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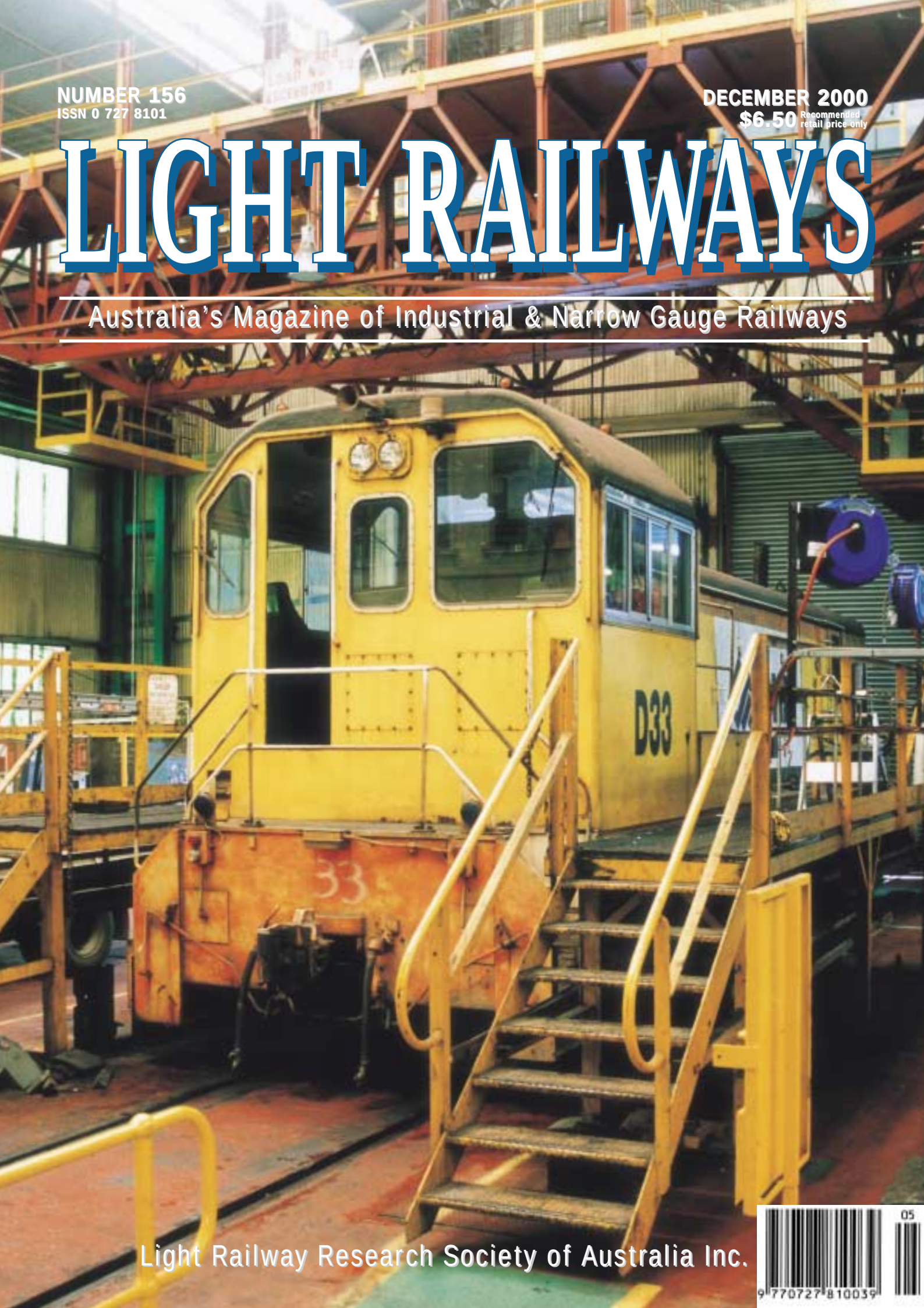

Light Railway Research Society of Australia Inc.

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LIGHT RAILWAYS
Australia's Magazine of Industrial and Narrow Gauge Railways

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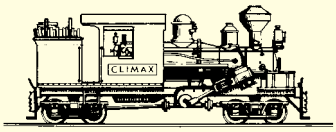

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Conversions:

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

Contents

Comment

Call me lazy, call me unimaginative, but three times out of four, when *Light Railways* has already gone to the printer, I'll be sitting here at the keyboard still searching for inspiration for my Editorial.

This time, my indolence may have served some useful purpose as, right on deadline, I heard the sad news that my old friend Mike Loveday had passed away.

A former loco driver at South Johnstone and Mossman sugar mills and on the Port Douglas Tramway, Mike was one of Queensland's pioneer light railway historians and preservationists. Though I suppose you'd have to say he had a decent innings, he was one of those people you just hoped would go on forever.

I'm certainly going to miss his 12-page letters (always signed off "Yours to a cinder") and our spirited discussions on a wide range of topics, not to mention having his tremendous knowledge on tap whenever I needed it.

Mike's passing is a timely reminder to us all that there are still men and women out there who 'lived' light railway history, and whose knowledge and experience form a great potential resource for researchers in our field. And we shouldn't delay tapping that resource, for none of us is getting any younger.

Documents may well produce more accurate facts than do memory, but nothing can make the past come alive, nothing can put it into perspective, like some time spent communicating with someone like Mike.

I've had the privilege of knowing several such people, and for that I consider myself very fortunate. It's so sad to see another one leave us. *Bruce Belbin*

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

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

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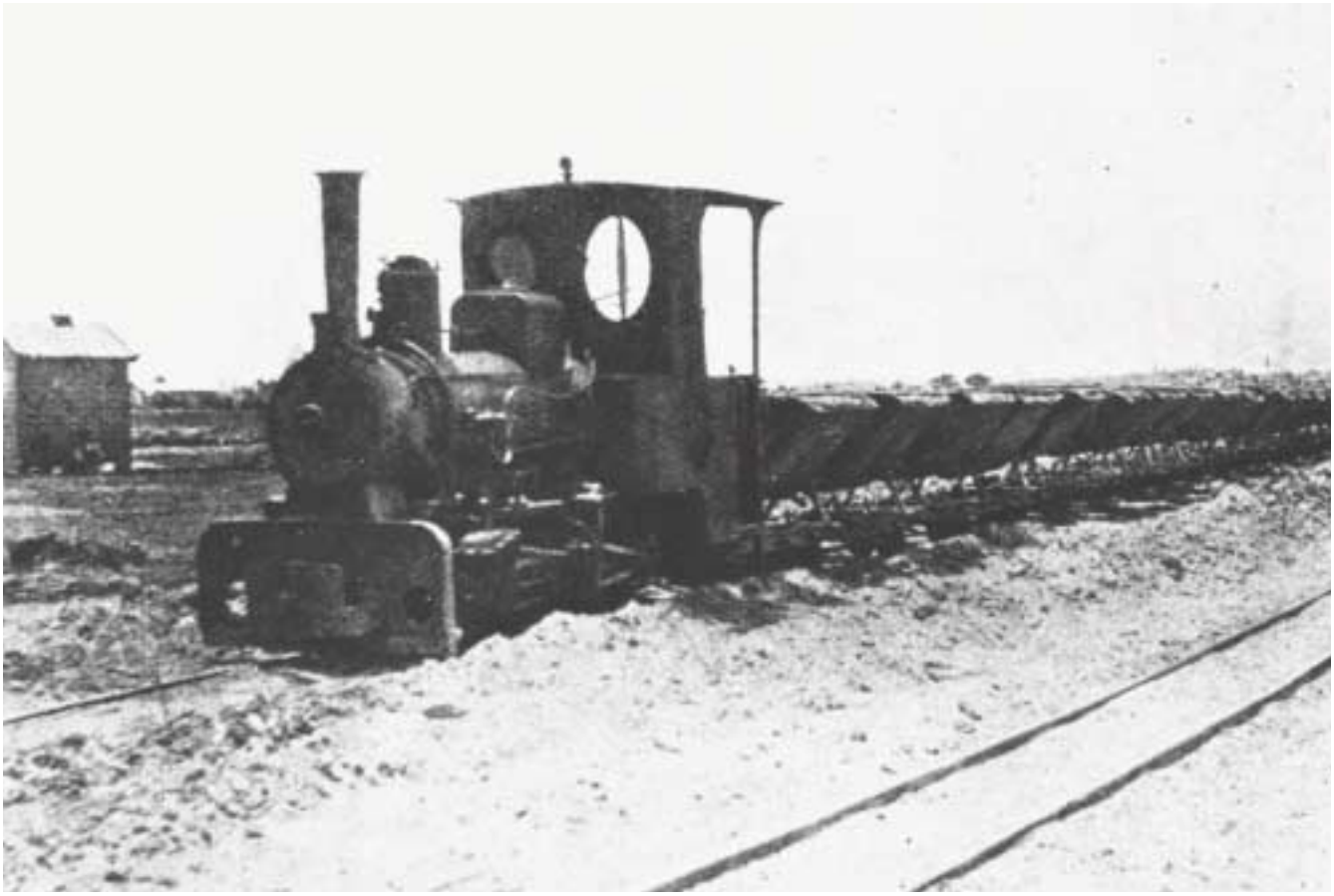
Articles, letters and photographs of historical and current interest are welcome. Contributions should be double spaced if typed or written. Electronic formats accepted in the common standards.

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

Front Cover: BHP Port Kembla's English Electric Bo-Bo DE D33 (A.089 of 1964) rests in the diesel shop at Steelhaven, NSW, 14 October 2000. Photo: Brad Peadon. Back Cover: On Tully sugar mill's 610mm gauge tramway, Commonwealth Engineering 0-6-0DH TULLY No.10 *(AD1341 of 1960) crosses Hogans Creek bridge on the descent from El Arish, North Queensland, 26 September, 1983. Photo: John Browning*



"A Mullock Train". Krauss 2589 of 1892 at work on Coode Canal silt dispersal.
Source: The Australian Town & Country Journal, *24 February 1909. Newspaper Collection, State Library of Victoria*

Two Krausses and a 'Koppel

The spoil tramways of the Port of Melbourne, 1906 -1909

by Peter Evans

While Victorian light railway researchers have traditionally turned their backs to the City of Melbourne in their quest to record industrial railway history, a great number of significant lines existed close to the city, many of them operating as part of the development of the Port of Melbourne. With several researchers now working their way through the correspondence files of the Victorian Public Works Department, it is anticipated that detailed histories of many of these neglected lines will eventually be published. As such, this is hopefully only the first of many articles describing the spoil tramways of the Port of Melbourne.

The Coode Canal

Deviation of the Yarra River to improve access to the Port of Melbourne had been suggested as early as 1848. A sharp bend in the Yarra near its junction with the Saltwater River obstructed navigation and made access by larger vessels difficult, and the increase in shipping occasioned by the discovery of gold in 1850 made some form of river improvement imperative. Most of the schemes proposed incorporated a canal direct from the city to deep water on Hobsons Bay. Such a scheme was a large undertaking beyond the finances of the young Colony of Victoria, and it was not until the boom years of the 1880s that action was finally taken.

The scheme chosen was a much simpler one than the direct ship canal to Port Melbourne. English Engineer Sir John Coode's plan involved merely cutting off the sharp bend of the river with a gently curving canal, and retaining the existing river mouth. Tenders were called for the construction of the Coode Canal in February 1884, and water was let into the excavation on 11 August 1886. The canal was opened for use by shipping on 27 July 1887.[1]

The Coode Canal was designed in a period when sail still largely ruled the waves and engineering technology limited the size of steamships. The general displacement of sail by steam and the rapid growth in the size of steamships during the 1890s soon drew attention to a serious drawback in the existing channel. The canal had been built to a width of only 130 feet, and there was little or no regulation of shipping movements within its confines. If two large steamships entered the canal from opposite ends, they often passed with only feet to spare between them. A collision would very likely lead to one of the vessels being sunk, blocking all shipping in the port for several weeks. In April 1906, the Melbourne Harbour Trust announced plans to almost double the width of the Canal.[2]

South of the Coode Canal and extending towards Hobsons Bay lay a low, swampy region interspersed with higher hummocks and sand ridges. As it stood, the land was virtually useless for anything and was largely deserted. When the Melbourne Harbour Trust unveiled its plan to widen the Canal, it intended to dump the excavated material in Port Phillip Bay near Laverton. The question of whether or not to use spoil from port improvements for reclamation, or simply to dump it in the deeper portions the bay, had been the subject of heated debate for many years.

Several reclamation schemes at South Melbourne and West Melbourne had already been attempted with varying degrees of success. This time the Public Works Department took the initiative and decided that the spoil from the widening of the canal would be used for land reclamation at Fishermans Bend and Port Melbourne.[3]

Reclamation proposal

The canal was to be widened by 126 feet and deepened to 26 feet at low water, making the volume of spoil to be removed 500,000 cubic yards. Taking into account the pre-existing hummocks, the spoil was sufficient to raise 150 acres by a total of 3 feet. The Melbourne Harbour Trust's widening scheme had called for the spoil to be loaded into barges and dumped into Port Phillip Bay at a cost of over £16,000. This saving could be offset against the estimated £25,000 cost of the reclamation scheme, making it cheap to carry out in comparison with the valuable river-front and coastal land that would be made available as a result of the scheme. The plan was quickly approved by the government of the day.

The Public Works Department already had access to sixty-two 2ft gauge Bochum Union side-tipping trucks owned by the Victorian Railways, but would require additional rail. Quotes for one mile of track in 20lb/yd rail were obtained from Lohmann & Company and The Australian Metal Company. The latter was slightly cheaper, and one mile of track complete with fishplates and bolts was purchased for £288 delivered at Fishermans Bend. Construction of the tramway necessary to distribute the spoil from the landing on Coode Canal was under way by July 1906. The tram was to be straight for most of its length and very gently graded. To speed up the work, steam was to be the motive power.

The first locomotives

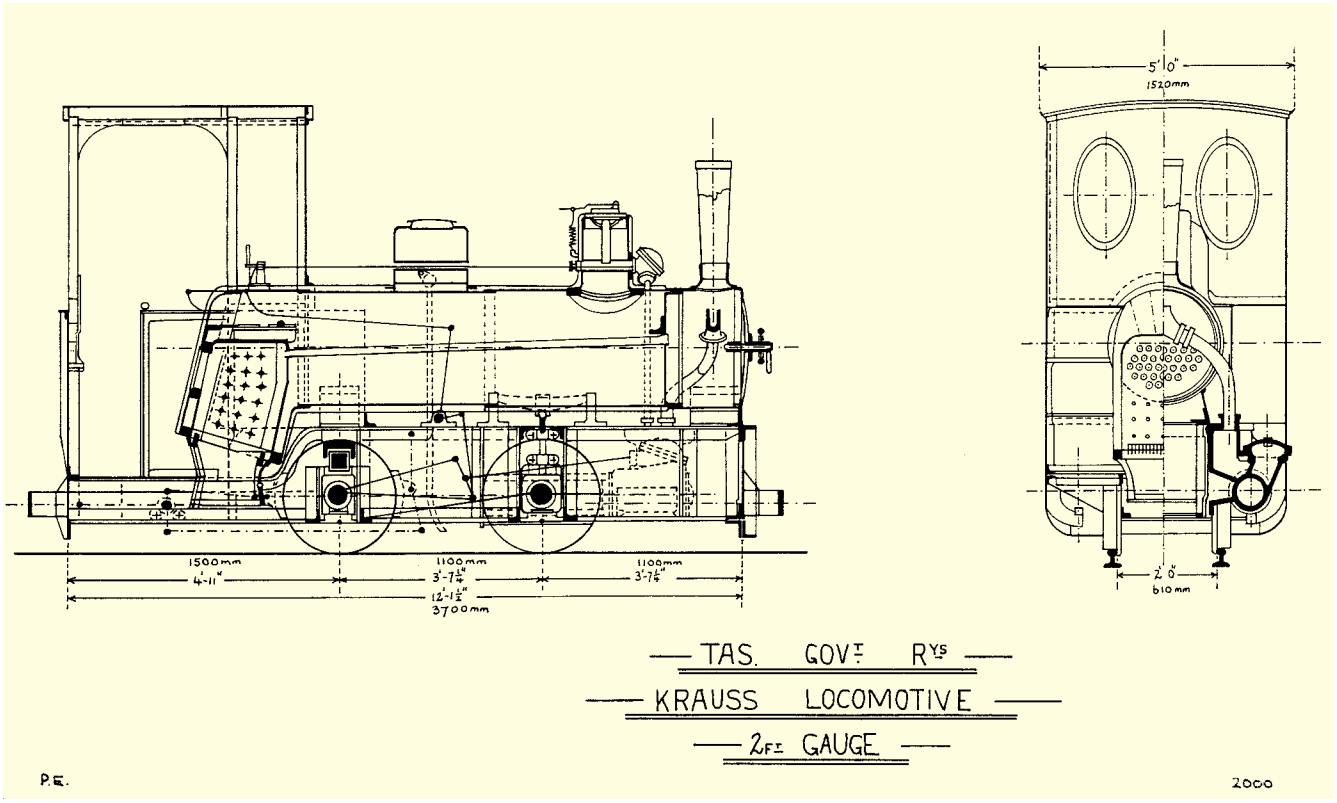
Foreman Wood of the Victorian Public Works Department was dispatched to Tasmania in July 1906 to inspect suitable locomotives on offer from the Tasmanian Government Railways. The locomotives were three Krauss 0-4-0 well-tanks purchased second-hand from 1896 for the North East Dundas Tramway from Zeehan and given the running numbers H1, H2 and H3. Displaced by larger locomotives, they were out of use by 1901. Each locomotive weighed 5½ tons with cylinders of 6½-inch bore and 12-inch stroke, with a tank capacity of 100 gallons and a bunker capacity of 5 cwt. Each boiler was designed to carry a pressure of 180 pounds per square inch.

The oldest was 2180 of 1889 and was in the worst condition. Several parts were missing, and the boiler was in need of extensive repairs. The remaining two locomotives, 2459 of 1891 and 2589 of 1892, were in better condition, and would take little work to return to service. As a new locomotive of this type would have cost £570, the Public Works Department considered that £300 each would be a fair offer. Both 2459 and 2589 were purchased at this price and railed to Strahan ready for shipping to Melbourne on the Union Steamship Company's S.S. *Kawatiri*. Shipping and insurance cost £15 for each locomotive and the engines were expected in Melbourne on the evening of 11 August 1906. It was anticipated that they would be working one week from the date of their arrival in Melbourne.[4]

Tramway operations

The next requirement was to find a suitable crew for the tramway locomotives. The first driver to be hired was J Colgate. Colgate had extensive engine driving experience, firstly at the Long Tunnel Mining Company at Walhalla for twelve years from 1877. In 1888-89 he drove a stationary engine at J. Peterkin & Company's sawmill at Traralgon, before working in a similar position for J Dunstan in 1889-91, also at Traralgon. In 1892 he drove the ballast train for Contractor Buckley during the closing stages of the construction of the Port Albert railway. After that, he drove an engine in a butter factory. During the railway strike of 1903 he had brought a train from Traralgon to Melbourne incurring, in the process, "much odium", presumably from railway employees. His case was placed before Premier Sir Thomas Bent, who verbally approved his hiring.[5]

The second driver was Roderick Chisholm. Chisholm was born in October 1856 and commenced his career with the Victorian Railways as an engine cleaner in 1878. He rose



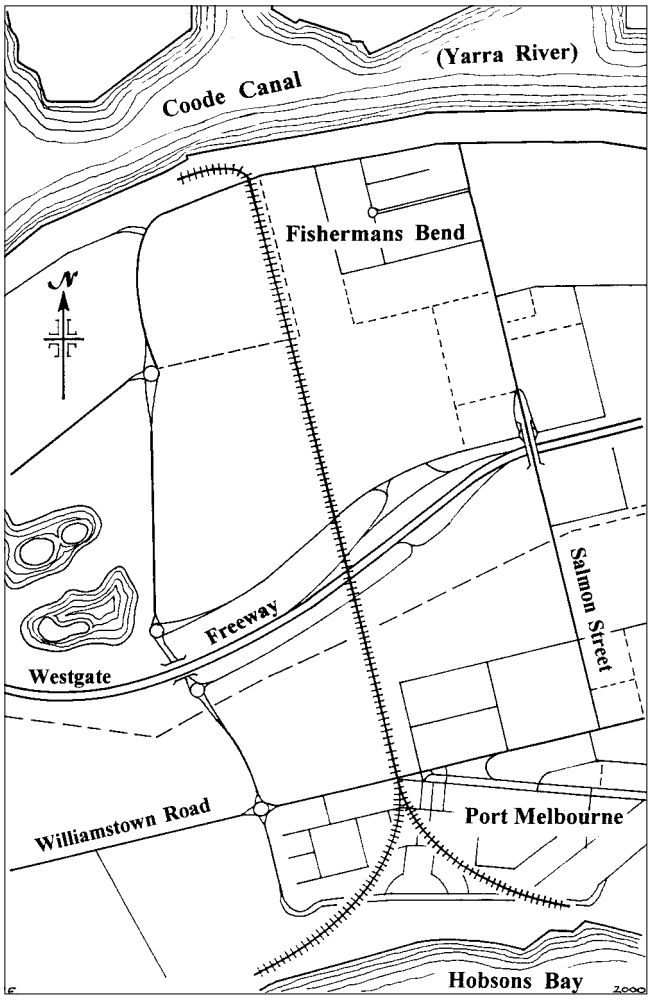
Tracing of an original Tasmanian Government Railways blueprint in VPRS 967 unit 42 serial 20/1123, showing the general arrangement of an "H" class Krauss locomotive, two of which worked on Coode Canal silt dispersal.

from cleaner through fireman and was appointed as a driver in December 1886. He was on the Executive of the Locomotive Union at the time of the 1903 railway strike and was subsequently dismissed. However, negotiations between the Union, Government and Victorian Railways saw him re-employed at Newport Workshops in 1905 and, in August 1906, he was loaned to the Public Works Department for driving duties on the reclamation project.[6]

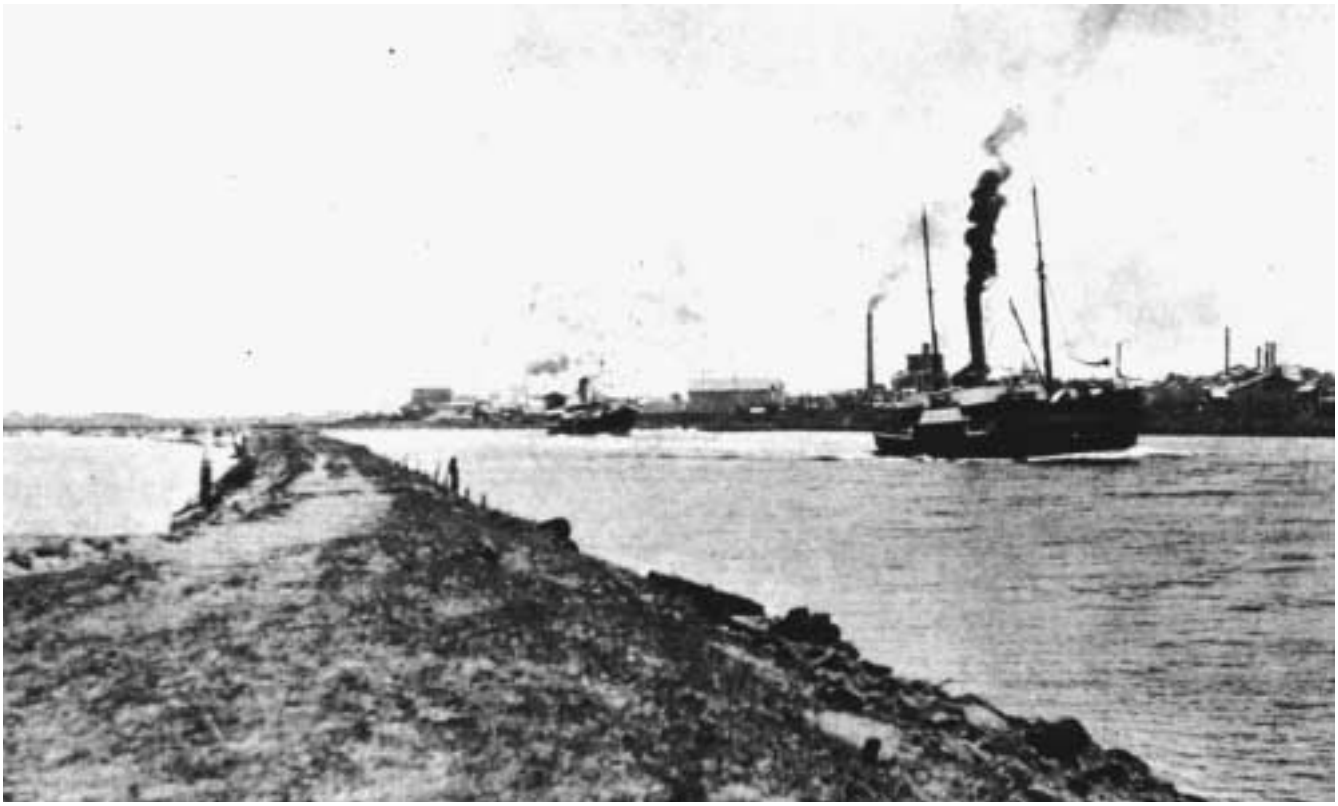
Chisholm's knowledge of railway safe-working saw him appointed as the senior of the two drivers. He started work on 16 August 1906. Both drivers were paid eleven shillings per day of nine hours, which included preparing and putting-away the engines. A fitter, Malcolm Scott, was engaged to maintain the engines and rolling-stock at twelve shillings per day. He and the engine drivers were the "aristocracy" among the workmen on the project. Ordinary labourers were paid only six shillings per day each, while horse drivers were paid ten shillings, which had to cover both themselves and their horse. After rumblings of discontent, a small increase of six-pence per day was offered to the labourers to cover travelling expenses to and from the then rather remote site at Fishermans Bend. Premier Bent personally approved such generosity in the hope that the extra money would "raise the level of energy" with which the work was approached.

The tramway consisted of a main "spine" (possibly double-tracked in sections) running generally north and south between the Coode Canal at Fishermans Bend, and a point a little west of today's Station Pier. At Coode Canal, short sidings ran parallel with the canal for loading purposes. At the Hobsons Bay end of the line, similar but longer sidings served as unloading points. Presumably, there were also temporary sidings for trains to unload elsewhere along the line.

The locomotives were run on coal provided by the Victorian Railways, averaging five tons a week in total, at a cost of fifteen shillings per ton. The locomotives were found to be capable of hauling thirty trucks loaded with one cubic yard of sand



The route of the reclamation tramway as shown in VPRS 967 unit 42 serial 20/1123, superimposed on a modern map of the Port Melbourne area



"Coode's Canal with the extension on the left (water let in)". Source: The Australian Town and Country Journal, *24 February 1909. Newspaper Collection, State Library of Victoria*

or forty trucks with half a cubic yard. A recommended load was settled on of not less than fifteen and not more than twenty fully loaded trucks. At one of the tramway sidings a 400-gallon tank was provided for watering the engines. Trains were crossed at the "No.1" siding and a "staff plate", (presumably some form of token), was used to prevent accidents.

During the widening of the canal, a good deposit of building sand was discovered, and was considered far too valuable to be used as fill. Premier Bent, who visited the works on 12 September 1906, urged that this be saved and transported over a mile of additional tramway to a depot at the "Little Dock", where it could be sold for between 2s and 2s 6d per cubic yard. The records are coy on the subject but, if this tramway was ever built, it must have run parallel to today's Lorimer Street as far as the present Melbourne Exhibition Centre.

Additional equipment

Not long after the reclamation project started, it was realised that the tramway plant was inadequate for the work at hand. In October 1906, Sydney Engineer George Ritchie was sent to Ascot Racecourse at Botany to inspect twenty-one near-new side tipping trucks being used to move turf. The trucks carried Arthur Koppel plates and had been advertised as being for sale by owner J G Black. The lot were purchased for £148 10s 0d and shipped to Melbourne for use on the reclamation project.

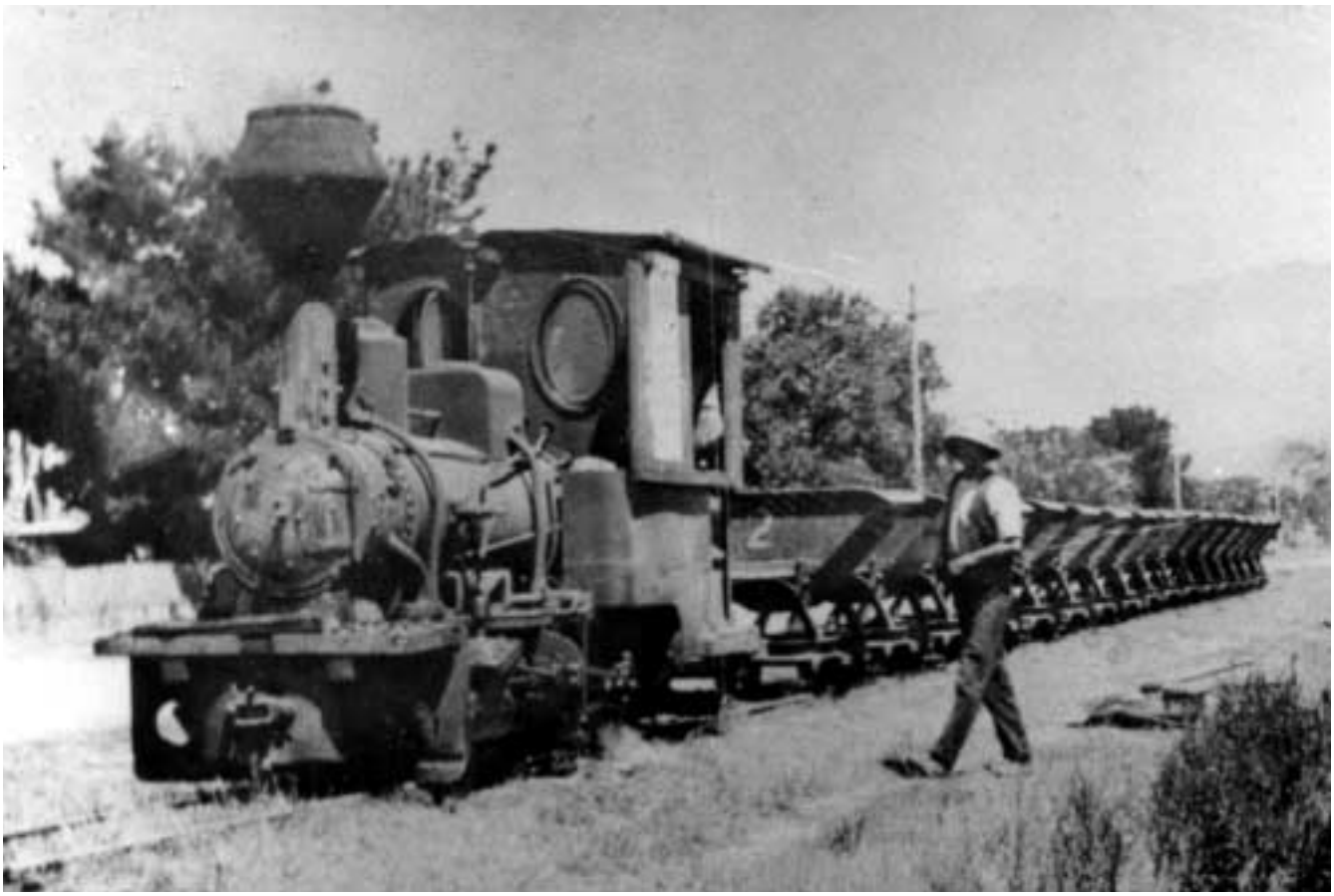
Additional motive power was also needed. Chief Engineer Carlo Catani stated "A third engine is almost a necessity if cheap work is expected. The constant interruptions to the works will be obviated by the addition of another engine". Krauss agents Lohmann & Company offered an identical locomotive to those already working on the reclamation project for £620 landed at Fishermans Bend. The locomotive had already been ordered for stock and was to be shipped from Germany on 10 December 1906, arriving in Melbourne by the end of January 1907. To help the Public Works Department come to a decision, the agents included a builder's photograph of Krauss 4892.

No official decision on this offer is recorded in the Public Works Department file on the reclamation works. Many minor matters are fully recorded, including spare parts from Lohmann & Co for the existing engines to a value of £64 5s 6d, and rails and crossings to the value of £106 15s 3d. Also meticulously recorded is £214 8s 0d paid to the Australian Metal Company for the supply and alteration of trucks for the works. There is nothing on the purchase of an additional locomotive on the file. Nevertheless, it would seem that a third engine was obtained for, amongst the plant for disposal at the end of the project is listed Orenstein & Koppel 2271 of 1906. Like the Krauss locomotives, this was an 0-4-0 well-tank with cylinders 6½-inch in diameter with a stroke of 12 inches. The locomotive was rated at 30 hp, and was the same weight as the existing Krausses. It cost £560 landed, £60 cheaper than quoted for the new Krauss, and a saving of more than 10% in the purchase price no doubt had considerable influence on the decision to purchase it.[7]

Completion of the work

By January 1907, almost a fifth of the estimated quantity of spoil had already been redistributed. The additional tramway plant no doubt helped to speed the work. The first section of the widened canal was completed in May 1907. Work continued, with seventy-two men employed on the reclamation scheme by the end of the financial year. At that time the method of employment was changed from day-labour under the direction of Harbour Trust Engineer John Halliday, to the issue of a contract to Mr A G Shaw in an effort to cut costs. The tramway seems to have been out of use by early 1909, although some aspects of the work continued into 1911.[8] The trucks and rails were to be retained for other projects, but the locomotives were moved to the Dudley Street dredging depot in West Melbourne and put up for tender.

Orenstein & Koppel 2271 of 1906, following its purchase by the West Australian Public Works Department. It is shown at Roebourne on the Port Samson tramway. Photo courtesy Roebourne Tourist Bureau. Print kindly supplied by Adrian Gunzburg.



Krauss 2459 of 1891 with a long rake of side-tipping trucks, much as it must have looked on the Coode Canal job from 1906-1909. However, the date is sometime between 1924 and 1928, the trucks belong to the State Electricity Commission of Victoria, and the scene is the main street of Thornton on the Rubicon Lumber Company's tramway. Print courtesy Denys Steinhauser, author's collection

Disposal of the locomotives

As the newest locomotive, Orenstein & Koppel 2271 of 1906 attracted the most interest. It was sold to the Public Works Department in Western Australia for £468. The locomotive was taken to the Victorian Railways Newport Workshops in early February 1910 to have its tyres turned. The locomotive was then partially dismantled and the loose parts and tools crated ready for shipment. On 4 April it was loaded onto the Melbourne Steamship Company's SS *Hobart* and shipped to Fremantle for eventual use on the Port Samson tramway on the north coast of Western Australia.

By the end of the reclamation project, the two Krauss locomotives were "considerably worn" and had to wait longer for a buyer (no doubt three years of wind-blown sand and grit had wreaked havoc on the moving parts.). On 5 May 1911, W E Oldfield of the Rubicon Lumber & Tramway Company offered £200 for both locomotives. When told the price was £200 each, he offered £200 for the better of the two as long as "the passenger truck as mentioned by Mr Catani" was thrown in. As this was only an old body with a plank seat, the offer was accepted. As a result, Krauss 2459 of 1891 became the first locomotive on the Alexandra to Rubicon tramway.

The last of the locomotives was not sold until September 1911. By this time Diercks & Company held the Krauss agency and found a buyer for the locomotive, a Mr Peacock in Sydney. Krauss 2589 of 1892 was shipped north on 1 November 1911, and finished its working life at the colliery of the Corrimal-Balgownie Coal Company.[9]

Today, Port Melbourne and Fishermans Bend are largely built-over. Although other spoil tramways subsequently worked in the area, the pioneering Garden City housing precinct, the more recent Beacon Cove development, and a myriad of light and heavy industries at Fishermans Bend largely owe their foundations to three feet of river silt deposited between 1906 and 1909 by a trio of small German locomotives. While little remains of the locomotives and even less of the tramway, the land so reclaimed must have been one of the greatest bargains ever obtained by the people of Victoria.

Bibliography

Background:

Hoare, Benjamin (1927). *Jubilee History of the Melbourne Harbour Trust 1877-1927*. Melbourne Harbour Trust, Melbourne.

The Australian Town and Country Journal, 24 February 1909.

The remainder of this history was written from two official files:

VPRS 967 unit 42 serial 20/1123: Public Works Department Correspondence file, *Reclamation works, Port Melbourne Lagoon and Fishermans Bend*, dealing with the reclamation project. (For photographs of the original Coode Canal construction see Melbourne Harbour Trust photographic collection, VPRS 8355/P1 unit 1).

VPRS 425 unit 357 serial 4499: Victorian Railways Engineer-in-Chief correspondence file dealing with the disposal of Orenstein & Koppel 2271 of 1906.

The author is indebted to Des Jowett for drawing my attention to the existence of these files, and to the staff of the Public Record Office of Victoria and the State Library of Victoria who, as ever, provided valuable assistance in making research material available.

References:

1 Hoare 1927: 28-33, 42-43, 80, 96-97; VPRS 8355/P1 unit 1.
2 *The Australian Town & Country Journal*, 24 February 1909, p 28.
3 Hoare 1927: 50-65, 153-154, 234-235.
4 VPRS 967 unit 42 serial 20/1123; note that the locomotives were not listed as being on the *Kawatiri* when she arrived in Melbourne on 9 August 1906.
5 VPRS 967 unit 42 serial 20/1123
6 Information from railway historian Des Jowett citing VR Chief Secretary's correspondence 06/8141 and 06/8353.
7 VPRS 967 unit 42 serial 20/1123.
8 Hoare 1927: 234-235.
9 VPRS 425 unit 357 serial 4499

The West Wallsend Extended Colliery and its Skipways

Part 2: Dudley Seam Development 1959-62

by Brian Robert Andrews

The history of West Wallsend Extended Colliery and it skipways up to its closure in 1956 was described in LR152. The mine was to have a brief revival from 1960 with the decision to develop the Dudley Seam. This article describes the mining and railway operations during this final period, together with the subsequent demolition of the colliery

The first indications of a revival occurred in the latter half of 1959. A bulk sample of 300 tons of coal was taken to determine the suitability of the Young Wallsend Seam for future mining as once the Borehole Seam had been sealed, access to the Young Wallsend Seam would be impossible. For this sampling, a rise shaft was driven up from a point sixty chains north of the pit bottom into the Young Wallsend Seam, and a bulk sample of coal was mined. This coal was loaded into coal wagons at the colliery and railed to the washing plant at the Caledonian Collieries owned Waratah Colliery at Charlestown. After being washed the coal was despatched by rail to the BHP steelworks at Port Waratah.

When the recovery of all the mining equipment was completed, a false bottom was placed in the downcast shaft at the Dudley Seam level as it was proposed to bypass the old workings and sink a drift to the virgin reserves of Borehole Seam coal to the east of the colliery.

Dudley Seam development

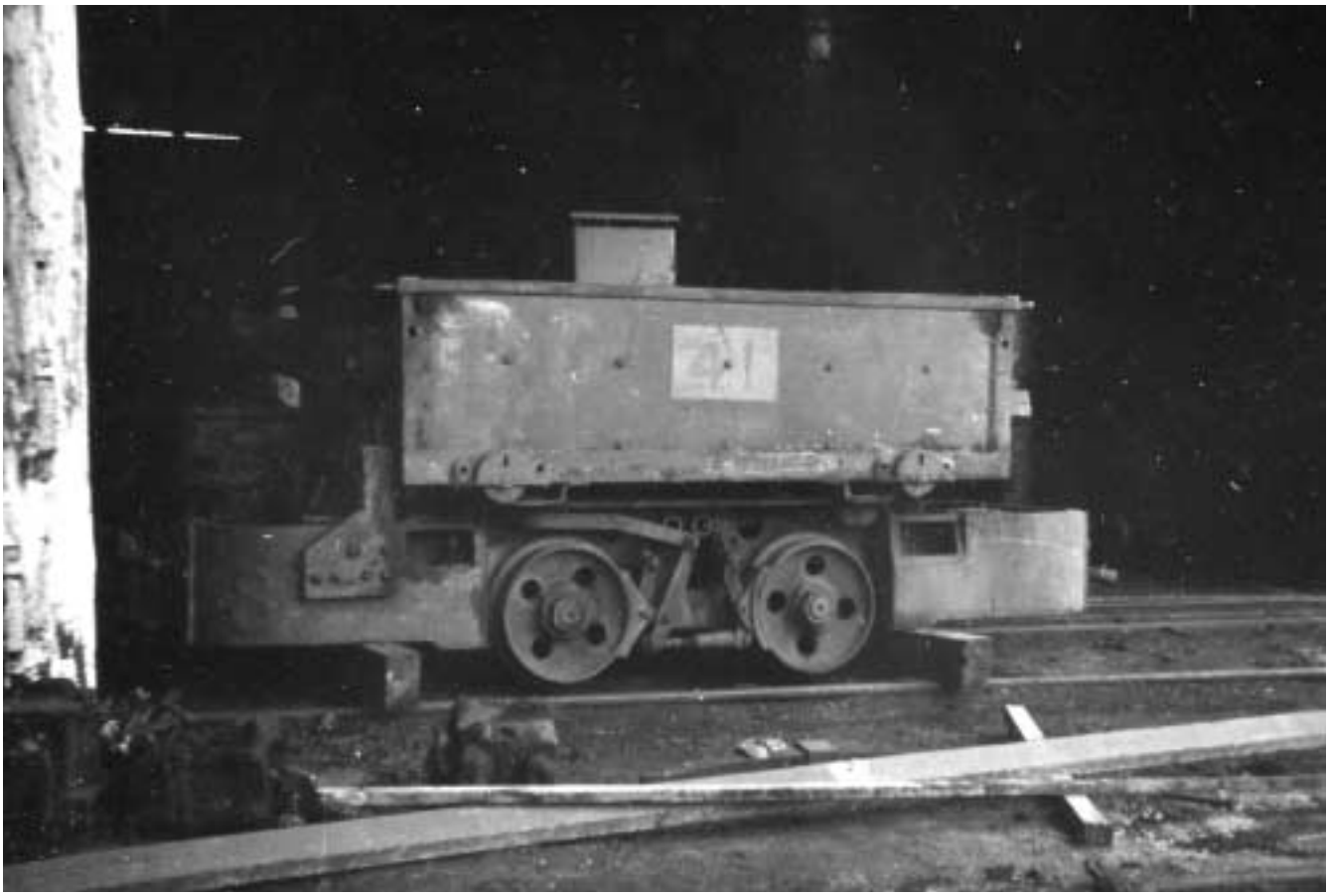
During the sinking of the main shaft, an inset was constructed in the southern side of the shaft 120 feet above the Borehole Seam at what was thought at the time to be the Dudley Seam. The inset was approximately 10ft wide and about 30ft deep and was serviced by the west cage only. A dam was built in this inset and the water stored was used to supply the underground stables with water for the pit horses. During the long closure of the colliery, the pipes rusted up and the dam generally became full of mud. The facilities were not used after the colliery reopened in August 1950.

When it was decided to develop this seam, the access to the inset and the construction of the false bottom in the shaft was extremely interesting and an engineering feat worthy of recording. Work began with the removal of the pipe-work to the pit bottom during January 1960 and after this was done, it was six months until the fitting of the false bottom was completed.

It was necessary to clean out the inset to provide a storage area for equipment to be used in the installation of the false bottom. When the cage stopped at the Dudley Seam level, it was suspended some three feet away from the shaft wall. Accordingly, a platform was constructed in the cage that was pushed out to the inset to allow access. The inset was cleaned out using four-gallon drums, which were filled with muck, carried into the cage and brought to the surface. Here the muck was dumped into a side-dumping skip and taken away for dumping.

The raising and lowering of the cage was controlled by the banksman on the surface who listened for codes transmitted by a bell fitted in the cage. When the cage was nearing the

At ground level in August 1962, a variety of specialised rolling stock (from left): a 2ft gauge flat top loaded with bricks, a 3ft 6ins gauge rail mounted transformer, and a 3ft 6ins gauge flat top with air compressor. *Photo: Brian Andrews*



Stored under cover in 1962 is one of the two 3ft 6in Mancha four-wheel battery electric locomotives brought here for use in the Dudley Seam development, but never used. This example is numbered 8 on the frame and carries battery box number 41. Photo: Brian Andrews

inset level, a series of messages was relayed from the cage to the banksman and on to the winding engine driver. The cage was stopped at the right location and the platform pushed out of the cage. After the cage had been filled with the drums of muck, the platform was pulled back into the cage and the banksman informed to raise the cage.

The cleaning out of the inset was a slow and tedious process and took several months to complete. When this was done, work could progress in the installation of the false bottom. Since the northern side of the shaft was dyke material and required extensive blasting operations to penetrate, it was necessary to fit a series of steel rings in the shaft above the Dudley Seam to stabilise the shaft during the shotfiring operations. A cast iron water ring was installed at the same time. This was in the form of a trough to catch the water running down the walls of the shaft and to drain it away. The use of a water ring in a shaft was necessary to reduce the amount of water finding its way to the pit bottom area where it made life very unpleasant for the men working there. The installation of the steel rings, water ring, and false bottom was an engineering feat that was probably never done before in Australia and will never be done again.

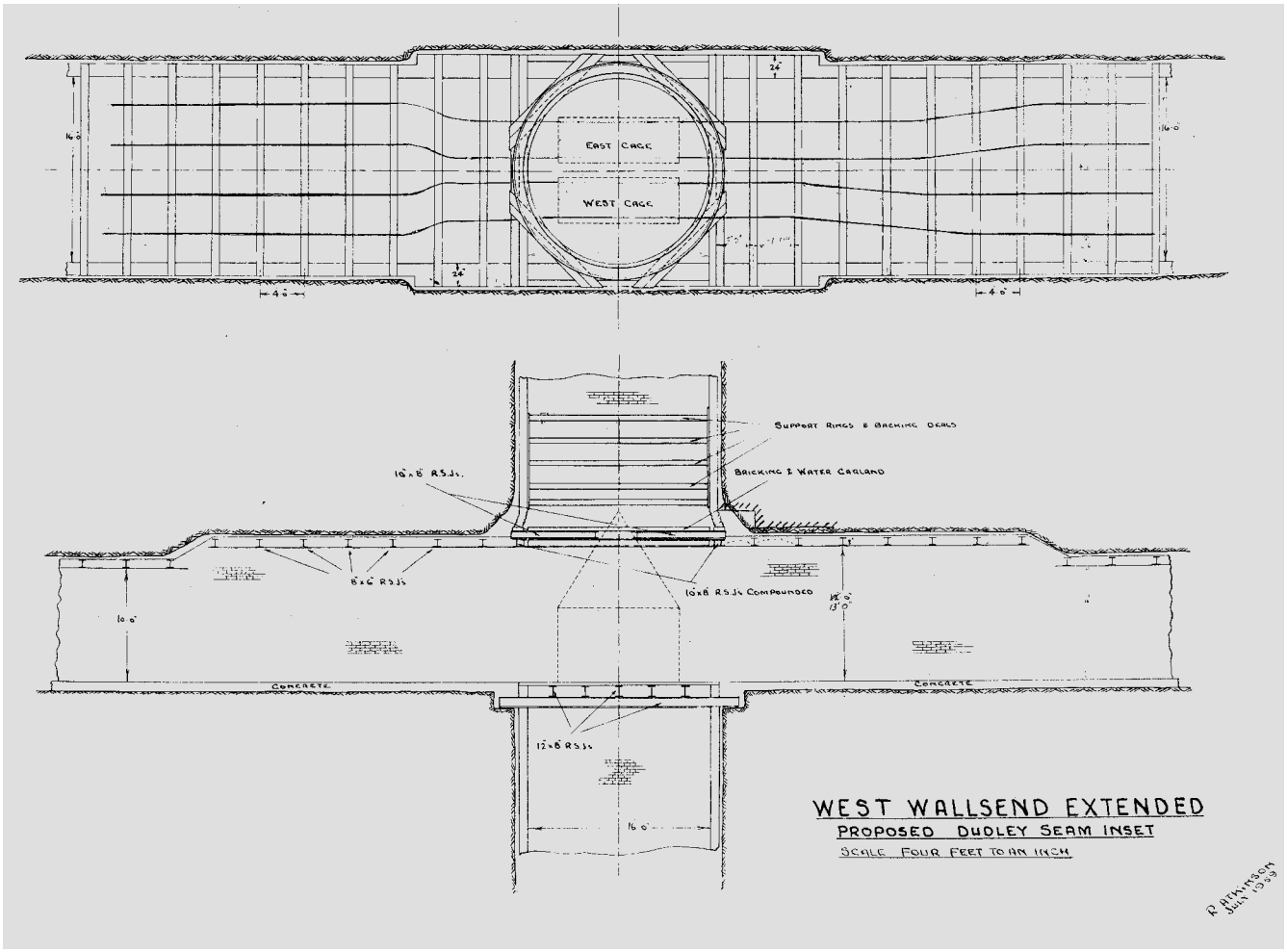
To enable the workmen to work in the shaft required the construction of a platform that could be raised and lowered as required. Hand winches and a small sheave wheel frame were installed on the surface of the eastern and western sides of the shaft for this purpose. The rope from the winch was directed over the sheave wheel and down the shaft where it was attached to the platform on the pit bottom at the Borehole Seam level.

In all balanced winding operations, when one cage is at the bank level, the other cage is on the pit bottom. To enable the platform to be raised required the cages to be sitting at the half-way level in the shaft (above the Dudley Seam) out of harm's way. Accordingly, the workmen were lowered in the cage to the pit bottom and then the cages were positioned at the half way level. The men now got onto the platform and it was slowly raised using the hand winches on the surface to the required level. A telephone fitted to the platform allowed communication between the workmen on the platform and the surface. Since the two winches were different makes and had different drum diameters, the raising and lowering of the platform was a difficult process. As one side was raised or lowered faster than the other, the winch operators were informed over the telephone when one needed to stop to allow the other side to catch up.

The steel rings, water rings and false bottom beams were all installed using this platform operation. When work had finished for the day, the platform was lowered back to the Borehole Seam pit bottom to enable the men to be lifted out of the pit in the cage.

When the false bottom had been installed, the cage level was altered to suit the new pit bottom level. This was achieved by placing extra lagging on one of the winding drums thus increasing the drum diameter. The ropes were not shortened as it would have been a waste of expensive rope so the new dimensions of the drum were worked out mathematically, with fine adjustment being made by the use of wedges. One cage now stopped at the Dudley Seam pit bottom when the other was at the bank level.

Work could now start on penetrating the dyke on the northern side of the shaft. An air-compressor was installed in the southern inset to supply compressed air for drilling the face for the explosive charges. After the face had been drilled, the holes were charged with explosives and fired from the surface. The firing cable was hung down the shaft and fixed



at the new pit bottom where the detonator leads were attached to the cable. When the men came out the pit, the surface leads were attached to the exploder and fired.

I remember the fun involved in firing the shots on the surface during school holidays and overtime shifts. For some six months this went on, enormous explosions and the delivery of many, many tons of dyke material to the surface. Finally, on 2 September 1960, the day arrived (the one I had been waiting nine months for) when I was to inspect the new pit bottom and Dudley Seam level. I had envisaged a mighty hole through the dyke due to the amount of material brought out of the mine and the number of shots fired over the previous six months. However, when we landed on the pit bottom and I was showed the northern side workings, I was amazed at such little progress considering the enormous amount of dyke material scattered around the surface and the large number of shots which had been fired, each rocking the house in which we lived.

There were two entries into the dyke, both about 10ft high by 6ft wide by about 15ft deep separated by about ten feet of solid material. The method used was to penetrate the dyke on both sides, then to come back and shoot out the middle section. When all the dyke work had been completed and the southern side opened out, the pit bottom area was bricked up using house bricks. As completed, it was a marvellous piece of construction comparing favourably with the brick arched pit bottom of the Borehole Seam constructed some seventy years previously.

With the pit bottom established, coal winning operations were started from about March 1961 on the northern side to enable connection to the upcast shaft for a ventilation circuit to be established. Initially the coal was hand filled into the skips until sufficient room had been established to allow the installation of a coal cutter and loader. The skips were loaded direct from the loader and it was necessary to remove the top two boards from one end of the skips to allow them to fit under the boom of the loader. Only a small number of skips were altered and the two boards were later refitted.

Skipway system

During the initial dyke penetration the skips were run on 2ft (610mm) gauge trackwork as installed on the heapstead. However, to coincide with the commencement of coal production, it was decided to convert the track gauge to 3ft 6in (1067mm), the standard for mechanised collieries. The intention was to install locomotive haulage and large capacity mine cars delivering the coal to the pit bottom, and eventually a bulk winder in the shaft to deliver the coal to the surface.

The skipways on the heapstead at the bank level from the cage to both skip tumblers and the return rails to the cages were converted to 3ft 6ins gauge as were the cages. The trackwork at the bypass tumbler was relaid at the same level as the trackwork at the cage to allow any stone or dirt excavated during the mining operations and loaded as reject material to bypass the screens. The chute below this tumbler was boxed in to allow the stone to be stored until being removed by motor lorry when a load was available. The 3ft 6in gauge underground trackwork consisted of 45lb/yd rails reclaimed from Cessnock No.1 Colliery for further use after its closure on 27 January 1961.

The existing 2ft gauge coal carrying skips and some of the prop trolleys at the colliery were regauged to 3ft 6ins as well as coal skips transferred from Aberdare Central Colliery. Most of the skips from Aberdare Central Colliery had been

constructed in the Wagon Repair Shops at West Wallsend Extended Colliery during the mid 1950s. The gauge of the skip wheels were converted in the colliery's workshop. New axles were made and the wheels fitted to these axles.

The skipways at ground level were not converted to 3ft 6in gauge as they were set in concrete at the shaft collar. However, a start had been made to remove the rails from the concrete and regauge the track at this location when the colliery closed. Several 2ft gauge skips and trolleys were retained for use on this trackwork as the baulks and props being used in the Dudley Seam development were stored near "B" shaft until being taken underground.

Two Mancha four-wheeled storage battery locomotives, numbers 8 and 9, along with two Edison C10 storage batteries, a 54kW Westinghouse DC generator and a motor generating set were transferred from Cessnock No.1 Colliery on 11 September 1961 for use in the underground workings. They were stored under cover in the former wagon repair shops (which had closed earlier in the year) waiting to be placed in service underground. This never happened, as by the time of closure insufficient workings had been developed in the Dudley Seam to justify the locomotives being placed in service, and they were most likely transferred to another colliery for further use.

Horses were used to move the skips the relative short distances underground until the colliery closed. During the early period of the Dudley Seam development, the sole pit horse, Trimmer, got out of the pit paddock one week end and joined the local brumbies. The brumbies spent most of their time roaming the nearby mountain, only returning to civilisation unexpectedly. Accordingly old Trimmer spent many months of freedom before being finally caught and returned to work. In the meantime, a replacement horse from Aberdare No.7 Colliery was obtained.

The horses used at Aberdare No.7 Colliery were mostly big animals owing to the high roof conditions at this colliery. After the first horse had arrived from Aberdare No.7 Colliery and was harnessed, it was taken to the shaft to be put into the cage for lowering down. On arrival at the cage, it was found that it was too big to fit into the cage and had to be returned home. A smaller horse was eventually found until Trimmer was finally caught.

Dudley Seam pit bottom layout

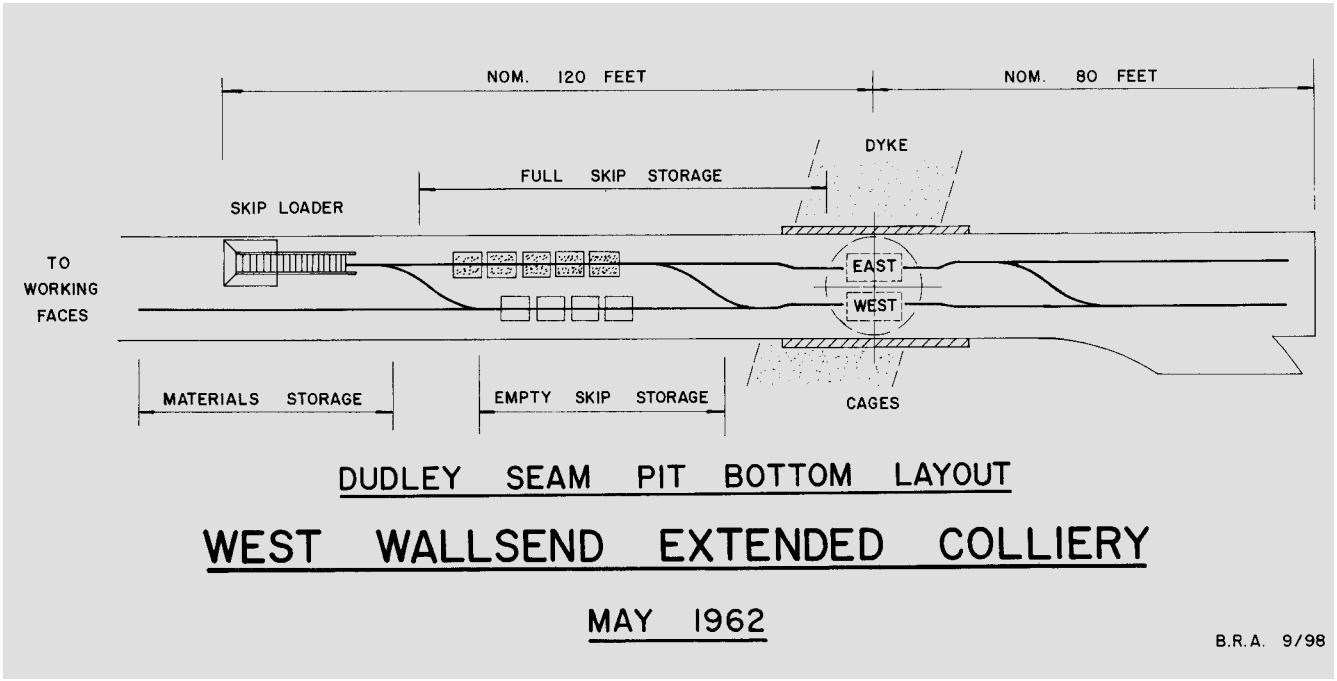
The Dudley Seam had a slight rise to the north for a short distance before generally levelling out. Advantage was taken of the rise to allow the full skips of coal to gravitate to the cages. As production was slow during the development work, the number of workmen was kept to a minimum.

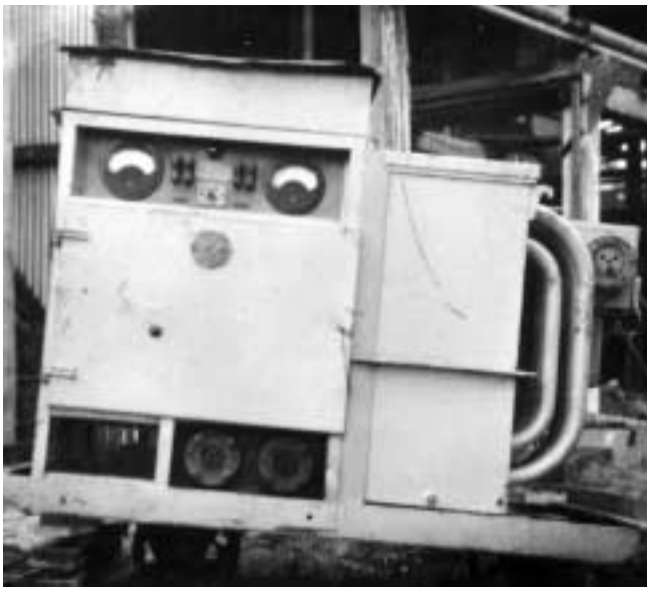
These workmen performed all the mining operations including taking the skips into the mine and removing them when required as well as unloading them on the surface. Extra workmen were employed when the working faces had been extended beyond the upcast shaft resulting in the miners remaining underground performing the mining operations whilst the workmen on the surface emptied the skips, screened the coal and loaded supplies for use underground.

During January 1962 a skip loader was installed on the eastern track where the seam levelled. At the same time a shuttle car was installed to wheel the production from the face to the skip loader for loading into the skips. The skip loader consisted of a hopper with an elevated chain conveyor, which fed the coal from the hopper into the skips. A skip was placed under the head and loaded as required.

The northern trackwork consisted of two parallel roads laid to the skip loader. The western road was extended past the skip loader to allow materials to be taken to the face. Two crossovers from the western track to the eastern were installed. One was near the pit bottom to allow full skips to be placed in the western cage whilst the other was near the skip loader to allow empty skips to be placed under it. Empty skips were stored on the western track between the two crossovers. A horse was used to move the empty skips from the cage to the storage area. Full skips were gravitated to the cages and stored until being hauled up the shaft.

Firstly, the empty skips were lowered down via the western cage and stored for filling. After carrying out a mining sequence (undercutting, boring and shooting the face, and loading out the coal) the broken coal was loaded into the shuttle car and transported to the skip loader for loading into skips. These were gravitated to the pit bottom. Workmen then proceeded to the pit top to screen the coal as it was brought up (at the time referred to, the upcast shaft had still to be reached).





A 3ft 6in gauge wheel mounted underground transformer stored at the colliery in 1962. *Photo: Brian Andrews*

The amount of coal to be hauled up the shaft dictated the method of winding employed. If there was a large number of skips to be brought up, the full skips were lifted by both cages and the empty skips stored on the heapstead until the winding had been completed. The empty skips were then dropped down via the western cage and stored.

The other method was to lower empty skips down via the west cage and lift the full ones using both cages. This working allowed the cages to carry skips during each wind. In this working, when the west cage carrying the empty skips reached the bottom, the empties were removed into the storage siding and then full skips placed into the cage.

As the development of the northern headings progressed, the quality of the coal deteriorated with the centre band of stone thickening to some three feet. Accordingly, it was necessary to mine the stone and deliver it to the surface for dumping, bypassing the screening process. On 26 September 1961, one mining cycle produced 22 skips of dirt and 37 skips of coal.

The mining of the stone was achieved by putting a cut in the stone band with the coal cutter and shooting the top and bottom layers of stone. The broken stone was raked out using the coal cutter bar and loaded out. The stone was lifted in the west cage, as access to the bypass tumbler on the heapstead was from this cage only. Accordingly, the stone after being loaded was gravitated to the west cage and hauled up the shaft for dumping through the bypass tumbler.

The empty skips were stored on the heapstead until all the stone had been hauled. They were then lowered down the shaft via the west cage for reloading. The remaining top and bottom coal at the face was now shot and loaded out. The coal was put over the screens when it arrived on the heapstead.

The southern heading was only developed a short distant from the cages. Dead-end tracks were installed in this heading to allow the removal of the coal mined in its development.

The coal won on development of the pit bottom area was consumed in the company-owned and operated Cockle Creek power station. It was transported by motor lorry from the colliery to the power station.

Unfortunately the seam of coal was of very poor quality and could not be successfully burnt in the power station. After two years of development work, the project was abandoned and the decision was made to close the colliery.

The last production shift was worked on 3 August 1962 and after the removal of the mining equipment from the underground workings and the removal of the haulage ropes from the cages, the shafts were sealed with 18 inches of concrete on 18 September 1962. The two cages were stored at bank level and the winding ropes were wound onto the winding drum.

The mine manager during the latter years of the Borehole Seam workings and the false bottom installation had visions of installing a bulk winder at the colliery as well as a cross measure drift from the surface to the underground workings for man riding and materials supply. However, the management of the colliery changed during the coal production period in the Dudley Seam and the colliery closed shortly afterwards.

The former manager took up a position in the mining department of the Electricity Commission of New South Wales and was responsible for the successful installation of bulk winding systems at Newvale No.2 and Newstan Collieries during the mid 1960s period.

Demolition of the colliery

The colliery's surface facilities were dismantled from mid 1969 onwards. At the same time, Coal & Allied Industries Ltd commenced the development of West Wallsend No.2 Colliery about one and a quarter miles to the east of West Wallsend Extended Colliery with the intention of mining the virgin reserves of the Borehole Seam remaining in the colliery holding.

West Wallsend No.2 Colliery commenced production in January 1972. It was the scene of an underground methane explosion, on 8 January 1979. The colliery was sealed the following day after the outbreak of an underground fire. During the year, the underground workings were reclaimed and the colliery went back into production. However, following the explosion, it was decided to fill the shafts at the nearby former West Wallsend Extended Colliery as a prelude to site rehabilitation and to prevent the escape of methane. This occurred during November 1979 and much of the spoil excavated during the original shaft sinking was used to fill the shafts.

Today little evidence remains of the surface features of the colliery due to the rehabilitation of the site during the early 1980s.

Acknowledgements and references

On concluding, thanks are due to the miners and officials (most have passed on now) who were employed at the colliery during the recovery of the Borehole Seam equipment and the development of the Dudley Seam, and who befriended me as a growing boy due to my polio condition.

They showed me the varied and interesting mining operations prevailing at the time and enabled most of the material in this article to be recorded in the form of notes and sketches as a result of direct personal experience. Additional references are as follows:

Inventory of Plant and Equipment in use at West Wallsend Extended Colliery (in author's possession).

Record Book of Materials and Supplies taken underground (mid 1950s era - in author's possession).

Official drawings collected by the author.

BR Andrews, "The Railways and Collieries of the West Wallsend District", *Australian Railway Historical Society Bulletin*, Nos. 450 & 451 (1975)

Com-Eng 0-6-0DH No.14 (AK2663 of 1963) and No.10 (AD1341 of 1960) haul the first loads of cane out of Djarawong for the 1997 season, on 16 June 1997. *Photo : Rod Milne*

The Djarawong Line

by Rod Milne

Introduction

One of a host of small cane lines that are used every year in far north Queensland, the 3.5km Djarawong line is an extremity of the 2ft gauge Tully Mill system, located due north of Tully. As its name suggests, it serves the Djarawong district, a rural area at the northern end of the Cardwell Shire located where the plains merge into the rain forested foothills of the Walter Hill Range. Djarawong is an aboriginal name, and is derived from a local creek in the area, the name also applying to a former rail siding on the QGR nearby.

The Djarawong cane line was one of the earliest to be constructed by the Tully sugar mill, which first crushed sugar cane in 1925. It was extended to the government railway in 1932, like the Feluga and Midgenoo lines to the south, in order to intercept cane previously sent by the government line. At that time, in contrast to the hugely expanded catchment today, the Tully Mill's supplies basically came from areas within 15 km of the mill, and until 1937 when the major extension to El Arish was completed, Djarawong was the northernmost extent of the cane line system.

In retrospect, it might be seen as surprising that Djarawong was not used as the point of origin for the extension to El Arish. Instead, this line was constructed from another line that crossed the QR further south at Feluga. It seems that the main reason why the Djarawong line was not the one extended to El Arish was the absence of a crossing over the QR at that point. Any extension to Smith's Gap needed to gain the eastern side of the valley and if there had been a crossing of the QR on the Djarawong line, the result might have been different.

So with the construction of the El Arish line in 1937, the Djarawong line was relegated to branch line status, and in recent years that position has probably declined even more with the drift of cane growing away from the inner areas to the south and the intrusion of residential rural land uses.

With recent developments, it is not beyond the realms of possibility that the cane line to Djarawong will have disappeared completely in ten years time, going the way of some of the Bulgun area branches closer to Tully.

Description of the line

The Djarawong line is a continuation of the old main line, from the junction with the main line to El Arish west of Feluga and just north of the bridge over Meerang Creek. At "Djarawong Junction", the line to El Arish curves sharply east over the Old Tully Road at a very dangerous point protected by flashing lights, and the Djarawong line continues north beside the Old Tully Road. At the start of the sugar season, with the cane high in paddocks to the east, the crossing on the El Arish line is a potentially high risk place for motorists, with poor sight lines for cane trains often approaching at breakneck pace. There is a loop here, with a roller coaster vertical alignment, that is used for cane loading as well as for stabling bins from passing main line trains if the locomotive is required to run up the branch to collect more bins.

At the end of the first straight at the 1 kilometre point is a second cane siding (Clifford & Morris' siding), a spur that swings away behind a line of pine trees to the west, that siding now being the only intermediate siding on the entire branch. Because there is no loop here, cane trains must work up from the loop at the junction or at Djarawong to shunt it. Normally, a rake of bins is pushed up from the junction and the returning loco clears the full rake once the empties are placed.

Curving to the east parallel to the main road, the Djarawong line then crosses at the 1.4 kilometre point its main engineering feature, and what a delightful structure it is. The bridge over Bumpbucal Creek consists of three steel spans on piers, and is designed to have a distinctive vertical curve upwards bow in it. Located just upstream of and right beside the traffic bridge on the main road, the Bumpbucal Creek bridge is a pretty place indeed to photograph a cane train on the dozen or so days that the line works every year. Time of the day is critical though, for the otherwise delightful riparian vegetation on the upstream side causes shadow problems on the track after mid morning.

While the Bumpbucal Creek bridge is usually above flood heights, the red soil cutting just beyond is prone to washouts. The passing of Cyclone Justin in March 1997 resulted in a good flow of red mud over the rails, of relatively minor concern to the passage of cane locos. The first weedspray train's journey over it cut two great lines through the mud, effectively restoring it to service with little effort.

Here, adjoining the intersection with Gabiola Road, the rails swing across the Old Tully Road (1.7 kilometres from the junction) at a poorly canted level crossing that has never been protected with flashing lights, despite forming part of

Looking east towards the Djarawong terminus and the QR level crossing with loaded bins in the dead end siding on the left, September 1996. Photo : Rod Milne

the Bruce Highway as late as 1980. The crossing and its location, on a curved part of the road at an intersection, make it one of Queensland's less satisfactory traffic points, but cane trains are usually travelling pretty slowly at this point, the entrance to Djarawong yard, 2 kilometres from the junction.

Djarawong yard is spread out over 1.5 kilometres, with one spur cane siding (Gabiola's) diverging just short of the terminus run around loop, which takes a big curve around a low wooded hill that the main road crosses with disdain. One of those delightful places where Queensland tropical architecture in the form of an old timber farm house combines with tropical vegetation in the form of palms and rainforest greenery, the Djarawong yard is worked using that single loop as a run around and storage point to access the three cane spurs.

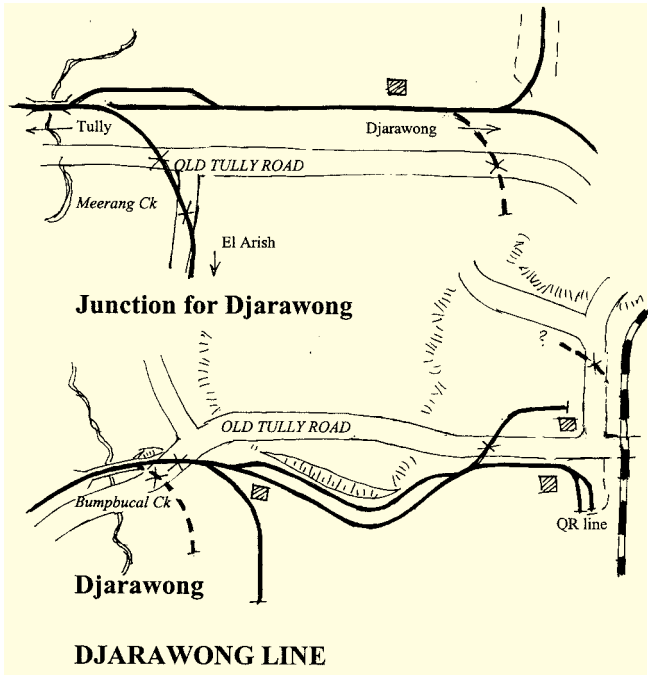
Beyond the hill and the loop, the line curves back to rejoin Old Tully Road, now running due east, and then terminates in two separate long dead ends. One (O'Kane's siding) runs along the southern side of the Old Tully Road almost to the QR crossing before swinging back south parallel to the QR line near the old Djarawong station (which boasted a cane siding

E M Baldwin 0-4-0DH 3 (6-1082-1-2-65 of 1965) with a work train on the Djarawong line, September 1996. Photo : Rod Milne

until 1949 and a shed until the 80s). The other siding crosses Old Tully Road on the level at a second former crossing of what was the Bruce Highway before fading out in a cane paddock. Thus, all up, four sets of points are involved in Djarawong yard with another in the sole intermediate siding south of Bumpbucal Creek, and three at the junction with the main. In all, the Djarawong line therefore uses eight sets of points, all of the simple throw over lever type that lie in the direction taken by the last train.

The Djarawong line had at least three other cane spur sidings that have now been lifted, including another siding east of the Old Tully Road at the 1 kilometre point, one at Gabiola Road (east of Djarawong yard) and a third that ran north from Djarawong for some distance. Each of these sidings remains marked by the sealed over crossings in the public road.

While the cane area extends a little north of Djarawong to the narrow valley of Moongera Creek served by Schumann Road, it seems that no permanent cane line existed in that area. In days gone by, portable lines used by horses were common to ferry



cane trucks to the main system where steam locos were used, and such branches would have been used in the Djarawong area too.

Tully Mill has a practice of painting its white point levers with a green and red stripe to indicate the normal lie, but the white of the lever acts as a better guide for a cane locomotive driver when seen from a distance. Even at the junction with the main line, it is normal for train crews to be responsible for ensuring that the points are set correctly for their passage, and crews would not normally reset the points afterwards.

Train working

Cane trains work up the Djarawong line if required to serve the needs of the cane cutting contractors. There are four cane spurs on the branch, three at Djarawong and the fourth half way, and in an average season, the line would probably work on the basis of a dozen or so days a year. Thus, even in the cane season, workings on the line are erratic and you need to have a bit of luck to actually see a train on the line. It is definitely one of the smaller, less busy cane lines of the system, in the same category as the stub Bulgun and Midgenoo lines, which also have comparatively small catchments to generate traffic.

The smaller lines closer to Tully tend to be worked in a variety of ways, with some trips running direct to Djarawong and back, and others pausing on the section to shunt up the line and collect cane or place empties. The traffic pattern can thus vary, though on the days that the cane sidings on the line are working, there can be three or four trips, at any time of the day. Night working is possible, as is working on Saturdays or Sundays, more so with the introduction of continuous crushing at Tully in the 1990s. There is a distinct irony to the fact that the line can be devoid of cane trains for three or four weeks, and then the next one will appear on a Sunday!

Tully Mill's crews are notoriously resourceful lads, and the cane trains are worked on a very flexible basis to ensure that full loads are gathered for arrival at the mill. Thus the morning cane train from El Arish can pause at the junction if there is space on the train for added bins from Djarawong.

Steam working flourished until the 1960s, but Tully Mill was one of the first to introduce diesel power with the advent of its Fowler No.8 in 1936, for service on the new line to El Arish opening in 1937. Diesel days have been characterised by a host of Com-Eng 0-6-0DH types in the "teen" series, 10 to 18 inclusive. In recent years a number of bigger bogie locos have been used including a purpose built E M Baldwin loco, No.7, and three ex-QR "DH" class locos in No.4, No.5 and No.6.

Tully Mill rosters its locomotives basically in relation to available loads and there are no restrictions availability wise. Thus an ex-QR DH could run up the branch, though the most common visitors are the Commonwealth Engineering locos that are widely used on the shorter hauls. On Thursday 19 June 1997, one of the ex-QR diesel hydraulics No.5 (formerly DH 63) worked an East Feluga cane train that ran up to Djarawong on its return trip to place a rake of bins at O'Kane's siding. Of the Commonwealth Engineering 0-6-0DH locos, two pairs, No.10 & No.14 and No.12 & No.15, are fitted up for multiple working and appear at Djarawong hauling bigger loads, presenting a fine sight for the photographer. Multi pair No.10 & No.14 worked the Djarawong cane train on 16 June 1997, the first day of that crushing season.

Other periodic appearances are made by E M Baldwin 0-4-0DH locomotives 1, 2 & 3 which are the locos used for track maintenance work. In the slack season, Djarawong sees at least one working of the weedspray unit prior to the recommencement of cane haulage in June each year. Its progress down a branch that has not been used for several months in the wet season is usually easy to trace, with a sharp line cut by the wheel flanges through the high grass and occasional mud slides. Work trains also run if required to replace sections of rail, the mill system now using prefabricated concrete sleepered sections for big jobs. At least in regard to the sleeper and rail standard, the Djarawong 2ft gauge line is perhaps of a better standard than the QR line at the old Djarawong station, which still contains some timber sleepers (at least two in every three even in 2000). Crushed rock ballast is used to bed the line in many places, though in some places on the Djarawong line the tracks seem to sit on, or in, the good fertile red earth. Some track work is done without a loco in attendance but occasionally a trip is run on the Djarawong line using number 1, 2 or 3 hauling a ragtag collection of works vans or ballast hoppers. If there was ever a "Djarawong Mixed" this is what it would have looked like.

Tully Mill's pioneering Fowler 0-6-0DM locomotive, No.8, first ran in 1937 and was used extensively on the El Arish main line for which she was built. In her later years in faded maroon and cream livery she served predominantly as a maintenance loco, no doubt running the odd trip out to Djarawong. I do not know if a photograph was ever taken of No.8 on one of these forays out to Djarawong, but it would have been a fine image to record.

Other motive power can be used to place cane bins including farm tractors and trucks. The empty bins are relatively light and can be worked about with some muscle power prior to loading.

Traffic on the line is sadly restricted entirely to cane loading which would probably amount to no more that 10,000 tons per annum, if that. Other uses of the line in the early days would have been restricted to firewood for the mill, and farmers' and cane cutters' supplies. The presence of the nearby QGR with a siding at Djarawong itself until 1949 meant that any traffic destined for the world beyond Tully such as logs would have been railed out in the "big trains". Of course, nowadays, the corporate QR is not at all interested in local loading, and the 2800 class diesel-electrics chug past Djarawong at breakneck place on Fast Freight trains for Cairns. By the time the tramline rails reached their furtherest extent at Djarawong in 1932, road transport was beginning to gain ascendency for all but the bulk commodities the area produced.

Conclusion

The Djarawong line faces an uncertain future with changes in the sugar industry that encourage expansion in open plain country to the south of Tully and progressive reduction in cane areas in the hillier older settled districts. Added to this are the impacts of residential rural development which are reducing the areas of cane supplying the 2ft gauge line from Djarawong. Already, quite significant areas at Djarawong have been withdrawn from viable cane production, and it seems probable that more areas will be lost as time progresses. It is probably only a matter of time before the mill rails recede from Djarawong, perhaps initially to south of Bumpbucal Creek. In the next ten years, the Djarawong district may be reduced to only one railway line, the QR line linking Townsville and Cairns, a railway on which nothing stops locally anymore anyway.

References and acknowledgments

Scott Jesser • Graham Heritage • John Browning • Tully Sugar Ltd • Cardwell Shire Council • Queensland Railways Weekly Notices (1949) • *Cardwell Shire Story* by Dorothy Jones

Tears for Tramways Lost

from David Burke

Sometimes we shed a tear at being born too late. At never riding to Powelltown behind *LITTLE YARRA*, or taking a trip on the Mapleton Tram, that wound its 2ft gauge rails into the green hills behind Nambour. At never getting to Burrinjuck Dam in charge of a chuffing Krauss, reaching a rain-drenched Tullah thanks to *WEE GEORGIE WOOD*, or hearing a Climax shrill its whistle across the water from Mayers Point.

But we did survive the Federal Mill's writhing track before, like the rest of Victoria's timber tramways, it gave up the ghost. And travelled across the Silverton Tramway (in a narrow gauge sleeping car) ever thankful for small mercies.

All this is not to mention multiple sighs of regret over being too young for a last journey on Lahey Brothers' Canungra and Pine Creek logging tramway, the Aramac Tram, the Russell Mill line out from Gembrook, the North-east Dundas Tramway (with a view of Montezuma Falls), the Innisfail Tram, the Port Douglas Tram, and a host of others too numerous and distressing to repeat.

However, we did make it on a rare broad gauge outfit - the Kerang & Koondrook Tramway, pride of the local shire, that met with the VR at Kerang. Searching through old files brings back the experience of an ex-T class 0-6-0 trundling northwards to the Murray, and of returning south on an ancient bus of flanged wheels, which challenged life and limb. Happily, the Koondrook Tram advertised its services on the Shire's special envelopes, so we have correspondence to rekindle our memories.

RUOAK TIMBERS PTY. LTD.

REGISTERED OFFICE: ALEXANDRA

TELEPHONE NO 28

TIMBER YARDS AND SEASONING WORKS, ALEXANDRA

SAW MILLS, RUBICON FOREST

ALEXANDRA
10th. March, 48.

Mr. David Burke,
260, Dandenong Rd.,
S. St. Kilda.

Dear Sir,

In reply to your letter of the 5th. inst., we have to advise that the tramline is closed only temporarily - having been in use up until last December. Our lease from the Council does not expire until Novr. 1950, and, as we are now cutting timber in the Rubicon-Royston area, we intend to put the line in running order again so that this timber may be transport to Alexandra. However, now that we are logging only from the Snobs Creek area (this being done per road transport) there is not likely to be any large quantities of timber brought over the tramline and it is quite on the cards that it will be scraped when our lease expires.

Regarding the "Krauss" steam locomotives - we did think of using one of these again when our Diesel locos were under repair but difficulty arose in providing the necessary coal and water supplies en route. They are still in the shed, and, on present indications, they are not likely to be called into service - unless, of course, you would like to buy them???

Yrs. faithfully,

RUOAK TIMBERS PTY. LTD.

B.J. Hoffman Secretary.

KERANG - KOONDROOK TRAMWAY

Rail and Road Transport Services

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We Provide Reliable Rail and Road Transport Service both for Goods and Passengers. We cater for Passenger Car Hire and Motor Transport of Goods of all descriptions anywhere within the Barham and Koondrook Districts.

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Write or Call at Tramway Offices, or see our Motor Drivers.
By leaving your instructions with our Barham Representative, MR. G. MILVAIN, the well-known Confectioner.

P. HARDEN, Manager

Alas, never lucky enough to have sampled the Rubicon tram in its steamy days, we were nonetheless offered the opportunity to purchase one of their midget 2ft gauge diamond stacked locos, as further correspondence from the cobwebs recalls.

We did rattle down the Forrest Branch in one of those memorable VR tiger-striped sedans (driver to passengers; "look, no hands") and grasped an opportunity to inspect the remains of Mr Henry's rusting engines, before some evil force reduced them to scrap. It was as close as we came to riding the tramlines that once spread through the western districts' tall timbers. And, come to think of it, we could have clambered over the remains of the Shays at Mr Lahey's siding, when my Uncle Tom (who was a Lands Department agent) invited me to join him aboard the mixed to Canungra, on a dingo scalp-counting mission. However, my mother ruled that, as it was a Monday, I wasn't to miss school.

Life's just not fair at times.

Photos, clockwise from top left: Baldwin 2-4-0 LITTLE YARRA *(377718 of 1912) stored in the open at Powelltown, c.1940 ❑ On a cold winter morning, the author and his friends prepare to take a ride on the Federal Mill tram ❑ Former VR T-class 0-6-0 No.267 (Phoenix 145 of 1884) approaches Kerang with a mixed train from Koondrook ❑ The Koondrook Tramway's geared Sentinel loco (7566 of 1928) shunts the yard at its home town ❑ The late John Buckland poses beside Krauss 2591 of 1892 at Alexandra, on 28 February 1948 ❑ The author on the footplate of derelict Beyer Peacock 0-4-0WT 3057 of 1889 at Forrest, in 1944 ❑ The Koondrook Tramway advertised its services on the back of the Shire's envelopes ❑ An inquiry by the author as to the status of the Rubicon Tramway brought forward an offer to sell him the three Krauss steam locomotives. All photos: David Burke Collection.*

Industrial Railway NEWS

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NEW SOUTH WALES

BHP LTD, Port Kembla
(see LR 155 p.16)
1435mm gauge
Clyde 0-6-0ST *BRONZEWING* (457 of 1937) ran a day tour of the works on 14 October as well as a side run up the Kemira Valley. Coke oven locomotives observed on this day included H05, H06 and H07 in use with two older ones seen out of use, one being numbered 4. Two locomotives were receiving attention at Steelhaven loco workshops. English Electric (Aus) Bo-Bo DE D33 (A.089 of 1964) has a fuel tank corroded by a battery acid leak. General Electric Co of Australia Bo-Bo DE D40 (A.241 of 1972) had been involved in a shunting mishap resulting in the engine being displaced. Also at the workshops, English Electric Bo-Bo DE D32 (A.088 of 1964) is the back shunter, while Com-Eng B-B DE D6 (built 1950) is the front shunter. D6 is retained in this role in preservation. General Electric Co of Australia Bo-Bo DE D39 (A.240 of 1972) has had body repairs and a partial repaint in bue. It has been fitted with new yellow safety handrails. It is reported that the three leased AE Goodwin Co-Co DE locos 101 (G-6048-09 of 1972), 102 (G-6048-13 of 1972), & 103 (84179 of 1963) formerly owned by Austrac have been purchased by CFLC. Coal wagon BXLA98 has receievd a paint job in graffiti style carried out by arrangement with a local school.
Torpedo ladle 51 recently set a productivity record in the life of a single refractory lining. 779,626 tonnes of molten steel were carried in 3890 trips before it became necessary to fit a new lining to the ladle.
Brad Peadon 10/00; Kembla News 409 via Brad Peadon

COMBINED MINING SERVCES PTY LTD, Teralba
(see LR 155 p.16)
1067mm gauge
The locomotives auctioned at this site in May were EM Baldwin 4wDH 5556-1-6-75 and 5556-2-6-75, both Model DH25M of 1975. They were delivered new for Liddell Colliery.
Craig Wilson 9/00

A GONINAN LTD, Broadmeadow
1435mm gauge
A yellow Coles bogie diesel rail crane numbered 4025 was noted at the Goninan plant in September. It had its jib removed and was being used as a shunting locomotive. Further details would be welcome.
Bob Hancock 9/00

POWERCOAL PTY LTD, Wangi Wangi Bulk Store
(see LR 155 p.17)
1067mm gauge
The other two locomotives auctioned from this site in June are believed to have been EM Baldwin 4wDH 5285-1-1-74 of 1974, Model DH20M Mk II, and Neil Moxon 20 tonne 4wDH 8464 of 1979. The Moxon is believed to have been numbered 65. Both were delivered new to Munmorah State Mine.
Craig Wilson 9/00

QUEENSLAND

BUNDY'S LAST GREAT ADVENTURE
The film project involving the ANGRMS Bundaberg Foundry 0-6-2T 5 (5 of 1952) finished to schedule in Mossman on 7 September. The loco had visited Japoon on the **South Johnstone** Mill system on 31 August and on 1 September travelled to **Mourilyan** Mill via a rarely-used connection from the former Innisfail Tramway to the former Goondi Mill system. On 2 September the Australian Sugar Industry Museum was involved with filming at Mourilyan and the loco then departed on its journey to Cairns via **Babinda** and **Mulgrave** Mills, arriving at Redlynch on 4 September. On 7 September, filming at Port Douglas included **Mossman** Mill's *BUNDY* (Bundaberg Foundry 0-6-2T 2 of 1952). The ANGRMS locomotive created some sugar industry records including the most mills visited by a single locomotive, and the longest single rail journey on Queensland's cane railways. The completed TV documentary promises to be a treat.
David Mewes 9/00

Top: *BHP Port Kembla's AE Goodwin Co-Co DE 103 (84179 of 1963) and General Electric Co of Australia Co-Co DE D49 (A.242 of 1972) head up the stabling roads at Cringila, 14 October 2000. Photo : Brad Peadon* ***Above:*** *BHP's Clyde 0-6-0ST* BRONZEWING *(457 of 1937) arrives at Cringila to start the day's tour of the steelworks and up the Kemira Valley, 14 October 2000. Photo : Brad Peadon*

Top: *"Bundy" at the beautifully-restored Mirani Railway Station on 22 August 2000. 2ft gauge tracks have replaced the old Government Railway line. Photo: Bob Gough* ***Centre:*** *Two Bundaberg Foundry locos at Millaquin Mill, Bundaberg, 15 August 2000. On the left is 0-6-2T 5 (5 of 1952) while on the right is B-B DH* ELLIOTT *(002 of 1991). Photo: Bob Gough* ***Above:*** *2ft gauge banana transhipment station with one empty car at Upper Daradgee, 27 September 2000. Photo: John Browning*

Industrial Railway NEWS

2ft gauge Banana Transport

An interesting application of a 2ft gauge rail system was observed in the banana industry at Upper Daradgee near Innisfail in September. The bunches of bananas are loaded in the field onto a "back to back" long wheelbase cradle car carried on rails on a tractor trailer and taken to the transhipment point. Here are two parallel elevated tracks made of flat bar connected by a manual traverser. Loaded cars are placed under a shaded length of track with empty ones on the parallel line. The main mode of road transport (whatever it is) picks up loaded cars and delivers empties at this transhipment pont. It is not known how extensively this technology is employed in the banana industry but banana cradles not mounted on rail wheels were observed on other properties.

John Browning 9/00

BABINDA SUGAR LTD

BUNDABERG SUGAR LTD, Mourilyan Mill

(see LR 150 p.25)

610mm gauge

Clyde 0-6-0DH 16 (56-93 of 1956), observed at **Babinda Mill** in 1999, was in fact transferred there from **Mourilyan Mill** for the start of the 1999 season. Babinda's Com-Eng 0-6-0DH 5 *BRAMSTON* (AH2460 of 1962) has been based at the Goondi Mil sitel in the 2000 season. Cane from south of the North Johnstone River does not normally go to Babinda but the loco runs over to the north side each day to serve the old Goondi branches to the north of the river. Com-Eng 0-6-0DM 10 (AJ2359 of 1962) was transferred from Babinda Mill to Mourilyan Mill for the 2000 season, apparently to perform yard duties. However, following the accident that befell Bingera Mill's Com-Eng 0-6-0DH *INVICTA* in August (see LR 155), it seems that the loco was sent south to Bingera Mill.

Walkers 0-6-0DH 11 (570 of 1956) and 2½ ton Motor Rail "Simplex" 3688 of 1924 were noted at the old Goondi Mill site, while Com-Eng 0-6-0DM 19 (B1111 of 1956) has been moved to Babinda. Babinda operates three pairs of multi-unit Com-Eng 0-6-0DH locomotives, and one pair of Clyde 0-6-0DHs. Mourilyan Mill operate single Clyde 0-6-0DH units with the old Innisfail Tramway Queensland Bridge across the South Johnstone River having a 20 ton limit. This is one reason why the workshops for major locomotive work is situated at Babinda.

Editor 9/00

BUNDABERG SUGAR LTD, Moreton Mill

(see LR 155 p.18)

610mm gauge

Bundaberg Sugar seems intent on eliminating the 120km cane railway serving Moreton Mill under a rationalisation plan proposed for implementation after the 2001 season. Continuous crushing of 800 000 tonnes of cane a year is planned by

Industrial Railway NEWS

expanding the area under cane production. It is proposed to replace the cane railway with a fleet of 23-tonne road vehicles.
The cane railway is relatively inefficient for the amount of cane crushed and most new cane areas cannot readily be serviced by the cane railway. Already 30% of the cane is hauled to Howard Street tramway yard by road, and the percentage is increasing. However, the further shifting of transport costs onto the local road infrastructure, the prospect of long and heavy road trucks passing through the centre of town every few minutes, and the uncertain future of fuel costs does not engender great confidence in the future of this transport solution, nor the long-term future of the mill for that matter. Nambour already suffers from horrendous traffic and parking problems in spite of the construction of the Bruce Highway by-pass 12 years ago and it seems unlikely that a major increase in road traffic will have less impact than the current rail traffic along Howard Street.
Sunshine Coast Daily 16/9/00 via David Mewes; *Australian Canegrower* via Brian Bouchardt 10/00; *Durundur Railway Bulletin* 10/00; Editor

CSR LIMITED, Herbert River Mills
(see LR 155 p.19)
610mm gauge
Macknade Mill's Clyde 0-6-0-DH 18 (DHI.5 of 1954), on loan to **Victoria Mill** from 22 August, was returned on 27 or 28 August. As Macknade Mill neared the end of its crush on the afternoon of 28 September, Victoria Mill cane was brought over to Macknade in 4 tonne bins with Clyde 0-6-0DH 16 (DHI.1 of 1954) and E M Baldwin B-B DH 20 (7070-4-4-77 of 1977) being despatched to Victoria to pick up rakes of fulls. The next morning, Macknade locos were used to bring empty 11-tonne bogie bins across from Victoria Mill to ease congestion there up to the ending of the Victoria crush on 5 October. Both Macknade's E M Baldwin B-B DH locomotives, 20 and 19 (7070-3-4-77 of 1977), were noted at Victoria Mill with empty bogie bins that morning, while Macknade's Clyde 0-6-0DH 12 (65-434 of 1965) was at Victoria collecting nine ballast hoppers and eight bogie flat wagons for hauling to Macknade.
Macknade's Baldwin 20 was on loan to Victoria Mill from 4 October to 6 October and the bogie bins were returned to Victoria on 5 & 6 of October, being exchanged for an appropriate number of 4-tonne bins.
Macknade's E M Baldwin 0-4-0DH 17 (6-1446-1-9-65 of 1965) has finally been taken into the loco shed for attention to its broken axle while E M Baldwin 0-6-0DH 14 (6-2490-1-7-68 of 1968) had suffered a broken connecting rod.
Victoria Mill's 0-6-0 *HOMEBUSH* (1067 of 1914) was used for the annual Maraka Festival passenger service on 21 October.
Chris Hart 9/00, 10/00; Editor 9/00

Macknade Mill's Clyde 0-6-0DH 12 (65-434 of 1965) leaves Victoria Mill with a train of track maintenance rolling stock, 29 September 2000. Photo: John Browning

Top: *Babinda Mill's Com-Eng 0-6-0DH pairing of AA1543 of 1960 and 9, AH3979 of 1964, head north towards the mill at Pawngilly, 27 September 2000. Photo : John Browning* ***Above:*** *South Johnstone Mill's E M Baldwin B-B DH* LIVERPOOL *(10385-1-8-82 of 1982) awaits its next turn of duty at Japoon depot, 28 September 2000. Photo: John Browning*

CSR PLANE CREEK PTY LTD, Sarina
(see LR 153 p.21)
610mm gauge
A prosecution against the mill for breaching Health & Safety regulations led to a fine of $25,000 being imposed on 12 October 2000. This followed the fatal accident twelve months before when two cane trains collided head on in Sarina.
A diamond crossing of the cane railway and the QR at Koumala has been taken out every slack season for a number of years for the convenience of the main line railway. In September, a new diamond crossing was noted ready to install adjacent to the track. This is built in extremely heavy proportions, utilising massive steel castings and is probably designed to remain as a fixture.
Editor 9/00

HAUGHTON SUGAR CO PTY LTD, Invicta Mill, Giru
(see LR 146 p.21)
610mm gauge
Plasser Model KMX-12T tamping machine 255 of 1982 was noted parked at Clare Depot. This unit had previously been based in the Herbert Valley.
Editor 9/00

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD
(see LR 155 p.19)
610mm gauge
Some loco failures at **Farleigh Mill** in August caused some interesting reallocations of duties. Clyde 0-6-0DH *ST.HELENS* (61-234 of 1961) was placed on three shifts a day, the first time for a Clyde for a number of years. Com-Eng 0-6-0DH *BARCOO* (FB4383 of 1964) was also pressed into cane haulage while **Marian Mill's** Clyde 0-6-0DH 13 *DEVEREAUX* (67-568 of 1957) was sent over from Pleystowe Mill to assist.
Andy Roberts 9/00

MOSSMAN CENTRAL MILL CO LTD
(see LR 151 p.21)
610mm gauge
The diesel locomotives at the mill all have mirrors fitted ahead of the cab to enable the driver to look back down the loaded rake. Bundaberg Foundry 0-6-2TT *BUNDY* (2 of 1952) has been repainted and was noted by the loco shed on 26 September. It is believed it is used for passenger work in Port Douglas each week-end. Bundaberg Foundry 0-6-2T *SPEEDY* (6 of 1952) and Malcolm Moore 4wDM *STUMPY* (1042 of 1943) are displayed at the old Ballyhooley Station at the mill with a passenger car, a steel Douglas Shire Council tramway four-wheel steel wagon, a cane truck and a small cane bin.
A four-wheel ballast plough was noted in the mill yard. This unit is not self-propelled but has a motor and hydraulic controls to position the blade.
Editor 9/00

THE MULGRAVE CENTRAL MILL CO LTD
(see LR 150 p.26)
610mm gauge
After nine years, ex-Hambledon Mill Clyde 0-6-0DH 14 (56-86 of 1956) still remains in the yellow and green livery it carried in CSR days and was noted in use on duties around the mill yard on 28 September. It still carries the slogan "Visit Sugarworld" on the back cab panel, and "4 Hambledon Mill CSR" is visible underneath the laterly applied number on the cab side.
E M Baldwin 4wDH 10 (6-881-6-64 of 1964) was noted shunting the truck repair shop in a faded yellow livery.
John Fowler 0-4-2 *NELSON* 20273 of 1934 was noted at its shed at "Siberia" to the south of the mill. At Redlynch depot, one of the new bogie brakewans was noted parked with one of the wheelsets removed.
Editor 9/00

PIONEER SUGAR MILLS PTY LTD, Inkerman Mill
(see LR 143 p.19)
610mm gauge
A succession of broken coupling rods affecting Com-Eng 0-6-0DH *ALMA* (FE56110 of 1975) has led to the removal of the leading rods, leaving it to run as a 2-4-0DH in the latter part of the 2000 season.
Neill Farmer 9/00

PROSERPINE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD
(see LRN 152 p.22)
610mm gauge
A new bogie brake wagon was noted in use with one of the rebuilt Walkers bogie locomotives. Numbered 1, the brake wagon has a central cabin, and sandboxes at each end that form part of the end handrails, seemingly modelled on those on the 73 class locomotives. It is painted lemon yellow with a red underframe and bogies and with white steps. The concrete ballast weights are unpainted. Two Clyde 0-6-0DH locomotives, 2 (56-91 of 1956) and 4 (59-202 of 1959) seem to have been relegated to navvy duties.
Editor 9/00

SOUTH JOHNSTONE MILL LTD
(see LR 155 p.20)
610mm gauge
There is little visible sign of the role of Theiss in the management of the mill. Four locomotives have been based at Silkwood Depot in 2000, Com-Eng 0-6-0DHs 1 (AD1453 of 1962), 3 (AD1452 of 1961) & 20 (AH4695 of 1965), and E M Baldwin B-B DH 5 (6470-1-1-76 of 1976). E M Baldwin *LIVERPOOL* (10385-1-8-82 of 1982) has been based at Japoon Depot. Meanwhile, Com-Eng 0-6-0DM 8 (AA1544 of 1960) has been allocated for the use of the navvies.
Editor 9/00

TULLY SUGAR LTD
(see LR 154 p.20)
610mm gauge
E M Baldwin 0-4-0DH 2 (6-1082-2-2-65 of 1965) was noted stationed at El Arish Depot in September. Meanwhile Com-Eng 0-6-0DH TULLY No.16 (AK4484 of 1964) has acquired the unofficial name *FELUGA FLYER*. A large bogie brake wagon stands out of use near the loco shed. It is not clear if this vehicle was ever put into service.
Editor 9/00

SOUTH AUSTRALIA

AUSTRALIAN SOUTHERN RAILROAD, Whyalla
(see LR 155 p.21)
1067mm gauge
Ownership of the steelworks at Whyalla has been transferred to OneSteel Limited, a company "spun off" from BHP that was first listed on the Australian Stock Exchange on 23 October.
In July 2000, Clyde Bo-Bo DE DE8 was overhauled, and repainted in ASR colours and named *ANGELO SAVAIDIS* in memory of the ASR employee who died recently as the result of an accident at

Industrial Railway NEWS

Whyalla. Unfortunately DE8 suffered damage on 16 August, only a week after the overhaul, when it struck on obstruction during the hot metal shunt at Whyalla. This required some rebuilding and repainting at Port Augusta work-shops, putting it out of action for two months.
Catchpoint 9/2000 via Bob McKillop; Editor

SPECIALIZED CONTAINER TRANSPORT, Mile End
(see LR 154 p.20)
1435mm gauge
Ex-WAGR English Electric Bo-Bo DE H2 (A.082 of 1964) is now in Adelaide for SCT shunting work. It was previously reported at Laverton in Victoria.
Bob Grant (Aus loco discussion mailing list) 10/00

VICTORIA

ENERGY BRIX AUSTRALIA, Yallourn
(see LR 154 p.20)
It has been reported that the Walhalla Goldfields Railway is intending to run some special trips over the Interconnecting Railway in December, following the line's closure in mid-October. Any interested potential passengers should call 03 5126 4201 for further details.
Colin Harvey 10/00, Robert Ashworth 11/00

WESTERN AUSTRALIA

BP AUSTRALIA LTD, Kewdale
1435mm gauge
It is reported that General Electric Co of Australia Co-Co DE KA212 (A.244 of 1972) has been acquired by South Spur Rail Services from Specialized Container Transport. In September it was receiving attention at the Goninan works at Bassendean in preparation for being hired to BP for use shunting its Kewdale fuel depot.
Brad Peadon 9/00

BHP IRON ORE
(see LR 154 p.21)
Four of the General Electric Dash 7 Co-Co DE locomotives reported out of use at Port Hedland in May were advertised for sale by BHP on 24 October. They are 5506, 5510, 5511 & 5512, AE Goodwin Alcos rebuilt by Goninan. It is reported that the bogies will be retained as spares, and that it is likely that only the engines and alternators will be sold, with the remainder cut up.
Meanwhile, BHP plans to increase train lengths to up to 3.5km to enhance productivity. This will mean trains of 330 wagons as opposed to the 220 run now. Longer sidings, better brakes and improved control systems will be required, along with other technical improvements, at a total cost of some $10 - $12m. However, a major advantage will be that with fewer, longer trains, less time will be wasted at crossing points.
Sydney Morning Herald 24/10/00 via Rob Blainey; Chris Stratton (both Aus loco discussion mailing list)

Book Reviews

The Innisfail Tramway

The History and Development of the Geraldton Shire Tramway and the Mourilyan Harbour Tramway
by John Armstrong & G H Verhoeven

A4 portrait size. 128 pages, hard/soft cover, 87 black & white and 12 colour photographs, eight maps, 14 rolling stock diagrams, 10 tables, with bibliography and index.
Published by Light Railway Research Society of Australia Inc, PO Box 21, Surrey Hills, Victoria 3127. Price $37.90 (hard cover) and $29.95 (soft) with substantial reductions for LRRSA members, plus postage & packing.

The Innisfail Tramway was unique among the ranks the Queensland 2ft gauge railways that served the sugar industry. Formed in 1914, by combining a Shire Tramway, that of the Johnstone Shire, with part of a sugar mill tramway, Mourilyan Mill's harbour line, it was part of the Queensland Government railway system. It lasted in government hands for 63 years before being handed over to two sugar mills, and the oldest component, the harbour line, has been operating continuously for 117 years. Although the tramway hauled sugar cane to local mills and raw sugar from mills to port, using steam and diesel locomotives that were typical of cane railways, it also was a common carrier with a wide variety of traffic and rolling stock, and it exhibited many of the characteristics of a government railway.
It was in 1973 that these two authors published the first edition of The Innisfail Tramway, published by the Queensland Division of the Australian Railway Historical Society. This edition has long been out of print and keenly sought after. LRRSA has now published a completely revised edition, substantially rewritten with much additional material and taking the story through to the sale of the tramway to Mourilyan and South Johnstone Mills at what many said was a scandalous giveaway price.
The authors provide a comprehensive history of the line, including its precursors, providing much useful operating detail, and information on the locomotives and rolling stock. The use of maps and track diagrams to supplement the text provides clear information, and the photographs, many of them newly published, are rich with detail and local colour. The sections on district tramlines and on the period of government control have been considerably expanded. Of particular interest is the account of how the tramway formed part of a vital "missing link" in Queensland's north coast railway during the period 1919 to 1924, latterly with Innisfail Tramway trains running over the metals of CSR's Goondi Mill and conveying tens of thousands of passengers.
The keen-eyed critic found a few points to take issue with. Some are trivial, including a couple of places where it seems the computer scanning of the text from the first edition has caused problems. Paraffin in still misspelled after 27 years, and a couple of new errors have been introduced. Broadmount seems to have been confused with Broadsound, there were two Jung locomotives that worked in Queensland, not one (ironically the other operated only about 120km away at Mount Molloy), and the cantilever truss bridge over Liverpool Creek on the South Johnstone Mill system has long been replaced.
I found the repetition of the statement from the first edition that the diesel locomotive at the Mourilyan Harbour bulk sugar terminal was owned by the "Mourilyan Harbour Board" a concern, as by all accounts this locomotive was always owned by the terminal, operated by a succession of sugar industry bodies over the years. Some of these problems could have been avoided through careful reference to the "Light Railway News" CD-Rom.
The new book demonstrates careful attention to design and to detail in its production, in common with other LRRSA books, and some good work has been done to reproduce the indifferent photographs that really had to be included because of their unique interest.
This book is an Australian narrow gauge classic and a must for the shelf of every person interested in Queensland's 2ft gauge lines, including modellers. The price and quality are such that supplies may last for even shorter than they did for the first edition. Highly recommended.
John Browning

On the Innisfail Tramway, in September 1955, B9½ class 0-6-2 number 11 (JF 17110/1926) waits in the loop near Mourilyan township as 6D8½ class 0-6-0T number 8 (JF 15939/1923) passes with a train of empty 'H' wagons from Mourilyan Harbour. *Photo: Ken Rogers via David Burke*

Video Reviews

The Ooty Rack - Steam Action on India's only Rack Railway

55 minutes, VHS PAL. Available from the publishers: Railstuff, P.O. Box 2155, GRACEVILLE EAST Qld 4075 Price $39.75 including postage within Australia. Major credit cards are accepted.

The 46 km long metre gauge railway from Mettupalaiyam (elevation 325 metres) to Udagamandalam (elevation 2190 metres) in the Nilgiri hills in southern India contains a 21 km Riggenbach rack section, with a ruling grade of 1 in 12.8 and an average grade of 1 in 15. On this run 0-8-2T rack and adhesion locomotives built by Swiss Locomotive Works between 1914 and 1952.
The railway runs along the side of a valley in forested country with little sign of human habitation most of the way. It is very scenic, and quite spectacular in some places.
This video shows the "Nilgiri Passenger" train traversing the route in both directions. The train consists of five bogie passenger cars, with the locomotive pushing the train up the grade - a safety feature on steep rack railways to minimise the risk of runaways.
The latest digital video equipment was used to take almost all the scenes, and the technical quality of the pictures is, with a few minor exceptions, excellent. There are many close up views of the locomotives. With 8 driving wheels, and two jackshafts connected to the rack wheels, there is a lot to see; made all the

more interesting as the jackshafts rotate in the opposite direction to the driving wheels.
There are a wide variety of different scenes, close-ups and long range views, accompanied by the sound of the hard working steam locomotive. The quality of the sound is generally very good to excellent, and is worth playing through a hi-fi system to hear it at its best.
The last 18 km of the railway has a ruling grade of 1 in 23. This is unfortunately within the capabilities of diesel locomotives, which since 1996 have normally been used on this section. The video includes views of diesel hauled trains, but the videographer has shown good taste in avoiding close-up views of the loco. Nevertheless, the hi-fi sound track reproduces the rude diesel noises very faithfully.
Apart from the diesels, the only serious jarring note is the very intrusive background noise that accompanies a long shunting scene at Coonoor - a major intermediate station. Whilst the scene itself is very interesting, the noise of road traffic and constantly honking horns is a distraction. Apart from that, it is a very satisfying video.
Anyone interested in the sight and sound of steam locomotives working hard in inspiring scenery will find this a good investment. It is one of the best railway videos I have seen, and one of the few that I want to view again and again.
Frank Stamford

Achensee Antics - Steam Action on Europe's oldest steam rack railway

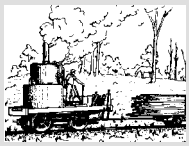
55 minutes, VHS PAL. Available from the publishers: Railstuff, P.O. Box 2155, GRACEVILLE EAST Qld 4075 Price $39.75 including postage within Australia. Major credit cards are accepted.

The 6.35 km long metre gauge Achensee railway connects Jenbach, near Innsbruck in the Austrian Tirol, with Achensee, a lake on which there are ten daily cruises. The 3.4 km rack section has an average grade of 1 in 7.7 rising to 1 in 6.25 in places. The railway now conveys only tourists, connecting with each of the cruises, and does not operate in winter. It is entirely steam worked, using three 0-4-0T rack and pinion locomotives. The boilers are inclined, to maintain the water level on the steep sections. The rack is of the Riggenbach type, resembling a narrow, closely runged ladder. On the steep section the loco pushes the train, usually consisting of two or three four-wheel carriages.
This video was made in 1997 using all digital equipment, and is of very high technical quality, both in terms of picture and steam locomotive sounds. The standard of the videography is also very high. It includes views of the train, views along the track from the front of the train, and close-ups of the loco working, from various angles. There are extended views of preparation of the loco at Jenbach, and putting the loco back into the shed at the end of the day.
The scenery is absolutely beautiful, a perfect setting for a 100% steam operated railway. My only criticism is that some of the scenes, especially those at the Jenbach shed, go on for too long. I would have preferred a shorter, more tightly edited video, which I think still would have shown just as much information.
Frank Stamford

ACTIVITIES

FORTHCOMING TOUR
Grand Gippsland Gallivant III

Advance Notice - Reserve the date/s now! 10/11/12 March 2001. It is proposed that this Labour Day Weekend Tour will visit a range of interesting sites in South Gippsland including Western Port Coal Mining Co's tramway at Kilcunda, Mason's timber tramway at Port Welshpool, Goodwood Timber Co's tramway in the Mullungdung forest and a fascinating selection of tramways at Lakes Entrance. Come for a day or two or three. Full details to follow in LR157 February mailout.



LRRSA NEWS

MEETINGS

ADELAIDE: "Christmas Film Show"
The 2000 Christmas Meeting will be a Film Evening at the Oaks Theatre. Please bring a basket supper.
Location: Contact Arnold Lockyer (08) 8296 9488, for details.
Date: Thursday 7 December.

BRISBANE: "Very Narrow Gauges"
Frank Savery will be doing a presentation on light industrial railways of gauges less than 24in (eg 15in, 18in and 22in) and some modelling approaches for these systems.
Also, members are invited to bring one slide or photo for the inaugural photo competition.
Location: BCC Library, Garden City Shopping Centre, Mount Gravatt.
After hours entrance opposite Mega Theatre complex, next to Post Office.
Date: Friday 1 December at 7.30 pm. Entry from 7 pm. Contact Bob Dow (07) 3375 1475

MELBOURNE: "Video Night"
The December meeting will be a video night, featuring Tasmania's Bush Mill Tramway, the Bush Mill Garratt working in the UK, plus other videos.
Location: Ashburton Uniting Church Hall, Ashburn Grove, Ashburton.
Date: Thursday, 14 December at 8.00 pm.

SYDNEY:
The NSW Division's next meeting will take place in February 2001. See the February issue of *Light Railways* for details, or contact Jeff Moonie (02) 4753 6302.

LETTERS

Dear Sir,

The Beech Forest Railway (LR 140, LR 141)

During the research for 'The Beechy' from 1985 to 1991 the loading statistics for the stations on the line were not available for the war years 1940 to 1945 so no analysis of traffic trends was possible at the time. Society President Bill Hanks has since found a copy of the figures.

The figures confirm the downward trend of traffic throughout the 1930's and into the 1939/1940 financial year when the cycle turned. The 1939 bushfire that swept along the Otway Ridge provided the impetus for a vast increase in outwards loading of salvage timber. As well, the war meant that alternative energy sources were required following the diversion of oil and coal resources from the civilian to the war economy. Timber for boiler fuel and firewood and charcoal for gas generators on motor vehicles was required in vast quantities.

The Otway bush could provide these timber supplies and the railway was the preferred transport mode.

The timber loadings came from a select number of stations and generally showed a sudden increase in 1939, peaking in late 1939 and early 1940, and tailing off in 1943. Petrol and rubber rationing does not appear to have made any difference to passenger loadings, which were minuscule in 1938 and 1939, and did not increase at all through to 1945. The conclusion can be drawn that the farmers and timber workers had their own well established personal transport and the war did not alter their habits.

The enhanced timber loadings came from Barongarook, Kawarren, Lovat, Banool, Beech Forest, Ferguson, Weeaproinah, Pile siding, Stalker and Lavers Hill. The stations with the greatest rise in loadings were Lovat, Beech Forest, Ferguson, Pile Siding and Lavers Hill.

Beech Forest became the centre of the salvage effort and yearly loadings rose from a little over 800 tons in 1939 to just over 23,000 tons next year and settling at about 4000 tons for the next three years. Two trains a day were run from Colac to clear the peak loading, which was around a notional 190 train loads, and this took almost one year of effort.

Lavers Hill had a great increase in loading due to the salvage effort and the presence of several new sawmilling plants following improvements in district roads.

At the end of the war traffic patterns returned to former characteristics with most loading coming from Kawarren, Gellibrand, Beech Forest, Ferguson, Weeaproinah and Lavers Hill

Norm Houghton
Geelong, Vic

Dear Sir,

Re: Mining Railways at Cobar (LR154)

May I congratulate Bob McKillop on this superb series. He has certainly endowed each article with the feeling of the remoteness of Cobar and the difficult life and working conditions with which the inhabitants had to contend.

Regarding part two, *The Great Cobar Copper Syndicate Era 1894 - 1906* (LR154) may I make a comment regarding the Nasymth slag ladle wagons? The photos included appear to be at variance with the article in two respects - page nine text states "four disc wheels". This only appears to be so for the model presented to William Longworth. The photo on page eight, lower, shows six, curved-spoke, wheels. On page nine the text advises "The trucks were hauled with the frame holding the pots parallel to the rails...". The photo on page nine, upper, shows them being hauled with the frame holding the pots at, possibly, a 45-degree angle. It would not have been possible to have the frame parallel to the rails as the coupling-hook attachment is on the underframe and the chains to the horse would have fouled the front slag pot. One can only hope that one day better photographs depicting this most interesting operation will emerge.

I look forward to the next article and hope that the society considers amalgamating all Mr McKillop's Cobar articles into a future booklet.

Phil Rickard
Ringwood, Vic

Dear Sir,

The Narani-Forster-Ulverstone Locomotive Conundrum (LR 153)

Following the preparation of my paper, "The Narani-Forster-Ulverstone Locomotive Conundrum," further information has come to my notice, that suggests that the reliability of the evidence concerning locomotives having been transported from Narani to Forster should be treated with considerable caution. It has become obvious to me that there exists another possibility in relation to "the Conundrum," that I had not previously even remotely considered. It now appears quite possible that the second locomotive that operated at Forster, like the first to operate there, may not necessarily have been transferred from Narani. Nor, surprisingly, may the locomotive have actually been AB211. Although it is apparently beyond question that AB211 operated at both Narani and Ulverstone, there is no absolute evidence that AB211 was ever at Forster. The only evidence available in regard to this matter comes from the same source as the information that I now suspect requires to be treated with considerable caution in regard to the alleged transfer of locomotives from Narani to Forster.

Although it hardly seems possible, it is not inconceivable that another 3ft 6in gauge locomotive, outside of the three locomotives that I covered in my Conundrum article, may have actually operated at Forster. An example that comes to mind as a possibility is AB 237, it having been put up for sale by the Australian Kerosene Oil & Mineral Company in 1884. Just as there remains considerable doubt over the mysterious first Forster locomotive having been sourced from Narani, there should now probably be the same degree of doubt cast over the source of the second Forster locomotive and surprisingly, even its identity.

Shipping movements relating to Hungerford and Sons' departure dates from Forster and the delivery dates in northern Tasmania, along with the fact that AB211 was overhauled in Sydney before its delivery to Tasmania, indicate that there were probably several intermediate stops in Sydney during the delivery runs of the Forster breakwater machinery and equipment to Tasmania.

It is not inconceivable, that AB237 (say), after having been used at Forster, could have been dropped off in Sydney, and a freshly overhauled AB211 (late of Narani or perhaps elsewhere if it in fact was sold circa 1888), was transported from Sydney to Ulverstone via Devonport.

I have no firm evidence to back up the scenario described above, but the many question marks that remain concerning "the Conundrum," suggest to me at least, that there may yet be a surprise or two to come, before the matter is fully resolved.

Great Cobar Copper Mining Co (LR 149, LR 154)

I was struck by the excellent condition of the Great Cobar Copper Mining Co., John Fowler jackshaft drive locomotive shown in the photograph dated circa 1896 or later (some thirteen years or more after delivery), on page 3 of *Light Railways* No. 154.

However, of more interest to me still, was the obvious difference between this locomotive and the two pictured circa 1887 on page 5 of *Light Railways* 149. The metal cladding surrounding the boiler pictured in LR 154, extended smoothly onto and over the smoke box, whereas on the two locomotives pictured in LR 149, the metal cladding can be seen to have finished abruptly, just short of the smoke box.

I believe that the difference may reflect the construction of the John Fowler Great Cobar Copper Mining Co. locomotives in different batches. As we know that the first two locomotives that arrived at Cobar were worked quite hard from day one, and given the "slightly tired" appearance of the two locomotives photographed circa 1887 (LR 149), I would humbly suggest that the two locomotives depicted in LR 149 were 4370/1, whereas the locomotive shown in LR 154 was either 4631 or 4632.

Ron Madden
Wagga Wagga, NSW

Dear Sir,

World War Two Light Railway in Dutch New Guinea

The recent book *86 Squadron 1943-45, Men, Kittyhawkes & Mustangs* by Peter F Howard (Published by Peter F Howard, 1999) contains some interesting information on a WW2 railway in Dutch New Guinea.

Apparently, plans were drawn up in April 1943, following heavy bombing by the Japanese, to complete the construction of the airfield at Merauke to the specifications of the allied air forces. These plans included the construction of a light railway to convey AvGas in 44 gallon drums from the pontoon dock on the Merauke River, near its mouth, to the fuel depot at the airfield, a distance of about one and a quarter miles.

The overall task was undertaken by the US First Battalion (less Company A) 96th Engineer General Service regiment, a detachment of US 55th Naval Construction Battalion, and a platoon of the 16th Australian Field Company, RAE, who built the railway and some roads.

From a photograph in the book, credited to the Australian War Memorial, the line appears to be 2ft gauge, and the loco an internal combustion 4-2-0, with the name *WRECKERS* on the front. The train behind the loco, loaded with 44 gallon drums, consists of flat cars.

Barry Kenyon
Walkerville, SA

Dear Sir,

The Acland Coal Mine (LR 151)

I recently came across some notes provided by Mr WW Henderson, a noted researcher of Queensland industrial railways, regarding the locomotives supplied new to Acland Colliery.

The two Jenbach 15hp locomotives 1137 and 1139 were purchased new in March 1953. These were part of a batch of six 610mm gauge locomotives that had left the Jenbach works in Austria for Queensland on 8 September 1952. It seems likely that they entered service soon after delivery. The 20hp "Bundaberg Jenbach" (16 of 1955) was purchased in June 1955.

John Browning
Rockhampton, Qld

Dear Sir,

Walhalla Goldfields Rwy (LR156 p.30)

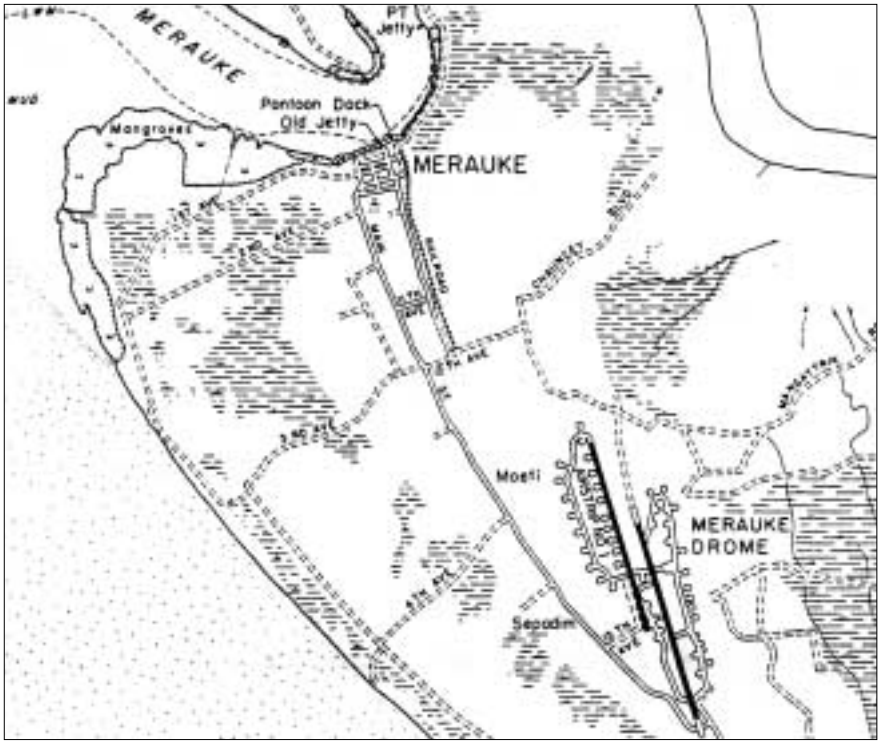
I'd like to clarify the ownership of Henschel 25427/1956. This locomotive was never owned by Colin Rees, but was stored on property at Belgrave South for a few years. It is, I believe still owned by Tony Gilbert of Dalby, Queensland, who at one time owned four Henschels of identical design. Two went to the UK where one, after being sold, was returned to service as *SIAM* and the other, still owned by Tony Gilbert, is in storage.

Tony brought two of the Henschels to Australia, one going to Dalby where it still remains, the other 25427/1956 came to Melbourne to be overhauled for use on the proposed West Gate Park railway. It was overhauled at Spotswood workshops by Graeme Tinkler and Peter Newett. I prepared a detailed drawing of the boiler for DLI certification. The West Gate Park railway never eventuated and the locomotive was moved to Colin Rees' property where we occasionally steamed it up and down a short length of track along with the Decauville *CARBON* formally of Whistle Stop, Walhalla and West Melbourne Gasworks.

With the formation of the the Walhalla Goldfields Railway and their search for a steam loco, the Henschel was eventually moved to Morwell, pending an agreement being made with Tony Gilbert.

Bill Hanks
Upper Beaconsfield, Vic

The unusual 4-2-0 internal combustion locomotive in action, hauling a load of 44 gallon drums on the Merauke airfield tramway. *Photo: Australian War Memorial*



Dear Sir,

Mystery Locomotive

I am hoping that a reader may be able to identify a mystery locomotive for me.

The *Timaru Herald* of 19 November, 1900 stated that Messrs Black and Stumbles were purchasing two locomotives. Black & Stumbles had the contract to construct the north mole for the Timaru Harbour Board.

Their first locomotive was purchased locally, from the New Zealand Railways, being a small 0-4-0T identified as A68 (Dubs 653 of 1873). The other was described as a "powerful engine" that had been purchased in Australia. The Harbour Board report, published in the *Timaru Herald* of 19 December stated that "Their large hauling locomotive was being fitted up with new tyres in Sydney before being shipped to Lyttelton".

As there is no further evidence to suggest that the loco came to New Zealand, I am reluctant to entertain this possibility. It does not show up in boiler records. It would be good to know, however, what the beast was. It would have been 3ft 6in gauge.

Another snippet of information is that the Timaru Harbour Board used the Auckland agency of Hadley & Co. to purchase rails from Melbourne.

Gerald Petrie
Christchurch, NZ

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

LRRSA Publications

Modernising Underground Coal Haulage
BHP Newcastle Collieries' Electric Railways
by Ross Mainwaring
Battery and overhead-wire electric locos at Burwood, Lambton, and John Darling collieries.
60 pages, soft cover, A4 size, 18 photographs, 13 maps and diagrams, references and index.
$16.50 (LRRSA members $12.38) Weight 230 gm.

Settlers and Sawmillers
A History of West Gippsland Tramways and the Industries they Served 1875-1934
by Mike McCarthy
Timber tramways serving over 100 sawmill sites from Beaconsfield to Trafalgar.
168 pages, soft cover, A4 size, 96 photographs, 17 maps and diagrams, 6 graphs, one loco diagram, references and index.
$31.90 (LRRSA members $23.93) Weight 700 gm.

Bellbrakes, Bullocks and Bushmen
A Sawmilling and Tramway History of Gembrook 1885-1985 - by Mike McCarthy
Describes a network of 3 ft and 3 ft 6 in gauge timber tramways, and associated timber mills.
104 pages, soft cover, A4 size, 71 photographs, 17 maps and diagrams, references and index.
$26.00 (LRRSA members $19.50). Weight 500 gm.

Rails to Rubicon
A History of the Rubicon Forest
- by Peter Evans
3 ft and 3 ft 6 in gauge timber tramways in rugged mountainous terrain; the 2 ft gauge Alexandra-Rubicon steam tramway, and the 2 ft gauge State Electricity Commission tramways..
200 pages, hard cover, A4 size, over 175 photographs, 53 maps/diagrams, references and index.
$37.95 (LRRSA members $28.46) Weight 1 kg.

The Innisfail Tramway
The History and Development of the Geraldton Shire Tramway and the Mourilyan Harbour Tramway
by John Armstrong & G.H. Verhoeven
A 2 ft gauge North Queensland tramway built 100 years ago, with 13 steam locomotives, 13 passenger cars, and about 250 goods vehicles.
128 pages, hard & soft covers, A4 size, over 99 photographs (12 in colour), 8 maps and 14 rolling stock diagrams.
$37.90 Hard cover (LRRSA members $28.43) Weight 850 gm.
$29.95 Soft cover (LRRSA members $22.46) Weight 670 gm.

Arsenic and Molasses
A Pictorial History of the Powelltown Tramway and Timber Milling Operations
by Frank Stamford
Companion to *Powelltown*, but with an emphasis on photographs. All the photographs are different to those in *Powelltown*.
88 pages, A4 size, over 100 photographs, 8 maps and diagrams, glossary and index.
$36.00 Hard cover (LRRSA members $27.00) Weight 650 gm.
$24.00 Soft cover (LRRSA members $18.00) Weight 470 gm.

Powelltown
A History of its Timber Mills and Tramways
by Frank Stamford, Ted Stuckey, and Geoff Maynard.
Victoria's only timber tramway to provide a passenger service. Six steam locomotives.
150 pages, soft cover, A4 size, 150 photographs, 22 maps and diagrams, references and index.
$22.00 (LRRSA members $16.50) Weight 550 gm.

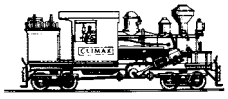
Books from Other Publishers

Britannia Creek
Wood Distilling in the Warburton District
by Arthur Winzenreid, published by the author.
The history of Cuming, Smith's wood distillation chemical works near Yarra Junction, Victoria, and its associated timber tramways. Many superb photographs, in a style similar to LRRSA books.
131 pages, soft cover, A4 size; 125 photographs; 17 maps, diagrams and drawings; references and index..
$20.90 (LRRSA members $18.81) Weight 555 gm

Tasmania's Hagans
The North East Dundas Tramway Articulated "J" Class
by Geoff Murdoch, published by the author.
Detailed history and superb diagrams of the unique Hagans 2-4-6-0T locomotive. Includes scale drawings of all N.E.D.T locomotives.
71 pages, soft cover, A4 size, 42 photographs, 2 maps, 38 diagrams/drawings, references and bibliography.
$22.00 (LRRSA members $19.80) Weight 300 gm

Firewood Tramways of the Walhalla Mines 1865-1915
A Research Paper on the History of the Firewood Tramways of the Walhalla Mines
by Terry & Brenda Jenkins. Published by T. & B.J. Publications.
Traces almost 100 km of mostly horse-drawn firewood tramways around Walhalla, Victoria.
272 pages, hard cover, A5 size, 96 photographs and maps, references and bibliography.
$33.00 (LRRSA members $29.70) Weight 530 gm

Postage and packing: Within Australia, up to 500 gm: $4.60; 501 gm to 3 kg $9.00 .
Send to: LRRSA Sales, P.O. Box 21, Surrey Hills Vic 3127, Fax (03) 5968 2484.
Payments may be made by cheque, money order, Mastercard, Visa or Bankcard.



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- If joining in December or January, pay $19.50 ($26.00 overseas) and receive 3 issues of Light Railways (Nos 157-159).
- If joining in February or March, pay $13.00 ($17.40 overseas) and receive 2 issues of Light Railways (Nos 158-159).
- If joining in April or May, pay $45.50 ($62.00 overseas) and receive 7 issues of Light Railways (Nos 159-165).

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

I, _____
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_____
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(occupation)
desire to become a member of the Light Railway Research Society of Australia Inc. In the event of my admission as a member, I agree to be bound by the rules of the Society for the time being in force. I enclose cheque/money order for $39.00, or please charge my Bankcard/Visa/Mastercard No.

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LR 2000-2001

RESEARCH

Eskbank Ironworks/Lithgow Iron & Steelworks Research Project

Further to LR 150 (p.34), this joint project of LRRSA, Lithgow District Historical Society and State Mine Museum is making good progress. The history of the early days of the Eskbank Ironworks has been widely reported as being dominated by James Rutherford of Cobb & Co fame, but our research has revealed that the driving force behind the establishment of the venture was Daniel Williams, a Canadian railway engineer who had several railway construction contracts in NSW. Research into this period has been constrained by the non-survival of issues of the *Lithgow Mercury* before 1894, leading to an over-reliance by researchers on personal reminiscences, especially those of Rutherford. It seems that ill-health resulted in Williams returning to Canada in the early 1880s and Rutherford was forced to become directly involved to protect his investment in early 1882. A workers co-operative operated the Eskbank works from August 1882, possibly until 1886, but details are vague.

If any reader is able to provide more information on any of the following could they please contact Bob McKillop at the address on page 2 or by email (rfm@enternet.com.au):

- Any additional information about Daniel Williams and his business activities in Australia;
- Information about the management and operation of the Eskbank Ironworks in the 1882-86 period;
- Information on the two small locomotives purchased by the Eskbank works in 1880. Various theories have been put forward on their identities; among them that they were a pair of 0-4-0ST built by Robert Stephenson about 1857, that one or both came from the Newcastle Coal & Copper Coy, that they may have been new from England, and that one was built by Neilson & Co.

WA Mining History Conference

A Mining History and Mining Studies Conference was held at the Bentley Campus of Curtin University of Technology on 25 September 2000. Sponsored by the Division of Humanities at Curtin, the Conference included a keynote address by Mr Justice Robert French on "Native Title and Mining", with other papers on contracting work at Mt Lyell, 1919-1925, dealing with recession: gold mining in Kalgoorlie in the 1920s, and mining heritage in Western Australia. The proceedings will be refereed prior to publication.

David Whiteford

Researching on the Internet

The following Internet addresses have been notified by readers as providing useful information for researching light railway topics:

State Library of NSW:
www.slnsw.gov.au Check the Catalogue. WEBCAT provides listing of the published material held by the Library, including newspapers from most NSW towns. PICMAN offers online access to a massive collection of photographs and manuscripts.

NSW Heritage Office:
www.heritage.nsw.gov.au You can access the State Heritage Register, which is rapidly being updated and contains listed items on the LEP of each local government council.

Australian Heritage Commission:
www.environment.gov.au/heritage You can access the Register of the National Estate (RNE) from this site.

Heritage Archaeology:
www.heritagearchaeology.com.au Home page of Canberra-based archaeology and heritage assessment consultants, which contains material on historical research (Kupei gold mine in PNG, North Queensland mining photographs) and publications (Bawley Point Sawmill tramway, NSW)

Darjeeling Railway:
www.DHR.freeurl.com New site

Noel Butlin Archives Centre

Further to LRN 121 (p.5), a financial crisis at the Australian National University has again put the future of the Noel Butlin Archives under threat. The Archives was established by Professor Noel Butlin in 1953 and now holds 13,000 shelf metres of records documenting the working lives of Australians, including records of many Australian companies of interest to LRRSA researchers, such as CSR, the Australian Agricultural Company and many mining companies. Following the funding crisis of 1997, transitional funding arrangements allowed the Archives to continue at a reduced level. The University Council now proposes to reduce the Archives staff from 3.5 to 2 full-time positions, relocate the remaining staff to the Menzies Building of the ANU Library, close the NBAC's repository and reading room for researcher access, and utilise Acton Underhill ("The Tunnel") as an off-site repository. The proposals have generated a political storm in Canberra and the outcome is uncertain at this stage. The general trend to reduce the resources available for the conservation, storage and management of historical records as public assets is a matter for concern to all readers to this magazine. The NBAC is a national institution holding a large proportion of the archives documenting Australia's rural and industrial heritage and requires adequate funding from the Australian Government to ensure it serves its obligations. If this takes the institution outside the responsibility of the ANU then this may be an appropriate outcome. Readers may express their views to Professor Deane Terrell, ANU Vice-Chancellor - Ph. (02) 6249 2510; Email: Vice-Chancellor@anu.edu.au with copies to butlin.archives@anu.edu.au

Editor

Laheys' Canungra Tramway Tunnel Re-opening Ceremony

On Sunday 21 January 2001 at 9.30 am an Official Opening ceremony will be held at the site of Laheys' Canungra Tramway tunnel, to mark the centenary of its construction. A walking track has been developed through the 90 metre long tunnel, which is unlined and was cut through solid sandstone. After the opening ceremony a day of celebration will beheld at Canungra, including a tour of Kokoda Barracks War Museum; arrival of rally cars at 10.15 am; a display of photographic records and memorabilia; a display of model Shay and Climax locomotives; Federation era costumes; and an art display. A limited over cricket match will also take place between "Federation Queensland" and "Blockies and Cockies".

Further information: Canungra Visitor Centre (07) 5543 5156

Coming Events

DECEMBER 2000

2 Cobdogla Irrigation & Steam Museum, Barmera, SA. Steam and vintage engines Christmas Party, with *Loveday Flier* trains. Phone 08 8588 2323.

2 Puffing Billy Railway, Belgrave VIC. Santa Special train, departs Belgrave at 11.05 am - also on 9 and 16 December. Phone: (03) 9754 6800 for information.

3 Puffing Billy Railway, Belgrave VIC. *Olde Time Festival.* Up to 12 operating locomotives, both rail and road; gathering of vintage, veteran and classis cars, trucks, buses etc; street theatre. Phone: (03) 9754 6800 for information.

7 Puffing Billy Railway, Belgrave VIC. Night Train to Belgrave - great night of food, drinks and dancing. Also on 13 and 19 December. Phone: (03) 9754 6800 for information.

17 Puffing Billy Railway, Belgrave VIC. People's Centenary Party - open day with shuttle trains between Belgrave and Gembrook. Phone: (03) 9754 6800 for information.

18 Puffing Billy's 100th Birthday. Re-enactment 'First Train' of 18 December 1900 - great photographic opportunities.

27-31 Durundur Railway, Woodford, QLD: *Woodford Folk Festival* - narrow gauge steam trains operate every day until 1 January. Phone (07) 3202 6330.

30 Redwater Creek Steam & Heritage Society, Sheffield, TAS. Daily steam train operations 11am - 4pm, to 14 January. Phone 03 6426 7348.

31 Cobdogla Irrigation & Steam Museum, Barmera, SA. Steam train New Years Eve Twilight Run. Phone 08 8588 2323.

JANUARY 2001

6 Cobdogla Irrigation & Steam Museum, Barmera SA. Steam train Twilight Run - also on 13th. Phone 08 8588 2323.

7 Wee George Wood Railway, Tullah TAS. Steam train rides - also on 21 and 28 January. Phone 03 6473 1229.

21 Cobdogla Irrigation & Steam Museum, Barmera SA. Humphrey Pump open day. Phone 08 8588 2323.

FEBRUARY 2001

4 Wee George Wood Railway, Tullah TAS. Steam train rides - also on 17-18 February. Phone 03 6473 1229.

18-20 Fifth Australian Forest History Conference, Hobart TAS. *Australia's Ever Changing Forests.* Janet Clark Hall, University of Tasmania with study tour of southern forests on 21-22 February. Contact Denise Gaughwin, (03) 6336 5384; Email: deniseg@fpb/tas/gov.au

24 Puffing Billy Railway, Belgrave VIC. Progressive Dinner Train, Belgrave to Gembrook, stopping all stations with a wide variety of foods. Phone: (03) 9754 6800 for information.

Heritage & Tourist

News items should be sent to the Editor, Bob McKillop, Facsimile (02) 9958 8687 or email, to rfm@mail.enternet.com.au; or by mail to PO Box 674, St Ives NSW 2075.

NEWS

Queensland

ACLAND COAL MINE MUSEUM 610mm gauge
Kath and John Greenhalgh
In late September, the owners John and Kath Greenhalgh regretfully announced the closure of the museum (featured in LR 151), effective from 12 November. An auction was to be held on site at 9.30am on 25 November, and items listed for sale included a Jenbach and a Bundaberg Jenbach locomotive, steel and wooden mine skips, 15 wheelsets and about 100 lengths of railway line, 30lb to 40lb.
Reserve prices were expected to apply to the locomotives, so enquires to Kath Greenhalgh on (07) 4691 5703 would be welcome following the publication of this issue of LR.
Kath Greenhalgh 9/00 & 10/00; Phil Rickard 10/00

DREAMWORLD GOLD COAST RAILWAY 610mm gauge
Further to LR 146 (p.28), a derailment in mid-July disrupted train services at Dreamworld for about 2½ hours. The 0-6-2T locomotive (Perry 5643.51.1 of 1951) came off the track at Rocky Hollow Station as the train was pulling up, with the front two driving wheels being derailed. There was no major damage and services returned to normal later in the day. The American style 4-6-0 *CANNONBALL EXPRESS* (Baldwin 45215 of 1917) returned to service in September 2000 after nine months in the workshop having the tender bogies overhauled and other work done. New brake hangers and brake shoes were fitted and the tender bogies stripped cleaned and turned around. The loco only lasted one day in traffic when problems developed and the Perry returned to haul the main operating trains. Ex-Proserpine sugar mill 0-6-0DH (Clyde DH1-7 of 1955) is still in the workshop awaiting a rebuild for operation at Dreamworld (see LR 150, p. 35).
Mark Gough, via John Browning, 9/00

MARYBOROUGH RAIL & ENGINEERING MUSEUM
1067mm gauge
Maryborough City Whistle Stop Inc.
Further to LR 151 (p.29), negotiations are in hand to increase the running track used by the 0-4-0VB *MARY ANN* replica by up to a kilometre from its present terminating point beside the Mary River wharves in Queens Park. The extension would enable *MARY ANN* to run to the sawmill siding alongside Kent Street. A visit on 24 September found the historic replica locomotive and its braked 4-wheel open passenger car a popular attraction. The limited passenger capacity of the car (25-30) could not match the demand and there were queues of people waiting for each run.
Whistle Stop is a community-based organisation that is developing a range of tourist attractions based around Maryborough's steam engineering heritage. Negotiations with Queensland Rail have resulted in an agreement for the establishment of an interactive, educational, live rail and engineering museum and tourist centre at the city site of the Maryborough Central Railway Station. A five-year business plan has been developed to chart the course of this project and identify gaps in the existing tourism market. The *MARY ANN* replica currently operates in Queens Park on the last Sunday of each month.
David Burke, 10/00

GERAGHTY'S STORE, Maryborough 610mm gauge
National Trust of Queensland
Brennan & Geraghty's store is reputed to be the oldest 'time warp' retail business is Australia. The store began in 1871 and the business still retained its 19th century character when the last of the Geraghty's closed the door in 1972. Now operated by the National Trust, the store features its own internal tramway, which runs some 40 metres down the length of the building. A small iron-wheel trolley still stands on the wooden rails, which begin at the store's rear entrance where goods would be unloaded from horse-drawn wagons plying from the Mary River wharves. The trolley was hand-pushed down the line - as the National Trust curator explains - unloading the sugar, salt, flour and groceries at the various ''stations' within the store where these goods were kept. Brennan & Geraghty's store is open to the public as one of Maryborough's noted heritage attractions. David Burke, 10/00

MOUNT MORGAN TOURIST RAILWAY 1067mm gauge
The 3.5km section of the former QR Mt Morgan branch retained as a tourist railway, which features ex-Mt Morgan Mines 0-4-0ST No.3 (Hunslet 854/1903), closed in early May when the ARHS Queensland Division did not extend its operating lease (LR 153, p.28). Subsequently, Mt Morgan Shire Council obtained a State Government grant of $150,590 to rehabilitate the tourist railway. In September 2000, 12 local residents commenced 22 weeks of paid restoration work on the project. Participants received training in rail and sleeper laying and other general railworking skills. The Council has indicated that the participants will receive formal traineeships at the end of the project.
The Morning Bulletin, 20/9/00, via John Browning

TONY GERMANOTTA, Kuttabul
600 mm gauge
In 1984, Tony Germanotta obtained two vintage German 4wDM locomotives, Windhoff 452 of 1940, and Gmeinder 4574 of 1949. The first was built for wartime use by the German Army and weighs 8 tonnes (see LRN 117 p.9). The second is a 4.5 tonne machine. Both are unique in Australia and were intended to be used for a tourist project. Tony is offering these locomotives for sale, with a number of spare parts having been obtained for restoration purposes. He can be contacted at the above address or at (07) 4954 0217.
Tony Germanotta 9/00

New South Wales

WOLLONGONG HARBOUR HISTORIC WALK
The formation of the former Mount Pleasant Colliery Tramway (1862-1933) has been utilised for the popular Wollongong Harbour Historic Walk, which incorporates a walking track and cycleway from the old harbour area and along North Beach for several kilometres. It utilises several cuttings through the rocks which provide evidence of the track's railway heritage. Metal plaques provide information about the history of the colliery tramways and the activities of the Harbour during its heyday as a coal-loading port. The Mount Pleasant Tramway was originally built for horse haulage and its unusual gauge - 3ft 8½in (1130mm) - was retained when locomotive haulage was introduced in 1883. Two 0-6-0T locomotives were imported from Société Anonyme des Usines Métallurgiques du Hainault, Couillet, Belgium (B/Nos. 712 of 1883 and 1455 of 1885) for this task, and they were joined by a similar locomotive built by Henry Vale in 1904 (B/No. 63). The latter locomotive was retained to work one trip per year over the line for legal right-of-way until 1946. Editor 9/00

BLACK DIAMOND DISTRICT HERITAGE CENTRE, Bulli
1435mm gauge
A visit to this centre located in the heritage-listed Bulli railway station on 3 September found it closed to the public as a result of an arson attack on the station the previous night. Damage to the station and museum exhibits was still being assessed, but was believed to be light, thanks to the effectiveness of the fire warning and security systems that had been installed in the building. Former South Bulli Colliery 0-6-0T No. 2 (Hudswell Clarke 297/1888) is on static display beside the station in good condition. On display with it is CCC Ltd 4-wheel coal hopper No. 156, which had recently had some restoration work to replace decayed timber, and a CHG 4-wheel brakevan, which is in poor condition. Editor 9/00

MELALEUCA STATION, Chinderah 610mm gauge
The 1.5km tourist railway serving the tea tree plantation at Chinderah was last reported in LRN 105, p7.

Ray Graf captured ex-Mount Morgan Mines 0-4-0ST No.3 (Hunslet 854/1903) taking water at Mt Morgan station on 13 September 1998. With this tourist railway being rehabilitated, it is hoped that No.3 will be back in action in 2001.

The 610mm trolley inside Brennan & Geraghty's store at Maryborough. *Photo: Mary Boittier*

ex-SMR 2-8-2T No.30, alias THE BARON, *and former BHP Bo-Bo DE No.34, alias* DARRELL, *prepare to leave 'loco' to join in the fun at the Ricnmond Vale Railway's first FOTTE event, Saturday 16 September.* *Photo: Graham Black*

Heritage & Tourist

The railway is still operated by ex-Marian Mill 0-6-2T (Perry 2601.1.51 of 1951), but its operation is linked to pre-booked tours. The locomotive was recently turned around and now runs anti-clock wise around the loop, as the tight curves on the track had caused wear on the front left-hand flange. Melaleuca Station has a Home Page at www.melaleucastation.com and the phone number for bookings is 07 5536 4460.

Mark Gough, via John Browning, 9/00

RICHMOND VALE RAILWAY
1435mm gauge
Richmond Vale Preservation Co-operative Society Ltd

THOMAS THE TANK ENGINE expanded his influence to the RVR on 16-17 September when the Society ran its first Friends of Thomas the Tank Engine (FOTTE) event. Britt Allcroft, world-wide copyright owner, allowed the Society to use faces and names not used in the books of TV series on its locomotives. Ex-BHP Bo-Bo DE No.34 became *DARRELL*, ex-SMR 2-8-2T No.30 was *THE BARON,* and the Planet became *KERMIT*, while 0-4-0ST *MARJORIE* retained her name. A very intensive timetable was used, with *DARRELL* and *THE BARON* doing turns about on trains to Pelaw Main, *MARJORIE* operating a shuttle service to Mulbring Road and *KERMIT* working shuttle services to the south end of the site. A total of 78 trains were run over the week-end. No. 30, alias *THE BARON*, had received her side-tank lining prior to the event and No.34 was turned out in bright new paintwork.

Graham Black, 10/00

STATE MINE RAILWAY
HERITAGE PARK 1435mm gauge
City of Lithgow Mining Museum Inc.

Further to LR 148 (p.28), work commenced on laying the railway line to Eskbank goods shed in August 2000 and was well advanced by 23 September. This is a three-way partnership between a local earthmoving contractor, State Mine Heritage Park and Zig Zag Railway. Equipment and

Heritage & Tourist

expertise is being pooled to get the job done in the best possible way. Part of this line (Lake Pillans/State Mine Flat to Coal Stage Hill) follows the route of the Hoskins Steelworks coke ovens line. The design for the line allows for future connection to Blast Furnace sidings and the establishment of a station halt at the Blast Furnace site. Locomotive watering facilities are being developed at Lake Pillans/State Mine Flat.

The State Mine Poppet head has been partially erected and now stands about 20 metres high. The Newstan Colliery cage has been placed on a bridge over the Downcast Shaft. The interior of the Bath House is being painted under a grant from the NSW Heritage Office to allow the placement of mining machinery for conservation and exhibition. Interpretive mining displays in the Office Building are being upgraded with the assistance of the NSW Ministry of the Arts and Culture.

Ray Christison, 9/00

Victoria

Kerrisdale Mountain Railway 610mm gauge

Malcolm Moore 4wDM 1039 ex Mourilyan Mill (see LR 149 p.29) was returned to service on 26 December 1999 after a heavy overhaul that lasted 12 months. Since then, efforts have returned to track construction. The Malcolm Moore can handle a full ballast truck at a good speed, enabling 24 tons of ballast to be laid out and tamped in a day.

The 250m middle road has been laid. This rises at 1 in 15 and has two serpentine reverse curves. At Middle Station, a set of left handed points ex Smithfield in South Australia have been converted to a "Y" to provide access to a short siding parallel to the middle road. Three track panels have been laid on the top road, as far as the signal mast where the point indicator for the top points is fitted. Following the completion of ballasting on the middle road, the top road will be extended to the summit from where there are breathtaking views of the Goulburn Valley from the foothills of the Tallarook ranges.

Andrew Forbes 10/00

South Australia

PORT DOCK STATION RAILWAY MUSEUM 457/1067/1435/1600mm gauge

The Museum's Friends of Thomas the Tank Engine event, held over nine days from 15-23 July 2000, was again a most successful fund-raising activity. A large number of volunteers assisted the staging of the event, while the Yorke Peninsula Rail Preservation Society assisted with catering and the Rotary Club of Flinders Park provided a generous donation. 457mm gauge steam locomotives *BILL* and *BUB* hauled numerous passenger services throughout the event, as did the ex-BHAS 0-6-0T *PERONNE* (AB 1545/1919) on the 1067mm gauge track. Completion of the new multi-gauge tracks at the Museum enabled *PERONNE* to shunt a number of exhibits around the site at the conclusion of its daily FOTTE duties, including excursions into the main display pavilion.

Catchpoint, 9/00

Western Australia

BENNETT BROOK RAILWAY, Whiteman Park 610mm gauge
WA Light Railway Preservation Assoc. Inc.

The BBR 2000 Enthusiast's Day on Saturday 9 September was most successful. The weather provided a perfect spring day, resulting in a high turnout and revenue was approximately double the normal Saturday takings. The day's train operations were themed on the late '50s steam to diesel transition era. To this end, the diesels ran the "main" line (bushland loop) and the steam was "relegated" to branch line services (the Mussel Pool line) and shunting. Three consists were in traffic - passenger, freight and mixed. Locomotives were changed each visit to Whiteman Village Junction station, the Fowler and Gemco diesels taking the trains around the loop and NG 15 118 working them down to Mussel Pool and back. The Perry (BT1) worked the day as the Whiteman Village Junction station pilot, swapping consists from one platform to another, a job that allowed it to show off its quite considerable audio capabilities!

As has become something of a tradition at these events, all three consists were combined towards the end of the day to give the NG15 something to exert itself against. Combining the consists went smoother than usual this year due to some careful planning and in a matter of minutes a 13-vehicle train had been assembled, comprising 10 bogie vehicles and 3 four-wheelers,

The popular Wollongong Harbour Historic Walk utilises this cutting of the former Mount Pleasant Colliery Tramway along the foreshore between the harbour and North Beach. *Photo: Bob McKillop*

4wDM locomotives No.2 Malcolm Moore MAL *and No.1 Kerrisdale* GEORGE *on the new siding on the middle road in early 2000.* *Photo: Andrew Forbes*

totalling around 120 tons. The NG 15 made an impressive sight as it lifted this train up the gradient away from Whiteman Village Junction. Three photo-runpasts were done with this train as it did a trip around the loop. The day was rounded out with a sausage sizzle and a couple of night runs with the NG 15 and the passenger consist.

Simon Mead 9/00

COMET GOLD MINE, Marble Bar
457/610mm gauge

This Comet Gold Mine near Marble Bar is on care and maintenance, but also operates as a tourist operation. Underground tours are sometimes available, but the contributor was unable to inspect underground this visit. However, there are significant above ground displays and equipment to view. Various rail hoppers and hopper shaft cages are included in these displays. A set of four hoppers of 457mm gauge consists of three with Tomlinson's Perth makers' plates and one larger volume one with no identification. There are two cages with 457mm gauge tracks and one 610mm gauge hopper. In Marble Bar itself, in the grounds of the combined service station/store near the Post Office is another box hopper, gauge unknown. Although not strictly 'light railway', anyone with railway interests visiting Marble Bar would likely be aware of the former Port Hedland-Marble Bar WAGR line. There are no station remains in Marble Bar. The entire area now is the Shire of East Pilbara depot, but keen eyes can spot the formation entering the town, and also in parts along the highway between Port Hedland and Marble Bar. A few items of rolling stock from the line are on display in the Rhodes Open Air Museum in Port Hedland, which also has an iron ore locomotive display. David Whiteford, 9/00

Display of hoppers at the Comet Mine, near Marble Bar, 27 July 2000. The three smaller hoppers have Tomlinson's Perth makers' plates. *Photo: David Whiteford*

On Tasmania's Redwater Creek Railway, in April 2000, composite Krauss 0-4-0WT (5800/1907 & 5682/1906) makes use of the tiny turntable at the Sheffield end of the line. This locomotive will be out of action for about two months from June 2001, while its boiler is removed for a full inspection. *Photo: Peter Charrett*

Heritage & Tourist

OLIVER HILL RAILWAY, Rottnest Island 1067mm gauge

The Rottnest Island Railway Trust was given accreditation by the Department of Transport as an approved railway owner/operator under the Rail Safety Act 1998 in February 2000, being the first tourist, heritage railway operator in Western Australia to receive this accreditation. The Trust is currently drawing up plans for a new railcar, construction of which is due to commence in 2000/2001. The 1999/2000 Annual Report of the Rottnest Island Authority records total passenger figures on the railway (from the settlement to the gun emplacements at Oliver Hill) for the past year as over 16,000

David Whiteford, 10/00

Overseas

EDAVILLE RAILROAD, South Carver, MA, USA
610mm gauge

This railway resumed operations in 1999 under the ownership of CranRail Inc, following several years of uncertainty. Rolling stock comprises a Hudswell Clarke 0-6-0 locomotive from Fiji, named *ANNE ELIZABETH*, two diesel locomotives and four passenger carriages. The steam loco, exported to the USA around 1990, was thought to be Lautoka Mill No.21(HC 1664/1936) which was noted derelict at the mill in 1981. (see LRN 102, p.22). *ANNE ELIZABETH* has been restored to operating condition, including conversion to oil firing and repiping to match Baldwin US custom with double injectors and new valving. During restoration, it was discovered that the locomotive is really Rarawai Mill No.1 (HC 1703/1938) by the markings and numbers on frame, boiler, and cylinders, drivers, etc. It contains some parts from Lautoka No.21. The restored locomotive had completed steam trials by 22 August 2000 and was undergoing minor maintenance prior to entering service. Edaville Railroad is currently building new excursion cars, 14.2m long and metal-framed with timber exteriors to look like the wooden cars of old.

Peter Barney, 9/00