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Light Railway Research Society of Australia Inc.

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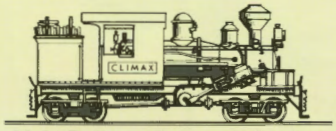

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1 inch (in)	25.40 millimetres
1 foot (ft)	0.30 metre
1 yard (yd)	0.91 metre
1 chain	20.11 metres
1 mile	1.60 kilometres
1 super foot	0.00236 cubic metre
1 ton	1.01 tonnes
1 pound (lb)	0.454 kilogram
1 acre	0.4 hectare
1 horsepower (hp)	746 Watts
1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

Contents

Comment

When I was a small boy, back in the 1950s, we were heading north for one of our many holidays spent with my grandparents at Sawtell, on the NSW North Coast. As we passed through Hexham, our progress was arrested by a large set of wooden crossing gates which had closed across our path. Then, across the road, pushing a string of wooden hopper trucks, came an extraordinary old locomotive. This transpired to be J&A Brown's number 4, a Kitson 0-6-0ST that was, even then, almost ninety years old. This was my introduction to the wonders of the Richmond Vale Railway.

On subsequent trips we sometimes visited the loco depot at Hexham, where at least one of the RVR's immaculately maintained ROD locomotives would usually be found. To my impressionable young eyes these quintessential English machines seemed to have leaped straight from the pages of *The Wonder Book of Trains*.

Of course, although the Richmond Vale Railway was the first, and the last, industrial railway in the district to operate steam locomotives, it was far from being the only one. The areas surrounding Newcastle and Maitland once abounded in steam-powered colliery railways and, when looking at maps of the era, one gets the impression of an overcrowded model railway layout. Perhaps one day the stories of all these railways can be told. *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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Front Cover: *Built by Applebys Ltd of Leicester, England sometime between 1898 and 1910, this venerable self-propelled steam crane was the general factotum of J&A Brown's Hexham workshops, later to become Hexham Engineering, situated on the banks of the Hunter River west of Newcastle. In late 1972, two years before its retirement, the Applebys crane was working in the yard as it had done for decades while, in the background, J&A Brown's ROD 23 shunted wooden coal hopper wagons. Photo: Graeme Belbin*

The main loading yard for road hauled bins from Booyal and beyond is Adie's, where Walkers B-B DH ISIS No.2 *(598 of 1968 rebuilt Walkers 1994) was shunting in the spring of 2004.* *Photo: Rod Milne*

Cane Tramways of the West Isis

by Rod Milne

Introduction

In 1897, the first crush began at the Isis Central Sugar Mill, located amongst the rich red soil hills south of Cordalba. It was by no means the area's first mill, but it proved to be the strongest, remaining the only one serving the entire Childers district to this day. When it opened, there were other sugar mills nearby at Huxley (the Colonial Sugar Refining Company's Childers Mill) and Knockroe (near Kowbi), as well as at Goodwood to the east and Doolbi to the south of Childers, so its captive canelands were relatively small in area compared to today. The mill was placed in an area of cane that stretched south to Apple Tree Creek, towards Cordalba (also served by the Knockroe mill) and immediately west of the sugar mill itself.

On the western side of the mill, the red soil ridges provided fertile farm lands for sugar cane, dropping off after some three miles to poorer non-volcanic soils beyond. This was the country of Woco Creek, the commencement of a long tract of rough hilly woodland country that extended virtually the whole way to Booyal. To serve this area, the mill did not delay in building a tramline west to Alexander Adie's property. Before long, the system west of the mill was quite extensive, with two long spurs hooking south, west and then north along roughly parallel red soil ridges.

In those far off days when transport and roads were poor, these remarkably roundabout cane lines were the main traffic spines for the West Isis district, the little steam locos and horses that used them being important components of the transport system. And indeed, this remained the case for a good sixty years or so.

This article is the story of the lines that once served the West Isis area, now alas reduced to a single short spur.

Adie's Line today

The remaining line to the West Isis area is now simply known as Adie's Line and serves four cane loading points. The line was once twice its current length, and had at least two major spurs and one minor spur off it. It is sharply graded, the section between Adie's and Upham's boasting a remarkable 'S' bended ascent across two busy level crossings as the line climbs out of the narrow valley the mill is sited in to reach the red soil ridge where most of the farms are.

The line commences as an extension of the mill yard, passing the navvy depot and works camp and the junction for the abandoned 'Deviation' line to the east that was in use from 1953 to 1990. Situated in eucalypt woodland at the southern end of the now tiny township of Isis Central Mill (which once boasted its own post office and state school), the line reaches the busiest siding on the whole line.

This is Adie's, where a large yard fans off to the south enabling the receipt of bins hauled by road transport. A large area of cane west and north-west of the mill is accessed by road only, and Adie is one of the main harvesting contractors. Alexander Adie was an original supplier when the mill opened in 1897 and became the second Chairman of Directors. A large number of shuttle cane trains work between the mill yard and Adie's without venturing beyond into the West Isis proper.

Rising on the sharply graded 'S' bend mentioned earlier, the main branch crosses the imaginatively named North-South Road at a point protected by flashing lights. Virtually straight after is another level crossing, of Adie's Road, which heads west towards the Woco Creek lands. Between 1956 and 1973, the Bruce Highway ran along Adie's and North-South Roads, making this simple level crossing a potentially dangerous one. A subsequent deviation shifted the route of the Bruce Highway south of the West Isis cane lands.

Now heading south, the line is nearing the brow of the ridge line as it approaches Upham's, a loop siding on the eastern side of the route. It is not far from the public road, this point once also being a junction for a long branch running north to Madsen's Road. There is a straight after Upham's and then the line swings through one of those 90 degree sharp curves that cane lines are notorious for as it approaches Dilger's. Dilger's is located on the stub of the old spur line here, with three sets of points in a row running off the main line. The yard has a run around loop where bins can be placed, as well as a dead end. In days gone by it was the junction for a spur about a mile long to the south west, but this has been truncated at the end of Dilger's yard.

The line does not end at Dilger's but continues to pick its way further west along the ridge, at one point on a reasonably sized embankment. Not far west of Dilger's is the last loading point on the line which the mill today calls by a dual name, Ilett's and Trevor's. Both these names are well known in the local cane farming industry. Abruptly swinging north past Ilett's and Trevor's, the line used to go some distance further. With a view towards the wooded forest lands of Woco Creek to the west, the rails crossed Adie's Road and then went another mile or so north. When Adie's Road formed part of the Bruce Highway, the level crossing here would have been a notable one for many motorists of the 1950s and earlier. Mostly at or near the top of the ridge, the tracks wound past cane farms, a deep timbered gully to the east containing a tributary of Woco Creek.

Hodges Road rose sharply up from this gully to reach the terminus of this once lengthy cane line, where there were two old farm houses by the road. In this area, the pocket of cane was fairly small, and lantana has invaded old crop lands in recent years. Hodges Road is a back cross-country route to Cordalba, and winds on north past the end of the rails to its ultimate destination.

Other abandoned sections

Running north from Upham's, the original Adie's Line continued along the top of a red soil ridge about a mile due west of the township of Isis Central Mill. Its junction was a sharply curved one, for the branch virtually travelled through a 180 degree change of direction as it curved sharply back to cross Adie's Road on the level. It then passed north through the middle of Portion 1028, a large cane paddock, before curving about a mile out from the junction at Upham's to avoid the head of a gully flowing to the east. Once around the head of this watercourse, the last mile or so was largely straight in a north-easterly direction. From the end of the rails, on an extension of Madsen's Road, it was but a brief walk down to the Isis Central Mill State School. This fact indicates the remarkable circuitousness of the route, but in the days when roads were poor, this was not a particularly significant issue.

Closure of the line occurred about 1985 as part of a strategy of rationalising light branch lines, especially ones with routes as roundabout as this one. One Saturday in its last years, a rake of some 30 bins loaded with cane was left by the northern side of the level crossing with Adie's Road at a point known

In the spring of 2004, ISIS No.2 works a loaded train at Dilger's. *Photo: Rod Milne*

Seen here on a weedkiller train on Tuesday 20 September 1988, Fowler 0-6-0DM 2 (B/N 4110019 of 1950) was the regular motive power on the Adies line in the early 1960s. *Photo: Craig Wilson*

as Newman's. Despite a couple of sprags, it managed to get away and commenced to roll steadily downhill, across Adie's Road and then North-South Road, before ending up at long last in the mill yard, delivered with no need of motive power other than gravity. As the story goes, the mill manager was watering his lawn that Saturday as the rake of loaded bins went sailing past him into the mill yard.

Operations

From the outset, cane trains worked the West Isis system as required in order to meet the needs of cane growers in the area. Horses were extensively used to haul the small trucks of cane to the main track back in steam days when cane trains were small. Most of the lines in the West Isis were beset by heavy grades, though the heaviest of these were fortunately mainly with the load.

Because of the extent of the system in those days, I would imagine at least one steam locomotive, and perhaps two, were required to work the lines west of the mill. Isis Mill purchased its D1, a Fowler and the first mainline diesel locomotive in Queensland, in 1935. D2 followed in 1950. Diesels appeared in numbers during the 1950s, but steam held out longer on the less important hauls. By 1960, Fowler 0-6-0DM D2 was the usual locomotive on Adie's line, which was not far from the mill and a less arduous duty than the longer runs down to the North Isis, South Isis and Doolbi. With the advent of mechanical harvesting, the old four-wheeled stalk cane trucks were replaced by four-wheeled steel bins for chopped cane.

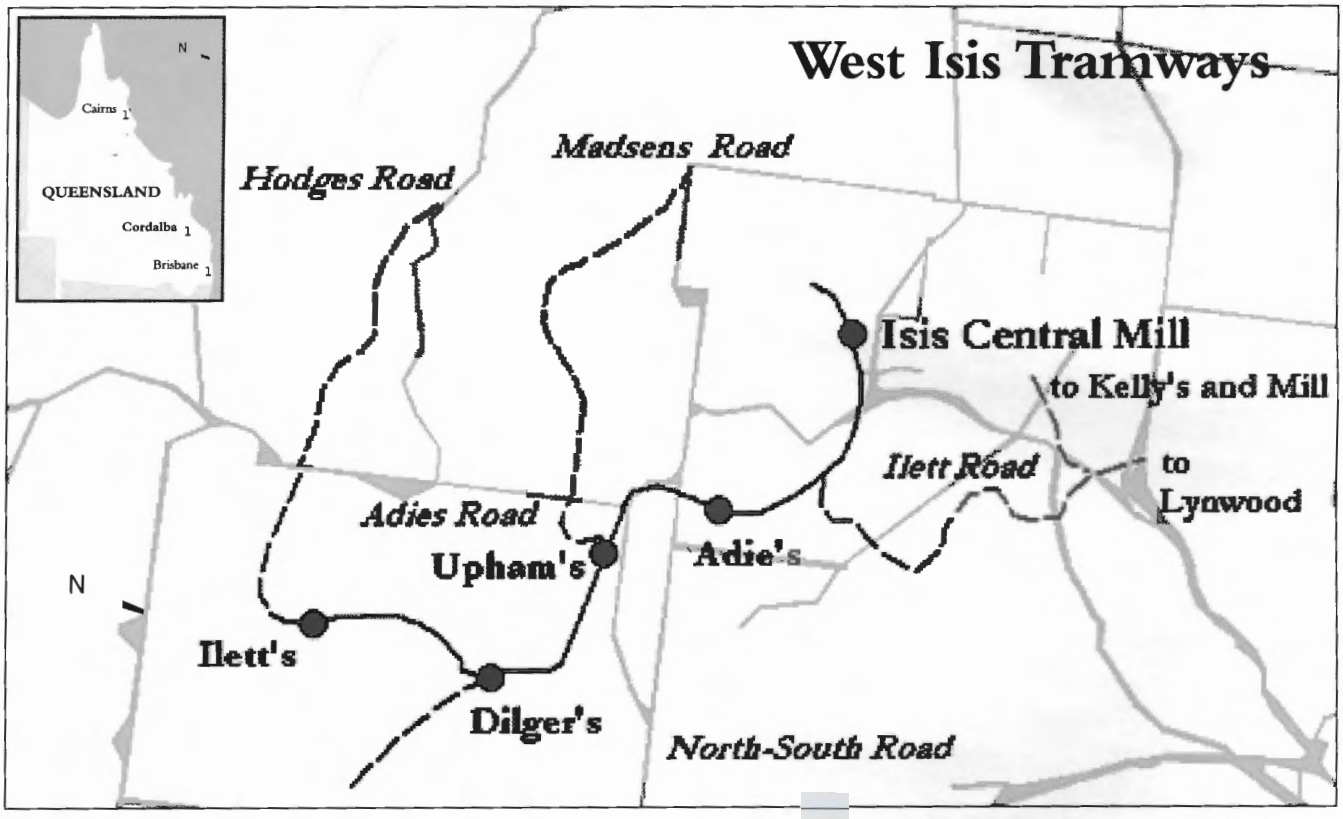
Clyde Model DHI-71 locomotives arrived from 1955 and were numbered D3 to D8 inclusive, with the last steam locomotive ceasing work in 1964. The very last Clyde Model HG-3R 0-6-0DH to be built arrived in 1975 and was numbered 9. It was followed by two bigger EM Baldwin bogie locos. From 1993, Isis acquired a heavier roster of diesels in the form of six regauged ex-Queensland Railways DH-class bogie locomotives. Bearing the identities ISIS No.1 to ISIS No.6, these Walkers locomotives are known to run on Adie's Line, but the more common unit on the run is the bogie EM Baldwin 11. Alas, the early diesels have all gone, with the original D3 to D8 being sold to the Fiji Sugar Corporation in March 1994.

Continuous crushing has been a feature of many mills in recent years, but not Isis. In 2002, the mill reverted to five day a week operations and cancelled weekend crushing and cane train operations. Thus the service on Adie's line is principally a Monday to Friday run, though there are night shifts. As Adie's is the main cane loading point for road accessed areas to the west and north-west, that siding generates traffic all the time. Thus, regular shuttle trips operate between the mill and Adie's several times each day. But for the line beyond, the service is a little more threadbare, with many days in the cane season not seeing trains at all. Services work when cane harvesters are working out of Ilett's, Dilger's or Upham's.

The system contracts

Two major changes occurred in the 1950s and 1960s. The first was the advent of mechanised harvesting, which had a profound impact on the way cane was grown. A large proportion of the Isis crop was grown on sloping paddocks which were nigh on impossible to harvest safely with machines. As the old cane cutters with their machete-like knives left the industry, the sloping areas began to lapse as cane producing country. Assignments for cane growing were transferred to new flatter virgin lands north of Cordalba, around Goodwood, Farnsfield and North Gregory.

The other significant impact was the advent of diesel haulage on cane trains. By the mid 1960s, many lines were being



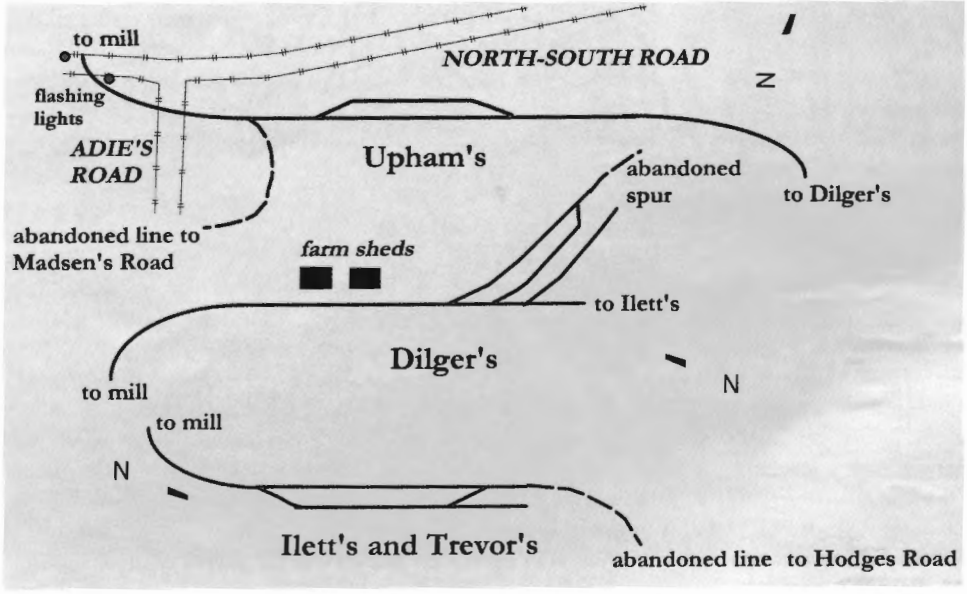
worked by Clyde diesel locos and the need to upgrade track existed. Many of the lines of the Isis system had been light tracks only suitable for working by small steam locomotives or even horse power.

Thus, a progressive contraction of the system occurred from the 1960s as the light lines were weeded out and the more important routes upgraded. With the movement of cane production away from the hillier areas, there came an option to reduce the network in those areas. The West Isis had a classic old style cane line network - light tracks and meandering routes along ridge lines that in some cases increased the haul distance markedly. For instance, a load of cane going by rail from the end of Madsen's Road to the mill was hauled four times the distance 'as the crow flies'. The Hodges Road line had a similar roundabout route, so it was perhaps no wonder that they were among the first to go. Around 1985, the Isis Central Mill cut back the two branches north of Adie's Road and put in a centralised yard at the new terminus. When the QR DH's were introduced to the system from 1993, further upgrading occurred, with the West Isis system reduced to the simple single spur with four loading points on it.

The Future

The turmoil that has confronted the sugar industry in Australia in recent years has impacted on all sugar mills in Queensland. In the Bundaberg area, the only remaining mills are Bingera, Isis and Millaquin. Since the 1970s, three other mills (Gin Gin at Wallaville, Qunaba and Fairymead) have succumbed.

Logically, the operations south of the Burnett River that comprise the Isis and Millaquin systems could be combined, with the northern railhead of the Isis system at New Valley not very far from the terminus of the Millaquin system at Alloway. Interconnection would be easy to achieve, but the two mills are under separate ownership and compete fiercely for cane. In recent years, the Isis company has succeeded in taking significant quantities of cane from Bundaberg Sugar, especially in the old Gin Gin Mill area north of the Burnett River. Unfortunately, this is mostly by road transport, with much of it coming to Adie's. The remaining line in the West Isis could be threatened by further rationalisation. While the road rail cane bin transfer yard at Adie's is perhaps assured, it is hard to be that confident about the line beyond, to Ilett's.



References and Acknowledgements

Scott Jesser • Carl Millington • Bruce Russell • Bill Trevor • Isis Shire Council • Isis Central Mill • *Taming the Isis* by B. W. O'Neill

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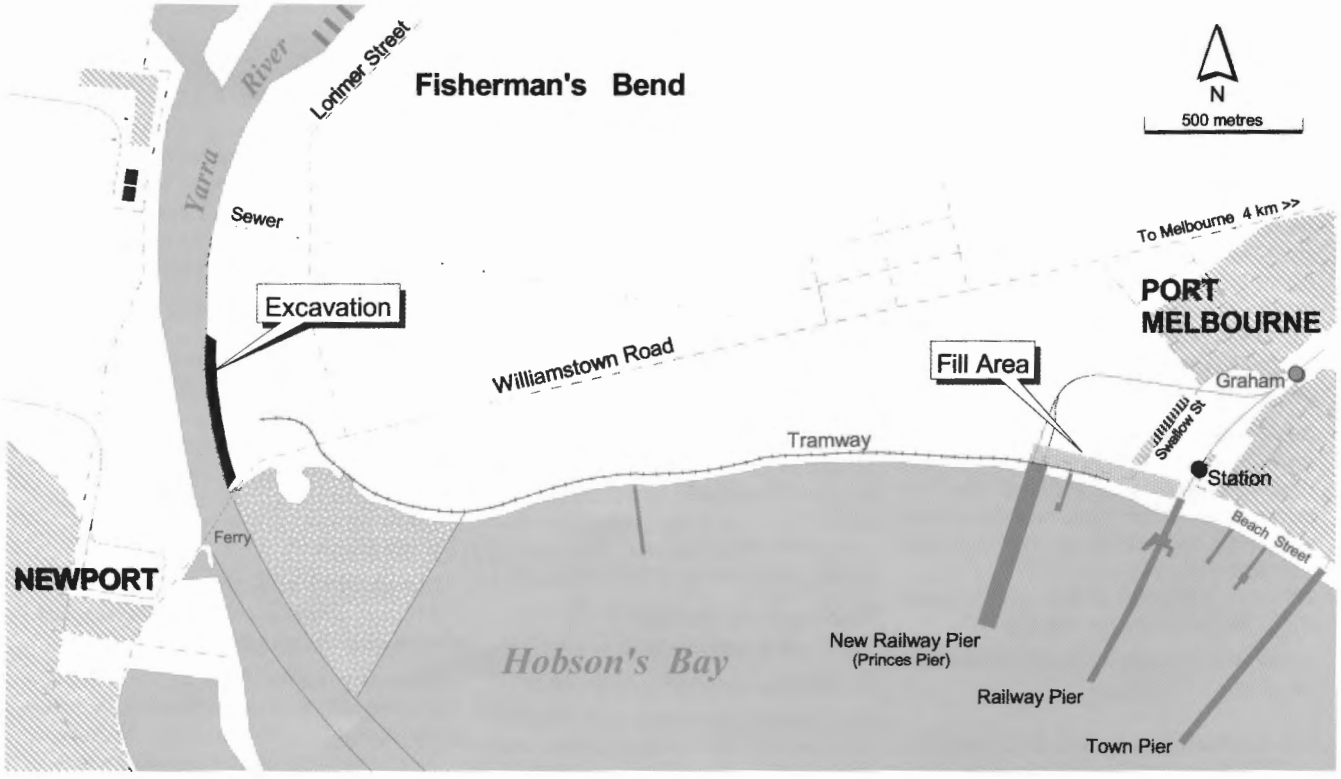


New Railway Pier, Port Melbourne

by Colin Harvey

For many years after the establishment of Melbourne, Hobson's Bay, at the northern end of Port Phillip, was the closest point that ships, other than small shallow-draught craft, could approach the city. Goods and passengers going to and from large vessels had to be transhipped in the Bay and conveyed by lighter, either up the meandering Yarra River or landed on the beach at Sandridge (later Port Melbourne) for the shorter overland journey. Entrepreneur WFE Liardet provided a rickety jetty at Sandridge by 1840 for the convenience of those wishing to land dry-shod, and a more substantial government jetty was constructed there in 1849; the latter evolving into Town Pier.

The increasing traffic following the discovery of gold in Victoria was justification for the construction of the Melbourne and Hobson's Bay Railway and the company-owned Railway Pier in 1854. This pier allowed ships to unload directly into railway trucks for conveyance the 2½ miles to Melbourne. Railway Pier was included in the purchase of the railway company by the Victorian Government in 1878. In 1879 rail connection with the rest of the expanding Victorian Railways network became available *via* the Flinders Street to Spencer Street goods 'tramway'.

By the end of the nineteenth century, dredging of the river and the construction of the Coode Canal and Victoria Dock allowed most ships to reach docks close to the city of Melbourne. Deepening of the Yarra beyond 30 feet was constrained by the main sewer passing beneath the river at Spotswood. Deep-draught mail steamers berthed at the Hobson's Bay piers at Williamstown and Port Melbourne.

As early as 1887 an additional pier at Port Melbourne had been proposed to accommodate the largest ships then visiting. The capacity and efficiency of the old Port Melbourne Railway Pier were constrained by its width (61 feet 6 inches), congestion on the five rail tracks available, lack of road access, low deck height and curvature unsuitable for large ships. These limitations resulted in a proposal by the Railway Department for a new pier to the west. This scheme, and alternative proposals for increasing port capacity (providing railway access to the under-utilised Town Pier, excavating docks west of the Railway Pier and south of the Hobson's Bay main sewer, or constructing the long-mooted 'straight cut' canal), were examined in a series of enquiries in the first decade of the twentieth century. Eventually the Victorian Government decided to proceed with construction of a new railway pier, to be followed by reconstruction of the existing pier, this being the simplest means of improving deep-water port capacity without compromising future dock construction.[1]

The New Railway Pier was sited about a quarter of a mile westward of the old pier. The design provided for a length of 1902 feet and width of 186 feet - slightly shorter than the old pier but much wider. A central roadway 40 feet 3 inches wide had adjoining footpaths 19 feet 6 inches wide which also served as passenger platforms for the innermost of the four railway tracks along each side. An enormous amount of timber was incorporated, including 5462 piles of NSW Turpentine Pine with a total length of 297,618 feet (over 90 km). Four large steamships would be able to berth simultaneously in a dredged depth of up to 40 ft.[2]

Construction of the new pier was commenced in July 1912 by RO Law as contractor to the Public Works Department. Although the job was nominally in the territory of the Melbourne Harbor Trust, the Trust was at that time being reconstituted and given additional powers. It did not assume control of the project, and ownership of all the 'railway' piers, until the following year.[3]

Access to the New Pier

Rail access to the new pier was by means of about half a mile of new double-track line constructed from the Port Melbourne railway at Graham. Unlike the old Railway Pier, which had no road access, the New Railway Pier was designed with road

vehicles in mind. In addition to the centre roadway, all rail tracks were recessed into the pier deck to allow road vehicles alongside ships. These features were welcomed by the Melbourne merchants who hitherto had been compelled to pay the railways to transfer goods to and from Spencer Street goods station. Providing road access to the pier would be a significant project in itself.

At the time, there were very few residents and very few roads west of the Port Melbourne railway. The most direct route for a road to the new pier was by extension of Beach Street across the approach to the existing Railway Pier and along the shore. Such a road would cross a large number of busy rail tracks leading to both piers so, from the outset, overpasses were seen as desirable and the Trust proceeded to acquire the necessary land to allow their construction. Between the piers there would be a low-level road, at pier deck height, and inshore of this a 'high-level' road leading up to the overpasses.[4]

As the Railway Pier was soon to be closed for rebuilding with a different rail layout, the Harbor Trust suggested that level crossings should be provided temporarily. The Railway Commissioners responded that this would be impractical as the proposed road would cross at least ten railway tracks leading to 'the existing pier when it is constructed'. Pending the reconstruction of the old pier, the only other practical route to by-pass the Railway Pier was adopted: using semi-residential Swallow Street to access the new shore road.[5]

To construct the new access road, sheet piling was constructed between the two piers by contractor RO Law during 1914–15. Behind the piling the roadway needed to be filled by about a metre to give a new surface 95 feet wide which could then be Telford pitched and metalled. The high-level roadway, if constructed, would increase the width to be filled by up to 115 feet and the height by up to 27 feet.[6]

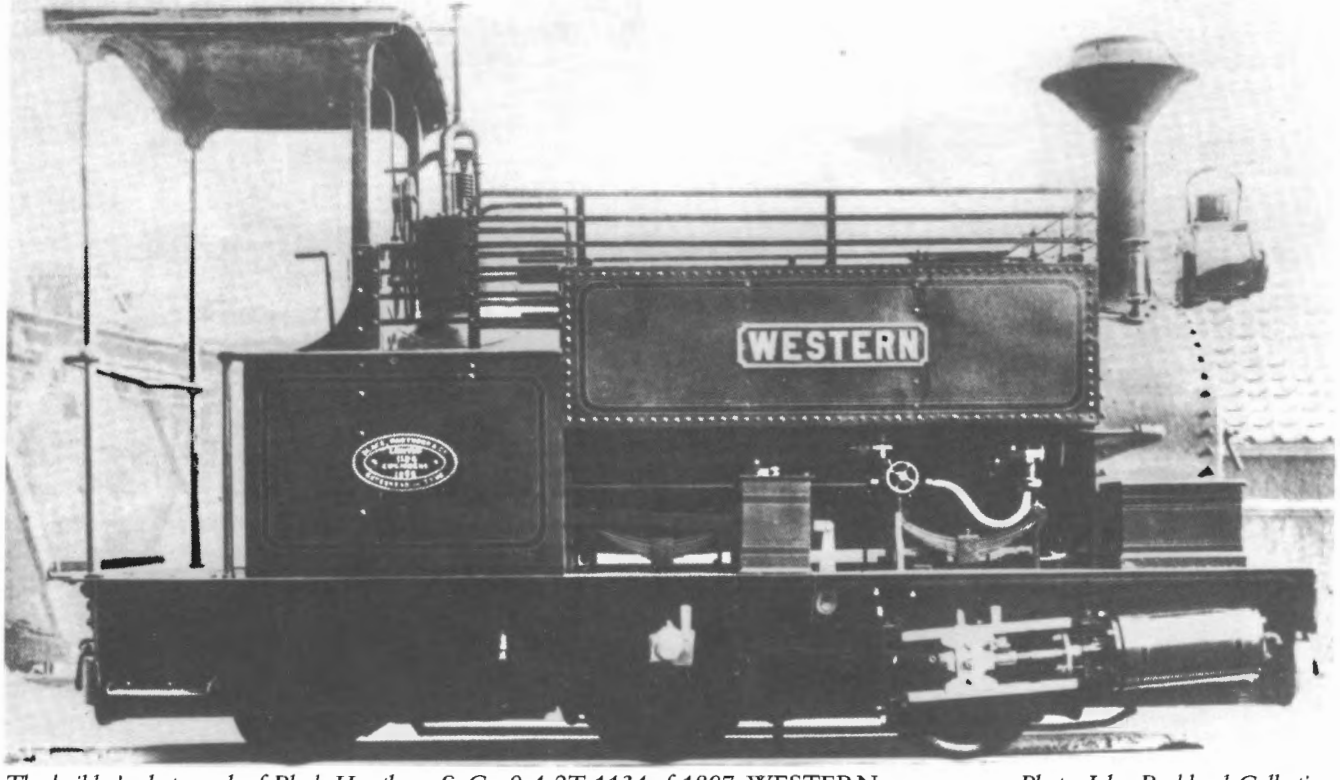
The Harbor Trust was gradually widening the lower Yarra and the opportunity was taken to extract the solid filling required for the road from an area on the east bank of the river, just upstream from the Williamstown Steam Ferry, which would eventually be part of the river channel. This area had been filled with river dredgings about 25 years earlier by Garnsworthy & Smith as contractors to the Trust. Excavation and transport of the material was to be by means of a Priestman grab crane and steam-powered tramway.

The Tramway

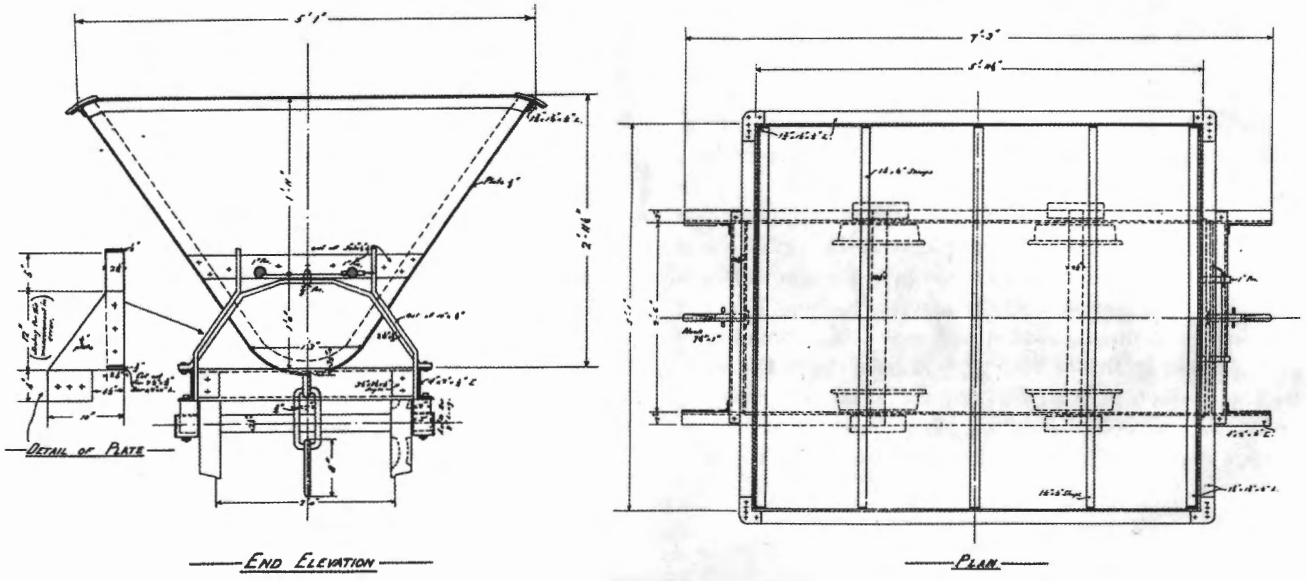
Tenders for the supply of plant required for the road filling project closed on 13 October 1914 and sought a narrow-gauge locomotive, a vertical boiler, a Priestman grab crane, 320 chains of rails, and 24 side- or end-tipping trucks of two cubic yards capacity (or wheels and axles from which trucks could be manufactured). Tenders were accepted for a two-feet-gauge locomotive, rails and a boiler. Forty-two tons of new 28 lb/yd rails, manufactured by Carnegie Steel Co. of America, were supplied by the Hardware Company of Australia Pty Ltd at a cost of £348 12s, and the vertical boiler by Bevan & Edwards for £80. No tender was received for the grab crane so arrangements were made to borrow one from the Geelong Harbor Trust.[7]

Machinery merchants Cameron & Sutherland supplied a locomotive of Black, Hawthorn & Co. manufacture for £450. This was the 0-4-2ST, builder's number 1134 of 1897, formerly used at the Zeehan Western Mine in Tasmania and was probably still carrying the name *WESTERN*. The Harbor Trust had prepared a design for timber side-discharge trucks for construction in its own workshops, but tendering proved that it was cheaper to have new, steel, side-tipping trucks constructed by GT Sewell of Footscray for £22 each. The trucks were supplied with dumb buffers and hook and two-link couplings rather than the more usual centre-buffer link-and-pin arrangement.[8]

To operate the tramway and cranes, three engine drivers were required, one to drive the locomotive and two for the cranes. (One of the Trust's smaller grabs seems to have been mounted on a 4 ft 8½ in gauge truck at the pier end of the line to assist with distribution of the filling.) Three qualified men from the Trust workforce were reclassified to fill the vacancies; workshops labourer R Bull taking on locomotive driving at 1s 3¾d per hour.[9]



The builder's photograph of Black Hawthorn & Co. 0-4-2T 1134 of 1897, WESTERN. *Photo: John Buckland Collection*



Drawing of a steel truck prepared in 1922 when the Trust was attempting to find a buyer for the surplus rolling stock.
MHT Drawing 4655, Mike McCarthy collection

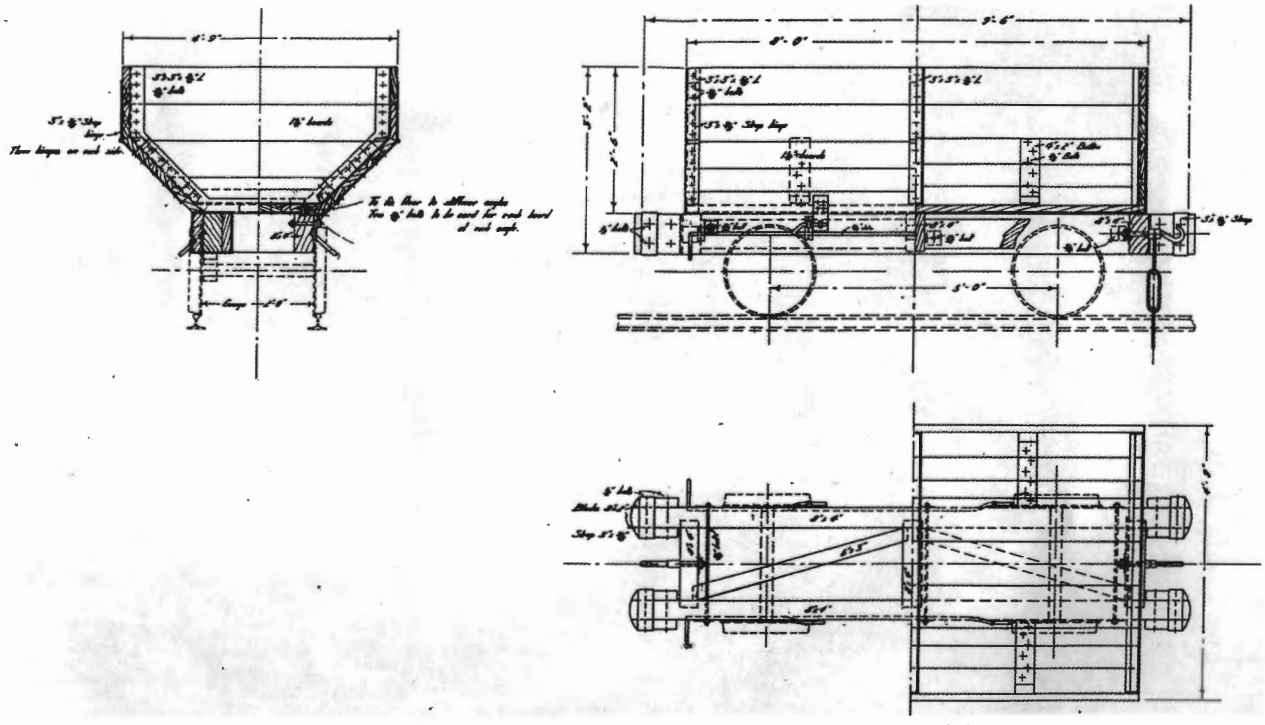
Construction of the tramway commenced in December 1914 using both the purchased rails and some 40 lb/yd rails on hand. As the line ran almost entirely upon land vested in the Harbor Trust, it was only necessary to get agreement from the Port Melbourne Council to cross Williamstown Road, between the river and Lorimer Street, and from the Victorian Railways to pass through its fence and cross the tracks near the new pier. Council permission was readily forthcoming and the Railways also acquiesced subject to the tramway being carried on movable beams above the railway tracks and these being lifted clear of the railway tracks at night and when required for running railway vehicles to or from the new pier. Tramway construction was completed during February 1915 and probably came fully into operation the next month as soon as the Geelong Trust's grab was available.[10]

In early 1915 complaints were received from John Sharp & Sons (horses escaping from its grazing area due to the tramway gate not being fastened) and the Nugget Polish Co. of Australia Ltd (one of their lorries allegedly breaking an axle crossing the rails in Williamstown Road), but otherwise little trouble seems to have been experienced in operating the tramway.[11]

Opening the Pier

The first section of the New Railway Pier had been completed in mid-1914, its first use being on 29 September of that year by two troop transports. The outer section was finished in May 1915, but only limited use was to be made of the new structure until the completion of the access road, buildings and gantries for passengers, and dredging to a depth of 37 feet.[12]

In May 1915 the Railways Commissioners, apparently having forgotten that they had already given permission, informed the Trust that its tramway 'is quite contrary to the practice of the Department, and would prove unsafe in the operation of railway traffic to and from the pier to have the tramway laid



Design for wooden trucks prepared when the Trust was considering manufacturing them in its own workshops.
MHT Drawing No.3183, Mike McCarthy collection

in such a position' and refused to sanction the arrangement nor permit trains to be run to the pier while the tramway existed. Some sort of resolution seems to have been reached, or maybe there was little need to run trains on what was at the time considered a construction siding, as it was not until March of the following year, in preparation for the opening of the line to normal traffic in May, that the Railways insisted on the portable rails being kept clear of the railway except when actually required. Permission to use the crossing was then required from the signalman at the new Port Melbourne 'B' signal box.[13]

In October 1915 about 16,550 cubic metres of filling remained to be placed which would take about six months to complete. Harbor Trust Chief Engineer AC Mackenzie, who had previously been Engineer at the Geelong Harbor Trust, saw the opportunity to double the rate of work by borrowing a locomotive and 18 wooden-bodied trucks from his former employer. This equipment had been in use on levee bank construction at Sparrovale Farm – a project recently suspended due to lack of funds. An additional driver, fireman and four labourers were required to operate the additional plant but, overall, a slight reduction in cost was expected. Arrangements were duly made and the plant shipped from Geelong.[14]

At this time, filling of the roadway had progressed sufficiently for the low-level road from Swallow Street to be pitched and metalled and footpaths and channels provided. The provision of the roadway and the revised tramway crossing arrangement with the Railways allowed the pier to come into official use with the arrival of the P&O liner *Mooltan* on 2 April 1916. Formal agreement between the Trust and the Railways to allow low-level road access to the New Pier from the east, and also to the old pier from the west, was reached in May subject to no through access across the approaches to either pier. To ensure that no rail-level approach from Beach Street was possible the Railways refused to transfer the land required to the Trust. Access to this land was eventually obtained in August 1916 and filling works were extended to this area to take advantage of the availability of the filling plant.[15]

Completion of the project

By December 1916 the earthworks for the full length of the low-level roadway between the piers were complete and, as there was no immediate prospect of commencing the earthworks for the high-level roadways, the Harbor Trust decided to dispose of its plant by tender. The Geelong plant was to be returned except for the locomotive, which had just been sold by Geelong Harbor Trust to Cameron & Sutherland 'on behalf of the Navy Department' for £450.[16]

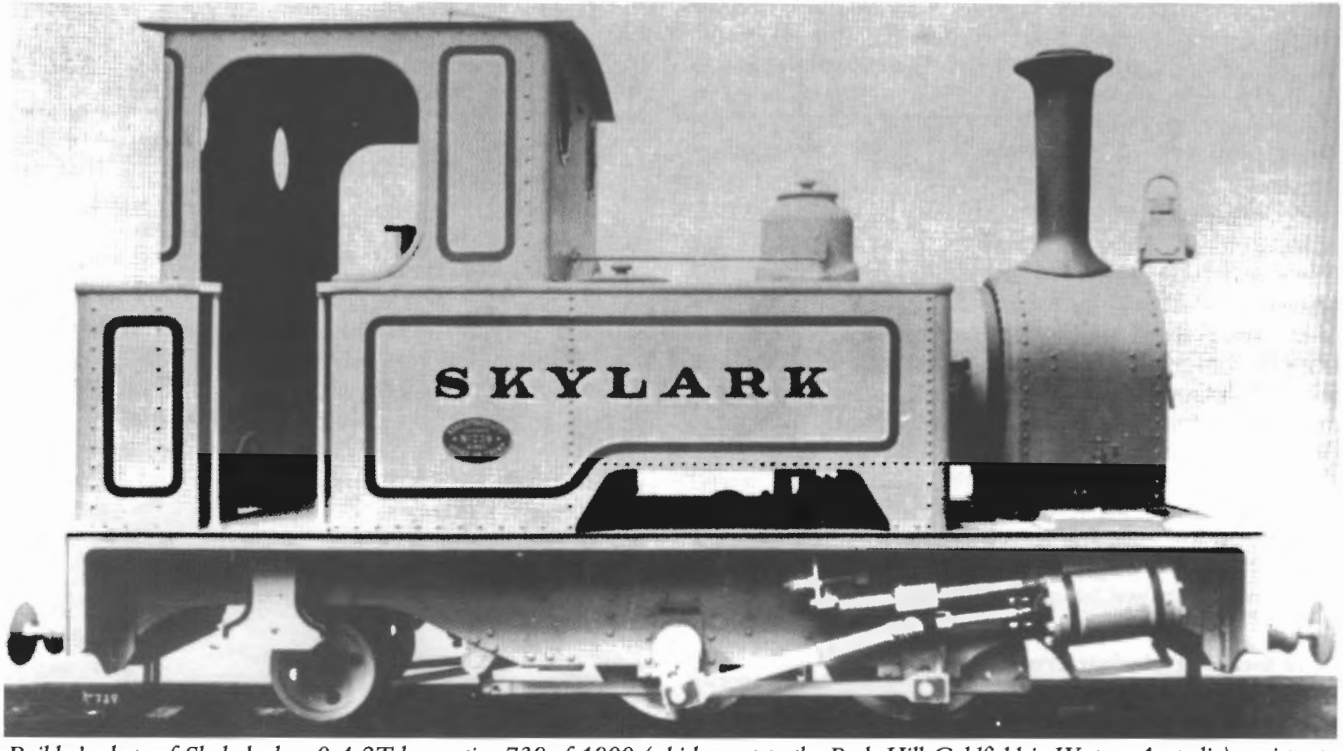
At this time the Melbourne Harbor Trust's plant included:

- locomotive
- 24 trucks
- 53 tons of 28 lb/yd rails
- five turnouts
- twelve ¾- and ½-cubic-yard trucks
- 113 tons of 40 lb/yd rails
- Priestman grab (overhauled but an old design)
- grab truck and wheels
- six 400-gallon tanks (one used at the New Pier)
- two tank trucks (to be retained)

The locomotive was said to be 'in first class order having just been completely overhauled and new brasses fitted throughout'. However, it was noted that the machinery inspector had reduced the permissible boiler pressure to 100 lbs/sq. in. The smaller trucks were probably the remnants of a batch of 1 ft 11½ in gauge wagons purchased in 1890 from Bochum Union agents Shadler, Koeniger and Aron.[17]

All tenders received for the tramway plant *in situ* were thought too low so the rolling stock, including the Geelong trucks which their owner now wished to sell, was removed to the Trust's Williamstown yard and the tramway rails lifted and stacked near the Williamstown Ferry. Dismantling was completed in June 1917. Over the next few years numerous attempts were made to sell the plant; the offers received not matching the Trust's expectations.[18]

The Trust hoped to receive an amount for the locomotive comparable to that realised by the Geelong Trust on the sale of its 'similar' engine. Despite the expenditure of £1 10s on



Builder's photo of Skylark class 0-4-2T locomotive 739 of 1900 (which went to the Peak Hill Goldfield in Western Australia), a sister to the machine owned by the Geelong Harbor Trust. *Photo: Richard Horne collection, courtesy Adrian Gunzburg*

painting and cleaning, the condition of the boiler reduced the attractiveness of the locomotive to potential purchasers. It was not until April 1920 that the State Rivers and Water Supply Commission was induced to pay the asking price of £475; before detailed examination by the Commission's engineer. The engine was removed from its resting place at the outer end of Ann Street Pier, Williamstown, to the nearby works of Thompsons (Castlemaine) Ltd for overhaul, whereupon the Government inspector condemned the boiler. Following reconstruction of the boiler by Thompsons, the Black, Hawthorn locomotive went on to see service on a number of Murray River works projects.[19]

Six of the trucks and 880 yards of 28 lb/yd rails were hired to A Ogden from February 1920 for sand extraction at Fisherman's Bend. This operation was continued by Australian Glass Manufacturers Co. Ltd from 1923 until 1930 using the hired rails but not the trucks. One truck was sold to Horrocks Roxburgh Pty Ltd in July 1921 for £17. Some of the remainder, and the ex-Geelong trucks, were eventually sold at auction in 1924.[20]

Prince's Pier

With the New Pier in full operation, the old Railway Pier was closed beyond the Bay Excursion Platform in October 1920 and reconstruction commenced. The confusing situation now arose of the old Railway Pier being newer than the New Railway Pier so, in February 1922, the piers were bestowed with their current names, Station Pier and Princes Pier respectively.

Prince's Pier was a busy place until the completion of Station Pier in 1930. During the Depression and until the surge of traffic during the Second World War, it was almost deserted. In the Depression years an approach road from the west side of Prince's Pier was constructed by the Public Works Department and the Centenary Bridge road overpass was built at the foot of Station Pier thus providing a through roadway along the shore. The road from the west was promptly blocked by the Victorian Railways in a dispute over the protection of the Princes Pier level crossing and remained so for several years.[21]

With the advent of large container-carrying ships and their specialised docks, usage of Princes Pier declined and finally ceased in 1985. It now lies derelict awaiting partial conversion to recreational use. High-rise residential apartment buildings now occupy the former roadway that was filled with the material supplied by the tramway.

Locomotive Details

Melbourne Harbor Trust locomotive

Builder	Black, Hawthorn & Co., Gateshead-on-Tyne, England. No. 1134 of 1897
Type	0-4-2ST, outside cylinder, inside frame.
Gauge	2 ft
Wheel diameters	Coupled wheels 22½ in; Bogie wheels 16 in.
Wheel base	3 ft 2 in rigid; 7 ft 3 in total.
Cylinders	6½ in diameter, 12 in stroke.
Boiler	Length 6 ft, diameter 2 ft 9 in; copper firebox 2 ft 3 in x 2 ft x 2 ft 3in. Fifty 1¼ in diameter brass tubes. Working pressure 130 lb/sq. in.
Weight	Approximately 7 tons.

The Geelong Harbor Trust locomotive

The Geelong Harbor Trust locomotive was one of the 0-4-2T Skylark-class manufactured by Kerr, Stuart & Co. Ltd; either builder's number 743 or 797. It had been acquired by the Geelong Trust from Cameron & Sutherland in August 1908 having previously been employed at the Mount Ellison copper mines in the Northern Territory.[22]

No evidence has been located that the engine ever reached the Navy, although there was interest in acquiring this type of locomotive as, in June 1917, the Melbourne Harbor Trust received an enquiry from the Naval Works Department about purchasing *WESTERN*.[23]

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Progress Report from Parliamentary Standing Committee on Railways on the Question of Additional Pier Accommodation at Port Melbourne, Victorian Parliamentary Papers, 1902, Vol. 1.

References

Abbreviations

MHT	Melbourne Harbor Trust
VPRS	Victorian Public Record Series (held at the Public Record Office Victoria)
VPRS 7854/P2	Mines Department, Register of Boilers, 1907-1935
VPRS 7964/P1	MHT, Outward Letter Books, 1877-1985
VPRS 7966/P1	MHT Inwards Correspondence 1890-1913.
VPRS 7972/P1	MHT, General Correspondence Files, 1913-1981
VPRS 7981/P1	MHT Minute Book, 1913-1944
VPRS 11471/P1	Geelong Harbor Trust Outward Letter Books, 1905-1947

1 MHT Annual Report 1888.
2 MHT Annual Reports 1914 and 1915.
3 O Ruhen, *Port of Melbourne 1835–1976*, Cassell Australia, North Melbourne, 1976, p. 205.
4 VPRS 7964/P1, Unit 123, letters to Lands Department and Victorian Railways.
5 VPRS 7972/P1, Unit 972, File 39676
6 VPRS 7972/P1, Unit 1120; MHT Drawing 3007.
7 VPRS 7972/P1, Unit 1113 and Unit 972, File 39676; VPRS 7981, Unit 2.
8 VPRS 7972/P1, Unit 972, File 39676 and Unit 1294; R F Ellis, 'Black Hawthorn 0-4-2ST Western', *Light Railways* No. 83, January 1984, pp. 16–18; MHT Drawings 3183 and 4655.
9 VPRS 7972/P1, Unit 972, File 39676, Unit 1085, File 38940, and Units 1055 and 1113.
10 E-mail from H McRae to author citing Port Melbourne Council minutes; VPRS7972/P1, Unit 706, File 29386 and Unit 972, File 39676.
11 VPRS 7972/P1, Unit 533, File 27996, and Unit 972, File 39676.
12 MHT Annual Report 1914; VPRS 7972/P1, Unit 973, Notes for MHT Chairman.
13 VPRS 7972/P1, Units 1001 and 1008; Victorian Railways Weekly Notice 21/1916.
14 N Houghton, 'Geelong Harbor Trust Tramways', *Light Railways* No. 73, July 1981, pp. 9–10.
15 VPRS 7981/P1, Unit 4; VPRS 7972/P1, Unit 1070, Notes of conference between Victorian Railways Commissioners and Harbor Trust Commissioners 3 May 1916, and Unit 972, File 39676.
16 VPRS 7981/P1, Unit 4; VPRS 7972/P1, Unit 1113, Engineer's Report 276/17.
17 VPRS 7964/P1, Unit 134; VPRS 7966/P1, Unit 2, file 1035/90 and Unit 33, File 6778/94.
18 VPRS 7964/P1, Unit 134.
19 VPRS 7972/P1, Unit 1055, Engineer's Branch Report 907/17 and Unit 1113, File 58835; VPRS 7854/P2, Units 45 (BIA 4484) and 48 (BIA 4721).
20 VPRS 7972/P1, Unit 1100 and Unit 1112, Engineer's Report 134/20, etc.
21 VPRS 7972/P1, Unit 1070, File 158807.
22 *Argus* 4 July 1908; VPRS 11471/P1, Unit 15; J Harvey, 'Mine Tramways at the Top End', Australian Railway Historical Society *Bulletin* No. 642, April 1991, pp. 87-89.
23 VPRS 7981/P1, Unit 5.

Acknowledgements

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First Rail...Last Post

by J W Shoebridge

Introduction

In their article in LR 194 describing the first incline railway of the Australian Agricultural Company (AA Coy) in Newcastle, the authors raised the question of the type of rail used. Exciting news of a fortuitous discovery made by an alert and knowledgeable researcher has revealed the probable answer, and a tangible remnant from the oldest railway in Australia has been preserved.

At the same time, one of the very few in-situ remnants of the Company's railway system appears in imminent danger of destruction.

The First Rail

Some time ago, Newcastle historian David Campbell, was on foot investigating the route of the AA Coy's 'C' Pit incline railway, now lost within suburbia.

The 'C' Pit was sunk by the AA Coy in 1842 around the same time that the 'A' Pit closed. It was located at the northern end of Bingle Street and its coal was transported over a short incline or 'jig', connecting with the horse and gravity-worked railway which served the 'B' Pit.

In the debris of a demolished house, David's sharp eye noticed an unusually shaped piece of metal. When unearthed and brushed down, this revealed itself to be a length of cast iron fish-bellied rail. Cast iron was used in Britain for tram plates and rails from the 1700s but by the mid-1830s it was being supplanted by wrought iron, which was less prone to fracture.

David's deduction, supported by several local industrial historians, is that this piece of rail was cast in Britain around 1826, brought to New South Wales in 1827, and eventually laid in place on the 'A' Pit incline in 1831. He believes it was recovered from this location around 1843 and re-laid on the 'C' pit line. At some time, perhaps in the mid 1850s when the track was lifted, this length was damaged and discarded, managing by happy chance to escape the scrap furnace. AA Company records indicate that similar rails remained in use as late as 1852 on the line to Pit Town (now Hamilton), surviving until the introduction of locomotive traction.

David retrieved the rail before it was sent to the dump and it was placed in store. On 23 March 2007, this most significant historical artifact was unveiled by Messrs Gaudry (MP for Newcastle) and Tait (Lord Mayor of Newcastle) before an Industrial History Conference held at the former Honeysuckle Point Railway Workshops.

One of the last relics of the AA Company's railway system is this former gate post near Hamilton station. Photo: John Shoebridge

Newcastle historian David Campbell holds the section of the original AA Company fish-belly rail he discovered. He is standing outside the heritage-listed houses known as The Boltons *near the site of the AA Company's 'A' pit during the media event to mark the discovery, held on 14 March 2007. Photo: Rod Caldwell*

It was then displayed to the public, along with other historic rail sections, at a Rail Expo organised jointly by the Newcastle Industrial History Association and the Institute of Engineers Australia, to commemorate the 1857 opening of the Great Northern Railway (GNR). This display attracted many visitors and remained in place for 'Steamfest 2007' (20–21 April 2007).

The Last Post

In 1864 the AA Company's extensive railway system was connected to the GNR close to Pit Town Station. This facilitated the shipment of coal via the government cranes and was later utilised by loaded trains from Hebburn Colliery, bound for the Company's staithes. The private railway was closed in 1921 and the northern extension of Gordon Avenue now occupies the route of the connecting line.

Nearby was a cottage originally built for the GNR crossing keeper. Although this building was demolished in the aftermath of the Newcastle earthquake, one of the gate posts where the Company siding passed through the boundary fence remains to this day, together with a 'dog-leg' in that fence line.

Currently (April 2007) with the environs of Hamilton station undergoing upgrading work, there is a serious risk that this tattered old relic will not survive much longer.

Conclusion

In the specialised field of industrial archaeology, recognition of the significance of any discovery will always depend on the background knowledge of the observer. Thus a singular and significant relic of the nation's first railway was saved by an interested and astute person who just happened to be at the right place at the right time.

Sadly, without the intervention of someone with knowledge and authority, how readily will the old post be knocked down, the fence line straightened and the last few traces of the AA Coy rail system further erased.

Acknowledgement

As usual, a number of my friends have assisted me. In this case I am indebted to Messrs Brian Andrews, Rod Caldwell and David Campbell.

J&A Brown locomotive number 1 (R&W Hawthorn 947 of 1856) was one of two 0-4-2T machines originally purchased by John Eales to operate his Minmi to Hexham Railway. *Photo: John Buckland Collection*

150 years of continuous steam on the Richmond Vale Railway

by Graham Black

Newcastle, then Coal River, claims the honor of developing Australia's first coal export - the loading of a small consignment of coal shipped to Bengal on the vessel *Hunter* in 1799. The first direct shipment of export coal was made to South America on the *Anna Josephs* on 6 November 1801.

The coal trade has since become a major feature of Newcastle, the Hunter River and the Hunter Valley. At present, about 92 million tons of coal is shipped out of the port of Newcastle each year, all carried by rail.

Several private railways were constructed in the Hunter Valley in the early years to carry the coal, but one railway can claim to a unique part in the history of railways, certainly in Australia and possibly the world: 150 years of continuous steam haulage.

Colliery owner John Eales commenced construction of the standard gauge Minmi to Hexham Railway in September 1853. From the colliery at Minmi, located near the Sugarloaf Range, the railway crossed the Hexham Swamp to Hexham, located on the banks of the Hunter River, 10 miles upstream from Newcastle.

Horse power was used until 1857 when steam power was introduced in the shape of two 0-4-2T locomotives built by R&W Hawthorn of Newcastle-on-Tyne (947 and 948 of 1856), which were numbered 1 and 2.

The railway and coal mines were purchased in 1859 by brothers James and Alexander Brown who formed the famous J&A Brown Co. Shortly after, the Minmi to Hexham Railway was connected to the government-owned Great Northern Railway, which ran between Newcastle and Maitland.

All coal produced was carried in 4-wheel wagons that, over the decades, became known as 'non-air hoppers'. ('non-air' meaning that there were no continuous air brakes fitted to them). By the mid-1950s over thirteen thousand of these wagons, the vast majority privately owned, were in use within a 30-mile radius of the Port of Newcastle.

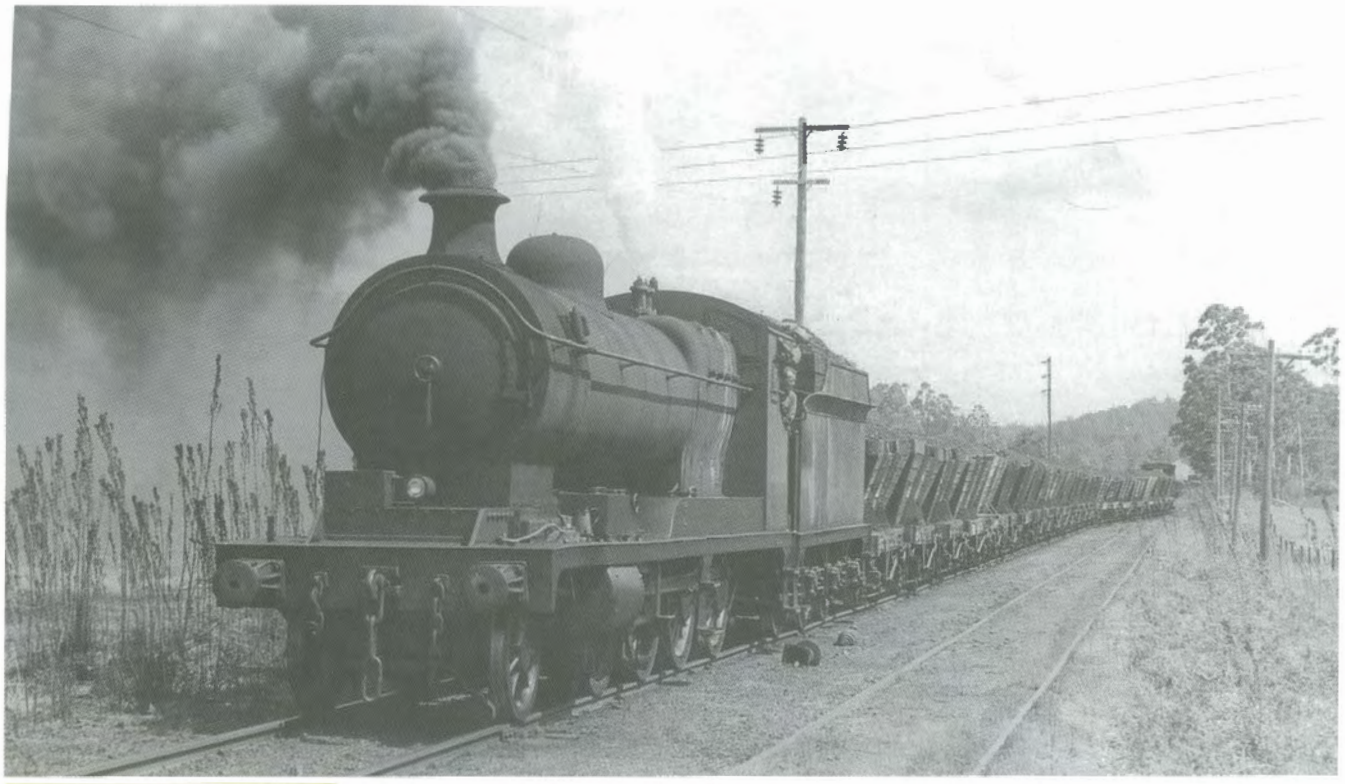
The increased coal production from the mines demanded a more powerful locomotive so number 3 an 0-6-0ST built by Kitson & Co. of Leeds (B/n 2236) was purchased in 1878. In 1891 a similar 0-6-0ST was purchased from the New South Wales Government Railway. Becoming number 4, it had been built by Kitson in 1870 (B/n 1620). As well as the coal haulage, these small locomotives regularly worked the Minmi to Hexham passenger trains until they ceased running in the 1920s.

Around the mid 1890s, James' eldest son, the dynamic John Brown, took control of the J&A Brown Company and until his death in 1930 he was the driving force behind the many changes and improvements to the mines and the railway.

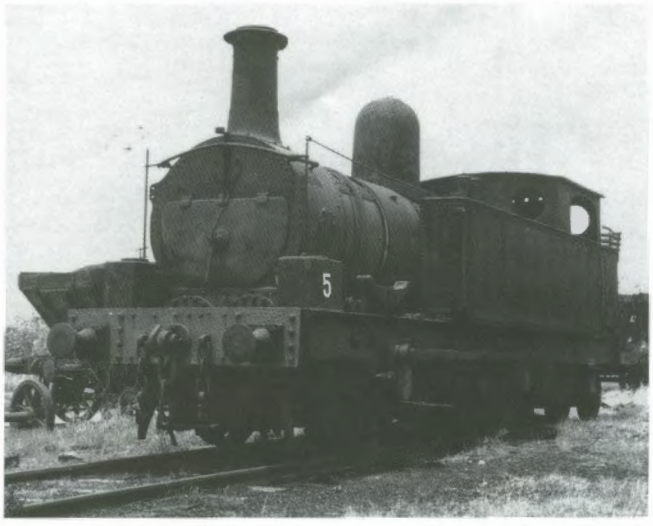
In 1904 construction commenced on a new line, branching off the original Minmi to Hexham Railway, to be named the 'Richmond Vale Railway' (RVR). Starting 3 miles 67 chains from Hexham, it had three tunnels and two large wooden trestle bridges. It connected to the Richmond Main Colliery at 15 miles 77 chains and Pelaw Main Colliery 15 miles 67 chains from Hexham. It was completed in June 1905 and the majority of coal hauled from the two mines was destined for shipment through the Port of Newcastle.

To work the railway, four large steam locomotives were purchased, second-hand, in England. Given numbers 5 to 8, they were 0-6-4T machines built originally for the Mersey Railway, in Liverpool, by Beyer Peacock of Manchester, (B/nos 2601 of 1885, 2607 and 2782 of 1886 and 2604 of 1885).

Increased traffic found the four Mersey tanks struggling to cope so an order was placed, in 1907, with Kitson & Co. for a large 2-8-2T locomotive. Number 9 (4567 of 1908) proved very successful so another two more locomotives, 10 and 11 (4798 and 4834 of 1911), were purchased.



Above: *ROD 13 (North British 22209 of 1919) leaves Doghole, near Stockrington Colliery, with a train of empties. Photo: RVPCS collection* ***Right:*** *In February 1966, Number 3 takes water at the Hexham exchange sidings, while 9* PELAW MAIN, *shunts the Preparation Plant. Photo: Phillip Lockett* ***Below:*** *Number 26, a former NSWGR 20 class 2-6-4T, came from Widemere Quarry at Fairfield in 1948. In this undated scene it is being laboriously coaled by hand at what is thought to be Hexham Sidings. Photo: RVPCS collection*



0-6-4T ex-Mersey Tank number 5 (Beyer Peacock 2601 of 1885) stored at Hexham in the early 1970s. Photo: Roger Daniels

In the early 1920s the disposal of second hand steam locomotives in England, left over from the First World War, enabled thirteen to be purchased between 1923 and 1927. These were from the 521 2-8-0 tender locomotives supplied to the Railway Operating Division (ROD) of the Royal Engineers, British Army, between 1916 and 1919.

Taking numbers 12 to 24, they became the main power on the RVR until the closing of the railway beyond Stockrington Colliery to Richmond Main Colliery in July 1967. These ROD engines, as they were known, were never all in service at any one time. (Their history on the RVR would make an article in itself.)

In 1934, following the death of John Brown, J&A Brown amalgamated with the Abermain, Seaham Collieries Limited, to form J&A Brown & Abermain Seaham Collieries Limited (JABAS) and the two companies' locomotive rosters were combined, with some confusion of numbering.

Number 26, a steam locomotive purchased by the railway in 1948, had an interesting life. It began as a 0-6-0 tender locomotive built by Beyer Peacock in 1885 (B/N 2567) for a railway contractor. Four years later it was purchased by the New South Wales Government Railway who in 1909 converted it into a 2-6-4T locomotive. In 1933 it was sold to the Sydney & Suburban Blue Metal Co, near Fairfield in Sydney's west, before coming to the RVR.

Coal & Allied, on its creation in the early 1960s, took over control of JABAS, the RVR and the nearby South Maitland Railway (SMR). By 1973 all the above RVR locomotives were either sold off, cut up, stored or in a very run down state. So entered the SMR 10 Class 2-8-2T locomotives to the RVR. Fourteen 10 Class were built by Beyer Peacock between 1911 and 1925, receiving numbers 10, 17, 18, 19, 20, 22, 23, 24, 25, 26, 27, 28, 30 and 31. The first to work on the RVR was number 23 in March 1973.

In January 1980, former Lysaghts 0-4-0ST locomotive *MARJORIE* (Clyde 462 of 1938) was delivered to the newly formed Richmond Vale Preservation Co-operative Society (RVPCS) located at old Richmond Main Colliery. Following an overhaul *MARJORIE* was steamed in February 1986.

The RVPCS was also responsible for the introduction to the RVR of the first diesel locomotive, in the form of ex-Maritime Services Board 'Planet' 4wDM Hibberd 3715 of 1955, which arrived on the premises in July 1980.

In September 1987, SMR No.25 became the last steam locomotive to work on the Hexham to Stockrington section of the RVR. Right to the end of coal haulage, only steam locomotives and 4-wheel non-air coal hoppers were used. No.25 has since been preserved at the RVPCS, along with Nos 22, 24 and 30. Only No.22 has not steamed since.

In 2007, steam it is still at work on parts of the Richmond Vale Railway with *MARJORIE* and number 30 in action, with the running of non-air hopper trains as a regular feature. A remarkable achievement, 150 years after steam was first introduced on the Richmond Vale Railway.

A mixed bag of motive power at Hexham in May 1973, as 2-8-2T 10 RICHMOND MAIN *(Kitson 4798 of 1911), 2-8-0 ROD 23 (Great Central Rwy 1918) and 2-8-2T SMR 23 (Beyer Peacock 6056 of 1920) await their next assignment. The message "SMOKE ENDS FRIDAYS" on the smokebox door of ROD 23 is to advise their neighbours of the notoriously smoky locomotive's imminent withdrawal. Photo: Graeme Belbin*

Above: *In September 1987, SMR 24 (BP 6125/1922) crosses the Hexham Swamp, running on the original 1856 formation, with one of the last loaded non-air coal trains.* ***Right:*** *On 22 September 1987 SMR 25 (BP 6126/1922) is seen between Stockrington and Doghole hauling the last train.* ***Below:*** *On 12 June 2005, SMR 30 (BP 6294/1924) is back in action, hauling a demonstration non-air train between Richmond Main and Pelaw Main. Photos: Graham Black*

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and to Barry Blair's ANZ Inside Rail enews

NEW SOUTH WALES

BLUESCOPE STEEL LTD, Port Kembla

(see LR 194 p.18)
1435mm gauge
On 5 May, BlueScope announced that rail operations at the steelworks will be contracted out to Pacific National from 1 August, following a two year review of rail operations. This will result in 165 redundancies.
ABC News Online 5/5/07; *Illawarra Mercury* 5/5/07

BT CONTRACTORS – iQR ALLIANCE, Bayswater and Drayton Mines joint facility construction, Antiene

1435mm gauge
An alliance of BT Contractors with the consulting arm of QR National is constructing a new rail facility to serve coal mines near Muswellbrook. Two small 4wDH locomotives, a tamping machine and some ballast hoppers have been imported from Hong Kong to work on the project. It appears likely that they were used on the recent construction of the Lok Ma Chau Spur of the Kowloon-Canton Railway, which was built by the CHCQ Joint Venture, of which iQR was a partner.
One locomotive was noted on 21 March at Drayton Junction and has been identified as built by Orenstein & Koppel, a Model MB7N or MB9N.
Ray Cross 3/07; Brad Peadon 3/07; Brian Rumary 3/07; Richard Bowen 4/07; *Railway Digest* 4/07; BT Contractors 5/07; Jens Merte 5/07

CARGILL AUSTRALIA LTD, Kooragang

(see LR 153 p.20)
1435mm gauge
Ex NSWGR Goodwin Co-Co DE CAR1 (83712 of 1960), has been sold to Junee Railway Workshops, although the vendor was not Cargill but Graincorp. It was towed from Kooragang to Botany on 17 April and was taken from there to Junee on 23 April.
Brad Peadon 4/07; Ted Rose 4/07; Nathan Cox 4/07

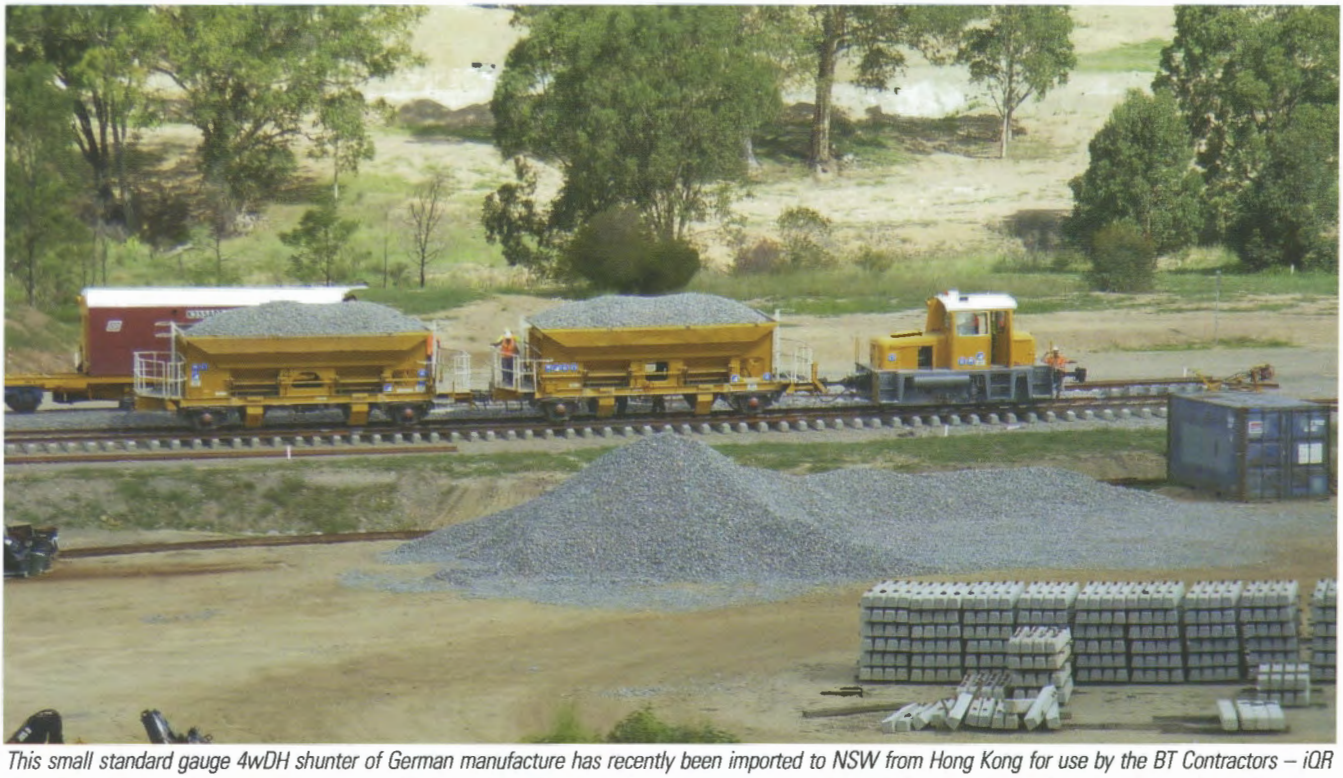
CLUFF RESOURCES PACIFIC NL, Copeton Diamond Mine

610mm gauge?
This company has been investigating the Copeton Diamond Shaft, about 20km south-west of Inverell. Sinking and tunnelling recommenced in February 2006, and involved installation of a ladder way and shaft haulage equipment. A 2 metre by 2 metre tunnel was driven for more than 20 metres in granite below the sediments. The installation of rail within the tunnel was completed, and a bogger (compressed air driven excavator) and skip (rail car) were made operative underground on 2 June. A one tonne kibble (haulage bin) was installed on rails within the shaft, which is capable of hauling at a rate of several tens of thousand tonnes per year. Following sampling of material, further tunnelling was terminated and the Copeton Diamond Shaft put on a care and maintenance until a comprehensive review of the diamond project, incorporating the newly obtained data, is carried out. Cluff's shaft and tunnel give previously unavailable access to a key area known to host high grade diamond deposits within the Copeton structure.
http://www.cluff.com.au/html/2006releases.html
via Phil Rickard

QUEENSLAND

BUNDABERG SUGAR LTD, Innisfail

(see LR 192 p.17 & 194 p.18)
610mm gauge
On 11 December 2006, the Federal Government announced a grant of up to $2.36m to Bundaberg Sugar as a contribution to the costs of closing Mourilyan Mill (which had occurred earlier in the year following Cyclone Larry). A further grant of up to $6.53m was announced to construct a new bridge over the South Johnstone River, build 4.7km of new rail line and associated infrastructure, and modify 600 cane bins (presumably ex-Moreton Mill).
Major work carried out in the slack season included a line joining the **South Johnstone** and former Mourilyan Mill networks in the Liverpool Creek area. The new line connects South Johnstone's Kurrimine Beach line with Mourilyan's Spanos line. It leaves the Kurrimine Beach line just east of the Murdering Point Winery. It is understood that another short connection will be built between



This small standard gauge 4wDH shunter of German manufacture has recently been imported to NSW from Hong Kong for use by the BT Contractors – iQR Alliance. It is seen at Drayton Junction on 21 March together with two ballast hoppers that are believed to have come from the same source. Photo: Ray Cross

Top: *Bingera Mill's Com-Eng 0-6-0DH* SHARON *(A1935 of 1959) seen on construction duties at a loop on Millaquin Mill's new Strathdees line with ballast plough and ballast hoppers in March 2007. Photo: Lincoln Driver* ***Centre:*** *A slack season line up of locomotives at the Millaquin loco shed in March 2007. On the left is Com-Eng 0-6-0DH* BURNETT *(AH2967 of 1963) on ballast hoppers, while the bogie locomotives are (left to right) Baldwins* FAIRYDALE *(10048.1 6.82 of 1982) and* CALAVOS *(4983.1 7.73 of 1973), Bundaberg Foundry* ELLIOTT *(002 of 1991), and Baldwin BAROLIN (6456.1 11.75 of 1975). Photo: Lincoln Driver* ***Above:*** *Pioneer Mill's 3ft 6ins gauge Walkers B-B DH* JARDINE *(592 of 1968) shows off its newly-fitted Detroit diesel engine, 20 April 2007 Photo: David Innes*

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the former Goondi Mill Mitchell's line and the former Innisfail Tramway's Nerada line north of South Johnstone to facilitate cane movements around the Currajah area where cane from areas once served by the Innisfail Tramway, Mourilyan Mill and Goondi Mill networks now flows to South Johnstone and **Babinda** mills.

Before the closure of Mourilyan Mill, the division between the Mourilyan and Babinda cane areas was generally taken to be the North Johnstone River (even though Babinda locomotives were sometimes stationed at Goondi, just south of the river). With the closure of Mourilyan Mill, the dividing point is west of Innisfail at Pervan's loop, near the old Goondi Two Mile. Babinda locos work beyond there to South Johnstone reasonably frequently, on cane transfer runs or because of temporary operating requirements caused by derailments or breakdowns. However, South Johnstone locos rarely work north of Pervan's.

A clarification regarding the line at Miriwinni mentioned in LR 194. The course of the line was surveyed in 2005 and the easement adjusted to take this into account, allowing the line to be in use at the end of the 2005 season. Following a derailment, the track was rebuilt for the 2006 season but it could not be used until mid October as until then there was only a manual control for the road crossing lights and the fireman could not operate the crossing lights and the QR catchpoints simultaneously.

Shane Yore 3/07; "Bluey" 4/07; Editor 5/07; http://www.maff.gov.au/releases/06/06180pm.html

BUNDABERG SUGAR LTD, Bundaberg Mills

(see LR 194 p.18)

610mm gauge

The current upgrading work on the Fairymead – **Bingera** link line is being assisted through a Federal Government grant of up to $576,000 that was announced on 11 December 2006. Apart from increasing the maximum load from 40 to 65 bins, it will reduce the trip time of 5.5 hours by one hour.

The new Strathdee's line from the Burnett River ferry has almost reached **Millaquin** but there are still problems with the route through one farm with the possibility of needing to shift a Council road. The Plasser KMX-12T tamping machine (390 of 1994) has been moved from Bingera for use on the new Strathdee's line.

Lincoln Driver 4/07; http://www.maff.gov.au/releases/06/06180pm.html

CSR PLANE CREEK PTY LTD

(see LR 192 p.18)

610mm gauge

On 27 February the Plasser Model GWS-75 spot tamper (434 of 1997) from the Herbert River district was seen at work at Yukan, south of Sarina. On 19 March Clyde 0-6-0DH D1 (56-101 of 1956),

returned from its sojourn at Victoria Mill, was seen at Dawlish in company with the mill's 18 4-wheel ballast hoppers, ballast plough, and the GWS-75. Two of the ballast hoppers were joined together a few years ago as a long 4-wheel double hopper but it must have since been converted back. The bulk of the tamping on the relaying project here was done by the mill's Plasser Model KMX-08 tamper (415 of 1995), while the GWS-75 was used for turnout maintenance at a variety of locations.

Because of the slack season removal of the diamond crossing of QR at Mount Convenient, Com-Eng 0-6-0DH 4 (FA1037 of 1960) was left at Main Line 5 so as to be available for track work on the isolated Main line (to Alligator Creek) and Cliftonville line.

The derelict remains of Clyde 0-6-0DH 2 (57-147 of 1957) have been parked for years at the end of the truckshop straight, while the chassis from Com-Eng 0-6-0DH 3 (FA 1036 of 1959) is at Shannon's Flat yard.

Of the unconverted Walkers B-B DH locomotives, ex-Westrail MA1861 (713 of 1975) and MA1863 (715 of 1975) along with ex-NSWGR 7309 (668 of 1971), 7347 (709 of 1973) and 7349 (711 of 1973) are stored next to the bulk sugar loadout while 7336 (698 of 1972) is at Shannon's Flat.

Carl Millington 3/07, 4/07

CSR SUGAR (HERBERT) PTY LTD, Herbert River Mills

(see LR 193 p.18)

610mm gauge

On 13 March, two ex QR bogie wagons were taken from **Victoria** Mill to Corradini Engineering for conversion to new 32-tonne brake wagons. Work has progressed at Victoria with the modification of what were originally 6-wheel brake wagons, with the centre wheelsets removed. The numbers have been removed and in the case of pairings, new name stickers have been applied to the wagon which retains engine, air compressor and telemetry. The former BV1 is now *HERBERT* and is coupled to the former BV2, while the former BV9 is *VICTORIA* and its partner is the former BV8. This is the opposite allocation to that shown in LR 194. The former BV3 is named *CLEMAC*.

At **Macknade** Mill by mid-April, EM Baldwin B-B DH 19 (7070.3 4.77 of 1977) had received its new Detroit 60 series engine and fitting out was proceeding. The converter and reversing gearbox from EM Baldwin B-B DH *BRISBANE* (5423.1 9.74 of 1974) was under overhaul. This locomotive was being considered for a new Caterpillar engine and drive train, but this work will now not be carried out until after the 2007 season. Clyde 0-6-0DH 11 (65-383 of 1965) has been fitted with weights under the footplates in line with the front axle in attempt to balance it better.

At Victoria Mill by late April, Clyde 0-6-0DH locomotives *CENTENARY* and *INGHAM* (64-381

Top: *Pioneer Mill's ex-Aramac Shire Council Walkers 0-6-0DH (583 of 1968) shunts QR molasses wagons for loading on 20 April 2007. Photo: David Innes* ***Centre:*** *Still awaiting final assembly, the first two locomotives being prepared for construction of the Fortescue Minerals iron ore railway in the Pilbara, DR8402 Margaret and DR 8401 Jean, at the Asset Kinetics yard at Port Hedland on 1 May 2007. Photo: Richard Montgomery* ***Above:*** *Fresh off the boat, BHP Billiton Iron Ore's Electro-Motive Canada Co-Co DE 4314 (20058712-001 of 2006) at Port Hedland on 14 April 2007. This unit carried the identity EMDX1001 when being run in the USA for testing purposes last year. Photo: Richard Montgomery*

LOCOMOTIVE, ROLLING STOCK & EQUIPMENT MANUFACTURERS

BOOGAN IMPLEMENT COMPANY, Boogan, Queensland
(see LRN 77 p.4)
On March 30, Bradken Ltd announced its acquisition of the Boogan Implement Company which is located near Innisfail, at a cost of $16.4m. Boogan manufactures a range of engineering products for the sugar industry including cane bins, tramway turnouts, transfer stations, wheel sets, bogies and couplers.
Bradken Ltd media release 30/3/07

GTSA ENGINEERING, Maddington, WA
(see LR 194 p.22)
By mid-March, the first locomotive being prepared for construction duties on the Fortescue Minerals Group iron ore railway was close to completion. This was ex-Robe Co-Co DE 9426 (Alco 3499-02 of 1968 rebuilt Com-Eng 143/1, 1986), numbered DR8401 and named *Jean*.
On 1 May, this locomotive was noted in the Asset Kinetics yard at Wedgefield, Port Hedland, together with ex-Hamersley Iron Co-Co DE 3007 (AE Goodwin G-6011-02 of 1968 rebuilt Commonwealth Engineering), numbered DR8402 and named *Margaret*. Both locomotives were painted in a white and dark blue livery with FMG decals but were obviously without bogies and fuel tanks. Two engines, four bogies and four fuel tanks were on site in preparation for final assembly.
A third ex-Hamersley unit from the GTSA stock will be added to the two already selected for rebuilding, which with two ex-Robe units will make a total of five units in all, numbered DR8401 to DR8405.
Decals on DR8402 show that the units are owned by Coote Industrial and are on lease to Australian Rail Mining Services, a subsidiary of South Spur Rail Services.
Motive POWER No.51; Richard Montgomery 5/07

Industrial Railway NEWS

and 64-382 of 1964) were in the process of being fitted with new Mercedes-Benz diesels. *CENTENARY* is receiving a normal torque converter while *INGHAM* will be fitted with one incorporating direct drive.
Some work has been done at the Victoria Mill truckshop on joining together about 200 of the newer 4-tonne bins.
Hudswell Clarke 0-6-0 *HOMEBUSH* (1067 of 1914) has been made available for the filming of a movie at Bowen during May and June (see Heritage & Tourist section). Replacing it on the passenger trains for the Italian Festival on 19-20 May will be Clyde 0-6-0DH *LUCINDA* (65-436 of 1965).
Chris Hart 3/07, 4/07; Brett Geraghty 3/07, 4/07; *Herbert River Express* 21/4/07

HAUGTON SUGAR CO PTY LTD
Invicta Mill, Giru
(see LR 194 p.21)
610mm gauge
PIONEER SUGAR MILLS PTY LTD
(see LR 192 p.19)
1067mm gauge
Pioneer Mill's Walkers B-B DH *JARDINE* (592 of 1968) has been fitted with a new Detroit 4 stroke diesel engine.
Pioneer is now the location of the main central workshop for locomotive work in the Burdekin district. **Invicta** Mill's Walkers B-B DH *CROMARTY* (708 of 1973 rebuilt Bundaberg Foundry 1996) was extensively damaged by fire in November 2006. It has been moved to Pioneer Mill for extensive refurbishment work including a new engine and reconditioned transmission and running gear.
David Innes 4/07

ISIS CENTRAL SUGAR MILL CO LTD
(see LR 191 p.18)
610mm gauge
Isis Mill has applied to the Burnett Shire Council for approval to extend its railway beyond the present northern terminus at New Valley Road on the southern outskirts of Bundaberg. Roads affected include Price Street, New Valley Road, Gillens Creek Road, Gordons Road and Woods Road. It appears that the proposal involves two short extensions designed to facilitate road trucking of cane.
A fire on 31 March destroyed the bagasse conveyor and left a $1m damage bill but is not expected to delay the start of crushing.
ABC News Online 2/4/07; Brian Bouchhardt 4/07 *News-Mail* 5/5/07 via Lincoln Driver

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD
(see LR 193 p.21)
610mm gauge
Walkers B-B DH *BALBERRA* (657 of 1970 rebuilt Tulk Goninan 1994) was noted at **Racecourse** Mill in late March with its replacement bonnet still in Cooks Construction colours.
A number of locomotives have been used for ballasting duties during the slack season. Observations in March and April saw Clyde 0-6-0DH 43 *CHELONA* (59-201 of 1959) in **Marian** Mill's Gargett area, Com-Eng 0-6-0DH *CARLISLE* (AI3171 of 1963) in Marian's Kuttabul area, and EM Baldwin B-B DH 34 *HAMPDEN* (6706.1 5.76 of 1976), initially at Sunnyside (Racecourse Mill), and then moving to Allandale (Marian). Meanwhile Com-Eng 0-6-0DH *SEPTIMUS* (A2128 of 1958) and the bridge gang had been working on Marian's Hampden line.
Shane Yore 3/07; Carl Millington 3/07, 4/07

THE MULGRAVE CENTRAL MILL CO LTD, Gordonvale
(see LR 191 p.20)
610mm gauge
On 14 March, the chairmen of Mulgrave Central Mill Co Ltd and of Bundaberg Sugar Ltd announced a proposed merger which would create a new milling company in north Queensland. The new company would own Tableland, Mulgrave, Babinda and South Johnstone mills and associated operating assets. Initially, Mulgrave Mill shareholders would own 40% of shares and Bundaberg Sugar 60%, but growers of any of the mills would have the opportunity of purchasing shares in the future.
On 12 March, The Maryborough Sugar Factory Ltd wrote to the Board of Mulgrave outlining a rival merger proposal, announcing this on 15 March.
There was some industry disquiet about the way this situation had developed and the 200 Mulgrave grower shareholders were scheduled to discuss the rival offers on 20 March. However, late in April no further word was available about the situation.
Rumours of a possible linkup between Mulgrave and Bundaberg Sugar had been circulating in the district previously and the joining of tramway infrastructure under the Bundaberg Sugar proposal could offer significant advantages in flexibility of operations. Local reports indicated that although the tramways were physically linked at present, allowing the recent delivery of new bins by rail, a creek bridge in the linking section was presently not trafficable by main line locomotives.
Work on the renewal of the main Mulgrave River bridge has been progressing, with this slack season's work being the second of a major three year program to replace it in steel and concrete. In addition, a significant portion of Barbagallo's line is being relaid. This line was built in 1980.
Mulgrave & Bundaberg Sugar joint media release 14/3/07; Maryborough Sugar Factory media release 15/3/07; ABC News Online 9/03/2007; Shane Yore 4/07; Chris 3/07, 4/07

VICTORIA

SPECIALIZED CONTAINER TRANSPORT, Laverton
(see LR 153 p.22)
1435mm gauge
An ex-VR RT class 4wDM locomotive has been noted here painted in SCT colours. It is suggested that it could be the former RT32, built at Newport in 1962, and last reported at Deniliquin in LR 176. Confirmation would be most welcome.
Tony Burgess 4/07

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WESTERN AUSTRALIA

BHP BILLITON IRON ORE PTY LTD

(see LR 194 p.21)
1435mm gauge
Ten new Electro-Motive Canada Model SD70ACe/LC Co-Co DE locomotives arrived in Port Hedland on 1 April. They are numbered 4314 to 4323 and have builder's numbers 20058712-001 to 20058712-010 of 2006 respectively. On unloading from the ship, they were moved to the Downer EDI service shop at Nelson Point for commissioning.
Richard Montgomery 4/07

LAKEWOOD MILL PTY LTD, Lakewood

610mm gauge?
Old news perhaps, but worthy of reporting. In 2002, Kalgoorlie Gold Mines Consolidated recovered two boggers from their underground workings for use at Lakewood Mill's gold mine. Unusually, the price paid was a donation to the Royal Flying Doctor service.
http://www.kcgm.com.au/uploaded/media/28.pdf via Phil Rickard

LEIGHTON / KUMAGAI JOINT VENTURE, Perth Metro Rail Tunnel

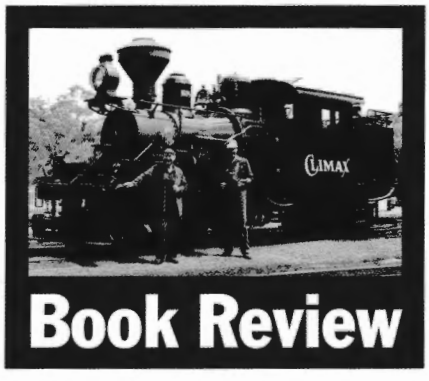
(see LR 192 p.19)
900mm gauge
The three Schöma 4wDH locomotives used on this project (5280, 5283 and 5284 of 1992) were advertised for sale on the *tunneltrade.com* website in the latter part of 2006 with the advertisement being removed around mid-April 2007.
Daniel Osborne 4/07

THE PILBARA INFRASTRUCTURE PTY LTD

(see LR 193 p.21)
1435mm gauge
On 9 March, Cyclone George severely damaged the two Fortescue Mineral Group rail construction camps. At one, about 100 kilometres south of Port Hedland, two workers died and there were many injuries. George and the two cyclones that closely followed it, put back the rail construction schedule by about six weeks. By mid-April, work was back under way, with four smaller camps planned to augment the original two which were to be rebuilt.
ABC News Online 9/3/07 & 19/4/07; *Sydney Morning Herald* 18/4/07

PILBARA RAIL

(see LR 193 p.21)
1435mm gauge
Three of the General Electric Co-Co DE locomotives involved in the Maitland collision in January were sent by road to the United Group workshops at Bassendean in Perth for assessment and repair during February. These are 7079 (47758 of 1995), 9401 (53455 of 2002) and 9406 (54156 of 2003).
Motive POWER No.51



Book Review

Roaring through the 20s

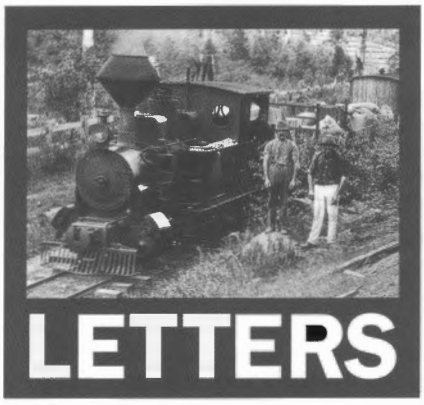
A nostalgic journey across Victoria's great railways with distinguished foreign correspondent Richard Hughes.

Selected, edited and with commentary by David Burke

250mm x 180mm, 256 pages on art paper with colour card cover. Published 2006 by The Puffing Billy Preservation Society, PO Box 451, Belgrave, Victoria 3160. Recommended retail price $39.95 plus $9.95 P&P. Details and order form available at *www.puffingbilly.com.au*

For the Victorian Railways the 1920s was from the very outset, the dawn of a new era.
Harold Clapp became the Victorian Railways Chairman of Commissioners on September the 20th 1920 and under his dynamic leadership the VR began to roar and won a reputation as Australia's smartest transport outfit. In a decade of big spending, Clapp introduced many innovations, including the *Better Farming Train*, cheap weekend excursions, the employment of hundreds of women, the Newport apprentices' college and four new classes of locomotive - the S for express running, the X for heavy freight, the N for lighter lines, and new breed of electric locomotive.
For the Sydney line he ordered the construction of the swift Pacific type locomotives, plus others all to be painted a grim black, but embracing modern improvements. He introduced rail motors, welded rail, electric headlamps, all-steel dining buffet cars and 'the first air conditioned coach in the British Empire' – on the Sydney Limited. He speeded up timetables and improved all the services required to run a modern efficient railway. The naming of long distant trains belonged to the twenties: *The Overland* between Melbourne and Adelaide, *The Sydney Limited* taking interstate passengers to the New South Wales border and *The Flier* serving Geelong and the western district.
It wasn't until 1937 that Clapp introduced the art-deco wonder on steel wheels, the *Spirit of Progress*, the first all steel fully air-conditioned train in the world, using the 'S' class Pacifics that had already proven themselves hauling the *Sydney Limited*.
Harold Clapp gave young railwaymen the chance to develop their careers, among them Richard Hughes, plucked from the obscurity of the Spencer St goods shed. Clapp had seen one of the contributions Hughes had made to the *Victorian Railways Magazine* and realised his future lay in writing and not shunting.
The Victorian Railways Magazine was the highly revamped house magazine of the VR introduced by the commissioners in 1927. 30,000 free copies were distributed each month to the railway men and women across the state. Clapp once declared, "railways are 10% iron and 90% people" and wanted to know his people and his people to know him. Clapp resolved to bring the VR story to "his people" and the world at large. Through the gifted pen of writers such as the young Richard Hughes, the magazine told of the 'Victorian Railways Roaring Through The Twenties'.
Roaring through the 20s is a selection of the best articles and other titbits from the 'The Victorian Railways Magazine' published from 1927 to 1930, written by Richard Hughes that covered the rich tapestry of railway life and enlightened readers with news of the latest developments in their railway. The first S class locomotive created much excitement with regular reports on its construction and testing, then entering revenue service. The introduction of the first petrol-electric rail motor, civil engineering projects, stations and their staff, business developments, holiday destinations, department managers, the rat catcher and many more facets of the VR and its people were reported in a way that made everyone know they were part of a great organisation. The nostalgic front covers of '*The Victorian Railways Magazine*', from January 1927 to September 1930, have all been reproduced in colour and are sprinkled throughout this book.
One thing that came though for this reader was the great feeling of pride people who worked for the VR had in their railway. It was an era when station masters would be seen wearing their gold braided uniforms in church on Sundays, such was their standing within the community.
Richard Hughes left the railways in 1933, with Clapp's encouragement, to see America, but the Far East attracted him more and he ended up working for Ian Fleming, the creator of James Bond. Hughes went on to report incidents of international significance and become a well respected journalist once described as "a sort of journalistic Eiffel Tower".
Roaring through the 20s is a report on a period when the Victorian Railways were booming and through its magazine and other publicity they were telling everyone about it.
Any reader of *Roaring through the 20s* will find themselves immersed in first hand reporting of events and people taking them back to a fabulous time in the development of the Victorian Railways.

Bill Hanks
(former VR employee).



LETTERS

Dear Sir,

Bennett Brook Railway Krauss B/N 2181 (LR 27, 153 & 194)

I wish to correct the oft-stated fallacy that John Robb constructed Victoria Dock and was the owner of the locomotives used there. The dock construction contract was let to Arthur T Robb, John Robb's son, by the Melbourne Harbor Trust in April 1889 and work was completed in early 1892.

The confusion about ownership may have arisen due to John Robb having given evidence on the dock project to the Parliamentary Standing Committee on Railways on the Question of Narrow-gauge Railways, the minutes of evidence having been used a research source, but even here John Robb specifically refers to his son as the owner of the locomotives.

Colin Harvey
Reservoir, Vic

Dear Sir,

Macknade Mill (LR 194)

Congratulations on the great photo on the cover of LR 194. You will notice that almost all the bins shown are of the same type. These have a 'W' pattern of pipework at the ends and were fitted with Willison automatic couplings from new. Macknade received 160 of these new bins in 1972 and they were confined to the Forrest Home line, so the train in the photo must have come from there. Another 90 existing bins were converted to Willisons and were also confined to Forrest Home. The fifth bin from the loco is one of these.

Chris Hart
Ingham, Qld

Dear Sir,

The mysterious *BUNYIP* (LR 181 & 194)

For some time mystery has surrounded the maker identity of this 0-6-0WT locomotive, purchased by the Gin Gin Co-operative sugar mill in 1896. It spent all its working life at that mill, subsequently to be exhibited in a nearby park at Wallaville and finally in the local history museum at nearby Gin Gin township.

It has not carried a builder's plate in the memory of railway historians but photographs in LR 181 show it with a plate on the cabside, which I would say was a rectangular 'Arthur Koppel' plate. The features of this locomotive are somewhat consistent with those of the products of Krauss but examination of it has failed to yield any serial numbers stamped into various parts.

In the late 1970s, in an attempt to positively identify '*BUNYIP*', I obtained permission from the Kolan Shire Council to carry out an investigation involving some dismantling. This was probably fortunate because during the course of this investigation I received a visit from the local police.

Krauss were liberal with their distribution of stamped serial numbers as I had learned from my restoration of *STELLA* and *JACK* so in this case I knew just where to look. Starting from the top at the throttle valve, neither the housing or its contents had a number. Then on to the cylinders. The steam chest and valves and valve rod and yoke had nothing, nor the pistons, although they could have been replacements. Then, on to the motion with a scraper and likewise, links, rods, connecting rods and coupling rods. Nothing. In the cab, the results on the reverse lever, quadrant and reach rod were the same as with the throttle and brake lever. The spring buckles and sand box castings brought about an acknowledgement of defeat after over four hours of looking. Irrespective of the Krauss factor, other builders at least stamped some of the vital parts but here there was a complete absence of identification.

I have a photocopy of the complete Krauss order book pages and nothing shows, not even for a regauging candidate.

The general design points to a Germanic origin with the smokebox having 'wings'. I suggest a closer look at a regauging of a locomotive having wheels OUTSIDE the frame by a manufacturer who featured these 'wings'. Could the urgency of delivery have caused some sort of a shortcut? However, it does not explain the lack of serial numbers.

As a hypothetical explanation of such, with Arthur Koppel's contacts in the industry, could he have obtained a whole lot of parts from various makers at short delivery and had them put together???

Bruce Macdonald
Chapman, ACT

Dear Sir,

Sagano Scenic Railway (LR 194)

Further to the paragraph on the Sagano Scenic Railway in Japan (LR 194, p.30), I was surprised to see its gauge given as 762mm. I was up there about five years ago, and it was then 1067mm gauge. A Japanese reference book that I have, published in 2002, also gives the gauge as 1067mm. The little replica vehicles on display in the railway's booking hall were certainly of 762mm gauge, but I suspect that this display does not refer to the Sagano line. Unfortunately, the descriptive signs accompanying these vehicles were only in Japanese, so one cannot work out where this 762mm line ran. I doubt that the gauge of the Sagano Railway has changed since my visit.

The line was originally part of the JR San-In Main line, which runs from Kyoto northwards across to the Japan Sea coast. In the late 1980s, a deviation was built to take the San-In main line out of the river valley. The bypassed section of the line was then used for the Sagano operation, which started up in 1992.

The Romanised name for this operation is Sagano Kanko Tetsudo, which translates into 'Sagano Sightseeing Railway', but 'scenic' is also a suitable word to use in place of 'sightseeing'. The operation is one of a number of 'torokko' trains that run in various parts of Japan. These trains are the general equivalent of tourist railways in Australia, such as Puffing Billy, Zig Zag, etc.

'Torokko' (note spelling) is a Japonisation of the English word 'truck'. The early torokko trains used as passenger vehicles ordinary four-wheeled open wagons (trucks), fitted with longitudinal bench seats, doors and fabric canopies. These days the passenger cars are rather more sophisticated, but they still generally retain the feature of open sides or openable windows, so that their passengers can fully appreciate the scenery along the lines.

Addendum

A little more on the subject of the Sagano Scenic Railway:

I've just returned from a visit to Japan, during which I went to Kyoto and travelled on this railway. It is certainly of 1067mm gauge. The Torokko Train departs from a bay platform alongside the JR Saga-Arashiyama station, and from there moves out onto the existing JR main line, along which it travels for a short distance before diverting onto the old main line to make its journey to Mameoke.

One wonders whether this operation could really be considered a 'light railway'. Most, possibly all, of the various 'Torokko Trains' operate what are either branch or secondary lines, which are hardly light railways.

Bill Pearce
Kensington, Vic

Dear Sir,

Electric Storage Battery locomotives (LR 192)

Many people seem to have decided that battery electric locomotives lack appeal, preferring the irrepressible vitality of the steam locomotive or even the steady heartbeat of the diesel. Nevertheless these less demonstrative machines have their own tale to tell. Having read McRae's 1939 account of the use of battery electric locomotives underground in Western Australian gold mines, I consulted information from the various builder's records that are available to see how far his data corresponded with what is known from elsewhere. Although McRae's piece principally promoted the Leeds locomotives of Greenwood & Batley, the inclusion of a table to show all types then in use is a bonus to the researcher.

The Atlas Car & Manufacturing Co of Cleveland, Ohio, USA, supplied 27 battery locomotives to Australia. McRae stated that there were three at Big Bell Mine, Cue, in 1939, and these must be ones recorded by the builder as being for American Smelting & Refining. Two 2ft gauge units were supplied

in 1936 and carried Machine No.D9044, being builder's numbers 1993 and 1994. A third arrived in 1939, Machine No.E2820, B/n.2121. This is of interest as it is recorded as 2ft 0½ ins gauge. Two more followed, E5380 (B/n.2201) in 1940, also recorded as 2ft 0½ ins gauge, and 2ft gauge F5439 (B/n.2594) in 1946. An ambiguous notation in the builder's records suggests that there may have been more than one supplied as E2820 in 1939, but as the Big Bell mine went into production in 1937 and McRae only recorded three units there in 1939, probably there was just the one. Only the 1939 and 1940 locos actually show Big Bell as the destination, so some of this is a little conjectural.

The Mancha Storage Battery Co of St Louis, Missouri, USA, supplied more than 200 battery locomotives to Australia, at least 22 of them subcontracted to John Carruthers & Co Pty Ltd of Sydney and seven to Wellman, Smith, Owen Engineering Corporation Ltd of Darlaston, Staffordshire, England. Two 2ft gauge locomotives were supplied to Gold Mines of Kalgoorlie in 1937 (B/n.1801 and 1802) although McRae listed only one. Two more Manchas for Gold Mines of Kalgoorlie were built by Wellman, Smith, Owen, to their order 2559 and despatched in 1939, although these are recorded as 1ft 6ins gauge. The last Mancha for this customer was 2ft gauge B/n.2179, built in 1941. Mancha also supplied a solitary 1ft 6ins gauge locomotive to Kalgoorlie Enterprise Mines Ltd in 1937 (B/n.1858). Another 24 battery locomotives were supplied by Mancha to Western Australian mines after 1939.

The General Electric Company of Schenectady, New York, USA, supplied only four battery electric locos to Australia. Two of these were 1ft 8ins gauge locomotives (B/n. 12205 and 12206) in 1938 to the Australian General Electric Co. These must be the two shown by McRae as being at the Lake View & Star mine at Kalgoorlie.

Wingrove & Rogers Ltd of Kirby in Liverpool, England, marketed their locomotives under the trade name BEV (originating from their predecessors, British Electric Vehicles). They supplied B/n.1242 to Great Boulder Proprietary Gold Mines Ltd in 1938, although maker's records state that the gauge was 1ft 5ins, not the 1ft 6ins indicated by McRae.

The English Electric Co Ltd is known to have produced five battery locomotives at its Dick Kerr works at Preston, Lancashire, England, for Consolidated Goldfields, Wiluna Gold Mines Ltd, between 1930 and 1936, as recorded in LR 190 by Lindsay Watson.

More than 125 battery locomotives for Australia came from Greenwood & Batley in Leeds, West Yorkshire, England, and McRae's table lists 29 of them.

New Consolidated Gold Fields Ltd obtained a large fleet of small 1ft 8ins gauge Greenwood & Batley trammer locomotives for its Lake View & Star mine between 1930 and 1938. These were 1169 to 1171 of 1930, 1265 to 1267 of 1932, 1319 & 1320 of 1933, 1459 & 1460 of 1936, and 1578 of 1938, making eleven in all rather than the ten quoted by McRae. In addition, they purchased two larger haulage locomotives, 1224 & 1225, in 1931. Curiously, the usual trammer weight was 1½ tons while the haulage loco is recorded as 2½ tons, both at variance with what McRae showed. A further 15 Greenbat trammers arrived at Lake View between 1951 and 1956.

Wiluna Gold Mines Ltd is recorded as having had only two 2ft gauge Greenbats, 1245 of 1932, a haulage loco, and 1491 of 1937, a trammer. They were both recorded as having been ordered by New Consolidated Gold Fields Ltd. If McRae was correct in his count of three at Wiluna and ten at Lake View, one of the Lake View trammers could have ended up at Wiluna.

Great Boulder Proprietary Gold Mines Ltd obtained their five trammers via William Adams & Co Ltd in Perth. These were 1422 of 1935 (shown as 1ft 5½ inches gauge), 1444, 1446 & 1470 of 1936, and 1588 of 1938 (all 1ft 5ins gauge). Eight more followed between 1940 and 1956. McRae erroneously showed 1ft 6ins as the track gauge here.

The five 1ft 6ins gauge trammers at Triton Gold Mines NL, near Cue, part of the Western Mining Corporation empire, in 1939 were 1398 & 1399 of 1935, 1483 & 1501 of 1937, and 1635 of 1939. These were ordered by William Adams & Co Ltd, Melbourne, as was the subsequent 1701 of 1940.

Western Mining Corporation obtained 2ft gauge Greenbat 1632 of 1939 via William Adams in Perth. It corresponds in type with the one listed by McRae as being with Gold Mines of Kalgoorlie, so can be presumed to be this.

Central Norseman Gold Corporation, also part of the Western Mining Corporation empire, was formed in 1935. It was listed by McRae as having three 1ft 6ins gauge Greenbat trammers in 1939. Unfortunately, these cannot be traced. The only obvious possibility is 1ft 6ins gauge 1486 of 1937, recorded as ordered by William Adams & Co. Ltd., Melbourne for Australia, while 1ft 5ins gauge 1504 of 1937 was also ordered from Melbourne by William Adams. Mancha 1988 of 1939 is a trammer listed as 2ft gauge for Norseman Gold Mine, so maybe it should be included.

Did McRae omit any Western Australian gold mines that used battery locomotives in 1939? Apparently not, as far as I can tell.

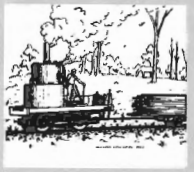
BRAIN TEASER (LR 194)

Bill Hanks was first to solve the puzzle, followed closely by Chris Hart and John Dunlop. Also, Bob Taafe pointed out that welding bolts in this manner was really not the best engineering practice! Bill's solution is as follows:

1. Cut the head of the first bolt and cut the thread off the second bolt.
2. Weld the head from the first bolt and the thread from the second bolt to either end of the steel rod to make one bolt 12cm long.
3. Weld the shank and threaded portion from the first bolt to the head and shank of the second bolt to make a second bolt 12cm long.

Many thanks to Ron Stafford, Bob Darvill, John Middleton, Keith McDonald, Richard Horne and others who have provided information over the years. If only we had the amount of knowledge about Australia's own battery electric locomotive manufacturers that we have about these overseas makers!

John Browning
Annerley, Qld



LRRSA NEWS

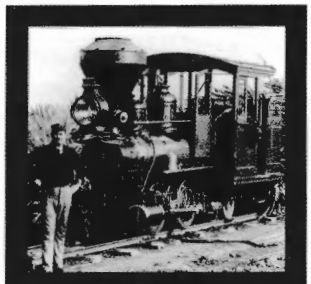
MEETINGS

ADELAIDE: "Videos of Mining Railways."
The meeting will feature videos of railways connected with the mining industry.
Location: 150 First Avenue, Royston Park.
Date: Thursday 7 June at 7.45pm. Contact Arnold Lockyer (08) 8296 9488

BRISBANE: "Gordon Anderson's slide collection"
Gordon Anderson will continue to show his collection of slides, with contributions also by Bill Blannin.
Location: BCC Library, Garden City Shopping Centre, Mount Gravatt. After hours entrance (rear of library) opposite Mega Theatre complex, next to Toys'R'Us.
Date: Friday 8 June at 7.30 pm. Entry from 7pm.

MELBOURNE: "Eliza's Vision - A history of Wattle Park"
Ray Peace will present a history of Melbourne's Wattle Park, including the Wattle Park tramline and the Tramways Band. Opened in 1917, the park was modelled on the American trolley parks, designed to draw customers to the end of new tram lines. It combines man-made landscape and natural bush, and for ninety years has been a popular location for picnics and special events.
Location: Ashburton Uniting Church Hall, Ashburn Grove, Ashburton.
Date: Thursday, 14 June 2007 at 8.00 pm.

SYDNEY: "AGM and Tall Timbers"
AGM, followed by the classic 1937 film 'Tall Timbers', generously lent to us by Craig Marshall, starring the B-class Climax *Soward* on the Pines & Hardwoods 3ft 6in gauge timber tramway at Simsville, plus glimpses of the A-class Climax, mill operations and many lineside and on-board scenes. The usual heroes and villains, and a spectacular timber drive as a finale!
Location: Woodstock Community Centre, Church Street, Burwood, (five minutes walk from Burwood railway station).
Date: Wednesday 27 June at 7.30pm.



RESEARCH

Lady Elliot Island tramway Qld

During a visit to Lady Elliot Island, located about 100km east of Gladstone in Queensland, during March 2007, Chris Stratton came across the remains of a short tramway on the island. It was built for the lighthouse keepers to launch their boat and ran from the boatshed down into the water. According to the book *Lady Elliot Island* by Anthony Walsh, the son of one of the lighthouse keepers remembers the excitement when the boatshed and tramway were built, probably during the period from 1948 to 1952.

Chris measured the gauge of the remaining rails in the boatshed floor and the trolley, which is on display at the resort, and it was 2-foot gauge. The section of track under the water appeared to be only about 15 inches, but the fastenings had rusted from the concrete sleepers and both rails had moved inwards, although they still appeared to be parallel. The section of track under the water extends out from about low tide level for approx 4 metres. It is about 60 metres from the end of this rail back to the end of the rail inside the boatshed. Walsh's book states that the lighthouse keepers found the boat too heavy and never used it. The fate of the boat is unknown but the oars have been restored and are in the bar at the resort.

Chris Statton

Research assistance wanted in Melbourne

LRRSA member Jim Longworth is seeking assistance from someone based in Melbourne to check archival information held in the BHP/Billiton Archives and the University of Melbourne Archives for information pertaining to two draft articles on NSW railways. The items have been identified and their ID numbers are known. Jim advises that the task would probably take about half a day at each site.

Captains Flat Mines Tramway NSW

Ross Mainwaring has provided additional comment on the item in this tramway in LR 194. The gauge of this tramway is actually 20-inches as advised in the 'Letters' section of LR 175 and in the documents of the Lake George Mining Company. Ross has recently sourced these latter documents at the Noel Butlin Archives Centre in Canberra as part of his research into this operation, which will result in a future article on the Captains Flat mines in *Light Railways*. Ross also comments that *The Australian* newspaper reporter was somewhat loose in describing the location of the drilling activity mentioned in the 'Research' item. The drillers are actually working many kilometres to the south of the Captains Flat township along the Jerangle-Cooma Road.

Coming Events

JUNE 2007

10 Illawarra Light Railway Museum Society, Albion Park, NSW. Operating day with two narrow-gauge trains on mainline, plus the trolley-wire miners' tram and miniature railway 1030-1630. Phone: (02) 4256 4627 or www.ilrms.com.au

10 Cobdogla Irrigation Museum, SA. Operating day with Humphrey Pump and narrow gauge train. Phone (08) 8588 2323.

10-11 Richmond Vale Railway, Kurri Kurri, NSW. 'Coalfields Steam' weekend celebrating 150 years of continuous steam operations on the Richmond Vale Railway. Ex-SMR 2-8-2T No.23 will operate alongside sister loco No.30 and *MARJORIE*, with demonstration non-air coal trains each day. Phone: (02) 4358 0190.

10-11 Alexandra Timber Tramway & Museum, VIC. Steam-hauled narrow gauge steam trains (1000-1545) and museum displays. Diesel-hauled trains operate on 24 June. Information: Bryan 0407 509 380 or Peter 0425 821 234.

23-25 Geelong 150, VIC. A series of events to celebrate the 150th anniversary of the opening of the Melbourne to Geelong Railway. The LRRSA will conduct a stall at the Rail Expo at the National Wool Museum, Geelong on 23-24 June. See further details in mail out.

JULY 2007

7-8 Redwater Creek Steam & Heritage Society, TAS. Operating weekend with narrow-gauge steam railway rides 1100-1600. Information Chris Martin, phone (03) 6334 8398 or 0429 418 739.

8 Alexandra Timber Tramway & Museum, VIC. Steam-hauled narrow gauge steam trains (1000-1545) and museum displays. Diesel-hauled trains operate on 22 July. Information: Bryan 0407 509 380 or Peter 0425 821 234.

8 Illawarra Light Railway Museum Society, Albion Park, NSW. Operating day with two narrow-gauge trains on mainline, plus the trolley-wire miners' tram and miniature railway 1030-1630. Phone: (02) 4256 4627 or www.ilrms.com.au

7-22 National Railway Museum, Port Adelaide: 'Friends of Thomas the Tank Engine' event, with 457mm and 1067mm gauge steam train operations for young and old. Information (08) 8341 1690.

15 Cobdogla Irrigation Museum, SA. Operating day with Humphrey Pump and narrow gauge train. Phone (08) 8588 2323

AUGUST 2007

4-5 Redwater Creek Steam & Heritage Society, TAS. Operating weekend with narrow-gauge steam railway rides 1100-1600. Information Chris Martin, phone (03) 6334 8398 or 0429 418 739.

12 Alexandra Timber Tramway & Museum, VIC. Steam-hauled narrow gauge steam trains (1000-1545) and museum displays. Diesel-hauled trains operate on 26 August. Information: Bryan 0407 509 380 or Peter 0425 821 234.

12 Illawarra Light Railway Museum Society, Albion Park, NSW. Operating day with two narrow-gauge trains on mainline, plus the trolley-wire miners' tram and miniature railway 1030-1630. Phone: (02) 4256 4627 or www.ilrms.com.au

Note: Please send information on coming events to Bob McKillop – rfmckillop@bigpond.com - or the Editor, Light Railways, PO Box 674, St Ives NSW 2070. The deadline for the August 2007 issue is 1 July.

Ian Cutter took this photo of one of the Lake View & Star mine's Orenstein & Koppel 0-6-0T locomotives heading an ore train at Kalgoorlie on 1 March 1962. Can any reader provide further identification of this loco and the reason for the adornment on the smokebox and side tanks?

Heritage & Tourist

Conserving industrial heritage items

In a recent communication Ray Christison of the State Mine Museum at Lithgow challenged the notion that the preservation and conservation of locomotives and rolling stock necessarily means restoring the items to pristine 'as new condition'. This is especially true of industrial machines and other moveable heritage items, because the only time they may have had a 'showroom look' was the day they left the factory.

The volunteers at State Mine have been trained to take a conservation approach with its machinery. Under the Burra Charter, this means all the processes of looking after a place or item to preserve its cultural significance. The Charter also defines 'preservation' as maintaining the fabric of a place or item in its existing state and retarding deterioration. Thus, the first question they address is 'What is the cultural significance of an item?' This provides guidance on how the item should be treated, and then the next priority is to ensure its preservation.

The museum's collection covers items both of coal mining machinery and from the railways that served the mines, so their cultural significance relates from their operating condition at the work face. In a coal mine, that is a dirty, grimy condition, so when the State Mine volunteers addressed the core question for the Gemco miner's transport recently obtained from Angus Place Colliery, they decided that displaying the item in its operating condition was the appropriate option (see photo page 26).

The dilemma for rail heritage practitioners (and all those involved in the management of movable technological items) lies in determining the balance between retaining cultural significance and making something usable. Ray asks are the two compatible? Identifying the significance of the item and determining the key elements of this significance are essential to answering this question. In particular, are there aspects of significance that could be potentially lost in restoring or reconstructing an item? Ray and I welcome any comment by readers through the 'Letters' column of the magazine.

Bob McKillop

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

NEWS

Queensland

'AUSTRALIA' FILMSET, Bowen 610mm gauge

The CSR Victoria Mill 0-6-0 steam locomotive *HOMEBUSH* (Hudswell Clarke 1067 of 1914) was loaded at the mill on 3 May for transport to Bowen, where it will feature in Baz Luhrmann's epic movie *Australia*. This film covers the bombing of Darwin in 1942 and the scenes being shot in Bowen represent Darwin in the 1936 to 1942 period. CSR arranged for 610mm gauge tracks to be laid in Bowen during early May for the train to operate over hauling a rake of whole-stick cane trucks. The film commitment meant that *HOMEBUSH* was unable to make its annual appearance at the Australian-Italian Festival in May. The loco is scheduled to return 'home' to Victoria Mill on 29 June 2007.

Brett Geraghty, 03/07; CSR media release 27 April, via Barry Blair

DREAMWORLD, Coomera 610mm gauge

On 12 April 2007, the Baldwin 4-6-0 4 *REG.COLTER* (45212 of 1917) was working the passenger train. The ex-Bingera Mill Perry 0-6-2T (5643.51.1 of 1951) was noted dismantled in the workshop.

John Browning 04/07

NOSTALGIA TOWN, Pacific Paradise 610mm gauge

This tourist attraction on the Sunshine Coast has closed and the site largely cleared. The railway, including Chance Manufacturing steam outline locomotive 200 *C.P. HUNTINGTON* (84-50200 24 of 1984) and its bogie carriages, has disappeared. Any information about the current location of this train would be welcome.

John Browning 03/07

SEA WORLD, Main Beach, Southport 610mm gauge

On 12 April, the red scaled-down QR A10 steam outline 0-4-2DH was noted hauling a passenger train, while the 1975-built blue scaled down A10 No.6 was parked at the depot with its train. The Caldwell Engineering 0-4-0DM steam outline rebuild was not visible, but could have been inside the depot building

John Browning 04/07

TIMBEERWAH MOUNTAIN RAILWAY, Cooroy 610mm gauge
Russell Savage

Wingrove & Rogers 0-4-0BE 2216 of 1942, ex-Smithfield Ammunition Factory, South Australia, has arrived at the Cooroy property after restoration in Mildura. It was obtained from Norton Minerals & Mining together with 12 flat wagons. Four wagons were subsequently sold, two to Moonta Mining Museum, South Australia, and two to the Red Cliffs Historical Steam Railway in Victoria. It is understood that the other three battery locomotives at Smithfield were sold at tender, and any information about their disposal would be welcomed.

Russell Savage 04/07

Virginia 610mm gauge

Ex-Racecourse Mill John Fowler 0-4-2 1 (17683 of 1927) is currently sited at the yard of Budget Demolition Sales in Telford Street, Virginia. This locomotive was put up for auction at Graham Chapman's 'Steamworks' in November 2006. Any further information would be appreciated.

Bob Gough 04/07, 05/07; Ken McHugh 04/07

New South Wales

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

The ex-Condong sugar mill 40DL Ruston & Hornsby (371959 of 1953) was track tested on Tuesday 13 March 2007 for the first time. It ran well, easily pulling 0-6-0DM *SEYMOUR*, but the ILRMS is still seeking a starter motor for this locomotive.

The Goondi 'Simplex' (Motor Rail 10219 of 1951) was discovered to have a worn-out primary drive double sprocket and a worn-out clutch thrust bearing. Repairs were being undertaken in March.

Tony Madden, 03/07

MAITLAND HERITAGE STEAM PARK, East Greta 1435mm gauge
Hunter Valley Training Company

Former South Maitland Railways (SMR) 2-8-2T No.18 (Beyer Peacock 5909 of 1915) returned 'home' to the East Greta locomotive depot in early March 2007 (LR 190, p.26). Sister locomotive No.10 (BP 5520/1911), the class leader of these famous industrial tank locomotives, was displayed in steam at Newcastle railway station for the Great Northern Railway 150th Anniversary celebrations on 31 March and 1 April. After shunting its short train into Platform 2, it remained there on public display over the weekend, giving an occasional whistle when things got too dull. Both locomotives were used during the 2007 *Steamfest* on 20-22 April and, for the first time in their careers, they double-headed a passenger train from Maitland to Newcastle and return with 150 guests of the HVTC on board on the Sunday afternoon. No.18 had developed a steam leak the previous evening and its crew worked overtime to get the locomotive ready for the historic journey.

Editor; *Maitland Mercury* 23 April 2007, via Barry Blair

NEWINGTON ARMORY & RAILWAY 610mm gauge
Sydney Olympic Park Authority

The announcement that the Newington Armory Railway would again be operating on weekends in early 2007 after its closure in October 2004 (LR 180, p.27) aroused

considerable interest in light railway enthusiast circles. We have received a lengthy report on the railway operations on 14-15 April by a first-time visitor to this attraction. The following presents updates from this report that add to the information provided in LR 176, 179 and 183. Readers are also directed to the map of the railway on p.32 of LR 161.

Our reporter and his wife arrived at Sydney Olympic Park (SOP) at 1100 and parked near the wharf, purchasing their $15 tickets from the nearby SOPA ticket office for the 1215 train. There is a new restaurant on the wharf and rail tracks there have been filled in with an asphalt-type material rendering them inoperable for trains. Similar treatment has been applied to the insert track outside the main gatehouse. The refurbished track to Building 18 (housing the Art Express exhibition) has a large concrete block across it.

Our visitors arrived back at the main gate in time to see the rebuilt Gemco 'electromobile' 4wBE loco return on the 1030 train, run around the train and push it back to the loading area. It had an all-female crew of driver and conductor cum guide. As the 1215 train was fully booked, the train crew commenced loading the articulated four-car train set immediately. Each car has a whole-of-side door on each side, which rises up into the roof space to allow easy access. Only one side of each half car can be opened at any time so the crew raised the western side doors for primary loading, then when the train was nearly full, the other door was raised if necessary to get a passenger to a single empty seat.

The train was fully loaded by 1205 and the conductor commenced her commentary with a short history of the Armory site and an explanation of what would be seen on the journey. At the main junction the train took the north-western route to an area of the Armory that has restricted public access. After a short stop at Building 42 for an explanation of its use, the train continued past Buildings 43 and 44 and onto the new loop line, which crosses the SOP walking/cycling path. Remote-controlled gates here open to allow the train through and close after it has passed to limit public access to the restricted area. The track then follows the northern edge of the walking/cycling path along the Narawang Wetland area. It turns to the south and passes through another remote-controlled gate. Due to a malfunction, the crew had to manually work the train through this gate.

The track runs through the middle of Building 39, which contains a display of naval munitions, so the train pulled into the passing loop and made a 10-minute stop for passengers to inspect the display. After passing Buildings 38-36, the track curves sharply at almost 180 degrees near Building 35 and junctions with a long branch to Buildings 33 and 34. The train continued past a series of explosive workshops of varying vintages and a branch to Building 31, an isolation store well away from everything else in the middle of the wooded area. Next the train ran past the main railway depot in Building 30 before stopping at Building 128 for the guide to explain the changing role of the building over time. Arrival back at the passing loop was at 1315, so the trip had taken exactly the advertised time of 1h 10m. A 'light rail' display board near the unloading point has information on the major development phases of the rail system and some historical photos of the rail operations from various periods. The colour coded map showing the development of the rail system, and which differs from the current layout, does not give a time frame.

Our visitors had lunch at the new Armory Restaurant on the Eastern end of the wharf. The food was good value for a 'tourist trap' location and the service was prompt and friendly. The visitors had a very enjoyable time at the Armory and have no hesitation in recommending a visit on a railway operating day to any light railway aficionado.

Bill Bolton, 04/07

STATE MINE HERITAGE PARK & RAILWAY, Lithgow

Various gauges

City of Greater Lithgow Mining Museum Inc.

With the establishment of Lithgow State Mine Railway Limited as a separate company to manage standard gauge rail operations the Mining Museum is focusing its activities on developing mining related museum displays and programmes. Additional track is being laid in the former State Mine belt drift in preparation for the placement of a cable and skip display and work has commenced on the restoration of a second Lithgow Valley Colliery cable drawn transport. This transport, currently being restored by museum volunteer Jodie Whittle, will be placed on display in the Bath House with its companion (see LR 193, p.29).

Late in 2006 Angus Place Colliery donated mining machinery and railway items to the museum, including a Gemco battery miners' transport car and a longwall chock. The Gemco has recently been displayed in its mine operating condition on 1067mm track laid near the State Mine Downcast Shaft. It will be joined by a rail mounted Jeffrey L400 cutter-loader and some 1067mm gauge skips

. Ray Christison 04/07

TIMBERTOWN, Wauchope

610mm gauge

A visitor on 27 February 2007 found trains being operated by the former South Johnstone Mill 0-4-2T No.10 (John Fowler 17881 of 1928). The ex-Macknade Mill Hudswell Clarke 0-6-0 No.6 was parked in the open on a siding at the far side of the facilities, while 0-6-0T *GREEN HORNET* (John Fowler 12271 of 1910) and the former Harwood Mill Simplex 4wDM (Motor Rail 4214 of 1929) were in an open-sided shed on an adjacent siding. The entry charge is $5 for adults and $3 for seniors.

Alf Atkin, 03/07

Victoria

ALEXANDRA TIMBER TRAMWAY & MUSEUM

610mm gauge

Easter 2007 was extremely successful, with four days of fine and sunny weather, and the crowds rolled in, culminating on the Sunday when the entire site seemed to be full of people. The event started one day early, on Good Friday, when the ATT&M hosted delegates from the Melbourne narrow-gauge convention. Malcolm Moore 4wDM 1049 operated passenger trains on the circuit, while Simplex 10058 ran a demonstration train of hoppers on the tramway extension. Fowler 0-6-0T 11885 was lit up on the Friday night, when the locomotive developed a pinhole in a fire-tube. This was blanked-off on the Saturday morning, but a persistent leak from the blanked tube remained a problem. The locomotive was maintained in traffic for most of the day, but keeping steam up proved to be a challenge for the crew. Kelly & Lewis 0-6-0DM 5957 ran several trains while the Fowler was re-fuelled and coaxed back into life to finish off the day. The tube problem was finally rectified on Sunday morning prior to light up and the locomotive operated flawlessly for Sunday and Monday.

In addition to the trains, there was a fine display of working machinery. The Bartram and Marshall portables were all in steam, with the smaller Marshall portable driving a James Smith of Ballarat hay baler, while the early Richard Hornsby paraffin engine was reunited with the chaff-cutter it once drove on the Coller property. The New Record drag saw reduced a sizeable log to firewood sized discs ready for splitting, and various internal-combustion engines popped happily away.

The volunteers' BBQ ably coordinated by Peter Medlin and held on the Sunday night was a great success due to the hard work of Bryan Slader, Ann Irwin, Jane Laws and Joan Derosin who prepared a veritable feast while a night-train hauled by Kelly & Lewis 0-6-0DM 4271 kept the children (and an assortment of volunteers) amused.

The ATT&M has received the rolling chassis of a third Day's 4wPM rail tractor. Cheetham Salt Ltd originally used this 610mm gauge tractor, possibly at the Moolap works near Geelong. Following withdrawal, it was donated to the Belmont Common Railway and then made its way to Tasmania. The chassis, minus the engine (which was an International tractor unit), ended up at the Redwater Creek Steam & Heritage Society at Sheffield. It was surplus to requirements there and arrangements were made for its transfer to the ATT&M. It arrived at Alexandra on 11 March 2007. The Society is now on the lookout for a suitable engine for the rail tractor.

Planning is continuing for the erection of a steam-powered sawmill at the museum. The mill layout is based on the plan for Drain's/Cook's sawmill that was built in late 1938 on Storm Creek

between the Blue and Cathedral Ranges. A breaking-down saw is on offer for the sawmill and the museum has recently acquired a cast-iron Clayton & Shuttleton rip bench for the project.

The ATT&M reports improved patronage during 2007, with good loadings over the Australia Day and Labour Day long weekends.

Timberline 95, April 2007

COAL CREEK BUSH TRAMWAY
610mm gauge
South Gippsland Shire Council

Further to the report in LR 194 (p.27) the South Gippsland Shire Council now controls Coal Creek Heritage Village and the tramway group has been disbanded as an incorporated body. Council has assumed responsibility for maintaining the railway. It proposes to close the village from June to December 2007 in order to demolish buildings deemed to be unsafe. Regular tramway operations will continue until June with the Bundaberg Fowler 0-6-2T No.2 *COUNT STRZELCKI* (7 of 1953) being the operating locomotive on the first Sunday of the month and the Hunslet Hudson 4wDM hauling trains on weekends and during school holidays. A replacement engine has been obtained from the United Kingdom for the Ruston Hornsby 4wDM and its installation is awaiting the availability of a mechanic.

John O'Neill, via Lynn Zelmer, 04/07

PUFFING BILLY RAILWAY
762 mm gauge
Emerald Tourist Railway Board

The PBR April to September 2007 timetable, released in March 2007, sees the introduction of a Gembrook-based diesel-hauled train. The 'Purple Timetable' schedules this train to depart Gembrook at 10am on Saturday, Sunday and Wednesday for Lakeside, with the return service departing for Gembrook at 1.45pm. The Climax Locomotive Restoration Committee of the PBS has organised three 'Gasworks Special' trains during 2007 as fund-raisers for the restoration of the Climax loco 1694. The first, held on 29 April, saw *CARBON*, the ex-West Melbourne Gasworks Decauville/Couillet 0-4-0T (B/N 986 of 1889) hauling two NQR trucks from Emerald to Gembrook and return. *CARBON* is the only ex-Gasworks Decauville locomotive still in its original condition, but it is very rarely given the opportunity to show its capabilities by hauling a train on its own. Unfortunately when the loco was lit up on 28 April a leaking tube was discovered in the smokebox. The crew worked into the night to make temporary repairs and the loco was available for its special day, although the workshops crew requested that it only haul one 'carriage'. Fortunately there were only 20 bookings for the trip and they could be comfortably accommodated in the canopied NQR wagon. All travellers had a splendid day and extend their special thanks to the organisers, Frank Stamford and John Conway, and to the crew – Peter Stowell, Bill Hanks and Lyn Wade.

The second 'Gasworks Special' – initially set for 24 June, but being rescheduled for July – will see 0-4-0ST *SIR JOHN GRICE* (Peckett 1711 of 1926) in action without its 'Thomas' disguise, while the former gasworks 0-4-0T *JOHN BENN* (Couillet 861 of 1886), rebuilt as a 2-4-2ST and renamed *JC REES*, will be featured on the train scheduled for Sunday 26 August.

Frank Stamford, 03/07; John Dennis, LRRSA Yahoo Group 29 April 2007

WALHALLA GOLDFIELD RAILWAY 762mm gauge
Walhalla Tourist Railway Committee of Management

Following the severing of the WGR line by the loss of the 'Three Span Bridge' during the December 2006 bushfires (LR 193, p.28), Tim Holding, the Victorian Minister for Tourism, visited Walhalla station on Saturday, 10 March 2007, to announce funding of $195,000 to assist with the reconstruction task. Mr Holding said: "Repair of the railway is an important part of the Victorian Government's overall response to communities affected by the 2006-07 bushfires. We hope this project will enable Walhalla's railway to reopen for the boom Easter holiday period, as one of the many State Government initiatives to help bushfire-affected communities get back on their feet."

The Government's assistance package funded repairs to the bridge and also supported a Strategic Development and Business Management Plan that will provide a guide for sustainable operation and future development of the railway. Following the repairs, the bridge received certification on 4 April and train operations commenced over the Thomson-Walhalla section on Easter Saturday, 7 April. The WGR operated at full capacity over the Easter holiday period and daily services were maintained during the school holidays until Sunday 15 April.

Minister's Media Release via Frank Stamford, 03/07; Frank Stamford 04/07, Peter Ralph 5/07

Tasmania

MT LYELL ABT RAILWAY MUSEUM, Queenstown
1067mm gauge
Mt Lyell Abt Railway Society Inc.

Dick Adams, the Federal MP for Lyons and patron of the Mt Lyell Abt Railway Society, opened its museum located in the new Queenstown railway station on Saturday 21 April 2007. The WCWR had placed 0-4-2T Abt locomotive No.3 (Dübs 3730 of 1898) on the second track with the two wagons restored by members of the society, providing opportunities for photographs as the passenger train arrived from Strahan at 2.15pm. The restored vehicles are ex-TGR four-wheel goods wagon C217 and the original Mt Lyell Railway guards van B1, which was formerly located at the Menzies Creek museum on the Puffing Billy Railway in Victoria (LR 175, p.28).

The highlight of the day was the donation by Mrs Libby Williams of a complete guards uniform, brass points key, and small blue Mt Lyell Mining and Railway Coy badge, all owned by her late husband David who worked for the railway. Kevin White, a fettler on the line in the 1950s and 1960s also donated his father's guard box and running sheets. A large number of old photos were also made available to be copied for the collection.

The museum features an extensive photo display covering the history of the railway, memorabilia, fettlers' tools and a restored trolley, which was recovered by society members from the banks of the King River at Camp Spur. The museum will be opened and closed by the West Coast Wilderness Railway staff every day, but will be manned by society members when ever possible.

Russell Holland, 04/07 via Peter Ralph

REDWATER CREEK, Sheffield
610mm gauge
Redwater Creek Steam & Heritage Society Inc.

SteamFest 2007 held on 10 to 12 March, was very well attended. The composite Krauss 0-4-0WT (5682/1906 and 5800/1907) was kept busy hauling passengers over the 2km return journey offered by the light railway. In addition, the event featured 12 traction engines from various makers, an Aveling & Porter steam roller, a Marshall portable engine, a Sentinel steam wagon and numerous rare and unusual tractors. The competition organised by the local Vintage Tractor & Tractor Pulling Association created considerable interest.

Steam trains operate at Sheffield on the first full weekend of each month, with daily operations scheduled from 28 December 2007 to 9 January 2008. *SteamFest 2008* will be held from 8 to 10 March. Trains can also be run for tour groups by arrangement with the Honorary Secretary – Phone (03) 64247348; email redsteam@bigpond.net.au or mail to PJ Martin, 10 Chettle Street., Devonport Tas 7310.

Peter Martin, 4/06

WEST COAST WILDERNESS RAILWAY, Queenstown
1067mm gauge
Federal Hotels Limited

In addition to the well-known WCWR tourist trains, the tour group Pure Tasmania now operates a 'Pines and Mines' adventure tour, which leaves Strahan at 7.15am daily. The 10-hour tour uses a road-rail Land Rover with a 'window' roof to operate over the WCWR line between Lowana and Lynchford. It then heads off into the wilderness to include a two-hour bushwalk down the Bird River track to Kelly Basin and the remnant of East Pillinger on the former North Mount Lyell Railway, including the 240-metre timber jetty and copper smelters, and an hour-long cruise along Macquarie Harbour back to Strahan. The cost of the tour is $275 per person, including a gourmet lunch.

Adelaide Sunday Mail, 18 February 2007, via Arnold Lockyer

At ANGRMS, Woodford, the Bundaberg Foundry 0-6-2T 5 (B/N 5 of 1952) is looking spick and span for its starring role in a wedding on Saturday 17 March 2007. The train conveyed the bride to 'Story Book Cottage' at the end of the line for the ceremony. *Photo: Bob Gough*

Further to the report on page 26, Ex-Racecourse Mill John Fowler 0-4-2 1 (17683 of 1927) is seen in the yard of Budget Demolition Sales, Virginia, in May 2007. Its new owner plans to restore it to display condition. Photo: Bob Gough

The Gemco miners' transport car displayed in its mine operating condition on 1067mm track laid near the State Mine Downcast Shaft in March 2007. *Photo: Ray Christison*

Heritage & Tourist

Western Australia

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

Restoration of 2-8-2 NG 123 reached a milestone on 30 March 2007, when the locomotive moved under its own steam for the first time since 1995. Eleven WALRPA members were on hand during the evening to assist with preparations and to see the big engine move again. Light-up was at 5pm and full pressure was achieved by 9.45pm, when driver 'Blinco' opened the regulator to set the loco in motion. A couple of runs were made up and down the shed road to check that all was well before a run was made down to the Mussel Pool yard.

The BBR boiler inspector has certified NG 123 for use during the 2007 steam seasons and the locomotive was expected to return to service for the *Friends of Thomas the Tank Engine* day on 20 May 2007. The Perry 0-4-2T BT1 was also given a 'clean bill of health' by the inspector. The BBR operated every day during the April school holiday period and attracted good passenger loadings.

BBR News 04/04

Northern Territory

ADELAIDE RIVER & SNAKE CREEK RAILWAY 1067mm gauge **Friends of the NAR Adelaide River Inc.**

This group aims to preserve and interpret the significant rail heritage site at Adelaide River to commemorate the old North Australian Railway. Its interest to readers of *Light Railways* focuses on the former NAR 1067mm gauge line from the station to the former WW2 Naval armaments depot at Snake Creek, where several kilometres of siding and extensive point work remain largely intact.

Ex-Mt Isa Mines 0-6-0ST No.3 (Hudswell Clarke 928 of 1910) was moved by road to Darwin in February 2007 for future use on the Adelaide River to Snake Creek Railway. The locomotive was originally imported to South Australia by the Wallaroo Phosphate Company and went to

the North Broken Hill Mine in 1927. It was reported out of use there in 1939 and went to Mt Isa Mines the following year as its No.3. The loco was withdrawn from service there in 1955 and was placed on static display at Mt Isa Central School in 1960. Following removal from this site, the Rotary Club of Mt Isa placed the locomotive on static display adjacent to the Barkley Highway in 1984. The Club donated the locomotive to the Friends of the North Australia Railway in 2006. The locomotive is currently at Allorah Gardens, Berrimah along with other FNAR rolling stock. Peter ('Porky') Connell, the Northern Territory 2006 'Local Hero' in the 2006 Australian of the Year Awards for his work with the FNAR, has taken charge of the project to return the 0-6-0ST to operation at Adelaide River. He proposes to run a Perkins diesel engine and hydraulic pump mounted on a trailing vehicle, with hydraulic hoses connected to a hydraulic motor on the locomotive.

Trevor Horman 04/07; John Browning 04/07

Overseas

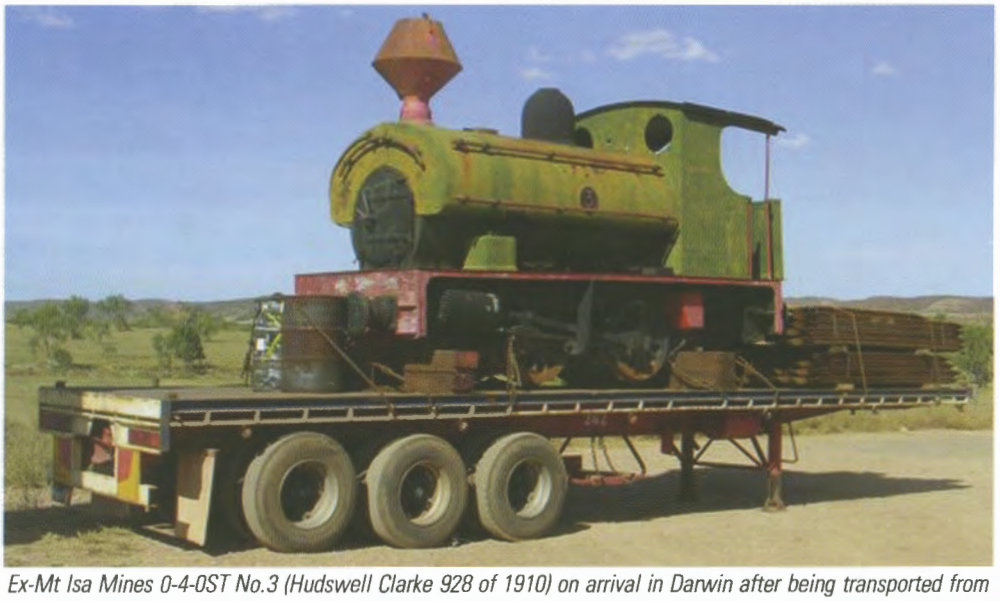
LOCOMOTION MUSEUM, Shildon, UK Various gauges
National Railway Museum

As reported in LR 189 (p. 30), the ex-Invicta sugar mill and former UK War Department 4-6-0T locomotive (Hunslet Engineering 1215 of 1916) was placed on display at the Locomotion Museum on 22 March 2006. As depicted in the photo on page 31, the loco was then in an all-over green primer with grey wheels. In March 2007, a team of four museum staff stripped this paint and repainted the boiler, cab, buffer beam and wheels of loco in a semi-gloss black livery in accordance with a note on the Hunslet drawings for the background of the builders' plates to be painted in dull black. Some photos of these ROD locos suggest the finish was more a gloss. The NRM team settled on a compromise with the semi-gloss paint.

Ian Hughes, 03/07

Peter Martin captured this evocative image of the composite Krauss 0-4-0WT (5682/1906 and 5800/1907) hauling its passenger train into the S-bend at the Redwater Creek Steam Museum' Steamfest 2007 in March.

Visitors inspect the displays in the Mt Lyell Abt Railway Museum at the Queenstown railway station on its opening on 21 April 2007. The trolley in the foreground was recovered from the banks of the King River near Camp Spur and floated down the river to Teepookana using 44-gallon drums. Note the double flanged wheels. Photo: Russell Holland



Ex-Mt Isa Mines 0-4-0ST No.3 (Hudswell Clarke 928 of 1910) on arrival in Darwin after being transported from Mount Isa in February 2007. Photo: Trevor Horman

Ex-South Johnstone Mill 0-4-2T No. 10 (John Fowler 17881 of 1928) heads its consist of three passenger carriages through open forest at Timbertown, Wauchope on 27 February 2007. Photo: Alf Atkin ❑ *Ex- UK War Department 4-6-0T (Hunslet Engineering 1215 of 1916) shows off its new semi-gloss black livery at the Locomotion Museum, Shildon, on Sunday 25 March 2007. Note that the side tanks and chassis are still in the green primer or other colours applied in Australia. Photo: Ian Hughes* ❑ *0-6-2T No.2* COUNT STREZLECKI *(Bundaberg Foundry 7 of 1953) drifts away from the top station at the Coal Creek Historical Village on Sunday 1 April 2007. Photo: Clayton Giles*

COLOUR MISCELLANY

Clockwise from below: *The resumption of train operations on the Newington Armory Railway at Sydney's Olympic Park on 14-15 April 2007 attracted good crowds. Bill Bolton photographed a Gemco 4wBE locomotive and its train of articulated carriages outside Building 128 on 15 April.* ❑ *The first of three 'Gaswork Special' trains, organised by the Climax Locomotive Restoration Committee of the PBS to raise money for the restoration of the Climax loco 1694, ran on Sunday 29 April.* CARBON, *the ex-West Melbourne Gasworks Decauville/Couillet 0-4-0T (B/n 986 of 1889) did the honours, hauling one canopied NQR truck from Emerald to Gembrook and return. Here, some of the passengers stretch their legs as the Special pauses at Fielder. Photo: John Dennis* ❑ *The ex-Condong sugar mill 40DL Ruston (R&H 371959 of 1953) was photographed by Tony Madden at the Illawarra Train Park during its first track test run on Tuesday 13 March 2007.* ❑ *The 'slack' season is a time for heavy maintenance on Queensland's cane railways. Here Mackay Sugar's ex-Marian Mill Clyde 0-6-0DH 13* DEVEREAUX *(67-568 of 1967) with a respectable train of 13 loaded ballast hoppers is seen at Munbura 10, the southern extremity of the Racecourse Mill network, on 4 March 2007. Photo: Carl Millington* ❑ *'What will we do with it?' Alexandra Timber Tramway & Museum members (left to right) Bryan Slader, Peter Medlin and Chris Holmes ponder the future for the Day's tractor rolling chassis following its arrival from Sheffield in Tasmania on 11 March 2007. Photo: Peter Evans*