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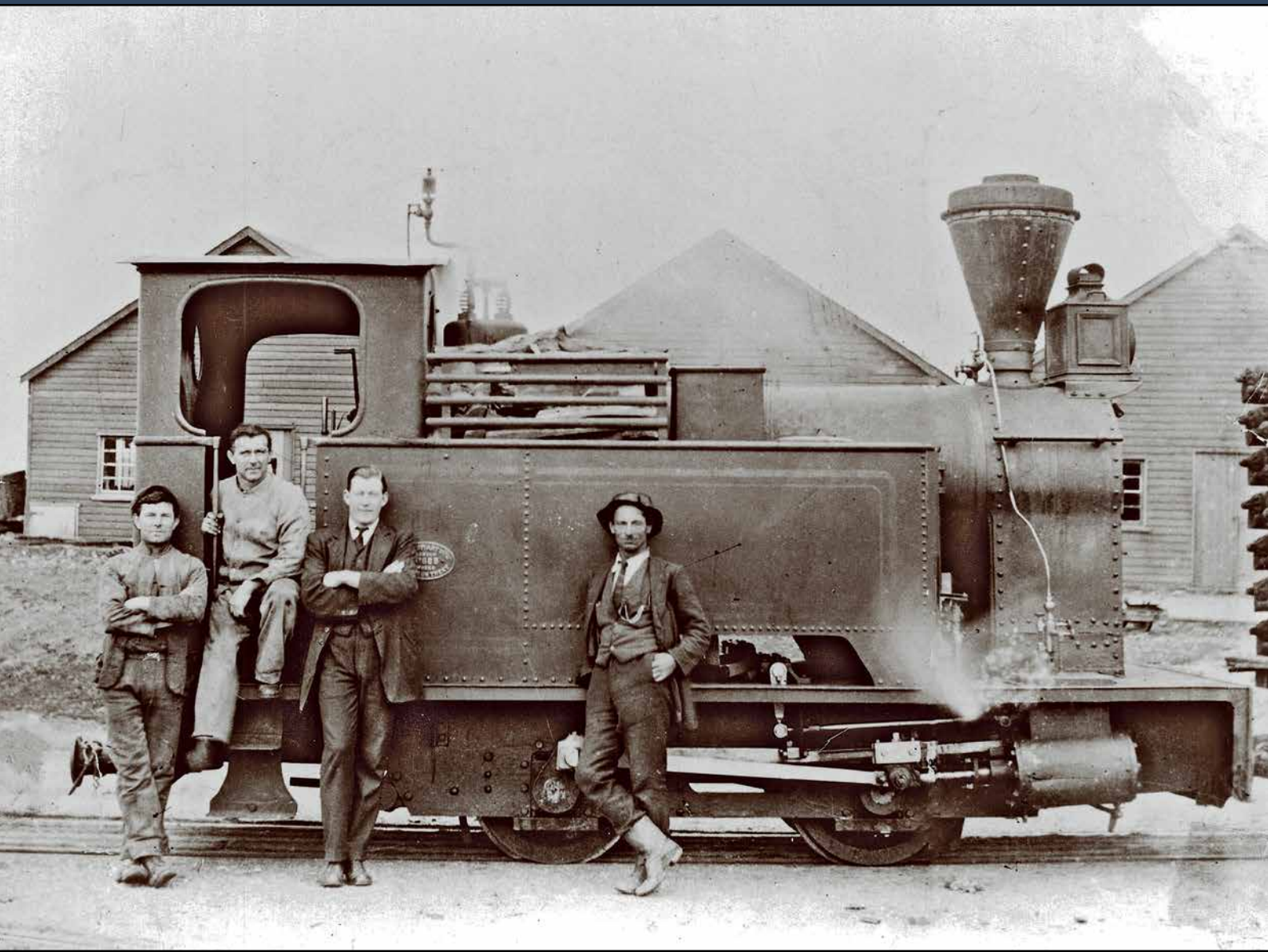
# LIGHT RAILWAYS

Australia's Magazine of Industrial & Narrow Gauge Railways



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**Imperial to metric conversions:**

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

# LIGHT RAILWAYS

**Australia's Magazine of Industrial & Narrow Gauge Railways**

**No 269 October 2019**

## Contents



## Editorial

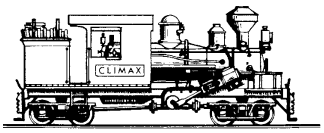
The magazine has always presented well researched historical articles of light railway interest since its inception. As I have often said, I currently have a very healthy collection of articles that are ready to go and will be published when space permits. The choice of when to publish is based on what is available, its state of readiness, providing a balance of articles from across Australia, and a mixture of material from various authors. Also, the Society currently has a number of books in production and these cover a wide range of topics and areas of interest. In addition, we are aware of several other manuscripts in production covering some fascinating topics.

I have recently been asked a couple of times whether I was aware of whether any articles have been written or research was being undertaken about a particular topic. In both cases I was not aware, and this led me to thinking whether the Society needs a register of current research being undertaken by members or other readers. The register could describe who is researching a particular tramway or general area of interest and I could publish the list in *Light Railways* for the interest of our readers.

A look at the Society Facebook pages shows that many people post lots of historical photos and updates of many of the current light railway preservation projects underway around the country. To me it often highlights areas of interest or topics that are ripe for someone to take on a research task, and these could be added to the list.

If you think such a register would be of interest or whether I could publish such a list, please contact me at editor@lrrsa.org.au with your thoughts. I would be very interested to hear from anyone on the idea. . *Richard Warwick*

***Front Cover:*** *The Kerr Stuart and Co locomotive used on Wyett's Beaconsfield Tramway in Tasmania. This was Wyett's fourth steam locomotive, being a neat 0-4-0 side tank, Kerr Stuart & Co, Ltd, Builder's Number 685 of 1900. The men are identified as (from left): George Drummett [?]; Fred Prior; Charles Gibbs; and ?. Photo: Beaconsfield Mine & Heritage Centre collection*




**Light Railway Research Society of Australia Inc. A14384U**
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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 forests.

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

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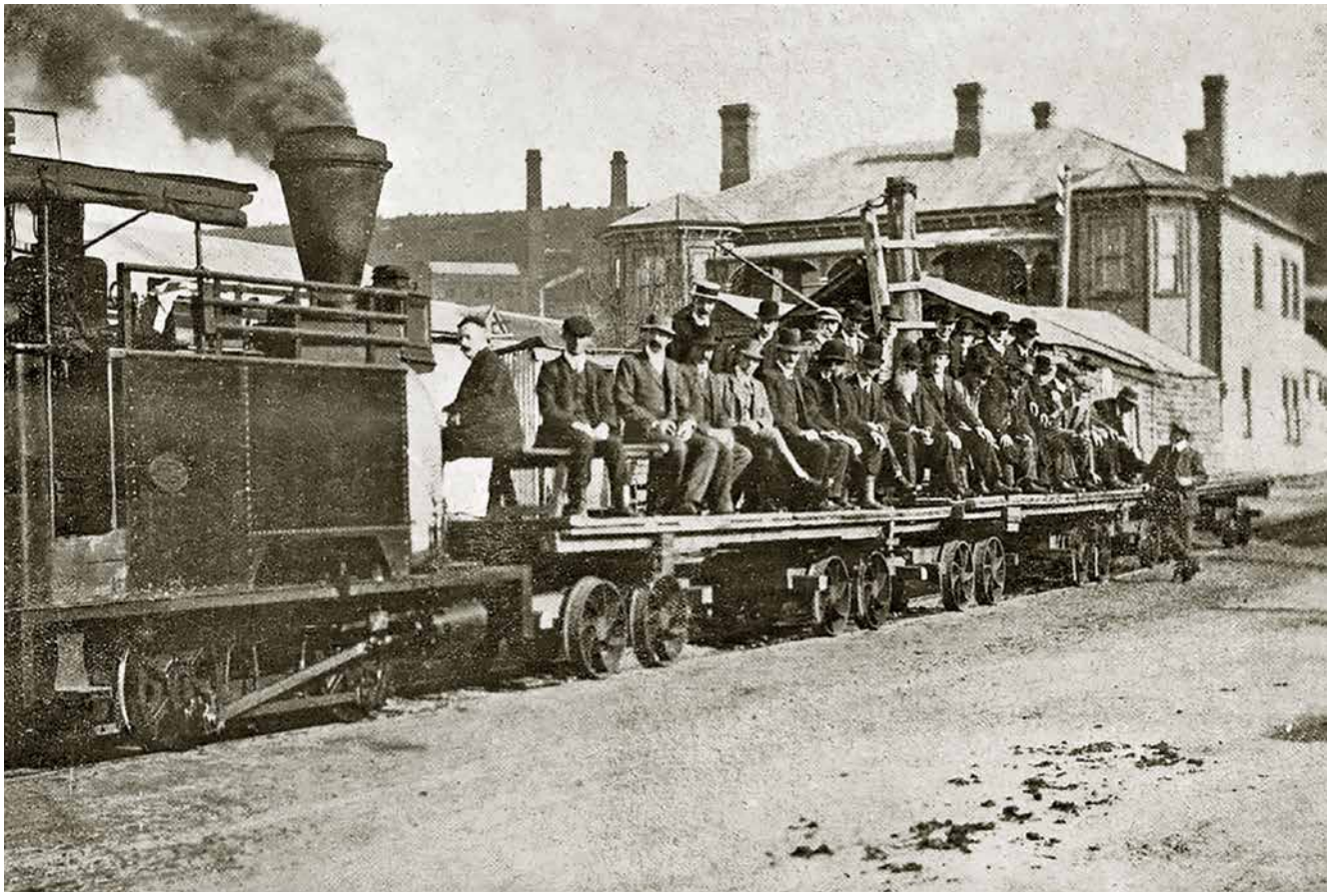


*The West Tamar Railway League was active from 1911, trying to get the government to build a railway along the west bank of the Tamar, from Launceston to Beauty Point and to make that place the principal deep-sea port. The league organised several visits by parliamentarians and businessmen to view the area. In this afternoon scene on 20 August 1912, we see KS643 in Shaw Street, Beaconsfield with a load of well-fed visitors about to head to the port. In the morning they visited the Tasmania mine and have just finished their long lunch at the Victoria Hall. The mine chimneys and Cabbage Tree Hill can be seen in the background, behind the Exchange Hotel (which building still exists).*

*Photo: Framjee and Gillman,* Weekly Courier *29 August 1912*

# Revisiting Wyett's Tramway, Beaconsfield

*by Jim Longworth*

Wyett's tramway at Beaconsfield in Tasmania was introduced to railway historians over 70 years ago in an article in the ARHS *Bulletin*, and in several publications since. However, since that time a lot more archival material has become readily accessible, notably via Trove. This is my attempt at updating and correcting the published story. Readers need to note that much of the previously published railway-orientated material is doubtful in a number of aspects and should be treated with extreme care.[1]

Wyett's Beaconsfield tramway is of some significance in the history of Australian light railways. Many such tramways were built and operated by government, e.g. on major construction works, on jetties, and to open up new areas for development. Other tramways were built and operated by private firms as subsidiary undertakings to their core business, e.g. sugar cane harvesting, timber sawmilling, around heavy industrial sites, mining, and quarrying operations. However, Wyett's tramway was conceived and built by one person, to provide both passenger and goods transport between a port and a town (and mines), none of which were related to the tramway. The tramway was one of only three used for the principal purpose of carrying passengers in Tasmania.

## Beaconsfield and the Tasmania Mine

First known as Brandy Creek after the colour of the water in a nearby creek, the place was renamed Beaconsfield in 1879 after the British Prime Minister, Benjamin Disraeli, Earl of Beaconsfield. It was soon to become widely known for its productive gold mining.

It is said that in 1847 one John Gardiner (aka 'James Roberts') found the first gold in the district in Blythe's nearby lime pit though he did not realise it at the time – it took a later trip to the Victorian goldfields before realisation dawned! Gardiner returned in 1855 and found more gold around the lime pit.[2] Although subsequent prospecting in the 1850s and 1860s also produced small amounts of gold the finds raised little more than local interest. From 1869 to 1871, the Dally brothers (William, David, John, Job and James) worked a small alluvial field along Brandy Creek, north of Cabbage Tree Hill, with little success. Chinese diggers also briefly worked this small field.

In July 1877, however, the Dally's luck changed with the discovery of the cap of the 'Tasmania' reef higher up on Cabbage Tree Hill, resulting in the Brandy Creek gold rush, with seven hundred diggers quickly descending on the field. These initial alluvial diggings, located in what is now the centre of the present township of Beaconsfield, were soon exhausted. In October 1877, the Dally brothers sold their claim on the Tasmania reef to William D Grubb and William Hart for £15,000 plus a ten per cent share of the newly-formed Tasmania Gold Mining and Quartz Crushing Company. This company soon established itself as the principal mine on the field.

By 1878 substantial mining operations had commenced, with the expenditure of considerable capital on the sinking of shafts, the driving of a tunnel, construction of a tramway, and the erection of a ten-head battery. A year later Beaconsfield was a thriving town of 962 people, with four hotels, three churches, seven stores and 262 houses; and by 1881 it was the fifth largest town in the colony of Tasmania, with nine batteries on the field. In 1883 forty-three mining companies were listed at Beaconsfield by the mining agent Martin Sholl. The majority of these mines were working the eastern slopes of the so-called Cabbage Tree 'Range' – a two-mile-long low hill on the western side of town. Over time many of these entities consolidated following failure to strike payable ore, and the need to invest very large sums of money to dewater the mines. The Tasmania Company remained the dominant operator.

In 1903 the Tasmania Gold Mining and Quartz Crushing Company was taken over by English investors who formed a new company, the Tasmania Gold Mining Co Ltd. This company undertook significant capital expenditure on the mine, in particular on enhanced pumping capacity. The deeper the mine went, the more the water ingress. The company (with a restructure in 1910) continued to work the mine until closure in 1914, but did not pay any shareholder dividends after 1905. Following closure and cessation of pumping, the mine took some 23 years to flood.[3]

## Bowen's Jetty – early years

During its life time the Beaconsfield tramway ran between the town and three different jetties along the River Tamar – Bowen's, plus two at Beauty Point which will be dealt with later in this article. Thus far, the date of construction of the original Bowen's jetty has eluded research though it was certainly built by Commander A F J Bowen, RN, to serve his property on Middle Arm, possibly in the mid-1850s.§ To service the growing goldfield of Brandy Creek, river steamers started calling at Bowen's jetty from at least as early as August 1877 – vessels calling to pick up or land passengers would have needed permission from the recently-widowed Mrs Bowen.[4] Any shipments of mining machinery needed to land at the Tamar Hematite Iron Co's old jetty (Swift's jetty) 2km further south on Middle Arm, the site of its out-of-use iron blast furnace and terminus of its 3ft-gauge wooden tramway. In mid-November 1878, Alfred Harrap, the Master Warden of the Marine Board of Launceston took extensive soundings east and west of the existing, badly dilapidated Bowen's jetty. After a day's work he pronounced that the existing jetty occupied the best place and recommended a new jetty be built, from adjacent to the base of the old one but on a different alignment, pointing north or slightly west of north.[5] In mid-February 1879 the tender of experienced contractor, Samuel Pennington, at £345 was accepted; early May saw the new 400 ft-long jetty useable and June saw it completed. To paraphrase one visitor: 'We called in at Bowen's Jetty, which is not Bowen's anymore but the Government jetty now!' None-the-less the original name stuck despite the Lands and Works Office calling it 'Brandy Creek jetty' in tender advertisements. Concurrently with the new jetty, a gravelled road was constructed from the jetty to Beaconsfield by Partridge and Cassidy.

§ By the mid-1850s Lieut Augustus Frederick James Bowen RN (1812-1876), owned 400 acres ["Sussex Lodge"] on the west bank of Middle Arm. By the mid-1870s it had the short-lived Tamar Hematite Iron Co's works and tramway to its south and the Ilfracombe Iron Company's tramway to its west. His widow Fanny had the property for sale in 1877 –the jetty on the property sometimes being referred to as Mrs Bowen's jetty – generally shortened to Bowen's Jetty. Lt Bowen had it built during his tenure there –i t was included in the For Sale notice in the *Cornwall Chronicle*, Launceston 26 Sept 1877. By 1878 it was only suitable for passengers and parcels and was replaced in 1879.

## Shipping

The jetties, on the west bank of the River Tamar, were generally into deep water, which meant that as well as river ferries and coastal shipping, larger vessels proceeding to and from Launceston could call at them – provided the jetty was long enough. The steamer *Avon* ran the first service to meet Wyett's tramway upon its opening. The *Empress of India* was the most popular boat and the fare from Launceston, about 35 river miles distant, was 6 pence.[6]

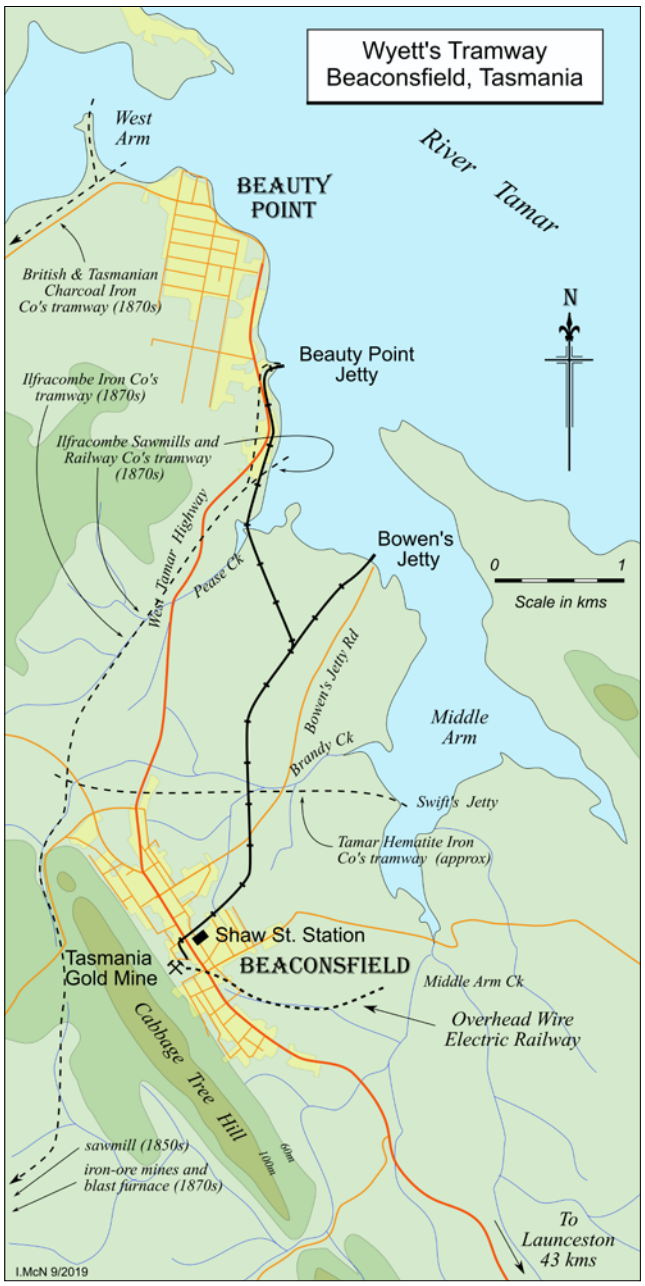
## The proposed Beaconsfield and Beauty Point Railway

In the early days of the Beaconsfield goldfield, the two miles of roads between the township and the jetties on Middle Arm (Bowen's and Swift's) on the River Tamar, were a succession of gluepots in winter and miniature ravines in summer. In late 1881, in competition to Wyett's nearly-completed wooden-railed tramway, an endeavour was made to form a local company to construct a railway to Middle Arm. A prospectus was issued for the Beaconsfield and Beauty Point Railway, with a local provisional directorate, and a capital of £7500 in 15,000 shares of 10 shillings each with easy terms of payment! The traffic to be secured was estimated at £8 per day, or £2500 per annum. The proposal disappeared early the following year, following the opening of Wyett's tramway on 2 January 1882.

## Wyett's Tramway

The exact date of John William Wyett's arrival in Beaconsfield is uncertain, though we can guess what his reasons were for leaving Victoria. In that colony he had recently been living in South Gippsland and at one time was the mail contractor between Port Albert and the gold mining town of Stockyard Creek (now Foster). It seems certain that Wyett had seen an opportunity in Beaconsfield's transport difficulties – a situation not dissimilar from that of Foster, where the nearest port was a couple of miles distant. At that place, in mid-1871, a group had

*Undated photo of John Wyett. Cyclopedia of Tasmania, 1900.*




formed a company and subsequently constructed a 3ft-gauge wooden-railed tramway from Foster to the nearest shipping spot, The Landing, and thus snared a good portion of the town's transport trade. At Beaconsfield Wyett did similar. By October 1881, Wyett, having obtained leases of the freehold land and a concession for the Crown land required, commenced to lay down a 3ft-gauge wooden tramway between Bowen's jetty and the township, a distance of about two miles.

Wyett had been born at Peckham in Surrey, England on 6 August 1832 and arrived in Victoria in the 1850s. By February 1859 he was living in suburban Richmond where, at St Stephen's church, he married Harriette Mercy Ball, formerly of London.[7] By late 1863, the Wyetts were living at Yandoit, south-west of Castlemaine where, as a store-keeper, John was soon immersed in community affairs.[8] It seems he also had an involvement with the Excelsior GMC which may have been his introduction to the world of gold mining.[9] In late 1871, following the discovery of gold at Stockyard Creek (now Foster), the Wyett family moved to South Gippsland where John quickly became aware of its remoteness and need for reliable year-round transport to The Landing. As well as following his profession of store-keeping, he was instrumental in the establishment of a school – by this time he had a number of young children.[10] Wyett was six months too late to join the other Foster businessmen in the local tramway company, but the idea stayed with him and Beaconsfield was clearly an opportunity too good to miss.

Within the Closer Settlement Area of the town, the tramway easement was 20 feet wide, along Shaw Street; whilst outside the town the tramway easement widened to 50 links (about 33 ft). Many people laughed at the idea of a wooden-railed tram, saying that it would not carry the traffic, the rails would quickly deteriorate and the whole affair would go to pieces when used.[11] By mid-1881 work was expected to commence almost immediately, and it was hoped the tramway would be in running order before the end of the year. The distance was only 2 miles 12 chains, and the route selected was seen to be very favourable. The track was to be 3 ft gauge with timber rails but if Wyett found the line to be remunerative, he advised that he would substitute iron rails when those of wood required replacing. Horses were to supply the motive power. The Beaconsfield terminus was to be near Ryan's hotel. Wyett intended to place a light passenger carriage on the line, which would no doubt be a greatly appreciated convenience to the travelling public.

The tramway, somewhat prematurely, was opened on Monday 2 January 1882.[12] Despite the official opening ceremony the line was still unfinished; in fact the rails were only laid as far as Henderson's battery. As a result, a great number of people had to travel to the jetty and back in road vehicles. Nonetheless, during the day about 250 people availed themselves of taking a trip on the tram, which had to proceed rather slowly on account of the line being only partly ballasted. Initially, some trepidation was shown by the excursionists, particularly when four wheels of the carriage ran off the rails, but were soon put on again without much delay. The sleepers prevented the derailed bogie from going too far and, with its slow rate of travel, the carriage stopped almost immediately. The Beaconsfield 'station' was planned to be directly opposite Mr Collins's Hotel, and about 50 yards from Mr Sand's Club Hotel; but it would be a few weeks before that was finished.

Wyett advised that there would be a tram to meet all steamers to and from the pier every day.[13] Goods trucks were to run as the business offering required. The tram duly proved to be a great boon, and the monopoly, not being abused, met with general support and favour. When Wyett laid the tramway from Beaconsfield to Bowen's Jetty he was regarded rather as a benefactor by travellers who had experienced the discomforts of the journey by the road. The comparative smoothness of the rails was a pleasant change from the joltings of a road vehicle driven over branches of trees and across deep ruts. Riding on two 4-wheel bogies, tram passengers sat on seats placed lengthwise.

Wyett knew what he was doing, as later many people commended his foresight and enterprise and admitted he was making a very good thing out of the speculation as he has

TRAMWAY FROM JETTY TO BEACONSFIELD.

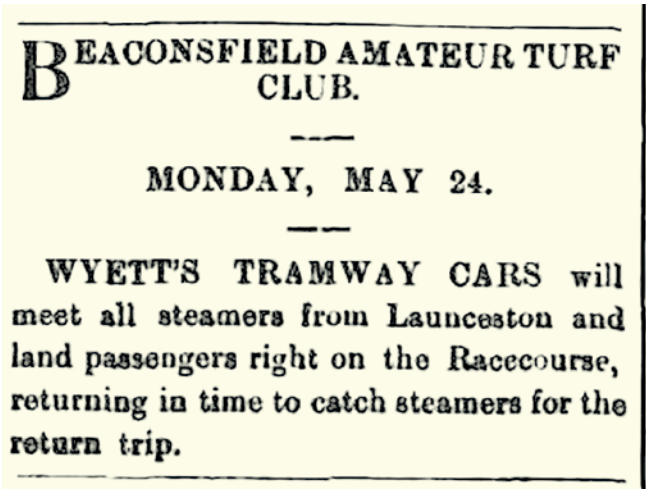
This tramway will be open for the convenience of the public on MONDAY next, 2nd January.

Special Tram Cars will meet the steamer AVON on her arrival, to convey passengers to the township.

*Notice of official tramway opening,* Launceston Examiner*, 31 December 1881.*

secured nearly the whole of the traffic. The track's stability may be judged by the fact that all mining machinery, including a large boiler, was carried on the tramway without incident. A boiler which formerly would have taken two or three weeks to reach the township from the water's edge could be delivered there in a few hours. As well as providing improved passenger travel between town and jetty, the tramway was used by many residents for local travel – by 1883 around 2200 people called Beaconsfield home. Holidays, particularly during warm weather, saw many townspeople travelling to 'our marine suburb' for a day by the sea – the Tamar is a river in name only, being actually a tidal inlet. The first Beaconsfield Races on the Queen's Birthday in May 1883 saw hundreds of people using the tramway, it being "within 100 yards from the racecourse", which was about a quarter-mile from Bowen's Jetty. Wyett had a horse named 'Gippsland' in Race 5 – its name being a good indication of its origins, or maybe its owner's! On busy days Wyett would hire horses to supplement his own, to haul the tramcars. Also in 1883, whilst on a rabbiting excursion on Middle Island, in the Tamar, two men, Arthur Webster and George Cook, were injured by a gun going off unexpectedly. They were brought from the jetty to the town on the tramway and Dr Stewart was promptly in attendance.

As already alluded, the various gold mines were beset by water ingress leading to, in 1882, the formation of the Beaconsfield Drainage Union, a consortium of the main mining companies, to install very large pumps on the lowest claim to drain the whole field. In 1883, the directors of the Drainage Union chartered the steam ketch *Seymour* to convey pumps, lifts, and gearing to be landed on Bowen's Jetty, and arranged with Wyett for the tramway to deliver the same to the Lefroy claim. To facilitate delivery of all this machinery, Wyett laid a short branch tramway from his terminus to the Lefroy claim where the Drainage Union's plant was being erected.[14] Later that year the remainder of the machinery for the Union was shipped to Bowen's Jetty in a large lighter and also taken on the tramway. The machinery included an 11-ton spur driving wheel made by Salisbury's Tasmanian Foundry in Launceston. The boilers and engine came from Melbourne, the other machinery from Launceston – both Salisbury's and the Phœnix Foundry being involved – the later supplied the 7-ton fly wheel. All machinery was hauled over the tramway including additional plant and parts in the years after pumping commenced in mid-1884.[15] This laying of a short tramline to a mine for the delivery of heavy machinery seems not to be an isolated event – similar occurred, at least, in March 1889 when the East Tasmania GMC was receiving heavy plant for its new steam engine. None-the-less, Wyett did not always get the task! In August 1890 the Tasmania mine received two very large boilers from England at Beauty Point. Wyett was undercut on the tender for transport to the mine – a local bullock team owner getting the job of shifting the fifteen-ton boilers over the roughest of muddy tracks for the three miles to town. By the following January it seems the Tasmania mine had learnt something about not always accepting the lowest tender. More mine machinery was brought in by tram and a temporary branch line laid in Beaconsfield to the mine's main shaft.



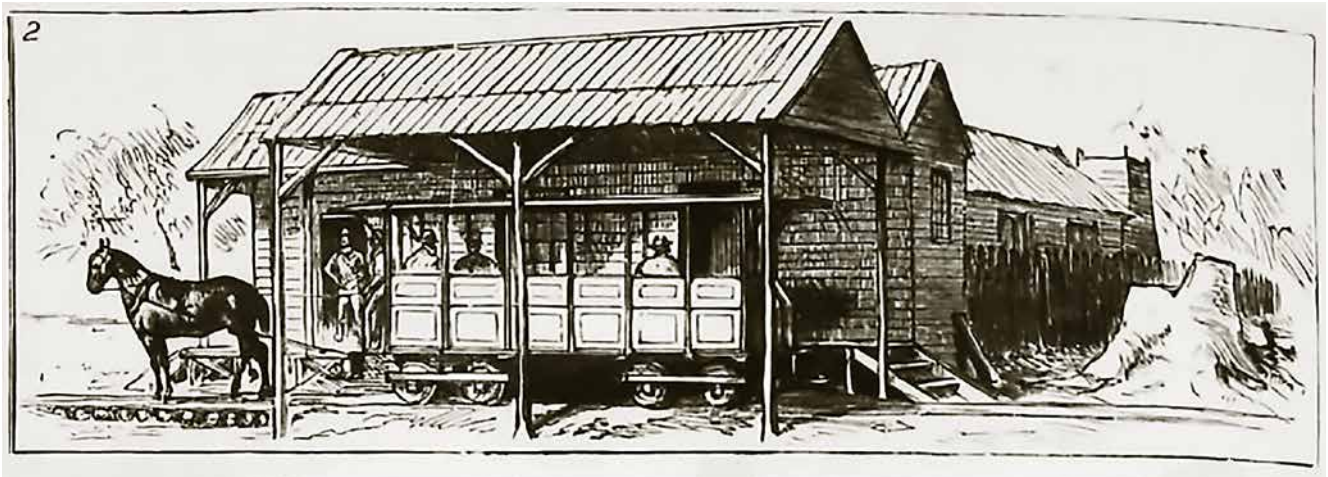
BEACONSFIELD AMATEUR TURF CLUB.

MONDAY, MAY 24.

WYETT'S TRAMWAY CARS will meet all steamers from Launceston and land passengers right on the Racecourse, returning in time to catch steamers for the return trip.

*Wyett's tramway was much used by locals in daily life,* Daily Telegraph *(Launceston), 22 May 1886*

In early November 1883, a local arsonist struck. Wyett had stacked about 100 tons of firewood alongside the tram track ready for taking away. On going down to the jetty early one morning his two sons, George and Robert, saw smoke along the line and hurried on to see if the line was in danger. To their surprise the stack was on fire. The fire had been lit in the middle, so they hurriedly cleared a passage through the stack each side of the fire, thus saving most of it – only about 30 tons being lost. Wyett offered a reward of £10 for the conviction of the offender as this was the second case of setting fire to wood stacks. A stack of 40 tons had been burnt at the end of the previous summer, besides a quantity of the permanent-way also being burnt.[16]




*Horse drawn tramway between Beaconsfield and Bowen's Jetty on the west bank of the River Tamar,* The Graphic*, 17 February 1883, https://www.gettyimages.com.au/detail/news-photo/the-mining-district-of-beaconsfield-near-launceston-news-photo/1053507706, accessed 30/4/2019. The illustration shows the Beaconsfield station end of the line.*

## Beauty Point and its jetties

From the 1850s to the 1870s the general locality that is now known as Beauty Point, was known as 'Ilfracombe' after the surveyed town of that name that existed only on paper. The first jetty in the area was erected by the Ilfracombe Saw Mills and Railway Co around 1854. Its wooden-railed tramway was of 3 ft gauge. Following that company's demise its tram and jetty deteriorated until the 1870s when the Ilfracombe Iron Company reused the formation for its own 3 ft-gauge tram. It also constructed a new jetty, further to the north and extended its tramline accordingly. The iron company's jetty was 133 ft long and reached deep water. It was often referred to as Longden's jetty after Captain Duncan Longden, one of the founders and managers of the ill-fated iron company.

In 1878, as previously noted, the government had built a jetty at Lieutenant Bowen's old jetty site, a mile or so to the south-east and closer to Beaconsfield. Although it was the best, closest, spot to Beaconsfield it had limitations; in particular, the water depth available – around six feet at low tide. An additional problem over the years was the gradual silting of the upper reaches of Middle Arm, usually blamed on tailings from the Tasmania gold mine's battery on Middle Arm Creek. This shoaling was an even greater impediment to Swift's jetty, at the former Tamar Hematite Iron Co's smelter further south. In 1883, the Marine Board, seeking a permanent solution decided upon a deep-water site adjacent to the surveyed town of Ilfracombe and the iron company's old jetty. With the decision made and construction in the offing, Wyett resolved to extend his tramway to the proposed Beauty Point jetty.

## Extension to Beauty Point Jetty

Using the Beauty Point Jetty, which was in deeper water than Bowen's Jetty, enabled the river steamers to save half an hour on every trip and reduced the chance of grounding. Therefore, it was to be expected they would visit it in preference to Bowen's Jetty. But this gave rise to a problem for the residents of Beaconsfield. The rates for freight and passengers by the steamers were not likely to be materially reduced, but both would be landed almost fifty percent further from town than previously. Importantly, it appeared that there would be no tramway to Beauty Point unless Wyett again came to the rescue. However, Wyett was unlikely to carry passengers and goods three miles at the same rate as for two miles. Consequently, the residents could probably expect to pay an extra sum for their new transport.[17] In 1884, in consequence of the government erecting the new jetty at Beauty Point, Wyett started planning and, again, he received no government assistance. A branch line was to be started from a point on the old line, 1¾ miles from Beaconsfield, heading north-west across the old Bowen estate, crossing the mouth of Pease Creek and run along the riverside to the Beauty Point jetty, a distance of 1 mile 41 chains, Total length of the line from Beaconsfield to Beauty Point would be 3 miles 10 chains. By August, the new jetty was finished by contractors A & J Jensen and G Roden, complete with a 3 ft-gauge wooden-railed tramway. With the jetty in operation, river steamers would usually call at both Bowen's Jetty and Beauty Point jetty until Wyett's tram was completed to the latter place.★★

Unfortunately for Wyett, a delay occurred owing to a shortage of timber but a start on the tramline was made in October 1884 and after that work was pushed forward with such vigour that it was useable by late December.[18] The difficulties to be overcome were by no means inconsiderable

★★ As an aside, timbers for the jetty came from Drysdale's mill, and Wyett's tramway timbers came from Garden Island Creek, both mills being in Southern Tasmania and described in *Engaging the Giants* (LRRSA, 2016)


BEACONSFIELD TRAMWAY.

CARS will meet all Steamers during the Holidays, and Passengers may depend on reaching the jetty on return from township in time for Steamers.

Passengers landed within one hundred yards of the Athletic Sports Ground.

Return Ticket, 1s.

*Holiday advertising of the tramway meeting the steamer service from Launceston,* Daily Telegraph *(Launceston), 24 December 1885.*

on account of the uneven nature of the ground. A neat ditch was cut on each side of the tramway so that the country traversed would be thoroughly drained. After laying the rails down on the flat a cutting was made through a piece of rising ground 10 chains long. A small timber bridge was also required over Pease Creek. On nearing the jetty the line passed close to the water's edge, necessitating the construction of a sea wall to protect it from any possible encroachment by the water – though some storm damage would occur in future years. These various obstacles retarded progress of the work, besides entailing a heavy financial outlay. It was generally hoped that Wyett would be rewarded financially for his enterprise in carrying on a work which when completed would be of great local benefit, by adding to the comfort of passengers and facilitating the transit of goods. As safety, with speed, was the main objective, iron rails were largely employed, about a mile of these having been laid, with wooden rails on the rest; the steepest grade was but 1 in 150.[19]

Wyett's ultimate goal was to run all the way between the Beauty Point Jetty and the township on iron or steel rails. However, it is suspected that financial constraints meant he had to use about a mile of wooden rails to supplement the iron rails. The Beauty Point line was substantially completed by November 1884 but it was a few weeks before it could be employed in carrying goods – ballasting had to be done such that horses and his locomotive could both use the line. The branch to Beauty Point was completed and officially opened for traffic on Saturday 3 January 1885.[20] As money and time allowed, the steel rails were obtained though they were a mixed lot. Around June 1885 Wyett commenced replacing the wooden rails by steel rails weighing 18 lb/yd; with over a mile of the Beauty Point branch laid with steel rails weighing 40 lb/yd.

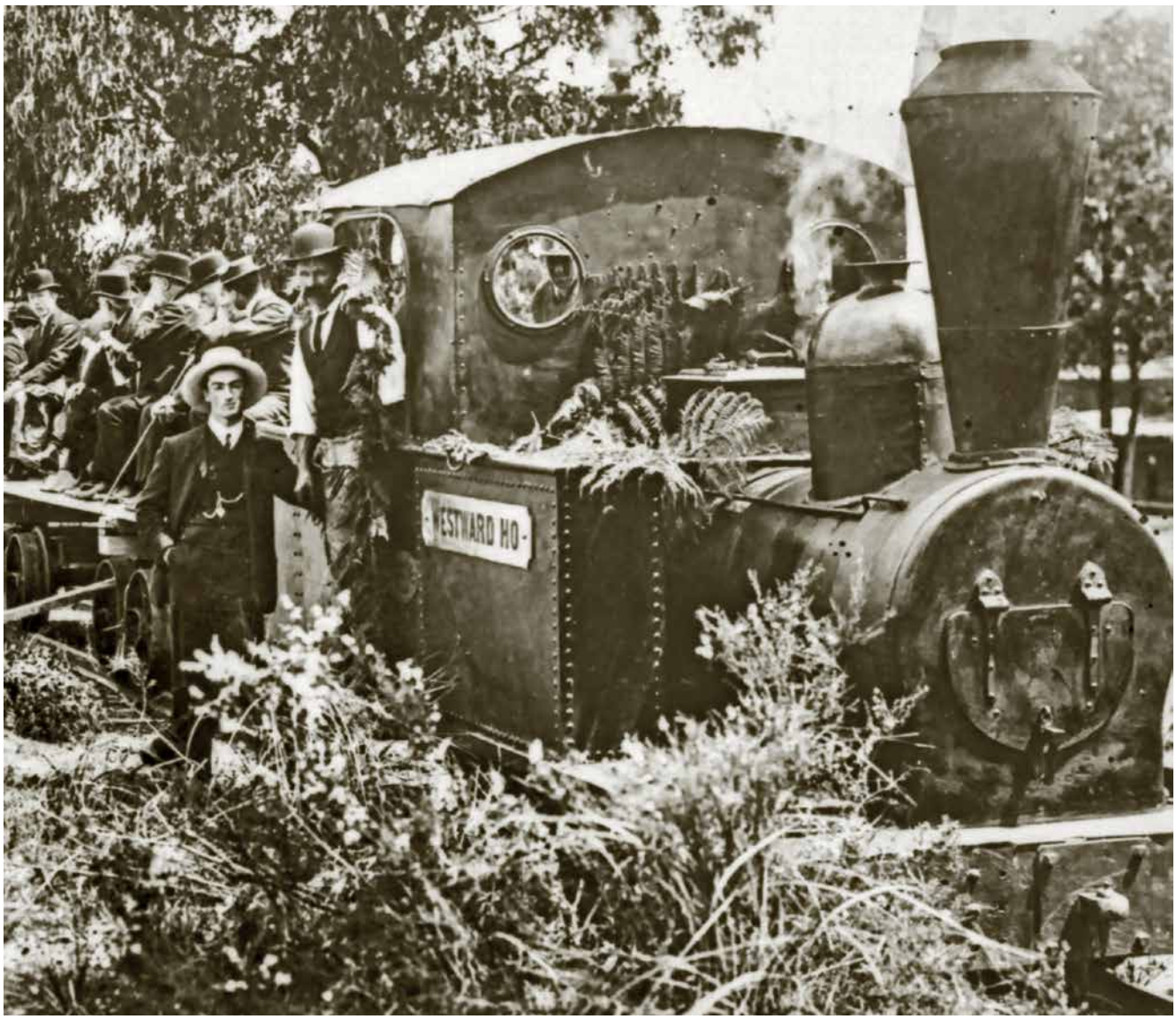
In addition to the existing jetties at Beauty Point and Bowen's, in 1885 Wyett also built his own, small jetty, about 90 feet in length, a quarter-mile south of the Beauty Point jetty. Light steel rails ran the length of the jetty and connected with the tramway. Its purpose was principally for ships loading lime – there being a number of lime kilns in the Beaconsfield area. His rolling stock then comprised one locomotive, two light passenger carriages, and a number of bogie trucks.[21]

By 1888 Wyett had been appointed the deputy harbour master at Beauty Point, a position that gave rise to some conflict of interest. In July of that year he complained to the Marine Board that there was inadequate room on the jetty yet, as the Master Warden noted, Wyett, as the main transport contractor at that place could 'suit his own convenience' regarding removal of goods from the jetty! Wyett was also asking for the worn-out wooden rails on the jetty tramway to be replaced with iron rails.

## First Locomotive

Initially, all motive power was in the form of horses however subsequently four locomotives were acquired.[22] The arrival of the first locomotive, on the last Saturday in May 1885, caused considerable excitement in the township, especially when it came steaming up Wyett's wooden-railed tramway to the tramway station. There, a large crowd of spectators raised hearty cheers and Wyett received many congratulations for his enterprise. The locomotive was built by W G Bagnall, Castle Engine Works in Stafford, England; Builder's Number 682 of 1885. It was a rather diminutive 2-4-0T, weighed 5 tons 2 cwt; and had 5½in x 9in cylinders. The engine burnt wood and had a patent spark arresting chimney. It was claimed that steam could be raised in three-quarters of an hour, and the boiler was registered for 200 lbs/sq in pressure, blowing off at 180 lbs/sq in. It was of 8 horse power, and 'guaranteed to haul 60 tons on the level, 28 tons on a grade of one in a hundred; and 12 tons at one in forty'. The estimated cost was £500, landed at Beaconsfield. One rather excited reporter went so far as to claim that: 'The engine was almost the exact model of that on the main line [TMLR], but on a smaller scale', a rather absurd statement. The engine arrived in Launceston aboard the ss *Yeoman*, on 20 May, transhipped to the ketch Robert Burns a couple of days later and landed at Bowen's Jetty on the 23rd. A week later, unpacked and readied, she steamed into town with Julius Jensen in charge. The locomotive had been imported through the agency of Messrs W Hart and Co. Despite the trial trip being made on imperfectly ballasted line, the locomotive was said to be a 'great success'. Bearing a name of ill-omen, *Khartoum*, it was generally hoped that Wyett's venture would prove successful.[23] Interestingly, Bagnall's records state the engine was named *Kartoum*, whereas the reporter for the *Launceston Examiner* noted it as *Khartoum*. Both names were in use at the time and, though the latter was by far the most common, the recently published journals of the late General Gordon were entitled *The Journals of Major-Gen. C. G. Gordon, C. B., at Kartoum*.

It seems *Khartoum* was not initially used to any great extent, possibly because Wyett was still relaying his track. From August 1885 onward, it features more often in newspaper reports, being used for ballasting work. On 30 September it makes its first 'public' trip to Beauty Point, taking 24 minutes with just one vehicle in tow – a recently built carriage with glassed doors and windows at each end, but open side windows which were provided with blinds for any inclement weather. The return journey to town was done in just twenty minutes – it was raining for the entire journey and the loco was not fitted with sanding apparatus making for some adhesion problems on the wet rails. The track is described as 'light steel rails' with one section still with wooden rails.[24]




*Wyett's first steam locomotive was named* Khartoum, *here seen after being renamed as* Westward Ho *working on subsequent duties at Britannia Siding in Victoria, 23 November 1907, F Stamford collection*

The last mention of *Khartoum* being used is on New Year's Day 1886. Special holiday trams to Beauty Point were operated and Wyett's 'steam tram' was reckoned to have moved some 500 people though horse-drawn trams were also in use.[25] The scanty newspaper mentions for the next few years indicate that the tramway had reverted to horse haulage. In July 1888 Wyett is advertising for a 'Young man, used to horses, to work on tramway', then in April 1889 the Beaconsfield correspondent for the *Examiner* is bemoaning "A horse tramway . . . is behind the times, and we must sooner of later have the steam horse. The traffic warrants it . . . ".[26]

None-the-less, the locomotive's next move was northwards, across Bass Strait. On 13 April 1891 it was shipped on the ss *Pateena* from Launceston to Melbourne. One must presume it had earlier been loaded on a river steamer at Beauty Point and taken up river to the Launceston wharfs. From Melbourne its next confirmed sighting is being unloaded at Port Welshpool from the ketch *Coquette* in early June, destined for the sawmilling partnership of Mason and Moore, at Nine Mile Creek. Although being six years old the loco had done very little work and should have been in good condition. Mason is said to have paid 'about £500' for the engine, which, if the case, meant that Wyett had come out about square. One can only presume that the reason for engaging three vessels to get *Khartoum* to Port Welshpool (when a direct sailing seems obvious) was to have the locomotive checked and overhauled in Melbourne.

## Bowen's Jetty again

By 1886, with the new jetty at Beauty Point now connected to Wyett's tramway, Bowen's jetty and its wooden railed tramline was little used and neglected. In early January arsonists made several attempts to burn it – some damage to the outer end resulted. However, in October 1887, with room at Beauty Point severely taxed, Wyett started repairing his tram to Bowen's Jetty, intending to use it for the inward coal for the mines and outward shipments of lime. It is not clear what had happened to Wyett's own small jetty near Beauty Point originally intended for the outward lime traffic. It transpires that firewood was getting scarce and the mines had switched to coal for their boilers. A month later the Master Warden of the Marine Board noted over 200 tons of bagged Fingal coal on the jetty awaiting movement to Beaconsfield.

With the tramline to Bowen's Jetty again useable, a number of Beaconsfield institutions took full advantage of its pretty location, just a pleasant 20-minute ride by horse tram from town. Being less crowded than Beauty Point, it proved ideal for a number of churches and the general public on holidays such as Boxing Day. As a result of the large tonnages of coal now using the jetty, it again deteriorated necessitating some further repairs in 1895. By early 1898 the position was such that during July, the Master Warden of the Marine Board of Launceston suggested that, in order to protect the Board, notices should be posted on Bowen's jetty warning those who used it did so at their own risk, as it was unsafe. The suggestion was adopted though coal shipments continued for the next two years until, in 1900, the jetty was closed. Subsequent protests from the Tasmania Gold Mine and the coal barge operators saw repairs done during April and May 1900 – the mining company bearing half the cost.

The actual date of cessation of the jetty's use is not known, as is the closure date the tram from the junction to the jetty though it is suspected that it closed at the same time as the Tasmania mine, in 1914. See details later in this history.

## Proposed Extension to Flowery Gully

With his first locomotive still running trials, in mid-1885, Wyett proposed an extension of his tramway, from the township to a point in Flowery Gully near the lime kilns and saw-mill on Adye Douglas's property 5 miles south-west from Beaconsfield and some 8 miles 10 chains from Beauty Point jetty. The extension would terminate within 3 miles of the village of Winkleigh and serve the agricultural districts of Flowery Gully, Winkleigh, the Silver Mines, and Frankford. The goods traffic, besides farm produce, was to be lime and sawn, split, and mining timber, both the latter being in abundance. The celebrated limestone caves of the West Tamar at Flowery Gully were seen as likely to generate passenger traffic. Further, the line was expected to give an impetus to agricultural settlement and production which was "more than could be said of some of the new lines proposed by the then government."

It seems Wyett originally planned to build the line himself; in late August his local MP presented the Bill to the Lower House in Hobart. Between then and Christmas, the required three readings took place in the Lower House, the Select Committee examined it, a petition against it from John Dally was dealt with and three readings in the Upper House were accomplished and Wyett's Tramway Act[27] was finally passed:

> WHEREAS it is expedient to enable John William Wyett to construct a Tramway or Railway from the Public Jetty at Beauty Point, in the Township of Ilfracombe, in the County of Devon, through the Town of Beaconsfield, to a Limekiln or Quarry at Flowery Gully, belonging to Adye Douglas, and situated on Lot 497 in the Parish of Winkleigh, in the said County; and also a Branch Tramway or Railway commencing at Bowen's Jetty, on the River Tamar, in the said County, and joining the said Beauty Point and Flowery Gully Line at a point about One mile and Forty-one chains distant from Beauty Point Jetty.

Despite this, with the Act in hand, matters then stalled. It would appear Wyett was unable to raise finance to build the line himself and he started promoting the project to a number of monied and influential businessmen around Launceston and the Tamar district.[28] In May 1886. to raise capital of £8000 for the proposed extension a prospectus was issued to register a company to be named the 'Beaconsfield Tramway Company Limited' with 8000 shares of £1 each. Provisional directors were to be William Hart Esq, (of W Hart and Sons); R Gardner Esq, merchant Launceston; C H Grant Esq, general manager TMLR; Adye Douglas, Jnr, Esq, saw-mill proprietor; Geo Webb Esq, manager Florence GMC, Beaconsfield; Alfred Harrap Esq merchant, Launceston.

The company to be formed was for the purpose of taking over the then present tramway from the township of Beaconsfield to Beauty Point and the branch to Bowen's Jetty as well as building the new line to Flowery Gully. The impetus behind the scheme was said to be the large demand (about 12,000 tons per annum) at the mines for firewood, props, laths, and sawn timber. There was also to be considerable through traffic to the shipping place for sawn timber, lime, and farm produce. The new line would be laid with iron rails and a locomotive, then working on the present line, would be used on the extension. Construction and operation of Wyett's original tramway between Bowen's Jetty and Beaconsfield was without parliamentary sanction, possibly because the line was a private tramway and not a railway – Wyett had obtained consent of the individual landowners and permission from the relevant government department. However, the proposed extension from Beaconsfield to Flowery Gully provided an opportunity to give legislative sanction to both the proposed and the then existing tramway.

Wyett considered that at a lowest estimate, 12 per cent could be paid in dividends in addition to forming a reserve fund. The proprietor offered the whole of his existing plant consisting of engine, iron and steel rails, trucks, carriages, horses, etc, with the leases of the tramway line for the sum of £3300 and would take 1800 paid-up shares in the company. The company would be considered formed when 5000 shares were applied for. The terms were said to be liberal, and as the prospects of the district through which the line was to pass were good, the company ought to float readily.[29]

With all that preparation it is unfortunate that the proposed extension to Flowery Gully was not built. Years later, Wyett intimated that one of the major proposed investors got 'cold feet' and the project was shelved. Nevertheless, regardless of John Dally's vehement opposition to the proposed line through his land (which would have actually been an asset to transport his lime production), he and John Wyett seem to have finally come to an amicable business arrangement as shown in the following newspaper advertisement.

## General Operations

Boxing Day, 1884 saw three excursion steamers arrive at Beauty Point from Launceston and a much larger than expected throng of visitors packed the trams into Beaconsfield. The Tasmania Company operated tours into its tunnel, deep into the Cabbage Tree Hill, affording many their first view of a working gold mine. Day's end pushed the tramcars beyond capacity and not all could get back to the jetty in time. About a hundred persons were stranded in Beaconsfield for the night as the steamers had already departed. Despite this, a year later, in December 1885, Wyett announced that the tramcar would meet all excursion and other steamers at the jetty during the upcoming holidays. Further, passengers could depend on reaching the jetty on return in time to leave by the steamers! By this time most of the line had been re-laid with steel rails (about a mile still being wooden) and new cars had been prepared, and passengers may possibly travel over the line by steam, as the locomotive would be running part of the way. The rest of the trip would be done by 'well-appointed' horse-drawn carriages. The tramway was fully ready for use by the 24th of that month.

During October 1897, Wyett approached the Beaconsfield Town Board with a letter and plan referring to his tramway. Wyett was present at the Board meeting and explained that he wished to alter the direction of the line and make it suitable to run a locomotive upon to enable him to get a better curve leading to the Tasmania Mine. He also wished to take the line in the road leading to Douglas's sawmill. It was resolved that the Board meet as a committee one afternoon and inspect the various parts of the town and the tramway. The Board initially objected, but an arrangement was reached. Wyett would move the present lime storage shed and place his line where this building had been, leaving the present road untouched.[30]

Wyett must have spent considerable effort on maintaining the tramway permanent way. In December 1897, it was recorded that, yet again, he had almost completed the alterations to his tramway, and a locomotive had taken the place of horses (again). He had been at considerable expense in relaying the line to Bowen's Jetty, and it was understood that the line to Beauty Point would also be re-laid.[31] One suspects that much of the mentioned 'alterations' involved relaying with heavier rail – the 18 lb/yard rail that had been used on some sections in the 1880s would not have been sufficient for ongoing operations with the imminent arrival of a heavier steam locomotive. A few years later, Wyett was selling off many tons of light rails.


STEEL RAILS FOR SALE,

Suitable for mines and tramways, 16lb one yard, in first-class order, and cheap.

Apply to

J. W. WYETT, Beaconsfield Tramway.

Daily Telegraph *(Launceston), 3 October 1898. The 16lb/yd seems to have been a misprint. Subsequent advertising, of which there was much, was all for 15lb/yd.*

During February 1899 the Tasmania Gold Mining Co announced that £1000 had been voted for extending the then existing jetty at Beauty Point. A further sum was subsequently contributed to assist in defraying the Marine Board's cost of dredging alongside the wharf. This resulted in sufficient water at the Beauty Point jetty to enable any large steamer which might call there to berth alongside the jetty with machinery, to be delivered to the mine.[32]

In January 1903, Wyett applied to the Town Board for permission, which was granted, to make a slight alteration to his tramway line in Shaw Street. The Town Board also received a letter from Mr W Goninon, complaining of damage done by the culvert under the tramway in Shaw Street becoming choked during the heavy rain, with the issue referred to the Streets Committee.

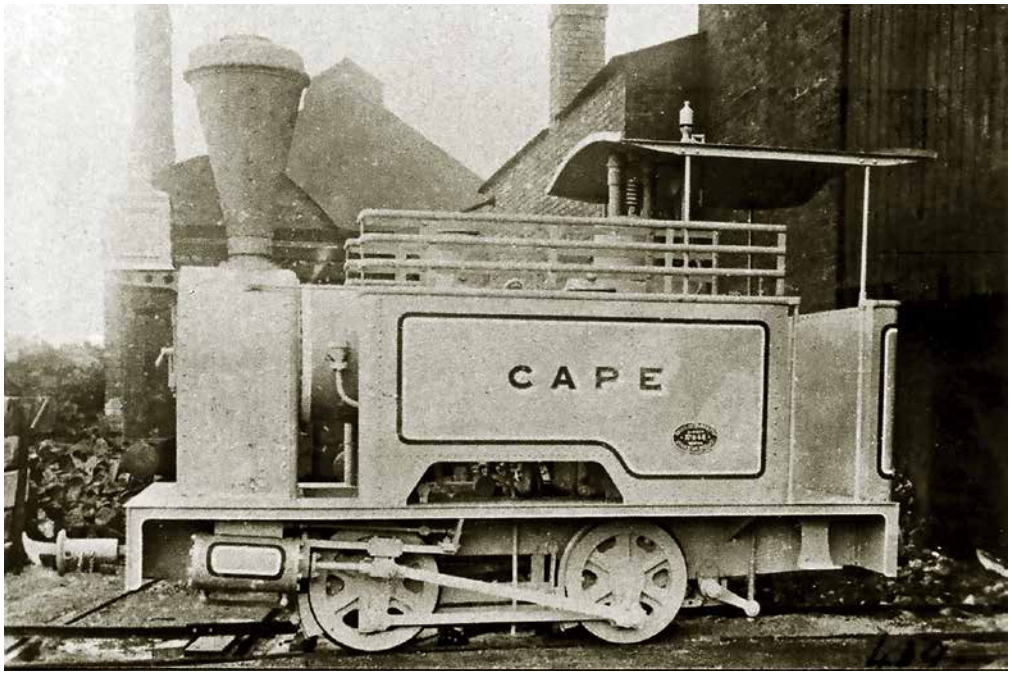
## Locomotive haulage reintroduced

All the track relaying, mentioned above, was to facilitate the reintroduction of steam power. However, Wyett's second steam locomotive is somewhat of a mystery. Six years after *Khartoum* departed, and possibly ten years after the reversion to horse-haulage, another locomotive arrived. Little is known of its origins other than it arrived at Beauty Point on Saturday 7 August 1897 on the ketch *Robert Burns* from Melbourne, together with 50 tons of 'old iron rails' for Beaconsfield. A month prior to the August arrival, the *Robert Burns* had brought an initial load of 50 tons of rails, so Wyett now had 100 tons of rails and a locomotive. Possibly the locomotive did not do much work at Beaconsfield as the first of two Kerr Stuart 0-4-0Ts arrived a few months later. Maybe the loco's purpose was as a 'contractor's engine' – to haul the trucks with the rails for the relaying of key sections of line prior to the arrival of the locomotive from England. The mystery locomotive next appeared at the South Mount Cameron Tin Mining Co's operations on the Ringarooma River in North-east Tasmania where, in July 1908, it was seen and tested by the boiler inspector who noted:

> This boiler belongs to an old fashioned locomotive formally owned by J W Wyett of Beaconsfield. It has now been bought by S.Mt.Cameron Co. for bringing in firewood". It had a pair of vertical cylinders 6in x 6in, a vertical tubular boiler rated at 80psi, 7 hp. boiler 3ft 6in dia x 5ft high, firebox 3ft 1in x 2ft.[33]

No further trace of it is known. Its origins are also a mystery but for what it is worth we mention that a vertical boilered locomotive was built by A Lugton & Sons, Melbourne for the Longwarry Sawmill Co in 1885. That locomotive, listed as "about 6hp tram engine" was last noted at an auction in the station yard at Longwarry in June 1894. With so few vertical boiler locos in Australia and only a couple unaccounted for, it is tempting to connect the two.

Within a year of the arrival of the vertical boilered loco, Wyett's third locomotive arrived. Built by the firm of Kerr Stuart & Co

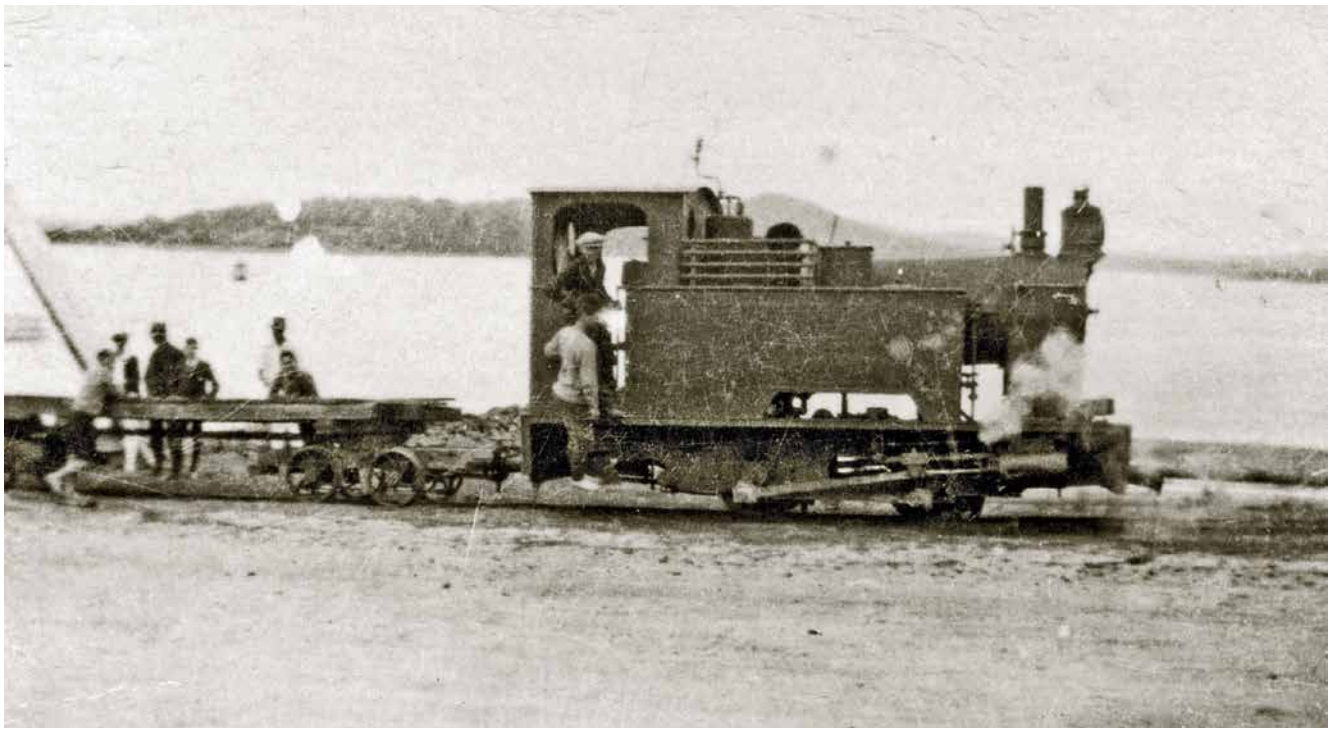



*Builder's photograph of Wyett's third locomotive, Kerr Stuart B/N 643 of 1898. The significance of 'CAPE' is not known.*
*Photo: RT Horne collection*

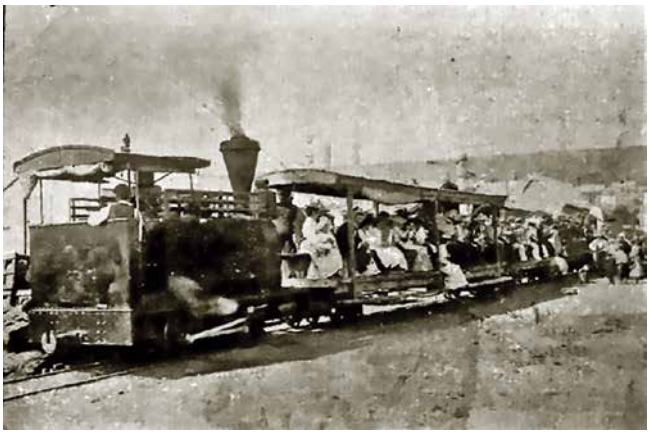
Ltd, of Stoke-on-Trent in Staffordshire, England, its Builder's Number was 643 of 1898. It was an 0-4-0 side tank locomotive with outside cylinders measuring 7in x 14in and working at 140psi. It was ordered by Davis & Soper, merchants and commission agents, Melbourne. The cab was open-sided from the waist upwards with a roof supported on four stanchions. Roll-down blinds were provided at the side and rear for weather protection. It was reboilered in 1911 with a new boiler from Salisbury's Foundry in Launceston. Following the closure of the mine in late 1914, and with a much reduced workload, it was sold in 1916 to the Victorian Hardwood Milling and Seasoning Company for their Powelltown Tramway, via machinery dealers Cameron and Sutherland.

The reintroduction of locomotive haulage had an immediate effect on the tramway's capacity. Not only could the inward coal shipments be moved more expeditiously, but more passengers could be moved on holiday occasions. One such day was the Wesleyan Sunday school picnic held on the fortnightly Wednesday half-holiday in mid-February 1899 when around eighty children were conveyed to Beauty Point by locomotive-hauled train on six trucks. In addition, other pleasure-seekers, possibly numbering many hundreds, were moved over the day, the last returning train not reaching town until 9:30pm.

Kerr Stuart 643 clearly fulfilled its task as a couple of years later Wyett ordered another, slightly larger engine, through the Launceston office of Davis & Soper. Wyett's fourth locomotive was Kerr Stuart & Co Ltd., builder's number 685 of 1900, being another 0-4-0, side tank with outside cylinders 8in x 14in, a boiler set at 160psi and a fully enclosed cab except for cut-outs for access. Wood fuel was carried in racks atop the side tanks.



*Wyett's fourth locomotive running along beside the water of Middle Arm heading for Beaconsfield, undated.*
*Photo: Beaconsfield Mine & Heritage Centre collection*



*Wyett's third locomotive on a passenger tram, showing the long length of the bogie passenger carriages and central back-to-back outward-looking seating,* Cyclopedia of Tasmania*, 1900.*

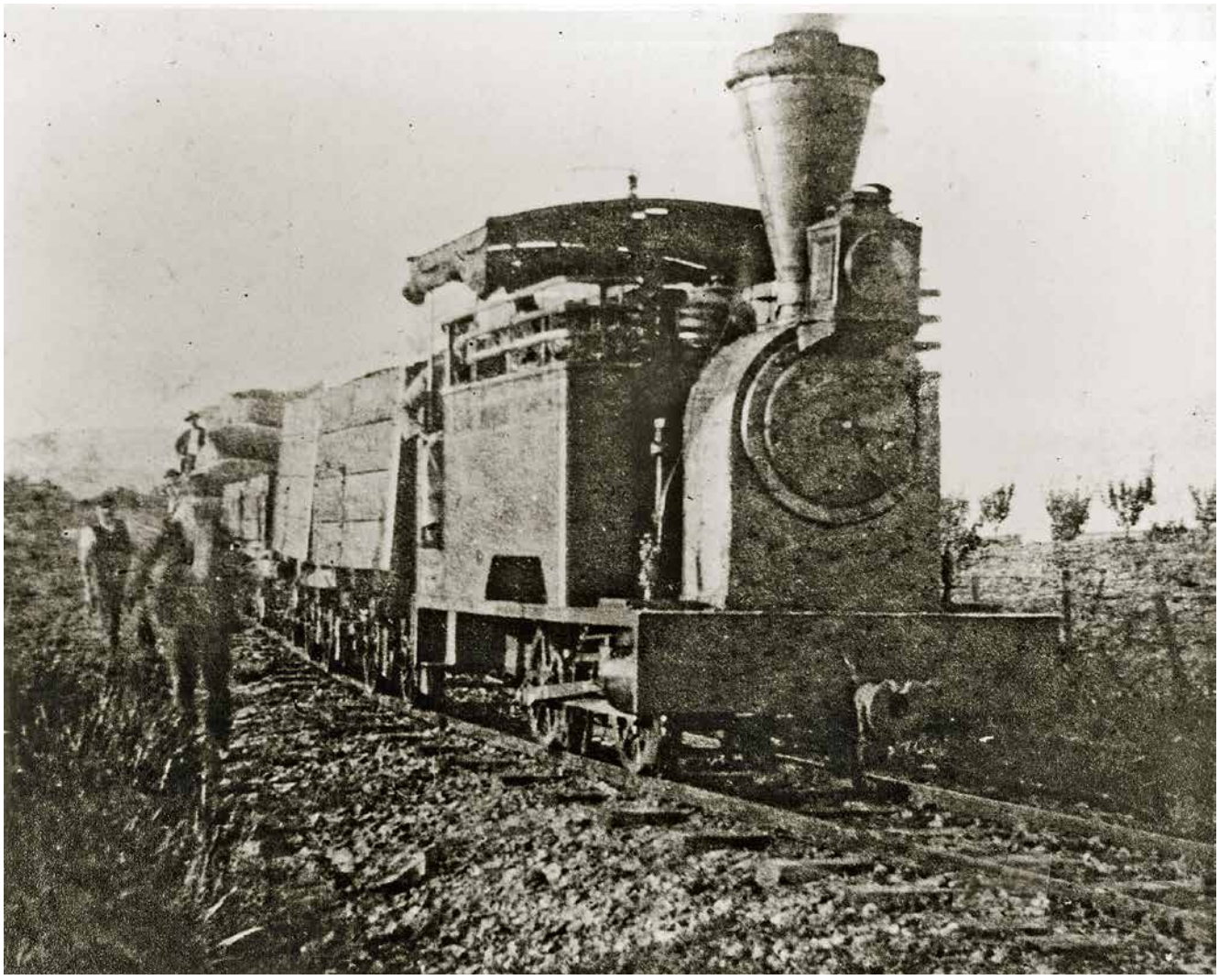
Following closure of the mine in 1914, KS685 had a much-reduced workload. It continued in service well into the 1920s – it was still available for use in 1927 when the boiler inspector passed it in August for use at 100psi. By this time it had lost its original conical funnel. In late 1929 it was sold to sawmiller George Pedder of Camden, near Tayene, east of Launceston in the forested hills of North-east Tasmania. Its remaining life is detailed later in this article.

## Death of John Wyett

John William Wyett passed away on Thursday 7 July 1904, a month prior to his 72nd birthday. He was one of the most respected townsmen that always took an active interest in the public institutions of the town. He was chairman of the Beaconsfield Cottage Hospital Board, and the Board of Advice (to the local school for the Education Dept.) at the time of his death. As a Justice of the Peace he sat on the local Police Court for many years and was on the committee of the local School of Mines, and the Court of Revision (for electoral matters). He left a widow (Harriette – sole beneficiary of his estate of over £4000), five sons and three daughters, all of whom were married and many of whom were also involved in local affairs. The deceased was of a very benevolent disposition and he was much missed. His health had been failing for some months but his end was so sudden that it came as a shock to his relatives and friends.[34] He had a particular interest in education – he had been instrumental in starting a school at Stockyard Creek in Victoria when he lived there. In Beaconsfield the school was always a priority, especially after eldest daughter, Edith Jane, was appointed as an assistant teacher there in 1884 (at the age of 14 years 10½ months!). An example of his benevolence is a December 1886 school trip to the Tamar Heads, by tram to Beauty Point then the ss *Empress of India*, down the river; Wyett covered the tram costs and Capt Paterson the river cruise.

In his will he appointed his eldest son George Bagster as tramway manager in his place; sixth son, Charles Edmund and youngest son, Albert Edwin as employees. It seems those three sons had remained in Beaconsfield after marrying and were key personnel on the tramway – at an inquest in January 1904, into the death of a minor who was playing on moving trucks, George was then identified as tramway foreman, Charles as locomotive driver and Albert as the accountant. With all his other interests and duties it would seem that whilst John owned the tramway, he took little if any part in the day-to-day operations.

*Wyett's fourth locomotive delivering boiler tubes, c.1905, Beaconsfield Mine & Heritage Centre collection*



*Wyett's third steam locomotive was this neat 0-4-0 side tank, Kerr Stuart & Co Ltd, Builder's Number 643 of 1898, shown here passing through Haslam's orchard, late in the line's life, c.1915. The driver was George Glover and the fireman, Hugh Shean.*

*Photo courtesy Beaconsfield Mine & Heritage Centre collection.*

Wyett's youngest son, Albert Edwin Wyett, began working as a telegraph messenger at the Beaconsfield Post Office and a few years later was Acting Postmaster. He was afterwards an operator at Strahan but left the Postal Department to take charge of the financial side in his father's tramway office and get married – to the matron of the Beaconsfield Hospital, Esther Cardwell. There he remained until the undertaking was sold to the Tasmania Gold Mining Co and for the following six years, he was head of supplies for that company. He was elected Mayor of Launceston in December 1937.

## Purchase by the Tasmania Gold Mining Co Limited

In late 1905, Harriette Wyett, who now owned the tramway following her husband's death, sold the tramway as a going concern to the Tasmania Gold Mining Company Limited for £4000. The transaction was a cash one and the company was to take over the property almost immediately, possibly from the start of December 1905.[35] Prior to the sale, the Tasmania GMC was paying 2s per ton to Wyett for coal haulage and 2s 6d per ton for other goods. In its report for the year ended 30 September 1906, the directors of the Tasmania GMC stated that the purchase of Wyett's tramway had proved of great benefit to the company. During the first nine months 18,802 tons was carried of which 554 tons was on account of the public. The outlay had been £4000 but its working during the nine months to the end of September had resulted in a profit of £560 15s 1d which was equal to 18 per cent per annum. That profit had been arrived at after charging to the railway department account the rate of freight previously paid by the company on all goods, coal, etc, transported from Beauty Point wharf to the mine. A portion of the tramway was to be regraded and re-laid, the cost of which it was proposed to charge against the profits that may be derived from that source.[36] The mine used the tramway principally to carry coal, mainly from Bowen's Jetty where all the coal required by the Tasmania GMC was discharged and taken by tram to the mine, over 300 tons being taken every week. One unfortunate event that would have impacted on the above-mentioned tramway profit was a result of a couple of days' torrential rain in late June 1906 that washed away the tramway bridge over Pease Creek, just south of Beauty Point. In late 1910, with mining operations still losing money, the company was restructured, the new entity being the Tasmania Gold Mine Ltd.

## Accidents

During the life of the tramway there were several accidents, some with tragic results. A slight accident occurred on the tramway in early April 1886 when the trucks knocked over a bull that had strayed onto the line. It received injuries such that it had to be killed and one of the trucks was smashed to pieces. The driver Leonard, had a narrow escape; he was thrown from the trucks and almost smothered with lime with which they were loaded however he escaped with just a few bruises.[37]

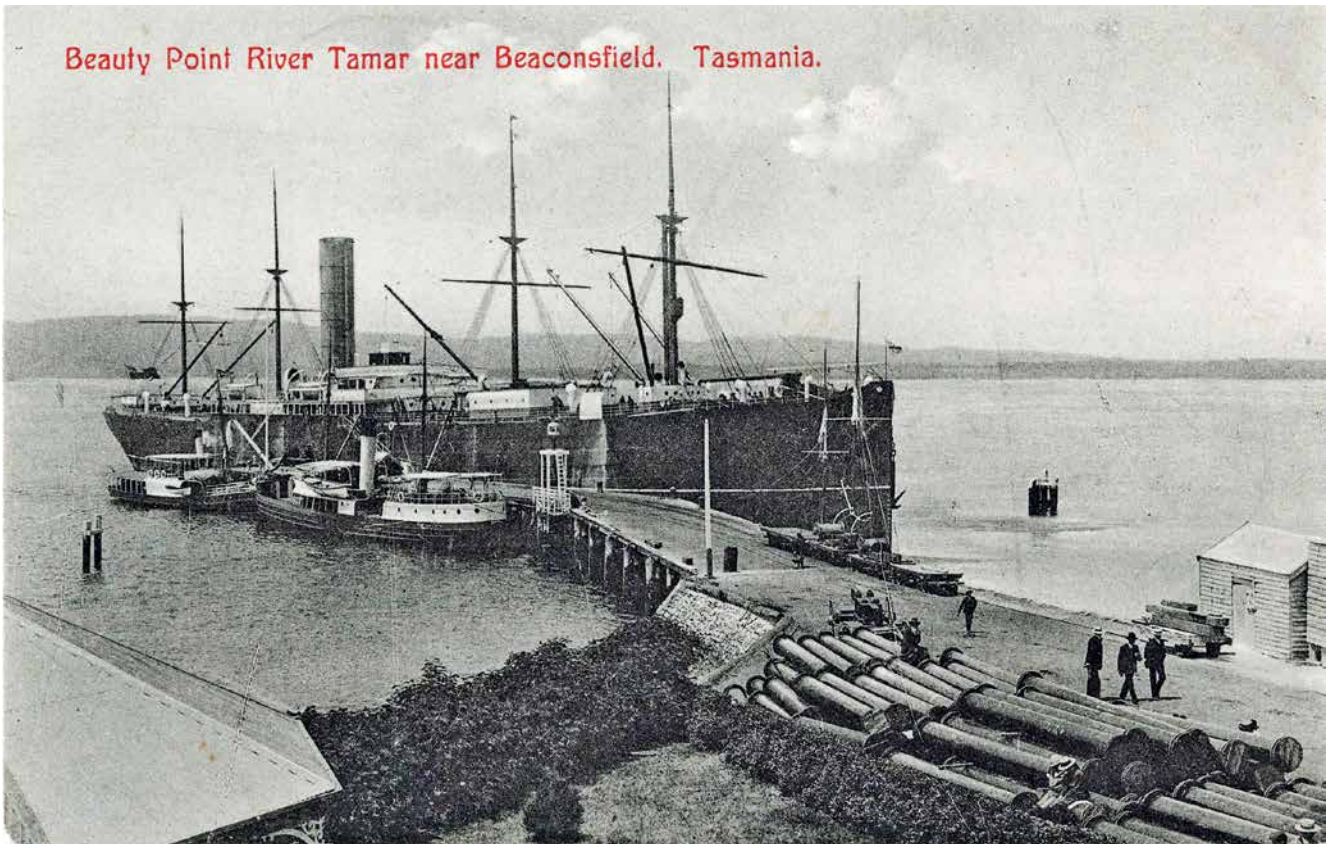
What might have proven to be a very serious accident occurred one Sunday in February 1894 when Wyett, with several members of his family were going to Beauty Point on the tramway. As was usual when going down the hill near the sawmill the horse was sent on ahead. The truck started and went down the hill at a terrific pace and partly derailed with such force that Mrs W Allison (Mary Florence, Wyett's third daughter) and baby (Laura Wyett Allison – 8 months) were thrown off. Fortunately, beyond a few bruises and a shaking nothing worse resulted and it was really surprising how they escaped. Apparently, the lad in charge of the brake lost control, hence the accident.[38]

Another accident happened in mid-December 1896 which might have had serious results. Some trucks loaded with valuable machinery were travelling down the line and came in contact with a piece of timber which had been placed on the rails. The result was a capsize, and the two attendants narrowly escaping with their lives.[39]

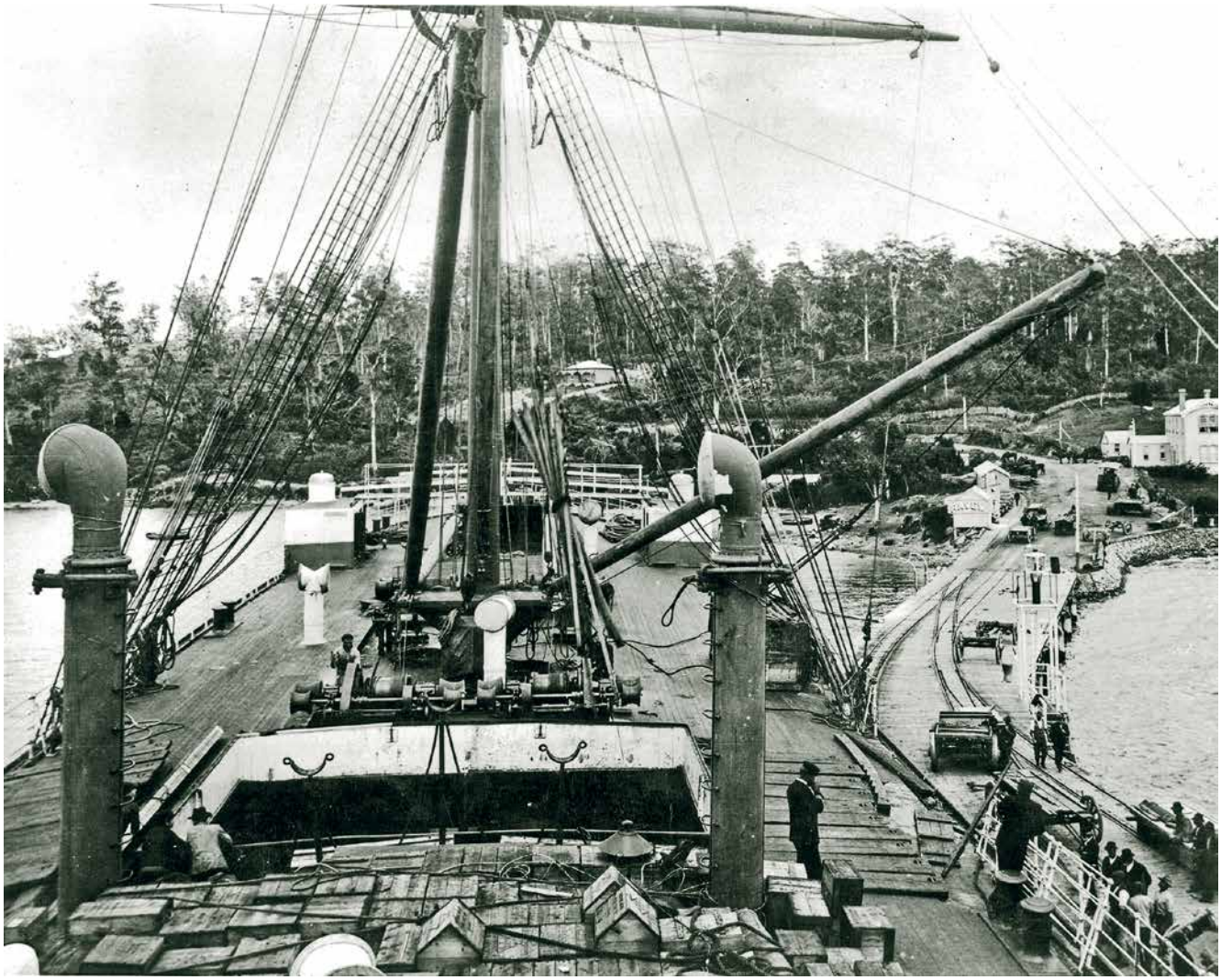
Eighteen months later, a painful accident happened to A J Wyett, a son of the tramway proprietor one Tuesday evening whilst loaded trucks were being drawn up at the station. It seems that he got between them to put on the brake and was jammed between the projecting dumb buffers. The doctor reported no bones were broken.[40]

Small boys seem to be drawn to moving trains and trams and George Adlard aged about 12, certainly fitted that description. On New Year's Day, 1904, a tram had just arrived at Beaconsfield station with its load of passengers from Beauty Point. The passengers had alighted and the locomotive was detached, and the trucks were being let down onto the shunt siding in preparation to taking another trip. Whilst shunting was proceeding, George and his elder brother scrambled on board. They were warned off and were about to comply when the boy in some way tripped and fell under the carriage wheels, six of which passed over his leg. He was promptly picked up by Albert Wyett, just as the next set of wheels were within a foot of the other leg. The lad was carried to a truck, and everything done pending arrival of medical aid. Dr Johnston was soon in attendance and the lad taken to the hospital where the leg was found to be in a very bad state, being fractured above the knee and all the principal muscles of the leg shattered and pulped. Some 40 or 50 stitches were put in and everything possible done, the lad going through the whole operation without the aid of any anaesthetic. He had recovered from the shock but owing to complications being probable, the doctor could not say for a few days whether his life would be saved or not. The accident cast quite a gloom over the town, and deep sympathy was expressed for his parents. Although thousands of people had been carried by the tram, this was the first serious accident that had happened. He died on Monday 4 January 1904. Edward Adlard, the boy's father subsequently took Albert Wyett to the Supreme Court claiming £500 damages. They settled out of court.[41]

The end of 1904 brought another accident, of a rather unusual kind. One mid-December evening the ss *Kaikoura* was at Beauty Point to unload 953 tons of machinery and mining timbers from England (pumping plant) for the Tasmania mine. A number of off-duty seamen and other travellers, wishing to visit the 'bright lights' of Beaconsfield, hitched a ride on a goods train heading to town – the locomotive was hauling three trucks carrying some of the heavy timbers. About a mile south of Beauty Point the piece of timber on which the men were sitting, shifted and fell off the truck pinning one of the seamen beneath it in the soft ballast. Help was soon




*The ss* Kaikoura *(N.Z Shipping Co), built in 1903 by John Brown & Co, Clydebank, Scotland, on her 3rd voyage to the Antipodes from the UK. She was at Beauty Point from 15th to the 20th December 1904, unloading 953 tons of pumping machinery and timbers for the Tasmania Gold Mining Co. She was the largest vessel to have entered the Tamar up till that date (4477 tons net, 6998 tons gross). Many sightseers visited Beauty Point to see her whilst she was in port.* *Photo: Tasmanian Archives collection LPIC147-1-99*



*The ss* Waimate *(5210 tons gross), docked at Beauty Point on 22 November 1904 and left seven days later. One of three, increasing larger, vessels to enter the Tamar with machinery for the Tasmania Gold Mining Ltd, she carried about 500 tons of cargo for Beaconsfield.*
*Photo: Beaconsfield Mine & Heritage Centre collection*

on hand and the huge timber removed. The four injured men were placed on a truck and taken back to the jetty where they were attended by the *Kaikoura's* doctor. It was said that over a thousand tons of timber had been carried this way and this was the first such accident.[42] The *Kaikoura* (4477 tons net, 6998 tons gross) was the largest vessel to have entered the Tamar to that date and many sightseers came for a look whilst she was in port. At 475 feet in length she dwarfed the Beauty Point jetty, leading to some novel unloading methods.

Tragically, just a few years later a small child was run over by a locomotive on what was by then the Tasmania Gold Mining Co's tramway one Friday in mid-September 1907. One of the Kerr Stewart locomotives, driven by Charles Wyett was shunting trucks in Shaw Street just after lunch. Four-year-old Harold Burgess wandered into the path of the locomotive which, though proceeding at less that walking pace, struck the child and severed both his legs below the knees. Neither Wyett, nor Samuel Brown (the fireman and shunter), nor George Miller (a horse driver for the company) saw the small child until it was too late, the ballast trucks obscuring their view. The child died the next day.[43]

## Working the Tasmania Mine on Tribute

By mid-1914, with working losses, diminished ore reserves, and the difficulty in raising fresh capital for future work, the Tasmania Mine was relinquished by its owners. In response, the miners met and proposed that they, assisted by Government, take over working of the mine. The tramway was an integral component of both alternative proposals. Proposal 1 was that government should purchase straight out the company's mining leases and the 'Wyett's tramway' together with all freehold land in connection with it, all water-races, dams, and water rights supplying water to the mine, reserving only to the company a supply of water free of cost required for the boilers and as make-up water at the reduction works. The separate electrified mining tramway from Weld Street to the battery and all other freehold land was to remain the property of the company.

Proposal 2 was to rent to the government at £50 per week the use of the Babcock boilers, steam lines, winding engines, pumping engines, capstan engines, crusher engine, including the buildings in which they stood, ore bins and adit, fitting shop (less one lathe and one screwing machine), smithy, electric light station, all tools in use on the line. Also all second-hand piping not immediately required at the battery, tramway to Beauty Point, and all rolling stock, subject to the condition that this company's goods be carried on the tramway at the same price as it had in the past charged itself. The water-races and dams supplying water to the mine to be included, except that the company was to be supplied free of cost from those dams with boiler feed and makeup water, all mining rights to be included in the rental. This was subject to the government being responsible that the machinery would be handed over to

***Above:*** *Beaconsfield mine and tramway post-closure, with 4-wheel flat wagons scattered along the tracks, undated. Photo courtesy Tasmanian Archives collection NS3195-2-1528*

***Below:*** *Thought to have been taken during the dismantling of the mining plant, c.1925, Note the two white-painted tramway point levers. Photo: Beaconsfield Mine & Heritage Centre collection*

the company on the termination of the three-year agreement in as good order as it received it, or shall be purchased by it at prices to be mutually arranged. The company would run the mining tramway to the battery and would charge only the actual cost price of running with proper allowance for maintenance.[44]

Within the month the government had agreed, as did the company Board of Directors, for the company to rent the mine to the government, i.e. proposal 2. The government would guarantee £50 per week rent to the company and be responsible for supplying 1000 tons per month of coal plus stores and management. The report of the Tasmania Gold Mine Ltd for 1914 gave the following return: Tramway from Beauty Point to mine, 3 miles 26 chains, carried 20,021 tons, engine ran 1255 trips, on holidays 3383 passengers were carried to and from Beaconsfield. A length of 18½ chains was re-laid with new rails, and the permanent way and rolling stock were in good order. The line showed a profit for the 12 months of £405-4-8.[45] Nevertheless the mine closed later that year – the outbreak of war in Europe and the cost of water pumping being major contributory factors. Though the tramway might be turning a profit, the mine as a whole was running at a substantial, and increasing, loss.

The closure of the gold mine during late-1914 did not result in the closure of the tramway though many of the town residents left Beaconsfield. Although there was no longer a need for hauling coal from Bowen's Jetty to the mine, there was still some goods traffic between the town and Beauty Point jetty. The mine building and machinery largely remained intact during the Great War but from 1919 dismantling started in earnest. By 1920 the Marine Board was concerned for the older part of the Beauty Point jetty and forbade the Tasmania G M Ltd's remaining loco, Kerr Stuart 685, estimated to weigh 10 tons, from travelling thereon. Despite that, in late September 1920 the ss *Hillmeads* lifted a 17-ton boiler, formerly at the Tasmania gold mine from the jetty. Brought from Beaconsfield by tram, it was conveyed onto the jetty on a trolley, presumably pulled by a horse.

## Postscript

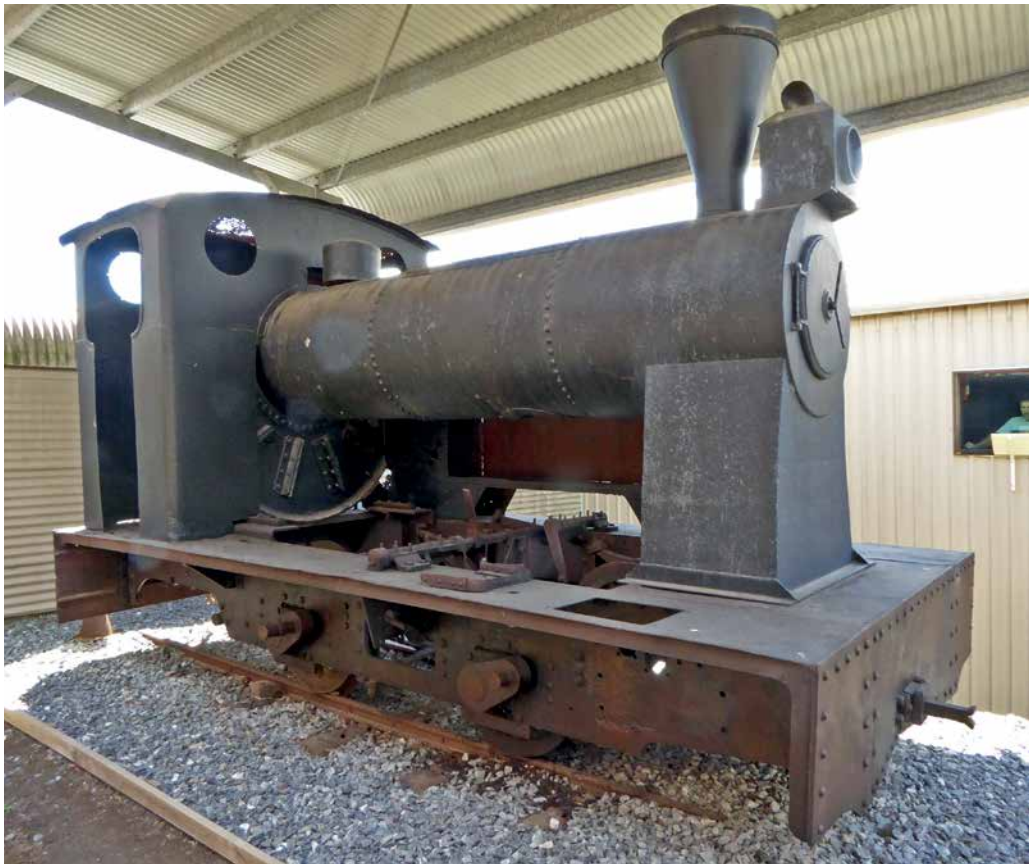
Subsequent to the mine's closure, proposals for reusing the tramway included transporting limestone from a proposed quarry at Winkleigh (including building a tramway along the route allowed by Wyett's Tramway Act, back in 1884), re-opening the mine, extracting scrap metal from the mine processing plant for the Great War effort, transporting apples (a growing industry) to the jetty at Beauty Point, and reuse by an indeterminate English industrial concern that might be tempted to reuse the substantial buildings at the mine site. All such proposals came to nought.

Despite closure of the overall tramway sometime in the 1920s, a short length of track at Beauty Point found an ongoing role in providing local transport. The site previously owned by the Tasmania Gold Mine Limited was surveyed during June 1931 to define the boundaries. The position was an excellent one being close to the wharf with a tramway line being originally part of Wyett's tramway running from the site to the berthing places. What was proposed was building a cool store. The cost of building the store building and plant would amount to about £20,000 and the cool store would have a capacity of 50,000 cases and chambers for frozen lambs. Also orchardists on the west side of the Tamar had been awaiting the development of just such a proposal and were delighted at the prospect a cool store would open up. It would enable them to store fruit when the mainland market was glutted, and to deliver good quality fruit after the main rush was over. It was also recognised that pre-cooling was an important factor in carrying fruit aboard ships to overseas ports. Construction proceeded and the store went into business, connected to the jetty by a remnant of Wyett's tramway.

In October 1929, with the Tasmania Gold Mine Ltd in liquidation, an auction was held at Beaconsfield. Included was about 200 to 250 tons of 40 lb and 50 lb/yard rails from the Beauty Point tramway and Wyett's fourth locomotive, Kerr Stuart builder's number 685 of 1900. The locomotive was purchased for £100 by saw miller George Peddle who also obtained 25 tons of rails at ten shillings per ton. In February or March, 1930, the loco was moved in Camden, in north-east Tasmania where presumably the boiler was used to power his sawmilling operations.[46] It was tested by the boiler inspector in May and authorised for 100psi.

The locomotive frame, wheels, cab, and water tanks remained at Camden until they were recovered by the West Tamar Historical Society (WTHS) and moved to Beaconsfield in 2007.

*Kerr Stuart frame and wheels as found, undated, Beaconsfield Mine & Heritage Centre collection*



*Remains of the Kerr Stuart locomotive B/N 685 of 1900 as displayed under cover at the Beaconsfield Mine Museum, 27 February 2018. Some detailing parts have been fitted. Fortunately, when viewed from the far side, the side tank disguises the incongruous absence of a fire box.*
*Photo: A Weston*

Subsequently, the salvaged parts were cleaned and put back together. Debate raged over whether or not to incorporate so called unauthentic fabric to imitate what was by then missing pieces. Eventually, a boiler, high smokebox saddle, and smoke box front were cobbled together to create an impressionistic reproduction incorporating some original components.[47]


## Acknowledgements

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Finally, I would like to thank Phil Rickard for reviewing the text and for adding additional information from newspaper research to enhance the story.


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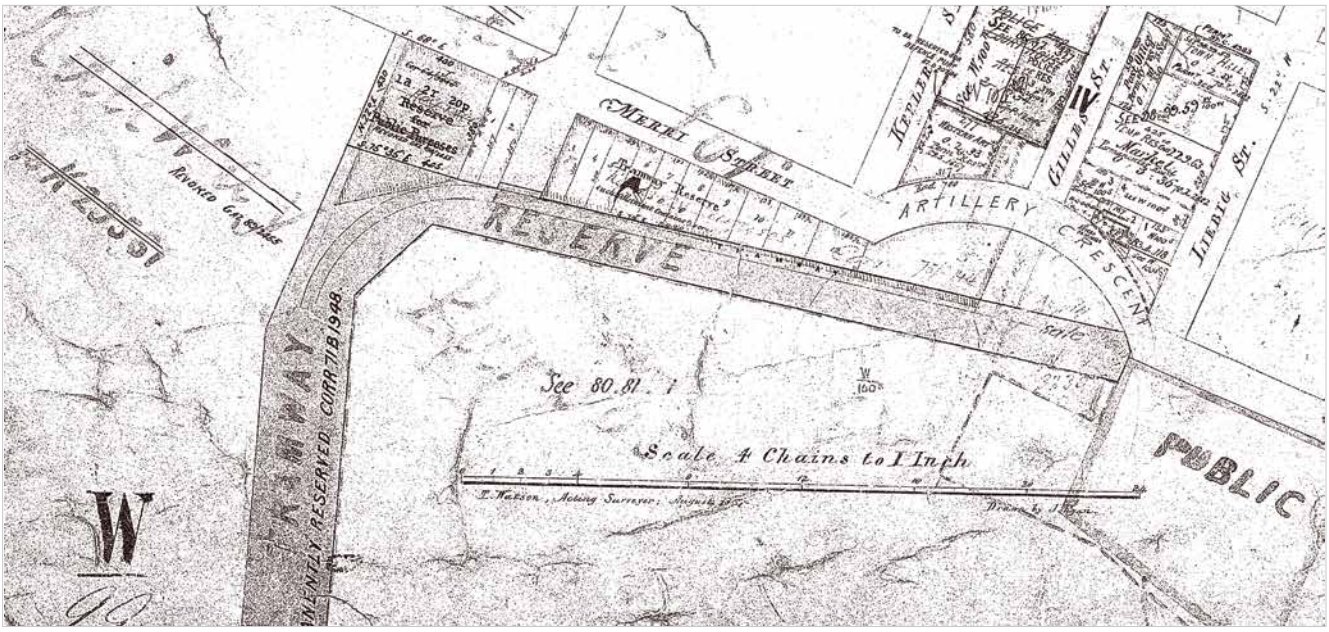



*The tramway station site as originally plotted in 1856. The site was on the edge of town, just downgrade from Fairy Street and extending towards the Liebig Street corner. Lands Department Plan*

# From Tram to Rail – the Warrnambool Pier Line

*by Norman Houghton*

## Introduction

There were two rail connections from the Warrnambool station yard southwards to piers on Lady Bay serving the maritime trade. These links operated from 1858 to about 1990. The route started out as a narrow- gauge, horse worked Municipal Tramway that was superseded by a broad-gauge railway in 1890 when the main line tracks of the Victorian Railways reached Warrnambool.

When Warrnambool was first settled by Europeans in the 1840s, the sea was the main access into and out of the place. Lady Bay formed a natural harbour for the town and here various port infrastructures were established over time to allow the direct import and export of goods to and from various Colonial and overseas places.

A jetty was provided in the late 1840s. It was a small affair and was soon outdated when the gold rush economy took off in the 1850s and something bigger and better was required. In 1856 plans were made between the local municipal authority and the Colonial government in Melbourne for a new jetty plus a tramway link from the jetty to Warrnambool township, a distance of about two kilometres. The new jetty and tramway were completed in 1858. The tramway was a municipal project that was wholly owned by that body.

## The Tramway

Access to the tramway station (the current site of the Warrnambool broad gauge station) was via Fairy Street. The main building was the goods shed, a large structure about 60 metres in length that straddled the tram track and had a loading platform on the town side. Adjoining it was a series of good sheds and warehouses operated by several merchants, agents and forwarders. There was also a customs gauging Shed, a couple of bond stores and, off to the west, a potato warehouse. Road carriers who delivered the goods also had a presence there. There were four goods shed staff employed who did the loading and unloading of the trucks, signed in and out the goods sent through the sheds by the carriers and agents and handled with due process any goods in bond.

The tramway from the station to the pier was built in accordance with the methods of the day, that is, sleepers with wooden rails notched in and secured with dovetail keys. The sleepers were split timbers 7 ft 6 in by 6 in spaced three feet apart and the rails in redgum were 7 by 3 in. The rails were fixed sideways into the notch (5 by 3 in) to give a 3 inch railhead. The gauge was four feet. The surface space between the rails and sleepers was filled in to make a smooth and even pathway for the horses that pulled the tramway trucks. The horses were harnessed four, five or six in line as the space between the rails was too narrow to allow two horses abreast. Rolling stock comprised 12 four wheeled trucks with a load capacity of about five tons.

The road-bed was properly engineered as more than half the route ran across the swampy margins of Lake Pertobe so the formation was raised and had a couple of culverts and one bridge inserted where required. The formation was up to seven metres wide at the base, up to a metre high in parts and with a roadbed on the top at 4.5 metres wide. The route was graded for the outwards traffic to the pier, dropping at a reasonable rate for the first 150 metres from the station to get to the lake flats then a gentle downwards for another 700 or so metres before levelling off. The grade in either direction was no strain for the horses. The pier was situated alongside an earlier structure and poked into the bay from its western shore, the modern- day address being at the rear of the Lady Bay Hotel along the general drift of Worm Bay Road to the sea shore.

## Tramway Traffic

The pier was originally 230 metres in length and was extended by another 40 metres with a pierhead in 1862. Only the very smallest vessels came alongside, most boats being served in the roadstead by lighters. There were two overhead gantry traverser cranes with outboard arms that ran on rails along the pier and these enabled goods to be transferred from pier to boat and vice versa. Loading was further improved

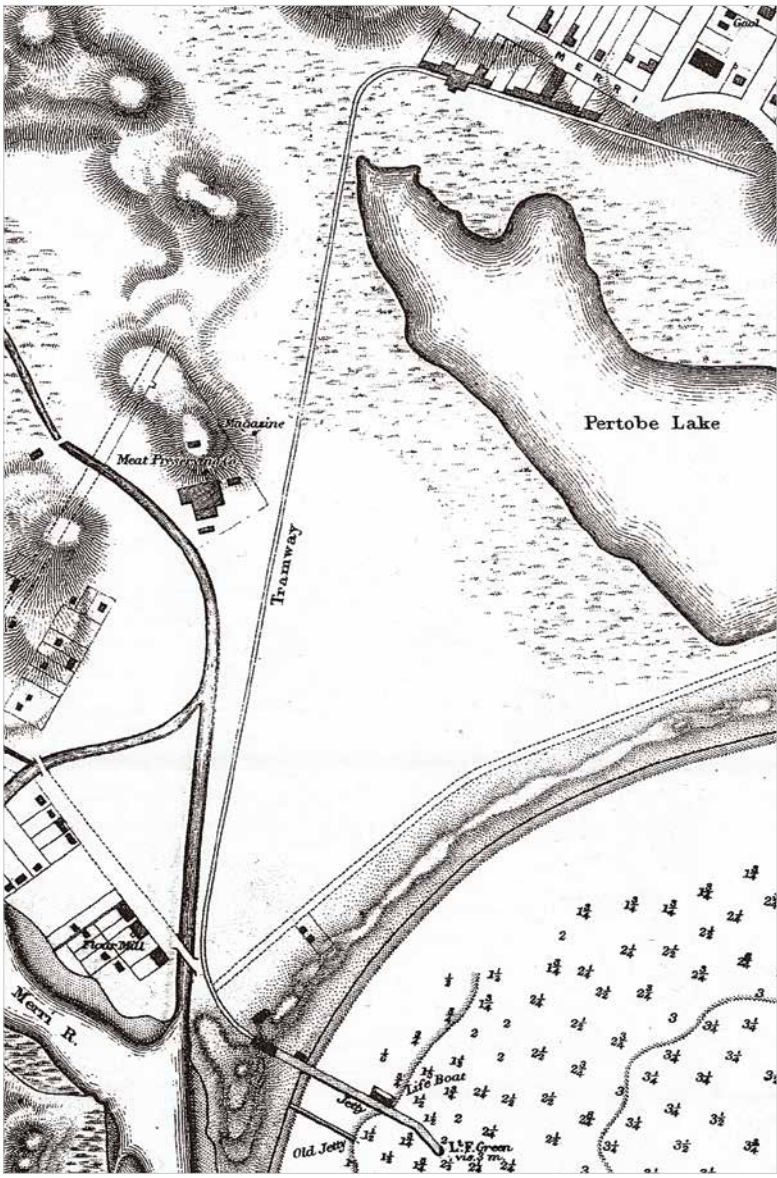
***Left:*** *The tramway and its infrastructure as built and opened in 1858. There were no engineering obstacles apart from a downgrade out of the station terminus, the rest being along the flats. Note the Meat Preserving Works about half-way along, where a loading point was later established, and the Flour Mill in the bottom left, where the rabbit factory later operated and used the later VR rail to send out its wares. Stanley 1870, Warrnambool Harbour Plan*

with the installation of a steam crane near the outer end in 1871 to assist loading operations.

The pier was rail access only, with out-take and intake being direct from tram truck to a lighter. There was not much room on the jetty, with the tramway taking up all the centre space, leaving less than a couple of metres at each side. The horse team was trained to turn around more or less within and just outside the 'four foot' of the tram but there is on record an incident where one of the horses, new on the job, was not observant of the tight spaces and went over the side, dragging the whole team with him. Fortunately, an alert lighterman jumped in, grabbed the halter of the struggling horse and guided the whole team to dry land.

There was a heavy flow of traffic over the tramway from its inception and it was found after a few months that the wooden rails, especially on the curves, were being chewed out by the iron wheels on the trucks. A solution was found in laying iron strapping along the top of the rail but even this remedy was not good enough as the ends of the strap tended to curl up due to the ponderous rolling forces of the wheels passing over. It was a maintenance nightmare to keep the curls suppressed. So the top gear on the tram was altered with the wooden rail being lifted out of its notch, the notch widened to seven inches and the rail laid wide-side flat to form a bearer surface to which was fixed 35 lb/yard iron rail. This made the line a principal and stringer tram of the type used at other sites in Victoria, particularly in the Wombat Forest. The remedy was satisfactory and the tram ran on this engineering until the end.

Over the years the harvests of the district went out over the tram to boat. This included wool, potatoes, onions, hay, chaff, barley, oats, tinned meat, hides, tallow and block cheese.




*Typical cross section of the formation as it crosses the swampy bits of Lake Pertobe. The formation could be up to a metre high. The running road- bed was as wide as it was to allow for horses and pedestrians to walk alongside the tram 'four foot'.* *Photo: N Houghton*

The major outwards loader was potatoes and, in season, sometimes a train of ten trucks was formed to run to the wharf. Inwards loadings comprised general goods and parcels for town and surrounds plus coal and timber. A good year's traffic saw somewhere between 15,000 to 20,000 tons carted over the tram.

There was a loading point installed in 1870 at the Warrnambool Meat Preserving Works, about half-way along. A cartway was formed from the works to the tramway at this point and either the carts loaded or unloaded direct onto the tramway trucks or there was a platform of some sort here, maybe nine metres long, judging by the surviving earthworks. Here the consignments of tinned meats were loaded for export and boiler fuel and all the gear to make packaging such as tin plate, staves and boxes were received inwards. The works closed in 1875 as being uneconomic and the site sold to the newly formed Warrnambool Woollen Mill company that opened a plant here. It is likely that the mill also used the meat loading point on the tramway for its inwards and outwards freight. The woollen mill burnt down in 1882 and that was the end of the business.

## Tramway Closure

The tramway was operated by contractors under a municipal lease arrangement from 1858 to 1864 and afterwards by direct municipal control under a Tramway Manager. Additional goods sheds were built in 1863 and five more trucks acquired at the same time to accommodate rising traffic. The tramway was a successful venture throughout, meeting all traffic requirements and running at a profit.

The tramway worked to the time when the broad-gauge railway arrived at Warrnambool in February 1890. The VR had shortly before looked at using the municipal tram to feed the Warrnambool station with maritime traffic but decided it was too decrepit. It would need rebuilding to broad-gauge so that VR trucks could be run on it, but not VR locomotives as it was too light, so horse traction would still be needed. It was a silly proposition all up so the VR went for its own separate line and to a new pier, built by others, that was to perform as a breakwater to make the harbour safer and more useable in all weathers.

The tramway was closed early in 1890 and all its buildings and yard cleared and regraded for the broad-gauge railway. The VR obtained the land for the new pier route in January 1890 and built and opened the line a few months later. The railway ran along the same general route as the tram but to a new pier placed 400 metres further south from the original one.

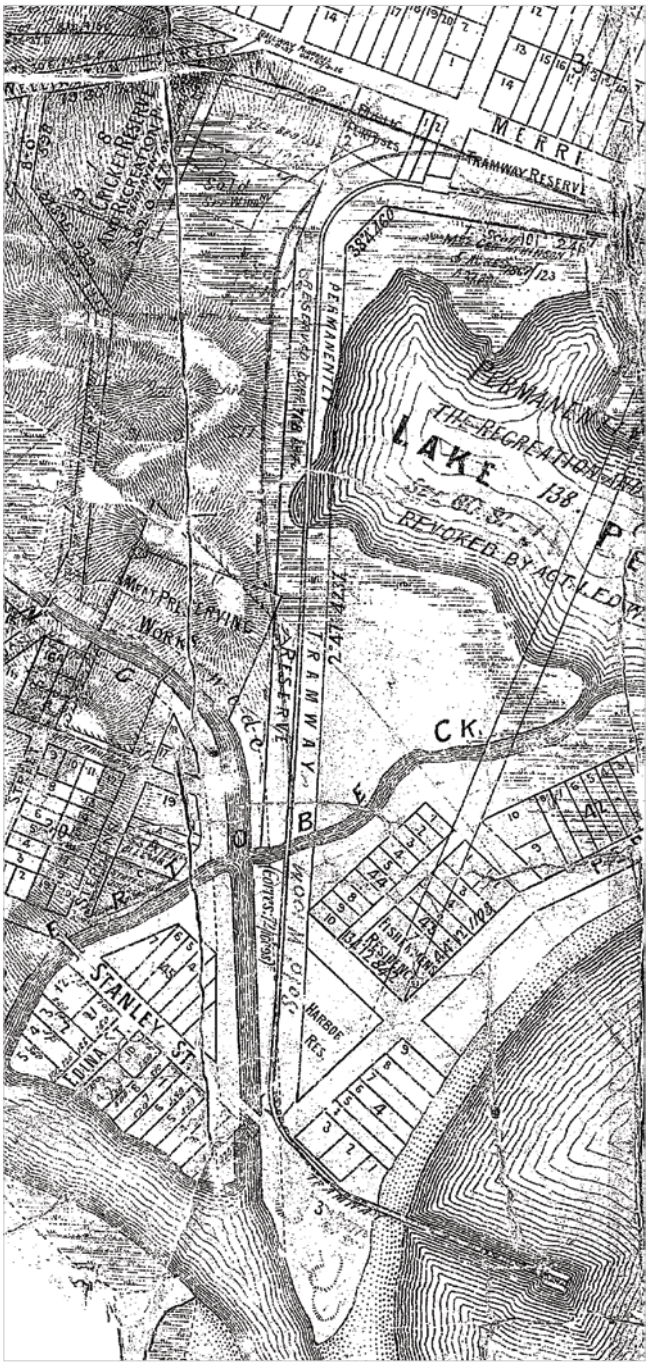
The former tramway route not directly absorbed by the railway, a bit over half of it, was converted by default to a pedestrian and bicycle track and was used by workers getting to and from the pier and the industrial sites that were eventually set up along the railway. The tramway jetty remained intact for a while and was used by some small vessels but was increasingly seen as a nuisance and possible contributor to silting in the bay so was demolished in 1910.

## The Broad Gauge

The broad gauge pier line came out of the Warrnambool rail yard, opposite the west end of the goods shed, ran downgrade to the coastal flats via a curved embankment for 300 metres then continued another 300 metres slightly downgrade before levelling off for 500 metres to the current junction of Stanley Street and Pertobe Road. From here it continued 300 metres along the sand spit that separated Merri River from Lady Bay before launching over the water to a newly built pier.

This pier was a mammoth construction in concrete blocks some

*Tramway jetty in its later years, circa 1905, when no longer used by the tram. The 'four foot' rails can be seen in the centre and with the transfer gantry rails on the outer edge.* *Photo: Warnambool & District Historical Society*




*Plan showing the relationship of the tramway to the Victorian Railways line. The VR line commences at the new Warrnambool railway station (the T on the word Tramway Reserve), goes down an embankment that swings wide to get the curvature and ruling grade down to the flats, goes past the meat works, which was later the woollen mill site, and joins the horse tramway alignment not far past this and follows it to the corner of Stanley Street and Pertobe Road before heading straight ahead to the viaduct. Lands Department Plan*

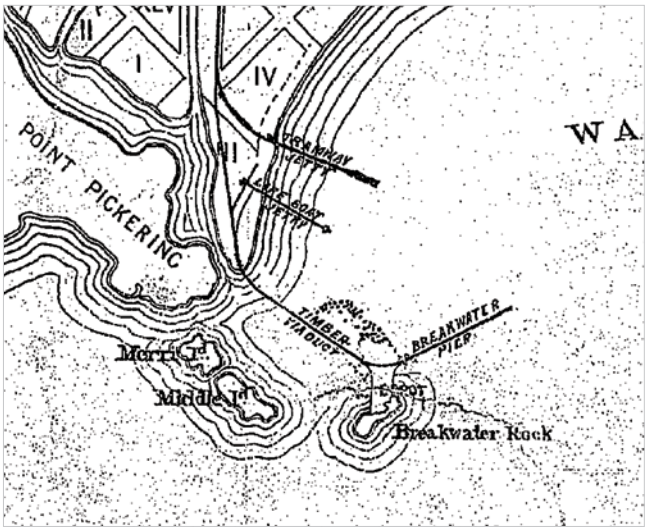
300 metres in length (and later extended by another 100 metres) that was anchored to a rock ledge off-shore. Access to the pier from the sand spit was via a timber viaduct 450 metres in length. The viaduct had provision for a pedestrian walkway, roadway and railway right of way (that was fenced off from the roadway). The rails were laid along the viaduct's western side to the pier and then swung east to run along the pier, terminating at pier's end.

The pier was sited parallel to the prevailing currents for reasons of wave dynamics in that the silts issuing from the mouth of the Merri River and sands from further west along the coast were carried easterly through Lady Bay and continued out the other side without deposition on the bottom of the bay. This parallel characteristic for the pier would therefore allow for maintaining a suitable draught for shipping along its full length without the need for dredging plus its back to Bass Strait would shelter the anchorage from raging swells.

The rail tracks at the pier involved a double line along its length with four evenly spaced crossovers to allow switching to either track. There was also a dead-end shunting neck or stabling line at the west end. A passenger platform of some sort was provided close to where the viaduct joined the pier as passengers were conveyed over the line at the time when the VR had an arrangement with one of the shipping companies for a round trip ticket of rail and sea between Melbourne and Warrnambool and vice versa. This arrangement was terminated in 1897 and the platform abolished.

The transhipping arrangements for cargo inwards and outwards were basic in that no cranes were provided along the pier. All wharfage was undertaken either by the ship's tackle and winches, chutes, slides, gangways or by barrowing across. There was some sort of an overhead gantry loading frame that straddled the rails, it being unpowered either on rail or lifting capacity. This gantry was employed on loose bulk cargoes such as coal by virtue of providing a flexible support platform for chutes or gangways from ship hold to rail truck.

Safeworking involved train staff along the line and a home arrival signal for trains approaching the Warrnambool station yard from the pier. The staff section was Warrnambool to Pier. Ordinary electric staff replaced train staff in 1899. The usual arrangement on the line was one engine in steam. The speed limit on the line was 10 miles per hour (16 km/h) in the fenced sections and five mph (8 km/h) unfenced. In the early years of the line all shunting was via the locomotive propelling the trucks from Warrnambool station to the pier, with a guard or shunter riding on the forward truck. The return was engine first on the rake. In later years a run around loop was provided near the pier.




*Plan showing the relationship of the Tramway Jetty to the Breakwater Pier. Waters from Merri River (on the right of Point Pickering) and further west along the coast sweep into Lady Bay around Merri Island, Middle Island and Breakwater Rock. They had enough velocity to keep moving past Lady Bay. The siting of Breakwater Pier parallel to the currents was designed to minimise any obstruction to the currents. In time, when the viaduct was sheeted in, and there was no current through the site, the west or left- hand end of Lady Bay became a tidal eddy that gradually choked with sand and silt. Lands Department Plan*

*The viaduct crossing the waters to the pier. The coastal waters are freely circulating under and through the viaduct, as was their natural disposition. It was when these flows were cut off after 1914 that the harbour began silting up. The crane at the end of the pier is working on extensions and was not a permanent feature.* *Photo: FL 9688151 State Library Victoria*

There was a rake of rolling stock, maybe half a dozen trucks, for dedicated use on the pier line for certain low volume end to end transfer traffics that came off the wharf or out of the Warrnambool Goods Shed or industrial sidings along the line. This rake comprised ancient vehicles unfit for the mainline, being dumb buffer trucks and ballast wagons rated around seven to eight tons loading and safe to use only at very low speed. They were probably old 'I' and 'N' trucks made in the 1870s. These trucks were used throughout the 1890s and into the early 20th century.

## Turf Wars

The railway from Warrnambool to Melbourne offered a speedier service than the maritime option and rail won much of the traffic for time sensitive loadings and perishables. However, the shipping service remained strong because it was well established along the west coast ports of Lorne, Apollo Bay, Warrnambool, Port Fairy and Portland, offered much cheaper rates than rail, especially for big bulk loads, and allowed direct import to Warrnambool from interstate and foreign parts without going through Melbourne or Geelong. A similar situation applied for exports.

The VR seems to have possessed ambivalent attitudes to the pier trade. Its trucks ran to and from the pier at a shunting or per truck charge but it loathed the maritime competition, especially on outwards, and did everything it could to subvert it by freight price wars, slapping levies and charges on the rail trucks carrying cargo that could have gone to their destinations by rail rather than by sea. In one example of this in 1893 a produce broker arranged for a large consignment of potatoes from Koroit to be shipped to Melbourne via the pier. The consignment went by rail trucks from Koroit to Warrnambool, where normally they would be attached to a goods train bound for Melbourne but on this occasion the trucks were shunted down to the pier (bearing a VR levy per truck) and put on the boat. It was still cheaper for the broker to use water.

The VR did welcome the inwards trade especially bulk cargoes like coal and timber but was cool on those general goods that could have come by rail from Melbourne, especially those consigned to outlier towns such as Terang or Hamilton. One tactic employed was a 'go slow' on loaded trucks from the wharf that were waiting to discharge into the Warrnambool goods shed.

The freight price wars in the 1890s did not achieve much for the VR and while it garnered some additional cargo it alienated and annoyed its business and trading customers along the line at Terang, Camperdown and Colac whose freight rates were not changed. At one time traders in Terang found it was more economic for them to rail their goods direct from Melbourne to a dummy consignee at Warrnambool at the cut price tapering rate and take delivery there by road back to Terang. (The whole issue of discount and tapering rail rates from Melbourne as a destroyer of country trades and industries is another story).

## Pier Traffic

Over time the export trade settled at tinned dairy products, mostly condensed milk from Dennington, butter, lots of bagged onions, potatoes and oats, tallow barrels and various cloth manufactures from a new Woollen mill (post 1910). The imports continued with general goods, coal, timber and tin plate (for the condensed milk cans) and box/case boards (for the milk tin boxes) and rolls of wire to make nails or the wrap-arounds for butter boxes. There was a requirement for ballast for those vessels that had discharged and needed equalisation for the return trip so, from time to time, ballast loading was run along the pier line.

There were some colossal cargoes shipped at the pier in its heyday. A few examples will suffice. A newspaper report on Wednesday, 29 September, 1909 had this to say:

> Shipping very busy last week. On Wednesday and Saturday the *Manawatu* arrived from Melbourne with general merchandise and took away 10,000 cases of condensed milk, oats and onions. The *Leura* arrived on Sunday with 825 tons Newcastle coal for Dennington and took on 3,250 cases of milk for NSW and Qld. The *Casino* arrived Wednesday afternoon from western ports and took 1,000 cases of milk, 100 bags of oats and 25 tons tallow. The *Eumerella* arrived Wednesday with 250 tons general merchandise. Can only berth two vessels at a time so lucky there was not three in the bay at once. The total number of condensed milk in one pound tins was 696,000.

Coal ships from Newcastle berthed as required until 1913 when brokers organised regular monthly arrivals for distribution to all local customers, mainly the gas works, dairy factories and woollen mill. These monthly shipments totalled around 10,000 tons, which equates to over 600 rail truckloads. Timber ships from 1912 or so brought in anything up to 1,800 cubic metres of logs and boards per consignment that needed about 100 rail truckloads to shift off the wharf. These figures indicate that there was a constant movement of rail trucks over the discharge time for a few days when the bulk loaders arrived.

The bigger general cargo vessels were not regular callers at Warrnambool until 1920 and these shipped through to 1923. These were outward bounders typically loading 30,000 cases of condensed milk each sailing for Asian ports.

At busy times the pier arrangement led to congestion, shippers complaining that there was not enough siding capacity on the approaches to the pier to park empties and ballast trucks, that the shunting service was not frequent enough, that truckloads of goods landed from the steamers were held in the Warrnambool yard for up to three days waiting for discharge into the Warrnambool goods shed (because the shed was not big enough to handle goods from Melbourne and the pier at the same time).

## Siltation and Decline

By 1923 the harbour was silting to such an extent that the large overseas ships could no longer call for discharge or loading, instead continuing to Portland harbour. Warrnambool loadings that could not be shipped locally such as inwards dairy cases and tinplate and outwards condensed milk from Dennington were redirected in entire train loads to Portland harbour. These trains ran via Koroit – Penshurst – Hamilton. Sometimes the export condensed milk was shipped at Warrnambool for Portland on shallow draught coastal steamers and transferred to the larger vessels there. On occasions, in the return direction, loading was transferred from the overseas ship to coastal steamer at Portland and brought back to Warrnambool this way.

Siltation became an increasing problem after 1911 due to ill-advised engineering at the viaduct. It was claimed, having

***Above:*** *Discharging coal from ship to rail. The coal is lifted from the hold in baskets/slings and taken across a gangway or slide where it is dumped into the rail truck. A dredge can be seen in the left background. Photo: State Library Victoria*

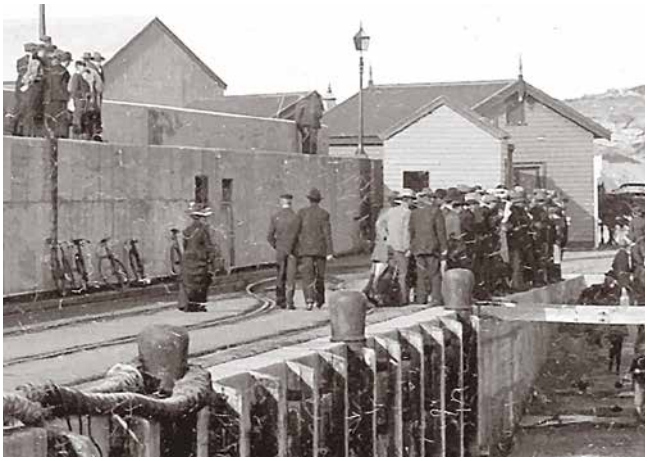
***Below:*** *The pier could comfortably handle two ships at once as shown here. The sheds at the start of the pier were for agents and the wharf master. It is likely that the passenger platform was sited near here, probably a bit further to the right, 1890 to 1897. Photo: State Library Victoria*

forgotten the expert opinion from the 1880s and 1890s, that the silting was due to the Merri River outflows dumping silt as the currents passed through the bay. It was thought that the way to stop this was to sheet pile the outer side of the viaduct so that the current went out to sea and bypassed the pier. It was also said that the many viaduct piles in the water tended to slow the current as it passed through and exacerbated the silting. This sheeting was done in 1914 and all that happened afterwards was that this engineering solution destroyed the dynamic nature of the flows through the bay. The current then ran along the ocean side of the pier to its end and then curled back into the bay, dumping silt and there was no dynamic flow to move it on out to sea.

Such was the siltation at the western end of the bay by 1922 that the sandspit between the Merri River and the bay had widened enough to engulf half the length of the former tramway jetty (had it been there). That was why dredging was employed to keep the bay open.

The main steamer using Warrnambool in the 1920s and 1930s was the *Casino*. It was wrecked at Apollo Bay in a storm in 1932 and that marked the end of routine and regular coastal shipping into Warrnambool. The interstate coal ships continued the monthly schedule. These vessels also carried a few hundred tons of general goods (ex NSW) on the inwards and back loaded cases of condensed milk for interstate destinations.

By the 1930s the port was in terminal decline, with tonnages across the pier both ways being trifling, dropping from 10,000 tons or so in 1932 - 1933 to less than 4,000 tons by 1938. The Warrnambool Harbour Board was wound up in 1936 as it ran out of work to do. The outbreak of war in 1939 fatally wounded the trade when enemy maritime raiders were active in Bass Strait and hampered traffic. Plus the Commonwealth, for war purposes, seized the dredge normally assigned to periodical Warrnambool Harbour works so the siltation went unanswered. In the end, the wartime Commonwealth Maritime Control Board ruled that coal ships could no longer ply the route from Newcastle to Warrnambool due to enemy submarine activities on the eastern seaboard so the last coal boat called in March 1942.



*View taken at the western end of the pier around 1910. Shows a funny insert crossover of extreme curvature, probably put there for easing access to the stabling siding a bit to the west or for the engines on the passenger trains to run around. The passenger platform was somewhere in this area, although removed by the time this pic was taken. Photo: FL9820024 State Library Victoria*

There was no bulk traffic over the pier after this so the railway on it was closed on 5 February 1944 through lack of business. The track was put out of use on the pier and viaduct and a bit further back to the 167 mile post, a little to the south of the intersection of Pertobe Road and Stanley Street, opposite the Lady Bay Hotel. But that was not the end of the line because there were several industrial sidings between here and the Warrnambool station that continued to use rail so this section remained open.

## Industrial Sidings

When it was built the new pier line offered opportunities for industries to start up along its length, particularly those that engaged in importing or exporting by sea. There were five sidings laid in for industrial purposes. The VR historical and other sources are not 100% definitive about these sidings but there is sufficient data to construct a narrative that, in the writer's

*A 1920s view of the Warrnambool railway yard where the tramway line and the VR lines separately took off at different times. The tramway is the white path to the right and the VR line to the left. Image taken long after the tramway was closed and its station and goods yard built over by the VR. Photo: FL 10056514 State Library Victoria*

opinion, is as accurate as can be. Furthermore, the inwards and outwards loadings of these sidings is not differentiated in the VR traffic statistics, being aggregated within the Warrnambool yard figures (as were the pier loadings most of the time) so the actual performance status for each siding is not known to the writer.

The Warrnambool Woollen Mill started a second time in 1910 on its earlier site and arranged for the installation of a dead- end siding that was 70 metres in length at 166 miles 37 chains. The points faced Warrnambool and were secured with a staff lock. The mill's inwards traffic here was coal for its boiler and baled wool for factory feedstock. The mill had a big export trade, mainly rugs at that time and different products in later years, and these were railed direct from the mill to the pier for shipment. In later years, from the 1930s, all the inwards and outwards was by surface rail rather than by sea so all loadings exclusively went through the Warrnambool yard.

The dead- end siding was converted to a loop siding on 21 February 1946, allowing the shunt engine to run around as by now the woollen mill siding was the prime loader on the line. In time the siding became the only traffic source for the line so that it was merely a long shunt out of the Warrnambool yard. In the early 1980s this was recognised when a new terminus for the line was posted at the 268.25 km mark, which was 80 metres from the lower set of the woollen siding points. The loadings ceased in the late 1980s and the siding subsequently put out of use.

About 100 metres past the woollens siding was a turnout to the south-east at 166 miles 51 chains for a staff locked dead-end siding running 200 metres into the yard of the Western District Co-Op box factory. The rails required a small bridge over Pertobe Creek near the factory yard boundary. The opening date for the siding was 6 May 1912.

The Co-Op came to Warrnambool from Melbourne in 1911 with the intention of buying McGennan's butter box factory situated near the Warrnambool railway station on its own siding. The butter box trade was then big business due to the size of the dairy industry in Western Victoria. Negotiations proceeded almost to finality and then broke down so the Co-Op decided to proceed on its own. It bought two blocks of land at South Warrnambool, these fronting Pertobe Road (the modern-day address being east of Price Street and approximately on the Warrnambool Lawn Tennis Club courts) and erected an up to date plant there. The new factory opened in December 1912.

Butter boxes at that time were made from imported New Zealand white pine as Australian hardwoods were no good because their saps and oils tainted the contents of the boxes. The box factory received regular shipments of NZ timber via the pier line, these being every three months at around 1,200 cubic metres. The butter boxes of this era were made with quarter inch (6.5 mm) sawn board fixed with staples and bound by wire. They were packed with one cubic foot (0.283 m3) of butter. The finished boxes in their thousands were despatched from here by rail to various butter factories in Western Victoria.

The business changed hands in 1923 when it was taken over by the Western District Co Operative Box Co. In 1924 the imported pine feed stock was switched to cheaper Australian mountain ash timber from the Otways as a way was found to abate the taint in these timbers by using a neutral coating. So the timbers ceased coming via the wharf and instead came by rail from Beech Forest where the company had a sawmill to produce raw cut box boards. The box factory operated to 1936 when it closed due to fire damage to the plant and the company moved operations to its Melbourne factory. The siding was now redundant and put out of use and probably pulled up during the war for salvage rails.

A short distance from the Box Siding turnout was Pier Loop, which was a Departmental stabling siding and run around loop at 166 miles 68 chains. The installation date for the Pier Loop is not known to the writer but it seems likely to have been in the period 1912 to 1915 when the Box and Laws sidings were put in and the pier was lengthened to expand its ship handling capacity. The siding was on the east side of the line, with capacity for 20 trucks, and arranged as a shunt facility with unlocked points set to lay for the main line. The loop protection comprised scotch blocks at each end.

The siding was used to stable empties awaiting transit onto the pier as there was not much free rail space there in busy times. The loop was also used to simplify shunting for the two dead end sidings at Woollens and Box so as to provide a run around for the engine to be best placed to poke in or pull out from these tracks. It also marked the turnaround point on those daily occasions when the line past the next siding (Laws) was closed during pier extension works in 1914 and 1915.

***Left:*** *The blocks from Laws Siding being placed into position for the Breakwater Pier extensions. The Titan crane had the capacity to lift the 30, 22 and 20 ton blocks used at different times in the pier construction. Photo: State Library Victoria* ***Right:*** *Laws Siding site in 1926, having been removed in 1916 so there is not much left to see. The turnout and approach line from the road corner has been obliterated by sandy soil movements over the intervening years. The white strips are concrete pads laid on each side of the rail siding for the travelling crane to move along when lifting the concrete blocks onto the rail dollies. The rabbit siding was on the same site, probably the same turnout being used for Laws. The rabbit factory itself was to the right in Stanley Street, out of the picture, and not far from the road bridge. Photo: FL 10083545 State Library Victoria*


*Consist for the Australian Rail Exploration Association excursion along the Warrnambool Pier line on 1 January 1976. Rail Tractor 51 is on the main line and facing towards the pier at the woollen mill loop.*
*Photo: 1133530 Weston Langford*

The siding was not needed for pier train running purposes after 1944 and in fact had hardly been used since 1942 so it was turned into a public siding. The main user of the siding then became Briar Industries who trafficked from there for a few years until the early 1950s when the site fell into disuse. The siding was abolished on 22 May 1956.

About 40 metres further on, very close to the intersection of Stanley Street and Pertobe Road, was a siding for the Western District Preserving Co. This business traded in tinned rabbit meat and opened in the former South Warrnambool Flour mill during 1897, just around the corner from the rails in Stanley Street. The siding was on the east side as a dead end with the points facing the pier and capable of holding maybe five trucks. It was not a very long siding. The outwards loading here was cased tins, mostly for export, and brought by road the short distance from the works. The factory operated to about 1906 when the supply of rabbits from district farming properties became exhausted.

The siding fell out of use at this time but may not have been removed as a few years later Laws Siding was opened on the same spot but with a totally different configuration.

Laws Siding served a works and services operation on the area known as the Harbour Reserve (the modern -day Army Barracks site). Laws was opened on 20 April 1914 as a long dead end on the east side of the line with the points facing the pier. The points were Annett locked with the key being attached to the Staff. The rails ran for 150 metres into a yard where contractor Laws made concrete blocks for an extension to the pier.

Laws yard was just that, an open space wherein the forms for the blocks were assembled and concrete batched into them. Inwards loading at Laws was cement and bluestone and the outwards was cubed cement blocks. The blocks weighed 22 tons each so there was a travelling crane here to move the forms and boxes and to load them onto rail dollies. The dollies were then railed the short distance around to the Breakwater Pier and the blocks lifted into position with a Titan crane.

The dollies were unbraked so the rail journey was very slow and steady and could not be interfered with by normal rail traffic on the line. Accordingly, the whole pier line was divided into two staff sections to separate the movements, the new sections being Warrnambool to Laws Siding and Laws Siding to Pier. This arrangement lasted through to the completion of the contract late in 1915. The siding was closed on 20 March 1916 and the staff section switched back to Warrnambool to Pier. The rails were lifted soon after.

## Demolition of line

The pier line was decommissioned in sections over time and eventually pulled up. The major demolition occurred in 1962 when the rails from the west end of the pier back to near the Woollen Mills siding were removed. The rails on the pier itself from the east end to the west end were left in situ because they were hard set flush with the surface as built in order to allow road vehicles to use the causeway. The arrival home signal at Warrnambool Yard was abolished in 1963.

A Bill to close the pier line was introduced to Parliament in 1979 and on its passing the line was officially written off from the end of the pier back to the woollens siding, which had been the de facto position since 1963. A new terminus was set at the woollens siding and this remained the situation until all traffic ceased here in the late 1980s. This section of track was removed in about 1995.

Like the horse tramway before it, the route of the broad-gauge railway was made into a pedestrian and bicycle track after the rails and sleepers were lifted.

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# The Ring River bridge disaster Emu Bay Railway, Tasmania

*by Les Morley and Phil Rickard*

Following the 1882 discovery of silver-lead deposits near the future site of Zeehan it was another six years before substantial development took place. That initial lack of interest was partly due to the remoteness of the location in the rugged West Coast region of Tasmania. In 1888, with a growing interest following the discoveries at Broken Hill, a more optimistic mining scene emerged. Zeehan was confirmed as a field of great riches and serious mining commenced. One of the difficulties to be faced was the lack of a decent port whence to ship the ore.

The nearest shipping place lay to the west, along some 20kms of rutted meandering track, at a dangerous place known as Trial Harbour.[1] Open to the wind and waves that came straight off the Southern Ocean, vessels had to be careful not to end up on the rocks due to the profile of the sea floor. Often, ships had to wait out at sea till the seas subsided or proceed to Strahan, further south down the coast, however, this was also a dangerous due to vessels having to pass through the aptly named Hells Gates to access Macquarie Harbour.

Unsurprisingly, Zeehan residents plus the newspapers and the mining companies were soon agitating for the Tasmanian government to construct a railway to the port of Strahan, about 30km to the south. In the end the Government built a 3ft 6in-gauge railway between the two towns; the story of which is a saga in itself. The line finally opened in February 1892.

Once the line was opened, the port of Strahan quickly went ahead as new jetties and wharfs were built. It became the port for the West Coast with minerals being transported from Zeehan, Dundas, North Dundas and Heemskirk and equipment and supplies being landed. In 1899, on the opposite side of the inlet at Strahan, the Mt Lyell Mining & Railway Co built their own shipping facilities – Regatta Point – and in 1900 a line connecting the two wharf areas was completed.

Meanwhile back at Zeehan, in late April 1892, just months after the Strahan line was opened, a private company completed a line from Zeehan to Dundas, a distance of approximately 7 miles. Upon completion, it was leased to the Government and the TGR operated the trains, in conjunction with their trains to Strahan. This enabled passengers from Dundas (Maestri's) to travel to Strahan and back on the same day.

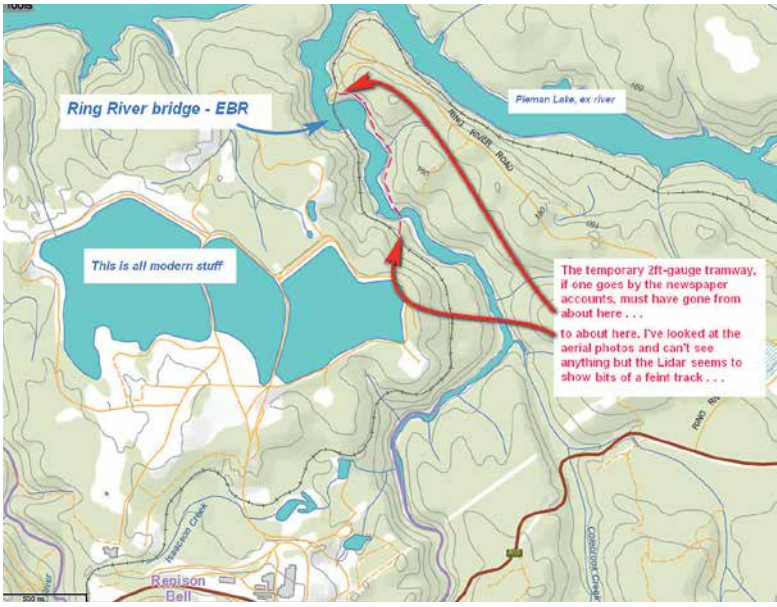
With the Strahan line up and running and making money, (it was the only TGR line that was making money at the time) there were cries from Hobart investors wanting the Government to construct a line from Hobart to the West Coast. There were three surveys carried out but none were taken up. However, in the north-west of the island at that time the Emu Bay and Mount Bischoff Railway was running a line from Burnie to Waratah to serve the famous Mt Bischoff tin mines.

In 1897 that company was taken over by the newly-formed Emu Bay Railway Company.

It wanted to tap into the wealth of the West Coast, and proposed to build a line from their present railway, at Guildford (Junction), to Rosebery. From there a couple of surveys were done for a line to Queenstown, but in the end it was decided to extend from Rosebery to Zeehan. In order to gain access to the government railway station and yards at Zeehan, the EBR purchased the Dundas railway and ultimately connected to it several miles north of Zeehan at a place known as Rayna Junction. The EBR thus finally reached Zeehan and the line opened on 21 December 1900, connecting Burnie, a safe port on the North-west coast, to Zeehan and on to Strahan, Regatta Point and ultimately to Queenstown and Mt Lyell.

On the section from Rosebery to Zeehan the new line had to traverse two rivers in deep gorges, the Stitt and the Ring; north of Rosebery it also bridged the Pieman River. The Pieman was a large river particularly in flood-time as the west coast of Tasmania is known for its heavy rainfall. The bridges over all three rivers were of steel construction on concrete foundations, though their actual designs differed. Of the three the Ring River bridge always looked rather light in its construction.

During the construction of the line south of Rosebery, a temporary 2ft-gauge wooden-railed horse tramway was built along the formation to assist with the movement of men and materials. It was also appreciated by the various storekeepers along the line, speeding up deliveries of goods and supplies, in the process earning money for the company. The temporary tramline reached the Ring River by early December 1899. From the north end of the bridge site it was routed along the eastern fall of the valley for half-a-mile, before crossing the river and re-joining the railway formation on the west side.[2]




The early months of 1900 saw the bridge site cleared and by March the concrete foundations were under way. By July a crane had been erected, and the formations completed both sides of the river, with rails laid to the northern end. The actual bridge steelwork was manufactured by Salisbury's Foundry in Launceston and railed to the site in pieces.[3] The bridge was 285 feet in length, with nine spans of 30 feet and one of 15 feet. The rail level was 84 feet above ordinary water level. By the end of October, the bridge was finished and rails laid for a mile south of the bridge, along the western side of the valley.

By November, following completion of the tunnel under Serpentine hill, it was just a matter of the connection to the Dundas railway at the new Rayna Junction and upgrading of the light Dundas line rails from there into Zeehan yard. A couple of days prior to the official opening, a special train ran through from Burnie to Zeehan. Accompanying the EBR's Engineer-in-Charge James Stirling, was the TGR's Engineer-in-Chief (John McCormick) who proceeded to inspect the line and all bridges.[4]

On the morning of Tuesday 6 March 1917, following a prolonged dry spell, the district south of Rosebery was hit

by a torrential thunderstorm that saw huge amounts of rain fall, quickly turning dry creek beds into rushing torrents. In the area around Renison Bell these streams carried the water to the Ring River that soon became a fierce torrent, rushing northward towards the Ring bridge. Here, a wall of broken logs and trees began to build up against the centre pylons. Further upstream an even larger dam was formed. It eventually gave way, sending a tidal wave of water and trees downstream, crashing into the bridge which quickly gave way under the pressure and collapsed, thus severing railway contact between Rosebery and Zeehan.

The steelwork and decking of two trestles was washed away, together with some of their concrete footings, leaving the railway lines suspended in space. Torrential rain had been allowed for in the bridge design but no-one envisaged bushfires followed by rain. Mid-February had seen extensive bushfires on the West Coast, particularly around the mining areas. Much of the forest around Renison Bell had been burnt and vast amounts of debris was lying on the forest floor. This debris, in the normal course of events, would have in a couple of years, been overgrown and secured by a regrowing forest. The mere three weeks between the fires and the flood was most unfortunate – it saw vast amounts of burnt debris washed down hillsides and into creeks and ultimately the Ring River. James Scott, manager of the nearby Renison Bell Tin Mining Co said it was the heaviest rain he had ever seen in his years on the West Coast, a sentiment echoed by many old-timers.

On the day of the flood, the Burnie to Zeehan train had crossed the bridge at about 12:30pm, the crew noting the rising waters and copious debris but no particular alarm was felt as the concrete footings extended above the water for a dozen or more feet. A couple of hours later, on the return journey and nearing the bridge on a curve, Driver W Roberts noticed that the centre of the bridge appeared to be missing. Bringing the train to a halt on the down-grade, Roberts, together with Claude Moxon (a passenger, and manager of the Hercules mine at Williamsford) walked the fifty yards to the bridge and realised their narrow escape.

Telephonic contact was made with Zeehan and Francis Fahey, TGR station master, sent out a relief loco to assist the train, as it was quite hard to re-start up-grade on the wet rails and climb the 500 feet in five miles back to the Argent tunnel. The train, with engines at both ends, arrived back at Zeehan by 7pm. At least two of the passengers did not make the return trip to Zeehan, opting instead to walk across the sleepers and rails that hung over the river. Clearly they wanted to reach Rosebery that day![5] Telephone contact was also made to Burnie and the EBR's general manager, James Stirling, left immediately by special train for the Ring River to make arrangements.

Amazingly, a basic service was resumed the following day. Trains from each direction met either side of the Ring bridge and, using a path cleared by gangers and a hastily constructed wooden bridge near the water, passengers, luggage and mails were transferred. Further, within ten days, some 30 workers overseen by permanent way inspector John Reardon had cleared the old temporary tram formation, built in 1900, on the east side of the valley. A 2ft-gauge steel tramline was built from the north-end of the bridge to a spot about 40-chains distant, adjacent to the railway including a new, if rough, wooden bridge, hastily built across the river.[6]

Using this temporary tramway, horses hauled trucks back and forth for the next six months, carrying luggage, goods and even bagged ore – indeed anything except very heavy items such as logs, cattle and heavy mining machinery. Passengers still had to make the journey across at the bridge – down the path one side and up the other. The new bridge was opened for traffic on 3 September 1917, having been tested by one of the EBR's large Dübs 4-8-0 locomotives a few days previously.[7]

*This fine view from the well-known Launceston photographic studios of Stephen Spurling & Son was taken a few years after the Ring River bridge's completion. The image was made into postcards and also appeared in the* Weekly Courier *for 19 January 1907. It shows an EBR train of six open goods trucks and van headed by what appears to be one of the 4-8-0 Dübs locomotives. The train is heading towards Rosebery and has paused to allow one of the Spurlings to record the scene for posterity.*

***Above:*** *A dramatic view from the east (Rosebery) side of the gorge following the bridge wash-out. A two-carriage train can be seen at the top left, on the Zeehan side of the river. As the locomotive (one of the 4-8-0s) is at the south end of the train it would seem that the loco has propelled the carriages from Zeehan in order to facilitate restarting the train upgrade to the Argent tunnel. The photo was taken by James B Scott, manager of the nearby Renison Bell tin mine and appeared in the* Weekly Courier *15 March 1917*

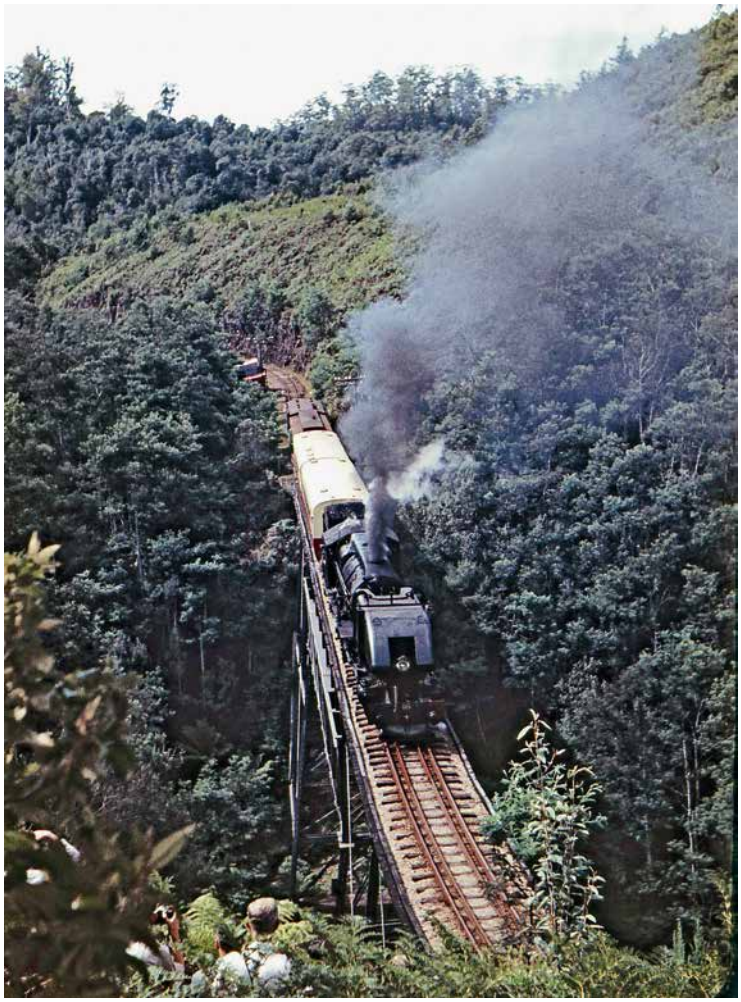
***Right:*** *Viewed from the north, downstream of the wrecked bridge. One of the missing steel trestles can be seen at left. On the day of the disaster (6 March 1917), when the Burnie-bound train stopped just 50 yards from the washed-out bridge, two passengers chose to walk across the swinging rails and sleepers to continue their journey to Rosebery on foot! Photo: J B Scott,* Weekly Courier *15 March 1917*

The new bridge was designed using a single lattice span of 90 feet to span the river, with a 30ft span each side. The two new girders for the centre span were on site by late May. This bridge was erected by the simplest means possible, mostly done by hand labour. The new girders were winched across on a temporary bridge and when they reached their position the temporary bridge was removed and the new girders lowered into place by hand winches. The centre span rested on steel trestles set in concrete piers 20ft above water level.

In 1965 the EBR line was closed between Zeehan and Rosebery. However, five years later the line was re-opened from Rosebery to Melba Flats (7km north of Zeehan) for the transport of Mt Lyell ore to Burnie. In the 1970s, when the Tasmanian Hydro-Electric Commission started its Pieman River hydro schemes it was found that the bridge was too low when the lower Pieman dam had started to fill. This meant that the Ring bridge would be under water. A new bridge at a higher level was built by the HEC and it was agreed that the old bridge would be removed. It was demolished by the Army Reserves on 23 May 1988. The Mt Lyell ore traffic ceased in 1994 and henceforth the line was only used occasionally, one such being a passenger train in 1999. The line now lies idle and the third Ring River bridge is still there today, unused.

***Above:*** *The new bridge, with its central 90ft truss span, under load test with a Dübs 4-8-0 locomotive, possibly on 1 September, or two days later when the TGR's Engineer for Existing Lines inspected it. The much enlarged concrete footings were of sufficient height to be above flood waters to obviate debris being trapped in the steel work. Temporary scaffolding is still evident, plus one of the gantries (the far-end gantry has already been dismantled) used to lower the two 11-ton lattice-type girders into position. Photo: M Plummer colln, LRRSA Archives*

***Right:*** *In March 1964, the Australian Railway Exploration Association (AREA) ran a three-day trip to Tasmania. On 8 March a special train was run on the Emu Bay Railway from Burnie to Zeehan and return. Here we see the AREA special heading southwards to Zeehan, photographed from the west side of the rugged Ring River valley. The locomotive is G16, an Australian Standard Garratt, built by the Islington workshops of the South Australian Railways in 1944. The loco was scrapped two years after this picture. Photo: Weston Langford image 104194, colour corrected. courtesy www.westonlangford.com*



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3. *North Western Advocate* and *Emu Bay Times* 27 July 1900
4. *Zeehan & Dundas Herald* 19 Dec 1900
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# End of the Line – Bunnings Mill, Manjimup 1966

On 16 October 1966, the ARHS Western Australia Division ran a railfan trip into the South-West of WA to visit some of the remaining sawmills. The late Weston Langford was on that trip, and thanks to the generosity of Weston's family we reproduce here two of the photos of locomotives seen than day, stored – never to run again, at Bunnings Mill at Manjimup, about 255km south of Perth. Not all the day was dispiriting though, as trips behind steam were run on the Donnelly River line and the Dean Mill line. We hope to feature some of these images in forthcoming issues.

***Top:*** *Under the tall gum trees, in a sea of swaying grass, 2-6-0s Nos.11 (left; J Martin 137/1896) and 109 (J Martin 8/1890) quietly rust away. No.11 was scrapped in 1970; No.109 is now preserved in Manjimup.*

***Bottom:*** *No.11, up on blocks, has donated its wheels to keep other locomotives running. It was purchased by Bunnings in 1934.*

*Both photos Weston Langford collection https://www.westonlangford.com/images/photo/107394 and 107932*

# Industrial Railway NEWS

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**Special thanks to contributors to the *Sugar Cane Trains/Navvy Pics 2ft* Facebook page.**

## QUEENSLAND

**BUNDABERG SUGAR LTD, Bingera Mill**
(see LR 264 p.24)
610 mm gauge
A rake of empty bins was derailed across Tantitha Road, Gooburrum on 23 July. The next day, a rake of empty bins ran away during a shunt at Wallaville and fell off the bridge over Currajong Creek and the Wallaville Goondoon Road, narrowly missing the roadway underneath. Hitz939 Bundaberg 23/7/2019; FNQ Traffic Control 24/7/2019; Ron Stitt 7/19

**BUNDABERG SUGAR LTD, Millaquin Mill**
(see LR 268 p.37)
610 mm gauge
Bundaberg Sugar has proposed a cane rail project which will improve transport costs and minimise the use of trucks on local roads and is seeking $10 million from the state government to assist with it. It is being speculated that the project is the construction of a rail bridge over the Burnett River.
Bundaberg Now website 9/8/2019; Lincoln Driver 8/19

**MACKAY SUGAR LTD, Mackay mills**
(see LR 268 p.38)
610 mm gauge
Nordzucker AG of Germany took a 70% controlling interest in the share capital of Mackay Sugar following a vote by shareholders on 29 July, which voted overwhelmingly in support of the deal.
Mackay Sugar Ltd 8/19

**MACKAY SUGAR LTD, Mossman Mill**
(see LR 267 p.26)
610 mm gauge
After funding was received from federal and state governments, ownership of this mill was transferred to the farming co-operative Far Northern Milling Pty Ltd from Mackay Sugar on 5 July. Clyde 0-6-0DH *Habana* (60-215 of 1960) was seen at the loco shed without its calf unit, Clyde 0-6-0DH *Marian-11* (56-104 of 1956) on 22 June.
Gregorio Bortolussi 6/19; *Port Douglas & Mossman Gazette* 4/7/2019; Canegrowers Media Release 8/7/2019

**MSF SUGAR LTD, Mulgrave Mill**
(see LR 268 p.38)
610 mm gauge
Clyde 0-6-0DH 13 *Hambledon* (64-316 of 1964) was seen stabled with the poison train at Deeral on 14 June. The first cane for the crushing season this year was brought into the yard by Com-Eng 0-6-0DH 26 *Meringa* (AK3675 of 1964) on 20 June. Locos and brake wagons seen paired together this year are Com-Eng 0-6-0DH 12 *Riverstone* (AD1452 of 1961) with Hambledon Mill 6 wheeler 11 (built on the frames of Baguley Drewry 2514 in 1990), Clyde 0-6-0DH 16 *Kamma* (56-96 of 1956) with Clyde 6 wheeler 19 (CQ1319 of 1969), Prof B-B DH 22 *Aloomba* (P.S.L.25.01 of 1990) with Clyde 6 wheeler 18 (CQ132 of 1965) and Walkers B-B DH *Gordonvale* (595 of 1968 rebuilt Bundaberg Foundry 1995) with EM Baldwin 6 wheeler 13 (7065.4 6.77 of 1977). Clyde 0-6-0DH 19 *Redlynch* (65-435 of 1965) is based at the Redlynch Depot this season, while the *Gordonvale* then from late July, 22 *Aloomba*, have been observed doing shuttle trips between the depot and the mill. Brake wagon 19 has been repainted this year in bright yellow with a wide green band round the top of the sides and ends. The bare frame of Clyde 0-6-0DH 15 (58-190 of 1958) was due to be scrapped late in June. Com-Eng 0-6-0DH 3 (A1003 of 1955) was being stripped for parts late in June with

*Bingera Mill EM Baldwin B-B DH* Delan *(5800.3 7.75 of 1975) on the approach to Coal Mine loop with forty-two fulls from Wallaville on 12 July. Photo: Hayden Quabba*

*Mossman Mill EM Baldwin B-B DH* Daintree *(7303.1 7.77 of 1977) on Cassowary Creek bridge with a rake of empties for the Port Douglas area on 14 July. Photo: Gregorio Bortolussi*

***Top:*** *Sporting a new coat of paint, Millaquin Mill's EM Baldwin B-B DH* Calavos *(4983.1 7.73 of 1973) with fifty-one fulls in tow, approaches Bargara Road on 11 July. Photo: Hayden Quabba* ***Centre:*** *Racecourse Mill Clyde 0-6-0DH* Seaforth *(61-233 of 1961) approaches the mill yard with over ninety full bins on 16 June. Photo: Anthony Morris* ***Above:*** *South Johnstone Mill Clyde 0-6-0DH multi-unit locos 2 (55-56 of 1955) and 3 (56-90 of 1956) at the Boogan catchpoints on 25 June. Photo: Jason Sou*

Com-Eng 0-6-0DM 5 (A1005 of 1955) and Com-Eng 0-6-0DH 6 (A1006 of 1955) to follow. Clyde 0-6-0DH 14 (56-86 of 1956) was seen stored in a derelict but mainly complete state during July. The frame of Com-Eng 0-6-0DM 4 (A1004 of 1955) is still on site and may become a brake wagon. EM Baldwin 0-6-0DH 11 *Maitland* (4413.2 8.72 of 1972) is still out of service. The bogies from stored Walkers B-B DH DH47 (629 of 1969) are being converted to 610 mm gauge for use as spares. Sandy Creek bridge and Grays Creek bridge in the Mt. Peter area were upgraded during the slack season this year. Owing to the condition of bridges in the Little Mulgrave area, it has been decided to road haul cane bins to the mill from isolated sidings in the area. The construction of one of these at Irvin Access Road made the news on 28 July when a crane struck power lines, killing one man and injuring two others. Mulgrave Mill took over working some of South Johnstone Mill's sidings in the Mirriwinni area from early in August owing to a boiler failure at that mill.

Gregorio Bortolussi 6/19, 7/19, 8/19; John Charleton 6/19, 7/19; *Cairns Post* 28/7/2019; Brian Bouchardt 7/19; Jason Sou 8/19

**MSF SUGAR LTD, South Johnstone Mill**

(see LR 268 p.38)

610 mm gauge

The last of the name plates on the originally Babinda Mill Com-Eng locos at this mill were removed in 2017. There are seven 1-man crewed locos and four 2-man crewed locos here this year. A number of new 6 tonne bins were built by Bradken at Boogan for South Johnstone Mill this year. Mulgrave Mill took over working some of South Johnstone Mill's sidings in the Mirriwinni area from early in August owing to failure of one of its boilers and a subsequent reduced crushing rate. Clyde 0-6-0DH 11 (55-64 of 1955) was seen with the ballast train on 12 June. Com-Eng 0-6-0DH 5 (AH2460 of 1962) was seen working without its multi-unit mate, Com-Eng 0-6-0DH 4 (AD1138 of 1960) on 5 July. They were back together by 27 July. Clyde 0-6-0DH locos 16 (56-93 of 1956) and 17 (55-57 of 1955) have been working together as multi-unit locos for the past few years. Firstly, Clyde 0-6-0DH 14 (63-288 of 1963) and then Clyde 0-6-0DH 15 (66-491 of 1966) have been based at Silkwood this year.

John Phillips 6/19; Brian Bouchardt 7/19; Gregorio Bortolussi 7/19; Ciel Harvey 7/19; Jason Sou 8/19

**TULLY SUGAR LTD**

(see LR 268 p.38)

610 mm gauge

This year, rakes of old and new Willison coupler equipped 10 tonne bogie bins have been seen within rakes of link and pin equipped 4 tonne and 10 tonne four wheeled bins. These have been seen in rakes of six to eleven with dual coupler bogie or four wheeled 10 tonne bins at each end. Com-Eng 0-6-0DH multi-unit locos 12 (AD1351 of 1961) and 15 (AK3574 of 1964) were seen parked near the loco shed on 18 July. They had buckets over their exhaust pipes indicating that they are probably spare locos and not seeing much use. For the


***Above:*** *Farleigh Mill Clyde 0-6-0DH multi-unit locos* Palmyra *(63-273 of 1963) and* Pleystowe *(64- 321 of 1964) on the climb up Church Hill on 28 July. Photo: Anthony Morris*
***Right:*** *Farleigh Mill EM Baldwin B-B DH* Inverness *(10123.1 5.82 of 1982) departs Pleystowe yard with a rake of empties for delivery in the Victoria Plains area on 12 June. Photo: Hayden Quabba*
***Below:*** *South Johnstone Mill Com-Eng 0-6-0DH multi-unit locos 9 (AH3979 of 1964) and 8 (AA1543 of 1960) at Mundoo on a pre-season delivery of empties on 13 June. Photo: John Phillips*


*South Johnstone Mill Com-Eng 0-6-0DH multi-unit locos 8 (AA1543 of 1960) And 9 (AH3979 of 1964) pass through the main street of South Johnstone on their return to the mill on 13 June. Photo: John Phillips*

Tully Show this year, several of the mill's locos including EM Baldwin 0-4-0DH 2 (6/1082.2 2.65 of 1965), Com-Eng 0-6-0DH 18 (AO60113 of 1977) and Walkers B-B DH locos 3 (643 of 1970 rebuilt Tully Mill 2013), 4 (622 of 1969 rebuilt Walkers 1996) and 5 (650 of 1969 rebuilt Walkers 1993) were lined up on display at the mill fence on 26 July.
John Phillips 6/19; Gregorio Bortolussi 7/19; Sue Lundon 7/19; Norman Liddle 7/19; Brian Bouchardt 7/19

**WILMAR SUGAR (HERBERT) PTY LTD,**
**Herbert River Mills**
(see LR 268 p.38)
610 mm gauge
The start of the crushing season in the Herbert was marred by wet weather and resulted in chaotic stop/start crushing for two or three weeks. Rakes of 11 tonne bogie bins, normally based at Victoria Mill, were being crushed at Macknade Mill at times with some remaining based at Macknade well into July. All are now back at Victoria Mill. One hundred and seventy-six of these bins were assembled at Macknade Mill this year. Macknade Mill's EM Baldwin B-B DH *Darwin* (6171.1 9.75 of 1975) was at Victoria Mill for maintenance during the latter part of the slack season and returned to Macknade during the latter part of June. EM Baldwin B-B DH *Gowrie* (7135.1 of 7.77 of 1977) and EM Baldwin 6 wheeled brake wagon BV 2 (7065.5 6.77 of 1977) were at Macknade Mill from 26 or 27 June. EM Baldwin B-B DH *Wallaman* (6400.3 4.76 of 1976) and Solari bogie brake wagon BV12 (built in 1994) were at Macknade from sometime in the period 9 to 11 July until 16 July. Although rostered at Macknade this year, this loco may stay at Victoria Mill for the rest of the crushing season. Victoria Mill's Clyde 0-6-0 DH *Ingham* (64-382 of 1964) was on loan to Macknade Mill from 30 July. With Victoria Mill's Walkers B-B DH *Clem H McComiskie* (605 of 1969 rebuilt Walkers 1991) not available at the start of the crushing, Macknade locos substituted for it on the Victoria sugar train. EM Baldwin 0-6-0DH 14 (6/2490.1 7.68 of 1968) was used at first from 26 to 27 or 28 June and subsequently EM Baldwin B-B DH 20 (7070.4 4.77 of 1977) with EM Baldwin 6 wheeled brake wagon BV 1 (7065.3 6.77 of 1977) until 4 July when the *Clem H McComiskie* returned to service. On the night of 2/3 July, 20 hauled sugar for both mills. Victoria Mill's Walkers B-B DH *Herbert II* (612 of 1969 rebuilt Walkers 1993) was fitted with RSU remote control during the slack season. This loco has been paired with a new Chinese built bogie brake wagon since around the start of August. This unit was outfitted at the mill. Victoria Mill's Hudswell Clarke 0-6-0 *Homebush* (1067 of 1914) ran passenger trains on the Nyanza line as part of the festivities associated with the annual Italian Festival on 3 August. Victoria Mill's Walkers B-B DH *Jourama* (680 of 1972 rebuilt Bundaberg Foundry 1996) collided with a haulout in a siding in the Stone River area on 8 August.
Editor 6/19, 7/19, 8/19; Wilmar Sugar Mills Media Centre – Herbert production report for week ending 10/8/2019

**WILMAR SUGAR PTY LTD,**
**Inkerman Mill, Home Hill**
(see LR 268 p.39)
610 mm gauge
The name of Com-Eng 0-6-0DH *Osborne* (AH2866 of 1963) was incorrectly spelt as Osbourne in the previous issue.

**WILMAR SUGAR (INVICTA) PTY LTD,**
**Invicta Mill, Giru**
(see LR 268 p.39)
610 mm gauge
Walkers B-B DH *Cromarty* (708 of 1973 rebuilt Bundaberg Foundry 1996) was seen in use on 23 June following its slack season rebuild.
Luke Horniblow 6/19

**WILMAR SUGAR PTY LTD,**
**Pioneer Mill, Brandon**
(see LR 268 p.39)
1067 mm gauge
A Walkers B-B DH cab and fuel tank were sandblasted and painted at Blakoe's Sandblasting and Protective Coatings Pty Ltd, Brandon during July.
Blakoe's Sandblasting and Protective Coatings Pty Ltd 7/19

**WILMAR SUGAR (PLANE CREEK) PTY LTD,**
**Plane Creek Mill, Sarina**
(see LR 268 p.39)
610 mm gauge
Fifty empty bins of a rake of three hundred and fifty being hauled by Walkers B-B DH 2 *Karloo* (630 of 1969 rebuilt Bundaberg Foundry 1995) derailed across the Bruce Highway at Sarina on the morning of 14 or 15 July. The new Karloo siding at Carmila consists of a fan of ten parallel lines with eight arranged in pairs terminating in roll on roll off ramps. The other two are dead end lines. It was close to completion by 7 July. The trackage beyond the Plane Creek bridge on the Plane Creek line is now worked by tractors.
Andrea Thompson 6/19, 7/19; Steven Allan 7/19; Luke Horniblow 7/19; David Axiak 7/19; *Daily Mercury* 15/7/2019

**WILMAR SUGAR (PROSERPINE) PTY LTD, Proserpine Mill**
(see LR 268 p.39)
610 mm gauge
For traffic purposes, Com-Eng 0-6-0DH *Oakenden* (FB3169 of 1963) is being referred to as 16 this year.
Tom Badger 7/19

## NEW SOUTH WALES

**BLUESCOPE STEEL LTD, Port Kembla Steelworks**
(see LR 267 p.27)
1435 mm gauge
English Electric Australia Bo-Bo DE D27 (A-040 of 1960) was seen resting between jobs on 16 July.
Chris Stratton 7/19

**MANILDRA FLOUR MILLS PTY LTD, Nowra**
(see LR 268 p.40)
1435 mm gauge
This was mistakenly reported as a new facility but it does not exist. Manildra refers to the factory at Bomaderry as its Nowra plant.
John Browning 8/19

## SOUTH AUSTRALIA

**GENESSE & WYOMING AUSTRALIA, Whyalla**
(see LR 260 p.29)
1067 mm gauge
On 31 July, an empty iron ore train operated by GWA, while being prepared for departure from the rail yard, ran away driverless for approximately five kilometres through the steelworks before it could be stopped and secured. Clyde Co-Co DE locomotives 2260 (76-819 of 1976), 2261 (74-789 of 1974), 2262 (74-791 of 1974), 2269 (76-820 of 1976) and 2275 (73-774 of 1973) were unloaded from the *Thunder Bird* at Port Adelaide on 27 June. These originally Queensland Railways locomotives are said to be bound for GWA at Whyalla and are ex TMH Africa at Boksburg in South Africa. They are said to be replacing the five GWN class locos at Whyalla.
Martyn Bateman 6/19; Mel Turner 6/19; Dion Chandler 6/19; Ian Pringle 6/19; Bradly Coulter 6/19; ABC North and West 2/8/2019

*Mossman Mill Com-Eng multi-unit locos* Douglas *(AL2562 of 1963) and* Faughy *(AL4190 of 1965) leave the mill yard for Drumsara on 22 June. Photo: Gregorio Bortolussi*

## WESTERN AUSTRALIA

**COCKBURN CEMENT LTD, Parkeston**
(see LR 267 p.27)
1435 mm gauge
Goninan Bo-Bo DE 50 (014 of 1961) is now the spare parts donor loco for Goninan Bo-Bo DE 49 (013 of 1961). During July, it was seen up on blocks and minus its bogies.
Walter Rowe 7/19

## OVERSEAS

**FIJI SUGAR CORPORATION**
(see LR 268 p.40)
610 mm gauge
A report by the Indian government into the FSC rail system indicates that it could be massively upgraded, making room for larger loads of cane and reducing haulage costs. Rail cane deliveries to Lautoka Mill have been affected by aging locos increasingly succumbing to breakdowns. FSC has sourced four second-hand right sized locos which are to be brought to Fiji as soon as possible. The Reddy Group of Companies has bought approximately 9 acres of land at Cuvu from FSC. The land houses old FSC homes, a sector office and loco shed. FSC had stopped using the sector office in February of 2019. Ecotrax Fiji is still using the rail lines on the site.
*FBC News* 26/6/2019; *Fiji Sun* 23/7/2019; fijivillage.com 26/6/2019, 6/8/2019

# LETTERS

**Plateways around Melbourne (LR258 and 267)**

I found Phil Rickard's articles on Melbourne's plateways intriguing, having become aware of the existence of the phenomenon only a couple of months before the appearance of Part 1, when I came upon the 'Cart Track' reference on the South Melbourne Gasworks plan reproduced on p.10 of LR267. However, I had been aware, since the late 1950s, of an example of a stoneway in the Melbourne CBD, serving the Winfield and Rialto Buildings at 497-503 Collins St, which appears still to exist largely intact. An article on the Rialto Building (Victorian Heritage Register No. H0041)at http://vhd.heritage.vic.gov.au/places/result_detail/743?print=truestates:

> The original bluestone cobbled laneway, which served the carts and wagons delivering wool and other products to the Rialto building warehouses, survives intact on the ground floor of the atrium. This laneway forms a U-shape by looping around under the building at the Collins Street end, and returning along the whole length of the west facade back to Flinders Lane.

I took the accompanying photograph of the 'return lane' in 1964 but, regrettably did not photograph the wider, inwards laneway (which is shown on the MMBW 40ft to 1inch plan as 'Winnfield (sic) Square'), and have no recollection of the style of its paving. While I have not been inside the redeveloped site to check the veracity of the claim that the paving remains as it was, I discovered fairly recently that the 'return lane' is now blocked at the archway in Flinders Lane by machinery, leaving only a very short length of stoneway visible from the outside, while latter-day building works have obscured the entrance (Win(n)field Square) completely.


Jeremy Wainwright
Canberra, ACT

**Manning River breakwater locomotives (LR240 Research section)**

Following my revelations some years ago re the firm of Parkinson and Monaghan, in a more recent letter to the Editor re Granter and Co (LR 240, Manning River breakwater visited), I advised the details of the arrivals in 1895 of the two locomotives obtained by the first contractors for the breakwater work at Manning Heads, ie *Tarry* and *Burwood*. In this I was quite correct, however, it has since been demonstrated by other parties quite conclusively that *Tarry* was not as long generally believed, the locomotive built by Parkinson and Monaghan in 1870, the sole example erected by that short-lived firm. Significant circumstantial evidence provides valuable context. Despite previous advice on my part (which was based on incorrect input from others), *Tarry* certainly was not 0-6-0 Vale and Lacy No.1, and one can see the strong Manning Wardle design influence. There is, however, far more involved and I will provide more details in due course.

Ron Madden
Wagga Wagga, NSW

## 2018 JLN Southern Award – Judges Report

Each year the LRRSA Council recognises the efforts of researchers, writers and contributors for the publication of high quality articles on light railway subjects. The J L N Southern Award is made annually for the best article covering research of light railways for the previous calendar year.

The Judging Panel this year again comprised Roderick Smith (former President and Treasurer of the LRRSA), Ruth Kerr (an eminent historian based in Queensland) and David Whiteford (an eminent rail historian based in Perth).

This is the fifth year of the award. As ever, it is a pleasure to read and consider all the articles, but it is a tough call for the judges. The standard is high: all articles selected by the Editor demonstrate excellent research, a high level of interest and excellent presentation. Across the whole set, our hobby covers a broad spectrum of technical items and Australian history. Light railways do not exist in isolation, they exist to serve a purpose and that showed strongly. *Light Railways* stands high in the world of Australian-history publications, helped by outstanding cartography and excellent rendition of often-deteriorated (and hard-to-find) photos.

For 2018, 13 articles were eligible for consideration and all had to be over 1500 words. Some of the published articles were part of a continuing series, and they will be judged when the series is complete.

The criteria set by Council, have remained the same for all 5 years:

1. Research substantially original, which makes a significant contribution to the body of knowledge of light or industrial railways.
2. Material is well presented and appropriately referenced.
3. Work is of a high standard and readability and interest to the audience.
4. An examination, if relevant, of the broader context of where, when and why the railway operated.
5. Secondary Criteria: The use of maps and diagrams, the use of photographs and other illustrative material.

As we scored the degree to which each met these criteria, several articles achieved a similar ranking, however, there can be only one winner.

Your three judges are once again united in our decision, and are happy to present the 2018 JLN Southern Award to **Mike McCarthy** for the two-part article 'Torrumbarry'. This scored highly in all criteria and the article is extremely well written from a wonderfully detailed imagination. This is a new way of presenting tramway history to the public, and demonstrated an excellent understanding of how tramways operated in the early 20th century. We are sure that local historical societies and libraries would be very interested in seeing the article and showcasing it to their members and users. Coincidentally, it was published as Murray-Darling water management has become a national issue once again, just as it was when the weir and lock scheme was established.

This award is not a TV talent show and we will not comment on all entries, however, two are worthy of special commendation:

- The heart-warming 'Warburton timber man', assembled by Nick Anchen from an interview with one of the last survivors of the era which spawned so many light railways. For most of us, this was an era which we can experience only vicariously.
- Cheetham Salt, succeeding admirably with a lesser-known form of mining. This was a survivor into the early VLRRS/LRRSA days, and many Victorian members have experienced the two systems first hand (and appear in some of the photographs).

The LRRSA Council would like all members of the Society and magazine readers to join it in congratulating Mike McCarthy for his award and to Peter Evans and Nick Anchen for their commendations.

# OBITUARY

## John Weller Shoebridge

### 18 June 1933 to 18 July 2019

On leaving school in the early 1950s, John joined the Department of Railways, New South Wales in Sydney for a short period until being employed by Caledonian Collieries Limited at the Waratah Colliery at Charlestown in the survey office. He obtained his undermanager's ticket while working at the Waratah Colliery and spent time on various projects being undertaken by Caledonian Collieries Limited from the early to mid 1960s as well as spending time in the company's head office in Newcastle.

When the Waratah Colliery closed in December 1961, John moved to the Richmond Main Colliery as afternoon shift undermanager for a couple of years. By this time, he had obtained his manager's ticket and moved to the South Coast to manage a mine before becoming the Superintendent of the Mines Rescue Station at Bellambi.

In 1967 he moved to the Maitland Main Colliery as manager, the position he held until 1971 when he moved to Bellbird Colliery as undermanager before becoming its manager. While at Bellbird Colliery he became known as 'Little Tiger' by the workmen due to the manager at time being known as 'Tiger'. On the retirement of the manager, John became known as simply 'Tiger'. He amassed a huge collection of tigers and tiger related material.

In 1974, John moved to Lithgow as Superintendent of the Mines Rescue Station while in late 1978 moved to Boolaroo as the Superintendent of the Mines Rescue Station at that location. On retirement John settled in his residence at Dora Creek.

During John's long career in the coal mining industry, he collected and recorded much information as well as photographing the various operations of the coal mining industry he was associated with. John used this information along with his vast knowledge on the coal mining industry to write articles for *Light Railways*. He also freely assisted and provided photographs for me in my writings on the coal industry.

John was a very capable machinist and built a steam boat complete with boiler and motor which he named the 'Happy Tiger'. He commenced the building of a steam locomotive. but unfortunately, it was never completed.

In late June 2019, John was diagnosed with a serious terminal illness and passed away on 18 July 2019. For all that knew John, he will be sadly missed. *Brian Robert Andrews*

*John, wearing his 'Tiger' cap, at The Junction, Newcastle, in 2017. Photo: Mike Scanlon*

# John Monash Medal for Engineering Heritage

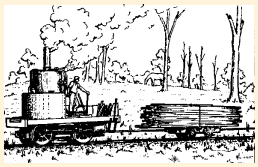
LRRSA member David Jehan has been awarded the John Monash Medal for Engineering Heritage by Engineers Australia. This award is given for passionate advocacy for and practice in recording, preserving and celebrating engineering heritage, for leadership in the profession and tireless effort in raising public awareness of the work of engineers and the importance of engineering to the community.

David was awarded the medal for his past work in developing training programs for the operation of heritage steam equipment. Also, his ongoing work of recording the history of Australian heavy engineering and rolling stock manufacturers such as Tulloch, Hudson Brothers and Clyde Engineering.

The medal was presented at the 100 year Centenary Dinner for Engineers Australia held in Sydney on 17 August 2019 by the Chairman of Engineering Heritage Australia Neil Hogg.

The Council of LRRSA, on behalf of all members congratulate David on being awarded this prestigious medal.


*David with his award. Photo: Engineers Australia*



# LRRSA NEWS

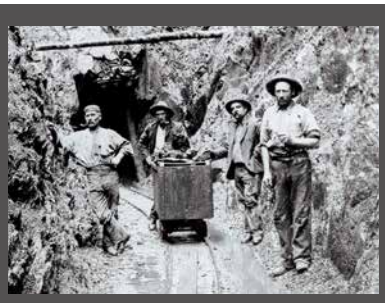
## *MEETINGS*

**ADELAIDE: "More Tasmanian and some Middle Eastern railways"**
After the usual business, we will view more movies by John Meredith of Tasmanian railways and also some Middle Eastern rail. News of light rail matters will be welcome from any member.
Intending participants would be well advised to contact Les Howard on 8278 3082 or by email lfhoward@tpg.com.au, since accommodation is limited.
**Location:**
1 Kindergarten Drive, Hawthorndene.
**Date:** Thursday 3 October 2019 at 7.30pm

**BRISBANE: "Sandstone Railway in South Africa in 2019"**
David Rollins will be showing movies of the 2019 Sandstone Railway South Africa, which he visited earlier this year.
**Location:** Coopers Plains Library, 107 Orange Grove Road, Coopers Plains.
**Date:** Friday 18 October 2019 at 7.30pm

**MELBOURNE: "Various videos on sugar cane tramway technology"**
Sugar cane tramway technology in the late 20th and early 21st century, from the decrepit to the delightful, from the ancient to the modern – Egypt, Trinidad, Negros, Java, Cuba, Fiji and Queensland – a video potpourri courtesy of YouTube.
**Location:** Ashburton Uniting Church Hall, Ashburn Grove, Ashburton.
**Date:** Thursday 10 October 2019 at 8:00pm

**SYDNEY: "Hudson Brothers, railway rolling stock and machinery manufacturers"**
Sydney rollingstock builder Hudson Brothers Limited operated from 1866 to 1898, before it ultimately became Clyde Engineering. David Jehan will present a history of the company, which is the subject of his latest book. Books will be on sale at the meeting.
**Location:** Woodstock Community Centre, Church Street, Burwood. Free Council car park behind building (entry via Fitzroy Street) or close-by street parking. Only 10 minutes easy walk from Burwood railway station.
**Date:** Wednesday 23 October 2019 at 7:30pm



# Field Reports

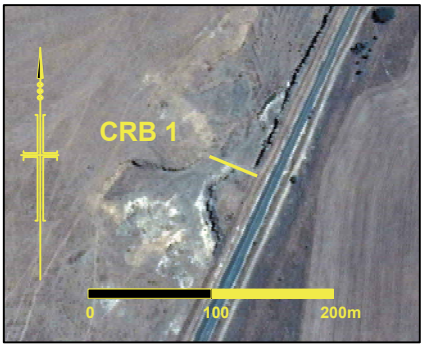
Please send any contributions, large or small, to fieldreports@lrrsa.org.au or to P.O. Box 21, Surrey Hills, Vic 3127.

**Langi Logan quarries, Langi Logan,Victoria**
**Gauge unknown**

There were three very large quarrying operations in the Langi Logan area (near Ararat in Victoria) from 1907 to 1931. Two were run by the Country Roads Board (CRB) and the other by the Victorian Railways (VR). Tramways were used at the sites. The writer made a field trip to the area in April 2019 to see the extent of the remains.


The CRB requested a siding at the 218.5 km mark on the Ararat to Portland line to mine basalt stone for road works from a quarry pit on the west side of the main line. It opened on 19 March 1919. The siding comprised a loop, with staff locks at each end, and could hold 10 trucks. A loading ramp and chute or hopper was aligned to the fence line and here the trucks were loaded, one at a time.

The quarry face on the railway side was taken right along the VR boundary for 300 metres and then expanded out the other direction for over 50 metres, presumably because the best stone was near the railway line. The machinery zone for the quarry was at the loading ramp and here an 'island' of the natural surface was retained for this purpose. The boiler house, engine and screens and crushers were sited on the 'island'. The stone from the quarry hole, some 10 to 15 metres below, was somehow lifted to the loader ramp. There are no roads or inclined planes evident in the quarry for this purpose, but there is a lot of wire rope lying about on the 'island' and below the lip so, presumably, some form of winch-powered tramway incline on a timber ramp was employed.




*Google Earth image showing the likely route of the inclined tramway at CRB 1.*

*Looking south along the loop siding site at CRB 1. Quarry hole to the right. The quarry stone was loaded onto rail at a ramp and chute, the remains of which are represented by the mound. At this ramp site, out of picture on the other side, was the quarry engine, crushers and screens, all placed on the level ground next to the railway fence. Remains of two small huts can also be seen there. The quarry was formed on three sides around this machinery sector so it sits on an 'island'.*

*Machinery zone on the 'island'. The twin humped mound in the background is the remains of the loader ramp. Originally the ramp was straight sided supported by metal slabs and timbers but these were removed when the site closed. One circular well can be seen on the right and there are two more water pits further around.*

The place provided substantial loadings, dispatching huge quantities of stone over the seven year period 1920 to 1926 at an average yearly output of 45,000 tons.

The quarry was worked out by 1927, so the CRB abandoned it and the siding closed on 15 March 1927. The CRB moved operations northwards for two km to 217.2 km where another rail siding was installed.

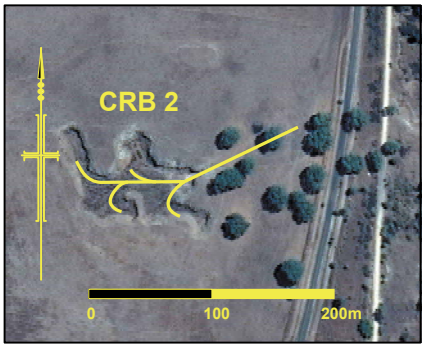
The siding was a dead-end one with staff-locked points facing Ararat, and running parallel to the VR line but over the fence on private property. The main spur was over 350 metres in length and, off it, was laid a loop to hold 20 trucks. The loop points at the far end converged via a gentle curve into a single

***Top:*** *There are several spools of rusty, rotted wire rope half buried on the island, so it looks like the quarried stone was raised 10 metres or so from the quarry floor to the crusher by some sort of inclined tramway worked by rope.* ***Centre:*** *The pit and tramway route at CRB 2. The broken stone from the quarry hole was taken up this winch worked tramway incline to the crushers and screens and then forwarded onto the loading ramp and rail delivery chutes.* ***Above:*** *View from the double line siding at CRB 2 near the far end where rails diverge to a dead end, which was very short. The loading ramp and chute (the mound in the background) was positioned at the very end of the dead end.*

dead end, very short, that could hold two trucks at the very most. The siding opened on 15 March 1927.

The quarry was formed about 100 metres west of the dead end. The stone was moved around on the floor of the pit by tramway skips and then hauled from the hole via an inclined tramway 60 metres in length and either taken direct over another 40 metres to the rail loading ramp or put through a crusher before being ramped. The ramp was earth formed with metal and timber side supports and with a staging and chute or hopper over the track. The rails ended exactly at the ramp so it is likely that only one rail truck was loaded at a time. It is guessed that the quarry operators hand or horse shunted one truck from the inwards rake of empties to the ramp and then sent it back to the other loop line for the fulls. This method meant that the shunting loco only needed to come into the siding a short distance to place or retrieve trucks.

The quarry worked in a big way for two years until the Depression bit, and its outputs for 1929 to 1931 were small. The siding closed on 20 January 1931.




*Google Earth image showing the likely route of the tramway at CRB 2. Note how the skip lines on the quarry floor all lead to the foot of the incline.*

A VR siding, known as Ripon Ballast Siding, was provided at 217.5 km to furnish stone ballast for the reconstruction of the main line between Ararat to Serviceton in 1907.

The quarry pit was on the east side of the line, almost opposite the later site of the CRB siding mentioned above. A dead-end siding, staff-locked, with the points facing Langi Logan, curved away from the main line for 70 metres over a low embankment and then entered the quarry proper on a slight downgrade and gentle curve for 250 metres. A loop was run off this spine. The rail ended at a large flat area, probably a stockpile or dump zone. The siding opened on 8 July 1907.

This quarry was a big operation, covering a site of eight hectares. A tramway system was employed to move the stone from the working faces to the crusher, screens and dumps. The main engine plant and crusher/screening block was placed alongside the track about three quarters of the way down, and here was loaded these types of product. Steam for the engines working the plant was provided by Q97, an old 0-6-0 'puffer' retired from VR line duties. After the Serviceton job, the quarry supplied stone to other works in the region on an 'as required' basis, so was not in continuous operation.

There are no published figures on outputs from this quarry from 1907 to 1922, but the size of the quarry hole indicates that the tonnages must have been substantial. The operation here had a final burst in a big way from 1925 to 1927, when in excess of 65,000 tons of stone and fill were out-loaded, probably for another Ararat yard rebuild and construction of the new locomotive depot. There was virtually nothing loaded for the last few months of 1927. The siding was closed on 24 January 1928.

Norman Houghton, April 2019

**References**

Turton, Keith, *The Portland Railway*, ARHS Vic, 1968
A. Jungwirth & K. Lambert, *Weekly Notice Extracts 1894 -1994*, Melbourne, 1996
VR Traffic Statistics
Author Site Inspection, April 2019

***Above:*** *The road bed for the rail siding into Ripon, now turned into an access road. This line was 350 metres in length. The loaders are about 20 metres behind the photographer.*

***Below:*** *The machinery sector at Ripon quarry. The engine was mounted on the right side of the block, the crusher and screens on the left. The rails ran past the block and here the stone was loaded*

# Heritage & Tourist NEWS

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

## QUEENSLAND

**WOODFORD RAILWAY, Woodford**

610mm gauge

During the last few months the railway has unfortunately suffered a couple of failures. The hot water system in the cottage failed as did Netherdale's air compressor. Both of these resulted in unplanned expenditure.

On the rollingstock front, after months of trying, the railway has found a company which will reprofile the driving wheels on *Goondi*, *Bundy* and the Perry at a good price. These locos all had sharp flanges and other wear on their wheels. The size of these wheels, plus the fact they all have cranks, meant workers could not turn them in-house. The trailing truck on the Perry was turned some time ago, while the trailing truck wheel on *Bundy* can be turned in-house when necessary. When work on *Goondi* is finished, this loco, having been built in 1929, will be the oldest working mainline diesel in Queensland and one of the oldest in Australia.

During April and June 2019 workers continued to replace defective sleepers identified on the independent track inspection. On Saturday 15 June 2019 attention turned to the points from the mainline to access the locomotive storage shed.

Future track days will concentrate on renewing defective timber sleepers in steel in a section near the start of Freeman Cutting. Steel sleepers have been cut to length and await final fabrication so they can be installed. It is proposed to continue these renewals with the monthly track work parties.

Final shaping of the ballast is still required to finish off the locomotive storage shed bypass road and the point throw lever still remains to be fitted. However, until the track from the curved lead is constructed, these points will remain clamped for use on the through track only. Final testing and commissioning can then be undertaken.

Patronage on the Railway continues to improve. In the first six months of this year, numbers are up about 15% on the same period last year.


*John Browning visited the Campbelltown Steam and Machinery Museum Open Day at Menangle on 18 May 2019 and took the photos above.* ***Top:*** *John Fowler 16830 was built in 1926 with a Waukesha petrol engine for service at CSR's Childers Mill. On closure of that mill, it came to Condong Mill in NSW in 1933, and in 1957 was fitted with a Gardner diesel engine. It has been fitted with a copper-capped 'chimney' in similar style to the one it sported on leaving the Leeds factory.* ***Centre:*** *Motor Rail 'Simplex' 11023 was built in 1955 for CSR and worked at Condong Mill, including on the isolated feeder line at Crabbes Creek. The four-wheeled diesel-mechanical was noted parked in the headshunt at the station.* ***Above:*** *A modern preserved diesel. Hunslet 8842, a four-wheel diesel hydraulic, was built in 1978 and worked at Emperor Gold Mines in Fiji. Within a few years it was in use by contractors in Australia and was acquired by the late Ray Graf in 2005.*

# VICTORIA

**WALHALLA GOLDFIELDS RAILWAY, Walhalla**

762 mm gauge

Further to the information in Light Railways 268 about the modifications being made to the X1 tram body at Thomson works, the reason for the removal of the front and rear ends of the tram body has been revealed. The doors to the tram are on the side meaning that there was no front or rear access. This created problems for unloading passengers if the tram became disabled on a bridge, as there is no room for passengers to alight. To overcome this, the front and back sections were removed and will be replaced by doors which give easy access, thus alleviating the problem of unloading passengers on any of the eight bridges along the line.

As a means of publicising the railway, a group of members decided to yarn bomb the DH locomotive which is stationed in the yard at Walhalla. The group received so many 30 cm or 12 inch squares of colourful yarn, that they were able to cover the DH as well as many other installations at Walhalla station.


*Yarn bombed DH 37 in the Walhalla yard, done as a way of increasing the publicity for the railway. Left over yarn was used to cover facilities on and around the station. Photo: Andrew Webster*

**PUFFING BILLY RAILWAY, Belgrave**

762 mm gauge

The railway will soon commence the construction of the $20M Lakeside Discovery Centre at Emerald Lake Park. The new facility will become the hub of the railway and will be instrumental in building up the Lakeside to Gembrook section of the line. The Centre will enhance the Puffing Billy experience by featuring a café, function spaces, significantly upgraded toilet facilities, retail, food and beverage options and interpretation spaces for school groups and passengers.

While the Discovery Centre is a key initiative to balance passengers across the different sections of the line, the ETRB realises that this alone cannot do it and a range of initiatives like the Emerald Running Shed are required to make it possible. Those initiatives will be a game changer in moving the stress from the Belgrave-Menzies Creek section, to a hub that provides a more pleasant journey across all sections, not just for visitors, but volunteers and staff.

The Belgrave signal box project costing and quoting process is complete and has undergone


*The X1 tram arriving in the yard at Thomson. Since arrival, the ends have been removed and the manufactured underframe and bogies have also arrived at Thomson. Photo: Rob Morton*

detailed cost review. A capital expenditure request has been prepared and subject to confirming funding arrangements, will be prepared for Board approval, which will soon proceed to builder appointment and project commencement.
Advice for the drainage and sewer connections for the Cockatoo historic station buildings project has been received and submitted to the shire council for approval. Following this the ETRB will be able to go to the market to seek a head builder, responsible for delivering the project as well as identifying packages which can be completed by the local community volunteers who are keen to assist. An application for funding will follow.
A feasibility study to finally replace and raise the roof of the Belgrave loco workshop, to allow the crane to run full length, has been requested from one of the consulting structural engineers. The study will map out the works required and the order in which they are to be undertaken for this new construction over the old section.
*Monthly News* August 2019

## TASMANIA

**IDA BAY RAILWAY, Lune River**
610 mm gauge
The first and the only pedal (although it's spelt paddle in the publicity which may be indicative of something) and battery powered rail bike in Australia is available to take bookings from 1 September 2019. Passengers are invited to come to experience the pristine beauty of forestry, natural wild life and beach in the south of Tasmania, as well as to learn about the 100 years history of quarrying in the Ida Bay area of the Huon Valley. Photographs and video of the railbike on the website show this vehicle in operation.
Ida Bay Railway website 24/6/2019

**WEST COAST WILDERNESS RAILWAY, Queenstown**
1067 mm gauge
Recently workers from the railway rescued a 1939 DP railcar from the backyard of a Launceston property. With the help of a crane and the trimming of some overgrown trees, it was lifted on to a tow truck and transported back to the Carswell Park Workshop at Queenstown. Although this particular Railcar is not an original from the WCW line, a relative of it, the red and cream coloured DP1, was sold to Mt Lyell in 1960. One of only four railcars built by Waddington's in Sydney, this DP was the only one originally fitted with a diesel engine, the final one of the Flying Flea fleet built and the last one still remaining.
The long term plan with the newly obtained DP is to restore it over a number of years for use between Regatta Point and Dubbil Barril as a transport vehicle for a number of services that run to and from the Dubbil Barril area. It is an exciting time for the team at West Coast Wilderness Railway to be able to bring another piece of history back to life.
John Browning post to the Narrow Gauge Enthusiasts Facebook Group 21/7/2019

## SOUTH AUSTRALIA

**NATIONAL RAIL MUSEUM, Adelaide**
After several months of negotiations, the South Australian Government has allocated $300,000 to the NRM for the construction of an extension to the Fluck Pavillion. The new structure will be a welcome addition to the museum to provide undercover storage for various items of rolling stock. It is proposed to have a triple gauge track under the structure to allow for the storage of various items.
*Catch Point*, July 2019 via Bob Sampson, CEO, NRM

**LIGHT RAILWAY MUSEUM, Milang**
610 mm gauge
Conversion of the munitions train is now complete and certified by the engineer. Two wagons have been modified using bus seats and all safety provisions are fitted. A dead man's handle has been fitted to the BEV (battery-electric vehicle). Initially munitions train rides will be available at special events and for tour groups and for the public on one day a month. Rides will be free but there is a donations box in each wagon. These free train rides initially will be between 12 noon and 4pm on the last Sunday of each month and the first runs will be on Sunday 25 August. The battery loco and wagons were built in 1940 and were used at the Smithfield munitions depot until 1999
The Alexandra Timber Tramway has purchased one of the Smithfield BEVs without a battery box. The battery box is in Milang and it has been offered to the ATT.
The Museum has received a grant of $4900 from History SA to fit out the south wall of the Light Railway Centre to contain the following:

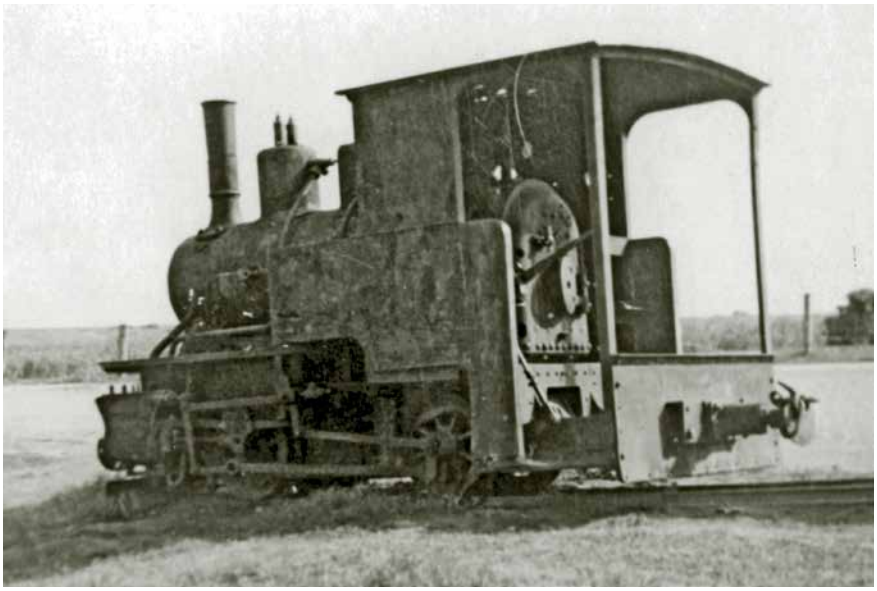
1. A steam loco driving simulator, which will be based on the Tailem Bend O & K locos, because they are well documented and there are plenty of videos of the same locos in the UK. Only the cab is currently being built and the actual driving wheels will be displayed in their correct position underneath. Workers hope to have it running by the end of the year.
2. A touchscreen monitor showing relevant videos which visitors can select. The videos currently planned are:
   - The Ruston starting and running.
   - The section cars starting and running.
   - Cobdogla and its trains.
   - The LRRSA tour of Smithfield.
   - Anything else which LRRSA members can suggest and/or provide.
   - Four information panels including the story of the Tailem Bend locomotives and one on track gauges.

The museum has just purchased several light railway items from the now closed Platform One.
Peter Lucas 2/8/2019

**PLATFORM ONE HERITAGE FARM RAILWAY, Littlehampton**
610 mm gauge
This closure has just come to our notice and so it is included a couple of years late. The H&T Editor visited the farm in 2016 and was very impressed with the farm, the railway and the welcome given by Glenn and Karen.
The end of the October 2017 School Holidays marked an end to the popular Adelaide Hills tourist attraction, Platform 1 Heritage Farm Railway. Owned and operated by Glenn and Karen Liebelt of Littlehampton, this railway has been train lovers heaven for families and railway enthusiasts for over 20 years. Owner and train driver, Glenn says, "We are so proud to have created and run such a great attraction for children and adults alike to enjoy."
Platform 1 was set up on a 70 acre farming property which has been in the Liebelt family for six generations. Since opening in 1996, Platform 1 has received numerous awards for outstanding service in the tourism industry.
"The tourism industry has changed an enormous amount since we first opened, and to be able to evolve and grow over the years is thanks to a huge level of imagination, vision and passion," said Glenn, but the time had come for Glenn and Karen to close Platform 1 and hand over the property to the next generation, and let them create their own dreams.
"25 years ago, my father and I had a dream to build a railway in my parent's paddock," says Glenn. "At the time, I could never have imagined it to grow into the extraordinary business it is today. This was my dream, and we made it happen."
Although Platform 1 closed in mid-October, the property, along with the six generations of farming and railway history, will stay in the family.
*Play and Go Adelaide* website, September 15, 2017

## WESTERN AUSTRALIA

**BENNETT BROOK RAILWAY, Whiteman Park**
610 mm gauge
The railway is currently pursuing a couple of important projects that will contribute significantly to maintaining its position as a pre-eminent tourist and railway heritage operator. The first is the preparation of the boiler of the former South African Railways 67 tonne NG 123 steam locomotive, for transport to Willis Engineering in Kewdale, for re-tubing and pressure testing, prior to re-instatement on its frames and re-introduction to operational service on the BBR. This is essentially sandblasting internal and external boiler plates and it is hoped that the boiler might be made ready for shipment to Kewdale within the next month or so. The project cost is in the order of $90,000 and may extend over two years.
The second project is the design and construction of a dedicated wheel chair wagon in the Ashley consist. This project may well extend over a year or two and the Railway will be seeking external funding support for it. The project cost is in the order of $20,000.
At the recent May Friends of Ashley Day, the railway managed to make a modest profit. Along with the actual railway side of Ashley Day, BBR has incorporated the promotion of a series of Ashley Books. The authors, Donna Franklin & Peter Gould, have received international

***Top:*** *The converted Munitions train at Milang, which is now complete and certified by the engineer. Two wagons have been modified using bus seats and all safety provisions are fitted. The conversion was sponsored by Bunnings, who supplied the materials free. A 'dead man's handle' has been fitted to the BEV. Photo: Peter Lucas* ***Centre:*** *The steam locomotive driving simulator at Milang is based on the Jervois & Woods Point Decauville Orenstein and Koppell because they are well documented and there are plenty of videos of the same type of locos in the UK.* ***Above:*** *The various items purchased from the Platform One railway for use at Milang. Photo: Peter Lucas*

recognition including in Canada and Peru. This trend can be seen at a number of Australian and overseas tourist railways including those about the popular railway dogs, Bella and Ruby, at the Walhalla Goldfields Railway. At the recent AMRA model railway exhibition, at which both Donna and Peter attended, sales of these books achieved quite outstanding results.

More of these authors' work can be seen in Willie the Woylie, which is BBR's new safety mascot. Central to the railway and to all tourist railways now, is the crucial issue of safety: the safety of the public, the safety of workers and the safety of the railway's equipment. The mascot is the symbol of a safety campaign to be run by the railway, which is intended to remind all people of the importance of safety in every aspect of the railway's operations. The Woylie was chosen as they are rare and endangered marsupials found in Whiteman Park.

The BBR has invested in a trial of some recycled plastic sleepers provided by Integrated Recycling. These have now been installed. On 31 March 2019 the first four were installed at Dead Horse Curve, specifically at the media crossing and Turtle Dam. This site was chosen as a test of their resilience in service, as these locations are on a curve that is subject to maximum track speed. These new sleepers are lighter to handle than timber sleepers (as they are slightly shorter) as well as being easy to drill for screw spikes and are also easier to pack than steel sleepers. The next test will be on a gradient but on straight track.

Bennett Brook Railway along with the Bus Preservation Society, Motor Museum, Tractor Museum and Trams, were successful in obtaining a grant for a program called MOSAIC which will help the groups identify and catalogue their collections. As part of the grant, the railway will get a new computer and software. The collation and cataloguing of the substantial collection will be a huge undertaking, but once complete the railway will know exactly what it has and where to find it.

*The Bennett Brooklet* May/June 2019

*Some more photos taken by noted rail historian and photographer Weston Langford, this time in Queensland in 1966. The top photo shows Perry 0-6-2T* Perry *on shunting duties at the Bingera Mill on 25 October 1966. The bottom photo was taken at Bli Bli with the Moreton Mill Fowler 0-6-0T locomotive* Eudlo *taking water after leaving its cane trucks further up the line on 22 November 1966. Both photos from the Weston Langford collection. www.westonlangford.com/images/photo/108019 and 108538*