years and to Thomas King for the next three years. By 1864 there were at the terminus (presumably the town end) storage sheds about 200 feet in length on the northside of the tramway, bond stores on the north side of the tramway, and on the west side produce stores, mostly for potatoes, and Customs sheds.

"Horse-drawn trucks hauled out-going goods along the tramway to the jetty. The tramway was no longer needed after 1890 when the railway arrived and the breakwater was constructed but it may not have been removed until some time after that date."

Warrnambool Standard 26/6/1996, Colin Harvey & Frank Stamford

LOCOMOTIVE, ROLLING STOCK & EQUIPMENT MANUFACTURERS

BUNDABERG FOUNDRY ENGINEERS LTD

(see LRN 113 p.6)

Invicta Mill's Walkers B-B DH *Piralko* (677 of 1971), rebuilt at the Foundry in 1995, was returned to Bundaberg for attention following a collision which took place on approximately July 18th (see later this issue). The cab of this loco was noted inside the works area on July 31st, apparently little damaged, while the complete loco, restored to pristine condition, was seen leaving Bundaberg on a low loader on 20 August.

By 29 August, work was well advanced with the Walkers 73-class B-B DH conversion for Plane Creek Mill (767 of 1971), with painting apparently in progress. It had apparently left Bundaberg by the second week of September. This loco is fitted with long hood radiator styling similar to that of the DH-class conversions done last year. Work was also slowly progressing with Walkers DH-class B-B DH 633 of 1969 for Bundaberg Sugar, with the frame of this unit receiving attention.

Editor 8/96

QUEENSLAND

BABINDA SUGAR LTD 610mm gauge

(see LRN 109 p.7)

(see BUNDABERG SUGAR LTD, Mourilyan Mill)

BUNDABERG SUGAR LTD, Mourilyan Mill 610 mm gauge

(see LRN 109 p.8)

A report about the projected Atherton Tableland sugar mill indicates that the Bundaberg Sugar group (which plans to build the mill) will send liquor from the mill to Babinda by QGR, where it will be offloaded for transport to Mourilyan Mill. This suggests that 2 ft gauge railway will be used for the liquor transport between Babinda and Mourilyan.

The Cairns Post 19/6/96 via Chris Hart

BURDEKIN MACHINERY PRESERVATIONISTS INC, Home Hill 1067mm gauge

Inkerman Mill's Hunslet 0-6-0T *Inkerman* No.1 (1119 of 1913) has been placed in the custody of this group for restoration. President of the group

is Jim Phillips who can be contacted at PO Box 205, *Home Hill* 4806, phone (077) 82 5322.

Bob McKillop 8/96

CAPRICORNIA HERITAGE RAIL ASSOCIATION INC, Archer Park Station, Rockhampton 1000mm & 1067mm gauge

(see LRN 109 p.9)

It is proposed that the Rockhampton City Council takes over 1000 m of former QGR rail line in Denison Street (between Fitzroy and Albert Streets) to provide a running track and to connect Archer Park Station to the main line railway system. It is believed that the QGR main line in Denison Street will be only single track after reconstruction of the line is completed this year.

The Steam Tram Consultative Committee is investigating the possibilities of operating the Purrey 4wVBTG steam tram on the Denison Street line, and it is rumoured that one of the Billard 4wDM locomotives will be used as a back-up unit and the other two scrapped or disposed of.

Bob McKillop 8/96;

The Morning Bulletin (Rockhampton) 1/8/96 via Editor

CSR LTD, Herbert River Mills 610mm gauge

(see LRN 113 p.10)



Macknade Mill's Clyde 0-6-0DH 12 (65-434 of 1965) being rescued from the bed of the Herbert River, August 2nd 1996

Photo: Chris Hart

On 10 July, a double-headed QGR freight hit the last few bins of a Victoria Mill rake of fulls crossing the line at Pombel, south of Ingham. The lead QGR loco ended up on its side, while on the 2 ft gauge, several bins were derailed or destroyed, and the brake wagon was dragged off the line. There were 26 bins in the load, which were being hauled by Walkers B-B DH *Victoria* (599 of 1968). The diamond crossing was wrecked and had to be replaced with one believed to have been brought in from Innisfail.

On 13 July, 50 Victoria Mill full bins were derailed near Stone River Road, while a major derailment took place in Ingham on July 30th. A Victoria Mill train of 190 empties headed for Abergowrie ran into 200 full bins at Milton's Loop. It was believed that someone had changed the points diverting the train from the main line into the loop containing the full bins. This accident caused a 90 minute stoppage at the mill.

There was also a major mishap at Macknade Mill at 11.50pm on 1 August when Clyde 0-6-0DH 12 (65-434 of 1965) ran into 21 empty bins on the Herbert River bridge while returning to the mill with 32 fulls. The loco ended up in the river on its side and almost completely submerged as the full bins piled up behind it. Fortunately, the two crew members were not trapped and were able to climb to safety. Heavy equipment was used to extend dry ground into the river so that a large all terrain crane from Victoria Mill could lift the loco back onto the bridge, with Victoria Mill's E M Baldwin 0-6-0DH *Hobart* (4413-1-7-72 of 1972) in attendance at the Cordelia end of the bridge. The bridge was back in service by 7.30pm on 2 August.

Hobart was loaned to Macknade following the accident, and was still there on 26 August. 12 was back in service on 12 August but failed twice during the following ten days. It is due for an overhaul and new motor in the forthcoming slack season. Meanwhile Macknade's Clyde 0-6-0DH 18 (DHL.5 of 1954) broke down on 5 August and was out of service until 24 August, with parts having to be sent from overseas. With two locos out, E M Baldwin 0-4-0DH 17 (6-1446-1-9-65 of 1965) was pressed into service. This small 10-tonne loco amazingly succeeded in hauling 184 full bins for about two miles on 22 August.

After a trial on 6 August, regular haulage of Victoria Mill sugar by the Macknade sugar loco commenced at last on 16 August. The Macknade loco, E M Baldwin 0-6-0DH 14 (6-2940-1-7-68 of 1968), delivers a load of fulls from Macknade to Lucinda and returns to the 4 Mile with a rake of empties for Victoria. It then takes a load of Victoria fulls from the 4 Mile to Lucinda before returning to Macknade with empties.

The Victoria Mill Motor Rail *Simplex* 4wDM, 4054 of 1929, was in use by the Macknade navvies for about a week at the end of July after the Macknade

Motor Rail 4wDM 4 (10232 of 1951) suffered a breakdown. Victoria Mill's E M Baldwin 4wDH *Hambledon* (8002-1-8-78 of 1978) was back on empty yard duties by 4 July after a lengthy lay-off.

Victoria Mill's new Crystal Creek line had been laid for approximately 11 km to Waterview Creek by the end of August. It was expected that construction would be halting there for the time being.

A \$34.7m expansion program for the Herbert River mills has been committed for the next two years, bringing the combined crushing rate up to 1610 tonnes of cane per hour. The program includes an additional loco conversion for Victoria Mill (which would be expected to be M1852, Walkers B-B DH 681 of 1972, currently stored at the Bundaberg Foundry) as well as a brake wagon and additional cane bins, to be in use for the 1997 season.

*Herbert River Express 11/7/96, 16/7/96, 20/7/96 & 3/8/96 via Chris Hart
Macknade Mill Newsletter 7/8/96 & 21/8/96 via Chris Hart; Chris Hart 8/96*

CSR LTD, Kalamia Mill 610mm gauge

(see LRN113 p.11)

Walkers B-B DH 625 of 1969 was noted at the mill around the second week of September, having been rebuilt by Goninan at Mackay. It is named *Rita Island*, and is commonly referred to as "Big Rita".

Tony Wells 9/96

GIN GIN & DISTRICT HISTORICAL SOCIETY 610mm gauge

Ex Gin Gin Mill 0-6-0T *Bunyip* had its centenary celebrated on 31 August when it was placed on display at the museum in Gin Gin, exactly 100 years after it commenced operations at the mill at Wallaville. Donated by Kolan Shire Council in 1993 (see LRN 94 p.12), this loco has been cosmetically restored by Peter Melville and volunteers at Bullyard. It is finished in a bright green livery with red trim. Once thought to be built by Krauss, this loco was supplied by agents Arthur Koppel and may have been constructed by a small German builder.

Editor 9/96

GOLDEN MOUNT RAIL PRESERVATION SOCIETY Mount Morgan 1067mm gauge

(see LRN 112 p.12)

Hunslet 0-4-0ST MM LD 3 (854 of 1903) arrived back in Mount Morgan on 18 July after its restoration at Penrith at a reported cost of \$360 000. It has been painted in green with red headstocks and yellow lining. It has also been fitted with a Westinghouse pump and its chimney has been raised to a pleasing height. (It was pictured on the front of LRN 87 before restoration).

After a few teething problems, the loco commenced running each day from Friday to Monday, hauling hourly trips from 9am to 4pm. Steam running on other days is by arrangement. Enquiries may be directed to the railway office on (079) 382312. Editor 7/96, 8/96, 9/96

The Morning Bulletin (Rockhampton) 18/7/96, 19/7/96, 14/8/96 via Editor



Hunslet 0-4-0ST MM LD 3 (854 of 1903) comes into Mount Morgan Station with a passenger service, August 19th, 1966.

Photo: Editor

HAUGHTON SUGAR CO PTY LTD, Invicta Mill, Giru 610mm gauge

(see LRN 113 p.11)

WINTV News featured footage of a head-on collision between two locos just on the mill side of the Haughton River bridge. Com-Eng 0-6-0DH *Northcote* (AH9091 of 1965) hauling full bins had met a Walkers B-B DH hauling a rake of empties. The Com-Eng appeared to have suffered some serious damage to its radiator and its driver was reportedly airlifted to hospital. A number of full bins appeared to be derailed on the Haughton River bridge, but no great pile up appeared to have occurred.

The identity of the Walkers loco became evident when the cab of *Piralko* (677 of 1971) was noted inside the works area of the Bundaberg Foundry on July 31st. The complete loco left Bundaberg on a low loader on 20 August, having been repaired. One report indicated that frame straightening had been required.

Chris Hart 8/96; Editor 8/96; Tony Wells 9/9/6

ISIS CENTRAL SUGAR MILL CO LTD 610mm gauge

(see LRN 107 p.8)

Walkers B-B DH *Isis* No.1 (602 of 1969) has been fitted with a new cab and identity plate to bring it in line with the other three similar locos at the mill. The brake wagon constructed from the chassis of Walkers B-B DH 654 of 1970 (ex QGR DH67) is paired with Walkers B-B DH *Isis* No.3 (600 of 1968). Ex-QGR Walkers B-B DH DH35 (617 of 1969) has been partially dismantled and has had its bogies removed. It is believed this may be rebuilt to 2 ft gauge at a later date. The Plasser KMX-12T bogie ballast tamper carries builder's number 414 of 1995.

Editor 9/95

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD 610mm gauge

(see LRN 113 p.13)

Farleigh Mill's newly rebuilt Walkers B-B DH 73-class (664 of 1970) entered service in early August carrying the local name *Miclere*. It is suggested that Marian, Pleystowe and Farleigh Mills may each have another such loco for the 1997 season, and it is rumoured that Farleigh Mill may contract to rebuild all three.

Marian Mill advertised in the press inviting offers for two locos in early August. The two units were Motor Rail *Simplex* 4wDM 21512 of 1955, and a Gemco 4wDM of 1965, built under licence from C H Funkey, South Africa. It is believed that the Australian Narrow Gauge Railway Museum Society was successful in obtaining the Gemco-Funkey.

John Kerr points out that Wagoora, the northern terminus of Farleigh Mill's line, must be one of the busiest rail loading places in Australia. The basic unit for loading/unloading is a loop, one line for fulls and the other for empties. At each end of the loop there is a loading dock where fulls can be run off road vehicles, and empties winched on. Variations include fishtail sidings (with a loading point at the mainline end only), and additional loop lines. At the Wagoora/Hillcrest complex there are no less than five full loops (one with an extra loop, one with an extra siding) and one full fishtail siding. A constant stream of vehicles: trucks and trailers with two bins each, and semi-trailers with four bins use the complex during the crushing season. The amount of traffic here explains the desire to build a new line from Pindi Pindi to Yalboroo to serve the area to the north of the present line from Pindi Pindi to Wagoora.

Tony Wells 8/96; John Kerr 8/96; Editor;

Courier Mail 3/8/96 via David Mewes & Chris Hart

MARYBOROUGH CITY COUNCIL 1067mm gauge

In connection with the city's 150th anniversary in 1997, the City Council plans to have constructed a replica of *Mary Ann*, the unique 0-4-0VBTG loco built by John Walker's Union Foundry in 1873 for William Pettigrew's timber line. A full scale mock-up is being built by Olds Engineering to establish project costs. It is planned to operate a heritage passenger railway running from the old railway station via the Maryborough industrial branch to Queens Park and the historic wharf area on the Mary River. Here *Mary Ann* will demonstrate her timber sawing capacity before returning to the railway station.

Bob McKillop 8/96

THE MULGRAVE CENTRAL MILL CO LTD, Gordonvale 610mm gauge

(see LRN 113 p.15)

It is again reported that Clyde 0-6-0DH 16 (56-96 of 1956) has been sold to the Rotary Club of Wynnum and Manly for use on St.Helena Island (see LRN 108 p.15), although there is nothing to suggest that the loco has left the mill as yet.

David Mewes 9/96

PIONEER SUGAR MILLS PTY LTD, Inkerman Mill 610mm gauge

(see LRN 113 p.16)

It is reported that a locomotive named *Bojack* has been in use at Inkerman this season. It is reasonable to surmise that this would be a loco transferred from either Invicta or Kalamia Mill, as each of these has received one or more Walkers rebuilds this season. Walkers locos cannot currently be used at Inkerman because of the low clearance available under the Burdekin River bridge at the western throat of the mill yard.

ARHS Bulletin 9/96 via Editor; Editor

PLANE CREEK CENTRAL MILL CO LTD, Sarina 610mm gauge

(see LRN 110 p.14)

Walkers B-B DH 1 *Allan Page* (594 of 1968) suffered a mishap on at 3.30 pm on 5 August while slave loco on a train of fulls travelling towards the mill on the Southern Cane Railway at Bull Creek, 35 km south of Sarina. The last 185 bins became uncoupled from the slave loco and after having been left behind, picked up speed on a downhill section, derailing the loco and 71 full bins upon impact. The loco capsized onto its left side down a small embankment, but there were no injuries as the slave loco is unmanned. Repairs to the 60 m of buckled track and concrete sleepers were completed 12½ hours after the

accident. The loco sported a number of gouges on its left-hand side when noted a few weeks later.

E.M.Baldwin B-B DH D12 (6890-1-10-76 of 1976), was noted in mid-August running with a rather primitive nameplate OONOOIE which also appeared to include a plant number. Investigation indicates that this is purely an unofficial venture.

Walkers B-B DH 767 of 1971 arrived at the mill from Bundaberg in early September and is reportedly to be named *Carmila*. In spite of its 73-class ancestry, it is very similar to the three previous DH class conversions at the mill.

Plasser track jack 371 of 1989 returned ex loan at Victoria Mill sometime between late July and 25 August.

*Daily Mercury (Mackay) 7/8/96 via Tony Wells & David Blakeley;
Chris Hart 8/96; Editor 8/96; Tony Wells 9/96*



1 Allan Page (Walkers B-B DH 594 of 1968) lies on its side at Bull Creek on the Southern Cane Railway, 5 August, 1996.

Photo: Daily Mercury (Mackay)

PROSERPINE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD 610mm gauge

(see LRN 106 p.11)

Walkers B-B DH No.11 (628 of 1969) arrived at the mill around the start of August, having been rebuilt by its original builders in Maryborough. It has a governed top speed of 35 km/h, and at full power uses 100 litres of fuel per hour.

A 2.2 km extension is being built from Janella's Siding at Koolachu

down Red Hill Road to Rileys Road. The line was laid out using laser, and concrete sleepers are used throughout except on pointwork, where timber is used. Crushed rock ballast is used for ballasting the main line, but crusher dust for the sidings, which total at least 1 km. 60 lb rail is reportedly used for the main line and 42 lb rail on sidings. Further extension of this line is considered likely.

At least 500 of the new 4-wheel 10-tonne bins are in use. They are supplied by the Boogan Implement Co at Innisfail but are assembled at the mill. These bins are not removed from the rail line for loading operations, unlike the 4-tonne bins which were designed for infield use. This means that at sidings where the large bins are used, track arrangements have to allow for hydraulic tipper vehicles to come alongside the bins. This was noted in the loop arrangements at the terminus of the new Koolachu extension, and at the southern extremity of Elaroo where one of a pair of loops has been removed.

John Kerr 8/96

TULLY SUGAR LTD 610mm gauge

(see LRN 111 p.9)

Walkers B-B DH 622 of 1969 arrived at Tully from Walkers, Maryborough, around the last week of July. It is reportedly No.4 and is still fitted with its original Caterpillar engine.

Tony Wells 8/96

TASMANIA

EMU BAY RAILWAY LTD 1067mm gauge

(see LRN 113 p.17)

The centenary of the Emu Bay Railway Co will be celebrated by a Tasmanian rail tour in September/October 1997 organised by the Don River Railway, which will include a trip on the Emu Bay Railway. Details are available from the Don River Railway at Don, Tasmania 7310.

With speculation rife about a possible privatisation of ANR, The Emu Bay Railway was stated in August to be possibly interested in the acquisition of Tasrail.

Ray Graf 8/96; Daily Commercial News 15/8/96 via Phil Rickard

VICTORIA

COOKS CONSTRUCTION PTY LTD 900mm gauge

(see LRN 109 p.15)

Of the non-operational Walkers B-B DH locos, DH24 (606 of 1969) is stored at Dandenong, devoid of its bogies, while DH36 (618 of 1969) is at Yallourn as previously reported. Both these units are apparently used for spare parts for the four operational units.

Australian Locomotive News 8/96 via Editor

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Railway 762mm & 610mm gauge

(see LRN 113, p.18)

Reopening to Gembrook is now officially scheduled for October 1998. Rail connection will be available by October 1997, but stations and other facilities will still have to be built.

On Saturday 3 August a special train was run for PBPS members across the recently completed bridge No.8. It continued to the end of track at bridge No.9, running on unballasted track for about half the distance between bridges 8 and 9. An NA loco was attached to each end of the train.

On Wednesday 7 August all engines were in steam. The Climax 4w-4wTG (1694 of 1928) ran a two car special train to Menzies Creek with a group of about 30 railway enthusiasts from the UK. The regular 10.30 train then departed, hauled by three NA class 2-6-2T locos built by VR at Newport, 14A (built 1914) and 12A (built 1912) funnel first, and 7A (built 1905) bunker first (the first time triple-headed NAs have ever been used). The train was 16 or 17 cars long, and the leading 8 cars - which included 3 Mount Lyell cars - were bound for bridge No.8 where the Minister of Tourism was to declare the new bridge officially open. VIPs and the UK visitors travelled in the Mount Lyell cars, and PBPS members travelled in the NBH cars. At Menzies Creek the visitors from UK had joined this train.

At Lakeside, 14A was attached to the front of the eight cars bound for bridge 8, with 12A attached to the rear; whilst 7A took the regular train back to Belgrave. At bridge 8 the Minister declared the bridge open. The train then travelled a few hundred metres further towards Cockatoo, before returning to Emerald, still with a loco attached to each end.

The train then spent 80 minutes at Emerald. During this time the 12.00 departure from Belgrave passed through on its way to Lakeside, hauled by 8A, and the UK visitors travelled on a shuttle trip to Clematis in an NBH car

hailed by the Peckett 0-4-0ST *Sir John Grice* (1711 of 1926). Earlier in the day the Peckett had ventured out to bridge 8 on a track patrol.

The second regular train of the day on its return from Lakeside was combined with the bridge opening train at Emerald. It was a triple header again, with 8A (black), 14A (red), and 12A (black) all running bunker first. For the passengers in the NBH cars (whose view is unobstructed by the inconvenience of windows) these made a magnificent sight. The weather was cold and wet, with frequent outbreaks of sunshine, making a great play of light on the steam, the clean locos and the polished copper work.

The weather was interesting, including icy winds, rain, a sudden torrential hailstorm at Emerald when most of the passengers were in the town looking for lunch, and best of all periods of sunshine. Interestingly the train went over bridge 8 four times, and each time the sun broke through.

At bridge 9 seven of the nine concrete foundations are finished. Completion of the others must wait for drier weather.

The 610mm gauge South African 2-6-2+2-6-2 Beyer-Garratt NGG 16 129 (Beyer Peacock 7340 of 1950) arrived in Melbourne on 5 August, and was taken by road to Menzies Creek on 8 August. From there it went by train on three NQR wagons to Belgrave. It is now on display outside the workshops on a short section of 610 mm gauge track. During September the boiler unit will be removed for anti-corrosion treatment. Gauge conversion is unlikely before 1999.

Walkers B-B DH DH59 (646 of 1970) arrived at Menzies Creek on 2 August after being transported by road from Queensland. It was towed to Belgrave by 0-6-0DM D21 (TGR Launceston 10 of 1968) on the same day. It is expected to be available for the summer season.

At 6.30 am on Saturday 24 August, *Sir John Grice* was being steamed up at Emerald to be moved to make room in the carriage workshops for the imminent arrival of 0-4-0T *Carbon* (Couillet 90 of 1890 / Decauville 986 of 1890 ex West Melbourne Gasworks). This loco was to be delivered from Rod Martin's Engineerium, where it has been for the last few years undergoing an overhaul and fitting of air brakes.

A few preliminary moves had to take place before *Carbon* was placed on Puffing Billy metals. A prime mover arrived and picked up the loco transporter which is normally used for transferring locos and rolling stock to and from Gembrook. A run was made to Ferntree Gully to pick up a 1908 Ruston & Proctor traction engine, to be taken to The Engineerium for restoration. Upon arrival at The Engineerium, a mobile crane was used to take the Ruston & Proctor up the driveway and place it on blocks.

Attention now turned to *Carbon* which was carefully lifted (all 5.6 tonnes

of it) and taken down the driveway and onto the roadway. The hard part was now over and it was decided to keep going with the loco on the jib all the way to Emerald station, about 1 km. The opportunity was taken to stage a photo with the loco dangled over the track at the level crossing. The show then proceeded through Emerald shopping centre, to the bemusement of shoppers and into the station yard, where it was placed on the track at 9.30am. The cab roof was then lifted off a truck and reattached to the loco. After a few tests to check clearances, *Carbon* was then pushed into the car shops by Ruston & Hornsby 4wDM NRT1 (296058 of 1951)

This is the first time since 1962 that the three gasworks locos have been together on the same railway. *Carbon* still needs some minor work on the braking system, but is basically ready to operate on the Puffing Billy Railway, having been fitted with auto couplers.

0-4-2ST *John Benn* (Couillet 43 of 1886 / Decauville 861 of 1886 rebuilt Ron Kain 1964) is also almost complete and together with *Carbon* and Sir John Grice it is proposed to run a triple-header over the "Thomas Weekend" on September 14-15th.

Bill Hanks 8/96; Frank Stamford 8/96

SAMBAS GOLD MINE, Harrietville 610mm gauge

The old gold mining town of Harrietville lies at the junction of the East and West branches of the Ovens River where they emerge from the shadows of the Great Dividing Range onto the river flats to combine for a more sedate journey towards the Murray. Gold was discovered in the area in 1863 and has, over the subsequent 133 years been extracted by alluvial, deep lead, reef, hydraulic sluicing and dredging methods. One of the few remaining "traditional" reef mines in Victoria is the Sambas, situated some three kilometres south of the town, on the rugged range which separates the two branches of the Ovens.

Discovered in 1910, the Sambas reef is one of several rich reefs lying in close proximity and which share a history of closely related transport systems. Johnsons reef (discovered 1866), the Tiddle de Addle (1874), the Jackass (1878), the Mons Meg (1880) and the Sambas all, at some time, made use of, variously, sleds, chutes, adhesion tramways, aerial ropeways and inclined tramways to transport their gold-bearing ore to a large battery which used to be sited on relatively flat ground on the valley floor beside the West Ovens River (see *Gold at Harrietville*, Brian Lloyd, 1982).

On December 6th 1995, a visit was made to the Sambas mine (the name derives from the important 19th century gold-producing sultanate of Sambas in Western Borneo). The Sambas levels are numbered 1 to 11, from highest

to lowest in elevation. Since World War II, most production has been successively from 8, 9 and 10 levels, and operations have recently commenced on 11 level. Around the start of 1995, rails, loco and equipment from 10 level were transported down the hill, track laid, and work begun on retimbering and clearing out the 11-level adit.

Motive power is a Gemco 0-4-0BE (1959/207/74 of 1974) a 4hp *trammer*, origins unknown. Rolling stock consists of three side-tipping skips, a flat truck for timber and other supplies, and a rail-mounted Atlas Copco LM36 bogger.

In December, the mine was waiting an assay report prior to proceeding to full scale production. The manager, Simon Law, advised that if work proceeds, another loco would be required together with more trucks. (He would like to hear from anyone with deep, narrow trucks with wide flanges.) The track and points installed on 11 level are of Simon's making and are based on a design used at the Central Norseman in WA. The sleepers outside the adit are redgum, whilst underground, local eucalypt hardwood is used and survives well provided it stays wet.

The rather elaborate and now-disused trackwork outside 10 level was installed in 1955 when that adit was re-opened and track regauged. Lying out of use nearby is a stack of mine trolleys with centre flanges, which carried detachable box containers. These may be reused if full production recommences. Any readers proposing to visit must make prior arrangements.

Phil Rickard 6/96



Ever the cautious Treasurer, Colin Harvey carefully manoeuvres the Gemco 0-4-0BE (1959/207/74 of 1974) towards the 11 level adit, under the watchful eye of Sam, the manager's dog. December 6th 1995.

Photo: Phil Rickard

WESTERN AUSTRALIA

BUSSELTON JETTY 1067mm gauge

(see LRN 102 p.18)

The jetty train resumed operations in 1995 after a break of 15 years. It has begun operations with a loco which has been converted to road-rail operation from a straight rubber-tyred steam outline "tank locomotive" of the type used in a number of attractions around the country, acquired from Mindarie Quays north of Perth. It is understood that the loco, numbered 501, uses its rubber wheels to run around its train.

ARHS Bulletin 8/1996

CARNARVON LIGHT RAILWAY ASSOCIATION INC 1067mm gauge

(see LRN111, p.15)

Commencing in May 1996, the CLRA operated steam train rides each Friday, Saturday and Sunday on the Babbage Island railway. Andrew Barclay 0-6-0T *Kimberley* (1754 of 1921) and former Perth suburban AYE and AYF coaches operate on the 1.4km line.

David Whiteford 9/96

PILBARA RAILWAY HISTORICAL SOCIETY 1435mm gauge

(see LRN 112 p.19)

Hamersley Iron has donated an Alco Co-Co DE, 3017, to the Society. This was rebuilt from a M636 to a C636R by Com-Eng in 1983 and has run more than 3 million kilometres.

Australian Locomotive News 8/96 via Editor

WEST AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION INC, Bennett Brook Railway, Whiteman Park 610mm gauge

(see LRN 113 p.22)

A number of important projects were making good progress for completion by Enthusiasts Day, 14 September. No.3 road, and the No.4 runaround loop at Whiteman Village Junction were completed by 25 August, as was the electric staff system and phone system between Mussel Pool and Whiteman Village Junction. Other jobs included completing the handrails on the turntable, and completing a new Z brakevan to the state where it can be run.

Malcolm Thompson's Perry 0-4-2T *Betty Thompson* (8967.39.1 of 1939) was commissioned at his business premises at Bentley on August 18th and was due to arrive at Whiteman Park on 30 August.

A Friends of Thomas the Tank Engine Day was due to be held on 13 October from 11.30am.

Ken Watson 8/96

OVERSEAS - INDONESIA

Steam-starved narrow gauge enthusiasts are assured of plenty of interest in Indonesia with 40 mills on Java using steam locos. Bali also has its share of sugar mills and Sumatra has its palm oil plantations. There is a wide variety of loco types, including a variety of articulated and semi-articulated machines, but steam is today mostly restricted to areas around the mills with motor trucks bringing in most cane, and diesels generally being sent further afield than the steam locos. This is about the right time of year to visit, and you can photograph narrow gauge steam in action the same day you depart from Sydney. Ray Gardiner of 28 Hyacinth Street, ASQUITH 2077 is happy to provide further details.

Ray Gardiner 7/96

MEETINGS

MELBOURNE:

Narrow Gauge Railways around the World

Graeme Knight has kindly offered to show us some of his collection of slides/films taken on his various journeys around this planet. A visual feast is guaranteed! Don't miss it! Just because it was cold in August and you didn't want to come to the AGM is no excuse to by-pass this night! It's in October. The weather's warmer. The footy's over. There's nothing else to do! So, please join us! Supper provided.

LOCATION: Ashburton Uniting Church Hall, Ashburn Grove, Ashburton

DATE: Thursday 10 October 1996 AD. 20.00hrs (8.00pm)

SYDNEY:

Any member wishing to know details of the next meeting should contact Craig Wilson on (02) 9484 7984

LOCATION: Woodstock Community Centre, Church Street, Burwood Note: Plenty of off-street parking at the rear of the building Burwood station is only a 5-minute walk away

DATE: Wednesday 23 October 1996 at 19.30 hrs (7.30pm)

ADELAIDE:

Contact Arnold Lockyer for details. Telephone (08) 296 9488 LOCATION: 150 First Avenue, Royston Park

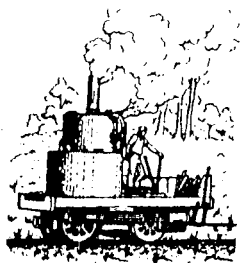
DATE: Thursday 3 October 1996 at 20.00hrs (8pm)

MEMBER'S ADVERTISMENT

An American member, Robert Johnson, is wishing to obtain any of the following publications. If you wish to sell, please contact Phil Rickard on (03) 9870 2285.

Shale Rlwys of New South Wales, Speed Limit 20, Railways of J & A Brown, Powelltown - Hard Cover, Innisfail Tramway, When Steam was King (NZ), Light Railways - early editions (not reprints) prior to No. 47, plus Nos 91 + 96, Tall Timber & Tramlines, Bellbrakes Bullocks & Bushmen, Barongarook, The Abt Railway on Tasmania's West Coast, The Emu Bay Railway,

A History of Railways & Tramways on Tasmania's West Coast, Five to 500, The Mt Lyell Mining & Railway Co 1893-1993, Window on Rosebery.
(to be continued in December)



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Kicking up the dust is Fairymead Mill's E M Baldwin B-B DH 82 (10048-1-6-82 of 1982) as it approaches Faulkner's Road crossing on the Invicta tramline on 15 October 1996.

Photo: Brad Peadon

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LRRSA WEB PAGE: <http://www.ozemail.com.au/~telica>

EDITORIAL

Curious why your favourite light railway location has not featured in LRN photo coverage? Would you like to see your photos published? The photos published are a selection of those submitted by just a few readers, and they provide a great coverage. However, the choice of subjects can become a little limited when no photos of certain sites are ever submitted. The Editor will select suitable shots, and would prefer newsworthy ones where available. Industrial as well as preservation locations are welcome. Physical cropping is used on those selected. Please indicate if you require the photos returning, otherwise they go into the editorial files for possible future use. Thanks to all our past contributors, and looking forward to receiving further contributions.

NOTES, CORRECTIONS AND COMMENTS

Happy birthday, NSW Division The NSW Division's 20th birthday celebrations were held on 22 August, with a specially iced cake at the regular meeting, followed by films, slides, and the inspection of model items. The entertainment focused on the many tours organised over the years by the NSW Division, with Paul Simpson's films a highlight.

Len King

No sugar mills on Bali!

Your editor apologises to Ray Gardiner for mangling his comments, in LRN

114 (p.19). Of course, Bali has no sugar mills. However, a companion of Ray's recently counted 130 locos in steam on an Indonesian trip, and they also saw the unique 700 mm gauge E M Baldwin 6wDM at Mojopanggung Mill.

LRRSA on the Internet

The LRRSA has a new expanded presence on the world wide web. The address is <http://www.ozemail.com.au/~telica>. If you have access to the Internet then your suggestions on how our web site could be improved would be welcome.

Frank Stamford

How to find a needle in a haystack

Not quite, but have you ever wanted to find every reference to a particular locomotive in the back copies of "Light Railway News", or track through every reference to Moreton Central Mill, or even explore the sordid connection between diesel locomotives and sewers?

For the past two years work has been underway on a project to publish all past copies of LRN in an electronic form, so that they can be read on a PC running Windows software. The advantage of this is that you can search for every item in LRN which - for example - contains reference to a particular locomotive, or contains specific words (like "diesel" and "sewer"). Such searches are very fast, and can be measured in seconds, not minutes.

The electronic LRN will probably be published on a CD-ROM, or possibly on floppy disks, and it should be available sometime in 1997. To help us gauge the market, if you are interested in obtaining a copy, please contact Frank Stamford (phone (03) 9830 1640, (or address details on page 2). Yes, the same exercise has commenced for "Light Railways"!

Railways of Papua New Guinea

Long term members of the LRRSA will have seen numerous references to railways and tramways in Papua New Guinea in our publications. Most of these have been contributed by Michael Pearson and Bob McKillop, both of whom have spent long periods in PNG. They have now collaborated to write a book on the railways of PNG. They have identified over 150 lines, most of them being small man- or animal-powered affairs, but with an interesting range of more substantial lines. The book is being published by University of PNG Press, and should be available next year. Watch for details of how to purchase this book.

Frank Stamford

Isis Mill Centenary book

The Isis Central Mill celebrated its centenary recently, and to mark the occasion, John Kerr's book *Only Room for One* was published. In your editor's opinion, this is John's best book yet, and is a hard cover volume with 160 pages and many illustrations. The title refers to the fact that the Isis Central Mill at length became the only one in the district, after outlasting many other mills, including the heavyweights of CSR and the Millaquin company! The book is priced at \$30 plus postage (it weighs 800g). For those interested, look out for the centenary books for Proserpine Mill and Moreton Mill next year.

FIELD REPORTS

BHP Ltd, Abbotsford, Sydney

On 17 September, a visit was made to the BHP wire works at Abbotsford, formerly Lysaghts. Paul Simpson owns plans (from the 1930s-40s) showing two gauges of hand worked lines around the works for materials carriage. Double and single tracks totalling thousands of feet were then in use, from the wharf, up an incline, and throughout the many buildings. Nowadays, only a few 2 ft 6 in gauge remnants are to be seen, and those outside the buildings were able to be inspected.

The most extensive area was on the wharf and what had been a storage area beside it. The remains of a double track layout with many wagon turntables are to be seen, but it was not possible to enter the area because demolition work and some track lifting was in progress. Much of the plant has been remodelled over the years and all that remains of a once extensive network of tracks was viewed in just half an hour. There were around five sections of rail, each no more than 60ft long, isolated by buildings, concrete slabs and new walls. Inside three buildings were further remnants.

The rails have not been used for over 12 years. At this stage, nothing is known of when it was originally laid; the gauge of the (narrower) track is not known; and nothing is known of the wagons used. The rail weight appears to be 25 to 30 lb.

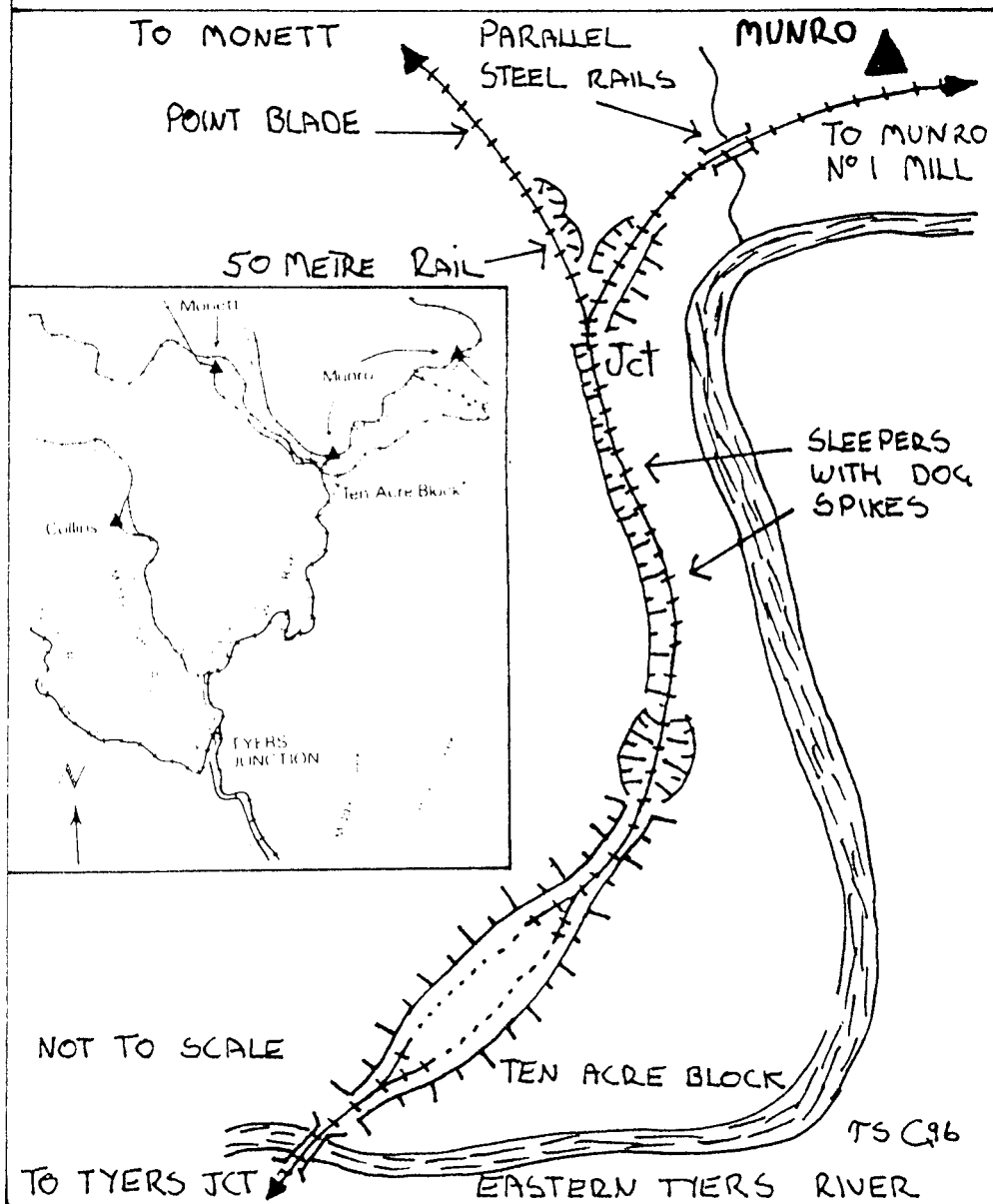
Len King

Tyers Valley, Victoria

(see LR 79 January 1983)

It appears that wherever the writer ventures to explore tramway remains, that many have been converted to walking tracks. Another excellent walk is

TYERS JCT Ten Acre Block



that from Tyers Junction to the terminus of the Forest Commission of Victoria line at "Ten Acre Block". The walking track continues to the two Munro mills situated on the Eastern Tyers River and also on the formation of the line to Horner and Monett.

From Tyers Junction to Ten Acre Block, the well built tramway is easily followed with the seven crossings of the Eastern Tyers River being bridged by fallen trees with some having support notches cut into the logs. Indeed the notches even have chicken wire nailed down to increase grip; tramway hiking gets easier and easier!

Most of the original bridges have disappeared with time, but where beams remain there is a discernible difference between the level of the formation and the beams which carried the line across the Eastern Tyers River.

The height difference of around one metre was a mystery to the writer. It was not until the return walk to Tyers Junction, that it was noticed that on crossing a small gully that what appeared to be a solid foundation was actually earth deposited on top of the timber bridge.

A later short walk along the Western Tyers River line from Tyers Junction also revealed the same method of construction. It would appear that on the FCV lines, bridges were constructed and then a layer of earth placed on top of the structure. Whether this procedure was used on all of the bridges or just a few is unknown to the author. Possibly the FCV lines are a combination of timber tramway construction, but with a degree of Victorian Railways civil engineering standards thrown in for good measure. The location of Ten Acre Block is easily discernible, the whole site is built on a raised embankment situated on the river flats, and is quite picturesque being covered in tall ferns. Unfortunately the track layout could not be discerned due to the amount of forest debris covering the site. While published maps show the FCV terminus at Ten Acre Block to be the end of the steel rail section, remains show clearly that the steel rails continued to the Munro mill site a short distance beyond. On the section between Ten Acre Block and Munro's there are sleepers with dog spikes and a section of parallel steel rails near Munro's mill. The formation from Ten Acre Block to Munro's is in marked contrast to the well built FCV line; the formation now takes on the typical tramway construction, becoming more steep and less discernible.

There are even signposts at the Junction of Munro's and Monett's lines directing the walker; you cannot even become lost anymore! However the signpost directs the walker to the Nelson mill which is actually the Munro mill. In the LR article it is mentioned that a Mr Nelson was the manager of the Munro mill. Apparently whoever erected the signpost had confused the ownership of the mill between the two men.

Also at the Junction remains a 50 metre length of steel rail positioned on the outside of the curve, as is normal practice on a wooden rail tram. This section to Monett's mill is also a walking track, but time did not permit any investigation of this section.

At the (Nelson?) Munro mill site is the inevitable sawdust pile, pieces of log truck bearings and a saw blade. The walking track continues onward to Munro's first mill. This section was wooden rail; however no remains could be discerned other than a sleeper just past Munro's mill with nails embedded in it. Indeed if it were not for the walking track, normal bush bashing would have ended in despair, due to the lack of tramway features and the rugged nature of the valley. The river is again crossed by suitably placed logs. Earthworks were minimal and no bridge remains were visible.

The site of Munro's first mill is marked by a huge sawdust pile and the mill boiler is still in position, bolted to its collapsed bearing logs. During the short stay, an exciting find was the remains of the frame of the Raynor-Munro tractor which was located a short distance from the boiler and at a higher level. The rusting frame lying on the forest floor was easily identifiable by the unique design of the brake pedal which can clearly be seen beside the left foot of the driver in the photograph on page 4 of LR 79. Also lying nearby were two headstocks with draft gear from another tractor; however perusal of photographs in LR did not enable the writer to identify the tractor type, although they are similar to those used on the Thomson Valley tramway. How they came to be at Munro's mill is a mystery as the two tramlines are of a different gauge.

Time did not allow walking the formation to Horner and Monetts mill nor the formation from Tyers Junction along the Western Tyers line to Growlers Creek. Any takers?

Tony Sedawie and Rita Pietszch

Port Milang Historic Railway Museum, South Australia

A small group have made outstanding progress in re-establishing railway infrastructure at the historic inland port town of Milang to commemorate the contribution of the railway to the town. A 1067mm gauge horse tramway operated from the railway precinct to the wharf on Lake Alexandrina. The formation is well defined and the stone platform at the northern end of the yard for the tram is to be restored by the Strathalbyn Rotary Club. A hand crane is retained at the platform and there is a crane on the jetty.

Bob McKillop

RESEARCH COLUMN

Historic Places - Special Investigation - South-Western Victoria

Apart from the many sawmilling sites in the Otway ranges mentioned in LRN 114, the following recommendations, published by the Land Conservation Council, may also be of interest:

A2 **Lloyd's Whip Shaft, Stuart Mill**, south of St Arnaud - former gold mining site: mentions remains of a wooden tramway.

B1 **Bell Rock Company, Gold Mine, St Arnaud** - mining dates from the 1870s. "The area features include tramway embankment ..."

B24 **Stony Creek Sawmill, Hall's Gap** - site of a 1920s sawmill and associated tramway.

C57 **Parker River Track, Otway National Park** - provided access to Cape Otway lighthouse. Supplies, unloaded on the beach, were taken by a tramway up the hillside, and hence by dray three miles to the lighthouse. "Used until 1878"

C59 **Blanket Bay Landing Site** - replacement for above "after 1877". Traces of a tramway reputedly remain.

C252 **Shell Grit Extraction Site, Murrell's Beach**, near Cape Nelson. "A variety of methods have been employed to carry the grit to the cliff top, including a pulley system and a gravity tramway remains of the tramway and assorted machinery remnants are in evidence." Site dates to early 1900s.

C265 **Remains of tramway building, Warrnambool**. Features an underground structure, probably a cellar ... wine bottles over 100 years old have been recovered from the site. Its association with the early (jetty) tramway is unknown. [Customs / Bond store?]. (See LRN 114 p.5)

C315 **Wensley Bray coal mine, nr Wensleydale**. Utilised tramways in the brown coal open cut 1924-52 intermittently, together with an aerial ropeway to Wensleydale Station 1925-32. Original open cut abandoned 1952; now partly water-filled.

C329 **Port Campbell Jetty**. At some stage in its life the jetty is believed to have had a tramway.

The following additional sites are listed in the report's inventory of Historic Places:

AR0140 Walter's sawmill and tramway, nr Mafeking, Grampians National Park

AR0146 Sawmill and tramway, Mafeking, Grampians National Park

AR0151 Tramway, Stoney Creek, Grampians National Park (related to B24?)

HO0038 McKenzie's Creek Quarry tramway, nr Horsham

RU0014 Tramway, Warranook (ballast pits line)

In addition to the above, the various goldmines around St Arnaud, Stawell and Ararat, as well as the sawmills in the Mt Cole State Forest could well repay investigation in terms of rail usage.

The 166 page report may be obtained from the Lands Conservation Council - (03) 9628 5142 - or through the usual outlets at \$9 over the counter. Any member wishing to examine the Society's copy may contact the Secretary.

Phil Rickard

NEW SOUTH WALES

BRUCE BELBIN, NSW Rail Transport Museum, Thirlmere 610mm gauge

(see LRN 113 p.8)

Perry 0-4-2T 7 (2714.51.1 of 1951) arrived at Thirlmere on September 4th. It is situated in the compound so that it can be winched onto the turntable then run onto the 2 ft gauge storage line, or the dual gauge line to the shed. The loco seems to be in quite good condition, with only minor repairs required.

Bruce Belbin 10/96

CITY OF LITHGOW GREATER MINING MUSEUM INC, State Mine Railway Heritage Park 1435mm gauge

(see LRN 113 p.8)

It is reported that train operations from Blast Furnace Park to the Museum, using the former NSWGR/Portland Cement 2-6-2ST (Dubs 2794 of 1892), are expected to commence on Sundays in 1997. Future development will extend the former State Mine branch railway line to Eskbank Station - thus linking the historic Eskbank railway precinct, Eskbank House, Blast Furnace Park, Lake Pillans wetland and the State Mine museum.

Bob McKillop 10/96

DORRIGO STEAM RAILWAY & MUSEUM 1435mm gauge

(see LRN 106 p.4)

Latest acquisition for the museum is Clyde 0-6-0DH 58-157 of 1958, a standard gauge version of the Clyde Model DHI-71 industrial loco of which large numbers were built for sugar mill service, mostly in 2 ft gauge. It arrived at Dorrigo by road on 21 September, having been acquired from the assets of the now defunct Mountain High Railway.

David McKensy 10/96; DSR&M Ltd Newsletter 10/96

THE MANILDRA GROUP 1435mm gauge

(see LRN 113 p.8)

It is now reported that the group have now purchased Clyde Co-Co DE locos 4906 (60-226 of 1960) and 4911 (62-261 of 1962). They are currently at the Clyde works at Bathurst.

Australian Locomotive News 10/96 via Editor

MOUNTAIN HIGH RAILWAY, Tumut-Batlow 1435mm gauge

(see LRN 90 p.8)

The Mountain High Railway has reportedly ceased to trade, its operator,

John Dunlop, unfortunately having had to petition for bankruptcy. [John Dunlop built a number of 2 ft gauge locomotives (mostly steam outline) for theme parks etc in the 1970s and 1980s - Ed.] Other assets of the railway are being disposed of through Mr P Olsen of the Insolvency & Trustee Service Australia, Level 1, AMA Building, 42 Macquarie Street, BARTON 2600.

David McKensey 10/96

QUEENSLAND

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY, Durundur Railway, Woodford 610mm gauge

(see LRN 113 p.9)

A quantity of equipment stored for many years at Rosewood, was delivered to the Woodford site on 27 July. The locomotives concerned were:

4wPM	Motor Rail	3719	1925	ex Condong Mill, NSW
4wPM	Forrers Foundry		1928	ex Caledonian Colliery
4wPM	Forrers Foundry		1938	ex Caledonian Colliery
4wPM	Malcolm Moore	1035	1943	ex Australian Army
4wDM	Jenbach	1080	1952	ex Mt Elliott Colliery

There were also several wagons, and about 8 tons of 30 lb rail which was to be moved over a number of weeks.

The Gemco-Funkey 4wDM (built 1965) arrived from Marian Mill with a good stock of spare parts on October 2nd and was ready to enter service immediately. On Saturday 5 October, Bundaberg Foundry 0-6-2T 5 (5 of 1952) had to be withdrawn from service because of a leaking side tank, and did not return until the Sunday afternoon. In the meantime, the Gemco-Funkey handled all the passenger services.

The Country Womens Association cottage was moved onto site on 6 August and work has advanced rapidly to enable it to be put into use as a facility for members and other on-site workers.

Durundur Railway Bulletin 8/96, 9/96, 10/96 via Editor

BINGERA SUGAR CO PTY LTD 610mm gauge

(see LRN 111, p.19)

Now trading under a new name, during October this mill finally received the Walkers ex-QGRDH-class B-B DH 633 of 1969, which had been undergoing rebuilding intermittently for more than twelve months. Named *Kolan*, the loco carries a Bundaberg Foundry Engineers rebuild plate stating that it is a 36-tonne loco rebuilt in 1996. The loco has very large nameplates, and is pleasingly styled similarly to the Mackay Sugar 73-class rebuilds, with a

limited height cab and underslung fuel tanks, although with end radiator units and without the sandboxes on the side safety rails. It is finished in Bundaberg Sugar yellow and black livery.

E.M.Baldwin 0-6-0DH *Manoo* (3875-1-7-71 of 1971) was transferred to Fairymead Mill on the arrival of *Kolan*.

This year, Com-Eng 0-6-0DH locos *Invicta* (A1513 of 1956) and *Sharon* (A1935 of 1959) have been based at Wallaville, while Com-Eng 0-6-0DH *Wattle* (FD4789 of 1965) has been observed shunting in the mill yard on a number of occasions. E M Baldwin rebuild 0-6-0DH *St.Kilda* (6-2179-1-6-67 of 1967) seems to be restricted to navvy duties.

Editor 10/96, 11/96

BUNDABERG SUGAR CO LTD, Fairymead Mill 610mm gauge

(see LRN 111 p.7)

Late in October, E M Baldwin 0-6-0DH *Manoo* (3875-1-7-71 of 1971) was transferred from Bingera Mill on the arrival of the new Walkers loco there. Originally delivered to Bingera Mill as *Oakwood*, this loco was at Fairymead, numbered 71, from 1975 to 1980, following the arrival of Bingera's E M Baldwin bogie diesels. It was transferred back to Bingera in 1980 when Fairymead received its first new bogie Baldwin.

Ruston & Hornsby 4wDM 9 (339211 of 1953) was still dismantled at the mill in early November.

Editor 11/96

CSR LTD, Herbert River Mills 610mm gauge

(see LRN 114 p.7)

Victoria Mill's Hudswell Clarke 0-6-0 *Homebush* (1067 of 1914) was used on October 26th for the Maraka Festival. It ran from the start of the Nyanza line, going out about 2 miles and then propelling back.

A 12-tonne bin running on just four wheels was noted converted with two four-wheel bogies at Victoria Mill on September 27th. Victoria Mill's E M Baldwin 0-6-0DH *Hobart* (4413-1-7-72 of 1972) returned from loan at Macknade on October 1st. Also on this day, Victoria Mill's E M Baldwin 4wDH *Sugarworld Shuttle* (9109-1-9-80 of 1980) went to Macknade with the Victoria Mill ballast plough (rebuilt from Motor Rail 4wDM 10381 of 1953), returning to Victoria two or three days later.

Chris Hart 10/96

GREAVES ENTERPRISES, Bundaberg Port Road 610mm gauge

Cane farmers require water supplies when burning cane, to prevent fires

spreading out of control. Many use specially built tank road trailer vehicles for this purpose. An interesting variation noted in Bundaberg allows for the use of existing cane bin trailers to be used to carry rail-mounted water tank wagons. These rail vehicles are built solely for farmer use and can never be used in trains. They have no draw gear and their railway wheels are used solely to allow them to be winched onto cane bin trailers for transport to the site of cane burns. On return to the farm, they can be run off to allow the cane bin trailer to revert to its normal use. Two such tank wagons were noted in use by this operator.

Editor 10/96

HAUGHTON SUGAR CO PTY LTD, Invicta Mill, Giru 610mm gauge

(see LRN 114 p.10)

Some additional tramline extensions were noted in September which were had not been recorded in May. A 3 km branch has been built near the Bruce Highway in the Selkirk irrigation section, and a 4.5km extension to the Mitchell's Road line in the Mulgrave section near Clare runs as far as the Ravenswood Road and then turns west along it.

The mill has ten brake wagons. Eight of these are bogie vehicles built at the mill with E M Baldwin or F M Baldwin bogies, and are named *Burdekin*, *Strathalbyn*, *Giru*, *Scott*, *Piralko*, *Hodel*, *Cromarty* and *Minkom* to correspond with the E M Baldwin or Walkers bogie locos they are equipped to operate with. The brakevan named *Strathalbyn* appears to be the one previously known as *Mulgrave*. The other two brake wagons are also named after their locos and are built from the frames of scrapped Com-Eng 0-6-0DH locos. *Selkirk* is built from the former *Scott* (C1015 of 1957) and *Clare* from the former *Clare* (AH4080 of 1964).Editor 9/96

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD 610mm gauge

(see LRN 114 p.11)

A further extension of a little more than a kilometre has been built onto Racecourse Mill's Balberra line during the current season. After crossing Munbura Road at the terminus completed for the start of the season, the line parallels it before again turning west.

A Racecourse Mill cane train derailed on the Baker's Creek rail bridge on the night of September 30th, disrupting crushing operations for a number of hours, as this bridge is a bottleneck for virtually the whole of the Racecourse system. About 40 bins were derailed with estimated damage up to \$250 000. A press photograph showed a Clyde 0-6-0DH loco in the new corporate livery on its side with bins piled on top of it.

A locally designed and constructed experimental 12-tonne bin has been trialled by Racecourse Mill this season.

A safety video has been made and provided to all schools in order to provide warning of industry hazards, particularly the cane railway network.

Editor 10/96; Daily Mercury 1/10/96 via Editor;

Mackay Sugar Newsletter 9/96 via Editor

MORETON CENTRAL SUGAR MILL CO LTD 610mm gauge

(see LRN 103 p.10)



E M Baldwin B-B DH Coolum (5565-1-10-74 of 1974), alias LORRY, leaves Moreton Mill yard with a rake of empties for Howard Street yard while his companions slumber in or near the loco shed, October 17th 1996.

Photo: Brad Peadon

E.M.Baldwin B-B DH Coolum (5565-1-10-74 of 1974) has been fitted with a large painted "nameplate" on the bonnet side carrying the word LORRY. It is understood that this is to identify the loco with a new generation cane train character featured in a locally-produced series of children's books

Brad Peadon 10/96; David Mewes 11/96

PIONEER SUGAR MILLS PTY LTD, Inkerman Mill 610mm gauge

(see LRN 114 p.12)

The new locomotive at Inkerman for the 1996 season, *Bojack*, is E M Baldwin B-B DH 7280-1-9-77 of 1977, named for a locality on the Groper's Creek line. It

was formerly *Seaforth* at Kalamia Mill, from where it was transferred at the start of the season, and has not yet been painted in Inkerman Mill livery.

Editor 9/96

PIONEER SUGAR MILLS PTY LTD, Pioneer Mill 1067mm gauge

(see LRN 113 p.11)

The loop line through the Northcote and Jardine irrigation sections to the south-west of the mill was completed for the 1995 or 1996 season, making a circuit of approximately 50 km. The loop was created by building a 10km link from near Ayr Airport westwards to the northernmost point of the Jardine line built for the 1994 season. There is also a 1km branch off this line. It would appear that there is a plan to convert the Pioneer Mill rail system to 2 ft gauge, or at least completely mixed gauge, as the Bruce Highway level crossing to the west of the mill has recently been rebuilt with rail in place for both 3ft 6 in and 2 ft gauge.

David Blakeley 8/96; Editor 9/96

PROSERPINE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD 610mm gauge (see LRN 114 p.13)

The new Walkers B-B DH (628 of 1969) is numbered 11, with large metal numerals fitted to the cab side. The Plasser KMX-12T ballast tamper delivered last year is builder's number 413 of 1995. It weighs 23 tonnes and has a top travelling speed of 40 kph.

Editor 9/95

ROTARY CLUB OF WYNNUM AND MANLY, St Helena Island 610mm gauge

(see LRN 108 p.15)



0-6-0DM
Mulgrave No.1
(Baguley 3377
of 1953) sits on
the wharf at
Fisherman Island
awaiting Army
transport to St
Helena, October
18th 1996.

Photo: Brad Peadon

There is no confirmation of any sale of a Clyde 0-6-0DH by Mulgrave Mill (see LRN 114 p.12). However, 0-6-0DM *Mulgrave* No.1 (Baguley 3377 of 1953) was noted at Fisherman Island in Brisbane on 20 September (in a QGR wagon) and again on 18 October (on blocks on the ground) awaiting shipping to St Helena.

Bob Gough 9/96; Brad Peadon 10/96

TULLY SUGAR LTD 610mm gauge

(see LRN 114, p.14)

Plans have been announced for lifting the mill's crushing capacity from 600 to 800 tonnes of cane per hour, with a crushing rate of 625 tonnes planned for 1997. Immediate projects for the mill include the completion of the Travelling Dairy Railway extension (an unusual name for a railway line? - Ed.)

Herbert River Express 24/10/97 via Chris Hart

SOUTH AUSTRALIA

PORT DOCK STATION RAILWAY MUSEUM, Semaphore and Fort Glanville Tourist Railway 457mm gauge

(see LRN 93 p.15)

The railway is operated by the Port Dock Museum on behalf of the local councils over 2 km of the foreshore of the historic Semaphore precinct between the jetty and Fort Glanville. Trains ran on a daily basis between noon and 5pm during the October school holidays with 2-4-0T *Bill*, built by Willis Light Engineering of Western Australia in 1992, and attracted good loadings.

Bob McKillop 10/96

NATIONAL TRUST OF SOUTH AUSTRALIA, Wheal Munta Mining Museum, Moonta 610mm gauge

(see LRN 59 p.9)

The National Trust museum and history resource centre is located in the former Moonta Mines Model School of 1878. The museum features outstanding displays of the district's mining history and Cornish heritage. As part of the adjacent Wheal Munta mining display, a 2 km 610 mm gauge tourist railway provides tours of the mining area. There are two small locomotives, a 4wPM ex Maylands Brickworks, Perth, and a steam-outline loco built on the frames of a loco from Adelaide Zoo and taking the form of a small 0-4-0WT which operated at Moonta and was known as *Captain Hancock's Pig*. These operate the line with tourist open carriages. A range of mine trucks is on display. Trains take visitors on a 50 minute round trip

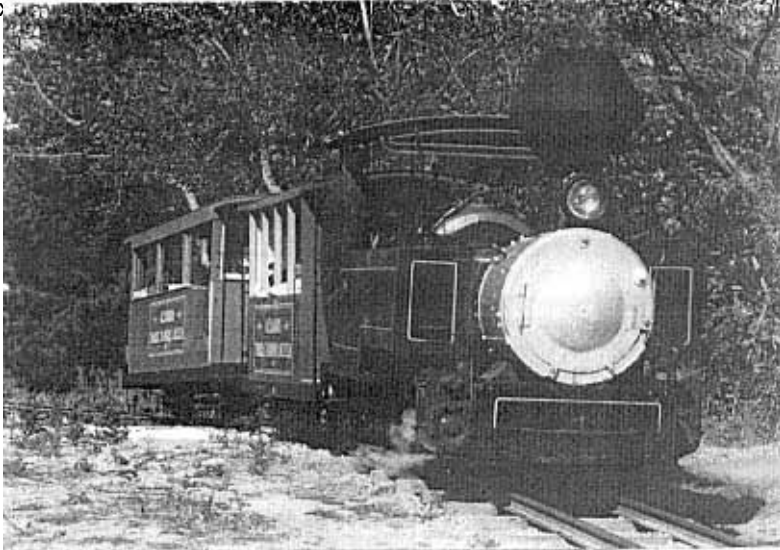
through the State Heritage area to the recently restored Moonta railway station. Here is a photographic display of past railway and mining activities.

Bob McKillop 10/96

VICTORIA

ALEXANDRA TIMBER TRAMWAY & MUSEUM 610 mm gauge

Alexandra 1909



ventures onto the new trackage of the "old" Rubicon Tramway, April 6th, 1996.

Photo: Ray Graf

COAL CREEK HISTORICAL VILLAGE, Korumburra 610mm gauge

(see LRN 106 p.12)

The railway here has been converted from 2 ft 6 in gauge. A Ruston & Hornsby diesel, presumably 0-4-0DM 305328 of 1954, purchased from the Sandhurst Town sale (see LRN 112 p. 17) is reportedly in use with three bogie carriages, believed to be from the same source. It is believed that a steam locomotive is being sought.

An unconfirmed report has it that 762mm gauge E M Baldwin 4wDH Kasey (3225-4-2-70 of 1970) has been disposed of for use on the Walhalla Goldfields Railway.

Ian Comrie 9/96; Bob McKillop 10/96; Peter Medlin 10/96

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Railway 762 mm gauge

(see LRN 114 p.15)

The State Government announced in October a further grant of \$500,000 for Gembrook restoration. The money is to be used for provision of station facilities at Gembrook, such as booking office, refreshment services, and toilets. Work on these is expected to start early in 1997.

Walkers B-B DH DH59 (646 of 1970) ran a trial trip to Lakeside on 17 October. There has been much discussion on the livery for this; it may remain in Queensland Railways green and grey livery.

A "Friends of Thomas" weekend was held on September 14th-15th. This involved the running of shuttle trips between Menzies Creek and Clematis, with 2-4-2ST *John Benn* (Couillet 43 of 1886 / Decauville 861 of 1886) at one end of the train, and 0-4-0T *Carbon* (Couillet 90 of 1890 / Decauville 986 of 1890) and 0-4-0ST *Sir John Grice* (Peckett 1711 of 1926) at the other. About 830 passengers were carried over the weekend on these trips.

As a prelude to this, a quadruple-header ran from Belgrave to Menzies Creek, hauled by *John Benn*, *Carbon*, *Sir John Grice*, and NRT1 *William H Collis* (4wDM Ruston & Hornsby 296058 of 1951). A stunning photograph of this graced the front cover of the October 1996 *Newsrail*.

For this day each engine was wearing a face, and worked under the names DEXTER DECAUVILLE, DANIELLE DECAUVILLE, PETER PECKETT, and DONNA THE DEVOIOUS DIESEL (surely NRT1 would be Victoria's *least* devious diesel?). Neither *John Benn* nor *Carbon* carry their names. *John Benn* displays the number "861" on its cab-sides and smokebox front, and is painted red. It is fitted with an ex-VR five-chime whistle, as fitted to broad-gauge steam locos, which sounds bizarre for such a small loco, and the effect is even more weird (and delightful) when *Carbon* answers with its pip-squeak whistle. *John Benn* is fitted with a Westinghouse type brake pump, a brass bell, huge headlamp front and rear, large enclosed wooden cab, spark-arresting stack, and fancy gold scroll work on the dome. *Carbon's* boiler is dark green, the side tanks and cab are yellow with dark green edging, and the rest is black. Both locos have lots of polished metal work, and the finish of both is superb. *Carbon* is not yet fitted with an air compressor, so it cannot haul a train on its own, or lead a train. For the PBPS Annual General Meeting on 19 October, *John Benn* and *Carbon* ran a shuttle trip from Nobelius Siding to Lakeside with four canopied NQR trucks. Both, together with the Peckett, are scheduled to run an all-day rail-fan trip from Belgrave to just beyond Lakeside on Cup Day, 5 November.

Frank Stamford 10/96

GISBORNE DISTRICT STEAM & ENGINE SOCIETY 610mm gauge

(see LRN 105 p.20)

Restoration of Perry 0-4-2T 9 (9737.45.1 of 1945), ex Millaquin Mill, has been completed. The loco operates on a loop line in Gisborne Steam Park on the first Sunday of each month from September to May.

Bob McKillop 10/96

SHIRE OF KERANG, Koondrook 1600mm gauge

(see LRN 55 p.15)

By 1994, the station and train, headed by replica Sentinel 7566 of 1926 - *Coffeepot* - had deteriorated to a dilapidated condition, with vandalism and termites taking their toll. A major restoration project was completed in July 1995. The station building was repainted in heritage colour and the "loco" treated with rust inhibitor and then black enamel paint with red lining. Hinksons Siding, the main intermediate station on the line has been rebuilt, and a separate tramway display as been established in the Kerang Museum. It includes an original wooden wagon, safeworking equipment and photos of the line.

Bob McKillop 10/96

SANDHURST TOWN MANAGEMENT PTY LTD 610mm gauge

(see LRN 112 p.17)

Only unconfirmed reports have so far been received as to the disposal of items, suggesting the following:

0-4-0DM	Ruston & Hornsby	354040	1953	Coal Creek with three carriages
4wDM	Ruston & Hornsby	354040	1953	Possibly to the Bass Valley Railway project
4wDM	Ruston & Hornsby	?	1945	Possibly to the Bass Valley Railway project
0-6-0	Hudswell Clarke	1553	1924	Bill Ferris & others for Walhalla Goldfields Ry (for regauging)?
0-6-0	Hudswell Clarke	1555	1925	Warrick Turner, Echuca?
0-6-2T	Perry	7967.50.3	1950	?

Your editor would appreciate receiving confirmation of these reports if possible.

Ian Comrie 9/96; Chris Hart 9/96; Peter Medlin 10/96

WALHALLA GOLDFIELDS RAILWAY 762 mm gauge

(see LRN 112 p. 18)

From December 1st, 1996 services will operate to Happy Creek Station, 3 km from the railway's headquarters at Thomson station. Happy Creek station

(which was not a stopping place on the old railway) is a 30 minute walk from the site of the Walhalla station, along the Walhalla Tourists Road. The following timetable will operate:

On Saturdays trains will depart Thomson station at 11.30am, 1.00pm and 2.30pm; returning from Happy Creek at 12 noon, 1.30pm, and 3.00pm. On Sundays & public holidays trains will depart Thomson station at 11am, 12.30pm, 2.00pm, and 3.30pm; returning from Happy Creek at 11.30am, 1.00pm, 2.30pm, and 4.00pm.

RETURN FARES are Adults \$7, Children (under 14) and concessions \$5, Family ticket (up to 5 people with at least 1 adult) \$20.

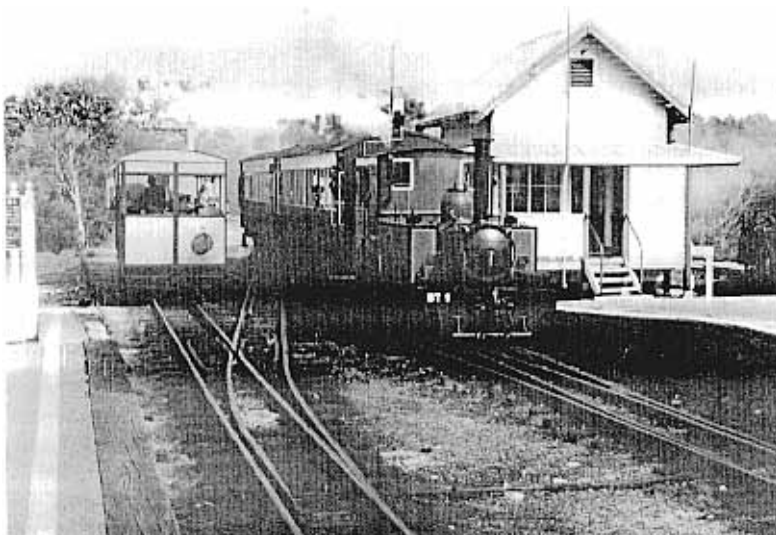
ONE WAY FARES are Adults \$5, Children (under 14) and concessions \$3, Family ticket (up to 5 people with at least 1 adult) \$14.

Walhalla Goldfields Railway via Frank Stamford 10/96

WESTERN AUSTRALIA

WEST AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION INC, Bennett Brook Railway, Whiteman Park 610mm gauge

(see LRN 114 p.19)



Shades of the Lynton & Barnstaple? Perry 0-4-2T BT1 Betty Thompson (8967.39.1 of 1939) with a passenger train on the Enthusiasts' Day on the Bennett Brook Railway at Whiteman Park, September 14th 1996.

Photo: Ken Watson

The enthusiasts day on September 14th saw the official inaugural running of Perry 0-4-2T *Betty Thompson* (8967.39.1 of 1939), and a variety of freight and passenger trains was in operation. The freight train featured newly regauged van Z63, looking very smart in red-brown livery with white roof.

Ken Watson 9/96

OVERSEAS - ENGLAND

BILL BEST, Bredgar & Wormshill Light Railway, Bredgar, Kent, UK 610mm gauge

(see LRN 105 p.17)

Following a series of legal vicissitudes, ex Qunaba Mill Decauville 0-4-2T 246 of 1897 arrived at Bredgar on about 18 July, where it joins a private collection of British and Continental locos, restored in working order to an extremely high standard. The collection is open for visits on steaming days, and visitors will be made welcome on prior notification to Mr.Best.

Industrial Railway Society Bulletin 9/96; Richard Horne 10/96; Editor

MEETINGS

MELBOURNE:

Darjeeling

Ray Gardiner has kindly agreed to show us his, by all accounts, excellent video depicting the Darjeeling narrow-gauge railway in India. This world-renowned railway seems live under a constant threat of closure. It may not be long therefore before videos such as Ray's become important historical records. Don't miss the opportunity to see it.

LOCATION: Ashburton Uniting Church Hall, Ashbum Grove, Ashburton.

DATE: Thursday 12 December at 8.00 pm

SYDNEY:

Any member wishing to know details of the next meeting should contact Craig Wilson on 02-9484 7984

LOCATION Woodstock Community Centre, Church St., Burwood Note: Plenty of off street parking at the rear of the buildillg and Burwood station is only a 5 minute walk away.

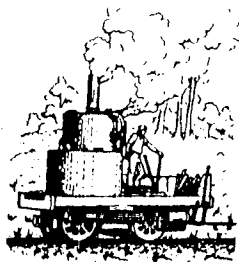
DATE: Wednesday 18 December at 7.30 pm

ADELAIDE:

Contact Arnold Lockyer for details. Phone: 08-296 9488

LOCATION 150 First Avenue, Royston Park

DATE: Thursday 5 December at 8.00 pm.



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Clyde 0-4-0ST Marjorie (462 of 1938) in use at the Richmond Vale Museum, Kurri Kurri, NSW. December 3rd 1995.

Photo: Ray Graf

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NOTES, CORRECTIONS AND COMMENTS

TimberTimes

David Mottram sends details of a quarterly American magazine dealing with "Logging & Lumbering History & Modelling". Annual subscription is US\$20. Contact *TimberTimes*, PO Box 219, Hillsboro, OR 97123, USA

Birregurra Station

A private Otways timber industry museum focussed on Sanderson's operations has been opened at Birregurra by a great great grand-daughter of Alexander Sanderson. Timber tramway material has been contributed by Norm Houghton and forms an important part of the display. Enquiries _ 36 2444.

The Geelong Advertiser 7/11/96 via Norm Houghton

Australian Rails to Trails

(see LRN 106 p.3)

Members may be interested to know that groups are forming across the country to lobby for the conversion of used lines to trails. General maps have been published for each state, and members are now working on producing lists of closed lines in each state, setting out established trails and those lines which have potential for conversion to rail-trails. Any members with knowledge of light railways in NSW that have been converted into walking tracks or roads (no matter how short the section) are asked to forward details to Jim Longworth, 2 The Boulevard, Cheltenham 2119. (02) 9876 3469 (h)

Coal Creek Historical Village

(see LRN 115)

The eagle-eyed Chris Hart points out that the correct builder's number of the Ruston & Hornsby from Sandhurst Town (305328) is that shown on p.15 and not as shown on p.17. Thanks, Chris.

FIELD REPORTS

Wymah Punt, NSW

The NSW Department of Main Roads operates a vehicular ferry across the Murray Arm of the Lake Hume at Wymah. To accommodate the variation in water level, the landing stage (on the Victorian side at least) moves up and down the bank on a tramway of about 7ft 6in gauge. The landing has a rigid timber frame with eight wheels of typical timber tramway appearance. The rails are BHP 45 lb/yd dog-spiked to very long sleepers. Is the use of tramway-mounted landings a common feature of ferries and is there a "standard" gauge?

Jack Stock 12/96

Burra, SA

The Burra Burra copper mine commenced in 1845. It was worked as an open cut from 1879 to closure in 1877, and in 1876 a cable-worked incline tramway was installed. The mine site (reworked by modern open cut 1971-81) is now a State Heritage Area under the control of the National Trust. A number of ore trucks are present on the site and appear to be 2ft 3ins gauge. Outside Clode's Hardware store in the town another ore truck, possibly 3ft gauge, is on display.

Editor 12/96

RESEARCH COLUMN

Hydro-Electric Commission, Waddamanna, Tas.

John Robin (c/- Post Office, Meander 7304) provides details of a pamphlet produced by the Tasmanian Hydro-Electric Commission entitled *Waddamanna - A Retired Power Station*. This mentions a tramway linking Bothwell with Waddamanna power station, then under construction. The following quotes may be of interest:

There was no road link to the power station site at Waddamanna. Early in 1911 work began on building a 27km wooden tramway, from Red Gate, near Bothwell to Waddamanna. The 'rails' were made using 9" (225mm) square hardwood and bridges were constructed over a number of creeks and the Shannon River.

The tramway was completed in early 1912 and a regular service of a return trip every two days began. Teams of up to 15 draught horses pulled each load; the average load being about 7 tons. A road was completed in 1922 and the tramway fell into disrepair.

The pamphlet has two photos supposedly of this horse-drawn tramway. One photo shows wooden rails of considerably smaller dimensions than the 9 in quoted. The gauge appears to be 3 ft 6 in to 4 ft 0 in. Can anyone provide further details of the tramway?

Saltwater River Powder Magazine (Jacks Magazine), Maribyrnong, Vic.

Grid Ref CU145162

Background

In 1874 the Victorian Government called tenders for the construction of new powder magazines beside the Saltwater River (now the Maribyrnong River) to replace the Footscray magazine beside the Yarra River. The new magazines were designed by the Public Works Department under the supervision of William Wardell (designer of St Paul's Cathedral), constructed by George Cornwall and opened in 1878.

The original contract included two large bluestone magazine buildings (each about 65 metres long), examining room, guard room, clothes room, cooperage and barrel store (gunpowder was stored in barrels), tramways, two tunnels through the 10-metre-high blast mounds, a landing stage and shed and a bluestone boundary wall. Several additional brick buildings were later added.

Future Use

The magazine complex, once the largest in Victoria, remains virtually intact and has been listed on the Victorian Register of Historic Buildings and the Register of the National Estate. The magazine is contained within

a site owned by ADI Ltd which is being redeveloped as a joint venture with Lend Lease Development Ltd. The joint venturers are seeking expressions of interest from parties wishing to use the magazine complex within the constraints of preservation objectives imposed by the Commonwealth.

Tramways

Gunpowder was originally delivered to the magazine by barge along a 250-metre-long canal from the river and then transferred to the magazines by tramway. Later the tramway was extended to a wharf on the river.

The specifications for the magazine construction provided for 3124 ft of 4in x 4in wooden “runners” [476 metres of track] secured to 8in x 4in x 7ft Red Gum sleepers with hardwood trenails. Five turntables and a quantity of hardwood planking were also provided for the tramway. Turntables have not been used at Jack’s Magazine for many years and all remaining rail is steel. Additional (and replacement?) tramways were provided by the Commonwealth in 1909.

On a site visit on 20 November 1996 the following was noted:

- the gauge of tramway was measured (several times!) as 2 ft 6.5 in (775mm).
- much of the trackwork and all (?) of the points have been removed or buried.
- tracks are intact in the loading shed at the head of the canal and through the tunnels to the main magazines.
- some BHP 20lb/yd rail from the tramway is stored in one of the magazines
- one wooden-topped flat truck remains on the tramway in the loading shed
- two steel flat trucks are on site but not on the tramway
- a set of 18.5-inch-gauge points is stored near the entrance (probably from the adjacent Footscray ammunition factory)
- two 18.5 in gauge covered trucks with open sides are stored at one of the magazines. These trucks are painted red and numbered 5525 and 7828. These trucks are probably from the ammunition factory. [Can any reader confirm the existence of 18.5 in gauge at this site?]

Acknowledgement

The authors wish to thank Elisabeth Schwab of Lend Lease Development, Melbourne for arranging the inspection and making available documentation on the site.

References

Tender specifications for Saltwater River Powder Magazine, Public Works Department, 1874 (VPRS 967, Unit 25)

The Commonwealth Gazette, 20 February 1909, p693

Munitions Supply Board drawing W-62749 (various issues)

The Age, 13 November 1993 and 19 October 1996

Registration of interest in the future use of Jacks' Magazine, Lend Lease Development Pty Ltd and ADI Ltd, October 1996

Phil Rickard & Colin Harvey

Early internal-combustion locos in Australia

(see LRN 107 p.4).

The 1904 internal-combustion loco was on the creamery tramway at Byron Bay (see ARHS *Bulletin* No.708, October 1996.)

Jim Longworth

Malcolm Moore V8 locomotives

John Peterson (54 Biram Drive, Warragul 3820) is researching these World War II locomotives and would like to confirm those still in existence. He asks anyone who has sighted *any* of those listed in the last 18 months, or can provide any extra information, to contact him. Of special interest would be any locomotive movements or any additional locomotives not listed here.

811 Moreton Mill, Nambour, Qld - diesel engine fitted by 1995 - Joe

1003 SEC Rubicon, Vic

1010 Lune River, Tas

1011 Babinda Sugar, Qld - Fordson diesel fitted

1013 Puffing Billy Museum, Vic - unknown diesel fitted after 1954

1015 Puffing Billy Museum, Vic - Hercules diesel fitted

1017 Lune River, Tas

1023 Menangle NG Railway, NSW

1025 Bingera Sugar, Qld - Perkins diesel/ hydrostatic transmission fitted
1969

1031 ANGRMS, Durundur Railway, Qld

1035 ANGRMS, Durundur Railway, Qld

1038 Lune River, Tas - Isuzu diesel fitted, 1981

1042 Mossman Mill, Qld - Fordson diesel fitted

1049 Alexandra, Vic

1050 Megalong Valley, NSW

1051 Moreton Mill, Qld - diesel engine fitted by 1975 - JIMPY

1052 Lune River, Tas - Hillman petrol engine fitted

1056 Lune River, Tas - Perkins diesel fitted 1975; now Isuzu diesel

1057 Babinda Sugar, Qld - Fordson diesel fitted - 20

1058 Moreton Mill, Qld - preserved - Sandy

1060 South Johnstone Mill, Qld - Ford diesel fitted c.1962 - preserved - 17
1090 Ray Odgers, Echuca, Vic (?)
1092 Caribbean Gardens, Scoresby, Vic
? Mourilyan Mill, Qld - Fordson diesel fitted, 1960 - .5

Australian Archives, Tasmanian Office

The Archives is involved in a program conserving and enhancing public access to the civil and mechanical engineering drawings of the Tasmanian Government Railways which were transferred from the Launceston Railway Workshops in 1990-5. These include drawings from the TGR 2 ft gauge lines, such as the world's first Beyer Garratt locomotives.

memento (Australian Archives News) December 1996 via Ross Mainwaring

LOCOMOTIVE, ROLLING STOCK & EQUIPMENT MANUFACTURERS

MINE TECHNIK AUSTRALIA

This company, apparently the successor of Westfalia Becorit (see LRN 88 p.3), has recently been contracted to build a new 1067mm gauge Model DH25MR Mk II rack/adhesion locomotive for Ellalong Colliery.

ARHS Bulletin 11/96 via Editor

PLASSER AUSTRALIA PTY LTD, St.Marys, NSW

(see LRN 102 p.3)

A number of orders are reported to be on hand for sugar mills as follows:

Mackay Sugar PBR 201 ballast regulator

Tully Sugar KMX 12T tamping machine

Mulgrave Central Mill KMX 12T tamping machine

CSR Victoria Mill GWS 75 (what is this? - Ed)

ARHS Bulletin 12/96 via Editor

NEW SOUTH WALES

CITY OF BROKEN HILL, Brownes Shaft, Junction Mine, Broken Hill 356mm & 419mm gauge

(see LRN 112 p.8)

This is a heritage site owned by the City Council rather than as indicated by your Editor previously. The track on the surface appears to be 16½ inch gauge, with the tiny 2-2wBE loco 14 inch gauge. The loco is No.8 and carries plates as follows:

**No.8 LOCO. DEDICATED TO THE MEMORY OF KEITH BARTLEY
AFFECTIONATELY KNOWN AS NO.8, WHO WORKED AT THE
JUNCTION MINE AS A FITTER
RESTORED BY WEST DARLING MACHINERY PRESERVATION
SOCIETY 1994
14" BATTERY LOCO. REFERRED TO AS A MULE.**

Editor 12/96

COBAR REGIONAL MUSEUM 1435mm & 457mm gauge

(see LRN 91 p.2)

The 4wBE locomotive displayed in a simulated mine tunnel is 18ins gauge rather than 2ft gauge as previously suggested. Numbered 4 in weld, it is a "trammer" with inside frames and a pivoting driver's position to enable it to be lowered down a narrow shaft.

Editor 1/97

DELPRATS UNDERGROUND TOURS PTY LTD, Broken Hill 610mm gauge

(see LRN 90 p.8)

The 4wBE displayed underground here on the 4th level is numbered 5 in weld, although corrosion makes this hard to see in the darkness.

Editor 12/96

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY, Albion Park 610mm gauge (see LRN 112 p.7)

Baguley (Drewry) 0-6-0DM *Seymour* (2392 of 1952) was due to be officially recommissioned at the January 12th Open Day.

ILRMS 12/96



ILRMS Hudswell
Clarke 0-6-0
Cairns (1706 of
1939) in action
at Albion Park,
February 11th
1996.

Photo: Ray Graf

JACK KENNEDY, Machinery & Surplus Sales, Kanandah Place, Broken Hill 610mm gauge?

(see LRN 108 p.7)

Gemco five tonne 4wBE Z22 (with battery box ZL09) was noted to have been moved to a corner of the machinery yard close to the road. Nearby were one blue and one yellow Eimco bogger. The two three tonne locos and the other yellow bogger previously reported were not seen.

Editor 12/96

DAVID REVELL, Wee Waa 610mm gauge

(see LRN 103 p.6)

Mr Revell is a vintage machinery enthusiast, with a fine collection of traction engines in particular, and with excellent workshop facilities. Charity steaming days are held occasionally. Hunslet 4-6-0T 306 (1218 of 1916) is in covered storage pending restoration. Charlie McClelland's bogie carriage, as well as other equipment, has been purchased, but is yet to be delivered on site. Mr Revell plans to lay 5-8km of track on a nearby property and so will be able to enjoy a leisurely train ride down to the Namoi River. He is currently interested in buying 30lb rail, and would like to hear of any possible sources.

Editor 1/97

SULPHIDE STREET STATION MUSEUM TRUST, Broken Hill 1067mm gauge

(see LRN 6 p.5)

The following locomotives from the Silverton Tramway are on display:

Y1		2-6-0	Beyer Peacock	2971	1888
W24	Malcolm Moore	4-8-2	Beyer Peacock	7553	1951
	Sam	0-6-0DM	Andrew Barclay	391	1953

There is also a 2-2-0PM railcar, rebuilt from a Dodge road vehicle by SAR and used by the STC, as well as a variety of ex STC rolling stock.

Editor 12/96

PASMINCO LTD, Broken Hill 457mm, 610mm & 915mm gauge

(see LRN 88 p.10)

The North Mine is reported to have closed in 1993, with extremes of temperatures at the still-workable levels being a factor in the decision. Operations are now concentrated at the south end of the line of lode, with large rubber-wheeled equipment predominating. The current extent (if any) of underground rail operations is unknown.

The 18 inch gauge Greenwood & Batley 4wBE preserved at the gatehouse of the North Mine (see cover LRN 80) seems likely to be 1691 or 1692 of 1940

(in spite of being labelled "1930's"). It is accompanied by two ore trucks of differing design labelled "1900".

Editor 12/96

PENROSE PARK TRUST, Silverton 1067mm gauge

Ex Silverton Tramway 2-6-0 Y11 (Beyer Peacock 3535 of 1893) is on display in the open here, behind a fence. It was repainted in 1995 in an attractive olive green livery with yellow and black lining.

Editor 12/96

SILVERTON TRAMWAY COMPANY 1435mm gauge

(see LRN 108 p.8)

A visit to the Silverton Tramway depot on 29 December found four A.E.Goodwin Co-Co diesel electric locomotives in STC yellow and blue livery. 28 and 29 (83827 and 83828 of 1961 respectively) were parked in the yard, while 37 was in the depot area and 36 was in the shed, both apparently newly painted. These latter two are presumably ex NSW SRA 4811 and 4838, but it was not clear which was which.

Editor 12/96

WEST DARLING MACHINERY PRESERVATION SOCIETY various gauges

The Conservation Centre, 479 Crystal Street, Broken Hill

(see LRN 112 p.10)

In addition to the equipment listed previously, a white Gemco 4wBE loco, possibly 18 inch gauge, together with two four-wheel man transporter cars, has been put on display here. It is numbered D25T and is marked Lot 53. It has Gemco Solid State Converter AL No.1634.

The smaller of the two battery locos previously reported has no battery box and seems to be identical to the one preserved at the Junction Mine (see above), so may well be 356mm (14 inch) gauge.

The crude 3ft 6ins gauge steam outline loco is a 4-2-0PM and is being prepared for use at a park near the city centre (see below).

PARK, Blende Street, Broken Hill 1067mm gauge

A circuit of track has been laid in this park which is opposite the Sulphide Street Railway Museum. A shed through which the track passes contains a passenger carriage, and it will be joined by the locomotive being prepared at the Conservation Centre.

Editor 12/96

WHITES MINERAL ART GALLERY AND MINING MUSEUM various gauges

1 Allendale Street, Broken Hill

This attraction, open daily, incorporates a simulated mine and a variety of models and other display material. On display outside is a variety of rolling stock including two compressed air boggers and a 2ft gauge battery electric locomotive, painted white. The loco is a Gemco, numbered B11. Its battery box is numbered BBZL16. The boggers are an Eimco numbered Z428, and a Gardner-Denver numbered B3411.

Editor 12/96

QUEENSLAND

BABINDA SUGAR LTD 610mm gauge

(see LRN 109 p.7)

For the 1996 season, a locomotive numbering scheme was adopted with the use of a ground positioning system based on satellite technology. A location display showing numbers was more appropriate than one showing names. Those locomotives currently in use have been numbered as follows:

2	Goondi	0-6-0DH	Clyde	55-56	1955
3	Daradgee	0-6-0DH	Clyde	56-90	1956
4	Harvey	0-6-0DH	Com-Eng	AD1138	1960
5	Bramston	0-6-0DH	Com-Eng	AH2460	1962
6	Allison	0-6-0DH	Com-Eng	C2234	1959
7	Morrison	0-6-0DH	Com-Eng	AD1239	1960
8	Babinda	B-B DH	Bundaberg Foundry	002	1991
9	Bartle-Frere	0-6-0DH	Com-Eng	AH3979	1964
10	Russell	0-6-0DH	Com-Eng	A2027	1958

Reportedly, no loco was allocated number 1 to avoid the implication that there was a "gun" crew. 10 *Russell* was spare loco during the 1996 season. 6 *Allison* has been fitted with an enclosed cab, while Com-Eng 0-6-0DH *Josephine* (A1821 of 1957) was undergoing a similar rebuild by December. 5 *Bramston* was being used by the navvies following the end of the crushing season. After having languished at the back of the shed for 5-6 years, Baguley 0-6-0DM *Fishery* (3387 of 1954) has been shunted onto the mill roller track in the middle of the yard. One Malcolm Moore 4wDM (1011 of 1943) was noted coupled to a bogie ballast hopper, while the other, 20, (1057 of 1943) is derelict.

Greg Stephenson 12/96

BINGERA SUGAR CO PTY LTD 610mm gauge

(see LRN 115 p.10)

(See Bundaberg Sugar Co Ltd, Fairymead Mill)

BUNDABERG SUGAR CO LTD, Fairymead Mill 610mm gauge

The transfer of E M Baldwin 0-6-0DH *Manoo* (3875-1-1-71 of 1971) from Bingera to Fairymead was only a temporary one, apparently for trials in conjunction with Fairymead's similar 70 (3406-1-7-70 of 1970). *Manoo* was back at Bingera by the end of November.

Editor 11/96; Bob James 12/96

BUNDABERG SUGAR CO LTD, Mourilyan Mill 610mm gauge

(see LRN 109 p.8)

Bulk sugar was conveyed from the mill to Mourilyan Harbour by tramway during the 1996 season. Clyde 0-6-0DH 5 (66-491 of 1966) was noted hauling the bulk sugar train on two separate occasions during September and October.

Greg Stephenson 12/96

COMALCO ALUMINIUM LTD, Weipa 1435mm gauge

(see LRN 104 p.12)

A restructure of operations will involve an extension of the rail network and reduction in the road truck fleet.

Locomotives recorded here are General Motors (EMD) Bo-Bo DE 1.003 (4114 of 1946), formerly of Canadian National Railways, Clyde Co-Co DE R1001 (71-752 of 1972, rebuilt Clyde 1994) [a sister loco, R1002 (71-753 of 1972) was sold to Westrail in 1994], and Clyde Co-Co DE R1004 (built 1990), ex Goldsworthy Mining in 1992.

Townsville Bulletin 28/11/96 via Chris Hart; Editor

CSR LTD, Herbert River mills 610mm gauge

(see LRN 115 p.11)

Crushing finished at both mills on December 14th with a record combined crush of 5.25m tonnes. As Macknade's E M Baldwin 0-6-0DH 14 (6-2490-1-7-68 of 1968) was needed for cane haulage at night time, it was only used on Victoria Mill bulk sugar haulage during the day shift for the last few weeks of the season. This loco had an accident on the last day of the crush while delivering empty bins for slack season storage on the Western line. Running through a loop line, it was derailed by dirt across the line (the result of the activities of haulout tractors) and came to a sudden stop almost at an angle from the track of about 60 degrees, derailing a large number of bins.



Waiting for a lift is Macknade Mill's E M Baldwin 0-6-0DH 14 (6-2490-1-7-68 of 1968) having come to grief on the last day of the 1996 crushing, December 14th.

Photo: Chris Hart

On October 22nd, transfers of cane from Victoria to Macknade went from one trip to two trips per day, and from October 29th, two or three trips were usually run each day, although the number varied on occasion.

Another exchange of Hansen line cars took place late in the season with L CAR 2 (56 of 1972) going to Victoria from Macknade in exchange for L CAR 3 (1920 of 1978). L CAR 3 was employed on poison spraying at Macknade until part of its running gear fell apart and use reverted to L CAR 5 (34 of 1973).

Victoria Mill's new Crystal Creek line had reached Gap Creek near Abswold, more than half its eventual length, by mid-December. Earthworks were in progress in the Coolbie area, about seven kilometres to the south, where the line will parallel the QGR before curving away again.

A new 4.5km line into the Peppin's Road area, west of the Bruce Highway, had been planned to be built for 1998. This has been put in doubt as new National Highway standards now require a grade separation, necessitating the cane railway passing underneath the road, in spite of the fact that a permit for the crossing was in existence until 1992. Funding of \$1m for the grade separation is being sought by the Herbert River Canegrowers, with 300 daily crossings of the highway by haulouts at current cane production figures, which will more than double in the future.

A new type of bogie bin was noted at Victoria Mill on December 7th, and it is understood that several hundred will be built for the 1997 season. The bin is the same height and width as the existing 4-tonners, enabling it to be tipped in the double bin tipplers at Victoria, and can hold between 9.5 and

12 tonnes of cane. Testing during the 1996 season was successful but there will be none at Macknade Mill until it gets its double bin tippler, hopefully in 1998.

Chris Hart 12/96; Herbert River Express 26/11/96 & 14/12/96 via Chris Hart

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD 610mm gauge

(see LRN 115 p.12)

A visit to the North Eton mill site in December revealed that ex NSW SRA Walkers B-B DH locos 7331 (693 of 1972) and 7337 (699 of 1972) had been taken from storage there. 7332 (694 of 1972) was in the open in the process of being dismantled, with bogies gone and hydraulic drive removed. This leaves just 7304 (663 of 1970) and 7341 (703 of 1972) in storage at North Eton.

A 73-class frame was noted at Pleystowe Mill, where it is assumed one of the locos is to be rebuilt. The other 73 would presumably be for Marian Mill.

Editor 12/96

THE MULGRAVE CENTRAL MILL CO LTD, Gordonvale 610mm gauge

(see LRN 113 p.15)

The ex-Hambledon Mill Clyde 0-6-0DH Model HG-3R locos with low cabs continue to operate to Redlynch to cross under the QGR bridge and serve growers on the Barron River flood plain beyond. Walkers B-B DH *Gordonvale* (595 of 1968 rebuilt Bundaberg Foundry 1995) operates to the Redlynch depot but no further because of height restrictions.

Leaving Redlynch on the return to the mill there is a steep climb with several reverse curves over the Brimsmead Gap, culminating in a horseshoe bend with double road crossing. The operating practice observed on a number of occasions was for *Gordonvale*, its rake of fulls and its brakewagon to be banked from Redlynch by a Clyde hauling its own rake of fulls and a brakewagon. Near the top of the gap, the two trains would separate and continue to the mill independently.

It has been reported that a cut and cover tunnel is to be built over the Brimsmead Gap partly as a road safety measure to eliminate at least one level crossing and preparatory to road widening.

Meanwhile, the mayor of Cairns has reportedly called for the elimination of all cane haulage by tramway beyond Edmonton and its replacement by road transport. The encroachment of suburbia onto most flood-free caneland north of Edmonton and the desire to eliminate the level crossing of the Bruce Highway there, as well as the possible need for expensive road works on the Brimsmead Gap are all relevant factors. If a crossing of the Bruce Highway in the Edmonton area remains a necessity, a tramway underpass of QGR

and Highway at Kamma and five kilometres of new track on the west of the highway is apparently the preferred option. This would probably enable the elimination of the level crossing north of Gordonvale as well as the one in Edmonton.

Two road/rail bridges on the Little Mulgrave line, Peets Bridge across the Mulgrave River and Ways Bridge across the Little Mulgrave, are to be upgraded from a six-tonne weight limit to allow for tourist buses and coaches to cross them. Peets Bridge is 79.25m long and 3.65m wide. Ironically, the bridges are regularly used by 18 tonne Com-Eng 0-6-0DM locos.

*Greg Stephenson 12/96; Cairns Sun 27/11/96 via Greg Stephenson;
David Mewes 11/96; Bob James 12/96; ARHS Bulletin 12/96 via Editor*

SOUTH JOHNSTONE MILL LTD 610mm gauge

(see LRN 112 p.14)

This mill did not work regularly through weekends for the 1996 season. As usual, three Com-Eng 0-6-0DH locos were stationed at Silkwood depot and E M Baldwin B-B DH *Liverpool* (10385-1-8-82 of 1982) with brakewagon stationed at Japoonvale. These returned to the mill at the end of the season and by November 23rd, the bridge over a branch of Bombeeta Creek between Japoonvale and Mena Creek had been removed for reconstruction. Baguley (Drewry) 0-6-0DM 15 (2520 of 1954) was parked on the northerly (mill) side of the creek.

The "Turtles Express" mill tours operate at 11am Monday to Friday during the crushing season, commencing at the James Hing Hall, South Johnstone. Advance bookings should be made.

Greg Stephenson 12/96; Sunshine Express 12/96 via Editor

SUNSHINE COAST RAILWAY MODELLERS SOCIETY & MODEL ENGINEERS, Florence Street, Nambour 610mm gauge

(see LRN 47 p.10)

Ex Moreton Mill Dick Kerr 0-4-0IST *Valdora*, built about 1894, has had cab, tanks and lagging removed and looks a sorry sight having been further disfigured with graffiti. Hopefully this is a stage in eventual restoration rather than final demise.

Editor 11/96

SOUTH AUSTRALIA

COBDOGLA STEAM FRIENDS SOCIETY INC, Cobdogla Irrigation Museum 610mm gauge

(see LRN 90 p.90)



Beautifully restored Bagnall 0-4-0STT Margaret (1801 of 1901) hauls the LOVEDAY FLIER at the Cobdogla Irrigation Museum, South Australia. It is doubtful if the water tank gauge glass would survive long in industrial service! January 5th 1997.

Photo: Editor

Bagnall 0-4-0ST *Margaret* (1801 of 1907) was in steam hauling trains on January 5th. It is steamed about 15 times each year. The loco is owned by the South Australian Water Corporation (formerly Engineering & Water Supply Department), and has been attached to a four-wheel tender built by Robbie Osborne in 1992 and lettered CSF in brass letters. Equipped with a LOVEDAY FLYER headboard, it was hauling three bogie vehicles, one open and one covered passenger carriage, and a guard's van / water wagon for firefighting. These were also built by Robbie Osborne. In addition there are five four-wheel cars, and on display are two skips allegedly used locally by Humes.

The track is about a kilometre in length and has a balloon loop at each end. It now extends beyond the museum grounds where originally there was a simple circuit. The track is heavy and well laid. There are plans to extend the line to Loveday along an irrigation easement. If this happens, the loco will have to be converted from coal burning to oil because of the fire risk.

Motor Rail *Simplex* 4wDM 7369 of 1939 is stored at the Loveday pumping plant still awaiting engine parts. Operating days normally fall on a Sunday, with twilight running in the summer months. Details of running days can be obtained from Barmera Travel Centre _ (088) 858 2289; after hours (088) 588 7031 or (088) 588 2603.

Editor 1/97

NATIONAL RAIL, Keswick Terminal, Adelaide 1067mm gauge

Baldwin 0-4-0ST SANDFLY (7860 of 1886) is immaculate on No.1 platform. It bears a brass plate with a summary of its history.

Editor 12/96

NATIONAL TRUST OF SOUTH AUSTRALIA (MOONTA BRANCH)

Moonta Mines Railway 610mm gauge
(see LRN 115 p.15)



Metropolitan Brickworks 4wPM Young John (built about 1960) at the restored Moonta Station on the Moonta Mines Railway, January 5th 1997.

Photo: Editor

This joint project of the local community and the National Trust of South Australia is a line some kilometres in length which traverses the State Heritage Area between the former Moonta Mines School (now Museum) and the Moonta Railway Station. There is a balloon loop at each end, the one at the Moonta Mines end being the original "Wheal Munta" circuit of 800m established 25 years ago. The track is laid in very light material, 20 lb per yard

and less.

There are four locomotives on site, two being available for trains. Details area as follows:

Young John	4wPM	Metropolitan Brick, Maylands, WA	c.1960	(a)
	4wDM	?		(b)
	4wPM	Moonta?		(c)
82	4wBE	Gemco		(d)

(a) Green. Purchased in 1981. Has MAYLANDS plate on bonnet front as well as nameplate. Operating condition.

(b) Black. Reportedly acquired from Adelaide Zoo. Fitted with crude steam outline on the lines of Beyer Peacock 0-4-0WT *Captain Hancock's Pig*. Has operated as 0-4-0 at some time. Rebuilding possibly funded in 1985 (see LRN p.13[sic]). Has plate JACK E.CONNELL, ENGINEER on "smokebox" door. Operating condition.

(c) Built on skip frame. Out of use at back of shed.

(d) White. 5 tonne unit? Number stamped in rectangle on frame. Battery box carries number 89 7.71. Presumably the unit "from Broken Hill" reported here in 1983 (see LRN 35 p.12). Stored in the open.

There are at least 12 passenger cars built on steel 4-wheeled wagon chassis fitted with handbrakes, as well as some service wagons. There is a selection of wagons on display, including some skips from Minerals Pty Ltd and at least one ore truck from North Broken Hill. There is also an Eimco bogger. A short length of 3ft 6ins track emerges from a workshop building, and there is also a section of 5ft 3ins gauge track emerging from the main shed. Inside is housed a double decker horse tram, which apparently is rarely used, if at all.

The railway operates from 11am on weekends, and on public and school holidays.

Editor 1/97

PLATFORM 1 HERITAGE FARM RAILWAY, Junction Road, Littlehampton 368mm gauge

A circuit of 1ft 4½ ins gauge track runs through the farm and there is an associated railway museum. The steam loco is *Suzie*, a "Baldwin" 0-6-0ST loco built in Adelaide in 1979 for the National Motor Museum at Birdwood. (It is believed that this gauge was adopted because of other equipment which was acquired for the museum.) Normal services are provided by a 4w-2PM passenger railcar built at Platform 1.

Editor 1/97

TASMANIA

MOUNT LYELL ABT RAILWAY SOCIETY 1067mm gauge

(see LRN 112 p.15)

Track laying has commenced, and the target year of 2000 has been set for achieving an operational line. Two thirds of the length of the Mt.Lyell line has been cleared ready for tracklaying, with clearance commencing from each end. An employment scheme has provided some of the workers, supervised by an ex-Mt.Lyell fettler who was involved in dismantling the line in 1963. Almost four kilometres from South Queenstown to Lynchford is now ready for track to be laid, with drainage work completed and the track bed graded by the local council.

The Society has taken up the lease on the Mount Lyell Museum (see LRN 53 p.10) which contains some Abt equipment and which provides a building and central point from which to co-ordinate restoration, as well as a focal point for visitors.

Tasmanian Railway Hobbyist Vol.2 No.5 1996 via Phil Rickard

VAN DIEMEN LIGHT RAILWAY SOCIETY INC, Don River Tramway 1067mm gauge

(see LRN 65 p.13)

Ex-Emu Bay Railway Dübs 4-8-0 8 (3856 of 1900) returned to steam on 19 October 1996, after a restoration lasting ten years. Very major boiler work as well as the replacement of virtually all the superstructure of locomotive and tender have been carried out. The loco has been returned to coal burning and the 1960s valences and smoke deflectors have been removed, returning the locomotive to 1930s appearance.

Further work remained to be done, including the fabrication of a new steam dome. After completion, the locomotive is expected to play a major part in the Centenary celebrations for the Emu Bay Railway, with a statewide tour scheduled for 26 September to 6 October.

Tasmanian Railway Hobbyist Vol.2 No.5 1996 via Phil Rickard

VICTORIA

WALHALLA GOLDFIELDS RAILWAY 762mm gauge

(see LRN 115 p.17)

It is confirmed that Hudswell Clarke 0-6-0 1553 of 1924 is with the Walhalla Goldfields Railway. By early November the locomotive had been stripped

and the frames grit blasted and crack detected, with only one minor repair needed. The frames were being spread for regauging from 2ft gauge. The boiler had also been grit blasted and thickness tested pending assessment by the boiler inspector.

*Dick Sibley (Hudswell Clarke Restoration Consortium)
via Chris Hart*

WESTERN AUSTRALIA

WEST AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION INC, Bennett Brook Railway, Whiteman Park 610mm gauge

(see LRN 114 p.19)

A Friends of Thomas the Tank Engine day was held on 13 October. The result was dramatic, with patronage more than double that of the previous best day on the line.

Ken Watson 11/96



Anathema to critics of anthropomorphism, but it doesn't half get in the paying customers! Metropolitan Brickworks 4wPM No.3 (built about 1960) on a push-pull train on the Bennett Brook Railway 13 October 1996.

Photo: Ken Watson

MEETINGS

MELBOURNE:

Moreton Central Mill

Venturing far into “foreign” territory Mike McCarthy will be entertaining us with an illustrated presentation covering the Moreton Central mill at Nambour in South-East Queensland. An historic perspective will be taken but slides depicting current day activity as well as views of the past will be presented.

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

DATE: Thursday 13 February at 8 00 pm.

SYDNEY:

Any member wishing to know details of the next meeting should contact Craig Wilson on 02 9484 7984

LOCATION: Woodstock Community Centre, Church St., Burwood Note: Plenty of off street parking at the rear of the building and Burwood station is only a 5 minute walk away.

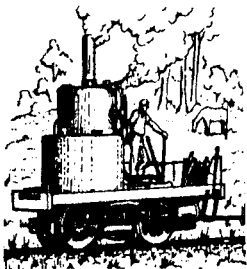
DATE: Wednesday 26 February at 7.30 pm

ADELAIDE:

Contact Arnold Lockyer for details. Phone: 08-296 9488

LOCATION 150 First Avenue, Royston Park

DATE: Thursday 6 February at 8.00 pm.



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Two of the Emu Bay Railway's Walkers B-B DH locomotives, 1106 and 1107 (658 & 659 of 1971) in the Burnie workshops, November 19th, 1996.

Photo: Norm Houghton

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NOTES, CORRECTIONS AND COMMENTS

Internet sites

Ray Gardiner writes that members may be interested in the following sites:
Javanese Sugar Steam (includes a loco list for each mill)

<http://dialspace.dial.pipex.com/abington/java1997.htm>

International steam

<http://dialspace.dial.pipex.com/abington/internat.htm>

Your editor also likes South African narrow gauge

http://www.ru.ac.za/departments/iwr/staff/daf/p_ng.html

The papers of John Buckland at the National Library of Australia are at

http://www.nla.gov.au/1/ms/find_aids/8059.html

Platform 1 Heritage Farm Railway

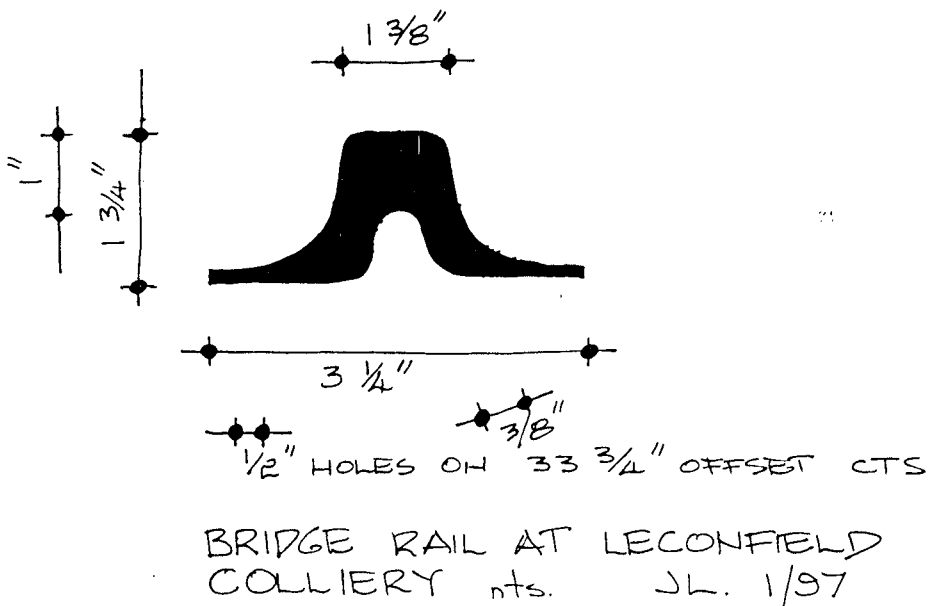
(see LRN 116 p.17)

Arnold Lockyer writes that 0-6-0ST *Suzie* was built by Clisby Engineering, probably in the 1970s. It is gas fired.

RESEARCH COLUMN

Unusual type or rail

(see LRN 112 p.4 & 114 p.2)



Jim Longworth suggests that the rail mentioned is a light-weight version of the type of rail known as "bridge rail". An advertisement for heavier bridge rail is shown on the accompanying extract from an undated British-Australian Machinery Co. Ltd. catalogue kindly provided by Roger Persson. Jim and Grant Fleming measured a section of (probably rolled or cast) bridge rail at Leconfield Colliery, NSW, during January 1997 - see sketch.

They are believed to be a 1925 Hanomag 0-8-0T (10354, 10356 or 10410) and Orenstein & Koppel 0-4-4-0T 3770 of 1909, both ex PG Krevet Baru, Krevetwetan. They are believed to have been exported to the USA in about 1989. Can anyone provide further details to the Editor?

LOCOMOTIVE, ROLLING STOCK & EQUIPMENT MANUFACTURERS

BUNDABERG FOUNDRY ENGINEERS LTD

(see LRN 114 p.6)

Ex WAGR Walkers B-B DH M1852 (681 of 1972) was inside the works by January for rebuilding for CSR's Victoria Mill. By the end of February, work seemed to be fairly well advanced on the loco chassis, which was visible in a workshop building.

Editor 2/96

WALKERS LTD, Maryborough

(see LRN 113 p.7)

Three Walkers B-B DH 73-class locomotives are being rebuilt for Mackay Sugar. Two are for Farleigh Mill and the third is for Marian. One Farleigh locomotive is 7328 (690 of 1972), while the other two are those removed from storage at North Eton before Christmas (see LRN 116 p.13). 7331 (693 of 1972) is for Farleigh and 7337 (699 of 1972) is for Marian.

Jerry Jirasek via Editor 3/97; Tony Wells 3/97

NEW SOUTH WALES

HUNTER VALLEY RAILWAY TRUST, Branxton 1435 mm gauge

This is the railway museum and tourist museum based at the Rothbury Colliery and formerly known as the Rothbury Riot Railway and Steam Museum (see LRN 102 p.6). It is advised that the RRRSM still operates from the same site, but that the Trust seems to be the owner of the locomotives and rolling stock (or most of them). While most of the collection is ex-NSWGR, the Trust has 7 ex-SMR Beyer Peacock 2-8-2T locomotives, of which 17 (5570 of 1913) and 23 (6056 of 1920) are operational. The Trust plans to commence regular steam-hauled trains over the former private branch line between North Rothbury and Branxton this year. The address is PO Box 37, Branxton NSW 2335.

RF McKillop 1/97

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY, Albion Park 610 mm gauge

(see LRN 116 p.7)

The recommissioning of Baguley (Drewry) 0-6-0DM *Seymour* (2392 of 1952) took place as planned on 12 January. The loco has been restored to something like its 1950s appearance with green livery lined out in red and white block lettering on the cabsides. The main departure from original appearance is the use of expanded mesh bonnet side panels rather than louvred panels.

Passenger train duties on the day were shared with former stablemate Hudswell Clarke 0-6-0 *Cairns* (1706 of 1939). It normally alternates on Open Days with Perry 0-6-2T *Tully* No.6 (7967.49.1 of 1949). Hawthorn Leslie 0-4-0ST *Burra* (3574 of 1923) is also operational.

Work on the boiler to be fitted to Davenport 0-4-0ST *Kiama* (1596 of 1917) has been completed, and the overhaul of frame and motion is almost completed.

No.1 carriage has been modified to be fitted with a pair of Rubicon Tramway bogies rather than the Condong line bogies previously in use since 1978.

The rebuilding of Ruston & Hornsby 4wDM 304457 of 1951 has been completed and it is now in regular use in automotive-finish brown, while Ruston & Hornsby 4wDM 285298 of 1949 has an electric starter and horn.

ILRMS Review No.167 & 168 and ILRMS Annual Report via Editor

Mulwala Explosives Factory 1600 mm gauge

(see LRN 93 p.11)

The November 1996 issue of *Rail News Victoria* has a photograph and report of shunting tractor built at Explosives Factory Maribyrnong in the early 1950s for use at Mulwala (a rare looking beast). It was built on the underframe of a 4-wheel coal wagon and has a Perkins diesel engine with chain drive. It was still in use in 1987, by which time it was fitted with automatic couplers. The photograph was taken on March 14th 1987, when it was parked near the gate for the benefit of patrons of a rail tour.

RF McKillop 11/96

CITY OF LITHGOW GREATER MINING MUSEUM INC., State Mine Railway Heritage Park 1435 mm gauge

(see LRN 115 p.9)

An Open Day was held on November 17th 1996 to correspond with the Festival of the Valley. There were some 200 visitors on the day with the Steam Gallery as a central attraction. Dubs 2-6-2ST 2605 (Dubs 2794/1892) was in steam, while ex-BHP Port Kembla English Electric (Australia) B-B DE D23

(A.038 of 1960) operated up and down the recently completed shed road. 2605 has been repainted and the cab sides fitted with brass numbers, depot and builders plates. There are a number of tasks to be completed before the loco is ready for regular service.

In December, the SMRHP won the Tidy Towns Award for the Best Cultural Restoration Project in NSW towns with a population over 10,000.

There are several sections of 762 mm (2 ft 6 in gauge) track on site from the original State Mine Colliery rail network. There are three rail underground mine "tubs" on display at the Mining Museum.

RF McKillop 1/97 & 2/97

SILVERTON TRAMWAY PTY LTD, Broken Hill 1435 mm gauge

The Silvertown Tramway Goodwin-Alco Model DL-531 Co-Co DE locos are as follows:

No.	B/no.	Date	Details
27	83826	1960	New (1067 mm gauge). Sold to SAR 874, 1970
28	83827	1961	New (1067 mm gauge). To standard gauge, 1970
29	83828	1961	New (1067 mm gauge). To standard gauge, 1970
859	84705	1963	on hire from SAR 1970 (1067 mm gauge).
30	84710	1963	ex ANR 864, 1990 (1067 mm gauge to standard gauge).
31	84703	1963	ex ANR 857, 1990 (1067 mm gauge to standard gauge).
32	83820	1961	ex SRA NSW 4825, 1994 (standard gauge).
33	83824	1961	ex SRA NSW 4829, 1994 (standard gauge).
34	83715	1960	ex SRA NSW 4815, 1994 (standard gauge).
35	84133	1962?	ex SRA NSW 4843, 1994 (standard gauge).
36	83711	1959	ex SRA NSW 4811, 1994 (standard gauge).
37	84128	1962?	ex SRA NSW 4838, 1994 (standard gauge).

28 and 29 are currently allocated to shunt duties at Broken Hill while most of the other ST owned locos are being used by National Rail on contract.

*Peter Medlin; Australian Locomotive News December 1996
& February 1997 via Editor*

TRANSFIELD BOUYGES JOINT VENTURE, Airport Link 900 mm gauge

(see LRN 113 p.8)

The joint venturers are now well under way in building the tunnel for the extension of the Cityrail network out to the domestic and international airport terminals in Sydney. A 900 mm gauge railway will be used for construction purposes. All rolling stock has been imported second hand from the channel tunnel. However, all the items observed at Tempe on 14 February 1997 looked very new.

Rolling stock at the time of this visit was four substantial Schöma 4wD

locomotives (built by Christoph Schöttler Maschinenfabrik GmbH, Diepholz, Germany), five platform cars and five four-wheeled tunnel segment cars built by Mülhauser, and one four wheel boom and basket (cherry picker) car.

One locomotive was said to have been in service on the day of the visit, and it was noticed that documentation for accreditation under the NSW Rail Safety Act was well in progress.

It is reported that Schöma have reconditioned for resale a number of locomotives used on the Transmanche-Link (Channel Tunnel) project, as well as another major project in Denmark, so further details of these locomotives are awaited with interest.

David Jehan 2/97; Ray Graf 2/97



Two 900 mm gauge Schöma four-wheel diesels at the Airport Link tunnel construction site at Tempe, NSW. February 14th, 1997.

Photo: David Jehan

QUEENSLAND

Sugar Industry Review Working Party Report

A report was delivered to the Queensland and Commonwealth governments at the end of November 1996. The report was stimulated by the need to examine the implications of deregulation in the sugar industry, particularly related to the longstanding tying of production from specific land areas to a specific mill. Issues canvassed included access to sugar mill tramways by "third parties", and possible improvements regarding the granting of cane tramway easements.

Canegrowers 12/96 via Editor

BOYD'S ANTIQUATORIUM, Bundaberg 610 mm gauge

It is reported that ex-Bingera Mill Bundaberg Foundry 0-6-2T *Kolan* (7 of 1953) has been sold to Warrick Turner at Echuca in Victoria. It has been displayed at Boyd Rasmussen's private museum since 1975.

Bruce Belbin 2/97

CSR LTD, Herbert River mills 610 mm gauge

(see LRN 116 p.12)

An additional 40-tonne locomotive and a brake wagon will be delivered to Victoria Mill for the 1997 season. The locomotive will be a Walkers B-B DH ex WAGR M1852 (681 of 1972), currently being rebuilt at the Bundaberg Foundry.

Macknade Mill's Clyde 0-6-0DH 12 (65-434 of 1965) has been completely stripped down and will receive the same treatment as sister loco 11 (65-383 of 1965) did a few years ago. This includes the fitting of a GM 92 series V6 motor already on site.

Last year, it was reported that the sidings at Lucinda bulk sugar terminal had been extended. Although the new points were put in, and track panels placed on site, this was as far as work went. Work resumed in January and will be finished this slack season, with lines 1, 2 and 3 being extended with line 4 joined to line 3 at its existing length.

Another incorrect prediction last year was that Victoria Mill's Walkers

B-B DH *Clem H. Mccomiskie* (605 of 1969 rebuilt 1991) was to receive a new motor. This work is currently in progress.

The 11-tonne bogie bin at Victoria Mill was inspected in January. The frame consists of three lengthwise steel beams, one in the centre and one at each side, with some angle braces. The floor is thick galvanised steel of much the same profile as "Trimdeck" roofing iron. The sides and ends are mesh, with the ends appearing identical to those fitted to the four tonne bins. The bogies are very simple, with two pieces of thick steel plate cut to shape and connected with a piece of solid square steel. Cutouts in the plates accommodate the axleboxes, above which are rubber pads similar to those used in the four tonners. The wheelsets, bearings and axleboxes appear identical to those used on the four tonne bins. This may help to explain the choice of a bogie bin prototype, as there is no need to use a larger wheelset which would be required with a four-wheeler, resulting in two standards of running gear and consequential extra costs in maintenance procedures and spares stocks. It was reported that a decision as to whether to proceed with orders of the 11-tonne bin for the 1997 season will be made in February 1997. It seems the

order will be either for 250 11-tonne bins or 750 4-tonne bins.

The model GWS 75 on order from Plasser Australia (see LRN 116 p.7) appears to be a spot tamper.

Victoria Mill plans to use Walkers locos in Hamleigh and Lower Stone this year, so those bridges between Ingham and Trebonne which have not already been attended to are being strengthened or rebuilt this slack season.

It appears that the furthest point in use on the Crystal Creek line in the 1996 season was Accenero's Siding.

Chris Hart 2/97, Herbert River Express 11/1/97 via Chris Hart

TONY GERMANOTTA, Kuttapul 600 mm gauge

(see LRN 100 p.5)

Tony still owns the two vintage German diesels Windhoff 4wDM 452 of 1940, and Gmeinder 4wDM 4574 of 1949. These are available for sale, with a number of spare parts having been obtained for restoration purposes. Tony can be contacted at the above address or at (079) 540217.

Tony Germanotta via Editor 3/97

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD 610 mm gauge

(see LRN 116 p.13)

Your editor is ashamed to admit having (for a second time) confused a bogie brake wagon frame with a Walkers 73-class frame. The object noted at Pleystowe Mill in December was undoubtedly the former. By mid February, it had been transformed into a bogie brake wagon similar to those at Racecourse and Marian Mills.

Two Walkers 73-class B-B DH locos are being rebuilt for Farleigh Mill and one for Marian by Walkers in Maryborough (see elsewhere this issue). The Farleigh locomotives are reportedly to be named *Cedars* and *Dulverton* and are programmed to be delivered in May and August..

Com-Eng B-B DH *Finch Hatton* (NA59112 of 1977) has been transferred from Farleigh Mill to Racecourse Mill. It is reported that at a later date, possibly after the delivery of the second rebuild to Farleigh, Clyde 0-6-0DH *Bassett* (67-596 of 1967) will be transferred to Marian Mill.

The new ballast regulator ordered by Mackay Sugar from Plasser Australia is reported as having been delivered to Marian Mill.

Detailed design work and exploratory drilling for the major (\$9m) civil engineering works on Farleigh Mill's line at the Summit (see LRN 110 p.12) has taken place, with it having been a strong possibility that the work would be carried out in the 1997 slack season. Although the work has been deferred for the time being (thankfully in view of the particularly extreme wet season

conditions this year), there seems to be no doubt that it will be proceeding in the near future. Likewise, the 15 km Yalboroo line is also expected to proceed when the economic climate is right.

Tony Wells 3/97; Tom Wright via Editor 3/97

THE MULGRAVE CENTRAL SUGAR MILL CO LTD, Gordonvale 610 mm gauge

(see LRN 116 p.13)

As suggested in the previous issue, a relocation of the former Hambledon Mill line at Brimsmead Gap is to be undertaken as a part of road upgrading works. A section of almost 1 kilometre will be relocated for the start of the 1997 crushing season and will incorporate a 200 metre section with vertical batters supported by a soil nail system with a shotcrete facing, a 270 metre cut-and-cover tunnel on a curve, and a 500 metre box cutting. Total cost is estimated at \$3m, and Gutteridge Haskins & Davey designed and documented the civil and railway track works.

GHD News No.95 via Michael Bickford 1/97

PROSERPINE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD 610 mm gauge

(see LRN 115 p.14)

It is reported that Proserpine Mill has been successful in purchasing two 73-class Walkers B-B DH locomotives from a private owner in Goulburn, NSW. The locomotives concerned would be two of the following:

No.	B/n.	Date
7306	665	1970
7314	673	1971
7321	683	1972
7339	701	1972

Jerry Jirasek via Editor 3/97

ALAN ROBERT, Beaudesert 610 mm gauge

(see LRN 106 p.11)

Restoration work is continuing well on Hunslet 4-6-0T *Invicta* (1215 of 1916). The wheels are being built up by welding, prior to them being turned and the treads and flanges reprofiled. Frame restoration is also progressing, with new angle irons being prepared for fitting in place of the old material, which has been removed.

Alan Robert 2/97

SOUTH AUSTRALIA

BHP LTD LONG PRODUCTS DIVISION, Whyalla 1067 & 1435 mm gauge

(see LRN 95 p.14)

The Clyde Bo-Bo DE locomotives rebuilt by Morrison Knudsen are as follows:

No.	B/n.	Date	Gauge
DE1	56-109	1956	1067 mm
DE3	56-116	1956	1067 mm
DE4	56-122	1956	1067 mm
DE7	61-236	1961	1067 mm
DE8	65-429	1965	1435 mm
DE9	65-430	1965	1435 mm

Morrison Knudsen used the BHP line for testing purposes for its rebuild program of English Electric (Australia) Co-Co DE locomotives (ex QR 1300 & TGR ZC class). Four units have been rebuilt to 1000 mm gauge for use in Malaysia. Following a collision involving three locomotives on the iron ore railway in December, a further rebuild, MKA 6 (A.225 of 1971), was placed on 1067 mm gauge bogies and entered service for BHP in December 1996.

ARHS Bulletin March 1997 via Editor; Editor

GEOFF COOPER, Kangaroo Island 610 mm gauge

This gentleman (PO Box 211, Kingscote 5223) has embarked on a two-year plan to create a fun park incorporating a 2 ft gauge railway. The locomotive for the line is powered with a Ford engine and was acquired from Fun & Mobile Amusements, South Australia. It was originally fitted with radial axles to run on a circular track, but these have now been converted to parallel. Geoff is interested in obtaining 20 lb rail as well as rolling stock for the project and can be contacted on 0848 29012.

Geoff Cooper 2/97; Barry Kenyon 2/97

PORT DOCK STATION RAILWAY MUSEUM INC, Port Dock various gauges

(see LRN 113 p.16)

A variety of ex-industrial units were to be seen at the museum as follows when visited on 31 December:

Name / No.	Type	Builder	B/no.	Date	Gauge	Note
	0-4-0DM	Ruston & Hornsby	304475	1951	1600 mm	
DE91	Bo-Bo DE	General Electric	17934	1943	1435 mm	

No.1	6wDH	Clyde	61-237	1961	1435 mm	
Y12	2-6-0	Beyer Peacock	3536	1893	1067 mm	
4	4-6-0	Baldwin	41242	1914	1067 mm	
A21	4-6-0	Beyer Peacock	5913	1915	1067 mm	
Peronne	0-6-0T	Andrew Barclay	1545	1919	1067 mm	(a)
	4wPM	Malcolm Moore	?	1940	1067 mm	(a)
W25	4-8-2	Beyer Peacock	7554	1951	1067 mm	(*)
	4wDM	Malcolm Moore	?	?	610 mm	(b)
	4wDM	Ruston & Hornsby	187078	1938	610 mm	(b)
2 Skipper	0-6-2T	Perry	1850.46.1	1946	610 mm	
	0-4-0DM	Ruston & Hornsby	393981	1956	610 mm	(b)

(*) named *H.F.(Gerry) Walsh*

(a) not on display - in running shed/workshops

(b) not on display - stored under tarpaulin

Also noted was a 2 ft gauge explosives wagon from Dry Creek, and two paste trucks, presumably from Explosives Factory Maribyrnong.

Meanwhile, on the 457 mm gauge line around the museum, 0-4-2T *Bub* (Mile End Museum, 1988) was operating passenger trains. In the workshop were noted three other units:

3 Mitzi	4-2wPM	Mile End Museum	1	1971	rebuilt 1984
5	4wPMR	Mile End Museum		1978	dismantled
7	C-C PM	?		?	

Number 7 was ex National Motor Museum, Birdwood in about 1992. Constructed as a 368 mm gauge version of a Commonwealth Railways GM class, it was rebuilt at Port Dock in 1996 to resemble a VRT class. It is planned to refit this unit with four-wheel bogies to make it a B-B.

Editor 1/97; Arnold Lockyer 2/97

PORT DOCK STATION RAILWAY MUSEUM INC, Semaphore - Fort Glanville 457 mm gauge

(see LRN 113 p.16)

This railway was operating on a daily basis during the Christmas holidays. Trains were hauled by 2-4-0 *Bill* (Willis Light Engineering 43 of 1992). The line is exceptionally well laid in heavy rail and is a great asset to the foreshore in this popular part of Adelaide. In the loco and carriage shed at Semaphore was 4wPM *Chitty* which is based here in case of emergency. This unit was originally 610 mm gauge and used at Barry's Brickworks, Torrensville, until

acquired by the (then) Mile End Railway Museum and converted to 457 mm gauge.

Editor 1/97; Arnold Lockyer 2/97

TASMANIA

EMU BAY RAILWAY CO LTD 1067 mm gauge

(see LRN 113 p.17)

Gutteridge Haskins & Davey have carried out an investigation to assess corrosion problems on the Pieman River Bridge. The original bridge, built in 1899, was replaced by the new bridge in 1978 when part of the area was flooded by a hydro scheme. It is 56 m above water level and is 138m long with a major span of 65m. Corrosion has been a problem with the 17,500 high strength bolts on the bridge. A joint checking program is now in progress in association with repainting and track replacement, and about 2500 bolts are expected to be replaced.

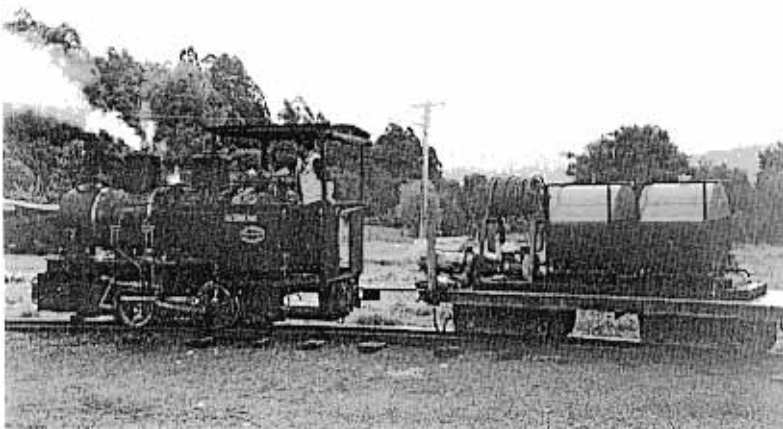
The body of carriage DB5 has been removed to Burnie from Guildford, where it was used as a fettlers store, and will be restored for the centenary celebrations. The car was built in 1886 by the Ashbury Railway & Carriage Co in Manchester for the Tasmanian Government Railways, and was sold to the EBR in 1957.

GHD News No.95 via Michael Bickford

Tasmanian Rail News 194 via Norm Houghton

WEE GEORGIE WOOD STEAM RAILWAY INC, Tullah 610 mm gauge

(see LRN 87 p.14)



Fowler 0-4-0WT Wee Georgie Wood and water tank wagon at Tullah, Tasmania, November 16th 1996.

Photo: Norm Houghton

It is hoped to extend the track to a total of 5 km to take advantage of the view of Lake Rosebery, but this depends on an extension of the relevant Railway Reserve Lease.

Wee Georgie's operating season runs from August to Easter, with running on about 16 weekends. Enquiries to Mrs Anne Drake at (004) 73 2228 (W) and (004) 73 1229 (H).

Norm Houghton 2/97

VICTORIA

AUSTRALIAN PAPER MANUFACTURERS LTD, Maryvale 1600 mm gauge

(see LRN 112 p.16)

The two Clyde VR T class Bo-Be DE locomotives hired for use here have subsequently been preserved. They are T334 (56-105 of 1956), preserved at Crib Point, and T342 (Clyde 56-123 of 1956) at Korumburra. The Clyde Y class which replaced them on hire, Y173 (58-593), was scrapped by Smorgans in 1996.

Australian Locomotive News 2/97 via Editor

BASS VALLEY RAILWAY 610 mm gauge

(see LRN 105 p.17)

A section of 610 mm gauge track had been laid in the grounds of the Bass Station Restaurant by October 1996 and work was continuing on a circuit of the restaurant grounds. The 4wDM Ruston & Hornsby locomotive (which one? -Ed.), 4 hopper wagons and bogie flat car came from Cheetham Salt at Laverton.

It is believed that at least the derelict unidentified Ruston & Hornsby 4wDM from Sandhurst Town has ended up at the Bass Valley Railway site.

RF McKillop 11/96, Rail News Victoria 11/96; Peter Medlin 2/97

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Railway 762 mm gauge

(see LRN 115 p.16)

As forecast in LRN 115, the gasworks trio: Couillet 2-4-2ST 861 (43 of 1886), Couillet 0-4-0T 90 of 1890, and Peckett 0-4-0ST *Sir John Grice* (1711 of 1926) ran a special train from Belgrave to a point about half a mile beyond Lakeside on Melbourne Cup Day, November 5th. The train consisted of five canopied NQR trucks, and the locos were (mercifully) minus their Thomas like face-masks. The two Couillets ran another special train during December, chartered by the owner of the locos. That trip demonstrated that the spark-arresting

capabilities of the locos are not as good as one would expect, judging by their appearance.

Walkers B-B DH DH59 (646 of 1970) ran its first revenue trains on the Puffing Billy Railway, on Sunday January 5th, which was the first Total Fire Ban day of the season. On the first trip it was double-headed with 0-6-0DM D21 (TGR Launceston, 1968), this being a precaution in case of any problems with DH59. On the second trip DH 59 was solo hauling 13 carriages. It also did a third trip to Lakeside on the day. The loco was freshly repainted in the QR green and grey (DH) colour scheme with yellow painted DH 59 numbers on the cab side and buffer beams. The Walkers builders plates were fitted to the sides of the cab. Whilst operational it was missing the glass numbers on each end of the hoods and there were other minor jobs still to be done. It was subsequently called upon on several Total Fire Ban days in January and February, and was considered to have performed very well.

On the Gembrook restoration project, the last two foundations of bridge No.9 are about to be built. These are on each side of Cockatoo Creek where the water level is now the lowest it has been for many years. The rest of the bridge will be built by volunteers, and could be completed by Christmas if funds are available.

Elaborate plans have been drawn up for both Gembrook and Cockatoo stations. At Gembrook two stations are proposed. One is on the original site, and is basically a reconstruction of the original station at its peak size. The second one is new, but of heritage style, parallel to the old engine shed (which will be rebuilt). This will bring the train right into the town. The "new" station will accommodate nine car trains, the "old" one will accommodate 16 car trains. On market days trains will terminate at the "old" station, because the market will occupy the area around the new station. Not all of this will be built by the proposed opening date in October 1998.

In the long term Cockatoo is also planned to be a recreation of the station at its peak, but with an extended verandah. Initially it will be a signboard on a gravel platform. Since trains will cross at Lakeside, a second platform is proposed here, and a siding to store trains.

The initial timetable for Gembrook operations calls for one train a day, Mondays to Fridays, with a travel time of 90 minutes Belgrave to Gembrook, and arrival at Gembrook about 12 noon. On weekends and public holidays, two trains will be scheduled. The timetables are designed so that the existing Belgrave -Lakeside services will not be affected. In the longer term secure loco and rolling stock storage may be provided at Gembrook, so that trains can originate from Gembrook.

Also in the longer term, some 2 ft gauge track may be laid, as well as

an operating sawmill, but the Museum will remain at Menzies Creek, as customers from the Luncheon Train visit it.

It seems likely that Emerald - Gembrook return trips might be promoted, so that Emerald would become a much more important pick-up point on the railway.

To meet the needs of rising traffic and the Gembrook restoration, work on restoration of 2-6-2T 6A (VR Newport, 1901) has commenced, though it may not be ready until sometime after October 1998. Beyer Peacock 2-6-0+0-6-2T G42 (6268 of 1926) is expected to take another three years to complete. However, by mid January 1997, the pony and driving wheels had been placed beneath both engine units of the Garratt. It is hoped that the front and rear tanks, currently stored on 21 NQR at Emerald, will be fitted to these units within the next few months.

Peter Medlin 2/97; Frank Stamford 2/97 & 3/97

Private preservation, Heyfield 610 mm gauge

The fate of the ex Sandhurst Town Perry 0-6-2T (7967.3.50 of 1950) was discovered in a chance meeting with one of the three owners around mid November 1996. It appears that the consortium is based in Heyfield, and at the time of the meeting had not decided where the loco would be running.

Peter Medlin 2/97

PUFFING BILLY RAILWAY PRESERVATION SOCIETY, Menzies Creek Museum various gauges

(see LRN 92 p.18)

Perry 0-6-2T *Delta* (7967.50.4 of 1950) has had its smokebox removed as restoration work continues.

Hudswell Clarke 0-6-0 9 (1863 of 1952) is still under repair at the Museum. Hudswell Clarke 0-4-2ST No. 4 (1559 of 1925), Baguley 0-6-0DM *L'il Toot* (3354 of 1951), and Malcolm Moore 4wPM 1015 of c.1943 are all operational.

Peter Medlin 2/97

RED CLIFFS HISTORIC STEAM RAILWAY INC 610 mm gauge

(see LRN 108 p.22)

There were no operations of Kerr Stuart 0-4-2T 742 of 1901 over the Christmas period. Rail accreditation formalities are not yet completed, and the opportunity was taken to carry out some work on the locomotive.

John Browning 12/96

WALHALLA GOLDFIELDS RAILWAY 762 mm gauge

(P.O. Box 1576, TRARALGON Vic 3844)

(see LRN 116 p.19)

The report in the last LRN regarding services to Happy Creek station commencing on 1 December 1996 seems to have been somewhat inaccurate. Its source was the WGR's internet site. In fact 380 metres of track still needed to be laid to Happy Creek at that date, and it was planned to attempt to lay this between 7 and 12 December, working from 10 am to 8 pm.

The delay appears to have been caused by a problem in getting rails from Holbrook, NSW. An opening ceremony for the railway to Happy Creek was scheduled for Friday, 13 December, with Mark Birrell, (the Minister for Industry, Science and Technology) doing the honours. By 3 January 1997 regular trains were still not running to Happy Creek, although the additional track was in place. The problem was that it had not been officially passed as trafficable.

The trip is well worth doing as the railway clings to a ledge above Stringers Creek, with the road occasionally visible on the other side of the narrow valley, and at a much higher elevation. The track is very well laid. Some quite major works have been completed on the formation to Happy Creek to repair washaway damage, and earthworks have been carried out at Happy Creek to provide a run-round loop. A picnic area is also being developed at this site.

The trackbed between Thomson station and Erica is to be developed as a walking track, and the WGR will be managing this. Eventually it is hoped to restore this as a railway, with trains running from Erica to Walhalla. The State Sawmill site at Erica has been earmarked as a workshops site for the WGR.

Henschel 0-6-0WT 25427 of 1956 (see LRN 111 p.18 [?]) is on long term lease to the railway. As a first stage of its restoration, a detailed investigation of its mechanical condition will be made.

The team restoring Hudswell Clarke 0-6-0 1553 of 1924 would welcome any information regarding suppliers of equipment for this type of locomotive, as well as useable parts, and references to magazines or technical papers which might be helpful. If you can help, or would like to make a tax-deductible donation to its restoration, contact Dick Sibley on (03) 5174 2645.

Frank Stamford 2/97, On Track No.6

LONG TUNNEL EXTENDED TOURIST GOLD MINE, WALHALLA 610 mm gauge

(see LRN 97 p.18)

A visit here on Saturday 26 October, 1996 found that the E M Baldwin 4wDH loco (6008-1-6-75 of 1975) has gone. On being asked its whereabouts, a staff

member of the mine stated that the loco was little used and when started in the mine, where it was kept, used to fill the mine with smoke 'until it cleared its throat'. The Mine Committee decided to sell the loco, and it was sold back to E.M. Baldwin a couple of years ago. It was then apparently resold to 'a mine in Queensland'.

Peter Medlin 2/97

WESTERN AUSTRALIA

MT NEWMAN MINING CO 1435 mm gauge

The locomotive which was earmarked for Thursday Island in Queensland (see LRN 112 p.14) was Mt.Newman's Com-Eng Co-Co DE 5499 (C6096-04 of 1975). It appears that the difficulty in offloading the machine means that the idea will fall through. Instead, there is some prospect of it going to the Pilbara Railway Historical Society.

ARHS Bulletin 3/97 via Editor

OVERSEAS - ARGENTINA

FERROCARRIL AUSTRAL FUENGUINO 500 mm gauge



The Train to the end of the World, headed by 500 mm gauge Winson Engineering 2-6-2T CAMILA (15 of 1995), waits at a passing loop, January 1997.

Photo: Mrs David Burke

El tren del Fin del Mundo (The train at the end of the world) is the world's most southerly operating railway - at almost 55°S, it equates in latitude with Australia's sub-Antarctic Macquarie Island. From the port of Ushuaia (population 42,000), Cape Horn is only a matter of hours away by ship, and the start of the Antarctic Peninsula is but two days' sailing away, or as many hours by air.

There are two steam locomotives on the line. No.2 *Nora* is an 0-4-0+0-4-0T Beyer-Garratt closely based on the Tasmanian Government Railways pioneering machines for the North East Dundas Tramway. It was reportedly built locally in 1994. A second is a Winson Engineering 2-6-2T *Camila* (15 of 1995), built in England along Lynton & Barnstaple lines. Both locomotives are gas fired. There are also two diesels, of which No.1 *Rodrigo* is an Orenstein & Koppel 0-6-0DM built in 1936 and converted from 600 mm gauge, while the other is a smaller unit.

Winson Engineering also built the three superbly built side-door coaches fitted with air braking. One can be used as a buffet car. Well upholstered in burgundy fabric, the cars have proper "railway type" doors and windows which would appear to be necessary as the seven kilometre line traverses a narrowing valley of the Tierra del Fuego National park, with snow capped mountains fringing the route. Constructed for Tranex Turismo SA on the route of an early century timber tramway when remote Ushuaia contained a large penal colony, heavy steel rail and firm crushed rock ballast indicate that this tourist enterprise has not been starved of funds. All rolling stock is in green livery except the Garratt which is in Midland red.

A three times daily service is operated from a large, architecturally pleasing terminus which houses a covered platform with adjoining offices, gift shop and cafe. Adjacent, and in similar timbered style are the loco and carriage sheds. According to a locality map, an extension is planned (possibly on the original right of way) to the waterfront and new air terminal at Ushuaia where travellers gather to visit the National Park and to join one of the numerous Russian ships that offer Antarctic cruises. A ride on the Train to the end of the World is recommended, especially to find a Tasmanian K class Garratt in action.

David Burke 3/97; Editor

MEETINGS

MELBOURNE Video Night

Videos from members' collections featuring New Zealand will be shown at the April meeting

LOCATION: Ashburton Uniting Church Hall, Ashburn Grove, Ashburton

DATE Thursday 10 April at 8 00 pm

SYDNEY Any member wishing to know details of the next meeting should contact Craig Wilson on 02 9484 7984

LOCATION: Woodslock Community Centre, Church St., Burwood

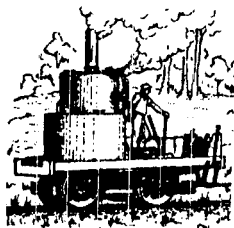
Note Plenty of off .street parking at the rear of the building and Burwood station is only a 5 minute walk away.

DATE: Wednesday 23 April at 7.30 pm

ADELAIDE: Contact Arnold Lockyer for details. Phone: 08-2969488

LOCATION 150 First Avenue, Royston Park

Thursday 3 February at 8.00 pm.



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Puffing Billy's Walkers B-B DH DH59 (646 of 1970), regauged from 3 ft 6 in and resplendent in green and grey outside the shed at Belgrave, with dismantled 2 ft gauge South African Garratt 2-6-2+2-6-2 129 (Beyer Peacock 7340 of 1950). 17 March 1997.

Photo H J Wright

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NOTES, CORRECTIONS AND COMMENTS

Emu Bay Railway Centenary Celebrations

The Don River Railway is operating a 11 day rail and coach tour around Tasmania from 24 September to 4 October to celebrate 100 years of the Emu Bay Railway Company. Triple-headed steam trains are planned for the EBR section of the tour (1-3 October), while vintage carriages owned by Don River will be used on a special train between Burnie and Goodwood on 4 October. Other features/options include The Bush Mill, Zeehan and Glenorchy Museums and a west coast abandoned rail lines tour with Lou Rae. The actual Centenary Celebrations will be held at Burnie on 5 October, with shuttle steam trains between Burnie and Ridgley. Tour bookings through Tas Vacations (Phone 1800 030 160).

Mystery diesel loco

The small diesel which featured on the cover of LRN 102 is now confirmed to be an EE Baguley Ltd product built in Burton-in-Trent, England. The general type was produced from 1937 to the early 1960s, but the engine fitted to the one at Campbelltown is reported to have been built by Lister in 1949. The canopy and bonnet cover as now fitted are not original. Unfortunately, the Baguley records have not been very helpful in identifying this locomotive as it seems likely to have been supplied to an agent such as Railway, Mine & Plantation Equipment. The fitting of an exhaust conditioner suggests use in tunnelling or in an armaments depot. Can any of our members provide any more clues?

Rodney Weaver via Editor 4/97

Southern Private Railroad

(see LRN 117 p. 3)

Chris Hart writes to say that Hanomag 0-8-0T 10410 of 1925 was indeed sold to the USA. However, the Mallet 0-4-4-0T Orenstein & Koppel 3770 of 1909 is still in Victoria.

Chris Hart 4/97 & Rob Dickinson via Editor

RESEARCH COLUMN

Bridge rail in Hunter Valley collieries

Brian Andrews writes with further information about bridge rails. They were used in coalmines by contract miners to extend the rails from the permanent travelling roads to their working places (bords). They were normally 6 ft long for easy handling by the miners (permanent rails were the normal T rail section and normally 18 ft long or even longer if it was possible to get them down the shaft) whereas permanent rails in the main travelling roads were laid by rail layers who did nothing else than extend the main travelling roads.

The Bridge rails were known generally in the mines as *miners' rails* or *bord rails*. They were butted together and spiked to a sleeper through the holes punched in the "web" of the rail. They could easily be reclaimed and reused in the next bord.

They could be roughly laid in a curve to get the line around a corner without the need for curved rails to be used. This was sufficient to get the skip into the bord. During Brian's long association with the coal mining industry, no curved miners rails were ever observed. However, at one colliery, lengths as long as 18 ft were seen. It is assumed that these sections were cut to length as

required, but as contract mining had finished at the colliery in question at the time of observation, it is assumed that these examples had never been cut.

The turnouts or points used with these miners rails consisted mostly of a steel plate about $\frac{1}{2}$ " thick with $1\frac{1}{2}$ " square section rails riveted to the plate. The square rail could easily be curved, and the turnouts were constructed similar to standard rail turnouts with checkrails etc. The plate was spiked to sleepers and the miners rails were butted against the steel plate.

As a boy growing up at West Wallsend Extended Colliery at Killingworth, Brian came across many examples of rails, turnouts etc used in the mining industry at the time. Unfortunately, many of these have disappeared forever.

The following collieries had listed in the *Schedule of Plant and Machinery* dated January 1st 1931, the following rails underground:

Colliery	T class	Bridge class
Abermain No. 1	1245 tons	237 tons
Abermain No. 2	620 tons	220 tons
Seaham No. 1	combined 490 tons	
Seaham No. 2	combined 700 tons	

All other major collieries operating at the time would have had similar amounts of rail depending upon the size of operations.

(Brian has provided some catalogue sheets for bridge rail for the 1924 to 1952 period and also his sketches of rail and turnouts. Photocopies are available from the editor on receipt of a stamped addressed envelope.)

New Caledonia (Nouvelle Calédonie)

On behalf of Kelvin Parkes, in Germany, Steve Malone enquires about narrow gauge locomotives in New Caledonia. It has been recently reported that some Decauville steam locomotives have been found there and rescued from the jungle with the help of the French Air Force. In addition, a tourist guide states that a "steam train" is preserved at the Musée de Mines at Thio. Is this a Decauville? Lastly, there appears to be mention of a "locomobile" in the same travel guide, about which details are sought. Does anyone out there have any information about the current rail situation in New Caledonia, or alternatively, if anyone is heading in that direction they may be able to follow up these clues. Responses via the Editor, please.

Yorke Peninsula, SA

Brochures put out by the Department of Environment & Natural Resources (*Innestown 1913-1930* and *Thomson-Pfitzer Plaster Trail*) and the Marion Bay Progress Association (*The early days of Marion Bay, Innestown and Stenhouse*

Bay) features the Hassel and Waratah gypsum companies and their tramways, including some photographic material.

Ray Graf

LOCOMOTIVE, ROLLING STOCK & EQUIPMENT MANUFACTURERS

BUNDABERG FOUNDRY ENGINEERS LTD

(see LRN 117 p. 5)

Loaded onto a road truck at the Foundry on April 17th, apparently for despatch, were the two bogies for Plane Creek Mill's Walkers B-B DH 3 *Koumala* (651 of 1970). Work on the rebuild of ex WAGR Walkers B-B DH M1852 (681 of 1972) for Victoria Mill seems to be progressing steadily.

Editor 4/95

NEW SOUTH WALES

NSW Heritage Assistance Programs 1996/7

In late 1996, the NSW Minister for Urban Affairs & Planning, Craig Knowles, announced the approval of \$2.4 million for 344 heritage projects. In addition to the Great Cobar industrial archaeological site study and Richmond Main restoration projects (mentioned below), funding of interest to LRN readers includes that for:

- Lithgow City Council for a conservation management plan of Lithgow Blast Furnace Park
- Goulburn City Council to complete the restoration of the Boiler House and Locomotive Shed at the Goulburn Steam Museum
- 3801 Ltd to restore former SMR Beyer Peacock 2-8-2T 18 (5909 of 1914)
- Hunter Valley Railway Trust to relocate five steam locomotives (ex-SMR 10-class 2-8-2Ts) to a permanent site at North Rothbury
- Greater Lithgow Mining Museum Inc. for Stage IV of the work associated with the establishment of the State Mine Museum at Lithgow.

Bob McKillop 4/97

BHP LTD, Newcastle 1435 mm gauge

(see LRN 112 p. 6)

The closure of the steelmaking plant at Newcastle by the end of 1999, announced on 29 April, will presumably mean the elimination of the remnants of the once-mighty railway system which was so lovingly recorded by Keith McDonald in the LRRSA book *Steel & Rails in Newcastle*.

The Australian 30/4/97 via Editor

CARGILL AUSTRALIA LTD, Newcastle 1435 mm gauge

Ex STATE RAIL AUTHORITY OF NEW SOUTH WALES of NSW Goodwin Co-Co DE 4812 (83712 of 1960) has been sold to this American stockfeed company who plan to open a siding in Newcastle. The loco was noted painted fluorescent yellow with a big black V on hood ends and headstocks at DELEC on 12 April, carrying the identity CAR 1.

Brad Peadon 4/97

COBAR REGIONAL MUSEUM, Great Cobar Outback Heritage Centre 1435 mm & 457 mm gauge

(see LRN 116 p. 7)

This *outback* museum has an active curator and is making impressive progress recording and presenting the social, pastoral and mining history of the district. The Museum obtained a 1996-7 Heritage Grant to undertake an industrial archaeological site study of the Great Cobar Copper Mine. The intention is to map the industrial sites, including the firewood and standard gauge electric railways, in order to provide visitors with a more detailed understanding of the site. The ex Great Cobar Mine Bagnall / British Westinghouse 4wWE of 1908 (identified as the first electric locomotive in NSW) is on display under cover next to the Far West Children's Health Scheme carriage. The electric motor and control equipment is missing. Restoration is a longer term project.

Bob McKillop 4/97

COOKS RIVER MOTOR BOAT CLUB

A broad gauge track (probably 5 ft 6 in gauge or wider) on a concrete ramp crosses Holbeach Avenue to connect the Cooks River with a boat storage yard which is served by a traverser. No motive power was seen, and so it can be imagined that a tractor is used to haul the boats.

Ray Graf 4/97

BOB HARRIS & SONS, Cawley Tunnel Mushroom Farm 610 mm gauge

(see LRN 109 p. 5)

A publication *Ghost Train Walk* by John Oates mentions that only the Cawley (No. 2) Tunnel south of Waterfall is now used for mushroom growing, and the operators' names are as given above. It is confirmed that a 4-wheel diesel locomotive is still in use to push five or six four-wheel wagons into the tunnel and pull them back out to the packing shed.

Ray Graf 4/96

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD, Albion Park 610 mm gauge

(see LRN 117 p. 5)

A 25th Anniversary Celebrations and Silver Jubilee Rail Enthusiasts' Day is to be held on Saturday June 21st, starting at 1 pm and featuring night running.

ILRMS 4/97

PASMINCO LTD, Broken Hill 457 mm, 610 mm & 915 mm gauges

(see LRN 116 p. 9)

A major mine clearance sale was due to be held on 6 to 9 May at the North and South mines. A variety of equipment was advertised, and rail items are believed to include:

- Eleven 8-ton Gemco battery electric locos, 2 ft gauge
- 78 Granby ore trucks, 2 ft and 3 ft gauge
- Barber Greene mobile underground concrete hopper with seven 2 ft gauge skips
- Ammesa 85L underground backhoe on 2 ft gauge trolley
- Three 8-ton locos (spares only)
- Twelve 3 ft gauge ore trucks
- Eimco 25 rocker shovel

The following notes of battery electric locomotives were made during inspection of the items for sale:

North Mine - 2 - 3 May

Lot No.	Loco	SS8 Controller	Battery box Nos.		Notes
			Weld	Small plate	
1010	D22T	SS8-1?12	no box		
1011	D11	?	?	B209 of 6. 9. 84	repaired Kizaco
1012	D2	SS8-1716	ND05	no plate	repaired Kizaco
1013	D20	?	?	C228 of 1. 7. 87	
1014	D23T	SS8-1328	?	C245 of 10. 11. 88	
1015	D16T	SS8-1689	-	C246 of 19. 01. 89	
1016	D13	?	-	B239 of 3. 10. 88	
1017	D9	?	-	B227 of 24. 6. 87	
1018	D4	?	ND01	B232 of 17. 8. 87	repaired Kizaco
1019	D15	SS8-1688	-	plate missing	
1020	D10	SS8-1313	-	B241 of 20. 10. 87	
1021	D12	SS8-1719	no box		
1022	D7	SS8-1333	ND04	B208 of ?	
1715	(box only)		-	B231 of 11. 8. 87	

1739	ZGM19	SS8-1711	no box	
1741	(two axlesets and gearbox only)			
1918	(boxes only)		(ZGL17 ZGL24	no plate no plate

Pasminco South Mine - May 5th (ie Zinc Corporation / NBHC) at Pat's Flat

Lot No.	Loco	SS8 Controller	Battery box Nos.		Notes
			Weld	Small plate	
2181	BCM5	SS8-150?	no box		(part lot)

at Southern Cross Carpark / Paddock

Lot No.	Loco	SS8 Controller	Battery box Nos.		Notes
			Weld	Small plate	
2272	BGM6	SS8-1635	no box		
2273	D6	?	?	plate unreadable	
?	BGA20M	SS9. 5-1637	BL901	none	to be auctioned?

*Sydney Morning Herald 19/4/97 via Craig Wilson;
Courier-Mail 12/4/97 via Bob Gough; Ray Graf 5/97*

RICHMOND VALE PRESERVATION CO-OPERATIVE SOCIETY LTD,

Richmond Vale Railway Museum 1435 mm gauge

(see LRN 106 p. 5)

For the 1997 Hunter Valley *Steamfest* (19-20 April), ex-South Maitland Railways Beyer Peacock 2-8-2T 24 (6125 of 1922) and Clyde 0-4-0ST *Marjorie* (462 of 1938) were in steam. 24 operated passenger trains to Pelaw Main and *Marjorie* hauled a 4-wheel brake van on shuttle services to Mulbring Road and return. Restoration of ex-J&A Brown ROD 2-8-0 locomotive 23 (Great Central Railway, 1919) to operating condition has commenced. The Society obtained a 1996-7 Heritage Grant to restore ROD 23 as well as John Brown's personal rail carriage at Richmond Main Colliery. The RVR has advertised 31 running days between April and December 1997. Rail-based activities at *Steamfest* were down on previous years, with only 3801 offering a mainline attraction with shuttle services from Maitland to Mindaribba (near Paterson).

Bob McKillop 4/97

RTZ-CRA, Southern Copper Refinery & Smelter, Port Kembla 610 mm gauge

(see LRN 81 p. 6)

This site has been purchased by Port Kembla Copper, a Japanese consortium which will spend \$250m before reopening it in two years time. The plant was

put on a care and maintenance basis in January 1995. There was a 2 ft gauge rail system with Hunslet diesels here, but it is not known whether this still exists.

Herald-Sun 19/12/96 via Ray Graf; Editor

SILVERTON TRAMWAY PTY LTD, Broken Hill 1435 mm gauge

(see LRN 117 p. 6)

Goodwin Co-Co DE locos 34 (83715 of 1960) and 35 (84133 of 1962) have recently returned to Broken Hill as their services are not currently required by Australian National. The builder's date for sister loco 37 (84128) is 1961.

Brad Peadon 4/97

SYDNEY WATER, Vacluse - Bondi Sewerage Tunnel

(see LRN 105 p. 8)

It is understood that a \$14m deep tunnel is or will be under construction between the Bondi treatment plant and Vacluse via Dover Heights and Diamond Bay, mostly following the route of Military Road. The tunnel will eliminate Sydney's last cliff-face sewage outfalls, and was expected to take two years to build from 1997.

Sydney Morning Herald 14/10/96 via Ray Graf

TRANSFIELD BOUYGES JOINT VENTURE, Airport Link 900 mm gauge

(see LRN 117 p. 7)

At this site, there are no rail operations on the surface; they are restricted to the pit leading to the underground tunnel. Equipment on the surface is stored on large concrete blocks about a metre high, and moved between surface and pit via a large rail-mounted 100 tonne gantry crane which runs the length of the pit. The crane was used to assemble a tunnel boring machine which by 22 March had progressed at least 200 metres in the direction of the City.

The locomotives appear to be identical Schöma 4wDH locomotives built in Germany. Builder's numbers noted were 4858 (No. 4), 4860 (No. 3) and 4861 (No. 2), while it is assumed that No. 1 is 4859. Type is CFL-200DCL, 225 Kw, 35 tonne, and it appears that the building date is 1985; rebuilt 1996.

The history of this batch of four locomotives appears to be as follows (depending on your editor's scanty ability to translate from the German): delivered 1995 new as 1000 mm gauge to Spie Batignolles, TGV Atlantique, Tunnels de Villejust, Marcoussis, France; regauged to 900 mm by Schöma; delivered November 1989 to MT Group I/S, Denmark, for tunnel construction as part of a massive road link across the Storebælt Strait; rebuilt by Schöma

1996 with higher profile cab for Transfield-Bouygues Joint Venture.

Rolling stock is fitted with a two-pipe continuous braking system, and some vehicles have electric head and tail lights. It appears the rolling stock may also have come from the Storebælt project. Pointwork was noted with what appeared to be French manufacturer's plates.

Ray Graf 3/97; Bahn-Express 2/93 via PG Graham & Ray Graf

QUEENSLAND

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY Durundur Railway, Woodford 610 mm gauge

(see LRN 115 p. 9)

Bundaberg Foundry 0-6-2T 5 (5 of 1952) recently passed its annual boiler inspection. Work proceeds inexorably on the restoration of Hudswell Clarke 0-6-0 *Melbourne* (1701 of 1938) with attention to the injectors and blower pipe, as well as the tender being painted internally.

John Fowler 0-6-0DM (18260 of 1929), a long-term restoration project, was recently moved into the workshop to enable new axlebox bearings to be fitted. The wheelsets, frame, and superstructure will be sandblasted shortly.

Durundur Railway Bulletin 3/97 & 4/97 via Editor

BUNDABERG SUGAR CO LTD, Mourilyan Mill 610 mm gauge

(see LRN 116 p. 11)

The following railway equipment has been advertised for disposal by tender:

Diesel engine: 6 cylinder Gardner engine, approx. 150 hp. 4 cylinder Ford engine, approx 60 hp driving a 3 metre railway slasher. 3 cylinder Southern Cross engine

Mark BE. C/BG. C 30 hp. Interested parties were invited to contact Henry at Mourilyan Mill phone (070) 43 8223.

Queensland Tender 8/5/97 via David Blakeley

CSR LTD, Herbert River mills 610 mm gauge

(see LRN 117)

A 50-tonne mobile pile driver working on bridge reconstruction at Boundary Creek, Fairford, capsized in the creek bed and brought down power lines on 17 March. This work is part of the program adopted to allow Victoria Mill's Walkers B-B DH locomotives to work to Hamleigh and Lower Stone in 1997.

A joint project to construct a \$1.64m road/rail high level bridge across Elphinstone Creek at Abergowrie is reportedly in danger. The problem is a lack of assistance from the State Forestry authority, which has been asked to make

a contribution along with the state Transport Infrastructure Development Scheme, the Hinchinbrook Shire Council, and local canegrowers. The new bridge would replace an existing low-level timber road bridge, and Canegrowers and CSR Victoria Mill plan to build 6.5 km of cane railway across the bridge.

Recent flooding has caused numerous washouts of track through the Herbert river district.

Herbert River Express 20/3/97 & 3/4/1977 via Chris Hart; Chris Hart 4/97

GOLDEN MOUNT RAIL PRESERVATION SOCIETY, Mount Morgan 1067 mm gauge

(See LRN 114)

Golden Mount Rail Preservation Society's Hunslet 0-4-0ST MM LD 3 (854 of 1903) taking water at Mount Morgan, 11 October 1996.

Photo: Brad Peadon



HAUGHTON SUGAR CO PTY LTD, Invicta Mill 610 mm gauge

(see LRN 115 p. 11)

A four kilometre tramline extension up river on the north side of the Haughton River is reportedly under construction for the 1997 season.

Bob James 5/97

ISIS CENTRAL SUGAR MILL Co., 610 mm gauge

(See LRN 114)



DH class contrasts: These two Isis Mill units make an interesting comparison with the relatively unaltered Walkers DH loco featured on our front cover: 2 ft gauge Walkers B-B DH ISIS No. 1 (602 of 1969) together with its brake wagon, itself built on the chassis of a Walkers B-B DH (654 of 1970). 17 October 1997.

Photo: Brad Peadon

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD 610 mm gauge

(see LRN 117 p. 10)

Pleystowe Mill's new brake wagon was still awaiting the fitting of brake equipment when noted at the mill in early April. The mill's two Motor Rail *Simplex* 4wDM locomotives still in service have been repainted and received painted names and numbers as follows:

01	Li'l Toot	Motor Rail	21575	1956
02	Barney Bull	Motor Rail	9861	1953

A Pleystowe Mill crew was observed busy renewing the main crossing of the Eungella Road near the Balnagowan Bridge at Pleystowe in early May. They had with them rail mounted equipment labelled "John Holland 33151", which was not painted the usual yellow, but in a two tone colour scheme which

is presumably that of John Holland Constructions. The equipment consists of a small flat wagon with a standard mobile arc welding set mounted on it and another longer wagon with an arched centre which is topped by four automotive type hydraulic jacks. This is believed to be a mobile rail welding unit fitted with equipment to straighten and align the rail at joints before welding.

Racecourse Mill's Com-Eng 0-6-0DH *Oakenden* (FB3169 of 1963) was noted repainted in the corporate livery in early April.

Marian Mill's new PBR-201 ballast regulator is builder's number 481 of 1996.

At Farleigh Mill, the lack of covered accommodation meant that the two Walkers B-B DH locos, *Calen* and *Miclere* (692 of 1972 and 664 of 1970 respectively) were sheeted over with tarpaulins outside the shed for the slack season.

Editor 4/97; Barry Campbell 5/97; Bob James 5/97

THE MULGRAVE CENTRAL SUGAR MILL CO LTD, Gordonvale 610 mm gauge

(see LRN 117 p. 10)

Work will soon be commencing to relocate the main line between Edmonton and Gordonvale in association with road works on the Bruce Highway through Edmonton including the requisite grade separation. Two options are currently under consideration, both taking the line to the south of the township.

It is believed that the new KMX 12T tamping machine was delivered to the mill from Plasser Australia around the start of May.

Bob James 5/97

PLANE CREEK CENTRAL MILL CO LTD, Sarina 610 mm gauge

(see LRN 114 p. 12)

Walkers B-B DH 4 *Carmila* (767 of 1971) was noted in the truck shop on April 3rd, having some welding done on the headstocks. A new brake wagon has been built, based on an ex-QGR wagon, and is numbered 3. Unlike the two previous examples, this unit was built at the mill. It is reported that one of the mill's two Clyde DHI-71 0-6-0DH locomotives, 2 (57-147 of 1957), is to be laid aside with its engine and other parts going towards making up one good unit, namely D1 (56-101 of 1956).

Editor 4/96

PROSERPINE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD 610 mm gauge

(see LRN 117 p. 11)

The two Walkers B-B DH locomotives purchased from a private individual associated with the Goulburn Roundhouse Preservation Society are 7314 (673 of 1971) and 7339 (701 of 1972). It is believed that 7314 has a seized engine, but this will be discarded and replaced.

Proserpine Mill are reportedly building a tramline extension into the Gunyarra area south of the town, into a big area of recent expansion of cane growing.

Bob James 5/97

ROTARY CLUB OF WYNNUM AND MANLY, St Helena Island project 610 mm gauge

(see LRN 115 p. 14)

Baguley 0-6-0DM 3377 of 1953 was noted still at Fisherman Island on 18 March. It has been turned around from its previous position and was being painted all over in a mid green colour, with a number of parts nearby.

Brad Peadon 4/97

TASMANIA

MOUNT LYELL ABT RAILWAY SOCIETY 1067 mm gauge

(see LRN 116 p. 18)

It was claimed in March that State government delays in making available a lease for the disused trackbed of the Mt Lyell Railway could jeopardise potential investment of \$1m. It is estimated that \$1.6m could complete restoration of the adhesion section between Queenstown and Rinadeena together with one locomotive and two carriages.

The Sunday Tasmanian 2/3/97 via Mark Plummer

REDWATER CREEK STEAM & HERITAGE SOCIETY INC, Sheffield 610 mm gauge

(see LRN 107 p. 13)

This group held its fourth *Steamfest* on 7-8 March 1997. Some 2000 visitors rode over 1 km of the 610 mm gauge steam railway operated by Krauss 0-4-0WT 5800 of 1907 (rebuilt with boiler from 5682 of 1907 - not as stated in LRN 107) with the former NE Dundas Tramway 1st class passenger car of 1898 and ex-Boulder Tramway 2nd class passenger car. Other steam exhibits

included three traction engines, a Sentinel steam wagon, a Fowler compound roller and portable engines.

Approximately 1 km of track was in use during *Steamfest*. An additional 600 metres of track have been laid across a Council road, and the foundations are in place for the final 200 metres, with a terminal run-round loop, which will complete Stage 1 of the project. Ex-Mt Lyell 0-4-0WT 10 (6067 of 1910) currently stored at the old Second River Tramway site at Karoola, is to join the railway on lease from the Queen Victoria Museum, Launceston. On arrival at Sheffield, dismantling will take place to enable a thorough boiler inspection with a view to full restoration to working order.

Operating weekends at Sheffield are the first weekend of each month. Daily operations will take place for three weeks from 27 December, and *Steamfest* 98 will be held on 7-9 March 1998.

Bob McKillop 4/97; Peter Martin 4/97

VAN DIEMEN LIGHT RAILWAY SOCIETY INC, Don River Tramway 1067 mm & 610 mm gauge

(see LRN 116 p. 18)

Ex Emu Bay Railway Dubs 4-8-0 8 (3856 of 1900) was used for 20 services on 1, 2 & 3 March. It was moved onto the turntable for publicity photos on 23 March. A number of former TGR 4-wheel goods wagons have been restored and are used for demonstration freight trains. Noted ready to enter service was ex-EBR wagon C2, which was formerly a North Mt Lyell Railway hopper wagon. Restoration of the 1910 North Mount Lyell Riley rail motor is proceeding, while John Fowler 0-6-0T 5265 of 1885 is expected to be fully restored to operating condition by 1998. Ex-Macknade 610 mm gauge Hudswell Clarke 0-6-0 No. 5 (1548/1925) has been sold to Warrick Turner of Echuca and is awaiting transport to Victoria.

Bob McKillop 4/97; Don News 2/97 & 3/97 via Ray Graf

VICTORIA

DEAN MARTIN, Gator Magoon's, Porepunkah 610 mm gauge

(see LRN 111 p. 14)

"Gator Magoons Recreation & Sports Centre" was noted for sale on 10 December 1996. It was not clear whether the railway was part of this complex, but the steam outline locomotive was noted on a property adjoining.

Ray Graf 4/96

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Railway 762 mm gauge

(see LRN 117 p. 15)

Beyer-Peacock 2-6-0+0-6-2T G42 (6268 of 1926) now has its wheels and water tanks fitted to both engine units.

The Fordson engine has now been refitted to the TACL/Malcolm Moore 4wPM tractor (55 of 1928), along with the radiator and fuel tank.

The foundations for bridge 9, over Cockatoo Creek, have now been completed. Further work awaits funding.

The Gembrook services which have operated on average eight weekends a year since 1992 using the Peckett 0-4-0ST *Sir John Grice* (1711 of 1926) are scheduled to run on the last weekend in May this year, but they may not resume in September after the normal winter recess. One of the reasons they are not expected to resume is that the Gembrook yard will become a major worksite whilst the new station is being built.

On 19 April, 18 NBH went into service. It is the first steel framed NBH car to be built, and has a revolutionary feature - comfortable upholstered seats!!! The vehicle looks like other NBHs, except in minor details. The lamps and door handles are reclaimed from other old vehicles. Another five are to be built. The steel construction is much cheaper than the traditional timber framing.

On 19 April, several other interesting things happened on the railway. *Sir John Grice* ran a special train from Gembrook to Fielder and beyond for an official opening ceremony of Fielder station. The event was held for those involved in the station's restoration, including members of the Fielder family, and a barbecue was held at the station.

On the same day the tamper PTT 16 (Tamper 381 of 1988) and a work train were working beyond Lakeside on the track between bridges 8 and 9. 0-6-0DM D21 (TGR Launceston, 1968) then returned to Lakeside on the works train, which was then combined with the first scheduled passenger train from Lakeside to Belgrave, to make it a mixed train. It was double-headed by 2-6-2T 12A (VR Newport, 1912) and D21. Later in the day D21 returned to Lakeside attached to the back of a regular passenger train. D 21's last job for the day was to bring the workers back to Lakeside and Emerald, as there is no car access to the track beyond Wright.

On Wednesday 23 April, during school holidays, perfect weather brought out large crowds. To cope with the traffic the first train was double-headed with an NA class 2-6-2T and B-B DH DH59 (Walkers 646 of 1970) as far as Menzies Creek. DH59 then returned to Belgrave with a number of empty NBH cars. (The first train always has at least three NBH cars for bus tour groups

making single journeys as far as Menzies creek only.) The second train was then double-headed with an NA and DH59 to Lakeside and return. The third train was double-headed with an NA and D21 to Lakeside and return. The fourth and last train was hauled by an NA alone. The decision to double-head these trains was made on the day, as the traffic offering was unexpectedly high.

Frank Stamford 4/97

UPPER YARRA VALLEY HISTORICAL SOCIETY MUSEUM, Yarra Junction, 914 mm gauge

(see LRN 9 p. 20)

The 0-6-0PM tractor (rebuilt Malcolm Moore c. 1938) at Yarra Junction has been restored to working condition, but only has enough track to move about 6m. (According to *Powelltown*, this is probably a rebuilt Days tractor - Ed.)

Frank Stamford 4/97

WALHALLA GOLDFIELDS RAILWAY 762 mm gauge

(see LRN 117 p. 17)

(P O Box 1576, TRARALGON Vic 3844)

Trains commenced running to Happy Creek station at Easter. The alignment of the track at Happy Creek has been changed to allow the construction of a loop, so that trains no longer have to be propelled in one direction. Construction of the loop required rock blasting to create room for it.

Further work planned for Happy Creek includes landscaping, a footbridge for people walking to and from Walhalla, pathways, safety fences, and picnic areas. This work has to be certified by the Railway's insurers before one-way tickets to and from Happy Creek can be sold. At present passengers cannot leave the station area.

The Hudswell Clarke 0-6-0 (1553 of 1924) has been stripped down for boiler inspection, but funds are required for the project to progress.

On Track No. 7, Frank Stamford 4/97

COAL CREEK HISTORICAL VILLAGE, Korumburra 610 mm gauge

(see LRN 115 p. 15)

Coal Creek has acquired Bundaberg Foundry 0-6-2T *Kolan* (7 of 1953). It was withdrawn from service in 1973 and was later stored before being placed on display at Boyds Antiquarium, Bundaberg, in 1975 (see LRN 117 p. 8).

The locomotive needs a set of replacement boiler tubes, new funnel, new set of firebars and a fire hole door. A new steam air pump has been ordered

from Talylyn Railway Company in Wales, for the train braking system - an accreditation requirement.

The tramway (which operates each day with qualified volunteer staff) is being extended further northwards into the Coal Creek site to make the railway more accessible to our visitors and to give it a purpose - servicing the Black Diamond Coal Mine. The earthworks are virtually complete (incorporating a short section of 1 in 23 grade) and most of the ballast is now in place. This was retrieved from the Leongatha-Foster section of the abandoned V/Line railway. The volunteer track gang have inserted the turnout in the mainline just above the top station and 3005 ft red gum sleepers have been delivered to the site.

The following jobs urgently need voluntary assistance:

- Tracklaying
- Station building construction (timber on site)
- Locomotive shed (site cleared, plans and timber available)
- Repainting carriages
- Steam locomotive restoration: mechanical work, motion work refit, motion work polishing, boiler mounting refit, construction of new funnel, construction of new sliding fire hole door, repainting.

If you are interested in training to be a loco driver please contact Judy Martin on (03) 5655 1811. If sufficient interest is shown, local classes may be organised to help trainees get the necessary certificates.

The tramway has already proved a success, carrying over 3000 passengers since operations commenced just after Christmas.

from Coal Creek press release April 97 via Frank Stamford

WESTERN AUSTRALIA

BUNNINGS, Manjimup 1067 mm gauge

(see LRN 113 p. 21)

SSM No. 2 Beyer Peacock 2-6-0 (5475 of 1911) is preserved, presumably outside the sawmill office as recorded in LRN 3.

Industrial Railway Bulletin (UK) 615 via Ray Graf

BUNNINGS, Pemberton 1067 mm gauge

(see LRN 96 p. 17 & 18)

It is reported that a white liveried Com-Eng diesel is the locomotive here. (Can any reader confirm or provide further details? - Ed.)

Industrial Railway Bulletin (UK) 615 via Ray Graf

CARNARVON JETTY RESTORATION COMMITTEE 1067 mm gauge

(see LRN 111 p. 15)

Carnarvon's One Mile Jetty and tramway were entered permanently on WA's State Register of Heritage Places by the Heritage Council of WA in February 1997. They had been placed on an interim list in October 1996. The future of the jetty, although more assured, is not yet guaranteed. The Carnarvon Jetty Restoration Committee is still raising funds to enable a dollar-for-dollar grant of \$500 000 from the Federal Tourism Development Program which will cover the estimated \$1m restoration costs. Tourist rail services are no longer provided on the jetty, but steam trains are operating over the relaid Babbage Island line (see LRN 114 p. 18).

Northern Guardian 19/2/97 via David Whiteford

COLLIE RURAL LIFE MUSEUM narrow gauge

A Gemco 4wBE is preserved at this site, which is opposite the Tourist Information Office.

Industrial Railway Bulletin (UK) 615 via Ray Graf

COLLIE TOURIST & TRAVEL BUREAU, Collie Steam Locomotive Museum 1067 mm gauge

Among three ex-WAGR locomotives is to be found *Polly*, a converted Aveling & Porter traction engine 2-2-0WT, once used on Buckingham Brothers' timber line.

Industrial Railway Bulletin (UK) 615 via Ray Graf

MANJIMUP TIMBER MUSEUM 1067 mm gauge

A Martin 2-6-0 is preserved here. It is thought to be based on the chassis of 127 of 1895, a loco which served SAR, WAGR, CR and WAGR (again). It was supposedly sold to the Kauri Timber Co at Northcliffe in 1953, where it was resurrected using parts from Martin 8 of 1890, taking its number (109), and ending up with Bunnings from 1961. Also at this site is traction engine locomotive conversion Ransome, Sims & Jeffries 18047.

Industrial Railway Bulletin (UK) 615 via Ray Graf; Editor

MIKE MORGAN, Onslow 610 mm gauge

A 2 ft gauge tramway operated over four miles between the first Onslow jetty and town site until a new jetty and town were built in the 1920s. Three lowsided 2 ft gauge wagon frames have recently been dug out of a breakwater at Onslow indicating the possible fate of much of the 2 ft gauge stock when the 1920s 3 ft 6 in gauge jetty system was built. At least one of

the wagons has a WAR 1895 axle box cover and would have been built for the Roebourne - Cossack line, WAGR's only 2 ft gauge line which was itself replaced with 3 ft 6 in gauge in the 1930s. Mike Morgan is hoping to make one as-near-complete-as-possible wagon from the three discovered remains.

Mike Morgan & David Whiteford 3/97

ONSLow SHIRE COUNCIL 1067 mm gauge

Ex Public Works Department 0-4-0DM (ex PM) NW1 *Ashburton* (Andrew Barclay 320 of 1928) is preserved in the main street of Onslow with a four-wheel wagon and a passenger brake van. Cyclone Bobby visited the town in 1996 but the remains of the jetty railway and depot suffered little. However, the brake van lost its roof.

Mike Morgan & David Whiteford 3/97

PEMBERTON PIONEER MUSEUM 1067 mm gauge

SSM No. 8, Martin 2-6-0 (117 of 1895) is preserved here, and a short distance away is a preserved rail mounted steam driven sawing machine.

Industrial Railway Bulletin (UK) 615 via Ray Graf

ROTTNEST ISLAND RAILWAY TRUST 1067 mm gauge

(see LRN 113 p. 22)

Westrail volunteers spent much time in the latter half of 1996 extending the Rottne Island railway from its Oliver Hill terminus to a new platform at the H1 gun site, using the trackbed of the original gun siding.

New sidings for locomotive and carriage storage have been built near the Airport, freeing up the Kingston Barracks triangle, which had been used as the railway depot, for passenger operations. 500 metres of track including two sets of points and crossings were put in by the volunteers.

Westrail News Dec 96 / Jan 97 via David Whiteford

MEMBERS' ADVERTISEMENTS

Wanted - *Light Railways* 28 to 45, 49, 82 & 91 to complete sets for binding. Please state price required. All expenses on offers will be refunded. RF Hoskins, "Rio Vista", Ipswich Road, Brantham, Manningtree, CO11 1PE, UK.

For sale - Brand new copy of facsimile edition of *Light Railways* by JC Mackay. First published in 1896, it is a comprehensive survey of light and narrow gauge railways of the world at the time. 360 pages; 33 plates; 25 engravings. One of a limited run of 100 copies. \$77. 30 from Ray Graf, PO Box 1797, ORANGE 2800.

MEETINGS

MELBOURNE: Goulburn Steam Museum

Bruce Macdonald the well known founder of the Goulburn Steam Museum has kindly agreed to speak on the history of the museum. Bruce will showing some of his collection of slides in support of his presentation.

LOCATION: Ashburton Uniting Church Hall, Ashburn Grove, Ashburton

DATE: Thursday 12 June at 8.00 pm

SYDNEY: Any member wishing to know details of the next meeting should contact Craig Wilson on 02-9484 7984

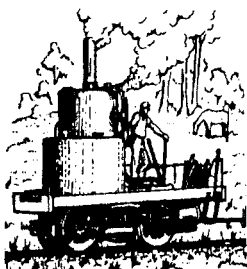
LOCATION Woodstock Community Centre, Church St. , Burwood Note: Plenty of off street parking at the rear of the building and Burwood station is only a 5 minute walk away.

DATE: Wednesday 25 June at 7.30 pm

ADELAIDE: Contact Arnold Lockyer for details. Phone: 08-296 9488

LOCATION: 150 First Avenue, Royston Park.

DATE: Thursday 3 June at 8.00 pm.



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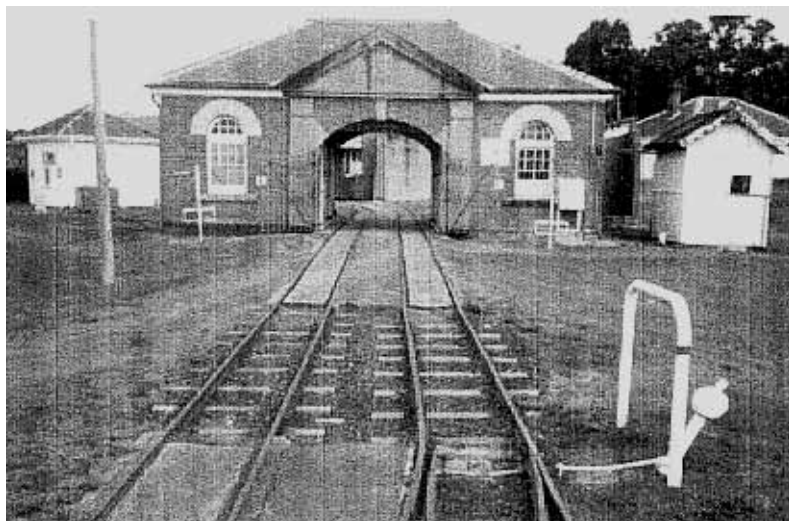
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Secret no longer - a working industrial railway only 18 km from the centre of Sydney. The Navy's Newington Armaments Depot at Silverwater contains heritage buildings and 6.6km of 2 ft gauge track. More details inside.

Photo: Len King

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EDITORIAL

Please note the editor's new E-mail address as shown on the front cover.

NOTES, CORRECTIONS AND COMMENTS

Port Kembla Copper Smelter and Refinery tour

A tour is being planned to the **Port Kembla Copper Smelter and Refinery** on Saturday 23 August. More details of this very interesting tour to a recently closed but still operational 2 ft gauge industrial railway can be found under the main heading for this location later in this issue.

Correction to photo-captions

Apologies for the **photo captions** being transposed on pages 18 & 19 of

LRN 118. Actually, it was the photographs which got transposed, not the captions!

[Note this transposition was corrected in the CD-ROM edition].

Ruston & Hornsby 0-4-0DM 305328

Ruston & Hornsby 0-4-0DM 305328 of 1954, sold by Sandhurst Town in 1996, remains unaccounted for in spite of a number of reports to the contrary (see LRN 115 p.15). Can anyone provide the appropriate news about its current ownership?

Snowy Mountains aerial tramway

An **aerial tramway** is in operation at Snubba Ridge near Blowering Reservoir in the Snowy Mountains to remove mature radiata pine from a steep plantation, as a preferred alternative to road transport. Details from the *Sydney Morning Herald* of May 6th, courtesy of Ray Graf.

Narrow Gauge Downunder

Narrow Gauge Downunder is a twice-yearly magazine of particular interest to modellers and contains some interesting prototype material. The Summer / Autumn 1997 edition, kindly provided by Roger Persson, includes the Dreamworld Baldwin 4-6-0 and the Granville-Semaphore line. Worth having a look at.

Notices of recent books to be reviewed in Light Railways:

A Crystal Century : The History of Proserpine's Sugar Mill, its Farms and its People by John Kerr. Available from Proserpine Co-operative Sugar Milling Association Ltd, PO Box 101, Proserpine 4800 for \$25 including postage. Another high quality sugar mill history. Recommended.

Bush Tram-ways and Private Railways of Tasmania - circa 1850 to 1960 by J G Branagan. Unfortunately, not recommended except to the discriminating as it seems to contain a quantity of questionable and derivative material.

Rack Railways of Australia by David Jehan. Available through NSW State Contact Craig Wilson (see above). Comprehensive and interesting, a high quality publication. Recommended.

RESEARCH COLUMN

Adelong, NSW

A photograph taken in 1896, at the Adelong Gold Field, was published

in the *Sunday Telegraph* of 13 April 1897. The photo shows a locomotive close by the headframe of one of the mines. An article on this operation is currently being prepared for publication. Any comments on the operation, particularly from anyone who has seen the photograph, would be welcomed by Jim Longworth, 2 The Boulevarde, CHELTENHAM 2119.

Light Railways in Art

The painting *The Quarry, Maria Island* (1926) by the artist Tom Roberts, is on display at an exhibition of his paintings at the NSW Art Gallery. In the bottom right hand corner of the painting, the artist has included a side-tipping V-skip and a man. The man is either loading the skip or pushing it along. Other men are shown breaking up the limestone rocks, which have tumbled down, apparently after a recent blast. Are there other light railways featured in Australian art, enquires Jim Longworth. (For a start, in the Australian War Memorial there is a Frederick McCubbin featuring a First World War 60 cm gauge Alco 2-6-2T in France - Ed.)

Trewhella history.

Mrs S Benney, 31 Abbots Way, Westbury-on-Trym, Bristol BS9 4SW, UK, is researching the Trewhella family history, and would like to learn about the Australian branch, including the Trewhella engineering company, which had connections in England and Canada. In Australia, the Trewhella company made winches as well as the well-known jacks. Please contact her direct if you can provide any information.

Cornwall Family History Journal 6/96 via Peter Medlin

Hoffman Brick & Pottery Works, Dawson St, Brunswick, Vic.

Jim Longworth has found an article on this operation in Volume 7, 1980 of *The Australian Journal of Historical Archaeology*. The article mentions the extensive light railway system around the works, without detailing it. Several maps are included that show the various track layouts.

Bridge rail

Jim Longworth suggests an alternative answer to the "Unusual Type of Rail" question (LRN 112 p.4 and subsequently [LRN118]). Perhaps the "rail" was not made for railway use at all. A vast range of bent metal strappings are used for various fixing purposes. Perhaps some enterprising and tight-pursed miners obtained a supply of the V section material at the right price, saw its potential for use as mining rail, and adapted it accordingly.

FIELD REPORTS

TRIPLET FALLS HERITAGE TRAIL, Ferguson, Otways, Victoria

A 900 metre trail was opened on 29 May by Marie Tehan, the State Minister for Natural resources and Environment. The track is very well engineered and passes the Knotts No.1 mill site, where there is a boiler, smokebox and other relics.

Norm Houghton 5/97

THE ABT RAILWAY, Queenstown - Regatta Point, Tasmania

The formation is clear for about 12 km from the Queenstown end and about 14 km from the Regatta Point (Strahan) end. The track can be followed from the main station (Miners Siding) at Queenstown. There are some properties built on the alignment, but leaving Queenstown the formation is easy to follow as it turns into a asphalted walking/bike track until the Queen River is reached and continues as a street for a number of houses on the other side of the river. Following the Lynchford Road for about 2 km from Queenstown you will find a Abt sign indicating a right turn. Cross a bridge, and turn right at the cross road to take you about 0.5km along the formation back towards Queenstown until the Queen River (sorry no bridge).

Taking the left turn at the crossroad you will come across a piece of railway track. This is where four lengths of rail have been laid as the start of the Abt restoration. A gate advises "Road Closed", but if open it is possible to drive the car for about 2 km down the track (until another road bridge is seen on the left). Views of the river when on foot in this section are fantastic and the extra height which will be gained from being in a railway carriage will be great. As the formation is narrow (single line) with medium pot holes, a slow speed is suggested. When you reach a building on the right and the road bridge on the left, this is believed to be the LYNCHFORD Station site.

From here the formation continues for about 1 km until a creek is reached. This creek was in flood when I visited and it was unable to be determined if it was safe to cross with a car. Extreme caution should be taken at this crossing as the river can flow quickly. By foot it appeared that the creek could be passed by crossing via the rocks that form a wall at the creek's junction with the Queen River. For those with the car, return to Lynchford and exit via the road bridge which will take you back to the Lynchford Road. On reaching the made road turn right and continue until just before a factory on the right hand side (approx 1.6 km). Turn right on the road just prior to this factory and park the car just outside the first gate. DO NOT park inside the gate if

open, as this could be locked whilst you are away. From here walk towards the Queen River (there are more gates which can be walked around or under) where a concrete bridge will get you across. Just up the hill is another cross road; a right turn, after crossing a culvert, will take you to what is believed to be the HALLS CREEK station site and after about 0.6 km, back to the creek junction mentioned earlier. At the cross road, to the left is a sign mentioning NO VEHICLES beyond this point, due to the derelict bridge that is about 0.3 km beyond the cross road. This bridge is single span and has boards across where vehicle traffic formerly used it. I did not travel beyond the bridge, but it is believed that the formation is clear for about 4.5 km to RINADEENA. From Halls Creek to Rinadeena is the section of the 1 in 16 climb which had the rack rail. Halls Creek is as close as you can get to the line by car from the Lynchford Road. From here you must go back into Queenstown and take the road to Strahan. I was advised that on the Strahan Road there is a sign advising the site of Rinadeena, whilst I didn't see the sign. I was also advised that the "sign had been erected but no path had been made to the formation" (cart before horse?), about 200m below the road.

The next contact with the Abt railway is on arrival at Strahan. The information centre at Strahan has information on the Abt railway. Across the bay is the yellow and red roofed station building at Regatta Point with a No.387 mobile rail crane (built by Grafton & Co. Engineers, Bedford) nearby. Follow the road around the bay, taking note of the walking track on your right side which was the TGR connection from Strahan to Regatta Point. At Regatta Point, as well as the station building, the Abt loco shed is there on the other side of the road, painted light blue at the time of my visit. Note: Another building has been erected in front of the actual loco shed.

From Regatta Point drive the car away from Strahan and some Abt remains will be noted on the right hand side including the remains of a bridge (also seen from a river cruise). Soon after, the road comes to a junction, but continue straight onto the dirt road. You are now on the Abt formation. Follow this for about 12 km until you come almost to TEEPOOKANA. It should be noted that after about 7 km the road becomes very narrow and a slow speed is recommended as other cars returning from Teepookana use the same narrow road. This trip has brilliant views of the King River (in its ecological disastrous state). As some sections of the road are right on the edge above the river it is suggested that the driver only take short little views. In most cases there is no room to stop and passing may require some backing up to a wide enough passing place. This road goes through the station of LOWANNA but I did not notice the site on my trip.

Just before arriving at Teepookana, the road has been closed. From here

it is a very short walk to the Iron Bridge. Pedestrians can walk over the Iron Bridge, and just beyond is the station site of TEEPOOKANA. Here a display has been set up which consists of a newly built station building and a length of track with a former Mt Lyell A Class open wagon (built Kelly, Melbourne in 1897) on it. From here it is about a 2 km walk to the famous Quarter Mile (QM) bridge. On the way to the QM bridge are the remains of a trestle bridge, which has been bypassed by the walking track. On arrival at the QM bridge an information display has been set up, and the remains of the QM bridge are quite evident, including an iron girder down stream.

This is about as much of the Abt line that you can see at present, until further sections are cleared, but from the above it is possible to see 26 km of cleared trackbed out of the Abt line's length of about 43 km.

Peter Medlin 5/97

LOCOMOTIVE, ROLLING STOCK & EQUIPMENT MANUFACTURERS

F & M BALDWIN, Castle Hill, NSW

This company is owned by Frank and Maurice Baldwin (ex E M Baldwin fame) and since about 1994 it has supplied equipment such as bogies for cane railway brake wagons and a few locomotives for construction projects. Following design work by the Baldwins, construction appears to be subcontracted, mostly to Kless Engineering of Marayong, Sydney.

David Jehan 6/97

GEORGE MOSS LTD, Osborne Park, WA

A substantial machinery auction conducted by Smith Broughton & Sons was to take place at the Gemco premises on 12 June. Items offered included lathes, presses, overhead cranes and welding equipment.

Sydney Morning Herald 31/5/97 via Ray Graf

HANSEN'S MOTOR & ENGINEERING WORKS, Ingham, Q

(see LRN 18 p.1)

This company, founded in 1929, recently changed hands with the retirement of its founder, Bill Hansen, 93. It produced ten cane railway personnel cars between 1972 and 1978, built around a Volkswagen industrial engine.

Herbert River Express 3/7/97 via Chris Hart; Editor

NEW SOUTH WALES

BHP LTD, Port Kembla 1435 mm gauge

(see LRN 113 p.7)

Recent visits have revealed no sign of the three A.E.Goodwin Co-Co DE locomotives previously leased from Austrac Ready Power, 101 (G-6048-09 of 1972) 102 (G-6048-13 of 1972) and 103 (84179 of c.1963). On a visit on 4 May, English Electric Co-Co DE locos D47 and D49 were noted in charge of a coal train at Eloura Colliery.

Brad Peadon 6/97

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY, Albion Park 610 mm gauge

(see LRN 118 p.6)

Ex-Corrimal Colliery Hudswell Clarke 0-4-0WT (1423 of 1922) has been transferred from Menangle Park for the winter operating period. On June 21st this locomotive and its former Corrimal Colliery stablemate, Hawthorn Leslie 0-4-0ST *Burra* (3574 of 1923) were the feature attractions at a Railway Enthusiasts Day to celebrate 25 years of the ILRM Society. They double-headed passenger trains and the diminutive 0-4-0WT hauled demonstration colliery skip and World War I wagon trains. Other operating locomotives were Hudswell Clarke 0-6-0 *Cairns* (1706 of 1939), Perry 0-6-2T *Tully 6* (7967.49.1 of 1949), Baguley-built Drewry 0-6-0DM *Seymour* (2392 of 1952), two Ruston & Hornsby 4wDMs (285298 of 1949 and 304457 of 1951), and the Gemco trolley wire electric loco (converted from BE). These locomotives (except the Gemco) participated in a cavalcade following the main 25th Anniversary ceremony. The only shadow over a successful day was a malfunction of the Mancha 4wBE locomotive which spent the day in a siding.

Noted in the shed was Davenport 0-4-0ST *Kiama* (1596 of 1917) with the boiler reunited with the frames, and behind it John Fowler 0-4-0T 16089 of 1923. Mounted on trestles was the bare frame of Ruston & Hornsby 4wDM 285301 of 1949. Behind the station building, with a tender body on top of it was a Malcolm Moore chassis and wheelsets from a wartime Ministry of Supply Ford V8 loco. This is said to have come from Hartley Main Colliery where it is believed to have worked as a 4wBE.

Other motive power units noted on the day were:

Newbold	4wPM	Krauss	2179	1889
	4wPMR	Baguley (Drewry)	1338	1924
	4wPM	Malcolm Moore		

Leichhardt	0-6-0DM	Baguley (Drewry)	2393	1952	as received
	4wPMR	R.Hague		1972	
	4w+4wTG	Lima	906	1904	dismantled
	4w+4wTG	Lima	2091	1907	dismantled
	4wBE	E M Baldwin	801-1-5-64	1964	1067 mm gauge
AIS 46	4wDMR	Fox	302	1971	1067 mm gauge
Wallaby	0-4-0ST	Hawthorn Leslie	2988	1913	1435 mm gauge

2 ft gauge Hunslet 4wDM 4578 of 1953, number 2 from the Port Kembla copper refinery & smelter, has been donated to the museum, and is believed to have arrived on site early in July. Other equipment is expected to follow (see elsewhere this issue).

Tony Madden 6/97, 7/97; Editor 6/97

McCONNELL DOWELL CONSTRUCTORS (AUST) PTY LTD, Chapman Road, Vineyard, Sydney 610 mm gauge

(see LRN 96 p.8)

A visit to this large plant storage yard shared with several other firms revealed quantities of rail equipment.

Two locomotives and much rail equipment are stored in a large open-sided shed. One locomotive is a small 4wDM originally built as a 4wPM by Metropolitan Brickworks Pty Ltd at Maylands, WA, in about 1960 (one of three based on an FC Hibberd *Planet* design and incorporating a number of parts from discarded *Planet* locomotives). This was reportedly sold by Bristile Pty Ltd (successors to Metropolitan Brick) in 1981, and has been rebuilt with diesel engine and exhaust conditioner. It has no cab or canopy and the driver sits sideways in the middle of the loco which is painted yellow. The second locomotive is a tunnelling loco numbered DL2, a 4wDM built by F & M Baldwin, Castle Hill, in 1994 (B/n.FMB8T294). It is low with a conventional cab at one end, and painted orange. It was built for use by McConnell Dowell / Obayashi Joint Venture on the Blue Mountains tunnel project section between North Katoomba and Hazelbrook.

Other equipment in the open shed included six bogie flatcars with stickers reading *S&M Welding, Lawson*, some bogie concrete and shotcrete cars (some at least by Mülhauser), and two Hagglund shuttle cars. There were also two small loaders; one numbered 40/004 was built by Eimco Great Britain (LD1141), and the other numbered 40/065 was built by Taiku, Tokyo (30/70).

In a large locked shed, at least two additional diesel locomotives were noted. They appeared to both be F & M Baldwin machines, and are understood to be a 4wDM similar to DL2, and a 4wDH rack/adhesion locomotive. These

were also built for the Blue Mountains tunnel job, with the rack loco used on a short rack section at Lawson for a few weeks in 1995. (A quantity of rack bars were noted on site.) Elsewhere noted on the site were two bogie manrider cars (numbered MC1 and MC2), two Granby cars and one platform car.

Editor 6/97; Rack Railways of Australia (David Jehan)

MENINDEE DISTRICT 610 mm gauge

It is reported that in a park either at Menindee, or along the Broken Hill - Menindee road, there is a preserved Gemco 4wBE loco, identical to the one numbered D25T at the West Darling Machinery Preservation Society, Broken Hill (see LRN 116 p.10).

Ray Graf 5/97

PORT KEMBLA COPPER, Port Kembla 610 mm gauge

(see LRN 118 p.8)

The rail system at this site will be disposed of as part of the forecast redevelopment. Following its donation of Hunslet 4wDM 2 (4578 of 1953) to the Illawarra Light Railway Museum Society at the start of July, the management has decided to make all the other remaining rail equipment available to the society also. There is one other complete locomotive, an incomplete locomotive (both as yet unidentified), and a number of bogie cars used for carrying anodes around the site, as well as track components and other useful material.

In April 1982, there were three other Hunslet diesels present, numbered 1, 3 & 4 (4577 of 1953, and 4580 & 4582 of 1955 respectively). It is understood that one of these was sold shortly afterwards.

The Illawarra Light Railway Museum Society is organising a tour of the site on Saturday August 23rd, most likely commencing at the front gate at 10 am. Intending participants must contact Tony Madden on (042) 289353 to confirm details.

Tony Madden 6/97, 7/97; Editor

NOEL RAWLINSON, Gunadoo Gold Mine, Ophir narrow gauge

(see LRN 109 p.5)

After four years of illegal tourist operation, the Gunadoo Gold Mine has finally received Cabonne Council approval for tours. The original application was lodged in May 1995.

Ray Graf 6/97

ROYAL AUSTRALIAN NAVY, Armaments Depot Newington 610 mm gauge

(see LRN 108 p.8)

After many years of almost total secrecy, detailed information about this site, situated just 18 km from the centre of Sydney, can be made available. During the last four years member Len King has had some limited access to the site, albeit under very tight security. The depot was handed over by the Commonwealth government to the NSW government on 1 July, and has become part of the development project for the Sydney Olympics under the management of the Olympic Co-ordination Authority. However, apart from about 230 acres on the southern side, which will be taken over for the Olympic village, most of the site (about 630 acres) will remain leased to the navy until the end of December 1999. It is a naval armaments depot served by a wharf on the Parramatta River close to Homebush Bay, and with a 6.6 kilometre 2 ft gauge railway system of which the first lines were built before World War I. The railway is still regularly operated using Gemco battery electric locomotives. Known as "Electros", there are four of these 3.5 ton locos, built in 1964. They haul up to eight 3-ton capacity bogie wagons. There are still three World War I vintage wagons on site. Most of the track is set in concrete and is laid in 30 lb rail. The line passes between earth mounds protecting the magazines, and at a typical magazine loading dock there is a passing loop, gantry crane and concrete loading platform. The navy recently let a contract for track repairs and the successful tenderer was the ARHS (ACT Division).

Featuring heritage buildings and open space including native bushland, this site will only be partly utilised for Olympics development. It is hoped that much of it will be retained for its heritage value, including most of its railway system. Unfortunately however, in a section taken over for the Olympic village, the line runs between pairs of 20 ft high walls of handcut sandstone which are used to retain earthen banks surrounding two munition magazines. It is not known if these will survive.

A tour to this previously inaccessible site has been organised by the NSW Division of the Society on Friday August 15th, and not surprisingly was already booked out at the time of writing.

Len King 6/97, 7/97; Paul Simpson 7/97

SILVERTON TRAMWAY PTY LTD, Broken Hill 1435 mm gauge

(see LRN 118 p.8)

At the South Mine on 5 May, Silverton Goodwin Co-Co DE locos 29 (83828 of 1961), 35 (84133 of 1962) & 28 (83827 of 1961) were shunting

the concentrate train, while 36 (83711 of 1959) & 37 (84128 of 1961) were shunting the "transfer" train ex North Mine. It seems that only 3 or 4 hoppers can be dumped at a time because of the shortness of the trestle over the ore bin, and the minimum trackage beyond it.

Ray Graf 5/97

TRANSFIELD - BOUYGES JOINT VENTURE, Sydney Airport Link 900 mm gauge

(see LRN 118 p.8)

Recent publicity material shows 900 mm gauge track laid in the tunnel extending from Tempe Reserve towards Sydney Airport. The 6 km soft ground tunnel section extends past the international and domestic terminal stations, to Mascot station and then on almost as far as Green Square station, and will not be completed until 1999.

Breakthrough at the international terminal is believed to have taken place on schedule, at midnight on Saturday 31 May. The 35 tonne locomotives are used to haul the concrete tunnel segments and other supplies to the face.

Airport Link Newsletter 5/97 via Brad Peardon;

The Sun-Herald 25/5/97 & The Daily Telegraph 2/6/97 via Ray Graf

QUEENSLAND

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY

Durundur Railway, Woodford 610 mm gauge

(see LRN 118 p.9)

The Society has been successful in gaining Rail Safety accreditation and has every reason to be proud of its "best practice" submission which found ready acceptance with Queensland Transport.

Progress continues on the restoration of John Fowler 0-6-0DM No.1 (18260 of 1929). The wheelsets have been cleaned and painted along with the loco's mainframes. The radiator has been tested for leaks and new engine compartment doors have been fabricated in Maryborough.

Durundur Railway Bulletin 6/97 via Editor; David Mewes 7/97

BLI BLI CANE SUPPLIERS' COMMITTEE, c/- Maroochy Shire Council, Muller Park, Bli Bli 610 mm gauge

(see LRN 54 p.7)

Fowler 0-4-2T *Bli Bli* (14418 of 1915) is in mediocre condition inside a wire cage at this roadside park, minus chimney and looking the worse for wear. It is situated in rather damp and low-lying area close to the Maroochy River, which appears subject to flooding.

Editor 5/97

CSR LTD, Herbert River mills 610 mm gauge

(see LRN 118 p.10)



CSR's Herbert River Mills in Queensland recently acquired this Plasser GWS 75 spot tamper (434 of 1997), which is seen here at Macknade Mill, 29 May 1997.

Photo: Chris Hart

The new spot tamping machine was delivered in the week ending 17 May. It is Plasser 434 of 1997, weighs 9 tonnes, and has a top speed of 18 km/h. It has seen use at both Macknade and Victoria mills. The Plane Creek Mill track jack (Plasser 371 of 1989) has been on loan since late in the slack season.

A KMX-12 tamping machine with operator has appeared on hire from Fessl, first noted on 25 June at Macknade. It arrived back in Australia recently having seen recent use in Fiji. It is 222 of 1981, previously owned by Prosperpine Mill until 1994.

Victoria Mill's new Walkers B-B DH rebuild (681 of 1972 reb. by Bundaberg Foundry M1852 of 1997) arrived during the week ending 14 June and is named *Cairns*. Its new brake van had not arrived by 26 June.

Two more lines are being built in the Victoria Mill full yard, being Line 20 on the Bambaroo side and Half Acre 4 on the Ingham side.

Rinaudo's Engineering is assembling the 200 new 11-tonne bins for Victoria Mill and they are being delivered to the Wharf line in the Macknade

Mill area. Sides and sends are being built by Firmi. Some of these bins were at Victoria Mill on 23 June, the first day of the crushing. The use of these bins will be extended to Macknade Mill for the 1998 crushing. At the end of June, Macknade Mill's Clyde 0-6-0DH 11 (65-383 of 1965) took a small rake of these bins from the Wharf line over the Herbert River for collection by a Victoria Mill loco.

Macknade Mill's Clyde 0-6-0DH 12 (65-434 of 1965) had its first run on 30 June following its major overhaul. It entered service the next day. Prior to this, E M Baldwin 0-4-0DH 17 (6-1446-1-9-65 of 1965) had been used on and off for cane haulage.

The first transfer of Victoria Mill cane to Macknade was done by Macknade's E M Baldwin B-B DH 20 (7070-4-4-77 of 1977) on the night shift of 26 June.

The new Crystal Creek line was seen to be in operation to Coolbie on 5 July. The main line terminates here currently, and there were plenty of bins ready to be picked up in the siding. A further extension to Amos Road will complete the 29 km extension for this season. South of Crystal Creek, semi-trailers carrying four bins were seen in operation, and are believed to still feed to Bambaroo. In attendance at Coolbie was Victoria Mill's E M Baldwin 4wDH 9109-1-9-80 of 1980, with ballast hoppers and rail bogies.

The Queensland State Government budget brought welcome news with the State government meeting the Hinchinbrook Shire Council's contribution towards the \$1.64m high-level Elphinstone Creek road-rail bridge project at Abergowrie. Successful completion of this project will enable 6 km of tramline extensions to be constructed.

Following a serious accident last year, efforts are being made to increase safety consciousness regarding cane railways within the community. In December 1996, a Macknade 12-year old lost part of his forearm when he fell from a moving cane train bin he was joyriding.

Herbert River Express 29/5/97 & 19/6/97 via Chris Hart; Chris Hart 6/97; 7/97

FESSL PTY LTD

(see LRN 77 p.13)

See CSR LTD, Herbert River mills

TONY GILBERT, Dalby 750 mm gauge

(see LRN 98 p.7)

Tony Gilbert's 10-tonne Henschel 0-6-0WT 29583 of 1956 has recently been advertised for sale at a price of \$80 000 o.n.o. It is described as *Boiler 100%. All fittings and plumbing complete*. Phone contact is (076) 62 4200.

Collectables Trader via Bruce Belbin

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD 610 mm gauge

(see LRN 118 p.10)

Two Walkers rebuilds of standard gauge NSW 73 class B-B DH locomotives were seen on the Bruce Highway being delivered by road vehicles in June. On 3 June, it was *Netherdale* (Walkers 699 of 1972), for Marian Mill, while on June 25th it was *Cedars* (Walkers 690 or 693 of 1972), for Farleigh Mill. The fate of Marian's previous *Netherdale* (Com Eng 0-6-0DH B1724 of 1957) is unknown. Formerly *Tannalo*, this is the second time it has lost its name to a new loco.

Three Farleigh Mill locomotives were noted in the Mackay Sugar corporate livery in June. These were Clyde 0-6-0DH *Seaforth* (61-233 of 1961), E M Baldwin B-B DH *Foulden* (7220-1-6-77 of 1977), and Eimco B-B DH *Farleigh* (L254 of 1990). *Farleigh* has received the GM engine with DDEC3 from Walkers B-B DH *Miclere* (664 of 1970 reb.Farleigh 1996), which has received a new engine. *Farleigh's* old DDEC2 engine is now a spare. At Racecourse Mill, Clyde 0-6-0DH *Homebush* (55-58 of 1958) has also been repainted while Clyde Queensland 0-6-0DH *Broadsound* (70-710 of 1971) was being painted. This locomotive has been fitted with a new GM 92 series engine with DDEC3.

Com-Eng B-B DH *Finch Hatton* (NA59112 of 1977) was reclaimed from Racecourse Mill by Farleigh for the start of the crushing season, pending the commissioning of *Cedars*.

The bin requirement for Farleigh Mill for the 1997 season is 1165 six-tonne bins, including 325 new for the season, plus 2000 of the older four-tonne bins. Meanwhile at Pleystowe, a large number of bins were found to have cracked frames requiring remedial action during the 1997 lack season. It is reported that a 10-tonne capacity bogie bin was trialed at Racecourse Mill and then at Pleystowe in the 1996 season, proving itself able to be loaded up to 16-tonnes capacity. This bin would be the equivalent of two Racecourse 5-tonne bins. It is suggested that a 12-tonne bogie bin (double the Pleystowe 6-tonner) will be trailed in the 1997 season.

Relaying of the first 3.3 km of Pleystowe Mill's Mia Mia line was programmed to be completed for the start of the 1997 season, with the rest of the 10 km line receiving attention in subsequent slack seasons.

A \$600 000 *Goliath* bin positioner has been installed at the Racecourse Mill weighbridge. The third of its type in the industry, it is kind to bins in that the positioning forces are taken by the bin mainframe, not the axles as with conventional creeper positioners.

Interim approval has been given for a feeder semi-trailer haulage service for 160 000 tonnes of cane to the Wagoora (northern) terminus of the Farleigh Mill tramline, replacing tractor haulage. The Mackay City Council strongly

prefers a tramline extension, but the mill argued that this was currently unviable.

*Mackay Sugar Newsletter 3/97 & Mackay Daily Mercury 15/5/97 via Editor;
Tony Wells 6/97; David Mewes 6/97; Editor 6/97*

MORETON CENTRAL SUGAR MILL CO LTD 610 mm gauge

(see LRN 115 p.12)

With slack season maintenance in full swing, an impressive array of maintenance train vehicles were noted in the full yard at the mill, accompanied by two locomotives, Malcolm Moore 4wDM *Jimmy* (1051 of 1943) and Com-Eng 0-6-0DH *Dunethin* (H1022 of 1958 rebuilt by QGR 1974), together with a Gemco track jack. The maintenance train was composed of two 6 metre bogie drop sided wagons, a 6 metre tool wagon, an old style 8 metre navvy carriage, an 11 metre bogie car consisting of a container (001781) mounted on bogies, with its skin apparently shotcreted, and incorporating a mess van, a 10 metre steel framed bogie flat car (MOBILE 7) with a tractor and blade on it, a four-wheeled air compressor wagon, and an 11 metre steel framed bogie flat top.

The mill centenary celebrations take place on 9 August, and there are unconfirmed rumours of a visit by a "guest" steam locomotive for the occasion.

Editor 5/97; 7/97

THE MULGRAVE CENTRAL MILL CO LTD, Gordonvale 610 mm gauge

(see LRN 118 p.11)

At about 6.30 pm on 24 June, a cane train was derailed at Loridan Drive, Brimsmead, after points were apparently tampered with. The loco, which was hauling empty bins, was diverted into a short siding, off the end of the track, through a fence, and across Loridan Drive before coming to rest. Fortunately, the locomotive remained upright, and no injuries were sustained.

Cairns Post 26/6/97 via David Blakeley

PEABODY AUSTRALIA PTY LTD., Laverack Avenue, Eagle Farm, Brisbane

(see LRN 103 p.11)

Three 2 ft gauge diesel locomotives were noted on site here on 4 July. Two were large white 4wDH locomotives, described as 13 tonners, built by Peabody's predecessors, Costain, at this site in around 1992. One was numbered 0954 and the other, with the official number 0955 partly obliterated, had the painted name THE RAINBOW WARRIOR. It is understood that these locomotives originally were fitted with each wheel free to rotate on the axle, and hub driven by its own hydrostatic drive, an arrangement

subsequently altered to one slightly less unconventional.

The third locomotive was painted yellow and appeared to be an E M Baldwin 3 tonne 4wDH. It is allegedly one of two previously owned by Costain from which one good one was made up, and it seems that these were 4661-1-7-72 and 4661-2-7-72 of 1972. It did not carry its official plant number of 0937.

Further information was obtained about the Gemco-Funkey 4wDH locos 0961 and 0962 which had been seen here in 1994. These were purchased second-hand, supposedly in Brisbane, as 762 mm gauge units, and had been regauged by the expedient by cutting six inches out of the frames and fitting new axles. These locos will almost certainly be the 8 tonne units 2372/PI.0455/L621/68 and 2896/PI.0474/L620/68 of 1968, supplied new to the Melbourne & Metropolitan Board of Works, and reportedly sold by them in 1989. They were shipped in 1996 to be used by Peabody in the construction of the Kelinchi Tunnel, Malaysia. They joined there three 10-tonne and about six 8-tonne Gemco battery electric locos which were shipped out from 1994.

These battery electrics, of which two of the 8 tonners are numbered 0944 and 0945, were reportedly acquired second hand for use in tunnelling jobs undertaken by Peabody at Hazelbrook / Faulconbridge and Prospect in NSW, where the Gemco-Funkeys were also used. The Kelinchi Tunnel project has just been completed, and the locomotives and other equipment are in storage in Malaysia. It is fairly likely they will be sold to another contractor who has recently obtained a tunnelling contract in the region, rather than returning to Australia.

Meanwhile, additional information was also gleaned about the fate of the two Plymouth 4wDH locos used in the construction of the Cardstone Tunnel in north Queensland in 1990. At some point of time one was dismantled and discarded in order to provide spare parts to make up one good 2 ft gauge loco. The resulting unit was disposed of in about 1994 to Santa Fé Resources (PNG) Ltd, Paibuna-1 Oilwell, Papua New Guinea (see LRN 106 p.19).

Editor 6/97, 7/97; Tim McIlroy, 7/97; Craig Wilson 7/97

PLANE CREEK CENTRAL MILL CO LTD, Sarina 610 mm gauge

(see LRN 118 p.11)

E M Baldwin B-B DH D12 (6890-1-10-76 of 1976) has been repainted in the yellow and green livery sported by the mill's three Walkers rebuilds. This marks a definite change away from the mill's pleasant blue and yellow livery.

Tony Wells 6/97

PROSERPINE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD 610 mm gauge

(see LRN 118 p.11)

The new tramline extension to Gunyarra is reportedly part of a major long term project to divert the mill's southern tramline to a new route which will join up with the Kelsey Creek tramline and enter the mill from the west via the existing railway underpass. This route will eliminate the long run through unproductive and flood prone land in the Lethebrook area.

Russell Anderson 6/97

ROTARY CLUB OF WYNNUM & MANLY, St.Helena Island 610 mm gauge

(see LRN 118 p.12)

Baguley 0-6-0DM 3377 of 1953 was airlifted to St.Helena slung below a Chinook helicopter on 29 June, as featured prominently in Queensland TV news reports that evening. It appeared that track and stations were complete with carriages ready on site. It is understood that the transportation of the locomotive was several weeks behind schedule, but the reason for this is unknown.

Russell Anderson; David Mewes; John Imrie via Bob McKillop; Editor 6/97

SUNSHINE COAST RAILWAY MODELLERS SOCIETY & MODEL ENGINEERS, Florence Street, Nambour 610 mm gauge

(see LRN 116 p.15)

Ex Moreton Mill Dick Kerr 0-4-0IST *Valdora* (built around 1891) has been removed for restoration in Nambour by Skillshare, and in early July was to be found in their car park with cosmetic restoration three-quarters finished. A security cage is under construction at the Florence Street site within which the locomotive will be displayed when restoration is complete.

Editor 5/97; Andrew Nicholas 7/97

SOUTH AUSTRALIA

BHP LTD LONG PRODUCTS DIVISION, Whyalla 1435 mm & 1067 mm gauge

(see LRN 117 p.11)

Of the Morrison Knudsen Clyde Bo-Bo DE rebuilds listed in LRN 117, only DE1 (56-109 of 1956) was in service in mid May. DE3 (56-116 of 1956) was at AN's Port Augusta workshops with a blown motor together with DE8 (65-429 of 1965) with accident damage. DE4 (56-122 of 1956) and DE9 (65-430

of 1965) are both at the BHP Whyalla workshops with major failures. DE7 (61-236 of 1961) is stored at the Morrison Knudsen works at Whyalla with a bent underframe following its collision on November 23rd 1996 with DE8 and unrebuilt DE6 (57-156 of 1957), which has also been withdrawn as a result and is stored at the Whyalla workshops. Unrebuilt DE2 (56-111 of 1956) remains stripped at Whyalla. This leaves unrebuilt DE5 (57-136 of 1957) in service with DE1, together with English Electric Bo-Bo DE MKA 6 (A.225 of 1971) on loan from Morrison Knudsen.

The standard gauge Coffin Bay operation has reportedly closed. However, for standard gauge work around the works, it is believed that AN's A E Goodwin Co-Co DE 848 (G-6016-02 of 1969) was on hire for a while, subsequently replaced by an unidentified SAR-built 500 class.

Brad Peadon 6/97, 7/97; Australian Locomotive News 6/97 via Editor

TASMANIA

EMU BAY RAILWAY CO LTD 1067 mm gauge

(see LRN 114 p.14 & 117 p.13)

Walkers B-B DH locos 1106 (658 of 1971) & 1107 (659 of 1971) ran a return passenger train to the Aberfoyle mine at Hellyer using Don River carriages on Saturday 10 May.

Don News 6/97 via Ray Graf

ERIC HOWE, Tarleton 610 mm gauge

(see LRN 87 p.13 & 107 p.14)

Orenstein & Koppel 0-6-0T 4241 of 1910 is currently stored under cover by this private owner in unrestored condition.

Peter Martin 7/97

REDWATER CREEK STEAM & HERITAGE SOCIETY INC, Sheffield 610 mm gauge

(see LRN 118 p.12)

Rolling stock locked in the shed on site at the time of a visit on Friday 11 April, 1997 appeared to consist of loco No.1 (Krauss 5800 of 1907) and carriages A1, PB1, DB1 and a flat car.

Stored away from the shed in the open was a 610 mm gauge 4wBE with a number 1 on the cab. Owned by Ron Aubrey, it has a black and white striped superstructure and came from the EZ Rosebery mine. A similar locomotive, which has been donated to the society, is to be found in the shed. Its cab shell, carrying the number 2 was to be found with loco number 1.

As reported earlier, the Society has gained agreement from the Queen Victoria Museum, Launceston, to transport Krauss 0-4-0WT 10 (6067 of 1910) from Karoola to Sheffield, where the boiler will be lifted for inspection, and restoration to working order if possible. If this proves to be unviable, the locomotive will be reassembled and returned to the museum.

Peter Medlin 5/97; Peter Martin 7/97

TASMANIAN TRANSPORT MUSEUM SOCIETY INC, Glenorchy 1067 mm gauge

(see LRN 68 p.9)

Thought is being given to restoring the Climax 4w+4wTG loco 1653 of 1923, after plans to restore the ex Mount Lyell Abt No.2 (Dubs 3594 of 1898) have been shelved due to the need for expensive boiler repairs. The Climax will require extensive work to the frame as this was damaged when transported to the Glenorchy site. The Markham 1890 built 0-4-0VBTG loco removed from the bush a number of years ago, still appears to be under restoration with little visible progress since a visit five years ago.

Peter Medlin 5/97

VAN DIEMEN LIGHT RAILWAY SOCIETY INC, Don River Tramway 1067 mm & 610 mm gauge

(see LRN 118 p.13)

Ex Emu Bay Dübs 4-8-0 8 (3856 of 1900) has received attention having an anti-surge device fitted in the steam dome, and a number of leaking pipes and connections remedied. It was due to have a main line shake down run to Burnie and back.

There are three Ruston & Hornsby 4wDM 1067 mm gauge locomotives here (details from Editor's records). On display is 187072 of 1937 is a 44/48 hp loco built for The Mt.Lyell Mining & Railway Co. Ltd. In a derelict state in wagon C613 is 235667 of 1945, a 20DL loco used by the Melbourne & Metropolitan Board of Works (possibly on the Mt.Little Joe Tunnel construction), and then by the Cornwall Coal Co. Ltd., Fingal, having been crudely converted from 2 ft gauge. Finally, also on display, there is 279571 of 1949, a 40DL loco, which was supplied to the Marine Board of Burnie and was later with the Cornwall Coal Co., Fingal.

The 1067 mm gauge ex Mt Lyell carriage has been loaned to the Abt Railway Society for restoration for eventual use on the Abt line.

Peter Medlin 5/97; Don News 6/97 via Ray Graf

WEE GEORGIE WOOD STEAM RAILWAY INC, Tullah 610 mm gauge

(see LRN 117 p.13)

This railway was not operating at the time of a visit on Wednesday 9 April, 1997. However it was noted that the ex Mt Lyell 610 mm gauge passenger carriage that stood behind the Krauss loco at the West Coast Pioneer Museum at Zeehan is in use here. Krauss 0-4-0T 5988 of 1908 is under restoration at the back of the rolling stock shed. The shed also contained a (presumably 610 mm gauge) Gemco 4wBE loco without battery box which appeared to be of an underground type. Also on site is the body of former 1067 mm gauge Mt Lyell guards van, the brother to the guard's van at the Puffing Billy Museum, Victoria

The layout of the line has balloon loops at either end. At the far end of the line the loop has a point in the balloon loop area which could be the start of the extension as previously reported.

Peter Medlin 5/97

WEST COAST PIONEERS MEMORIAL MUSEUM 1067 mm & 610 mm gauge

(see LRN 53 p.10)

A 610 mm gauge track has been laid out behind the main building. Whilst the track is set out for about $\frac{3}{4}$ of a circle, only a small section is spiked down. 2 ft gauge Krauss 0-4-0T (5480 of 1906) ex Mount Lyell is on display and has the number 5479 on the left hand motion bracket and 5480 on the right hand motion bracket. Another Krauss 0-4-0 WT (4087 of 1899) ex North Mount Lyell, is out the back on blocks appearing to be awaiting restoration. Previously in a park in Devonport, this loco (fitted with the boiler from Krauss 5800 - Ed.), is painted a bright green below the running board and red above. Also out the back is English Electric 4wWE No.4 (B/No. 44525? - the 2 is not certain) ex Mount Lyell in a derelict condition.

Peter Medlin 5/97

VICTORIA

ALEXANDRA TIMBER TRAMWAY & MUSEUM INC. 610 mm gauge

(see LRN 113 p.17)

Services over the Easter weekend were all operated by Kelly & Lewis 0-6-0DM 4271 of 1935 due to the failure of John Fowler 0-6-0T 11885 of 1909 on Saturday 29 March. On the following running days of Sunday 13 April and 11 May, Motor Rail *Simplex* 4wDM 10058 of 1948 was used as the motive power. The Fowler loco is to be stored with work to be speeded up on the

restoration of Hudswell Clarke 0-6-0 1098 of 1915. In the meantime it was hoped to borrow the Puffing Billy Museum's Hudswell Clarke 0-4-2ST No.4 (1559 of 1925).

The driving wheels of Hudswell Clarke 1098 were transported to the Emerald Car Shops of the Puffing Billy Railway during June. The badly worn tyres will be re-turned to an acceptable profile.

Peter Medlin 5/97; Frank Stamford 7/97

BASS VALLEY RAILWAY 610 mm gauge

(see LRN 117 p.14)

A visit here on Wednesday 16 April, 1997 found a red painted Ruston & Hornsby 4wDM at the head of a three carriage passenger train. There was no identification on the loco, but it is believed to still have its R&H motor & gearbox. The passenger carriages were converted from Cheetham steel open trucks and two carried numbers 17 and 20 in weld on the frame; the other was not numbered. The carriages have no glass in the windows and it is proposed that you can eat your meal in the train as you travel around the circuit. One carriage has been fitted with seating and carpet up to window level; the others have not been fitted out as yet. The frame of another Ruston & Hornsby 4wDM, 320555 of 1951, (ex Cheetham 4) was on site, still in Cheetham yellow and green but in a derelict condition, possibly pulled down for repair. Track consists of a large oval about 600 metres long, though at the time of the visit one of the curved ends was still to be completed. It was proposed to open the line in early May. A staff member advised that there were three Ruston & Hornsby locos with the railway (Cheetham had four?) though only two were seen. Plans are to eventually extend the line to join up to other attractions in the area. A brochure advises that 28 carriages are available with seating for 168 people, but except for six goods vehicles and the 3 passenger carriages, there were no other frames seen on site.

The report in LRN 117 that the derelict Ruston & Hornsby from Sandhurst Town had come here seems doubtful, considering its presence at Coal Creek (see below).

Peter Medlin 5/97, Editor

COAL CREEK HISTORICAL VILLAGE, Korumburra 610 mm gauge

(see LRN 118 p.15)

A visit to this location on Wednesday 16th April, 1997 found Bundaberg Foundry 0-6-2T (7 of 1953) under repair in the shed. A Ruston & Hornsby 4wDM with a weld identification of P 3111 (believed to be 235657 or 235677 of 1945 - Ed) was also in the shed in a dismantled state. The three carriages from

Sandhurst Town (Wombat Gully B/No. 004, 005 & 007) were on site. 004 & 005 were in use hauled by black Ruston & Hornsby 1 (354040 of 1953) (formerly blue at Sandhurst Town), and car 007 was waiting repair. Currently work is being carried out on a short extension of the line to near the Black Diamond Mine. This branch line will finish at the almost completed platform in a dead end cutting with what appears to be room for a run-round loop. The 762 mm Clarkat tractor owned by Colin Rees is still on site stored in the shed. The body frame of the former Whistle Stop carriage is upside down and derelict behind the railway shed. Conversion of the line from 762 mm to 610 mm was carried out by moving in the inside rail of the circle, the outside rail remaining in place.

Peter Medlin 5/97

EMERALD TOURIST RAILWAY BOARD, PUFFING BILLY RAILWAY 762 mm gauge

(see LRN 118 p.13)

Cockatoo station yard has now been ballasted and tamped. Still unballasted is the track on both sides of Cockatoo, to Fielder and to Bridge No.9. No further work has been done to Bridge No.9.

Newport Works 2-6-2T 6A (built 1901) is now receiving a lot of attention. Its frames have been cleaned up and are said to look like new! Newport Works 2-6-2T 7A (built 1905) is undergoing a 10 year boiler examination. Its tanks have been removed and the cab has been stripped back for repainting.

Frank Stamford 4/97

WARRAGUL

The cabs of the two 1600 mm gauge Whitcomb B-B DE shunters from APM, Maryvale (61108 of 1949 and 61109 of 1950) are in a paddock south of Warragul and are destined to become pumping sheds.

ARHS Bulletin 717 via Editor

WALHALLA GOLDFIELDS RAILWAY 762 mm gauge

(P O Box 1576, TRARALGON Vic 3844)

(see LRN 118 p.14)

The loop at Thomson station has been ballasted and packed, and is now in use.

E M Baldwin 4wDH Kasey (3225-1-2-70 of 1970), which was purchased from Coal Creek will require a complete overhaul before it can be used. A third bogie passenger carriage is now under construction.

Track Record No.1, Frank Stamford 6/97

WESTERN AUSTRALIA

PEMBERTON TRAMWAY COMPANY 1067 mm gauge



Now at Pemberton, this Plymouth 4wDH locomotive was photographed out of use at Bunnings, Manjimup, Western Australia, on 8 May 1996. This loco is believed to have been delivered as a 2 ft 6 in gauge machine to the Utah-Brown-Root-Sudamericana joint venturers on the Snowy Mountains Scheme.

Photo: Peter Medlin

In LRN 113 (p.21) there was reference to a Plymouth 4wDH loco at Bunnings in Manjimup. This loco is believed to have now gone to Ian Willis at Pemberton before Christmas 1996 on a flat top wagon and will be used for track upgrading on the Northcliffe line.

The Westland 5/97 via Peter Medlin

OVERSEAS

ARGENTINA

ARGENTINE GOVERNMENT ESPERANZA ANTARCTIC BASE 762 mm gauge

Hope Bay, at approx 63°S may be the location of the world's most southerly light railway. The Argentine Antarctic Expedition built the line to assist in the

construction of the Esperanza base in the 1960s. The steel rail and sleepers line originally extended from the jetty area to the base site, a distance of close to 0.5km. Today, the tramway's extremities are buried under snow and ice, although two of the four-wheeled trolleys are positioned on a bare section of track which is incorporated in a "museum" site complete with a retired Snocat tracked vehicle, sledges and other elderly items. Presumably, manpower was used for vehicle propulsion during the base's construction.

David Burke 6/97

FIJI

FESSL PTY LTD

(see LRN 77 p.13)
See FIJI SUGAR CORPORATION

FIJI SUGAR CORPORATION 610 mm gauge

(see LRN 108 p.23)
The Lautoka Mill track between the mill and Nadi was tamped under contract during the slack season by Fessl Pty Ltd., using their KMX-12 tamping machine Plasser 222 of 1981.

Chris Hart 7/97

NEW CALEDONIA

SOCIÉTÉ LE NICKEL, Nouvelle Calédonie 500 mm & 600 mm gauge

(see LRN 118 p.4)
It is reported that a number of Decauville steam locomotives have been removed from remote locations and that at least two of these are on display in Nouméa:

287	1899	0-4-0T	500 mm	used as a source of parts, Nouméa
288	1899	0-4-0T	500 mm	Société Le Nickel Head Office, Nouméa
553	1910	0-4-0T	600 mm	on display at Pouembout
632	1912	0-4-0T	500 mm	Société le Nickel, Service des Mines, Nouméa

Industrial Railway Society Bulletin 634 via Editor

PAPUA NEW GUINEA

SANTA FÉ RESOURCES (PNG) LTD, Port Moresby, Papua New Guinea 610 mm gauge

(see LRN 106 p.19)
The diesel locomotive used at the Paibuna-1 Oilwell is now known to be a Plymouth 4wDH used by Costain (now Peabody) in the Cardstone tunnelling project in north Queensland in 1990 (see elsewhere this issue). It is reported

to be in storage somewhere in the Port Moresby area.

Bob McKillop 6/97

UNITED KINGDOM

WELSH HIGHLAND RAILWAY, K1 Restoration Project, Birmingham Railway Museum, UK 610 mm gauge

(see LRN 113 p.23)

The restoration of ex TGR Beyer Peacock 0-4-0+0-4-0T K1 (5292 of 1909), the world's first Beyer-Garratt, is proceeding in spite of some difficulties. It had been thought that the existing firebox could have been used with the new boiler barrel which has been constructed but problems with cracks have led to the decision to provide a completely new firebox as well, at an additional cost of £20 000. It is hoped that the loco will be in steam in 1998.

The Snowdon Ranger No.16 via Editor; Bruce Belbin 5/97

MEMBERS' ADVERTISEMENTS

Available free on request : Current sale list of railway and transport-related collectables: tickets, stamps, postcards, badges and lots more! Write for your free copy (postage paid) to Stafford Stamps, PO Box 73, KEW 3102

David Love (joint author of *British Locomotive Builders' Plates*) at 1 St.Michael's Walk, Sleaford, Lincolnshire, NG34 8AY, UK is interested in obtaining locomotive builder's plates, and is particularly interested in a Baguley plate for sale or exchange.

MEETINGS

MELBOURNE: Annual General Meeting and Slide Show

After the usual brief AGM the now traditional members slide show will be held. Bring along a choice from your collection but remember no more than 20 each!

LOCATION: Ashburton Uniting Church Hall, Ashburn Grove, Ashburlon

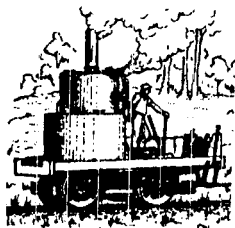
DATE: Thursday 14 August at 8.00 pm.

SYDNEY: Any member wishing to know details of the next meeting should contact Craig Wilson on 02-94847984

LOCATION: Woodstock Community Centre, Church Street, Burwood Note: Plenty of off street parking at the rear of the building and Burwood station is only a 5 minute walk away.

DATE: Wednesday 28th August at 7.30 pm

ADELAIDE: Contact Arnold Lockyer for details. Phone: 08-296 9488
LOCATION: 150 First Avenue, Royston Park.
DATE: Thursday 1 August at 8.00 pm.



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Steam returns to Moreton Mill as Bundaberg Foundry 0-6-2T 5 (5 of 1952), on loan from ANGRMS, leaves the mill yard with empties. 9 August 1997.

Photo: Peter Gough

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NOTES, CORRECTIONS AND COMMENTS

A Crystal Century (Proserpine Mill history)

(see LRN 119 p.3)

The cost of this book should have been shown as \$33 including postage. Still good value from Proserpine Co-operative Sugar Milling Association Ltd, PO Box 101, Proserpine 4800.

RESEARCH COLUMN

Southern Light Railways

(see LRN 119 p.21)

Arnold Lockyer writes of a postage stamp from the French Overseas Territory of Southern and Antarctic Lands, which shows a light railway running down a jetty on Kerguelen Island, situated in the southern part of the Indian Ocean. The caption is *1930 Port Jeanne d'Arc*.

Australian Light Railways in Art

(see LRN 119 p.3)

Arnold Lockyer has come up with another painting, by Sir Arthur Streeton, entitled *Fires On, Lapstone Tunnel, 1891*. There appears to be a light railway with a skip above and to the right of the tunnel mouth, and a light railway into the tunnel.

New Caledonia (Nouvelle Caledonie)

(see LRN 118 p.4 & 119 p.22)

Greg Minter has come up with a copy of *Railways of New Caledonia* by A N Palmer, published in the New Zealand Railway Observer of June 1945. A photocopy can be provided by the LRN Editor on receipt of a SAE.

AUSTRALIAN CAPITAL TERRITORY

COCKINGTON GREEN, Belconnen narrow gauge

The Cockington Green Scenic Railway features a continental-style "well tank" locomotive with a bogie tender, of distinct narrow gauge pedigree. Perhaps a reader can provide further details.

Brad Peadon 8/97

NEW SOUTH WALES

BHP LTD, Port Kembla 1435 mm gauge

(see LRN 119 p.7)

There has been quite a lot of speculation recently about the future motive power for BHP coal traffic from the collieries in the Illawarra area, and even the future of rail operations for coal traffic. The Austrac Ready Power A E Goodwin Co-Co DE leased units 101 (G-6048-09 of 1972) & 102 (G-6048-13 of 1972), with 103 (84179 of c.1963) as a backup, have been the mainstay of traffic from Elouera Colliery, with ex-Goldsworthy English Electrics in reserve.

It is reported that BHP has been considering the use of SRA 80-class locomotives for this traffic, and two (8015 and 8039) were reported at Port Kembla for possible trials on August 20th. One source was suggesting that A E Goodwin



Co-Co DE leased units 103 (84179 of c.1963) & 102 (G-6048-13 of 1972), with ex Goldsworthy Co-Co DE D51 (English Electric (Aust) A.111 of 1965) at Wongawilli Village, August 9th 1997.

Photo: Brad Peadon

if successful, ten such units would be acquired, but later reports suggested that BHP management had come to the conclusion that purchase was uneconomic.

On 9 August, the date of an RTM tour to the BHP system, ex Goldsworthy Co-Co DE D51 (English Electric (Aust) A.111 of 1965) was noted shunting hoppers at Elouera. A while later, 102 & 103 arrived light engine and went on the head of the train to make the unusual combination of 103 + 102 + D51 all the way back to Unanderra. 102 & 103 then went on to do the normal runs for the day. When the tour train (headed by 5910) arrived at Unanderra it was joined by BHP's preserved locomotives D6 (Com-Eng Bo-Bo DE built 1950) and *Bronzewing* (Clyde 0-6-0ST 457 of 1937) for the run to the junction of the Elouera and Kemira Valley lines, where D6 was detached. D6 then followed the two steamers up the hill to Kemira Colliery loader. On arrival, a reverse took place with D6 hauling the train for the return trip with the steamers following. Co-Co DE D34 (English Electric (Aust) A.197 of 1969) was at Kemira when the tour arrived while ex-Goldsworthy Co-Co DE D47 (English Electric (Aust) A.146 of 1967) was near Unanderra with a load of empties when it returned.

BHP Collieries and Brambles Industrial Services are reported to be examining the feasibility of using a conveyor to move coal from Kemira to the

Port Kembla steelworks. It is understood that Brambles made the suggestion which involves them building, owning and operating a curved conveyor system. A number of route options are being investigated, including one following the existing railway line. Rail would continue for coal haulage from Kemira to the steelworks while the conveyor is being built, but on its commissioning, would be replaced. This option is being investigated as BHP Collieries plan to increase coal exports from its mines at Tower, Cordeaux and West Cliff.

*Chris Stratton, David Johnson, Les Brown (aus.rail newsgroup) 8/97
Brad Peadon 8/97; The Railway News 8/97 via Brad Peadon*

RICHMOND VALE PRESERVATION CO-OPERATIVE SOCIETY LTD Richmond Vale Railway Museum, Mulbring Road, Pelaw Main 1435 mm gauge

(see LRN 118 p.7)

Running days for 1997 will be October 5-6, 12, 19, November 2, 9, 16, December 7, 14, 21.

Brian J Mason (aus.rail newsgroup)

SILVERTON TRAMWAY PTY LTD, Broken Hill 1435 mm gauge

(see LRN 119 p.10)

As of 10 August, all Silvertown units on loan to National Rail have been returned to Broken Hill except 442s2 & 442s3 which were still sitting unused at Dry Creek and were to follow soon. The hired units were ST30 to ST35, 442s1 and 442s4.

Brad Peadon 8/97

DICK SMITH, Bowylie Light Railway 610 mm gauge

This line is being built on a property just north of the Australian Capital Territory.

Dick purchased the Freudenstein 0-4-0WT *Golden Ridge* (217 of 1905), from Keith Watson some time ago. A coach has been under construction for the line in Western Australia by Enginuity Mechanical Services Pty Ltd. It is a bogie vehicle 8m long and it underwent testing on August 2nd on the Bennett Brook Railway in Perth. The carriage is a saloon style vehicle with a generous verandah at one end. At the time of the test it only required the fitting of glazing and interior fittings to be completed. Interior fitout was intended to comprise full carpeting and loose arm-chair style seating. The carriage arrived at BBR. by tilt-tray truck and after several hours successful test running was trucked back to Enginuity's workshop for completion.

Simon Mead via Bob McKillop 8/97

NEW ENGLAND ANTIMONY MINES PTY LTD, Hillgrove 610 mm gauge

(see LRN 112 p.9)



A Gemco 1½ ton 4wBE with tipping of a single 3 ton Granby car commencing, New Number 6 Level, Metz Gorge, August 22nd, 1997. [For CD-ROM edition, a close-up view is reproduced below]

Photo: Ross Mainwaring



Mining operations are currently in progress in the Metz Gorge (old Metz or West Hillgrove) side of the Bakers Creek Gorge. New Number 5 and 6 levels are now working. Stopping of the ore body in 5 Level is nearly concluded, with development work progressing in the new drive in 6 Level. This drive is in about 150 metres and has two turns in its direction (approximately south-west) to intersect the orebody. The entrance to the adit is protected from rock falls by stout timbers brought up from the coast.

New Number 6 Level is situated on the long-abandoned site of the old West Sunlight mine. The mine was operated from 1892 to 1900 (see LR 94). Adjacent to the surface tipping dock is the chimney and boiler which supplied steam to the West Sunlight shaft winding engine. The intact remains of this engine lie nearby, together with an old G & C Hoskins boiler which was most probably used for water storage. Efforts may be used to preserve this old plant in due course.

The Black Lode orebody is of antimony with only a very little gold. Scheelite is encountered in patches in the ore but it is not recovered as it is not in economic quantities. The width of the orebody is approximately 200 mm, but stringers of ore are also found. The country rock is slate, which makes for bad ground. It remains to be proved if the Black Lode is associated at depth with the West Sunlight orebody. If the orebody is kind to the company, it is planned to work down to the 9 level, but this is still an unknown quantity.

Levels are developed using Gemco 1½ ton storage battery locos and Granby cars. Each Level has a loco battery charger at the adit. On Levels 2 to 4, 1½ ton Granby cars were in service as the dimensions of the drive were 2.3m x 2.3m. For more economic working, the company workshop at Hillgrove has designed and built new 3 ton Granby cars for service at levels 5 and 6. Accordingly, at these levels the dimensions of the drive are increased to 2.5m x 2.6m. The new cars are built in modular form and transported to the adit by road transport. They have increased axle diameter as well as increased body height, length and width. They also carry names which are welded on. Eimco compressed air bidders load the broken ore at the underground face.

Tipping at the surface is accomplished rapidly with the loco simply reversing direction to return underground when the Granby is emptied. Ore on the dump is loaded by front end loader into contractors' road vehicles for the long, steep haul up to the top of the Gorge and then across to the mill at Hillgrove.

Previously on display at the entrance gate at Hillgrove was a Mancha 3-ton battery loco. This has now been taken away for return to service. new wheelsets are presently being cast in a foundry at Uralla, south of Armidale. The loco has been painted yellow and was noted lying upside down outside

the workshop awaiting arrival of the new wheels. The number 4 is affixed inside the driving position.

Ross Mainwaring 8/97

TRACTION & VEHICLE RESTORERS ASSOCIATION INC, Marsden Weir Steam Museum, Goulburn 610 mm & 1435 mm gauge

(see LRN 106 p.6)

Railway operations at this museum resumed on 19 July after a lengthy break for track restoration work. About half of the 800m line has now been rebuilt (to the correct gauge) with a third rail for standard gauge ganger trolley operations and priority is being given to finishing the remaining section to the museum entry gates. Steaming of the John Fowler 0-4-2T (believed to be 16340 of 1924, but carrying plates 17882 and fitted with a Bundaberg Foundry boiler) was delayed by heavy frost, but several trips were run from 3 pm. The locomotive is fitted with an ex-NEW SOUTH WALES GOVERNMENT RAILWAYS 19-class whistle, resulting in a commanding expression of its presence in the small valley. The F C Hibberd *Planet* 4wDM and a standard gauge ganger trolley also operated on the day, with your intrepid reporter the only outside visitor for the event. The new track gives a much improved ride. The railway will be operating during scheduled steam days, being the 1st and 3rd week-end of the month. The museum is open daily for inspection.

The Steam Museum is of major industrial heritage significance and is set in an attractive location beside the Marsden Weir. The 1883 Appleby Bros beam steam engine is the only surviving beam engine in New South Wales still in working order on its original site. Presentation has been improved with a clean-up of the beam engine, restoration of the original boiler house and Galloway boilers to static display, and a start on restoring the two stationary engines and Buffalo Pitts 14 hp traction engine (B/n 10154) standing outside. The magnificent Appleby beam engine and a Hick, Hargraves horizontal steam engine of 1864 operate on steam days. Two boilers from Goulburn Gaol have been installed in a new boiler house to operate a wider range of stationary engines and it is planned to have these operational by the year 2000.

Krauss 0-6-0T *Stella* (3423 of 1897) is still in pieces in the workshop. Some work has been done on the frames, but it is advised that this restoration is a "long term project".

Bob McKillop 7/97

QUEENSLAND

AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY

See MORETON SUGAR LTD

BUNDABERG SUGAR LTD, Mourilyan Mill 610 mm gauge

(see LRN 118 p.9)

Seventy new 6-tonne cane bins were to be added to the rail fleet for the 1997 season.

Australian Sugar Digest 2/7/97 via Chris Hart

CSR LTD, Herbert River mills 610 mm gauge

(see LRN 119 p. 11)

Victoria Mill's new Pombel to Crystal Creek line was opened to its terminus at Amos Road, Crystal Creek, on about 24 August. The 29 km line cost \$8m and will be financed over four years by grower levies, 32 cents per tonne for those who previously carted to the Bambaroo terminus, and \$1.12 per tonne for those who previously delivered to a road transport dump point. The line as far as Coolbie, 3.6 km short of Crystal Creek, had been opened to traffic on 25 June, and the first locomotive to haul cane from there was Walkers B-B DH *Jourama* (680 of 1972, rebuilt Bundaberg Foundry 1996).

A new brake wagon arrived, most likely during July, to pair with the newly-delivered Walkers B-B DH *Cairns* (681 of 1972, rebuilt Bundaberg Foundry 1997). It appears to be built locally by Solari Engineering.

Some new bulk sugar bins, about a dozen in number, were observed during August. They have the same type of bogie as the new 11-ton bins.

The tamping machine on hire from Fessl was only used for a few weeks, solely at Macknade Mill as far as is known. The track jack from Plane Creek Mill was still at Macknade in late August.

On 13 August, following the failure of Macknade Mill 18 (Clyde 0-6-0DH DHI.5 of 1954), E M Baldwin 0-4-0DH 17 (6-1446-1-9-65 of 1965) was put onto cane haulage. 17 itself failed the same day in the Seymour Extension, with final drive troubles, and was brought back to the mill by road transport a few days later. Meanwhile, on 14 August, E M Baldwin 0-4-0DH *Albany* (6-1792-1-11-66 of 1966) had been pulled from "rotten row" and was being cleaned up at Victoria Mill. This loco seems to have been out of service for a couple of years, but went over to Macknade on 25 August for navvy use. It has had a partial repaint, sprucing it up a little.

Macknade Mill's E M Baldwin 0-6-0DH 14 (6-2490-1-7-68 of 1968) is once

again assisting with the transport of Victoria Mill bulk sugar to Lucinda, using the same arrangements as last year.

Hansen linecar L CAR 5 (34 of 1973) and the Macknade poison unit went over to Victoria Mill to do some spraying late in the slack season. The linecar failed there and stayed on at Victoria after the poison unit came back. L CAR 2 (56 of 1972) from Victoria then replaced L CAR 5 at Macknade. L CAR 3 (1920 of 1978) has since gone from Macknade to Victoria for repairs but should return when these are completed.

The integration of the Herbert River mills means that large quantities of cane can be transferred from one to the other. The traffic so far this year has been from Victoria to Macknade, with regular daily transfers as well as extraordinary ones caused by mill failure or wet weather. There are normally about three transfers per day headed by Macknade Mill's E M Baldwin B-B DH 20 (7070-4-4-77 of 1977), but when crushing is disrupted there may be many more transfers using a variety of motive power.

*Chris Hart 7/97, 8/97; Australian Canegrower 14/7/97
and Herbert River Express 21/7/97 vis Chris Hart*

DREAMWORLD PRODUCTIONS PTY LTD, Coomera 610 mm gauge

(see LRN 103 p.8)

Baldwin 4-6-0 4 *Reg Colter* (45212 of 1917) was noted in July 1997 jacked up with wheelsets removed. The driving wheels had been sent to Walkers Ltd at Maryborough for rettyreing.

Bob & Peter Gough 8/97

FESSL PTY LTD

See CSR LTD, Herbert River mills

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD 610 mm gauge

(see LRN 119 p.13)

Identities of the two Walkers 73-class locomotives rebuilt for Farleigh Mill this year are as follows:

Identity	B/n	Year	NSW number
Cedars	693	1972	7331
Dulverton	690	1972	7328

These locomotives are believed to carry a small rebuild plate inside the cab. On it, they are described as "94 class". This is believed to be the designation given by mill staff to the first Mackay Sugar 73-class rebuild, done at Pleystowe Mill in 1994. It has been suggested that a belief that the "73" designation referred to a supposed introduction date of 1973 led to the

94 class designation corresponding to a rebuild date of 1994.

A massively-long vehicle noted at Marian Mill last year has turned out to be a "bridge beam bogie". This contraption, when stationed on a bridge, supports two spans enabling piles or foundation bolts on the pier between the spans to be replaced without costly cranes or reenforcing from below.

Jerry Jirasek 7/97; Tony Wells 8/97;

Australian Canegrower 14/7/97 via Chris Hart

MORETON SUGAR LTD 610 mm gauge

(see LRN 119 p.11 & 14)

In the week commencing 4 August, Bundaberg Foundry 0-6-2T 5 (5 of 1952) was borrowed by Moreton Mill at Nambour from ANGRMS, together with some operating staff, to haul cane as part of the mill's Centenary celebrations. After transport from Woodford the day before, the steam loco entered service on Tuesday 5 August, hauling full bins from Howard Street Yard to the mill and returning with empties, up to and including Saturday 9 August. This route provided plenty of public attention as the tramline runs down the centre of public roads for the entire distance from Howard Street yard to the mill gates. The exercise provided valuable experience in using the steam loco to haul loads of up to 300 tonnes. Unfortunately, rain during the week disrupted cane harvesting and this meant that the Bundy Fowler did not see as much use as had been hoped.

Moreton Mill's E M Baldwin B-B DH *Coolum* (5565-1-10-74 of 1974), alias *Lorry*, has been provided with face front and rear. (*Lorry Loco* is the hero of a range of children's books published in Nambour). It also carries the wording *CLICKETY CLACK - STAY CLEAR OF THE TRACK*.

The mill's preserved John Fowler 0-6-0T *Eudlo* (16207 of 1925) was given a cosmetic restoration for the centenary. It was to be seen in the mill yard during the week and was placed on a low loader for the centenary parade on August 9th.

Bob Gough 8/97; Steve Malone 8/97; Durundur Railway Bulletin 8/97

MOSSMAN CENTRAL MILL CO LTD 610 mm gauge

(see LRN 110 p.12)

News reports on July 23rd spoke of a collision between a school bus and a cane train at Miallo, but no injuries were reported.

ABC Radio via Editor 23/7/97

THE MULGRAVE CENTRAL SUGAR CO LTD, Gordonvale 610 mm gauge

(see LRN 119 p.14)

A photo in the *Cairns Post* featured Clyde 0-6-0DH 19 (65-435 of 1965),

which was derailed near the Redlynch depot on July 29th, together with its brakewagon and a number of cane bins. No serious damage seemed to have been done.

Cairns Post 30/7/97 via Chris Hart

QUEENSLAND SUGAR INDUSTRY CORPORATION, Mackay Harbour 1067 mm gauge

(see LRN 106 p.11)

Com-Eng 0-6-0DH F1029 of 1958 is still in regular use outside the crushing season to shunt sugar boxes around. It is unusual to see it in the same place two days running when it is in use. It does not seem to run anywhere but in the sugar loop area. The tracks in this area belong to the Sugar Corporation. Straying from that area would entail travel on QR tracks which does not seem to be allowed. There seems to be a reasonable future for the loco as it received auto couplers during the last crush although it still retains buffers as well. Use during the crush would be difficult as the only siding in the Sugar Corporation area seems to be near the loco shed itself.

Recently a small bogie crane was noticed coupled to the loco. It looked to be quite old and is probably hand operated. It appeared to have the word "Brumbles" painted roughly on the jib, apparently a joke. The crane has now disappeared and its use or whereabouts is presently unknown.

Barry Campbell 8/97

SOUTH JOHNSTONE MILL LTD 610 mm gauge

(see LRN 116 p.14)

It appears that trials have been done to use an axle-driven compressor and alternator to provide power on cane railway remotely-controlled brake wagons. These heavy wagons are marshalled at the rear of trains to provide extra braking power, particularly on downhill sections of line. If successful, this method would replace the internal-combustion engines commonly used, which are often noisy and can be costly in terms of maintenance.

The transfer station for moving road hauled cane containers from road vehicles to yard rail bogies, introduced in 1995, will this year handle 190,000 tonnes of cane hauled predominately from the Murray / Tully River area and the Atherton Tableland.

*Australian Canegrower 14/7/97 via Chris Hart;
Australian Sugarcane 6-7/97 via Chris Hart*

TULLY SUGAR LTD 610 mm gauge

(see LRN 115 p.15)

A GPS tracking system for locomotives has been in use here since 1993.

This satellite-based system is useful to the traffic office in locating each unit, and is also a valuable safety device. An audible warning sound when any two locos are less than one kilometre apart.

ARHS Bulletin 7/97; Editor

SOUTH AUSTRALIA

BHP LONG PRODUCTS DIVISION, Whyalla 1435 & 1067 mm gauge

(see LRN 119 p.17)

AN's standard gauge Bo-Bo DE 508 (built SAR Islington, 1965) has been on hire to BHP Whyalla as a result of their loco shortage.

It is reported that AN's broad gauge Clyde Bo-Bo DE CK1 (67-496 of 1967) was converted to narrow gauge at Port Augusta for loan to BHP, but that it is now requiring major mechanical repairs. However, a second MKA-class Co-Co DE locomotive (ex QGR 1300 / Tasrail ZC class) is reportedly on loan from Morrison Knudsen.

Brad Peadon 8/97; Australian Locomotive News 8/97

PENRICE SODA PRODUCTS PTY LTD, Osborne 1600 mm gauge

(see LRN 112 p.14)

AN's Bo-Bo DE 516 (built SAR Islington, 1967), normally on hire to Penrice, was noted very weathered and dusty in SAR red for maintenance at Dry Creek motive power centre on June 11th. It was temporarily replaced at Osborne, as usual, by 517 (also built 1957).

Australian Locomotive News 8/97

TASMANIA

EMU BAY RAILWAY CO LTD 1067 mm gauge

(see LRN 119 p.17)

The locomotives are being progressively repainted and now carry the wording PASMINGO EMU BAY RAILWAY.

ARHS Bulletin 8/97 via Editor

VICTORIA

BEGLEY BROTHERS, Wodonga 1435 mm gauge

(see LRN 106 p.12)

It would appear that the person who initially acquired Andrew Barclay 0-6-

OT 1470 of 1916 from Portland cement works was a Barry Dean of Orange. It has been reported that the locomotive was a donation. It was initially transported from Portland to Orange by the Army on the back of a tank transporter.

Stuart Livesey 8/97 (aus.net newsgroup)

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Railway 762 mm gauge

(see LRN 119 p.21)

Work on Bridge 9 on the Gembrook extension, at Cockatoo Creek, will recommence in October. This will involve constructing the nine piers, and is expected to take six months. Work is also under way on installing flashing lights at main road crossing in Cockatoo, even though there are no trains to use them yet.

Trains will operate at Gembrook on market days, as in the past, from September to December inclusive, and February to May 1998 inclusive, but they will not operate on the Sunday following the market days. Gembrook market day is the last Saturday in the month, except for December, when it will be the 20th.

On 31 July and 1 August six NQR wagons were delivered to Emerald. They were 29 NQR with bogies, 100 NQR with bogies, 94 NQR without bogies, 164 NQR with bogies, 208 NQR with bogies, and 169 NQR without bogies. Three spare bogies were also delivered. They came from a private collector who had them in storage at Benalla.

On Sunday 24 August 1997, a surprise 50th birthday party was held for Colin Rees at the Nobelius Packing Shed. Colin, the well known owner of the former West Melbourne Gasworks locomotives Couillet 2-4-2ST (ex 0-4-0T) 861 of 1886, and Couillet 0-4-0T 986 of 1890, has also provided a substantial amount of corporate sponsorship to Puffing Billy in recent years. Couillet 861, which emerged last year from the Puffing Billy workshops after a complete rebuild and the completion of heavy modifications commenced several years previously, played a major role in the birthday celebrations. During the evening it was officially renamed *J.C.Rees* in honour of Colin's late father. A plaque was presented to Colin by Bill Hanks, on behalf of the LRRSA, for his role in the preservation of the two locomotives, significant pieces of Australia's industrial heritage.

Frank Stamford 8/97; Bill Hanks 8/97

VECTIS LIGHT RAILWAY, Wimmera District 610 mm gauge

Motor Rail *Simplex* 4wDM 21512 of 1955, ex Marian Mill, has been purchased

from its Bundaberg owner and will be transported for use on a private line on a bush setting near Horsham. The loco will be named VJ, after the owner's wife, and had been advertised in the periodical *Collectormania*.

Rolling stock items are two cane trucks and a bogie mower chassis from Condong Sugar Mill in NSW, one tipper wagon, presumably used on a Wimmera salt operation, and a collection of construction wagons which were obtained from a farm at Gowanfield in the Victorian Mallee perhaps 20 or 30 miles from the Murray River.

The railway itself is very, very short at present. The first 40 feet is double track embedded in the concrete floor of a used-for-everything shed. Enough tram rail has been obtained to reach the door and out across an apron for an outside work area. That is real street tramway rail with the notched top, not light or cane tram rail. The rail is interesting because of its rarity and its date, 1888. Enough assorted rail is available for connections across the paddock after minor earthworks. Providing the inside track first means material can be put under cover to work on and for protection. There is also a quantity of portable track from Condong Mill.

Editor 8/97, 9/97; Collectormania 8/97 via Ray Graf

WALHALLA GOLDFIELDS RAILWAY 762 mm gauge

(see LRN 119 p.21)

(P O Box 1576, TRARALGON, Vic 3844)

The Sunday of Queen's Birthday holiday weekend (8 June) was the busiest day since the commencement of operations to Happy Creek, with 467 passengers carried on the four scheduled trains, which now run at 1½ hour intervals. The loco now runs round the train at each end.

About 100 metres of track has recently been laid beyond Happy Creek. This is still 400 metres short of the boat belly bridge, which will have to be rebuilt. It was reported in LRN 112 that a Henschel 0-6-0T (25427 of 1956) was to put into working order for operation on the railway. Unfortunately this will not be going ahead, as a satisfactory agreement with the loco's owner could not be arranged. This loco is apparently now for sale, for an asking price of \$80,000.

New 2 ft 6 in gauge axles have now been made for the Hudswell Clarke 0-6-0 (1553 of 1924), and the boiler is now being prepared for a pressure test.

A new passenger car is being built. To be classed NBC, it will have a guard's compartment, a toilet, catering preparation area, and access for disabled passengers.

Dogspike & Diesel (formerly Track Record) Nos 2 & 3; Frank Stamford 9/97

WESTERN AUSTRALIA

BHP LTD IRON ORE DIVISION, Newman & Goldsworthy 1435 mm gauge

(see LRN 96 p.18 & 117 p.18)

As part of the BHP's plans to ensure capacity is available to expand iron ore shipments from its Pilbara mines, orders have been placed for eight new locomotives and 231 ore cars. Some of this rolling stock is part of the previously announced capacity expansion program at the Nelson Point shipping facility and railroad operations. BHP Iron Ore shipped a record 62.2 million tonnes to the year ended May 1997. This program will take total capacity to more than 70 million tonnes per year.

The new locomotives, General Electric Model AC6000, are 6,000 horsepower units driving through six alternating current traction motors. The new units will have the capacity to haul a 240-car train with three locomotives, compared to the current requirement for four. Additional benefits will include higher adhesion, improved tractive effort and dynamic braking performance, fewer mechanical components resulting in reduced maintenance requirements and improved fuel efficiency.

The purchase will allow the retirement from service of eight GE Dash-7 locomotives from the Goldsworthy railroad, to be replaced by eight GE Dash-8s from the Newman fleet, which in turn will be replaced with six of the new AC6000s. In addition, the 231 ore cars will expand the ore car fleet by more than ten per cent. Each car normally carries a payload of between 110 and 115 tonnes of iron ore.

The total value of the series of contracts, let to A. Goninan & Company Limited, in Perth, is just under \$70 million. Approximately fifty per cent of the work, to be completed in the next twenty months, will be undertaken in Western Australia.

BHP Iron Ore Press Release No 44/97 1/8/97 via Chris Stratton, (aus.rail newsgroup)

PEMBERTON TRAMWAY COMPANY 1067 mm gauge

(see LRN 119 p.21)

It is confirmed that the Plymouth 4wDH from Bunnings, Manjimup, is here. Can a reader provide any clues as to the identity of this locomotive, such as identification marks or numbers?

Terry Verney 8/97; Editor

WEST AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION INC. Bennet Brook Railway, Whiteman Park 610 mm gauge

(see LRN 116 p.19)

A new coach livery has been adopted, with Midland Railway of Western Australia Indian Red and Cream replacing the old brown. A number of carriages have already been painted.

The Association recently signed a 20-year lease from 1 July 1996. A public train service is required to be operated on Saturdays, Sundays and public and school holidays.

Enthusiasts day was scheduled to occur on Saturday 13 September, and the second "Friends of Thomas the Tank Engine Day" will be held on Sunday 12 October.

Bennett Brook Railway Members Newsletter 8/97

OVERSEAS

FIJI

FESSL PTY LTD

See FIJI SUGAR CORPORATION

FIJI SUGAR CORPORATION 610 mm gauge

(see LRN 119 p.22)

It is reported that next slack season, Fessl will be in Fiji to carry out further track maintenance with four track machines: the Plasser KMX-12 used there last year (222 of 1981), the Plasser KMX-06 at Labasa Mill (63 of 1974), a ballast regulator and a spot tamper. The Labasa machine is in good condition, having reportedly only completed 100 hours in service, as it was unpopular when first used there.

Chris Hart 8/97

MEETINGS

MELBOURNE: Steam Gauges and Dugouts

Peter Evans will be speaking of the results of two separate but related interests to his light railway pursuits. The first concerns steam gauges as found on all boilers whether they be for locomotion or stationary purposes. The second topic will cover the history of bush dugouts for protection from forest fire.

LOCATION: Ashburton Uniting Church Hall, Ashburn Grove, Ashburton

DATE: Thursday 9 October at 8.00 pm.

SYDNEY: Any member wishing to know details of the next meeting should contact Craig Wilson on 02-94847984

LOCATION: Woodstock Community Centre, Church Street, Burwood Note:
Plenty of off street parking at the rear of the building and Burwood station is
only a 5 minute walk away.

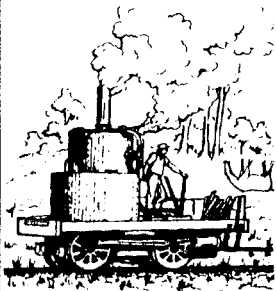
DATE: Wednesday 22 October at 7.30 pm

ADELAIDE: Contact Arnold Lockyer for details. Phone: 08-296 9488

LOCATION: 150 First Avenue, Royston Park.

DATE: Thursday 16 October at 8.00 pm.

(Note change of date)



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TWENTIETH ANNIVERSARY ISSUE



A unique Australian export - 700mm gauge E M Baldwin Model 12DM 6wDM 04 (5281-8-74 of 1974) at Mojopanggung Sugar Mill, Tulungagung, Java, Indonesia, on 4 August 1997.

Photo: Ray Gardiner

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Other states/territories: write to Hon.Editor (see front cover)

LRRSA WEB PAGE: <http://www.ozemail.com.au/~telica>

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TWENTIETH ANNIVERSARY GUEST EDITORIAL

Light Railway News No.1 was published in December 1977, and was printed by Mike McCarthy from Gestetner stencils typed by John Browning. John had written to Council a short time before offering to start a newsletter to take over the role previously carried out by the "News, Notes and Comments" section of *Light Railways*. The Council at that time took a great leap in faith to authorise a publication which had not been budgeted for and which increased the number of mailouts to six per year.

Since then, the publication has been seen in a variety of guises, but it has maintained a very good record of regular publication, and it has attempted to provide a complete and reliable record of Australia's narrow gauge and industrial railways. It has not always completely succeeded in that endeavour, but the considerable success it has enjoyed has been as a result of a joint effort between Editors, State News Contacts, contributors, and a hard working production and distribution team. On behalf of the Society, thanks to them all.

In 1977, the Queensland Government Railways still ran a 2 ft gauge railway, steam locomotives still hauled sugar cane in Queensland, and Puffing Billy was still owned by Victorian Railways. Groups of young (and not so young) men in Brisbane, Wollongong and Perth had discarded narrow gauge locomotives stored in a variety of locations and dreamed of operating museums. There have been many changes since then. The next 20 years will surely be as exciting.

Bill Hanks, LRRSA President

A BRIEF HISTORY OF LRN

Most issues of LRN have been edited by either John Browning or Peg & Geoff Hayes, but there have been a number of acting editors who stepped into the breach when needed. Other very significant contributors in the history of LRN have been Mike McCarthy, who has been responsible for arranging the printing of most issues, and Arthur Winzenried who word processed many issues in the early 1980s. The State News Contacts listed on page 2 have always been prepared to be of assistance, with Frank Stamford in particular a great supporter ever since the inception of the publication. Finally the unsung work of the distribution team should not be forgotten.

LRN	Editor(s)	Production co-ordinator(s)
1-3	J Browning	M McCarthy (a)
4-10	J Browning	J Browning & M McCarthy (b)
11	J Browning	F Stamford (c)
12	R Ellis	F Stamford (c)
13-15	J Browning & R Ellis	F Stamford (c)
16	J Browning	F Stamford & M McCarthy (d)
17-36	J Browning	A Winzenried & M McCarthy (e)
37-55	J Browning	M McCarthy (f)
56	F Stamford, P Evans & M McCarthy	M McCarthy (d)
57-58	J Browning	M McCarthy (f)
59	F Stamford, P Evans & M McCarthy	M McCarthy (d)
60-98	G & P Hayes	M McCarthy (g)

99-103	J Browning	M McCarthy	(f)
104	M McCarthy	M McCarthy	(h)
105-121	J Browning	M McCarthy	(f)

- (a) Typed by John Browning on Gestetner stencils. Duplicated by Mike McCarthy
- (b) Typed by John Browning and printed at St.Peter's Lutheran College, Brisbane
- (c) Commercially typeset and printed by Newey & Beath, Newcastle
- (d) Word processed by Frank Stamford
- (e) Word processed by Arthur Winzenried
- (f) Word processed by John Browning
- (g) Word processed by Peg Hayes
- (h) Word processed by Mike McCarthy

The Society mailings have generally consisted of a mob of people gathering around a dining room table, and hurling bits of paper about in a wild frenzy. Over the years mailouts have taken place at various locations and amongst the attendees have been Frank Stamford, Arthur Winzenried, Ted Stuckey, Geoff Thorpe, Mike McCarthy, Jack Stock, Alan and Gloria Stebbing, Phil Rickard, Hugh Markwick, Bill Hanks, Colin Harvey, and no doubt others whose names escape memory at the moment. Thanks to them all.

FROM THE EDITOR

This will be the last LRN published in the current format, and if it is late, it is my fault entirely. As someone associated with every issue over 20 years, I can say that it has been loads of fun. One source of great satisfaction is that this issue is probably the most balanced ever in terms of coverage throughout Australia (there have only ever been very few reports from the Northern Territory). A second source of satisfaction is that at the time of writing this I have never had so much material waiting for the next issue, even if I should have been finished a couple of weeks ago! Keep those reports rolling in, and thank you all.

John Browning

NOTES, CORRECTIONS AND COMMENTS

Moreton Mill Centenary History

John Kerr advises that the Moreton Mill History by Berenis Alcorn and Robin Dunn is available for \$25 plus \$8 (\$6 within Queensland) from Mrs Benny Alcorn, 22 Turner St, Maroochydore 4558. The excellent book has 238 pages just under A4 size including photos and detailed tram map. It also contains much tramway information and is recommended reading.

Echoes of the Axe

Ray Graf sends a press cutting which mentions this recent book by Charles Fenning, dealing with the history of the NSW mid-north coast's timber industry. Can anyone provide further details?

Puffing Billy South African Garratt

Andrew Burnham (Editor, *Continental Modeller*) points out that an error has occurred with the recording of the PBPS South African Garratt builder's number (see LRN 114 p.16 and LRN 118 p.1). This is correctly 7430 of 1951, with an original typographical mistake being perpetuated. Apologies to all, and thanks to Andrew for taking the trouble to point out the problem!

Australian Newsprint Mills, Boyer

(see LRN 93 p.15 & 88 p.13)

A recent enquiry by Ray Graf and Phillip Graham has elicited the information that *the Boyer mill internal narrow gauge railway was sold several years ago and . . . we are unable to advise what has happened to it.* This may refer to the proposed auction of five years ago. Can any reader provide further information?

RESEARCH COLUMN

Noel Butlin Archives Centre of Australian Business, Canberra

Of concern to all researchers will be the severe curtailment of the operations of the Noel Butlin Archives Centre. Originally intending to close them completely, the Australian National University has bowed to pressure to keep the centre open for the next three years, but with very limited staff, inadequate resourcing, and access by appointment only. There still appears to be a threat of the dispersal or destruction of records. The archive contains the extensive records of CSR as well as Australian Estates and no doubt other organisations which operated light railways. A wonderful resource belonging to all Australians, and one which must surely be protected. Editor

LOCOMOTIVE, ROLLING STOCK & EQUIPMENT MANUFACTURERS

GEORGE MOSS LTD, Osborne Park, WA

(see LRN 119 p.6)

Gemco is reported to have ceased locomotive construction in the last

couple of years. This once prolific builder supplied large numbers of battery locomotives for home and export markets as well as a variety of wire electrics and diesels. Gemco's demise means that there is no really established manufacturer of narrow gauge locomotives for mining, construction or industrial use left in Australia. Perhaps this means we will revert to a predominance of imports, although cane railway loco requirements are unique in the world.

David Jehan 10/97

AUSTRALIAN CAPITAL TERRITORY

COCKINGTON GREEN, Belconnen 305mm gauge

(see LRN 120 p.3)

The locomotive on this 1ft gauge railway is an 0-4-0WT built by Ross Bishop-Wear & Colin Wear and modelled on a John Fowler 2ft gauge design, that of 16249 of 1924 for Rocky Point Mill, Queensland. There is a full description in *Australian Model Engineering* 51 (Nov-Dec 1993). Two locomotives were built with the other in private ownership.

Warwick Allison 10/97; David Proctor 10/97; Michael Bickford 10/97

NEW SOUTH WALES

THE BELLAMBI COAL CO PTY LTD, South Bulli Colliery 1067mm gauge

(see LRN 55 p.3)



With a view of the ocean from South Bulli Colliery, 4wBE B, with A E Goodwin plates, in use on the surface, July 12th 1997.

Photo: Craig Wilson

This mine was visited on 12 July. Its sale by Shell to Allied Mining, a Wollongong-based firm, had been negotiated, and all the men (about 130) were to be made redundant before the handover, anticipated on 25 August. It was thought that Allied might reopen the mine initially to complete mining of the Bulli seam and then the lower Wongawilli seam, which has not yet been mined on these leases.

Noted on the surface at Russelvale were:

D3	4wDH	E M Baldwin	diesel bay
D4	4wDH	Fox	under repair
A	4wBE		surface use
B	4wBE	A E Goodwin	surface use
C	4wBE	A E Goodwin	u/ground use
3A	4wDHR	Fox	in service
4A	4wDHR	Fox	in service
21B	4wDHR	E M Baldwin	in service

There are also a number of personnel carriers and locos located at Shaft No.4. Believed to be underground at the time of the visit were personnel carriers 15A, 20B, 22B, 23B and Baldwin diesel loco D6. Away for repairs was Fox 4wDHR 11A.

Craig Wilson 10/97

BRAMBLES INDUSTRIAL SERVICES, Carrington 1067mm gauge

Three E M Baldwin 0-6-0DH underground mining locomotives were noted in a corner of the massive yard here in mid-October. Numbers carried were 3407, 3408 and 3403(?), while at least one other similar locomotive was seen on the back of a truck near the middle of the yard. Some or all of these units are believed to have come from Liddell Colliery, and further details would be welcomed.

Brad Peadon 10/97

BHP LTD, Port Kembla 1435mm gauge

(see LRN 120 p.3)

SRA 80-class locomotives 8015 and 8039 were trialled double heading Elouera coal trains from early September. Around the middle of the month they were working Kemira Valley trains solo rather than in combination. 8018 joined them at Port Kembla on 16 September.

The 80 class have only received small modifications so far, these being the fitting of a strobe light at each end above the number board plus the customary orange lights along the side just below the skirting and blue lights at the front below the painted numbers.

The Kemira line was closed for a week in September for track replacement



BHP Port Kembla's English Electric (Australia) Co-Co DE D51 (A.111 of 1965 in yellow livery shunts out empties from the Elouera spoil dump, September 19th 1997

Photo: Brad Peadon

and removal of the BHP Stainless siding at Waters (where the Kemira line passes under the Princes Highway). Of interest was the first use of concrete sleepers on the system, while English Electric (Australia) Bo-Bo DE D42 (A.270 of 1974) was being used on ballast trains on the line.

English Electric Bo-Bo DE D17 (A.031 of 1960) is the latest unit to be painted in the new yellow livery joining three other English Electric locos:

D33	Bo-Bo DE	A.089	1964	
D49	Co-Co DE	A.242	1972	ex Goldsworthy
D51	Co-Co DE	A.111	1965	ex WAGR & Goldsworthy

The October Long Weekend was a Open Day at the Port Kembla works. On the Saturday night a trip was done around the works using preserved

Bo-Bo DE D6 (Com-Eng, 1950) and 3801 Ltd's ex South Maitland Railways Beyer Peacock 2-8-2T 18 (5909 of 1914) which also ran up to Kemira loader. Clyde 0-6-0ST *Bronzewing* (457 of 1937) has been suffering problems of late which is why it was not used with SMR 18. Trips around the works were handled by D6 on one train, and English Electric (Australia) Bo-Bo DE D36 (A.237 of 1971) on another.

It is reported that two locomotives have been purchased by Specialised

Container Transport, Com-Eng Bo-Bo DE D7 (built 1950), which will be used in Melbourne, and reportedly English Electric (Australia) D21 (A.042 of 1960), to go to Perth.

Brad Peadon 9/97, 10/97; aus.rail newsgroup (Chris Stratton)

CARGILL AUSTRALIA LTD, Newcastle 1435mm gauge

(see LRN 118 p.5)

AE Goodwin Co-Co DE CAR1 (83712 of 1960) was reportedly transferred to Cargill's new works in June.

Railway Digest 9/97 via Bob McKillop

DAY DREAM MINE, Wilson, nr Silverton narrow gauge

This mine north-east of Silverton, now a tourist attraction, opened around 1883. A town called Wilson was surveyed, and a smelter was opened in 1885. All were abandoned in the 1890s. Visiting the mine is more like touring a limestone cave than the more established mines, but it is possible to view the rail tracks which were installed by the previous operator when the mine was first re-opened. Access is by turning off the road from Broken Hill just before Silverton, and tours operate daily. A number of items of rolling stock, of various gauges, are displayed on the surface.

I A Cutter

DORRIGO STEAM RAILWAY & MUSEUM 1435mm gauge

(see LRN 115 p.9)

A recent acquisition for the museum is Andrew Barclay 0-6-0ST 12324 of 1911, formerly Commonwealth Portland Cement, Portland, number 3. This has been purchased from the Central West Railway Preservation Society at Orange.

English Electric (Australia) B-B DE D11 (A.009 of 1956) ex Port Kembla steelworks has been reserved for the museum at Simsmetal, Mascot, where it was used as a shunter.

Ray Graf 9/97; Brad Peadon 10/97; Trevor Edmonds 10/97

HUNTER VALLEY RAILWAY TRUST, Branxton 1435mm gauge

(see LRN 117 p.5)

This group has been active in rebuilding the Branxton-Rothbury branch line and restoring rolling stock at their Rothbury site. A locomotive shed has been constructed with Railway Heritage Grant assistance and six of the seven former South Maitland Railways Beyer Peacock 2-8-2T tank locomotives have been relocated from East Greta to Rothbury, along with many tonnes of spare parts and equipment. Locomotives 17 (5570 of 1913) and 20 (5998 of 1915)

have been stripped down, thoroughly cleaned, primed and repainted in preparation for steaming. There are over 100 items of rollingstock on site. Six carriages have been repainted for operations.

Peter Neve 9/97

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY, Albion Park 610mm gauge

(see LRN 119 p.7)

On 23 August, Hunslet 4wDM 2 (4578 of 1953) was noted painted in zebra stripes outside the loco shed, having arrived recently from the Port Kembla copper refinery. It is supposedly in working order.

Ray Graf 9/97

MARSDEN WEIR STEAM MUSEUM, Goulburn 610 mm gauge



John Fowler 0-4-2T 16340 of 1924 outside the historic pump house at the Marsden Weir Steam Museum, Goulburn, NSW, 19 July 1997

Photo: Bob McKillop

NEWCASTLE WALLSEND COAL MINING CO PTY LTD, Ellalong Colliery 1067mm gauge

It is reported that this colliery, with its unique rack railway system is headed for early closure because of geological difficulties. Five rack locomotives were delivered here:

R/A ONE	4wDH	Fox	R/A1	1984
R/A TWO	4wDH	Fox	R/A2	1984

1	4wDH	Westfalia Becorit	14460-1-91 (rebuild of E M Baldwin 8179-1-3-79 1979)	1991
2	4wDH	Westfalia Becorit	14526-1-91	1991
3	4wDH	Mine Technik	22468-9-96	1996

David Jehan 10/97

OLEX CABLES, Homebush Bay

This company has the contract to lay underground cables to replace the existing 5km of overhead powerlines near the Olympic site. A press photograph shows an interesting machine apparently used in the linking together of steel tubing to contain the cables. It consists of a short length of narrow gauge track placed in the cable trench, at one end of which is a powered (and presumably self-propelled) unit. The function of the unit seems to be to rotate the newly-placed length of tubing so that it engages with the previous length by means of an internal screw arrangement which is part of each tube. Part of the project is one "major under-road tunnel".

Daily Telegraph 11/2/97 via Ray Graf

PORT KEMBLA COPPER Pty Ltd 610mm gauge

(see LRN 119 p.9)

On the ILRMS tour on 23 August, one Hunslet 4wDM (4582 of 1955) was in use, heavily graffitied, with three empty anode trucks. The train shuttled to and fro on about 50 yards of track in and out of an empty anode house, which was stripped for demolition.

Much existing trackwork was noted on site but most of it was unusable because of missing point blades, rubbish obstructing both tracks and points, and diamond crossings installed across existing trackage but with no slots cut to allow any crossing traffic.

In storage was a second, and totally dismantled, Hunslet loco, with builder's plate made unintelligible with a thick covering of paint. In the distance and inaccessible was also seen the black and yellow striped body of a third unit.

Ray Graf 9/97

RICHMOND VALE PRESERVATION COOPERATIVE SOCIETY LTD Richmond Vale Railway Museum, Pelaw Main 1435mm gauge

(see LRN 120 p.5)

Restoration work on John Brown's private carriage was nearing completion at Richmond Vale in June 1997. The carriage had received a coat of paint, the roof was nearing full malthoid coverage, a full set of new windows had been made and the interior was awaiting final painting.

The boiler for ROD 2-8-0 23 (Great Central Railway 1919) had been fully detubed and stripped as part of a feasibility study to determine its potential to return to steam.

The Link Line, April/June 1997 via Bob McKillop

SIMSMETAL LTD, Mascot 1435mm gauge

(see LRN 46 p.3)

Due to the company having to vacate the site, English Electric (Australia) B-B DE D11 (A.009 of 1956) has been put up for sale, reportedly for \$12,000. It is understood that the Dorriggo Steam Railway & Museum has been given the option of purchasing this unit and have started fundraising to raise the price.

Brad Peardon 10/97

TRANSFIELD BOUYGES JOINT VENTURE, Sydney Airport Link 900mm gauge

(see LRN 119 p.10)

It is reported that on 22 October, a number of the 22 m long steel barriers used to keep the Cooks River out of the construction site collapsed during a king tide allowing the hole at Arncliffe to fill up with water. 19 workers managed to scramble clear, but 2 didn't make it and have been seriously injured. Work has been stopped until safety inspectors look at the site.

aus.rail newsgroup

QUEENSLAND

ROGER ANDERSON, Pinnacle Village, Wonga Beach 610mm gauge

John Fowler 0-4-2T Ivy (15947 of 1922), ex Mossman Mill, is dismantled on site at this caravan park for restoration, and some work seems to be in progress.

Editor 10/97

BABINDA SUGAR LTD 610mm gauge

(see LRN 114/6 & 116/10)

See Bundaberg Sugar Ltd, Mourilyan Mill

BUNDABERG SUGAR LTD, Mourilyan Mill

(see LRN 120 p.8)

Babinda's Com-Eng 0-6-0DH 1 *Josephine* (A1821 of 1957) is back in service this year, in yellow livery with green trim, now seemingly the mill's standard

livery, although some locomotives are still painted white. Com-Eng 0-6-0DH locos 6 *Allison* (C2234 of 1959) and 7 *Morrison* (AD1239 of 1960) have had new cabs fitted and have been newly fitted to work in multiple back-to-back. Baguley 0-6-0DH *Fishery* (3387 of 1954) seems to be retained available as a spare unit this season. Of the two Malcolm Moore 4wDMs, 1057 of 1943 is derelict, while 1011 of 1943 is on an isolated length of track in the mill yard with the E M Baldwin petrol line car (3092-1-10-69 of 1969) which came to Babinda from the now closed Goondi Mill.

Meanwhile, this season Mourilyan Mill has been working the ex-Goondi lines north of the Johnstone River (Daradgee, Upper Daradgee, Jogo and Garradunga) for the first time since the closure of Goondi in 1986. These areas have previously been part of Babinda Mill territory, but flexibility in working between the two mills has been maintained by the retention of the Johnstone River Bridge connecting which connected the two parts of the Goondi system.

Editor 10/97; ARHS Bulletin 10/97

BUNDABERG STEAM TRAMWAY PRESERVATION SOCIETY, North Bundaberg & Qunaba 610mm gauge

(see LRN 83 p.8)

The locomotive in use on Sundays at the Botanic Gardens on October 11th was been Bundaberg Foundry 0-4-2T 3 of 1952. Meanwhile, noted at the back of the loco shed at Millaquin Mill's Qunaba depot (former mill site) in October was the Society's Baldwin 0-6-2T *Felin-Hen* (46828 of 1917). This consisted of frame, wheels and boiler assembly only.

Editor 10/97

CSR LTD, Herbert River mills 610mm gauge

(see LRN 120 p.8)

Plane Creek Mill's Clyde 0-6-0DH 11 (ClydeQ 70-709 of 1970) was transferred to Victoria Mill on or shortly before 8 October. Before entering service, the wheels were to be machined as the wheel profile used at Victoria differs from that at Plane Creek. Some of the ballast weights had been removed and sent to Macknade Mill by 23 October for possible use there.

E M Baldwin 0-4-0DH *Albany* (6-1792-1-11-66 of 1966), which had been sent over from Victoria to Macknade for service with the navvies, saw service hauling cane at Macknade on September 22nd to 24th to cover a failure, and then from 3 October, when E M Baldwin B-B DH 19 (7070-3-4-77 of 1977) had a major breakdown. This continued up to 17 October, on which date it

returned to Victoria, where it is believed to have been used since for bin shop shunting.

Recently returned from its stint in Proserpine by 25 September, Victoria Mill's preserved Hudswell Clarke 0-6-0 *Homebush* (1067 of 1914) was to be used for free passenger train rides in association with the Maraka Festival on 18 October.

Work on the \$2m Elphinstone Creek road/rail bridge for Victoria Mill is expected to commence in the 1997-8 year, but will take two years to complete.

*Chris Hart 10/97; Herbert River Express 4/9/97,
27/9/97, 2/10/97 & 16/10/97 via Chris Hart*

DOUGLAS SHIRE COUNCIL, Port Douglas 610mm gauge

Ex-Douglas Shire Tramway 0-6-0T *Faugh-a-Ballagh* (8733 of 1900) has been returned to Port Douglas by Mossman Mill for display not far from the Marina Mirage railway station. The locomotive has been reassembled and cleaned up ready for painting. A canopy was noted in the course of construction over it. Displayed with the locomotive is the ex-Douglas Shire Council car which was for a while used for the *Bally Hooley Commuter* train service at Port Douglas.

Editor 10/97

DREAMWORLD PRODUCTIONS PTY LTD, Coomera 610mm gauge

(see LRN 120 p.9)

The boiler of John Fowler 0-4-0WT 16249 of 1925 is reported to have been sent to Boilerland at Virginia in Brisbane for remedial work. It is understood that ownership issues have been an obstacle to this work being done previously. It seems the locomotive was still in the ownership of W H Heck when placed at Dreamworld. Can a reader clarify this issue?

Steve Malone 10/97

HENRY HILL, Wrights Creek 610mm gauge

Preserved here since 1988 has been F C Hibberd *Planet* 4wDM 3280 of 1949, obtained from CSR's now closed Hambledon Mill. The loco is stored under cover, and a replacement engine has been obtained to replace the one whose failure led to the locomotive being set aside.

Editor 10/97

HAUGHTON SUGAR CO. PTY LTD, Invicta Mill, 610 mm gauge

(see LRN 118, p.10)



Invicta Mill's Walkers B-B DH Clare (655 of 1970, rebuilt Tulk Goninan, 1994) approaches the mill after crossing the Haughton River, 10 October, 1996.

Photo: Brad Peadon

ISIS CENTRAL SUGAR MILL CO LTD 610mm gauge

(see LRN 114 p.11)

MILLAQUIN SUGAR CO PTY LTD 610mm gauge

(see LRN 98 p.10)

A \$2m rail extension of more than 10km has been built north from the terminus of Isis Mill's Gregory river line, across the Elliott River to the Gillen's Creek area on the southern approaches to Bundaberg. South of the Elliott River, the new line passes through a very attractive tract of State Forest for a distance of about 5km. Some track construction work beyond the current head of steel seems to have been disrupted by irrigation works. On 13 September, Clyde (Qld) 0-6-0DH 9 (75-812 of 1975), with two loaded ballast hoppers, was on a short isolated length of unballasted track about 200m in length which seemed to have been cut off from the end of the new construction by excavation for a link between two irrigation channels. Ballasting work seemed to have been completed on the new line up to this point. Further in the distance was further new formation indicating a junction, while a further length of track beyond further irrigation earthworks was in the process of being ballasted by a road semi-trailer.

Meanwhile the Burnett Shire Council is faced with competing applications for tramway permits from Isis and Millaquin Mills in the Gillen's Creek - New Valley Road area as they prepare for the continuing deregulation of the industry. The applications reportedly show the lines crossing each other several times as well as running on opposite sides of the same road. The Shire Council opposes the use of road reserves for tramlines, but alternative routes are being thwarted by each mill's growers being unwilling to grant an easement for the rival mill's line. Suggestions for a shared line by one Councillor have not been warmly greeted.

Editor 9/97; News-Mail (Bundaberg) 13/9/97 via Editor

Australian Canegrower 25/8/97 via Chris Hart

ROD LEONARD, Trinity Beach 610mm gauge

(see LRN 113 p.13)

The locomotives and rolling stock previously stored at a site in Trinity Beach had been removed when it was visited in early October.

Editor 10/97

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD 610mm gauge

(see LRN 120 p.9)

Farleigh Mill is reported to have begun work on regrading the cane railway over the Summit, north of the mill. This section is a severe bottleneck, requiring the splitting of loads. The work will see grades eased from 1 in 66 to 1 in 100.

Australian Canegrower 8/9/97 via Chris Hart

MOSSMAN CENTRAL MILL CO LTD 610mm gauge

(see LRN 120 p.10)

The *Bally Hooley* tourist service ceased some years ago and the two Bundaberg Foundry 0-6-2T locomotives appear to have been in the open for some considerable time, with a consequent deterioration in external condition. *Bundy* (2 of 1952), with four-wheel tender, was parked behind the loco shed while *Speedy* (6 of 1952) was at the old Bally Hooley station with the passenger stock. A small petrol line car which was displayed near the station has become derelict.

Parked with *Bundy* were Malcolm Moore 4wDM *Stumpy* (1042 of 1943) and a Gemco self-propelled sleeper renewer (521885005293-R854-87 of 1987).

Baguley 0-6-0DM *Mowbray* (3378 of 1954) was noted working the *BallyHooley Commuter* service at Port Douglas.

Editor 10/95

THE MULGRAVE CENTRAL MILL CO LTD, Gordonvale 610mm gauge

(see LRN 120 p.10)

The "Pie Cart" 4wDM (Mulgrave Mill, 1962) and Motor Rail Simplex 4wDM 10450 of 1954 were both noted dismantled by the navy depot in September. New Plasser KMX-12T ballast tamper 432 of 1997 was noted close by.

Enquiries revealed that Motor Rail Simplex 4wDM AMY (4207 of 1929), out of use in the navy yard for some time, has been acquired by Railco, who run preserved QGR stock at Atherton and Ravenshoe.

Preliminary road improvement work had only recently begun at Brimsmead in September so no work on the proposed rail tunnel had commenced by that time.

Editor 9/97

PERILYA MINING N L, Mount Morgan 1067mm & 661mm gauge

(see LRN 80 p.13)

This company currently holds the lease to the Mount Morgan mine. A daily bus tour takes tourists into the mine site, where a collection of historic equipment is on display. This includes a 3ft 6ins gauge 4wWE loco, built on the chassis of Hunslet 0-4-0ST 796 of 1902 in around 1945, together with a couple of 2ft 2ins gauge rolling stock items.

Editor 9/97

PLANE CREEK CENTRAL MILL CO LTD, Sarina 610mm gauge

(see LRN 119 p.16)

With the introduction of rebuilt Walkers B-B DH locos, many of the mill's older units were reported out of use for the 1997 season, and supposedly available for disposal as follows:

2	0-6-0DH	Clyde	57-147	1957
3	0-6-0DH	Com-Eng	FA1036	1959
9	0-6-0DH	Ruston & Hornsby reb.E.M. Baldwin	6-825-1-5-64	1964
10	0-6-0DH	Clyde	67-569	1967
11	0-6-0DH	ClydeQld	70-709	1970

Early in October, 11 was transferred to Victoria Mill at Ingham. Meanwhile, Clyde 0-6-0DH D1 (56-101 of 1956) and E M Baldwin B-B DH D12 (6890-1-10-76 of 1976) have been painted in the new yellow and green livery.

Trains of more than 2000 tonnes have been reported, with one of 403 bins brought in from the Southern Cane Railway early in the season. Such trains are operated by two Walkers rebuilds, with one in the lead and one down the rake operating with Locotrol.

Tony Wells 9/97

PROSERPINE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD 610mm gauge

(see LRN 119 p.16)

A length of track was specially installed at the Proserpine Showgrounds and on 14 September, as part of the mill's centenary celebrations, Victoria Mill's Hudswell Clarke 0-6-0 *Homebush* along with an original and a replica Decauville carriage, all specially loaned for the occasion, was used to give rides.

*Durundur Railway Bulletin 10/97; Australian Canegrower 6/10/97 via C Hart;
The Daily Mercury (Mackay) 12/9/97 via Editor*

PROSERPINE HISTORICAL MUSEUM SOCIETY 610mm gauge

Hunslet 4-6-0T 1317 of 1918, previously displayed at the Shire Council Park, has been placed in the care of the Historical Museum Society and it is understood it is to be cosmetically restored.

David Mewes 10/97

ROTARY CLUB OF WYNNUM & MANLY, St Helena Island 610mm gauge

(see LRN 119 p.16)

The 3 km passenger tramway from the jetty to the penal settlement opened on 24 August. The tramway ride is free but visitors pay a \$4.50 entry fee of which \$1 is returned by the State Government to the Rotary Club.

The Sunday Mail 24/10/97 via Chris Hart; Sunshine Express 9/97 via Editor

SOUTH JOHNSTONE MILL LTD 610mm gauge

(see LRN 120 p.11)

The loco livery at this mill has been changed. Gone are the silver headstocks, replaced by yellow and black.

Editor 9/97

TULLY SUGAR LTD 610mm gauge

(see LRN 120 p.11)

Tramline expansion seems to be continuing, particularly in the Tully and Murray River lands south-west of the mill. A new 3km extension was noted in the Travelling Dairy Creek area north of the Tully River, while on the opposite bank of the river, the Riversdale line seems to have been extended by about 3 kilometres during the 1996 slack season. A 1.5km extension to the Warrami Extension line was being built down Blackman Road by the end of September 1997, with 0.7km of this completed. The anticipated 3.2km line in Daveson Road, El Arish, was completed for the 1997 season. Meanwhile, a rail corridor

has apparently been set aside for a line into the North Warrami area, but as the area is currently growing cane for South Johnstone and Mourilyan Mills, early construction seems unlikely. Cane for these two mills from this area is trucked for long distances by road transport, arguably heavily subsidised by the taxpayer in terms of road costs.

One of the earliest main-line diesel locomotives supplied to the sugar industry in Queensland was TULLY No.8, John Fowler 0-6-0DM 21912 of 1936, which was rebuilt to diesel hydraulic by E M Baldwin in 1963 (590-6-63). It was purchased to work the difficult section over the Walter Hill Range to El Arish which opened in 1937. This unit has generally been found in the navvy area at the mill in recent years, seeing little if any use. It was noted dismantled outside the locoshed late in September, consisting of frame wheels and cab only.

New Plasser KMX-12T ballast tamper 433 of 1997 was seen in use in September. Its builder's plate is dated 1996.

Editor 9/97; ARHS Bulletin 10/97

SOUTH AUSTRALIA

BHP LONG PRODUCTS DIVISION, Whyalla 1435 & 1067mm gauge

(see LRN 120 p.11)

The second English Electric Co-Co DEon hire from Morrison Knudsen is MKA7 (A.223 of 1971).

Brad Peardon 10/97

COBDOGLA STEAM FRIENDS SOCIETY INC, Cobdogla Irrigation Museum 610mm gauge

(see LRN 116 p.15)

The Cobdogla Irrigation & Steam Museum has commenced construction of new track along the irrigation channel towards Loveday. The first level crossing has been completed and enough track components are on hand to build about 600 m of track. Cut down sleepers from the Peebinga line are being utilised. The plan is to construct about 4km of new track in addition to the 1km already in place around the museum.

Catchpoint 9/97 via Bob McKillop

PORT DOCK STATION RAILWAY MUSEUM INC, Port Adelaide various gauges

(see LRN 117 p.12)

A successful *Friends of Thomas the Tank Engine* day was held in July with

more than 10,500 paying visitors. 457mm gauge steam locomotives 0-4-2T *Bub* (Mile End Museum, 1988) and 2-4-0 BILL (Willis 43 of 1992) double headed trains during the day and proved extremely popular. In addition, 1067mm gauge 0-6-0T *Peronne* (Andrew Barclay 1545 of 1919) also operated special trains throughout the day, demonstrating excellent steaming following rebuilding of the regulator valve.

Catchpoint September 1997 via Bob McKillop

TASMANIA

EMU BAY RAILWAY CO LTD 1067mm gauge

(see LRN 120 p.12)

On 5 June at 12.40pm, a Hellyer bound train collided with an empty gravel truck at a road crossing at Ridgley. Considerable damage was done to the truck's trailer, and the front of Walkers B-B DH 1106 (658 of 1971) was also damaged.

Tasmanian Rail News 198 via Norm Houghton

MT LYELL ABT RAILWAY SOCIETY 1067mm gauge

(see LRN 118 p.12 & 119 p.4)

Proposals to rebuilt the former Queenstown-Strahan line as a tourist railway received national publicity in July 1997. The Abt Railway Society, which has cleared some of the formation as a walking trail, has been backed by Launceston tourism entrepreneur Roger Smith who has given the project a high public profile. Smith proposes restoration of the entire line as a steam-operated tourist railway at a cost of \$15 million.

An internet site dealing with the project prepared by students of Murray High School can be found at <http://www.tassie.net.au/~murray/abt>

Tasmanian Rail News July 1997 via Bob McKillop & Norm Houghton

VAN DIEMEN LIGHT RAILWAY SOCIETY INC, Don River Tramway 1067mm gauge

(see LRN 119 p.18)

A successful return run to Burnie with the ex-Emu Bay railway 4-8-0 8 (Dübs 3856 of 1900) took place on 20 July, in preparation for the statewide tour commencing in September. and the Emu Bay centenary.

A long-term restoration project is the ex-Emu Bay Railway Riley railcar. This unit is being completely refurbished, and many hours have gone into it already.

Don News 8/97 & 9/97 via Ray Graf

VICTORIA

ALEXANDRA TIMBER TRAMWAY & MUSEUM INC. 610mm gauge

(see LRN 119 p.19)

The planned loan of Hudswell Clarke 0-4-2ST No.4 (1559 of 1925) from the Puffing Billy Preservation Society's Menzies Creek Museum did not eventuate. Instead, urgent work on John Fowler 0-6-0T 11885 of 1909 got this loco back in service during June 1997.

Timberline, August 1997 via Bob McKillop

BHP, Long Island, Hastings 1600mm gauge

(see LRN 105, p.18)

BHP's Clyde Bo-Bo DE Y148 (65-414 of 1965) received attention at Newport Workshops during September. During most of that month it was replaced by Great Northern Rail Services Pty Ltd Clyde Bo-Bo DE 377 (64-332 of 1964).

Australian Locomotive News 10/97 via Editor

COAL CREEK HISTORICAL VILLAGE, Korumburra 610 mm gauge



Under restoration at Coal Creek Historical Village, Korumburra, Victoria, is ex-Bingera Mill Bundaberg Foundry 0-6-2T Kolan (7 of 1953), September 24th 1997.

Photo: Norm Houghton

ERICA 914 mm gauge



Ex Forests Commission 3ft gauge Days 0-6-0PM on display in the main street at Erica, Victoria, 23 March 1997

Photo: H J Wright

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Railway 762mm gauge

(see LRN 120 p.12)

A grant of \$99 500 has been received from the State Government for work to be carried out at Lakeside. The work, which has already commenced, will involve the provision of a second platform, and a siding at the down end of the station, where trains can be stabled. This is to facilitate train operations when the line is reopened to Gembrook.

A new station building for Wright is being constructed off-site by building construction students. Cattle grids have now been fitted to the cattle pits at Wright Road level crossing, which is now the most authentic heritage level crossing on the railway. Also being constructed off-site are the piers for bridge No.9 (Cockatoo Creek). Flashing lights have now been installed at the busy, and rather complicated, McBride Road level crossing at Cockatoo.

All of this work is in preparation for the opening to Gembrook, which according to the October edition of the Puffing Billy Railway's *Monthly News*, is scheduled for 11 October 1988. Though this date is quoted in two places, it seems they might mean 1998!

2-6-2T 7A (Newport, 1905) is back in service after its ten year boiler examination, and Peckett 0-4-0T *Sir John Grice* (1701 of 1926) has also just passed its ten year boiler examination.

The former Mount Lyell Railway passenger cars, 1 NBL to 4 NBL have been

reclassified as NAL. This is because they are regarded as "First Class" vehicles.

Frank Stamford 11/97

WESTERN AUSTRALIA

BHP IRON ORE DIVISION 1435mm gauge

(see LRN 120 p.14)

The new AC6000 locomotives on order from A.Goninan will be constructed in the USA by General Electric, and completed at Goninan's Bassendean plant.

Preserved at Port Hedland is Com-Eng Co-Co DE 5499 (C6096-04 of 1975).

Australian Locomotive News 8/97 via Editor,

Railway Digest 10/97 via Brad Peadon

BUNNINGS, Jardee 1067mm gauge

(see LRN 96 p.17)

An internal combustion locomotive is reportedly out of use at Jardee. It appears the mill no longer has any connection to the main line as Westrail have rationalised this station and sold most of the points and siding trackage to Ian Willis .

Ian Willis via Simon Mead 9/97

BUNNINGS, Pemberton 1067mm gauge

(see LRN 118 p.16)

A Com Eng 0-6-0DH is still at Pemberton Mill, stored out of use. (Is this BB1050 of 1961, formerly with Hawker Siddeley? - Ed.) Consideration is being given to transferring this loco to Bunnings' Diamond Woodchip Mill at Lambert in conjunction with the construction of a siding into the mill from the Pemberton Tramway at Lyall. This will allow logs for transfer to Pemberton Mill to be loaded inside the mill site, with the diesel carrying out the shunt from the mill to the station at Lyall. Currently logs are carried to the loading siding at Lyall by the mill's log handling machine, a somewhat inconvenient arrangement. It is understood that it is painted very light gray with black trim, black chassis, and orange and black zebra stripes on the headstocks and counterweights.

Simon Mead 9/97

DERBY TRAMWAY ASSOCIATION 1067mm gauge

A promising proposal to recreate the former PWD tramway at Derby on its original site has become controversial because of the proposed redevelopment of the tramway depot area (see LRN 65 p.18) by a trucking

company. The Shire Council has approved for the tramway goods sheds to be removed, but this is subject to the decision of the WA Heritage Council. The matter is complicated by the Tramway Association President seeing the possibility of \$20 000 compensation to be put towards the development of the new tramway as more attractive than the retention of the original site, an approach rejected by others committed to Derby's heritage.

Some tramway track near the jetty appears intact although overgrown and almost buried.

(The newspaper feature dealing with this issue contains a very clear photograph from the Derby Public Library collection of one of the 0-4-0PM locomotives.)

David Burke 10/97; Broome Advertiser 3/9/97 via David Burke

HAMERSLEY IRON PTY LTD 1435mm gauge

To be found at the 7 Mile Complex is the world's only preserved Alco C628 Co-Co DE, 2000 (3415-01 of 1965), formerly numbered 2003.

Australian Locomotive News 8/97 & 10/97 via Editor

PEMBERTON TRAMWAY COMPANY 1067mm gauge

(see LRN 120 p.15)

The Plymouth 4wDM acquired from Bunnings Manjimup sawmill has no builders plate but appears to have been built in 1958 based on the manufacture date of the motor. This loco has recently been restored to operating condition and is used for track maintenance trains on the tramway, tram recovery in the event of a failure, and for light shunting duties around Pemberton yard. (According to editor's records, it is one of Plymouth 6126 to 6132, built for the Utah Brown & Root Sudamericana consortium for the Snowy Mountains scheme in about 1959.)

Simon Mead 9/97

PILBARA RAILWAY HISTORICAL SOCIETY, Dampier 1435mm gauge

(see LRN 114 p.19)

Ex iron-ore diesel locomotives preserved here are as follows:

007	Bo-Bo DE	Alco	69214	1940	ex Hamersley Iron
1000	Bo-Bo DE	Alco	3449-01	1966	ex Hamersley Iron
3017	Co-Co DE	AE Goodwin	G-6043-04		ex Hamersley Iron
H1	Co-Co DE	EE Australia	A.232	1970	ex Goldsworthy
5450	Bo-Bo DE	EMD	8970	1950	ex Mount Newman
5502	Co-Co DE	Com-Eng	C6096-07	1975	ex BHP Newman
9405	Bo-Bo DE	MLW	77733	1952	ex Robe River (*)

(*) ex NSWGR 4002

Australian Locomotive News 8/97 via Editor

Park, Port Hedland 1435mm gauge

Preserved here from Pilbara iron ore lines are:

H2	Bo-Bo DE	EE Australia	A.105	1965	ex Goldsworthy, 1995
5451	Bo-Bo DE	EMD	10805	1951	ex Mount Newman
5497	Co-Co DE	Com-Eng	C6096-02	1975	ex BHP Newman

Australian Locomotive News 8/97 via Editor

ROBE RIVER IRON ASSOCIATES 1435mm gauge

A major new mine development is planned for West Angelas, which would require a new 340-kilometre rail link. The proposed mine site is situated near the Hamersley Iron Paraburdoo line, and discussions are underway regarding a possible joint use of Hamersley's track.

Railway Digest 10/97 via Brad Peadon

SPECIALISED CONTAINER TRANSPORT, Perth 1435mm gauge

It is reported that this company has two English Electric (Australia) Bo-Bo DE H class locomotives in use at its depot, H3 (A.085 of 1964) and H5 (A.087 of 1964), both painted in pale grey livery. An earlier report suggested that H3 and H2 (A.084 of 1964) were to go east for refurbishment before possible use in Melbourne and Adelaide, and BHP Port Kembla (see elsewhere this issue) are also reported to have sold locomotives to this group.

aus.rail newsgroup 10/97 (Paul Pickford); ARHS Bulletin 10/97

WEST AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION, Bennett Brook Railway, Whiteman Park 610mm gauge (see LRN 120 p.15)



Showing off the bogie carriages in their new livery is John Fowler 0-6-0DM No.2 Rosalie (4110019 of 1950) on Enthusiasts' Day, September 23th, 1997

Photo: Ken Watson

Bennett Brook Railway's 1997 Enthusiast's Day on Saturday 13 September was very successful. The day was cloudy but fine, allowing photography from almost any angle. Ticket and souvenir sales were excellent. In addition to the hourly scheduled service train, a wide variety of other train movements were undertaken.

Between 11am and 5pm, 27 train movements took place over the Mussel Pool line and 16 train movements on the Bushland Loop line. This gave a total of 59 arrivals or departures at Whiteman Village Jct. station during the day. With this much activity, plus associated shunt movements, it is not surprising that the two signalmen and the train controller rostered to supervise operations at Whiteman Village Junction were hardly ever in the office to answer the phone. Trains run included light engine movements, passenger, pick-up goods, mineral, and mixed train consists, and even a ballast regulator.

Motive power featured included:

BT1	Betty Thompson	0-4-2T	Perry	8967.39.1	1939
NG15 118	Elizabeth	2-6-2	Henschel	24476	1938
No.2	Rosalie	0-6-0DM	Fowler	4110019	1950
PW27	Wyndham	4wDM	Gemco		1964
1		4wDM	F C Hibberd	2150	1938
	Maylands	4wPM	Metropolitan Brick		c.1960
TM715		ballast regulator			

Timekeeping was good considering the very tight timetable being operated, dropping about 15 minutes behind only when two motive power problems occurred at the same time, *Maylands* throwing a drive chain, and NG118 suffering steaming problems because of bad coal.

The Perry shunting the new goods shed at Mussel Pool and then banking the NG15's freight train up the 1 in 47 gradient from the station was a highlight, as were the four photo run-pasts staged during the day. The Austin 7 Car Club attended and had 6 cars on display on the station forecourt during the day, which added to the period atmosphere. The evening sausage sizzle and evening train trips were well attended and enjoyed by all.

Thomas the Tank Engine Day was held on October 12th, and once again all passenger figures were smashed. Simon Mead 9/97;

Ken Watson 10/97; Bennett Brook Railway Members Newsletter 10/97

Wickham 1435mm gauge

Preserved at Wickham is ex Robe River Iron Associates 9401 (Montreal Loco Works Bo-Bo DE 77737 of 1952), formerly ex NSWGR 4006.

Australian Locomotive News 8/97 via Editor

OVERSEAS

BRUNEI

JERUDONG PARK RAILWAY, Brunei Darussalam 457mm gauge

The Jerudong Park Playground is situated on the coast overlooking the South China Sea about 25 km from the capital of Brunei, Bandar Seri Begawan. The Park contains fine gardens, children's playgrounds and a variety of rides ranging from the low-adrenalin type, such as a carousel, to heart-stopping 3-D gyrations and free falls. Although open during the day, the park only comes alive in the evening as the temperature drops and most visitors come in the night as it is the coolest part of the day.

The park contains a light railway constructed and maintained by Keith Watson of Wato Engineering, WA. The gauge is 15 inches and the line is laid with 20 lb rail. The minimum radius is 25 m while on the main line the minimum is 50 m. The length is around 1.6 km roughly in the shape of a "U" with three stations - one at each end and one in the middle - named West, North and East respectively. The terminal stations consist of a passing loop and a single platform. The line terminates with a 6 m turntable at each end. North station is an island platform in the centre of a passing loop. Near East station a triangle branches from the main line; the apex then curves back to the main line to give a reversing loop. Between North and West stations a spur leads to the five-road locomotive/carriage shed with two inspection pits. The line is fully signalled and has two level crossings with automatic boom gates.

Patronage is heavy and quite often one has to wait for the next train as all the seats are occupied. Apart from functioning as a diversion in itself, the railway provides a real transportation service as the park is large and extensive walking is enervating in the high humidity environment.

The locos and rolling stock are from Severn Lamb of Stratford upon Avon, UK. There are two locomotives. These are 2-6-0 (Mogul) types based on the "Rio" pattern of the Denver and Rio Grande narrow gauge locos. They are powered by a Perkins 4-cylinder Diesel engine. Braking is provided by a twin airpipe brake system, while the caboose contains a generator set for carriage lighting.

Construction began on the site of a former rice mill on 18 June 1994 and the railway was up and running on 15 July, the date of the Sultan's birthday. This was quite a feat as the rails did not arrive until 5 July. The railway line utilising sleepers from Sarawak is laid on a bed of crushed rock surrounded by a nylon membrane which stops the whole lot sinking into the clay underneath.

The rolling stock consists of: twelve 16-seat passenger cars, two cabooses, and two construction wagons.

Franz Wimmer 10/97

INDONESIA

JAVAN SUGAR MILL RAILWAYS, 600mm & 700mm gauge

Thirty-seven sugar mills are still operating narrow gauge steam locomotives, of which there are more than 150 operating, and more than 250 out of use. There are also as many as 350 diesel locomotives. Some steam locomotives are now being exported for preservation.

Antiquated infrastructure, land shortages, and the uneconomic nature of the local industry in Java means that many mills are threatened by closure, with new sugar mills likely to be established on the outer islands.

Ray Gardiner 9/97

INDIA

DARJEELING HIMALAYAN RAILWAY, 610mm gauge

The Darjeeling Himalayan Railway Heritage Foundation has been formed in India with groups around the world with a view to trying to keep the famous line in existence. Information can be obtained by sending a SAE to John Lacey, PO Box 847, ROZELLE 2039.

Ray Gardiner 9/97

MEMBER'S ADVERTISEMENT

Railway videos (mainly PAL format, some NTSC) from US, UK and NZ producers. Rapid service and competitive prices. For further information and the latest prices contact us at: Tower Hill Traders, PO Box 701, MPC, Old Airport, Bandar Seri Begawan 3707, BRUNEI. Fax: ++ 673 2 236616. e-mail: thillt@ozemail.com.au

MEETINGS

MELBOURNE: Video Night

The much travelled John McCutchan will be showing some of his video collection covering Zimbabwe, India, and Tasmania. Peter Evans will again be assisting with his high quality equipment. It will be an interesting night so be sure not to miss it.

LOCATION: Asburton Uniting Church Hall, Ashburn Grove, Ashburton.

DATE: Thursday 11 December at 8.00 pm

SYDNEY: Next meeting in February 1998.

ADELAIDE: Contact Arnold Lockyer for details. Phone: 08 296 9488

LOCATION: 150 First Avenue, Royston Park.

DATE: Thursday 4 December at 8.00 pm

