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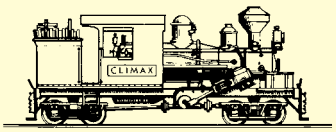

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Conversions:

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

Contents

Comment

For several years now, *Light Railways* has had a problem. It's the sort of problem that many magazines would be pleased to have, but a problem nevertheless. In the matter of attracting quality articles on 'light railway' history from our many voluntary contributors, we've become victims of our own success. The bank-up of material, particularly from NSW, has become a major embarrassment of riches, and many authors (including myself) have had to wait far too long to see their work in print.

As subscribers and regular readers would have noticed, the occasional special 40-page issue has appeared over recent years, and while some of these have been produced to celebrate particular events, others have been done simply to help us catch up a little! The good news is that, as a result of a recent decision by the LRRSA Council, there will be no more of these special 40-page issues. This is because, from the next issue on (in December), 40 pages printed in full colour throughout will become the norm for *Light Railways* – and with no increase in cover price!

On a different note, I'd like to record my sadness at the demise of Kodachrome film, in June this year. I began shooting trains with it as a kid in 1960 and quickly became a huge fan. Aside from the rich colours, its thinner (than E6 film) emulsion layers meant less light scattering, so the film recorded an inherently sharper image. Its archival qualities were legendary, and many early Kodachrome images have appeared in our pages, several dating back to the 1950s, and even one from 1946!

Still, from an editor's point of view what made Kodachrome great was the high quality of the images that could be scanned from it. Nowadays, a top-end digital camera scans such images direct from life, with no need for the film in between. Such is the relentless march of technology. *Bruce Belbin*

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

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

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

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

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

Front Cover: *LRRSA member Richard Horne travelled on the West Coast Wilderness Railway on 28 March 2009 and found it to be a world-class preserved railway experience. He has provided this photo of Dübs 0-4-2T 3 (3730 of 1898) and Vulcan Drewry 0-6-0DM D2* MOUNT LYELL *(D194/2406 of 1953) at Dubbil Barril, where the trains from Queenstown and Strahan meet and exchange locomotives.*

No.23 takes water at Hexham prior to working an Australian Railway Historical Society special train over the Richmond Vale Railway, on 17 June 1962. *Photo: JF Webber from RVR&M collection*

J&A Brown's Railway Operating Division (ROD) locomotive No.23

by Graham Black

Over ninety years ago, on 11 November 1918, the First World War came to an end. At the Richmond Vale Railway and Museum is a little known relic from this dark period of world history. War Department locomotive No. 2004, a 2-8-0 tender engine that worked on J&A Brown's Richmond Vale Railway as their No 23, was once possibly part of the Australian Railwaymen's ANZAC history in France. This is its story.

The Railway Operating Division in World War I

The Railway Operating Division (ROD) of the Royal Engineers was formed by the Railway Executive, which controlled Britain's railways throughout the war, to support the war effort in Europe. It commenced operation in France and Belgium in February 1916.

Initially French and Belgium locomotives and rolling stock were used by the British Army and, in autumn 1916, 490 French mainline engines as well as 54 shunting engines were in use. By late 1916, however, relations between the Allies had become strained and the French were demanding their locos and rolling stock back. For the rest of the war the French did not supply any locomotives to the British Railway Operating Divisions.

The Railway Executive Committee estimated that 709 locomotives would be needed on the Continent, but only 368 were available and these came from 13 different railways and represented divergent designs. It was clear that the ROD required a standard type of heavy steam locomotive to move supplies to the front and also to simplify maintenance. Sir Sam Fay, General Manager of the Great Central Railway (GCR), was the Director General of War Transport and it is believed he strongly recommended his railway's class 8K 2-8-0 tender engine for this purpose. Seventy 8Ks had been built by 1913 and had given good service, so the railway was asked to supply the necessary drawings for the intended builders.

The first order was placed in February 1917. A total of 521 engines was constructed to 17 Government orders which were divided into 22 building lots by the makers. The final orders for 196 locomotives (of which 19 were not built) came as the war drew to a close, possibly to keep industry busy during the run-down of military work. The 521 engines were built by the North British Locomotive Company (369), Robert Stephenson & Company (82), Nasmyth, Wilson & Company (32), Kitson & Company (32) and the Gorton Works of the Great Central Railway (6). The cost of construction for the first order was £6030 per locomotive, rising to £8400 for later units.

The specifications for the ROD engines were taken directly from the 8K class with slight alterations to suit operating conditions in Europe. The significant alterations were the fitting of steel fireboxes – although the six Gorton Works engines completed (out of an order for 25) were fitted with copper fireboxes – re-profiled wheels to take the French gauge of 1440mm, and the fitting of Westinghouse air brakes.

Following delivery from the builders, the locomotives were first sent to the Continent as deck cargo on cross-channel ferries until February 1918. Once over the channel, they were prepared for service at Audruicq workshops in northern France. In general the ROD locomotives worked in the Calais to Boulogne, Amiens to Arras, and Pol-Armentieres to Dunkirk areas. By 1918 there were in excess of 24,000 British railwaymen working in France.

Of the 325 ROD engines destined for Europe, only 305

were actually sent to France. These were ROD Nos 1601–32, 1647–95, 1701–24, 1801–1969, 1972–99 and 2002–04. Most of the remaining locomotives were put into store at Barnbow, near Leeds, and Immingham in Lincolnshire. The remaining Gorton-built engines stayed at Gorton as the GCR was negotiating to purchase them and some sources state they were never classed as RODs.

Australian railway units

In November 1916 a call was made for Australia to raise a railway unit for service on the Western Front. The response from Australian railwaymen was so strong that eventually six companies were formed namely:

6th Australian Broad Gauge Railway Operating Company (formed Jan. 1917)
1st Australian Light Railway Operating Company (Jan. 1917)
5th Australian Broad Gauge Railway Operating Company (Jan. 1917)
4th Australian Broad Gauge Railway Operating Company (Feb. 1917)
2nd Australian Light Railway Operating Company (March 1917)
3rd Australian Light Railway (Forward) Company (March 1917)

Two other Australian companies were formed as support sections in the United Kingdom. The 'broad gauge companies' operated using standard gauge equipment, while the 'light rail companies' operated 2ft gauge trains, the 'standard gauge' of the Royal Engineers in France.. The Australian railwaymen served in northern France around Pas-de-Calais and the Somme area. The 'broad gauge' locomotives used came mostly from Britain, America, Canada and a few from Belgium.

Extensive research has been undertaken in the records available in the Australian War Memorial Canberra, The Imperial War Museum and the Public Records Office in the United Kingdom, to try and establish if any of the ROD locomotives that eventually came to J&A Brown's Richmond Vale Railway – and particularly No. 23 – were used by Australian railwaymen in France. Unfortunately few of the records list locomotives by number, so it is not clear how many or which locos were used by Australian Railway Companies. The highest numbers of ROD locomotives identified as used by the 4th Australian Broad Gauge Railway Company at Dunkirk were Nos. 1914 and 1915, while a reference lists the locomotives used by the 5th Australian Broad Gauge Railway Company as being built by Robert Stephenson and Kitson & Company. No report of any J&A Brown original ROD numbers was found.

What was established is that the English railwaymen (ROD) had all returned to England by March 1919, only a month after the last ROD (No. 2004, later J&A Brown No. 23) was sent to France. The Australian railwaymen continued to serve in France until August 1919, as there was no shipping available to take them to Australia until February 1920. A photo of ROD 1941 (J&A Brown No. 19) in France was printed in *Locomotives Illustrated* during 1997.[1] Research is ongoing in the UK but hopes of finding proof that Australian railwaymen worked ROD 2004 are fading as time goes by.

Repatriation and disposal

After the Armistice was signed all the engines were returned to Britain, by late 1919. At first they were stored, about 150 at a time, before being moved to various other locations around the United Kingdom.

During 1919, the sale to the GCR of three locomotives of the six built and stored at Gorton was completed, while the Great Western Railway purchased 30 of the stored engines not sent to France. The London & North Western Railway (LNWR) was to purchase 30 and there was interest from Poland for another 50 locos before all sales were stopped by the Government. It was decided that the engines were to be used in a common pool as the railways in Britain were still under government control. In August 1919 all the remaining ROD locomotives came under the control of the Ministry of Transport, a total of 498 engines being available for use. Government control of the railways ended on 15 August 1921 and all the loaned engines were returned.

The only sales achieved during this period was 30 to the LNWR in November 1920 and three to the Richmond Vale Railway in Australia. The latter sale was approved at the last meeting of the Ministry of Munitions War Surplus Disposals Board on 27 March 1923. The following month, a private firm, George Cohen and Armstrong Disposals Corporation was set up to sell the surplus war materials including the 465 remaining ROD engines.

Builder's photo of 1666, one of the 82 ROD locomotives built by Robert Stephenson & Co.(B/N 3710 of 1917). Following service in France, 1666 returned to England and was later sold to the LNER, becoming its number 6345. Photo: RVR&M collection

Significant numbers were sold to English railways from December 1923 and in March 1925, the Richmond Vale Railway purchased another three of the locomotives at £2000 each, followed by another three at £1800 each in July while 12 engines were sold to the Shanghai-Nanking Railway in China. Because of the overseas interest it was decided in January 1926 to overhaul one engine as a demonstrator and No. 1615 was selected. The work was carried out by Armstrong Whitworth, Scotswood, Newcastle-on-Tyne, at a cost of £600. In November 1926 the Richmond Vale Railway purchased three GCR (Gorton Works) built locos, which were fitted with copper fireboxes, for £1200 each. By mid-1926 there were 76 ROD locomotives remaining, and the recently grouped British railway companies were approached to take these. Only the London, Midland & Scottish Railway was interested, taking 75 at a price of £340 each in March 1927. This left only the demonstrator No. 1615, and the Richmond Vale Railway purchased it on 7 March 1927 at a price of £1000, a bargain as £600 had been spent on it only 5 months before. From book cost in 1919 of approximately £4,400,000, only £1,150,500 was realised by the sale of 520 engines and the scrapping of another.

ROD locomotives on the Richmond Vale Railway

The Richmond Vale Railway had its origins in the private colliery line laid from Minmi, near the Sugarloaf Range, across the Hexham swamp to the Hunter River in 1856. This line, just over 5½ miles long, was built for John Earles, who opened a coal mine at Minmi and transported coal to Hexham from 1857 for loading onto ships.

In 1859 J&A Brown purchased the Minmi collieries and railway and, in 1900, the firm obtained the under-developed Stanford Merthyr No. 2 colliery near Kurri Kurri and changed its name to Pelaw Main colliery. Initially coal from this mine was railed to Hexham over the East Greta Coal Mining Company's railway to Maitland and thence by the government railway to Hexham. The expense of this was the reason for building a railway branching off the Minmi to Hexham railway and through the Sugarloaf Range directly to Pelaw Main Colliery. Work started in 1904 and the railway was opened on 26 June 1905. At Pelaw Main the main engine shed for the whole railway was constructed, with all major repairs and overhauls carried out at the Hexham workshop alongside the ship loaders. This line was also connected to the nearby Richmond Main Colliery, which became the showpiece of the J&A Brown mining empire. Thus the railway became known as the Richmond Vale Railway (RVR). It was worked by a diverse and elderly collection of 0-4-2, 0-6-0 and 0-6-4 tank locomotives, the latter group being second-hand units that formerly worked the Mersey Railway in England. From 1908, they were supplemented by three powerful Kitson-built 2-8-2T locomotives.

With an expanded transport task, as production from the Pelaw Main and the grand Richmond Main Colliery geared up, the need arose to purchase a number of powerful freight locomotives. John Brown would have received information on the availability of little-used ROD locomotives from the Company's London Office in Fenchurch Street and, at the knock-down prices quoted, it was an opportunity too good to miss for the canny Scotsmen behind the J&A Brown empire. The outlay of £1,000 for ROD 21 in 1927 would have been a great bargain as back in 1908 the company had purchased the last of four second hand 0-6-4 tank locomotives for £680.

J&A Brown purchased 13 of the ROD 2-8-0 locomotives for use on their railway. Numbered 12 to 24 in the RVR loco fleet, three of the engines were shipped to Sydney on the SS *Boorara*, arriving there on 23 February 1926. They were railed to Hexham for final assembly and testing and all three were in service by August of that year. The remaining ten locomotives were shipped as ballast on the J&A Brown collier SS *Minmi* on its maiden voyage to Australia, in 1927. The engine units were unloaded direct onto the wharf at Hexham, while the tenders were unloaded in Newcastle. They were stored until required and it was not until 1933 that the last of them entered service on the RVR. Details of the 13 ROD locomotives are listed in following table.

On 26 February 1926, an ROD locomotive is unloaded from the SS Boorara *onto the wharf at Sydney. Photo: RVR&M collection*

RVR No.	ROD No.	Builder	B/No.	Year
12	2123	NBL Glasgow	22213	1919
13	2119	NBL Glasgow	22209	1918
14	2070	NBL Glasgow	22161	1918
15	1889	NBL Glasgow	21866	1918
16	1890	NBL Glasgow	21867	1918
17	1909	NBL Glasgow	21886	1918
18	1980	NBL Glasgow	22038	1918
19	1941	NBL Glasgow	21918	1918
20	1984	NBL Glasgow	22042	1918
21	1615	Kitson & Coy	5201	1918
22	2002	GCR (Gorton)	-	1918
23	2004	GCR (Gorton)	-	1918
24	2003	GCR (Gorton)	-	1918

NB: Gorton Works did not allocate builder's numbers.

Of the 13 RODs purchased by J&A Brown, three survive, Nos 20 and 24 at the Dorrigo Steam Railway & Museum and No. 23 at the Richmond Vale Railway & Museum at Kurri Kurri.

In 1947, No.23 approaches Doghole staff hut with a train of empties, including some government S trucks. *Photo: John Buckland*

J&A Brown No. 23 on the Richmond Vale Railway

ROD locomotive 2004 was one of six built by the Great Central Railway at its Gorton Works in Manchester. The WD order was dated April 1918.

In February 1919 it was the 305th and the last 2-8-0 ROD engine to go to France. It arrived in France only a month before the last other Allied railwaymen (English, American, Canadian and South African) of the Railway Operating Divisions were returned to England. As indicated above, there is the possibility that Australian railwaymen operated the locomotive as they did not leave France until mid-August 1919, but this has not been verified by documentary evidence. In August 1919, 2004 was returned to England and, after storage, it was loaned to the Great Central Railway, then returned to government storage at Queensferry in north Wales in November 1921.

ROD 2004 was purchased by J&A Brown on 25 November 1926 for £1200. It was dismantled and transported to Australia on the SS *Minmi* with other ROD locos, arriving at Hexham on 26 September 1927.

As with all research concerning the history of the J&A Brown company and its railway, confirmation of one particular point may conflict with what was considered a confirmed fact. For instance, an undated handwritten note, in the RVRM collection, written possibly after John Brown's death in 1930, lists all items of rolling stock and locomotives of the company and their value, but ROD Nos. 21, 22, 23 and 24 do not appear. Were they still in crates on the wharf at Hexham? ROD 12 (North British No 22123) was purchased in March 1923. North British Invoice dated October 1924, in the RVRM collection, to 'James & Alexander Brown' states three new copper fireboxes and front tube-plates for fitting to *2-8-0 type loco No 2070, 2119 and 2123*. The first entry in the Fortnightly Report book for No. 12 states *Arrived at works 25th May 1925 to have new firebox fitted, also re-tubing.*


INVOICE

altogether.

tubes.

NETT.

Nos: 1/4.

NIL.

North British Locomotive Co. invoice of October 24 for supply of three copper fireboxes and three steel tube plates. Photo: RVR&M collection

It should be noted that, as documented above, this locomotive did not arrive in Australia until 23 February 1926!

B/N 2004 was one of the last of the ROD locomotives to be assembled at Hexham – possibly in late 1932 or early 1933, when it was assigned the running number 23.

Like its fellow class members, No.23 became a humble industrial locomotive on the Richmond Vale Railway, hauling trains of loaded four-wheel coal hopper wagons to the exchange sidings with the government system at Hexham and returning the empties to the various collieries. The following is a chronicle of its work on the RVR.

By August 1936, 23 was working from Pelaw Main shed but in need of an overhaul and was placed on standby duties by February 1937. The loco was completely derailed at Hexham sidings after running through a half-set turnout on 14 June 1937 and was re-railed the following day.

No.23 was withdrawn from service and stored at the fodder shed near Wallace Creek in July 1937. While in storage there, it lost several parts, which were placed on No.12 according to the boilermakers' book at Hexham Workshop.[2] It left the fodder shed for Hexham and a major overhaul on 15 December 1941. No.23 returned to service on 30 July 1942, so it is possible that it received a boiler change at this time.

On 23 December 1944, the last working day for the year, 23 and nine coal hopper wagons were derailed at the points leading into Pelaw Main yard. It was believed that someone had placed an object between the point blades. It took almost a week to re-rail the loco.

On 18 July 1945, 23 was sent to Hexham workshops for a tone up, returning to Pelaw Main on 7 September. The following February (23rd) it was at Hexham workshops again, being released to traffic on 29 March. The locomotive failed at Richmond Vale Junction and was towed to Hexham for repairs on 12 September 1946, which took until 15 October. Thirteen days later it was reported as *Stopped for boiler repairs*; which took until 29 November to complete.

The records show that between 13 and 15 November 1946, 23 was used on the Hexham to Stockrington workings. While the boiler passed its annual inspection and was granted a boiler certificate in January 1947, it was refused the following January and the loco was sent to Hexham workshop on 2 February 1948 for repairs. It returned to service on 25 February. Between 24 May and 1 November 1948 it was again in Hexham workshops for repairs.

Between 14 March and 1 October 1950, 23 received a major overhaul and boiler change, its new boiler being fitted with a steel firebox. It is also possible that the loco received its present tender at this time, as Job No. 4002D, dated 21 October 1950 on RVR No. 24 states: *Preparing temporary tender for this locomotive as a result of derailment at 6 mile loop. (Tender taken from No. 23 locomotive) Cost £225.13.2.* When 23 was finally withdrawn from service in 1973 it was fitted with the tender originally coupled to No.12.

Due to this overhaul, 23 was the only active ROD not used during the 1950 flood. It was given boiler certificates in January 1951, 1952 and 1953 and it was again in the Hexham workshops between 4 August and 29 September 1953. There was another stay at the workshops in January 1954 to receive *57 new steel wall stays*, with the loco returning to service on 22 March.

Following minor repairs in May-June 1954, 23 was *Stopped for minor repairs at Hexham* on 15 November 1954 and was not released until 19 January 1955. By 1955 the boiler tubes were giving trouble and regular attention by Hexham workshop was the norm.[3]

The locomotive received boiler certificates in January 1956 and 1957 and it served on *mainline duties* without major incident until August 1957, when it was back at Hexham works with boiler problems and it was not released until mid-October. The boilermakers' book states: *September 6th, 210 wall stays replaced*. It received boiler certificates in January 1958 and 1959, but by the middle of the latter year it entered Hexham

During 1973, the work of the last remaining ROD's was taken over by SMR 10 class 2-8-2T locomotives. SMR 23 (Beyer Peacock 6056 of 1920) was the first of these to arrive on the RVR, on 21 March that year. The following month, the two number 23s are seen by the control cabin in Hexham yard, awaiting their next assignments. ROD 23 has only a few weeks in service remaining. Photo: Graeme Belbin

workshops for a major overhaul and boiler change. The loco received boiler No. 13-B-32, last carried by No.24. The boiler had received a new firebox copper tube plate, 100 new wall stays, 192 new crown stays, three new sheaving patches in the barrel (440 rivets fitted) new smoke-box, new ash pan, all tubes were removed and re-ended, 250 rivets replaced in the engine frame and repairs made to the tender. It left the works 1 July 1960.

The mundane life of a colliery locomotive gave way to a moment in the spotlight when 23 was used on an Australian Railway Historical Society tour of the Richmond Vale Railway on 17 June 1962. It hauled four-wheel miners' carriages carrying the visitors to Pelaw Main and Richmond Main Collieries and then returned to Hexham.

In January 1965 No.23 was sent on loan to Hexham shed for working the Stockrington traffic, being returned to Pelaw Main shed on 3 March 1965. The records offer divergent accounts of the locomotive's operations in 1966. The engine fortnightly report states that 23 was sent to Hexham for *Intermediate overhaul* on 17 May 1966 and was returned to service on 19 September. On the other hand, the report on the whole engine fleet of 11 August 1966 states that No.23 was *at Pelaw Main Colliery, boiler pressure 175 lbs. in service. Used in mainline traffic – Pelaw Main to Hexham*.

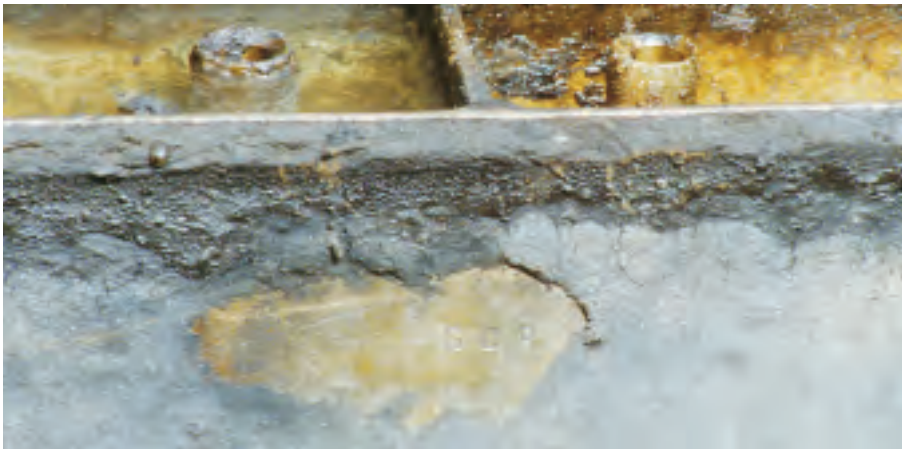
The last through day working from Pelaw Main shed was on 28 July 1967 and 23 was the second last engine to leave the shed, at 7.45am. Its last visit to Hexham workshop was on 7 February 1968, when cracks in the copper firebox were welded. It was sent to the South Maitland Railways (SMR) East Greta Junction workshop for attention on 6 February 1970, returning 6 days later.

In late 1972 it was decided, after considering the requirements for the RVR, to give locomotives 23 and 24 a tone up at East Greta Junction and No.24 was sent there. 23 was to go when 24 returned, but after complaints about air pollution to Newcastle City Council, it was decided to: *Cancel the proposed tone up of Rod's No. 23 and 24, leave the S.M.R. 10 class at Hexham, transfer another 10 class to Hexham and offer for sale all surplus locomotives at Hexham with the exception of R.O.D. 21 which was to be retained by the company*.

ROD 21 was 'retained' as it was believed that this locomotive: *hauled a train containing Marshal Foch and his entourage to the signing of the Armistice in 1918*. This is probably false as the Armistice was signed in the French Military zone, and a Rear Admiral, who was on leave, was the only British ranking officer in the area at the time and he represented the United Kngdom. One locomotive has been identified as having been allocated for special duties, namely ROD 1983, which was specially lined out and attached to Marshal Earl Haig's train, but the reality is that this engine did not arrive in France until December 1918.

The era of ROD working on the RVR was rapidly coming to a close and on 15 February 1973, at approximately 9.00pm, No.23 left Stockrington Colliery with a train of loaded hopper wagons for the washing plant at Hexham. This in fact became the last ROD loco to work a mainline train in the world. It was also the last ROD to work beyond the Hexham yards. 19 April 1973 was to be No.23's last day in steam, but it was returned to service working the washing plant on 1 May.

On 8 June 1973, No.23 collected No.24 from the exchange sidings and took it to the control tower. It did another shunt to the washing plant and again collected 24 to place it in One Road of the engine shed. It then entered the adjoining road of the shed and its fire was dropped. It had run a total of 627,184 miles in J&A Brown's service.



Clockwise, from top left: *Tender right hand leading axle bearing showing War Department stamp and number. • War Department stamp and engine number on the eccentrics. • Great Central Railway initials on an oil box on the frame. Photos: Graham Black*

The boiler of No.23 being delivered to the Hunter Valley Training Company for assessment on its condition. The low loader is owned by a Richmond Vale Railway & Museum member. *Photo: Graham Black*

ROD 23 in preservation

In May 1978, No.23 was given the number plates from ROD 21 and taken to the Freeman's Waterhole Mining Museum. It remained on static display there until 2 November 1986, when it was moved to the Richmond Vale Railway & Museum at Kurri Kurri, where it was positively identified as No.23 (ROD 2004). The tender was identified as that originally belonging to No.12 (ROD 2123).

On 16 September 1996 the boiler was transferred by road to the Hunter Valley Training Company at East Greta Junction for assessment. The conclusion was that an extensive overhaul of the boiler was needed. Work required included replacing both lower outer side sheets on the outer firebox, replacement of the lower half of the middle boiler barrel ring, a new front tube-plate, all tubes to be renewed and possible replacement of certain sections of the inner firebox. At present the boiler is stored out of the frames at Richmond Main in an area off limits to the public. The frame and tender can be seen from passing trains stored on the old departure road near the diamond crossover on the triangle at Richmond Main Colliery. It is hoped to replace the boiler in the frames some time in the near future.

No.23 is not only unique for its Australian history, it is one of only four surviving standard gauge steam locomotives to have worked in England and two continents beyond. The others are ROD 20 and 24, and the famous *FLYING SCOTSMAN*.

The cost of an overhaul of 23 to return it to operational condition is beyond the resources of the Richmond Vale Railway & Museum. It can only be hoped in the future that some wealthy enthusiast or the Australian War Memorial might come forward with the resources to allow this significant World War I locomotive, which may have a special association with Australian railwaymen in that war, to roar in anger again.

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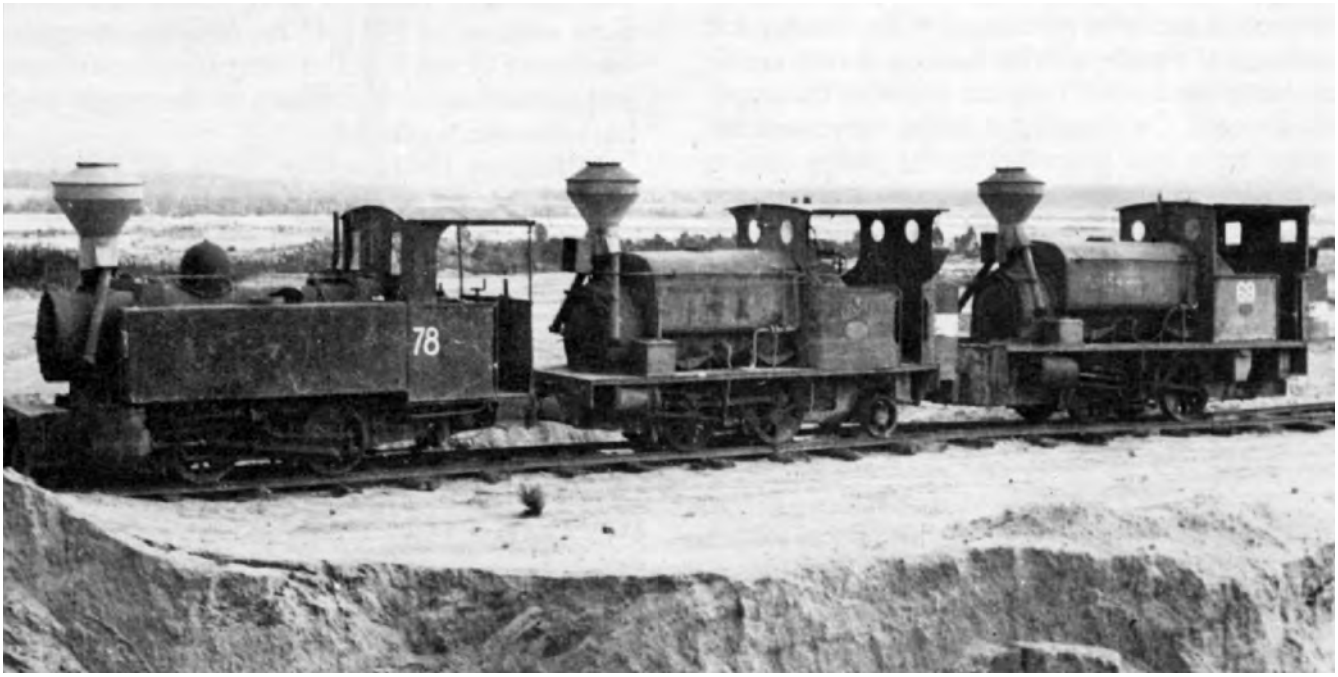
National Railway Museum records, York, United Kingdom

Public Records Office, Kew, United Kingdom

End Notes

1. *Locomotives Illustrated*, No 112, March-April 1997.
2. Hexham Workshop, Boilermaker's workbook notations as follows: *December 1940, Petticoat pipe in the smoke box. February 1941, one top slipper block* and *August 1941, one bottom slipper block.*
3. Hexham Workshop repairs book states: *Dates of repairs at Pelaw Main Colliery, 17-9-55 30 tubes re-rolled. 27-9-55 28 tubes re-rolled. 29-9-55 20 tubes re-rolled but loco coming to Hexham yard for same trouble.* For 4 October the entry states: *110 small tubes revealed and welded, also 3 new small tubes, 5 bottom rows welded, 3 top rows expanded.*



All three types of locomotives represented in the mining boiler records are shown in the above photograph. On the left is a Perry 0-4-0T, centre a Hudswell Clarke 0-4-2 ST, and on the right a Robert Hudson 0-4-0ST (actually constructed by Hudswell Clarke). We know from the boiler records that the registration number of the latter's boiler was MDH50. The locos are shown lined up for sale near the SECV's locomotive shed in April 1946. *Photo: John Buckland, LRRSA collection*

Steam in the Archives Part II

Boiler records for mining locomotives in Victoria 1929-1947

by Peter Evans

Introduction

Part I of 'Steam in the Archives' in LR 160 examined boiler records for industrial locomotives registered under the Victorian Boiler Inspection Act 1906. While the majority of industrial locomotives can be found here, a small proportion were registered as mining boilers under the Mines Act. These registrations are available from the Public Record Office Victoria as VPRS 9534/P1. Unfortunately, only the records from 1929 to 1947 appear to have survived, comprising in total 293 individual registrations for pressure vessels used in the mining industry of which seven were for steam locomotives in mining use.

The legislation

As befitted Victoria's most important nineteenth-century industry, regulation of mines was accorded priority in legislation. However, the Mining Statute of 1865 contained no reference to engines, boilers or certification of drivers. Regulation of machinery in the mining industry really began with the passage of the *Regulation of Mines Act* on 25 November 1875. Under the 'General Rules' section of the Act, no one under the age of eighteen years was to have charge of an engine or boiler. No person in charge of steam machinery was to work more than eight hours in twenty-four. All boilers had to be fitted with a water gauge, a pressure gauge and a safety valve and be hydraulically tested every six months. The mine manager was to inspect the machinery every two weeks and keep a record of his findings with notes of any maintenance carried out.[1] While the Act was strengthened in 1877, there was still no requirement for mandatory government inspection of boilers.[2]

The law was significantly upgraded with the passage of the *Act to Provide for the Regulation and Inspection of Mines and Machinery* which came into law on 3 November 1883. All steam machinery in mines was to be examined by an inspector prior to use and kept in a fit and proper condition. In addition, all persons in charge of steam machinery in mines for the first time had to hold a certificate of competency.[3] This was still not enough to prevent serious accidents occurring. By 1886 it was apparent that boiler explosions in Victorian industry were increasing at an alarming rate compared with the rest of the world. Complacency, the number of old mining boilers in use, and the poor quality of the water generally available to Victorian mining plants were largely to blame. In Victoria, one in 287 boilers in use exploded in 1885/86. In the USA it was one in 885, in England one in 2000, and in Germany one in 3000.[4] Further amendments to the Mines Act in 1897 at last provided for government registration and annual inspections of boilers in mines – an important step forward in terms of safety.[5] It is the survivors of these registration records which this article examines.

How the records are arranged

Unfortunately, the records for the period 1897 to 1929 appear to have been lost to us. There are only two volumes extant within the record series. The first (Unit 1) has 200 pages (folio numbers) with entries ranging in date from May 1929 to July 1937. Surprisingly, the entries are not all in date order. The second volume (Unit 2) also has 200 pages (folio numbers) with entries dating from September 1936 to August 1947, but only the first 93 pages are filled in. The implication is that no later records exist for mining boiler registrations. The entries in each individual registration are almost identical with those made under the BIA system outlined in LR160, not really surprising given that both were carried out almost side-by-side within the same government department. Each entry has spaces to record the date the boiler was registered for inspection, owner, address at which the boiler was inspected,

the mine at which it was to be used, date of inspection, boiler type, maker, construction date where known, and a host of construction details and dimensions of the individual components making up the boiler. Finally, each entry has a space for comments made by the boiler inspector, which range from a short comment to a paragraph on the boiler, its history, and the use to which it will be put.

The big difference between the Mines Department registration system and the BIA registration system is in the numbers assigned to the boilers. Under the BIA system each boiler was given a number corresponding with the page (folio) number on which it was registered. No such orderly process seems to have been followed for the registration of mining boilers. While indexing the records the writer tried hard to develop some sense of how the numbers were assigned but, in the end, gave up. The only common denominator seems to be the first two letters MD [presumably Mines Department]. Then followed another letter (for most of the extant records D, F, H, J, K, M, O and W – but not necessarily in alphabetical/date order) followed by up to three digits. Then there are the rogue entries – some with the letter and numbers reversed, some simply with a D followed by a four-digit figure, some with a T-suffix (seemingly limited to some but by no means all air receivers), and some which were issued with (or retained) a BIA number. To complicate matters for those attempting to identify a boiler by the marks stamped into it at the time of inspection, boilers appear to have been commonly (but not always) issued with a separate number at subsequent inspections (or changes of ownership), while at least one retained its original number from its first inspection in 1919. Thankfully in most cases the new numbers (and transfers to and from the BIA system) are noted in red ink on the blank page opposite the registration details.

What is remarkable is the very small number of new boilers registered. The extant records neatly encapsulate the period covered by the Great Depression beginning in 1929. Depressions engender upswings in gold mining and, as a consequence, the registration of boilers. However, even following an easing of the Depression in 1934, there were almost no new boilers registered until 1937, and even new air receivers were likely to have been made from second-hand boiler drums.

While there are only seven steam locomotives in the extant records registered under the Mines Act, the records contain a wealth of information for those researching Victorian industrial history. There are details of boilers and air receivers used in mines, gold dredges, collieries, quarries, lime works and brickworks, including a few gems like Ruston excavator No.1071 on lease from the Victorian Railways to the David Mitchell Estate quarries at Lilydale in 1936. In some instances, traction engines working in quarries were also captured. Most of these industries used tramways in one form or another, so there is much in these records of interest to the light railway researcher.

Mining locomotives in Victoria

In deference to the interests of most readers of *Light Railways*, only records pertinent to mining locomotives are included here. The table below includes basic registration details of all mining locomotives (and replacement boilers) identified in the records. All seven locomotives registered in the extant mining boiler records were registered to the State Electricity Commission of Victoria and were 3ft 6in gauge. Obviously, there is too much detail on each page for the entire entry to be included in the table, so researchers should note that this table is not intended as a substitute for the original records. The items recorded in each entry of the table include:

Unit: There are two volumes or "units" in the record series. It is the first key to locating the record.

Folio: This is the second key, and locates the folio, or page number within the volume or unit.

Number: The boiler number stamped by the inspector on the boiler and recorded in the register.

Date: The date of inspection. (Usually but not always the same as that stamped on the boiler).

Owner: The owner of the boiler (or for whom it was being inspected).

Location: This is the location where the boiler was to be used.

Maker: The firm that built the boiler. (Not necessarily the same as the manufacturer of the locomotive).

Built: The year is listed wherever identified in the original record.

Comment: As noted by the inspector in the original record. The inspector often recorded the mine at which the boiler was last used or the mine to which it was subsequently sold.

Note that this listing forms only part of a much larger database. Bona-fide researchers are welcome to seek further details by sending their queries to PO Box 21, Surrey Hills 3127 and marked to the writer's attention.

Some comments recorded by the inspectors offer additional insights:

• MDH21 was a replacement boiler fitted to a Hudswell Clarke locomotive.

• MDH21, MDH50, MDH51 and MDH52 were all being recommissioned after storage.

• MDH21, MDH50, MDH51 and MDH52 were all re-inspected in January 1941.

• MDH20 was a second hand boiler out of service and issued with a certificate for a reduced pressure for only six months due to corrosion in the boiler and the application of patches to the shell. [Possibly the boiler replaced by MDH21 in 1926?]

• BIA 7247 and BIA 6554 had been out of use eight years and were inspected at the Bingle Machinery Company in South Melbourne. [Note that these locos retained the same BIA numbers they were assigned in 1927 when examined under the BIA system for the State Rivers & Water Supply Commission at the Hume Weir – see LR 160].

Unit/Folio	Number	Date	Owner	Location	Maker	Built	Comment
1/134	MDH21	14-01-1935	SECV	Yallourn	Thompson, Castlemaine	1926	-
1/135	MDH50	14-01-1935	SECV	Yallourn	Robert Hudson, Leeds	1925	Cabin No.69
1/136	MDH51	14-01-1935	SECV	Yallourn	Robert Hudson, Leeds	1925	-
1/137	MDH52	14-01-1935	SECV	Yallourn	Robert Hudson, Leeds	1925	Cabin No.71
1/143	MDH20	27-02-1935	SECV	Yallourn	Hudswell Clarke	-	-
2/077	BIA7247	24-07-1941	SECV	Yallourn	Perry Engineering, SA	1926	-
2/078	BIA6554	23-07-1941	SECV	Yallourn	Perry Engineering, SA	1926	-

The records raise a few questions of their own. Why were State Electricity Commission locomotive boilers regarded as mining boilers and those of the Australian Cement Company at Fyansford not regarded as mining boilers? Why was one of the Hudswell Clarke locomotives at Fyansford not registered under the BIA system? Was it registered as a mining boiler in records that no longer exist? Why was the Thompsons of Castlemaine boiler MDH21 fitted to one of the SECV's Hudswell Clarke locomotives originally registered as BIA6746 in 1926 under the BIA system and then transferred to a Mines Department registration in 1935? Why were the two ex State Rivers & Water Supply Commission's Perrys represented in the mining boiler records but the four identical locomotives subsequently purchased from the Melbourne and Metropolitan Board of Works absent? Why was the Orenstein & Koppel locomotive registered in 1927 as BIA6973 for the British Phosphate Commission not registered as a mining boiler? It would seem that questions of jurisdiction between the mining boiler inspectors and the general industry boiler inspectors tended to overlap somewhat. Certainly, the blank pages opposite the Mines Department registrations often contain notations regarding the transfer of files to the 'boiler inspection branch'. Perhaps, by 1947, the small number of mining boilers in use and the overlap between the registration systems were the reasons behind the apparent discontinuing of the Mines Department registration system. Unfortunately, these questions and what happened to the records for the period 1897 to 1929 may never be fully answered.

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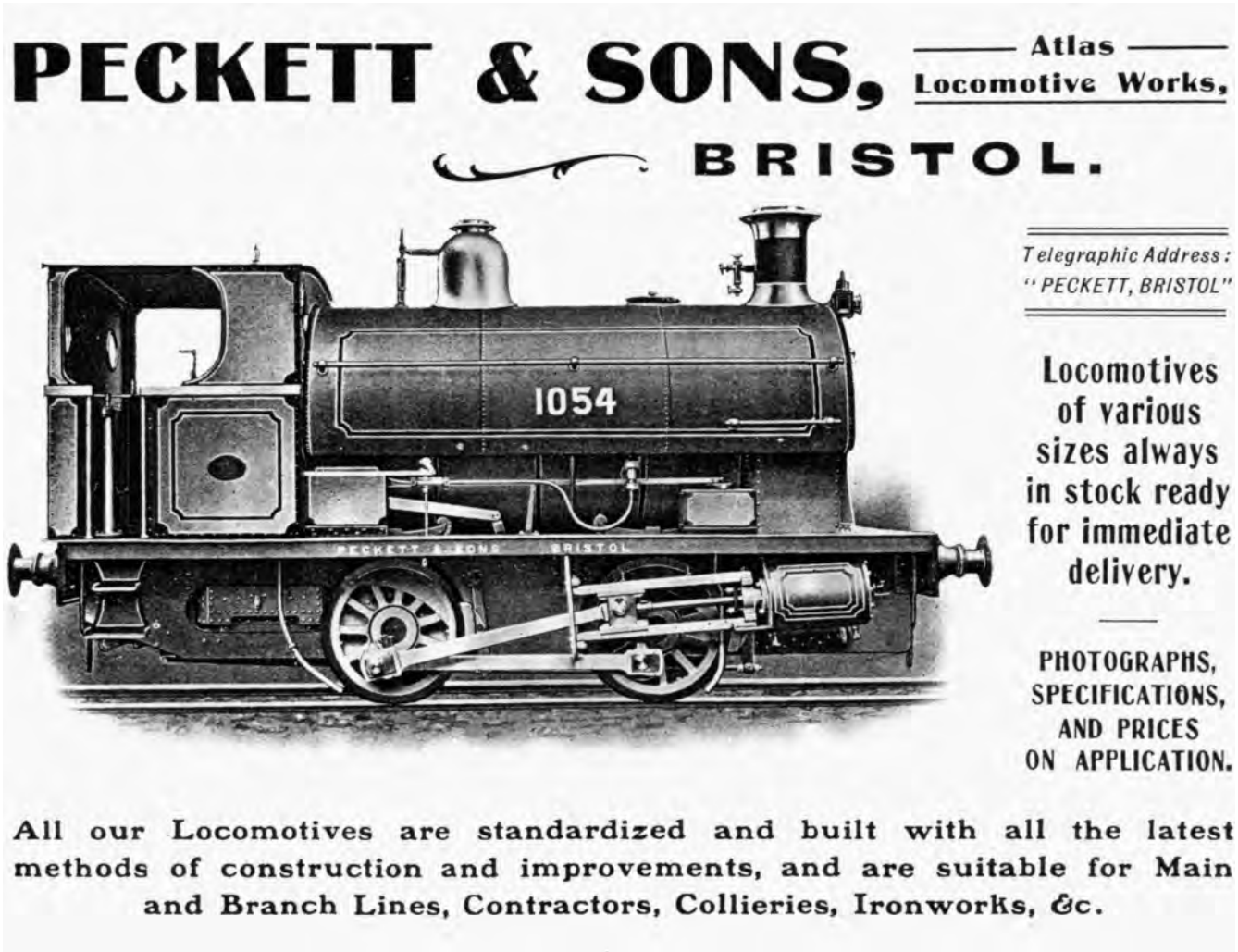
1. Victorian Statutes, Act 480 of 1875.
2. Victorian Statutes, Act 583 of 1877.
3. Victorian Statutes, Act 1120 of 1883.
4. Wannan 1894: 102.
5. Victorian Statutes, Act 1514 of 1897.

FROM THE ARCHIVES



This half-page advertisement appeared in a 1907 issue of *CASSIER'S MAGAZINE*, an engineering periodical published in New York from 1891 to 1913. The locomotive featured, B/N 1054 of 1907, was a standard gauge E class 0-4-0ST, with 3ft 7in diameter driving wheels and 15in x 21in outside cylinders.[1] Built for Loughor Colliery Co., in South Wales, it later saw service with the Great Western Railway.[2] Its ultimate fate is unknown.

Peckett & Sons exported their products all around the world, with four of their locomotives coming to Australia. Happily, all four have been preserved.[3]

Submitted to Light Railways *by the late Colin Wear.*

1. *Peckett & Sons, Locomotive Works List*, Frank Jux, Industrial Locomotive Society, 1987.
2. *Peckett Locomotives by Works Number*, www.martynbane.co.uk/peckett/locos.htm
3. See LR 197 front cover, LR 208, page 28, LRN 33, page 6 (and www.australiansteam.com/nswind/corby.jpg)

On the Coal Cliff, beside the sea… Soon after commencing work at Glenrock, Howley's Hudson-built 'Coffee Pot' locomotive pauses with a train of two loaded box waggons on the exposed Coal Cliff between Glenrock Lagoon and Burwood Creek. Local legend has it that the young men are Tom Howley's three sons. *Photo: ARHS Railway Resource Centre*

Tom Howley's Coffeepots

The Glenrock Colliery locomotives

by John Shoebridge

Previous articles in this magazine (LR Nos 200, 201 and 208) have outlined the history of four of the locomotives that worked on the short railway along the coast, south of Merewether, near Newcastle in New South Wales. Now we examine the little that is known regarding those which ran the trains between 1910 and 1942, during the final phase of the line's life.

Regarding the title of this article, to be precise, only Thomas Howley's first locomotive, the Hudson-built, vertical-boilered machine, carried the nickname Coffee Pot, but with the passage of time, the few persons who can still remember the line in operation generally refer to all of the locomotives as 'Coffeepots'.

Background

The railway along the sea front between The Junction and Glenrock Lagoon was built in 1862 by the Newcastle Coal and Copper Company. Although only a short line, it traversed quite difficult terrain, necessitating two timber-lined tunnels, the first in the state. Subsequently the railway was operated by the Burwood Coal Company, the Burwood Estate, the Burwood Coal Mining Company and the Scottish Australian Mining Company. During 1905, the latter firm, having moved their activities further inland, sub-let part of their colliery holding to William Forshaw, who opened a small mine which he named Glenrock Colliery, near the ocean and right on the northern shore of the Glenrock Lagoon.[1]

In need of capital, Forshaw offered Thomas Howley a part-interest in the mine, and the Glen Rock Mining Company was registered with the NSW Mines Department as being owned by Messrs Howley and Forshaw. Before long, Forshaw sold out and subsequent Mines Department Reports record the owners of Glenrock Colliery as 'Howley and Murray', then 'Howley, Gittens and Eastman', 'Howley and Partners' and eventually 'Thomas Howley'. By 1930 The Glenrock Colliery Company Limited, owned by the Howley family, is recorded as operating Glenrock and Merewether collieries.[2] Glenrock Colliery paid a tonnage-based royalty to the Scottish Australian Mining Company. The initial sublease included the right to use the coastal railway without further charge. Around 1923, the Merewether Estate, which owned the freehold, reviewed the leases and henceforth coal carried over the line attracted a wayleave of five pence per ton

The Scottish Australian Mining Company held the Glenrock coal leases and railway rights until 1932 when they disposed of their Newcastle assets to BHP Collieries Limited. The Glenrock Colliery sublease and railway agreement remained unchanged, and indeed the new lessor was persuaded to commit some small expenditure to repair the rapidly deteriorating line.

Whatever the company name, Thomas Howley was always the major shareholder and his family remained in charge until the mine closed after some 45 years. Howley had come to Newcastle from Britain in 1886, setting up in business as a carrier.[3] He was later joined by his brother Bernard who had been involved in mines in South Africa. Bernard died early but Thomas, who resided in Chin Chen Street Islington, lived until 1942. Tom Howley's sons Thomas (Jnr), Fredrick and Martin all worked for a time at the colliery, with Fred taking an especial interest in the railway.[4]

The lessees were required to provide their own loading facilities, rolling stock and traction. With economy ever the watchword, the partners lifted rails from the old Burwood colliery yard to reinstate a disused loop siding on the north bank of the lagoon. Adjacent to this they erected a rudimentary pit top with bar screens and a single 'kick-up' tippler. The full skips ran on sprags down a short narrow-gauge line from the tunnel mouth, with a horse returning the empties.[5] There was no powered machinery, the mine workings were ventilated by natural means and any water drained directly into the lagoon via a series of adits.[6] All in all, it was a very basic and cheaply-run colliery.

Some second-hand box wagons were acquired and for a time the pit horses were used to haul the coal in these along the line to The Junction.[7] There was indeed no road access to the site; all coal was sent away by rail,and the mineworkers walked to work along the railway or rode on horse-drawn trolleys.

Howley's first locomotive

Around 1910, a locomotive of sorts did become available, presumably at the right price. This was a most interesting machine, built in Redfern (Sydney) by Hudson Brothers to the designs of George Downes, the NSW Government Tramway's locomotive engineer.[8] It was an 0-4-0 with a vertical engine and boiler and originally it had been the power unit of a combined tramcar.[9]

The original vehicle was supplied in 1887 to Saywell's Tramway and Estates Ltd, to work on their street tramway between the Sydney suburbs of Rockdale and Lady Robinson's Beach.[10] The complete equipage had seats for 60 passengers and weighed a total of eight tons. It appears to have handled holiday traffic until 1899 when further increases in loading justified the electrification of the line.[11]

That year, the engine unit was separated from the passenger body and sold to the Toronto Hotel and Tramway Company, lessees of a line which similarly connected Toronto on Lake Macquarie with the main-line railway at Fassifern. Here the locomotive was fitted with a crude wooden superstructure, at the same time gaining the nickname *Coffeepot*. It was apparently well-worn on arrival and, with the Toronto company's finances in a parlous state, before long the machinery had deteriorated to the extent that a horse-drawn trolley was often substituted at short notice for the loco-hauled passenger tram.[12]

As built, the steam engine was described as a four-cylinder triple-expansion type, directly driving the cranked trailing axle with four wheels connected by outside cranks and side rods.[13] When in use as a combined car, the boiler was at the leading end with the driver standing right at the front.

The few photographs of the locomotive at Toronto indicate that by the time the machine was in use there, the original boiler had been replaced by a conventional vertical boiler.[14] The engine was also modified, with the top (high-pressure) cylinders removed so that steam was admitted directly to the two bottom (larger-diameter) cylinders.[15]

The casting which carried the cylinders was slotted to permit vertical movement to accommodate spring deflection, and an arrangement of links maintained the correct distance from the driving axle. It is not clear how the steam and exhaust pipes were arranged but there must have been some form of flexible joint.

One of the many mysteries regarding this locomotive is the matter of brakes. There is no evidence of any braking system on any of the photographs; it may well be that, as built, the brakes were on the passenger section of the combined car and once that was separated, trains were halted by the time-honoured use of the reversing lever.[16]

All things considered, it is difficult to imagine a more unsuitable engine for an impecunious railway. In this regard it is interesting to note that the licensee of the Toronto Hotel, which for a time ran the line, was an experienced mechanical engineer, well able to do battle with Coffee Pot's abstruse machinery.

The Tramway Company ceased operations in 1909 and the line closed. Under public pressure, the Government Railways took it over in August 1910. They provided their own rolling stock and *Coffeepot* was sold, along with the other small engine named *Pygmy*.[17] The latter was purchased by Andrew Goninan, a Newcastle engineer with works at Wickham, and it appears likely that he also acquired the Hudson locomotive. In any case, before long it had been sold on to Thomas Howley. To allow it to traverse the tunnels, the already ungainly wooden cab was further and even more crudely altered. C Hamilton-Ellis, doyen of British railway writers, described one branch-line train as *the quaint grotesque* and surely the appellation would well suit this machine.[18]

Thus from 1910 onward 'Coffeepot' worked the trains from Glenrock Colliery. Burwood Estate records indicate that it also replaced Stuart's horse in shunting the Burwood Estate's trucks from their sand sidings to The Junction.

Local legend has it that the first driver was George Wardell.[19] Around 1919, Thomas Howley's son Fred came home from the War and took over the driving role.[20] Fred and the venerable machine worked the line alone until 1925, by which time it had become fearsome to behold and was struggling to handle the meagre traffic.[21] Eventually, able to boil no more, *Coffeepot* was laid aside on the Watkins Street sidings where the local residents soon re-cycled the cab as firewood.[22]

Howley's second engine

By coincidence, the locomotive which replaced the original *Coffeepot* had also at one time worked on the Rockdale Tramway. Indeed it had originally carried the name *SAYWELL* in recognition of the line's owner.[23] Built in 1886 by Messrs Hudswell Clarke and Company of Leeds, the engine was listed as their works number 290. Some ten years later, *SAYWELL* was sold to Messrs Epsley and Morgan for use on their contract to build the short branch railway to the Sulphide Corporation's works at Cockle Creek, south of Newcastle.[24] On completion of the job, it remained for a time at the Cockle Creek smelter as the shunting engine. There is some conjecture that it may have also been used on the nearby Young Wallsend Colliery railway.[25] Subsequently it is said to have worked for a time at Abermain Colliery, near Cessnock.[26]

SAYWELL arrived around 1925, again probably brokered via Goninans. It was an 0-6-0 side-tank engine with outside cylinders, weighing 14 tons. By now the nameplates were missing, but 'No 1' could still be seen in raised metal on the side tanks.[27] Photos show it as a diminutive locomotive, dwarfed even by the small coal hoppers then in use. Even so,

Suburban Interlude … For more than forty years, without the benefit of visibility vests and chain wire fences, Tom Howley's railway somehow managed to co-exist with its suburban neighbours. At The Junction, in the 1930s, a mother introduces her small son to Howley's Hudswell Clark locomotive, which is standing on the loco shed siding. Loaded trucks await collection on the main line, the unusual shaped hoppers, necessary to pass through the twin tunnels, clearly evident. *Photo: ARHS Railway Resource Centre*

the steel cab required some serious modification to clear the tunnel timbers. Unusual features, evident in photos, are the flangeless centre set of wheels, deep buffer beams presumably used in conjunction with passenger tramcars at Rockdale, and the lack of a front coupling hook. [28]

This was the engine that faithfully worked the line alone for a further nine years until another locomotive was bought from Ashtonfields Colliery near Thornton.[29] Even then there was life in the venerable machine, and it did occasional duty right up to the time that the line closed.

Howley's third locomotive

At Ashtonfields, this engine was also designated 'No.1' with a raised numeral on the tank and painted on the cab side sheets. It had been built by Manning Wardle to carry their works number 163, and was also an 0-6-0, but with inside cylinders and a saddle tank. The 15-ton locomotive was imported in 1864, by Sydney agents Messrs Tooth and Mort for the Waratah Coal Company. It became their No.2 and endured a long and hard life, first working the line from the original Waratah Colliery at Grovestown to the loading staithes at Port Waratah, then on the Raspberry Gully extension to South Waratah Colliery.[31]

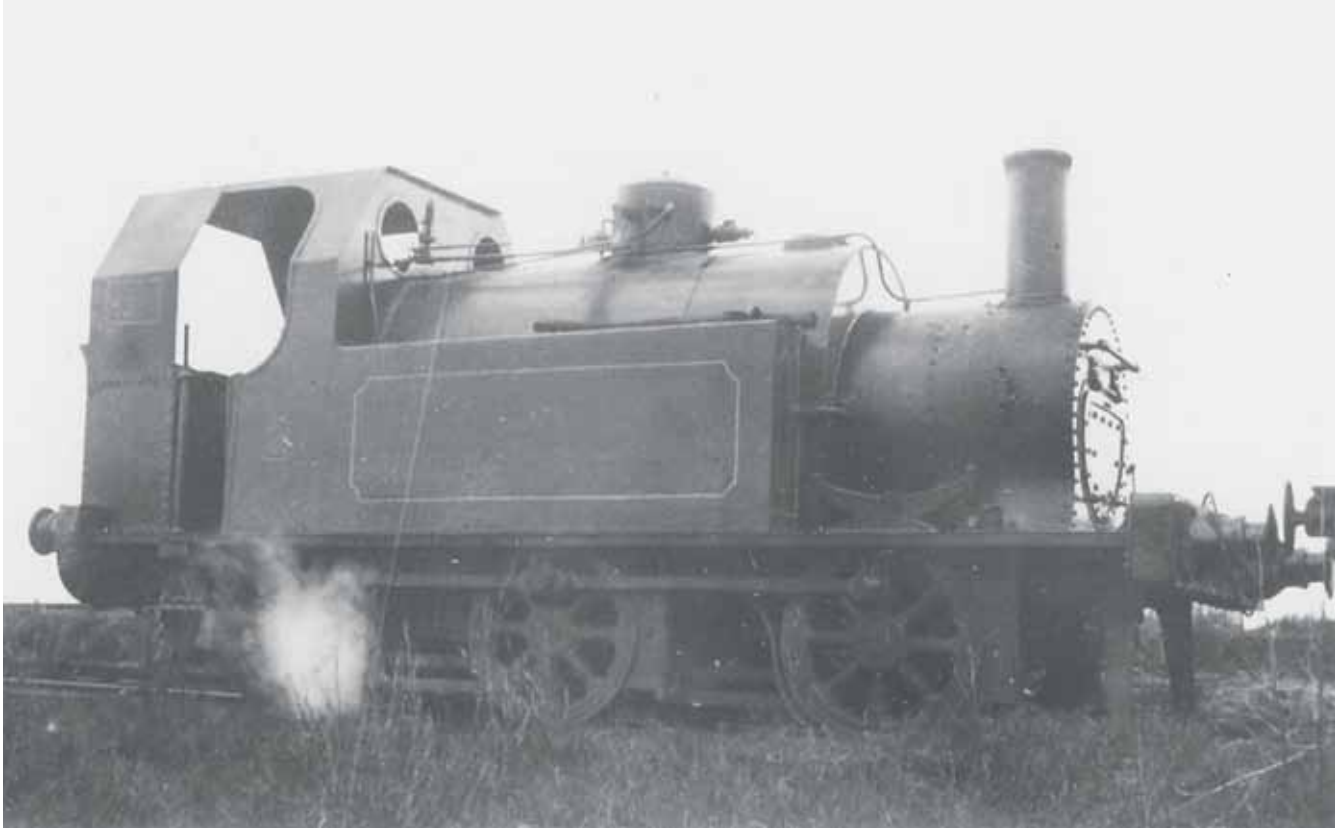
There is a possibility that this locomotive was hired to Amos Brothers in 1886 for use on their contract to build the Homebush to Waratah railway.[32] It is later recorded as working for contractor Kirwan whilst the West Wallsend Coal Company's line was built in 1895. Sold to the NSW Public Works Department the following year, the engine was used on a number of jobs up and down the coast until 1926, when it was brokered via Rodgers to Thomas Longworth for his mine at Ashtonfields.[33]

Around this time there was a similar Manning Wardle locomotive of indeterminate origin, in a semi-derelict state at Ashtonfields Brickworks.[34] Railway Historian Jim Webber, states they were both purchased by Thomas Howley in 1933 and moved to The Junction with the intention of making one workable engine from the components.[35]

On closer inspection, the job proved more difficult than anticipated and, with neither boiler fit for further use, Goninans were commissioned to re-assemble the least-worn parts along with a Baldwin-type steam tram boiler and saddle tank.[36] It is not clear if the job was done on the coal stage road at The Junction or at their Georgetown works but given the circumstances, the end result was quite presentable.[37] When the engine commenced work in March 1934, it was painted dark red with the side tanks lined out in yellow and the numeral '2' painted on the cab.[38]

Problems with drafting led to the modification of the smokebox in Howley's shed, where expediency ruled, and a few trips though the tunnels brutally reshaped the cab, so that the locomotive took on a decidedly woebegone appearance. That said, it sufficed to handle the traffic from Glenrock until the line closed.

It appears that this loco may have at one stage been fitted with power brakes. When interviewed in 2004, Patrick Sharkey, who drove Howley's trains during the late 1930s, was certain that it had air brakes, operated by a small brass handle.[39] If such brakes were indeed fitted, they did not last to the end. Both Ken Drew and Dave Hinchcliffe, who worked on the line a little later, stated that in their time the normal, and often the only, means of stopping involved reversing the engine![40] Fortunately the only appreciable gradient on the line was at the beach end of Watkins Street.



Manning Wardle Hybrid… Newly arrived at The Junction from A Goninan and Sons' works, Tom Howley's hybrid engine, assembled from two Manning Wardle locomotives and a steam tram boiler, appears quite a presentable job. Painted dark red and lined in yellow, it carries the number 2 on the cab. *Photo: ARHS Railway Resource Centre*

Although this locomotive is said to have been named *Iluka* when working on the north coast, and *Tilly* whilst at Port Kembla, neither of these names transferred to Glenrock.[41] As noted in the introduction, by association, the appellation *Coffeepot* was attached by the public to all three locomotives, so that today, the few persons who claim to have seen the 'Coffeepot' in action are in fact referring to this last engine.

By the time the Manning Wardle arrived, the remains of the Hudson engine had been moved, still on rails, beyond the north end of the loco shed and the doorway sheeted over. *SAYWELL*, still in some degree of working order, shared the shed with the new arrival and acted as spare engine in emergencies.[42]

The mystery fourth locomotive

The mystery of a fourth locomotive (or remains thereof) persists. Jim Webber's notes clearly state that two locomotives came from Ashtonfields, and Graham Black, raised in Merewether, recalls as a boy seeing a loco frame beneath the chaff bags at the rear of the shed. John Norris, of similar age, is certain there were no such remains. During 1954, the author was told on several occasions that there was a derelict locomotive in the old engine shed but, for a number of reasons, failed to investigate further. [43]

Closure and disposal

Tom Howley died in 1942 at the age of 86.[44] Shortly afterwards, underground mining was discontinued and for a time coal was won from a small open cut near the tunnel mouth. Within two years, without ceremony and despite the wartime demand for coal, Glenrock Colliery was closed. Although plans indicate that several years' reserves of pillar coal remained, the Howley family, their patriarch gone, appear to have had no further interest in coal mining.[45]

Glenrock Colliery Pty Limited and Glenmore Trading Co Pty Limited were wound up in January 1946.[46] Mr Wylie Parker was appointed as liquidator and he arranged for the timber structures at the mine to be set on fire to recover the scrap metal. The track was lifted and sold for its scrap value. BHP Collieries Limited, which still held the leases, had the railway tunnels blocked with concrete seals.[47] Subsequently, the short tunnel was set alight by vandals and had to be destroyed by explosives.[48]

Departure of the locomotives

The Hudswell Clarke and Manning Wardle locomotives were sold to Mr JP Kennaway, a local second-hand machinery merchant, and hauled by rail to his depot at Port Waratah. Before they departed they were cleaned, inside and out. John Norris well remembers as a boy earning pocket money removing rust from within *SAYWELL*'s side tanks. Both were considered suitable for further use, a tribute to the manner in which they had been constructed.[49]

For almost ten years, they both lay forlornly awaiting a buyer. *SAYWELL* was cut up first, the Manning Wardle, now bearing the legend 'JK 6' on the tank, surviving a year or so longer.[50] Amazingly, the gaunt remains of *Coffeepot* lay at The Junction outside the old engine shed at least until 1950.[51] Perhaps some sentiment was involved … more likely no one really knew who owned it! Its occupants gone, the little locomotive shed itself remained intact for quite a time, suffering the final indignity of being used as a horse stable.

With the junction points removed, coal trains continued to pass along the adjacent Newcastle Colliery Branch from the mines in the Glebe Valley. In 1954 last of these pits was closed and the weekly shunt discontinued.

The last trains, run to collect empty trucks, ran on 7 June 1955, and in the latter half of 1957 the line itself was removed.[52]

Conclusion

Howley's Junction has now vanished beneath paved roads and a fenced schoolyard, and today it is impossible to identify and difficult to even imagine the site of the minute industrial complex which housed the diminutive 'Coffeepots'.[53]

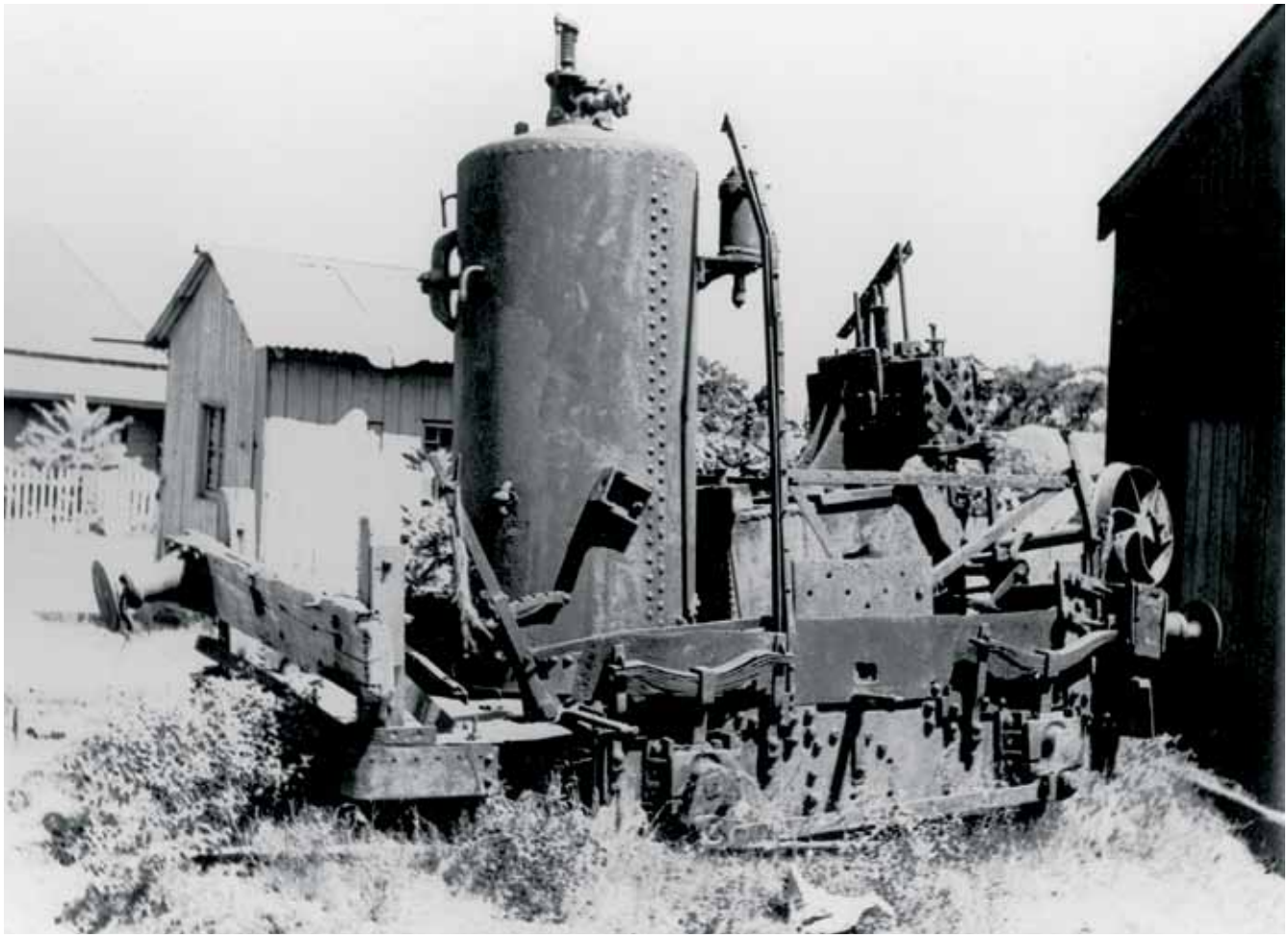
Although the Glenrock Railway is also long gone, the legend remains, often distorted in the telling, of the wheezing locomotives and creaking coal trucks, creeping out of the tunnel, pottering along the beach front, then down Watkins Street and across the tramlines.

Acknowledgements

I am indebted to Graham Black, John Browning, Ken Drew, Dulcie Hartley, Dave Hinchcliffe, Dennis Hinchcliffe, Richard Horne, Athol Howley, Bruce Macdonald, Ken McCarthy, John Merewether, John Norris, Jack Richardson and Patrick Sharkey. Without their assistance this article could not have been written.

Endnotes

1. At times his name is spelt Forshawe. Over the years there had been a number of small mines in this vicinity incorporating the name Glenrock or Glen Rock.
2. From NSW Miners Dept Reports (various). Merewether Colliery was a separate, short-lived undertaking and although it never had a rail connection, for accounting purposes it was the nominal owner of Howley's fleet of railway wagons.
3. *Newcastle Morning Herald*, 3 Aug 1942.
4. Personal communication, Mr Athol Howley, New Lambton, grandson of Thomas Howley.
5. The rails forming this skip road were still evident on an inspection in 2003.
6. NSW Mines Dept Report 1907. Also the mine plan shows at least six drainage adits along the outcrop.
7. Around this time, the outmoded box trucks were being discarded by the larger companies and would have been available at scrap prices.
8. Information re the Hudson locomotive comes primarily from research by Ken McCarthy published in *Trolley Wire* No. 260, Feb 1995. Downes designed similar vehicles for the NSWG Tramways and six were built by Baldwin in 1883-84. Hudson Bros later became the Clyde Engineering Company.
9. A 'combined' tramcar is one where the power unit and the passenger accommodation are combined in the one vehicle. The provenance of *Coffeepot*'s origin is strengthened by noting (from photos) the asymmetrical nature of the underframe and the curvature of the cross-member at one end where it swivelled within the car body.
10. Lady Robinson's Beach, on the shore of Botany Bay, is now known as Brighton-le-Sands.
11. G Eardley in ARHS *Bulletin* No.50, Dec 1941, states the unit was not a success.
12. D Hartley, *Lake Macquarie Memories*. Self published, 1998.
13. Some historians have described it as 'geared' but the direct drive is confirmed in a letter written in November 1939 by G Eardley to fellow railway historian JLN Southern.
14. Dimensions of original boiler: 5ft high, 3ft dia; tubes 2ft 2 in long; WP 200 psi.
15. One assumes this was done at the same time that the boiler was replaced. A conventional centre-flue vertical boiler in good order would have a working pressure not exceeding 100psi and be thus unsuitable for a compound engine.
16. The Baldwin combined cars of the NSW Government Tramways were fitted with the Eames vacuum brake.
17. *PYGMY* had also come from the Lady Robinson's Beach Tramway.
18. He was describing rolling stock on the Wantage Tramway in Wiltshire.
19. Wardell had been a driver for the Coal and Copper Co and then the Burwood Coal Company. He worked for a time for the Burwood Estate before moving to Minmi. If the anecdotal information is correct, by the time he was back at Glenrock he must have been an elderly man indeed.
20. Fred Howley served in WW1 as a corporal in the 7th Australian Light Horse Regiment. He was discharged in May 1919 so I have assumed that his association with the railway commenced around that time.
21. Some historians have commented that the single truck hauled by 'Coffeepot' (seen in some surviving photos) comprised the day's output from the mine. I consider it quite likely that towards the end, the loco could simply haul no more.



A Venerable Relic… Around 1935, the skeletal remains of the 'Coffeepot', stripped of brass and firewood, lie abandoned outside the Junction shed. They were to remain there virtually forgotten for a further fifteen years. The shed at the rear is the Happy Valley Colliery Company's weighbridge office. Photo: ARHS Railway Resource Centre

22. From a photograph.
23. Philip Geeves, *Saywell, Thomas (1837-1928)* in *Australian Dictionary of Biography* Volume 6, Melbourne University Press 1976, pp 89-90.
24. *Newcastle Morning Herald*, 3 Sep 1896.
25. The Young Wallsend Coal Company's railway had been opened in October 1889 and one newspaper report indicates that for a time, the company operated their own locomotive.
26. G Eardley, ARHS *Bulletin* No 50 Dec 1941. There is also a photo of it at Abermain in the CC Singleton collection.
27. This was still evident in the photo taken when the engine left The Junction for the last time.
28. The links were permanently attached by a clevis on the front drawbar. The rear drawbar had a normal hook.
29. G H Eardley, ARHS *Bulletin* No 65 Mar 1943. Ashtonfield Colliery was later renamed Bloomfield.
31. Details from K McCarthy, *Gazetteer of Industrial Steam Locomotives, Illawarra District NSW*, ARHS 1983.
32. *Newcastle Morning Herald*: 27 Feb1886.
33. G H Eardley, ARHS *Bulletin* No 110 Dec 1946. It is said to have been at Iluka 1896-1899 and at Port Kembla 1907 -1916.
34. Historian Bruce Macdonald (personal communication 2008) advised me that there exists a photo of the two together at Ashtonfields.
35. Webber J, unpublished typescript in Newcastle City Library, Local History Section, no date. The existence of this other locomotive is also mentioned by GH Eardley, ARHS *Bulletin* No 110 Dec 1946.
36. The boiler may well have been one of those built at Randwick tramway workshops.
37. From a photo by CC Singleton. There is another photo of this locomotive, partly dismantled on the coal stage. Railway historian, Jack Richardson (personal communication) clearly recalls seeing the Caledonian Collieries locomotive *Old Dick* under repair at this location, the presumption being that Goninans used the siding at times for locomotive repairs.
38. Original colour confirmed by Jack Richardson. Railway historian Bruce Macdonald recollects that when disposed of, it bore faded green paint.
39. Personal communication 2000, ex-driver Pat Sharkey. Remembering that around this time the Beyer Peacock locomotive at Hebburn Colliery was fitted with vacuum brakes from a steam tram motor, this may be an explanation.
40. Personal communication 2000, ex-drivers Dave Hinchcliffe and Ken Drew.
41. Railway historian G H Eardley also mentions the name *The Pup*.
42. Both engines were in steam on 22 Nov 1939 when railway historian, Gifford Eardley visited the location. John Norris, resident in Merewether as a boy, can recall seeing the small engine in occasional use.
43. Railway Historian CC Singleton's notes confirm the existence of a second locomotive at Ashtonfields, and Bruce Macdonald confirms the existence of a photo of them together at that location, (personal communication 2008)
44. Obituary, *Newcastle Morning Herald*, 3 Aug 1942.

Howley's trains are long gone, their engine shed now a horse stable, but still the gaunt remains of the Hudson locomotive lie forgotten at The Junction. It is Sunday, 26 February 1950, and the last Glebe and Merewether Beach trams ran last night. Now rail and tram historian Ken McCarthy, up from Sydney for the occasion, takes the opportunity to inspect the historic machinery before catching the afternoon train home ready for school next day.

Photo: L Nyman, J Shoebridge Collection

45. The formal date of abandonment from the record tracing is 5 May 1944.
46. *Newcastle Morning Herald*, 3 Jan 1946.
47. *Newcastle Morning Herald*, 3 Jan 1945.
48. Personal communication, John Norris, who saw it being done.
49. Especially to the materials and construction of the Hudswell Clark boiler, which as far as can be ascertained was the original.
50. Railway historian Bruce Macdonald saw the two together at Port Waratah in 1953, but when the author visited there the following year there was no sign of *SAYWELL*.
51. Personal communication with tramway historian Lewis Nyman who photographed it there on 7 Jan 1950. The writer clearly recalls it being there and indeed climbing on it, but has no record of the specific date when it departed.
52. *The Harbour*, 1 July 1955.
53. As this article was being prepared (2008) the author was assisting Newcastle Council with the preparation of a commemorative plaque for display at the site of the Glebe Road level crossing.

Journey's End …. At the conclusion of a long hard life, Howley's Manning Wardle hybrid locomotive awaits the buyer who never came. Photo taken in 1956 at JP Kennaway's yard, Port Waratah. *Photo: J Shoebridge*

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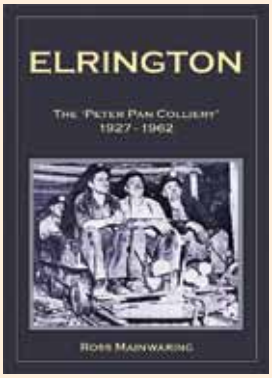

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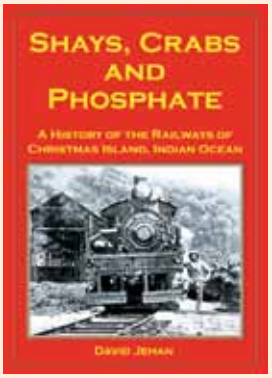

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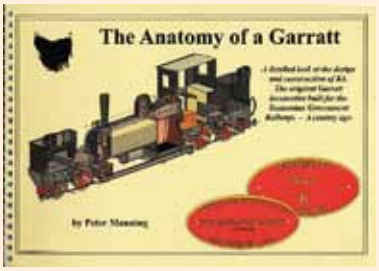

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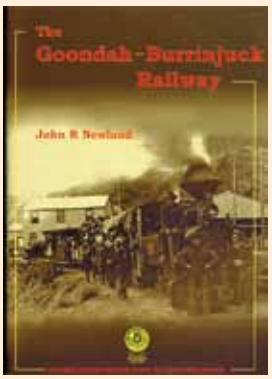

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QUEENSLAND

BUNDABERG SUGAR LTD, Bingera Mill
(see LR 208 p.18)
610mm gauge
Three locomotives handle the shuttle trains from Fairymead, Walkers B-B DH *KOLAN* (633 of 1969 rebuilt Bundaberg Foundry 1996), EM Baldwin B-B DH *OAKWOOD* (5800.1 5.75 of 1975) and *MIARA* (8988.1 6.80 of 1980). EM Baldwin B-B DH *DELAN* (5800.3 7.75 of 1975) operates on the Bucca line, while EM Baldwin B-B DH *GIVELDA* (5800.2 6.75 of 1975) is normally on local and yard duties with the occasional trip up the Bucca line to assist *DELAN*.
The mill chimney at the closed Fairymead Mill was demolished by controlled explosion on 6 August.
A long-running industrial dispute over enterprise bargaining led to an employee lockout at Bingera and Millaquin mills in late August but the dispute was resolved within a couple of days.
Lincoln Driver 7/09, 8/09; *Bundaberg News Mail* 7/8/09 via Lincoln Driver

BUNDABERG SUGAR LTD, Innisfail District
(see LR 208 p.18)
610mm gauge
EM Baldwin B-B DH 32 *LIVERPOOL* (10385.1 8.82 of 1982) had still not returned to service from its rebuild in the workshops at **Babinda** Mill by late August. In mid-August Clyde 0-6-0DH locomotives 12 (55-60 of 1955) and 20 (63-289 of 1963) were noted working in the Silkwood area on 12 August so it appears they are based at **South Johnstone** Mill's Silkwood depot for the 2009 season. A bogie bin of around 10-tonne capacity was noted in use at South Johnstone on the same day.
Scott Jesser 8/09; Luke Horniblow 8/09

CSR SUGAR (HERBERT) PTY LTD, Herbert River Mills
(see LR 208 p.19)
610mm gauge
Victoria Mill's Walkers B-B DH *HERBERT II* (612 of 1969 rebuilt Walkers 1993) was loaded at United Group, Goulburn, NSW, on the afternoon of 10 July and it is believed it left the next morning. It was back at the mill by 14 July and was then to be fitted with maxi brakes.
The rebuilt EM Baldwin B-B DH 5423.1 9.74 of 1974 left Brisbane on 15 July and was delivered from N+P Site Boring, Brendale, on the morning of 17 July. The locomotive now weighs 27.5 tonnes. It was officially renamed *RYNNE* at a ceremony on 28 August, after Tony Rynne, a deceased Victoria Mill employee, and was expected to enter regular service during early September.
At **Macknade** Mill, the rebuilt Clyde 0-6-0DH 16 (DHI.1 of 1954) entered service on 18 July. Its haulage capacity with the new Mercedes engine is reportedly superior to what it used to be.
A boiler failure at Macknade on 22 July led to the cessation of crushing for six days. Macknade cane was transferred to Victoria as a result of the breakdown and the cane from Hamleigh, while still being worked by Macknade, was left at the Victoria mill yard. It was found that the Macknade 8-tonne bins could successfully be handled at Victoria as long as they were tipped consecutively and not mixed in with 4-tonne bins. As a result, once tipped, they were put to one side pending the resumption of crushing at Macknade.
The water column at the Macknade locoshed had survived more than 30 years since the end of steam. It finally became a casualty towards the end of July when it was accidentally knocked during a loco movement and was subsequently removed.
Macknade Mill's EM Baldwin B-B DH 19 (7070.3 4.77 of 1977) was found not to be driving on the rear axle of its rear bogie on 10 August. It was taken out of service for repairs and Victoria Mill's Clyde 0-6-0DH *PERTH* (69-682 of 1969) was sent over to Macknade on 11 August to replace it and has remained there since. 19 returned to traffic on 31 August but it failed the next day.
EM Baldwin B-B DH *DARWIN* (6171.1 9.75 of 1975) was already suffering from a similar problem to number 19. It was sent to Victoria Mill on 22 August for a torque converter exchange before returning to Macknade on 25 August. Taken out of service on 1 September for bogie repairs at Macknade, it was rushed back into service the following day before they could be undertaken because of the failure of number 19.
Victoria Mill's Clyde 0-6-0DH *CANBERRA* (65-433 of 1965) has made several visits to Macknade to cover for failures there, from 17 to about 20 August, from 21 to 25 August and from 2 to about 4 September.
Leon Oberg 7/09; Chris Hart 7/09, 8/09, 9/09

Stationed at Bingera Mill's Fairymead depot as a spare loco, EM Baldwin 0-6-0DH PERRY *(6/1576.1 8.66 of 1966), still sees occasional duties in the old Fairymead Mill area. It hauls loaded bins towards Fairymead around the curve at Waterview Junction on 14 August 2009. Photo: Lincoln Driver*

HAUGHTON SUGAR CO PTY LTD, Invicta Mill, Giru

(see LR 208 p.18)

610mm gauge

A new double pier and transom has been constructed to support the steel spans on each of the bridges over Landers Creek and Expedition Pass Creek. The original concrete spans and piers had been swept away by flooding in 2008. By the start of September, the Expedition Pass Creek bridge appeared to be complete, while the Landers Creek bridge was still awaiting the fitting of the steel bearing piece that is fixed to the horizontal transom to support the girder span.

On 1 September, brakewagon *SELKIRK* (rebuilt 1985 on the chassis of Com-Eng 0-6-0DH C1015 of 1957) was in the workshop at the mill, alongside the disused brakewagon *CLARE* (rebuilt 1982 on the chassis of Com-Eng 0-6-0DH AH4080 of 1964). A small crane was in the process of lifting one end of the older brake wagon up, and it appeared likely that wheelsets were being changed from one to the other. The *CLARE* brakewagon had its middle axle removed a few years ago.

Scott Jesser 9/09

MACKAY SUGAR LTD

(see LR 208 p.19)

610mm gauge

Clyde 0-6-0DH 50 *HOMEBUSH* (55-58 of 1955) is stored out of use at North Eton depot. It hit a cross elevator on a haulout vehicle last season, which dislodged the cab. It is not clear at this stage if it will be repaired. Also stored at North Eton is Com-Eng B-B DH 51 *FINCH HATTON* (NA59112 of 1977). This locomotive has suffered final drive failure, and apparently some thought is being given to fitting it with drives cascaded from EM Baldwin B-B DH 5 *SHANNON* (7126.1 5.77 of 1977), which is said to be receiving heavier final drive units.

Com-Eng 0-6-0DH *OAKENDEN* (FB3169 of 1963) is spare at **Racecourse** Mill. This loco has a history of shutting down from overheating problems. It still has the original torque converter fluid arrangement where fuel oil is used in the converter.

Com-Eng 0-6-0DH *PIONEER* (AI2358 of 1962) appears to be based at **Farleigh** Mill's Pleystowe depot, where it was seen shunting 14-tonne bogie bins through the truck shop on 17 August.

On 23 July, Farleigh Mill's Walkers B-B DH 39 *CEDARS* (693 of 1972 rebuilt Walkers 1997) and bogie brakewagon BV4 (Farleigh 1998) were derailed on coming into collision with a scraper tractor on the Wewak line.

A formal training program to provide accreditation for traffic officers has been developed by Mackay Sugar, CSR, and the Central Queensland Institute of TAFE and is being offered at the Mackay TAFE College.

Carl Millington 7/09, 8/09; Luke Horniblow 7/09; Brian Millar 7/09; *Mackay Daily Mercury* 24/7/09 via Carl Millington

CSR PLANE CREEK PTY LTD, Sarina

(see LR 208 p.20)

610mm gauge

It is confirmed that the remains of Clyde 0-6-0DH 2 (57-147 of 1957) have been sold for scrap. A close look at the two bins from the Herbert River district, coupled to several Plane Creek mill bins and stored on the truck shop dead bin line, indicate that the Herbert bins are about 50mm lower than the Plane Creek mill bins, and therefore possibly unsuitable for use at Plane Creek. It is possible that they will be tested at the end of the season.

Carl Millington 7/09; 9/09

PROSERPINE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD

(see LR 206 p.19)

610mm gauge

Terry Hinschen's Siding, a short branch line off the Cannonvale line on the north bank of the Proserpine River, was apparently lifted last year to enable the local council to carry out drainage works besides the Bruce Highway. Observations in July and August indicated that it has been reinstated, to main line standard.

Carl Millington 8/09

TULLY SUGAR LTD

(see LR 208 p.21)

610mm gauge

The new arrival from Mackay Sugar, Walkers B-B DH *TULLY-7* (657 of 1970 rebuilt Tulk Goninan 1994) went into service in late July, following local modifications and after a number of teething problems had to be overcome. It remains in Mackay Sugar yellow livery.

Ex-QR Walkers B-B DH DH36 (618 of 1969) is the next candidate for rebuilding and gauge conversion. The stripped chassis was noted on jacks in the loco shed in mid-August.

Walkers B-B DH *TULLY-6* (653 of 1970 rebuilt Walkers 1993) is normally rostered on the El Arish run. On 12 August it was running with the brakewagon rebuilt in 1989 on the chassis of Clyde 0-6-0DH DHI-4 of 1954, as the regular bogie brakewagon was out of service with electronics problems. The load limits for the DH locomotives over the Walter Hill Range are 33

Top: *The new bridge across the South Johnstone River now sees the majority of cane hauled to South Johnstone Mill come via the old Mourilyan Mill area. Here tropical regrowth is becoming established as EM Baldwin B-B DH 24 (5477.1 8.74 of 1974) powers across on 23 August 2009. Photo: Luke Horniblow*

Above: *Shuttling cane between Fairymead depot and Bingera Mill is a constant task for Walkers B-B DH* KOLAN *(633 of 1969 rebuilt Bundaberg Foundry 1996). Here it is shown on 1 July 2009 at Control Point 14, about to cross Ward's Road having climbed from the Splitters Creek crossing. Photo: Mitch Zunker*

ten-tonne units without a brakewagon and 47 ten-tonne units with a brakewagon.
In mid-July, the Caterpillar engine that had been obtained along with *TULLY-7* was fitted into Walkers B-B DH *TULLY-8* (Walkers 606 of 1969 rebuilt Bundaberg Foundry 2004). The engine had to be removed the following day as it was found to have major mechanical problems, and was replaced with another taken from store. Walkers B-B DH *TULLY-5* (650 of 1969 rebuilt Walkers 1993) recently had its Caterpillar engine replaced by a Cummins.
Following the failure of merger talks, Maryborough Sugar Factory launched a $90m bid for Tully Sugar in late August, offering 13 Maryborough shares for each Tully share. Maryborough already owns Mulgrave Mill. A number of Tully grower leaders branded the Maryborough bid as 'hostile'.
"Danno" 7/09; Scott Jesser 8/09; *The Australian* 27/8/09; *The Cairns Post* 28/9/09

Top: *Newly arrived from Mackay Sugar this year and little changed externally, Walkers B-B DH* TULLY-7 *(657 of 1970 rebuilt Tulk Goninan 1994) hauls fulls at Murray Upper Junction on 12 August 2009. Photo: Scott Jesser* ***Centre:*** *With work on the repairs to the Expedition Pass Creek bridge all but completed, Invicta Mill's EM Baldwin B-B DH* SELKIRK *(6750.1 8.76 of 1976) proceeds confidently across on 1 September 2009. Photo: Scott Jesser* ***Above:*** *Farleigh Mill's Clyde Model HG-3R 0-6-0DH pairing* PLEYSTOWE *(64-321 of 1964) and* PALMYRA *(63-273 of 1963) still in the old Pleystowe Mill livery, approach the Trevaskis Road crossing on 10 August 2009. Photo: John Phillips*

VICTORIA

AGL HYDRO PARTNERSHIP, Bogong Creek

(see LR 205 p.21)
915mm gauge
A landslip occurred in early July about 3.4km from the depot, just beyond Greene's Creek, on a steep bank adjacent to the raceline. Soil was dumped into the raceline, and a fallen tree blocked the rail track, just before an inspection train was due to pass.
The Maximove 4wBE railcar built during the 1980s lacked battery power and as a result was taken out of use in the 1990s. In 2004, it was fitted with a 19hp diesel engine. The Motor Rail 'Simplex' 4wDM (7366 of 1939) was used while the Maximove was out of commission but it is unpopular as it has a hand start. Its last major task was putting in a new communications cable trackside in 2004 following the 2003 bushfires. The Ruston & Hornsby 4wDM (296070 of 1950), known as *Bruce*, is used for heavier haulage jobs.
Scott Gould 7/09

WESTERN AUSTRALIA

BHP BILLITON IRON ORE PTY LTD

(see LR 208 p.21)
1435mm gauge
The last batch of nine new Electro-Motive Canada Co-Co DE arrived on the heavy lift vessel *MV Jumbo Vision* in Port Hedland on 6 July. They come from a diverted Burlington Northern Santa Fé order and are in BHPBIO 'bubble' livery. They were unloaded by 8 July and transported by 116-wheel low loader to the Nelson Point complex for commissioning. The locomotives are numbered 4347 to 4355 and are builder's numbers 20088019-001 to 20088019-009 respectively.
The Mt Newman main line double track project south from Bing is gathering pace with at least 160km of earthworks underway in July and with the first kilometre of track laid by late August.
In August BHP Billiton announced the 40 new names for its new locomotives delivered since 2006. It is not yet known which name will go on which locomotive. The names selected are:

WITHNELL	HILDITCH	WARMAN
GILES	MYSTERY	COURAGE
TENACITY	INTEGRITY	ENDURANCE
TABBA	RUBY	WOODSTOCK
SPRING	MARALLANA	REDMONT
FINUCANE	HAMERSLEY	OSUMI MARU
PILBARA	YANDI	WHEELARA
JIMBLEBAR	HEMATITE	OROVILLE
BROKEN HILL	TJILLA	LIGHTNING
ANZAC	SPINIFEX	KARLKULA
KAKULA	JALKUPURTA	PATHARRA
PANTARANGU	JARTURTU	WIKIRRPA
MIJARRPA	PEPPER	MAVERICK
SOUTHERN CROSS		

A line-up of withdrawn rolling stock observed on Finucane Island in mid-July comprised GMEMD Co-Co DE locos 3083 (786170-2 of 1979), 3084 (786263-35 of 1979) and 3092 (31498 of 1966), with six ore cars and the 1939 Budd car *SUNDOWNER*. This diner-lounge-observation car formed part of the Chicago, Burlington and Quincy Railroad's General Pershing Zephyr streamlined passenger train, when it carried the name *SILVER STAR*. It was sold to AMAX Iron Ore Corporation in 1974 and given to Mt Newman Mining (now part of BHP Billiton). It was used for many years as passenger accommodation on the fortnightly supply train to the mines but is now surplus to requirements.
Brett Geraghty 6/09; Phil Melling 7/09; BHP Billiton Iron Ore 8/09; WA Railscene e-Mag 32, 35, 39, 40

THE PILBARA INFRASTRUCTURE PTY LTD
(see LR 208 p.22)
1435mm gauge
Fortescue Metals Group and BC Iron have formalised a joint venture to develop the Nulligine mine near Fortescue's Chichester operation. The agreement will give FMG a 50% share in the project by providing BC Iron with rail haulage, port handling and ship loading facilities.
The Australian 24/8/09

PILBARA RAIL
(see LR 208 p.22)
1435mm gauge
On the approximately 20km extension of the Deepdale line to Mesa A, tracklaying and ballasting was underway by late August.
A program of scrapping obsolete ore cars is continuing at Dampier, south of the 7 Mile complex. There are two lines about 1500m long of withdrawn and stored cars on two long storage roads at 7 Mile.
WA Railscene e-Mag 39

FIJI

FIJI SUGAR CORPORATION
(see LR 208 p.22)
610mm gauge
A visit in July found operations pretty much as normal around the Lautoka area. However, there is further bad news from the southern part of the Lautoka system. Not only has the line been severed by the destruction of the rail bridge at Sigatoka, but on 7 August the Sugar Industry tribunal announced that rail haulage of cane would no longer take place south of Batiri Point, north of Natadola Beach and more than 30km short of Sigatoka. The effect is the closure of the last 45km of the 115km Lautoka to Kavanagasau railway which has operated since 1914. This spells the end of the delightful 1950s infrastructure at the Cuvu loco depot and also means that the Coral Coast Railway will be faced with moving from its depot situated a little further east.
While staff at Cuvu depot in July said that traffic was halted south of Natadola Beach because of a land dispute, it is not clear if the closure of the line is because of this or is just a cost-cutting measure. The closure was at the initiative of Fiji Sugar Corporation and was explained as due to declining levels of cane production. Although some growers in the area already cart their cane by lorry to Batiri Point, the remainder will now have to transport their cane direct to the mill by road. Fiji Sugar Corporation's espoused support of rail transport rings hollow in the light of this decision and it remains to be seen if cane growing will remain viable in the area and whether this move is the precursor of further cutbacks south of Nadi.
Later in August, the government abolished the Fiji Sugar Cane Growers' Council.
At **Lautoka** Mill on 22 July, one of the two ex-Proserpine Mill locomotives rebuilt by Ontrak Engineering in Sydney was seen in the locoshed, while Hunslet 4wDH 17 (9267 of 1986) was stored in the siding reserved for derelict locomotives nearby. Simplex Mechanical Handling 4wDH 122U128 of 1972 has joined the locomotives in the scrap area.
Three locomotives were stationed at **Rarawai** Mill's Tavua depot when it was visited on 22 July, Clyde Model DHI-71 0-6-0DH 7 (57-175 of 1957), Clyde Model HG-3R 0-6-0DH 9 (64-378 of 1964) and Hunslet 6wDH 22 (9274 of 1987).
Chris Stratton 8/09; Fiji Government Online 7/8/09; *Fiji Times* 8/8/09 via David Phillips; ABC Radio Australia News 20/8/09

CORRECTION

Ontrak Engineering (LR 206 p.21)
In this report it was stated that the two Clyde 0-6-0DH locomotives from Fiji being refurbished were Lautoka 2 and Lautoka 8. This was incorrect. The locomotives had already been correctly identified in LR 203 as Lautoka 1 (57-140 of 1957) and Rarawai 8 (62-271 of 1962).

Top: *The full bins progress inexorably towards the tippler at Marian Mill as three locomotives await their next runs under tropical clouds on 10 August 2009. They are EM Baldwin B-B DH 16* CHARLTON *(9562.1 6.81 of 1981) and Clyde Model HG 3R 0-6-0DH locomotives* LACY *(65-439 of 1965) and 14* ALEXANDRA *(61-235 of 1961). Photo: John Phillips* ***Above:*** *The rails are becoming rusty and the grass will soon cover the tracks. The classic Colonial Sugar Refining infrastructure at Fiji Sugar Corporation's Cuvu depot seems doomed to dereliction. 21 July 2009. Photo: Chris Stratton*

LETTERS

Dear Sir,

Missing R&H locomotive, VIC (LR 207)

In response to the request for information in the Research section on the whereabouts of the Ruston & Hornsby 0-4-0DM locomotive (305328 of 1954) that formerly worked at the defunct Sandhurst Town Railway, this unit is now in private ownership at a sawmill site in central Victoria. The owner has plans to restore the locomotive for use on a tourist railway in the forest. A visit to the site in June 2009 found the loco under repair with the engine having been recently reassembled after cleaning the heads and cylinder block.

Also on site was the former John Fowler Tully Sugar Mill 0-4-2T (thought to be 16340 of 1924) that was previously at the Goulburn Steam Museum. The locomotive had been at a machinery dealer at Winchelsea for sale overseas, and it was reported in LR 196 (pp. 3 and 5) that an export permit was granted for this locomotive in December 2004, so it was thought it may have gone to the United Kingdom. Since arriving at this site, it has been steamed on about 60 metres of track.

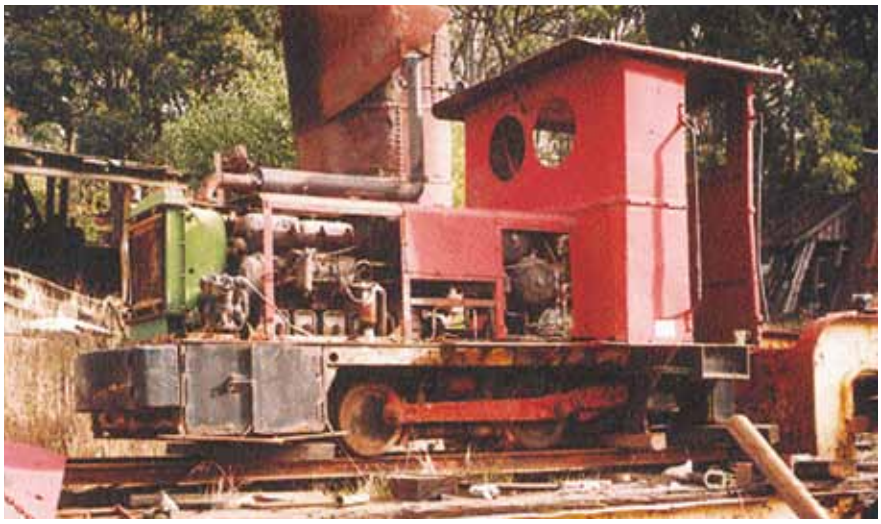
In June, earthworks were underway for embankments and cuttings along the route of the new track, with an area cleared for the workshops and stabling area. The plan is for a loop through the forest and past 'Jubilee Lake', which would offer a picturesque ride.

Andrew Forbes
Kerrisdale, Vic

Malcolm Moore V8 Locomotives (LR 186, LR 194)

Further to recent correspondence regarding Malcolm Moore locomotives, I visited Sabah State Railway, Tanjung Aru, Kota Kinabalu, Malaysia on 11 August 2009. I can confirm that one unit is still present here and reported to be usable. MM 33 is now fitted with a Nissan engine and air brakes for operation on special services for school children, at present within the Tanjung Aru Station complex. At the time of my visit, it was stored in the running shed with four coaches, at least two of which appeared to have been converted from 4w Wickham railcars.

This is the locomotive which was formerly on display outside of the station building. A new fish/craft facility now occupies this site, featuring a railcar and wagon converted into a shop but with one of the 132hp-rated 0-6-0DM Hunslet locomotives also on display.



Ruston & Hornsby 0-4-0DM (305328 of 1954) stored in June 2009. Photo: Andrew Forbes

Fowler 0-4-2T (16340 of 1924), previously at Goulburn Steam Museum. Photo: Andrew Forbes

Malcolm Moore 4wDM locomotive MM33 and train in the running shed of the Sabah State Railway at Tanjung Aru, 11 August 2009. Photo: Rob Pearman

No obvious remains of other MM units were here, but I will arrange to check both the other depots, at Tenom and Beaufort, when next in Sabah.

Rob Pearman (via e-mail)

LRRSA ONLINE DISCUSSION GROUP

Have you joined the LRRSA's email discussion group yet?
See: http://au.groups.yahoo.com/group/LRRSA/ and click on "Join This Group"!

Book Reviews

ELRINGTON, The 'Peter Pan Colliery' 1927-1962

by Ross Mainwaring

A4 size, 96 pages, soft cover, 64 photographs, 9 maps and diagrams, references, bibliography, and index. Price $A25.95 plus postage. (Price to LRRSA members $19.46 plus postage.)

Ross Mainwaring established a reputation as a researcher of coal mining history when his *Modernising Underground Coal Haulage, BHP Newcastle Collieries' Electric Railways* was published by the LRRSA in 1999. His latest work enhances a well deserved reputation. Elrington is a much better production than the earlier book with a glossy coloured cover and better quality glossy pages.

As a book it presents extremely well – although I was intrigued by the supplementary title and the choice of pictorial subject for the cover. I read the text carefully to learn the relevance of the 'Peter Pan' reference, and was rewarded on page 90 when it was finally made perfectly clear. Regarding the cover photograph, I feel it is too generic to the coal mining industry and not specific enough or generally recognisable as Elrington. The photograph again appears on page 42 with an informative caption.

The book traces the background to the development of Elrington Colliery, its operational life, its closure and another life as an engineering enterprise. The text is well supported by relevant maps, diagrams, photographs (underground, surface, railway) cartoon-like line drawings credited to both the *Cessnock Eagle* and *Common Cause*, tables, lists, mine working diagrams, pit-top layouts, poems and other elements of historiography, all of which are effectively captioned.

A useful glossary appears on page 4. There are some instances, however, where mining specific terms are used but are not featured in the glossary, for example, *cavil*, *tines* and *flitted*.

A review of the references and end notes reveals the scope of research work undertaken by the author. It is clear that he has passion for his subject. The range of primary source material listed is broad, in depth and varied. This variation of research material is a real strength of this book.

Personal reflection of experiences as recorded in diaries and in interviews adds substance to this story. The human element is ofen overlooked or ignored in histories of this type, but people plan collieries and their skills and efforts make them productive or otherwise. In *Elrington* people are named, together with their specific work roles. Their recollections add purpose to pieces of metal and machinery and record the nature of work in an 'industrial age'. Often this work was a source of great pride and at times presented great challenges. Who would have thought that it was safer to work in a coal mine than being a shunter working on Elrington coal trains? A surprising literary element is added by poems to pit horses and to Elrington Colliery when its existence is threatened.

Elrington's story is not isolated to one spot in the bush south of Weston. It is treated relative to the technological advances of BHP's Newcastle steelworks, the economic downturn and social upheaval of the late 1920s and early 1930s, the industrial turmoil of the 1940s and post-war attempts to modernise and the inroads made by petroleum products into the market for coal.

Introduced into the Elrington Story are personalities such as Alan Shoebridge, George Hindmarsh, Ross Doyle, Alfred Kirk, John Marcus Baddeley and many others whose stories and achievements extend beyond Elrington. It is evident that key people such as Alan Shoebridge and George Hindmarsh felt great pride in their Elrington involvement. It is a testament to the Shoebridge sense of history that Alan took great interest in his work to such an extent that so many records and images of early Elrington exist and that his son, John, allows researchers access to these invaluable resources. These images are a significant contribution to the value of this book.

In places the text may be a little technical, but when discussing the industrial situation and political intrigues of the 1940s, such detail is both valid and welcome. Valid also are details pertaining to shaft haulage, the realities of 'cable stretch', the comparative economies of operating horses relative to battery storage locomotives underground and how a Joy ICM continuous miner was lowered down the shaft.

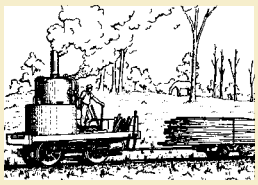
Not only does the treatment of Elrington span personalities and technology but comparisons are made with other South Maitland Coalfield collieries. There is recurring mention of townships such as Kurri Kurri, Cessnock, Abernethy and Weston. The recounting of the lamp and torchlight procession through Weston in late October 1962 following the announcement of the closure of Elrington Colliery would complement scenes from the movie *Brassed Off*.

The author's keen interest in the changing nature of work logically leads into details of Elrington fatalities. A 'Red Roll' is listed on page 87. The first fatality listed is "Clement James Emery, 21, apprentice, crushed by locomotive ". The Miners' Memorial Wall at Aberdare records an "Emery C" as a fatality for Elrington in 1932. Age is listed as 66 years!

Elrington should have broad appeal as befits the quality of its research. There is much to interest the general history buff as well as the colliery and railway historian. Constructive text, excellent photographs and captions add an extra dimension to material already published on the South Maitland Railway system. Those interested in family history would welcome the personalised details.

I share the author's view that there is much more to the character of the Cessnock (sorry, Hunter Wine Country) area than chilled chardonnays, sweaty saddle reds and five-star accommodation packages. Elrington goes a long way to proving that.

Ed Tonks



LRRSA NEWS

MEETINGS

ADELAIDE:
Due to a conflict with school holidays, the South Australian Group's October meeting was moved to the last Thursday in September, and has already taken place.
Location: 150 First Avenue, Royston Park.
Date: Thursday 24 September at 8.00pm.
Contact Arnold Lockyer on (08) 8296 9488.

BRISBANE: "Railways around Mackay and Proserpine"
Greg Stevenson will show slides of his recent trip to the Mackay & Proserpine areas.
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 9 October at 7.30pm. Entry from 7pm.

MELBOURNE: "Coal Mine Railways of the Appalachian Mountains"
Ross Mainwaring will be visiting from Sydney, and will give a presentation on coal mining railways of the Appalachian Mountains in the USA. This will be based on a number of visits Ross has made to the USA to inspect industrial railways in that country.
Location: Ashburton Uniting Church Hall, Ashburn Grove, Ashburton.
Date: Thursday, 8 October 2009 at 8.00pm

SYDNEY: "Cuban Steam"
Ray Gardiner will show videos he has taken of Cuban narrow gauge sugar cane railways, out in the fields and around the mills. Plus standard gauge interurban railroad operations.
Location: Woodstock Community Centre, Church Street, Burwood, (five minutes walk from Burwood railway station).
Date: Wednesday 28 October at 7.30pm

RESEARCH

Yorkshire Engine Company in Australia

In his book *Yorkshire Engine Company – Sheffield's Locomotive Manufacturer* (The History Press, 2008), the author Tony Vernon makes the tantalising statement "The Yorkshire Engine Co. also worked with a builder in Australia".

This appears to have been in the late 1950s-early 1960s. I have done what little research I can to try to find out which Australian locomotive builder this was (assuming that it was one of the established loco builders, and not another company looking to enter the market), with no success whatsoever. Does anybody have any information that might shed some light on who this unnamed builder was?

Darryl Grant, North Balwyn VIC

Australian newspapers on the National Library website (LR 204)

The National Library of Australia continues to expand the range and scope of the major newspapers that are available on line. In recent months Australian newspaper beta users can now gain access to over 650,000 pages from newspapers. Recent additions are the *Adelaide Advertiser* (1901-1919) and *the Argus* (1857-1915 and 1933-1945). These will be invaluable for light railway researchers.

The National Library has been working on a prototype for a Single Business Discovery Service (SBDS) to enable searching of multiple resources, collections and format types in one interface. This prototype is now available to the public and is open for feedback. The Australian Newspapers beta has been integrated into the prototype, as well as still remaining accessible from its original address.

Phil Rickard, Ringwood VIC

Tarrawingee Tramway, NSW (LR 32, LR 80)

Chris Wurr reports on an expedition by a group of mining and light railway enthusiasts who undertook a field assessment in April 2009 of the limestone quarries and 2ft gauge tramways of the Tarrawingee Flux & Tramway Company, which operated at the terminus of the 3ft 6in gauge Tarrawingee Tramway in western New South Wales. Limestone carbonate was quarried in the Tarrawingee area and railed the 38½ miles to Broken Hill as flux in the smelting process of silver, lead and zinc production after the opening on the tramway on 9 June 1891. It was a short-lived operation as Broken Hill's smelting was transferred to Port Pirie in 1897 and the Tarrawingee limestone quarries' reason for existence ceased overnight.

Reports by Frank Stamford and Tony Weston in *Light Railways* indicate that two Krauss 0-4-0WT locomotives were used in the 2ft gauge quarry tramway. The tramway, which ran north from Tarrawingee to a quarry, is also described in Cyril Henshaw's 1984 book *The Tarrawingee Tramway.*

Chris and Trevor Penn followed the Broken Hill to Tarrawingee line in September 1999 right out to its desolate terminus. Following a good look around the sad remains of this once busy township of Tarrawingee, they followed the formation of the 2ft gauge tramway to a limestone outcrop some 3km north of the town. In 2007, Chris used Google Earth to relive the 1999 trip, which, with the aid of the new technology, showed a number of suspicious formations all over the countryside just north of Tarrawingee. On closer inspection, they appeared to be an extensive system of 2ft gauge tramways from limestone quarries dotted all around the field and feeding into the overhead loader at Tarrawingee.

Chris generated a map from Google Earth showing all the quarries and tramways comprising this system, possibly 6 miles 2 chains in total. He lettered the quarries A to N (not using I) in a clockwise geographical rotation starting at the Main Quarry. Two of these quarries with skipways, C and E, are adjacent to, but not directly connected to the system. A field expedition, comprising participants from Victoria, South Australia and as far away as Kalgoorlie, met up in Broken Hill on 22 April 2009 and, armed with maps, a GPS unit and printed Google Earth images, set about investigating the entire 2ft gauge system.

Remnant pieces of track components seemed to indicate that moveable light weight rail of the Decauville type, bolted to pressed steel sleepers, was used in the pits themselves and the main lines were of steel rail, spiked to wooden sleepers. Dog spikes of greatly varying size can be readily found over the entire system. There was not one remnant of a set of points anywhere. There was no rolling stock lying around rusting happily in the elements either. Other relics from that era found all over the field were food and tobacco tins and of course, glass from bottles of all descriptions. A couple of heavy-gauge steel, hand shovel blades were also discovered.

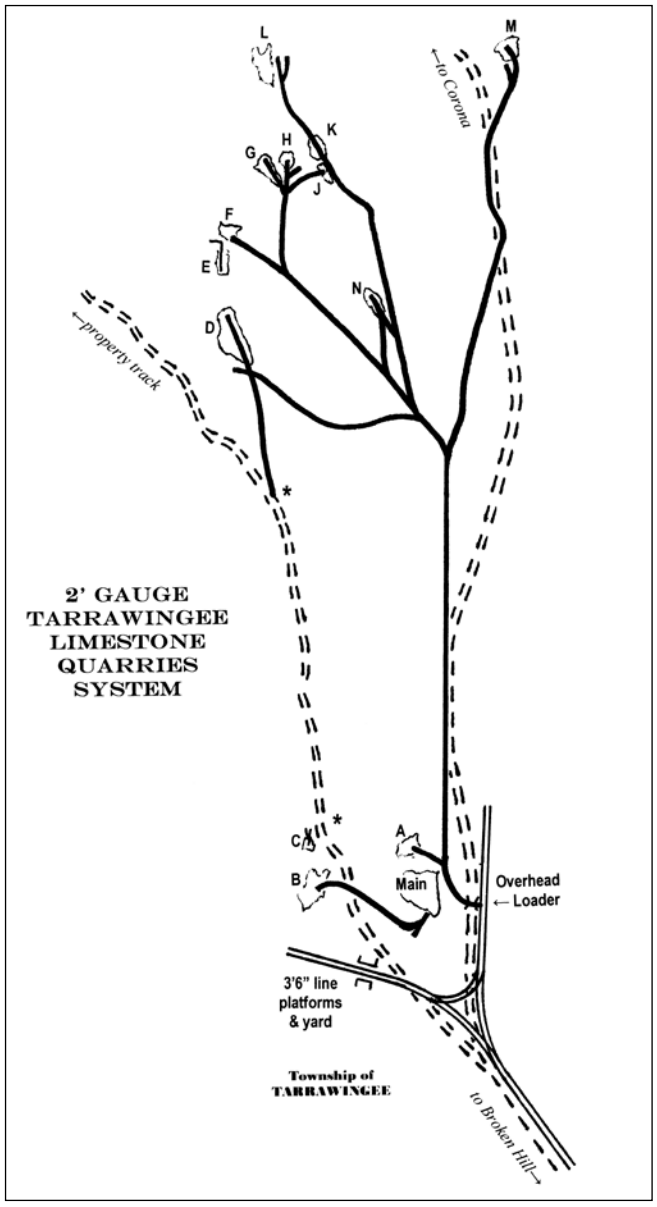
The quarries are scattered over a considerable area and it is assumed that the venture began with the main quarry adjacent to the north side of the Tarrawingee township. This is quite some hole in the ground and is estimated to be about 80 feet deep. The next biggest pit is Quarry D to the north. It too is about 80 feet deep. A line running due south out of this pit and carried on a descending stone embankment to the natural ground level appears to head for the Tarrawingee 3ft 6in tramway station grounds. Between the two asterisks marked on the map, the line has a rough earth farm track superimposed in parts along the way back to Tarra. Somewhere near Quarry C, the tramway formation fizzled out. This is something of a conundrum for the team. Perhaps Quarry D was the second pit opened and this line fed straight into wagons at the 3ft 6in gauge sidings. In this case, the line from the pit to the station yard would have been 72 chains in length.

The layout of the system appears to be one of evolution and it is unlikely that all the lines were in use at the same time. The group developed a theory that Quarry D was the second pit in use and railed the limestone direct to Tarrawingee 3ft 6in station on its own isolated trackage. When the limestone in that pit was waning, more sources were discovered further north and this is where the complex tramway system began. Possibly the gently curving, west-east, cross country link line was built to connect D to the rest of the system and thus to the overhead loader on the northern leg of the 3ft 6in gauge line near the main quarry.

Pits C and E were not directly connected into the system, but both have their own skipways, which may have been horse-hauled. The spur to Quarry A is quite steeply graded and may have been operated by gravity, down to the overhead loader and horse or cable hauled back up with the empties. The isolated line running south-ish

2ft gauge sleepers in Quarry K with spikes still in place. Photo: Chris Wurth

Curved embankment to overhead loader at main quarry. Photo: Chris Wurth



from the main pit and curving north-west to Quarry B may have been similarly operated. With the exceptions of the line between the two asterisks from Quarry D, and the 'Up' end exit from Quarry K that has been bulldozed over, all the lines are easily detectable at ground level. One spur not seen on the Google Earth images, but spotted on the ground is the last little section from the points to pit F.

No evidence was found of any location where the locos had been stabled or serviced: no ash, clinker, coal or pit. At Quarry M, there is a short spur into the side of the hill about 5 feet wide and maybe 30 feet in length and at the dead end, which would be 30 feet deep. Originally the team contemplated whether this had been the loco shed;, but decided it was highly unlikely. It was too narrow and why would it have been hacked out of solid stone, when a rough old corrugated iron and timber 'lean-to' would have sufficed? Besides, it would have been at the wrong end of the system.

Just how the system operated, is cause for contemplation. The pre-sumption is that the empty wagons were propelled (pushed) out to the various quarries from the overhead loader at the 3ft 6in gauge terminus. This would allow them to be pushed straight to the quarry face over the moveable rail sections. Fulls would be hauled in to the loader and a double shunt performed via a run-around loop, firstly to propel the trucks to the tippler and later to get onto the south end of a rake to propel back out to the quarries.

Light Railways readers with better access to historical reference material may now like to complete the Tarrawingee story with details of the locos, rolling stock and the disposal of them and the trackwork after closure. *Chris Wurth*

Coming Events

OCTOBER 2009

1-5 Kerrisdale Mountain Railway & Museum, VIC. This scenic narrow gauge railway and steam museum is open to the public from 1000-1600 Thursday to Monday and public holidays. Steam engines run in the museum each Sunday. Information, phone (03) 5797 0227 or website: www.kerrisdalemtnrailway.com.au.

3-4 Red Cliffs Historical Steam Railway, VIC. Narrow gauge train operations using Kerr Stuart steam and EM Baldwin diesel locomotives, 1100-1600 and the first weekend of following months. Enquiries: (03) 5024 1345.

4 Big Pat's Creek, VIC. A special picnic organised by BPC residents to celebrate the arrival of the first steam tram at the timber town of Big Pat's Creek, east of Warburton, 100 years ago. Historic photo display, talks by Mike McCarthy and Professor Bill Bonwick on the Big Pat's Creek tramway and the local area, a walk along the tramway formation and demonstration for the young on how a steam engine works. At the Old Points Picnic Ground next to Big Pat's Creek bridge from 10.30am. BYO pic-nic etc. Information, Bruce Normand bnormand@hotkey.net.au

4 Cobdogla Irrigation Museum, SA. Open Day with Humphrey pump and narrow gauge steam train operations. Also twilight train for Halloween on 31 October. Phone (08) 8588 2323.

10-11 Puffing Billy Railway, Emerald, VIC. *A Day Out with Thomas*: Thomas the Tank Engine Returns to Emerald Town Station. Also on 17-18 and 24-25 October. Bookings essential on (03) 9757 0700.

17-18 Menangle Narrow Gauge Railway, NSW. Oil Steam & Kerosene Field Days with 610mm gauge railway operations, traction engines, steam rollers, stationary and portable engines of all types and operating machinery, 1000-1600 Saturday, 1000-1500 Sunday. Information: 0417 215 513; www.csmm.com.au or big-tev@bigpond.com

24-25 Alexandra Timber Tramway, VIC. Celebrations for the Centenary of the VR Railway to Alexandra with steam-hauled narrow gauge both days 1000-1545, together with stationary steam engines, vintage machinery and markets. Information: Bryan 0407 509 380 or Peter 0407 537 837.

NOVEMBER 2009

8 Alexandra Timber Tramway, VIC. Narrow gauge steam train operations 1000-1545. Also market day with trains (petrol loco) 14 November and diesel-hauled trains on 22 November. Information: Bryan 0407 509 380 or Peter 0407 537 837.

8 **Puffing Billy Railway, Emerald, VIC.** *A Day Out with Thomas*: Thomas the Tank Engine Returns to Emerald Town Station. Bookings essential on (03) 9757 0700.

15 Richmond Vale Railway, Kurri Kurri, NSW. Steam train operations with Santa Special train bringing Santa to hand out presents around midday with a great fun day for all the family. Phone (02) 4937 5344 or (02) 4358 0190.

DECEMBER 2009

5 Puffing Billy Railway, Emerald, VIC. Daytime Santa Special train departs Belgrave at 11.40am for Lakeside and return. Also on 12 and 19 December, with Santa's Sunset Special train on Saturday 12 December. Bookings essential on (03) 9757 0700.

6 Durundur Railway, Woodford, QLD. Centenary celebrations of the opening of the QR branch line from Caboolture to Woodford and 30 years of Durundur Railway operations with steam train rides, a book launch and other attractions. There is also a special running day on 13 December. Trains operate on the first and third Sunday of the month. For information phone (07) 5496 1976 or the website: www.angrms.org.au

12-13 Alexandra Timber Tramway, VIC. Market day with narrow gauge trains hauled by petrol loco on 12th and steam train operations on 13th from 1000-1545. No service on 27 December. Information: Bryan 0407 509 380 or Peter 0407 537 837.

Note: Please send information on coming events to Bob McKillop – rfmckillop@bigpond.com - or the Editor, Light Railways, PO Box 674, St Ives NSW 2075. The deadline for the December issue is 29 October.

Heritage & Tourist

Australia's rail preservation scene

I have been working with colleagues at the ARHS (NSW Division) over recent months to finalise the 8th edition of the *Guide to Australian Heritage Trains & Railway Museums*. This has been a drawn out project, in part due to uncertainty over the future of railway preservation in New South Wales since the 7th edition was published, in 1999, together with the decision to rework the material into a new format. In terms of presentation, I expect readers will find the delay has been worthwhile.

The ten year gap also offers the opportunity to reflect on how the railway prevervation movement is coping with the changes in its external environment. Among the 24 entries in the 7th edition that are no longer with us are the St Helena Island Railway in Queensland, Melaleuca Station in NSW, the Bush Mill Railway at Port Arthur and a number of train operating groups using former government rail lines. Others, such as the Beaudesert Railway in Queensland, opened with a bang and closed in a whimper without ever making the Guide. On the other hand, some of Australia's leading heritage railways and museums today, including the Workshops Rail Museum at Ipswich, the West Coast Wilderness Railway and the Australian Railway Monument/Rail Journeys Museum, were not around when the 7th edition was published.

An important trend to emerge over the decade is the increasing emphasis given by local preservation groups to investing resources in 'telling the story' of our railways and the industries they served. At the same time, operating a preserved railway has become a far greater challenge in the 21st century and several groups providing such services have been unable to continue operations.

This column has previously urged our light railway preservation groups to examine the potential to develop 'home spun' railway characters that might attract families with children to special days, rather than submitting to the media power of the UK-based 'Thomas the Tank Engine'. I was therefore interested to note in the July 2009 issue of the *FRONZ Journal* that the Pleasant Point Museum & Railway (PPMR) in New Zealand thanked the Thomas Franchise in Australia for making making conditions so difficult that it could not run any further Thomas events!

The PPMR responded by using the story *The Adventures of Kiwi and his Friends*, written by local writer Karalyn Joyce, to stage a most successful event at the Pleasant Point Railway over the Easter weekend. The effort resulted in a record number of passengers on the railway, being 25 per cent above the previous year's Thomas event.

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

AUSTRALIAN SUGAR CANE RAILWAY, Bundaberg
610mm gauge
Bundaberg Steam Tramway Preservation Society Inc.

The future of the BSTPS train operations in the Bundaberg Botanic Gardens has come under threat, due to a proposal by the Minister for Transport to bring this narrow gauge preservation railway under the safety regime of Queensland Transport. BSTPS officials state that they run a very safe operation following the stringent safety requirements of Workplace Health & Safety Queensland and the group failed to understand how Queensland Transport accreditation could make it any safer. It claimed that its viability would be threatened if it was forced to meet full accreditation requirements. A spokesperson for Queensland Transport stated that the railway required accreditation because it is easily accessible to the public and crosses public roads in the Botanic Gardens.

Newsmail, 27 August 2009

DURUNDUR RAILWAY, Woodford
610mm gauge
Australian Narrow Gauge Railway Museum Society

ANGRMS will celebrate the opening of the QR branch line from Caboolture to Woodford on 6 December 2009, 100 years to the day after the original event. This will be a regular running day and, given the fact that ANGRMS moved its operations to the Woodford site in July 1979, the celebrations will also mark 30 years of operations for the Durundur Railway. Brian Webber's book on the QR Caboolture to Woodford branch line will be launched on 6 December and there will be a special running day on Sunday 13 December.

The marketing efforts of Brian Webber and Mark Gough (LR 207, p.35) have paid dividends with a 43 per cent increase in patronage on the train in April, May and June compared with the same period in 2008. This in turn has stretched the capacity of the present carriages, so a volunteer team has been assembled to undertake repairs to repairs to the ex-QR rail motor trailer coach PL111. It is hoped to have this vehicle back in service for the centenary celebrations in December. Meanwhile, restoration work on the ex-Mulgrave Sugar Mill 0-6-0DM No. 1 (Baguley/RMP 3377 of 1953) is continuing. It is planned to return this unit to service as a back-up to the steam locomotive.

Durundur Railway *Bulletin*

New South Wales

LAKE MACQUARIE LIGHT RAIL, Toronto 610mm gauge
Grahame Swanson

A report on the restoration of the former Goondah-Burrinjuck Railway 0-4-0T locomotive *JACK* (Krauss 6063 of 1908) was last provided in LR 204 (p.27). Since then great strides have been made on this and several other projects at the LMLR.

Both wheelsets on JACK have been fully restored and have been reunited with their bearings and axleboxes. With the frame substantially restored below the running boards, the locomotive was carefully lowered back onto its wheelsets on 5 August. Now, for the first time in more than 45 years, the locomotive can be freely moved and is ready for the next big stage in the restoration project, the removal of the cab, side tanks and boiler cladding.

Krauss builder's numbers are appearing everywhere, with all the ones so far found on the frame being those of *JACK*. However, components from *ROBIN* have been found (including one of the wheelsets) and now *ARCHIE* (the other wheelset). On a visit to the real *ARCHIE* at Burrinjuck Dam in July, the LMLR team found, on that locomotive, a lifting-link belonging to *JACK*. None of this surprises anybody familiar with locomotive history but it does make for interesting industrial archaeology and hopes remain of finding a component from *DULCE*! Interested readers can find further details and photo albums of *JACK*'s restoration at: http://www.lmlr.org.au/locomotives/jack

Other restoration progress includes construction of an end-platform bogie passenger carriage (nearly completed); restoration of 1941 Perry steam locomotive North Eton No.6 (significantly advanced); and the installation of the new 'Back Platform Road' at Nomad Station (completed and commissioned). A milestone was reached on 12 August when Lake Macquarie Light Rail was granted full accreditation as a Rail Transport Operator under the Rail Safety Act 2008, by the Independent Transport Safety & Reliability Regulator (ITSRR).

Colin McDonald, 08/09

MANGO ONE PRODUCE MARKET, Marsden Park
1067mm gauge
David Waite

This operation was last reported in LR 196 (p.37). The Neil Moxon 2-4-2DM steam outline locomotive (built 1993), formerly used on the El Caballo Blanco railway at Catherine Field, is planned to feature in an agricultural machinery and doll museum to be developed on the property.

Hawkesbury Courier, 27 Nov. 2008, via Ray Graf

TIMBERTOWN, Wauchope
610mm gauge
Port Macquarie-Hastings Council
We have not had a report on this theme park with its Timbertown Heritage Steam Railway since LR 195 (June 2007, p. 27). The railway was closed in June 2009 due to accreditation requirements under the new Act and on 20 June the Council announced a business review of the operation to establish its viability. The Council Administrator stated: "It is widely acknowledged that Timbertown is in need of major maintenance and capital improvements and it is with this in mind that I have asked for this review to immediately be undertaken..... This review will identify the costs involved in upgrading Timbertown to a level where it is compliant across its entire operation. Initial estimated costs to do this are close to $8 million. If Council is to then drive the expansion of Timbertown to increase the customer experience, then early estimates are that this could be anywhere between $5 and $8 million on top of the $8 million already mentioned." The review will assess the potential to upgrade Timbertown into a viable and sustainable business or alternatively, the impact of its closure. The review was to report back to Council in August 2009. The Timbertown Heritage Steam Railway is no longer listed as an attraction on the Timbertown website.
The Timbertown Steam Festival on 11-12 July was hosted by the Steam & Oil Engine Club and featured demonstrations and a grand parade.

On a wet Saturday 16 August, G42 tackles Emerald Bank with the '100 years of Garratt locomotives' special train. Photo: Tony Marsden

While the Timbertown Heritage Steam Railway was out of action, train rides for smaller folk were offered on the miniature railway.
Roderick B Smith and John Dennis, LRRSA Yahoo Group, 5 August 2009; *Port Macquarie News*, 15 and 26 June; Port Macquarie-Hastings Council website.

Victoria

ALEXANDRA TIMBER TRAMWAY 610mm gauge
Alexandra Timber Tramway & Museum Inc.
A group of ATTM volunteers held a special ceremony at the museum site in 26 July to celebrate the success of the society in being granted accreditation under the Victorian Rail Safety Act 2006. Two years of behind-the-scenes work was rewarded when Public Transport Safety Victoria informed the ATTM of its accrediation under sections 39 and 40 of the Act.
Restoration of former Cheetham Salt 4wPM No. 1 (Cheetham Salt c.1962) to running order was progressing rapidly by August 2009. The exhaust system was almost complete and a new fuel line had been fabricated. Carl Hopkins was busy on the electrical wiring and had managed to save the original starting switch and some wiring, but the majority of the wiring and indicator lamps had to be replaced. The engine was started on 23 August for the first time since 1976 and it ran sweetly. A horn and headlamps (not originally on the loco) will be added for accreditation and it is hoped that this will be approved in time for the centenary celebrations on 25 October.
Timberline 109, August 2009.

JEFF DALY ESTATE, Croydon
Various gauges
Updating the item in LR 208 (p.29), the four steam locomotives made available for purchase were sold promptly and the property cleared. It is believed that the two 1067mm gauge Peckett 0-4-0ST locomotives (1069 of 1905 and 1174 of 1908) are destined to return to Queensland. It is understood that the 610mm gauge Porter 0-6-0T (6465 of 1920) and the 700mm gauge Orenstein & Koppel 0–4–4-0T (3770 of 1909) have been exported, possibly to the British Isles.
Wendy, Jeff Daly's widow, would like to thank all those who showed an interest in the future of the locomotives and who made offers for them.
John Browning, 08/09

PUFFING BILLY RAILWAY, Belgrave
762mm gauge
Emerald Tourist Railway Board
In response to a proposal by Rod Smith, the PBR celebrated the Centenary of Garratt Locomotives (LR 208, p.30) by operating a special train on 16 August hauled by 2-6-0 +0-6-2 Garratt G42 (Beyer Peacock 6268 of 1925) departing from Belgrave to Cockatoo at 11.55am and return. G42, which is awaiting a major overhaul, was returned to service for this one special day. While patronage was disappointing (motor caders seemed to outnumber paying passengers), all those who took the journey had a marvellous experience, with G42 performing in great style up the Emerald Bank.

On Sunday 26 June 2009, Bob Gough photographed Bundaberg Fowler 0-6-2T +T BUNDY *(2 of 1952) in action on the Ballyhooley Steam Railway, Port Douglas, Qld.*

Heritage & Tourist

Offering visitors an attractive interpretation of the history behind an operating steam railway is becoming an increasingly important element of the heritage railway experience. The PBR is proposing the development of a 'Discovery Centre' at Lakeside that will enable a large group of visitors arriving by train a historical interpretation of Puffing Billy's heritage through an experience that lasts 30-40 minutes. While the concept is still being developed, it is envisaged that it will tell the PBR story through a number of themes covering social history, natural history, European settlement of the Dandenong Ranges, the railway's history and the applied science of a working steam railway.

Bill Hanks and Mark Swaby, LRRSA Yahoo Group; *Narrow Gauge* 193, June 2009

WALHALLA GOLDFIELDS RAILWAY 762mm gauge
Walhalla Goldfields Railway Inc.

The Walkers B-B DH *Spirit of Emu Bay* (576 of 1963) is currently the main locomotive in service. It was rebuilt using the Deutz V12 engine and other parts from Malcolm Moore 0–6–0DM 26–204 2 of 1948, originally built as a 1067mm gauge underground coal mining locomotive. The remains of the Malcolm Moore are believed to have been scrapped.

EM Baldwin 4wDH *KASEY* 030 (3225.4 2.70 of 1970) is available as a backup locomotive. Fowler 0-6-0DM 14 (4210051 of 1951) has been fitted with new tyres, but is waiting for axle box refurbishment to be carried out before it can return to service.

Bill Ferris, 08/09

South Australian

COBDOGLA IRRIGATION MUSEUM 610mm gauge
Cobdogla Steam Friends Inc.

Operations on the railway were very busy on the weekend after the National Vintage Machinery Rally held at Murray Bridge in April, as many of the rally attendees took the opportunity to view the Humphrey Pump in action and to ride the railway. Passenger numbers on the day were the highest for around six years. The June open day was also well attended.

Three Cobdogla Steam Friends Society volunteers recently completed their Steam Apprenticeships, when they gained their boiler and engine driver's tickets. Chris and Stephen Jericho and Chris Gow started with the Society several years ago. They were taught to drive and maintain the Bagnall locomotive and Fowler steam engines along with the front-end loader and other machinery at the museum. In addition to operating the museum's engines, arrangements were made for them to gain experience on the *PS Industry* paddle steamer and traction engines at National Vintage Rallies. They are now fully qualified to operate steam engines unsupervised.

Extensions of the railway track to Loveday are progressing. The Society has installed the next road crossing along with the towers for the flashing lights. The lights will be solar powered and controlled by remote controls carried by the train crews. The track has been laid and ballasted up to the fence of the last section of the railway. Land transfer issues (from the government to council) look like being resolved and permission has been granted to proceed with track laying.

On the restoration front, the ballast hopper has been given a new set of six-wheel bogies and a set of four-wheel bogies has also been built and placed under a wooden bodied carriage. This is the start of a programme to refurbish the bogies under all the passenger stock, while two new carriages will also be built in the longer term. Work is under way to trial a system to convert the unsprung four-wheel works wagons to sprung configuration.

Denis Wasley, 08/09

Western Australia

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

Former South African Railways NG15 Class 2-8-2 123 (Anglo Franco Belge 2670 of 1951) operated trains on 16 continuous days during the July school holidays hauling 'Ye Olde Geysers Rattler' over the Bushland Loop between 11am and 3pm, with a total of 1132 fare-paying passengers during the period. The loco ran faultlessly, but developed a small hole in the superheater and a possible leak in a fire tube so it was taken out of service for repairs. NG 123 was put in light steam on 9 August for a successful test of the repairs. Restoration work on the ex-Marian Mill 0-6-2T No.9 (Perry Eng. 2601.51.1 of 1951; LR 208 p.30) commenced in late July with the removal of the cab. The workshops team have also been active restoring the former WAGR QBB flat wagon, now fitted with 610mm gauge bogies.

BBR website News, 22 August 2009

BUSSELTON JETTY RAILWAY 1067mm gauge
Busselton Jetty Environmental Conservation Association

The reconstruction of the jetty is now underway (LR 207, p.39). A tour of the works by a local newspaper in early August found that the restoration task will be a complex project due to the deterioriation of the jetty piles and weather challenges. The jetty has been divided into ten sections for the rebuild task, with some sections requiring a complete replacement, while the timber in others will be dismantled, refurbished and then replaced. A total of 290 new piles, 190 of them timber, were to be driven over the coming months. The priority will be to re-establish public access to the underwater observatory by March 2010, but the operation of the jetty train will reqire the full restoration project to be completed.

Busselton Dunsborough Times, 7 August 2009, via Barry Blair

CARNARVON LIGHT RAILWAY 1067mm gauge
Carnarvon Heritage Group Inc.

Updating the report in LR 200 (p. 38) on the fire that destroyed a 72m section of the Carnarvon Jetty on 28 October 2007, works to repair the damaged section commenced in August 2009. The Carnarvon Heritage Rail Group has provided a works train that is playing a key role in the restoration task. It is operated by the 4wDM 'Simplex' PW28 (Motor Rail 9040 of 1953), which has a Perkins diesel engine and an automatic gear box. It hauls a four-wheel flat wagon with a large compressor mounted on it, and propels three similar wagons: one carrying generators, oxy welding equipment and various tools, an extended wagon loaded with wooden piles and timber decking, while the wagon at the head of the train has a crane and stabilisers fitted. The works train provides a living example of how repairs were made to jetties in the northwest when the town jetty played a vital role in sustaining local communities in that remote and vast region.

Jim Bisdee, 08/09, via John Browning

Northern Territory

ADELAIDE RIVER & SNAKE CREEK RAILWAY 1067mm gauge
Friends of the North Australia Railway (Adelaide River)

Updating the report in LR 205 (p. 31), Mike Bowman has continued restoration work on the ex-Mt Isa Mines 0-6-0ST 3 (Hudswell Clarke 928 of 1910). The saddle tank has been restored and painted in Brunswick Green with yellow lining.

The FNAR group held its annual Railway Picnic at Adelaide River on 2 August, which attracted some 400 visitors. Guided precinct tours were well patronised, railway games were organised, and the 'FETTLERS' provided music on the day, including a number of railway songs. With the unexpected arrival of Geoff and Vanessa Fleming from PDQ Enterprises, fabricators of the frame of the 'new' fettlers' trolley shed, there was an impromptu opening of the shed. The fettlers' trailer was ceremonially pushed into the shed to the music of the 'FETTLERS' and all those who helped build and equip the shed were thanked in speeches. The shed featured interpretative signage and photographs of its construction, as well as the collection of fettlers' tools.

Trevor Horman, 08/09

Overseas

MANCHESTER MUSEUM OF SCIENCE AND INDUSTRY, UK Various gauges

Adding to the report in LR 208 (p.30), the Great Garratt Gathering brought more people through the museum's gates than has any previous event. Two owner/operators sent full-size Garratt Icomotives, while many more took miniatures, models and memorabilia. Both the Puffing Billy Railway and the ARHS (ACT Division) had members present at the event and the enthusiasm of the Canberra-based group restoring ex-NSWGR Garratt 6029 convinced a brigade of Garratt enthusiasts to come to Australia for the recommissioning of 6029.

A works train with its Simplex locomotive and four wheel wagons slowly runs out on the 1.5km Carnarvon Jetty to affect repairs to fire damage on 18 August. A scene that is reminiscent of 1960's. Photo Jim Bisdee

❒ *The newly restored saddle tank of ex-Mt Isa Mines 0-6-0ST 3 (Hudswell Clarke 928 of 1910) at the Adelaide River & Snake Creek Railway. Photo: Mike Bowman*

❒ *As part of the Great Garratt Gathering event, pioneer Garratt K1 (Beyer Peacock 5292 of 1909) was brought from the Museum of Science & Industry, Manchester, where it had been on temporary display, to Gorton Foundry for a gathering of former Beyer Peacock employees and other invited guests. Here, it is seen inside the former boiler shop, built in 1929, now used by the City of Manchester for vehicle inspection and maintenance. Photo: Mike Swift*

At a ceremony to celebrate 30 years of passenger operations at the Illawarra Train Park, state politicians and ILRMS volunteers stand by BURRA *(Hawthorn-Leslie 3574 of 1923) for a photograph. L-R Hon. Phil Costa (Minister for Water and Regional Development), Robert Marczan (ILRMS Chairman), Hon. David Campbell (Minister for Transport and Minister for Illawarra), Life Members Brian Holmes and Brad Johns, and ILRMS Vice Chairman, Richard Demaagd. Behind are Life Member David Merrifield and Society founding member Tony Madden.* ❒ *Hudswell-Clarke 0-6-0 1706 of 1939* CAIRNS *in steam during* 30 years of operations at the Illawarra Train Park *on Sunday July 12, 2009.*

ILRMS: 30 years and on

The Illawarra Light Railway Museum Society (ILRMS) was founded in 1972 and it moved to the current site at Albion Park in 1974. The Society became a registered company limited by guarantee in 1979. With the dedicated assistance of its volunteer members, the Society has been able to build and create the current and unique light rail working museum, now known as the Illawarra Train Park.

The foundation and forming years from 1974 to 1979 were dominated by the task of building a railway on the newly acquired bushland site, along with preparing a railway museum to display historic artefacts that had been saved from scrapping and awaited restoration. The first track-laying was undertaken in May 1974 and the 540-metre mainline circle was completed in December 1983. This event was marked by a formal ceremony with ILRMS volunteers present, and the golden spike was hammered in by Bob Harrison, the then Lord Mayor of Shellharbour City.

The first official open day was held on 12 April 1975 using one of the diesel locomotives. Open day running continued from time to time until February 1979, when regular open days commenced on the second Sunday of every month. Steam locomotives operate on a regular basis for these open days.

Recent years have seen the ILRMS temporarily close the current mainline circuit in March 2008 for a major upgrade and rebuild. For the first time at the Illawarra Train Park, this saw concrete sleepers replacing timber, while other associated works were carried out at the same time. This period also saw the Society's ballast tamper restored and used to re-construct the railway. The closure ended in readiness for an major open day on 22 February 2009, which was in-conjunction with the Historical Aircraft Restoration Society (HARS) annual 'Wings over the Illawarra' open day. This highly successful and well patronised day gave an indication of things to come for the ILRMS.

The Society's volunteer membership has now achieved a great operations milestone, namely 30 years of regular passenger train running, from 1979 to 2009. This was marked by an official ceremony at the Illawarra Train Park on Sunday 12 July 2009. Invited guests, the Hon. David Campbell, NSW Minister for Transport and Minister for Illawarra, and the Hon. Phil Costa, NSW Minister for Water and Minister for Regional Development, attended the ceremony. Society Chairman Robert Marczan and Minister Campbell both spoke, with the latter highlighting the dedication of volunteers and the role they play in preserving rail heritage. After cutting the ribbon to celebrate 30 years, both State Ministers, ILRMS members and members of the public were taken for a ride around the mainline circuit behind 0-4-0ST *BURRA* (Hawthorn Leslie 3574 of 1923) in the restored navvy car from Condong Sugar Mill. 0-6-0 *CAIRNS* (Hudswell Clarke 1706 of 1939) operated the main passenger train for most of the day, while *BURRA* and the navvy car ran an hourly service in the afternoon.

With 30 years of operation behind us, we now turn out attention to the future. Our plans include the construction of an extension from the mainline track up to the HARS site to provide a rail link between the two museums. Discussions to date between the ILRMS, Shellharbour City Council and HARS have been most productive and there has been support from other groups for the proposal. This rail link will help enhance the museum's position within the Shellharbour tourism area, and the Illawarra and South Coast in general.

Many dedicated people have contributed to the success of the ILRMS over the years in a wide range of roles, but special thanks must go to the first handful of members and our foundation committee. While some of those have passed on or moved on, they were there to start the ball rolling and lead us to the stories we share today. Some of these people are: Tony Madden – founding member and current Operations Manager; Brian Holmes – Life Member and current Workshop Manager; the late Arthur Moore – former Operations Manager; and the late Ken McCarthy – Founding Chairman.

In terms of time spent working on projects and odd-jobs, there have been countless contributions made by volunteers over the years, and all should be proud of them. Our current team of volunteers, some still involved from the early days, and through to the newer team, are a major part of the ILRMS success and hopefully will stay on board to see us move on down the track for many years to come.

Brad Johns & Robert Marczan