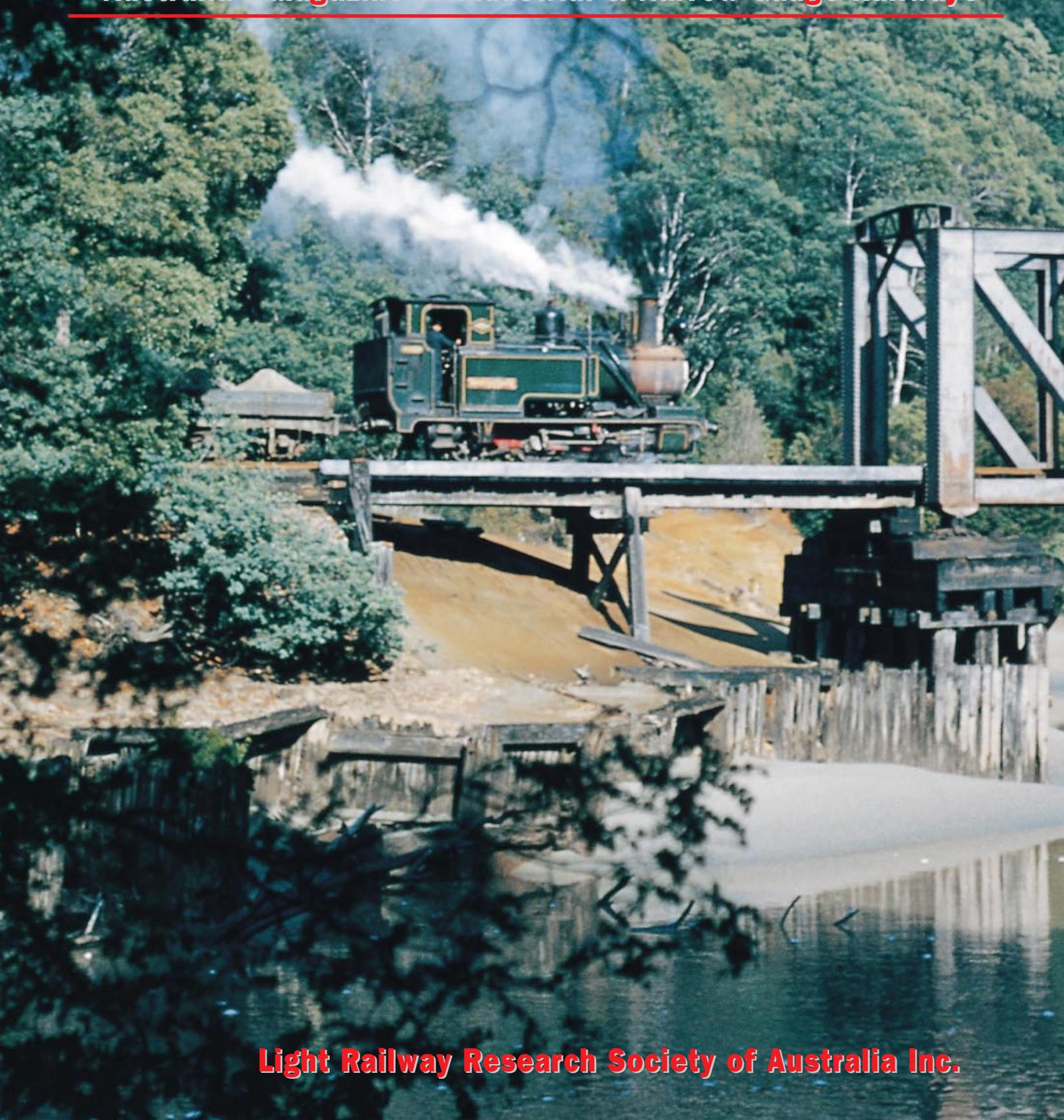


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Australia's Magazine of Industrial & Narrow Gauge Railways



Light Railway Research Society of Australia Inc.

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Conversions:

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

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Comment

With this issue we start the second year of the "new look" *Light Railways*. As Bruce noted in LR 144, it has been a case of "So far, so good." We, the editors, have a product that is giving us a lot of satisfaction in producing and from the feedback provided, it seems that you the readers are most supportive of the changes. Those of us who have helped nurture *Light Railways* over the years feel that modern technology and Bruce's superior design skills now provide the quality of presentation we once dreamed about.

One area of criticism that has been made since the changes is that we are publishing less "scholarly" materials in an apparent search for "market appeal". This is not the case. Our aim is to encourage the highest standard of historical research in the most accessible manner possible to the widest possible audience.

This issue brings complementary articles on the Cobdogla light railway and museum, together with a contemporary piece by Rod Milne on a branch line at Tully sugar mill. Bruce Belbin caps it off with another nostalgia journey by the editors into their boyhood memories. With our usual news, research and letters columns, plus an extended book review section, I trust there is a suitable balance for all.

Bob McKillop

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

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

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

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

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

1998 saw the Federal Government commit \$20.45 million to the rebuilding of the very scenic Mt Lyell Abt railway, on Tasmania's west coast. This 3 ft 6 in. gauge ore carrier operated from 1896 until 1963 and, here, we feature some scenes from its final years.

Front Cover: Abt loco No.5 (North British 24418/1938), hauling a rake of ore wagons, approaches the "Iron Bridge" spanning the King River at Teepookana, bound for Regatta Point, Strahan, on 15 April 1957. Remnants of the old wharf - this was once the fourth busiest port in Tasmania - can be seen in the foreground. Photo: Peter Ralph/Train Hobby Collection. **Back Cover above:** No.2 (Dübs 3394/1898) heads a Queenstown bound mixed train up the 1 in 20 grade above Dubbil Barril on 15 April 1957. Photo: Peter Ralph.

Back Cover below: No.3 (Dübs 3730/1898) is at the head of an ARHS Special at Regatta Point railway station, on 16 April 1960. Photo: Late E.R. Busby/Train Hobby Collection



The Bagnall locomotive in action, with its four-wheel tender, the two bogie carriages, and the combination waggon in tow. Photo: Denis Wasley

History and Development of Cobdogla Irrigation Museum

by Denis Wasley

The South Australian Sesquicentenary in 1986 (commonly called the Jubilee 150) provided an incentive to create the Cobdogla Irrigation Museum under the guidance of the then Regional Manager of the State Engineering and Water Supply Department (E&WS, now the SA Water Corporation), Mr Ian Pascoe. The South Australian Jubilee 150 Board, through the Riverland Division of the E&WS, supplied funding for the creation of the Museum, with most of the work being carried out by Departmental staff. The idea for an irrigation museum had been discussed for some years among various E&WS staff, Dave Mack and Doug Fieldhouse (E&WS employees) had been instrumental in saving various items of equipment from the scrap merchants, and approval to create an operating museum had been given for the project to proceed.

The site chosen was the disused Cobdogla Pumping Station which had been superseded by a new pumping station on the river at Loveday in 1980. The site contained two examples of the unusual Humphrey Internal Combustion Pump, along with a receiving basin, elevated water tank, a building which formerly housed steam pumping equipment and a workshop.

Phase One, Development by the E&WS

Initial developmental work on the site commenced with an extensive overhaul of one of the Humphrey pumps to return it to working order. Two gas producers salvaged from a meat works at Murtoa in Victoria were also installed, together with a stairway and lighting in the second pump

well to enable visitors to inspect the areas normally below water level. Other work included fencing, the construction of a toilet block and a storage shed to house a Fowler traction crane engine, clearing the site of debris and the planting of many native trees and shrubs. Surplus pumping engines and associated equipment from the Loveday, Kingston and Waikerie Pumping Stations were also installed as static exhibits. The Fowler B6 traction engine was restored by the apprentices at the E&WS depot at Ottoway and E&WS staff from Barmera. This machine had been used to clear land during the development phase of the Irrigation Areas and was also used during the construction of the Humphrey Pumps. In addition, a large photo display was constructed in the former steam plant building.

This initial work enabled the Museum to be opened by the then Minister of Water Resources and Deputy Premier, Mr Don Hopgood in March 1986. The Museum was operated each weekend for the remainder of 1986 by paid staff of the E&WS. The Humphrey Pump and Fowler Traction Engine were operated once each month during that time. In 1987 the museum was opened only once each month with the two major exhibits in operation.

On 14th August 1984, following negotiations between the Barmera Council and Ian Pascoe, control of the 2 foot gauge Bagnall 0-4-0ST locomotive No. 1801 of 1907 was returned to the E&WS to enable the restoration of a second major working steam exhibit. This was one of two locomotives formerly used on the Cobdogla to Loveday light railway (see page 7).

The major part of this restoration work was carried out by apprentices at the E&WS main workshops at Ottoway from June 1985 to March 1988. This engine was re-commissioned in late April 1988 on a small circular track within the Museum grounds, hauling four small carriages.

Phase Two, Development by Volunteers

A number of steam enthusiasts became interested in the operation of the Fowler traction engine and on the 2nd March 1988, a public meeting was called at which the Cobdogla Steam Friends Society was formed. The aims of the Society included the maintenance of and the operation of the steam engines on open days. At about the same time an agreement was made between the E&WS and the Barmera Branch of the National Trust for that organisation to take over the former steam plant building as their headquarters and display area. An annual programme of 10 operating days was instigated with the museum being opened on each of the long weekends and during some school holidays. The Humphrey Pump was still operated on only four of these days, mainly due to the cost of the fuel used, at that stage, Morwell Char. Fuel for the pump is now mallee charcoal, the original fuel used.

Development since the opening of the museum has mainly been concerned with the addition of further exhibits.

The National Trust have fitted out their building as an interpretative centre with a series of dioramas depicting the development of the Irrigation Areas from pre-white settlement to the mid 1930s as an addition to the large photographs installed by the E&WS.

The Steam Friends have built several more carriages for the train, laid the first track extension, commenced the second extension, installed a Blackstone oil engine, commenced restoration of a Fowler ploughing engine and acquired many new exhibits. While most of these are not yet working, it is planned to progressively restore these as time and funds permit. In addition they and members of the Humphrey Pump team have been responsible for major overhauls of the gas producers.

The Museum is now entirely operated by volunteers with the exception of a paid part time groundsman. These volunteers are members of the Cobdogla Steam Friends Society Inc, the Barmera Branch of the National Trust and a

group of former E&WS employees and trainees who operate the Humphrey Pump. There is also some input from the Loveday Internment Camp Committee. To better reflect the operations of the Museum, the name was changed in 1995 to the Cobdogla Irrigation & Steam Museum .

The Bagnall since 1922.

When the dried fruit markets collapsed in 1922, only a portion of the vast Cobdogla and Barmera Irrigations areas had been settled. A large area to the south of the current settled area had been piped but not allocated, and plans were in hand to develop several thousand acres in the McIntosh Division to the north of Lake Bonney. A part of this development plan had included the extension of the railway line to the McIntosh division and to Barmera.

The un-allocated parts of the Loveday Division and the McIntosh Divisions were abandoned, the Hume Bros. Pipe Factory at Loveday was closed and the railway line was removed and sold off as described in the accompanying article. Also sold were a number of skips, several of which have been donated to the museum as the basis for new carriages.

The two locomotives were withdrawn to the siding located within the Cobdogla Pumping Station grounds. The larger Kerr Stuart was sold to the Victorian Irrigation Commission and transported by riverboat to Redcliffs for further use hauling coal from the Redcliffs Railway Station to the Pumping Station. This locomotive has been restored and now runs on a converted section of the former Redcliffs to Morkalla railway line (see *Light Railways* No.144, page 24).

The Bagnall evidently was not attractive to potential buyers as it sat in the Pumping Station grounds until the late 1950s or early 1960s. During the 1956 flood it was inundated to the top of the boiler. During this time, the loco was sold twice, to Mr George Woolmer and to Mr Grant Telfer. Neither were able to remove the locomotive from the grounds, so in the early 1960s it was sold again, to Mr AE (Bert) Whitmore, (who incidentally, is the Riverland's only



The Bagnall locomotive partially submerged during the River Murray floods of 1950/51. Photo: E&WS Dept, from A.Lockyer Collection

surviving World War I soldier) who in turn gave it to the Barmera Council. Council shifted the loco to a playground adjacent to Lake Bonney. It is here that the author first became acquainted with the loco, playing on it as a child, and later wondering if it could be made to work again.

When the Museum was proposed, it was decided that the locomotive would be restored and put to work on a track within the museum. The E&WS replaced the loco in the playground with an electric motor and pump, and transported the loco to Ottoway in 1985.

A two-and-a-half year program saw an extensive rebuild of the locomotive. Work included a new firebox and tubes, three new wheels, new saddle tank, the removal of the cab enclosures which had been added at some time during the loco's life and new smokebox and door. The chimney casting had a steel liner inserted, and the job was completed with all new valves and pipework.

The locomotive arrived back at the museum in factory gray just prior to Easter in 1988 and was placed on a short section of the old 1ft 11 $\frac{1}{2}$ in. wood line which survives in the museum. Over the next few weeks the loco was painted in Deep Brunswick Green and a 320m circle in 40 lb rail (ex the various River Murray Locks) was laid within the museum. Four of the old skip wagons were converted to make up the train. Two were made into 4-seat passenger carriages of steel construction, one had a Furphy tank placed on it and the other was given wooden slat sides for use as a wood tender.

The railway commenced operations on 22nd April 1988, following an opening ceremony conducted by Dr Don Hopgood, then Minister for the E&WS.

The loco was fired on wood. Being of the marine-type boiler with small circular firebox, it was necessary to have an induced draught when lighting up and this was initially achieved with a fan. This was soon superseded with a U-shaped tube which could be inserted in the funnel. This is connected to a forge type blower to induce draught. Running on wood made it necessary to have the ring blower in the smoke box on all the time to raise and maintain steam, a task which was always difficult.

To help overcome this, a home made oil burner was installed, along with an oil tank in the former coal bunker to the left hand side of the cab. This worked well. Although the long flame produced started to eat up the firebrick arch at the front of the firebox. The oil fire was too hot to be left on all the time, making it necessary to have an intermittent type operation of the burner. To enable the flame to be lit at any time, it was necessary to maintain a small wood fire at all times.

This situation was deemed to be detrimental to the boiler, so after some 18 months of oil firing, the decision was made to purchase a load of Hartley Vale coal.

The loco was run on coal until August 1998 when it was again converted to oil firing. This time, two commercially made steam atomising oil burners were installed which had previously been used by the Berri Winery in a Lancashire type boiler. An oil tank, converted from an old riveted square ships tank, has been fitted in the tender, steam heating coils installed along with an immersion heater (which is turned on 24 hours before an operating day) and a new fire door fabricated.

The boiler is lit up as per normal with wood using the U-tube blower in the funnel until 40 psi is reached. At this stage, the steam blower ring in the funnel takes over the draughting arrangements and coal is added to the fire. The steam heating coils to the oil tank are also turned on and

power to the immersion heater removed. The oil burners are turned on when the engine is ready for service and a small coal fire is maintained as a pilot light. Sump oil, strained twice, is used as the fuel along with some compressor oil when available. The little marine type boiler responds well to oil firing and makes life a lot easier for the fireman. The new fire door is designed in such a way that the top section can be opened to allow coal to be shovelled in, while the bottom section contains the burners. These are shrouded in such a way that, in the event of a flash back, the flame is directed downwards between the loco frames.

Rolling Stock

In the meantime two more steel 4-seat carriages were built and later a fifth one was constructed. These were built on the unsprung chassis of skip wagons which were built to the 1ft 11 $\frac{1}{2}$ in. gauge. As the line had been built to 2 ft gauge, derailments of the carriages were not uncommon. A tender for the locomotive was built with a simple springing arrangement employed. The wheels were pressed onto new axles and gauged to 2 ft. The tender is for fuel only, as sufficient water for current usage is carried in the saddle tank.

Further carriages were constructed. A steel-bodied 12-seat bogie carriage was first. The bogies were made from shortened skip chassis with a similar springing arrangement as that used for the tender. All bogies are sprung and have had new axles fitted with the wheels at 2 ft gauge. Next a combination waggon was built. This has a short steel construction passenger section at the rear for the guard, while the rest of the waggon is fitted with the Furphy water tank, a fire fighting pump and two short flat areas for use as a works vehicle when required.

Following further problems with the four-wheel passenger carriages, it was decided to build another bogie carriage. This was made to a different design, being wider, with fore and aft seating down the centre, with the passengers facing outwards. It seats 24 people and, although steel framed, has wooden sides and a curved corrugated iron roof. Since this carriage has been added to the train, the five four-wheel carriages have been withdrawn from service.

Two of these have had their tops removed and the chassis converted to tri-axle bolster wagons, still unsprung and at the 1ft 11 $\frac{1}{2}$ in. gauge. These are used during rail panel laying operations (as described in issue 143 of *Light Railways*, p. 23) and can also be used for a large ballast waggon. Other rolling stock in use are four skips for ballast waggons and two flat tops on skip chassis. One of the withdrawn four-wheel passenger carriages is to be sprung, regauged to 2ft gauge and converted into an easy access carriage.

None of the carriages or waggons are currently braked. It is planned to convert these to an air braking system and to this end, air cylinders have been purchased. It is planned to install a small two-cylinder steam engine in the loco tender to drive an air compressor.

Couplings used are of a design evolved at the museum to cater for the very tight curves in the system. Each carriage is fitted with a fixed, curved drawbar which extends for half the width of the chassis. The connection is made with a long shackle with the pin being secured with a lynch pin. Safety chains are also fitted. When negotiating a curve, the shackle slides sideways.

Track Extensions

As members very soon got tired of running in a very small circle, it was decided to make some extensions to the track.

The first was to the north of the enclosed area of the museum, between the caravan park and the oval on Council owned land. 60lb and 63AS lb rail and sleepers were donated by Berrivale Orchards from their two sidings at the McKay Road and Sturt Highway plants, following the removal of the Renmark to Barmera line. The 5ft 3in gauge sleepers were cut in half where possible, or had one good sleeper cut from the centre. Council formed a road bed which consisted of a straight and a balloon loop. Two sets of spring loaded points were needed for this section.

Once laid, this section of track was connected to the existing circle with part of the circle being removed. A section of the circle over which a Nissen hut had been built as an engine house, was retained, and another set of points put in to connect this now isolated engine house line to the new section of running line. The length of running line now went from the former 320m to 830m with a 30m engine house siding.

This however, is still not deemed to be enough and so the rights to the former channel reserves to Loveday and Barmera have been obtained with the view of extending the track to both destinations in time. Another set of points was installed in the south east corner of the old circle and the line has now been run out of the museum and along the top of the Humphrey Pump channel bank in an easterly direction. There is about 600m of channel remaining for the Humphrey Pump and we have sufficient rail stocks to extend the line this far. To date about two-thirds of the rail has been laid to the temporary terminal which will be known as Mudge's Siding. A turn-table and run around loop will also be installed there. Further extensions beyond this point will be contingent on us obtaining more suitable rail.

Future Developments

From Mudge's Siding, the next extension planned is to the former Loveday Pumping Station, which has been retained as a workshop and storage area for the Cobdogla Irrigation & Steam Museum. This line will run through vineyards to a second road crossing and from there, still following the old channel formation, to Loveday through land now being used as a wetlands conservation area by the Barmera Moorook Field & Game Club. This route will be approximately 4 km in length.

Plans are also in hand for another major extension from Mudge's Siding to Barmera, again following former channel formations and a never developed road reserve. This route crosses the Sturt Highway and at that point, the Department of Transport have insisted that the road and rail be grade separated, which would mean the road would have to be built up as there are major pipelines under the road at that point. This route would be approximately 7 km in length if terminated at the Barmera Caravan Park, or 8 km if some way could be found to terminate the line adjacent to the Barmera main oval, (the preferred option).

A Simplex diesel is in the process of being restored as an addition item of locomotive power and there is the possibility of a Ruston diesel coming to the Museum on permanent loan. A further 0-4-0 steam locomotive and more carriages are on the wish list.

Museum Promotion

The museum currently employs a mix of promotional activities centred around the electronic and print media.

Each operating day is promoted on the local television channel with both cash classics and moving picture

advertisements appearing during the week prior to the opening day. Large posters are distributed throughout the Riverland by the E&WS. These posters have pictures of museum exhibits along with details of the operating dates. Several banners are displayed on the highway at Cobdogla, in the main street at Barmera and on the ferry approach at Berri in the week prior to an open day.

A combined brochure and operating day program is distributed throughout the Riverland in tourist offices and accommodation houses. The local ABC station gives away free passes to the museum and in doing so helps promote the open days.

Articles on the museum and copies of the brochure are frequently included in the *Australian Steam Power Magazine*, distributed nationally throughout Australia, with some copies going overseas. The E&WS arrange advertisements in trade journals and other magazines and newspapers. Articles on the museum are often sent to the local radio, TV and newspapers and members are interviewed on radio and TV from time to time.

The Marketing Mix

The products of the museum can be described as nostalgia, education and entertainment. Visitors will gain these products during their stay at the museum and it is the personnel at the museum who have the responsibility to ensure that each visitor gains the maximum value from their visit. Individuals will naturally place their own emphasis on each of these areas.

To assist these products, the museum sells a range of souvenirs and refreshments, which can be termed as physical products not necessarily related to the products of the museum.

The placement of the exhibits at the museum is largely dictated by the layout of the site. Items such as the Humphrey Pump and the railway line are where they are due to engineering considerations whereas the placement of various sales areas for souvenirs and refreshments are as a result of ad hoc development. These need to be and are planned to be consolidated into a permanent site within the museum.

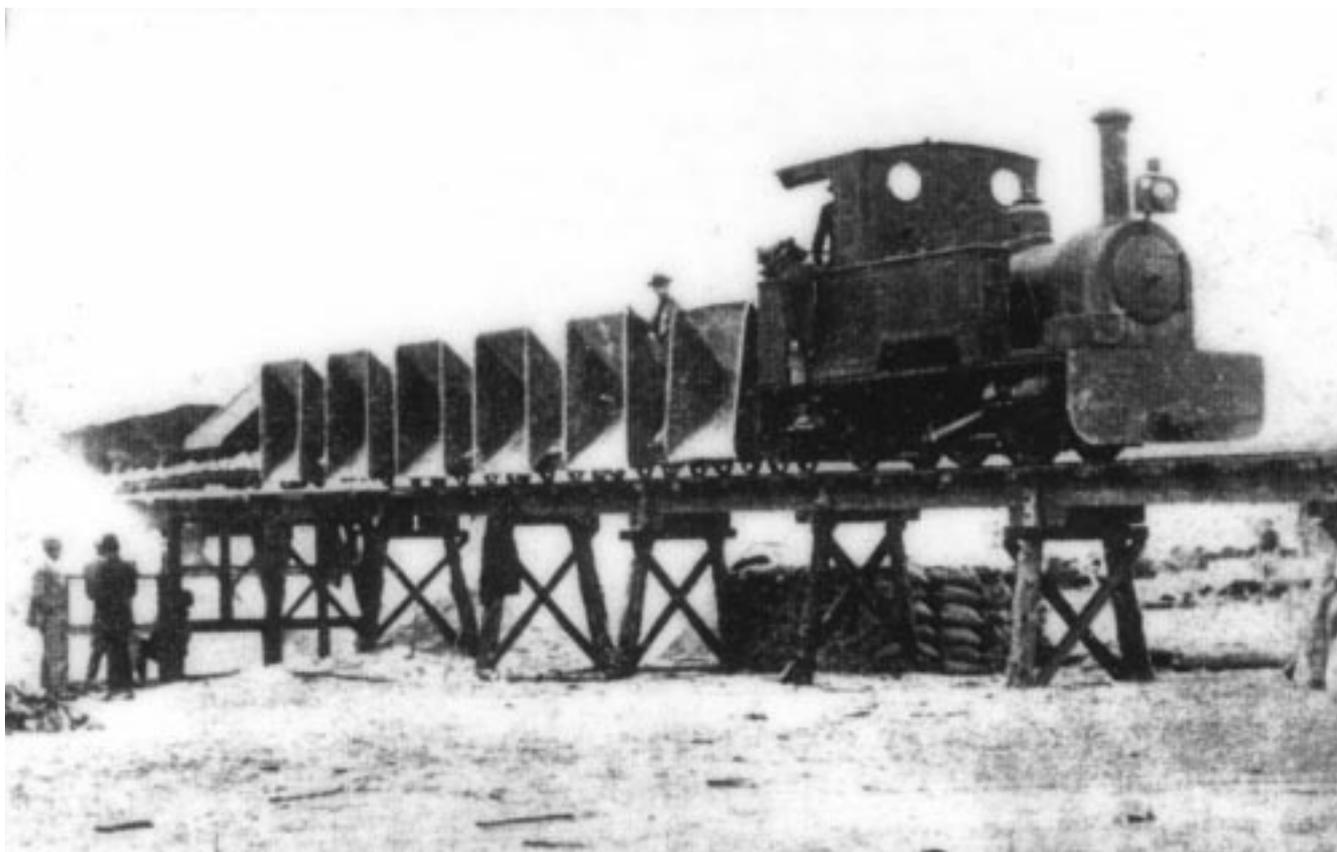
The promotion of the museum is adequate for the current level of operations. However, as the museum develops, so too will the need for a more comprehensive promotional strategy become apparent. The most effective form of promotion would appear to be the moving picture type of television advertisement. The museum needs to consider using this medium in areas outside of the Riverland.

The pricing strategy of the museum is aimed at the family market. This is considered vital to the continued success of the museum. Part of that strategy is to have one entry charge only, with no charges for individual rides on the train or traction engine. This is particularly popular with parents.

Prices for food, drinks and souvenirs are considered to be on a par with or slightly cheaper than local outlets, again with the idea of encouraging family visitations.

During January, a different marketing plan is in force with a number of *Twilight Runs* of the steam train only being held. Entry to the museum is then free but each ride has an individual charge. This form of operation is popular with the visitors looking for something to do at the end of a hot day.

The most pressing improvements needed at the museum are more working exhibits, a new toilet block, completion of the proposed sales areas and the construction of the Barmera railway line extension.



The Kerr Stuart loco on a train of side-tipping wagons, probably at the Hume Pipe Company's factory.

Photo: from the *Adelaide Observer*, 1 July 1922 and from the collection of the late Eric Bowes

The Cobdogla to Loveday Light Railway

by Arnold Lockyer

An interesting 2ft gauge light railway operated between Cobdogla on the Murray River near Barmera and Loveday between 1921 and 1923. Arnold Lockyer visited the site of the railway in March 1949, and reported his findings in the ARHS Bulletin No. 161 of March 1951. This article updates and expands on this record of an interesting, but short-lived light railway.

Background

Following World War I, the Commonwealth, through the State governments, was keen to settle ex-servicemen "on the land". The program included irrigation blocks on the River Murray.

In 1912, the State Government of South Australia planned a large irrigation settlement, some 35,000 acres in extent, around Lake Bonney, inland from the River at Cobdogla. A settlement was established on the shores of the lake and land was irrigated with water pumped from the lake. It did not take long, however, to show that this source of water had problems. In 1914 there was a drought and the level of water in the lake fell, making the pumping station on the shore inoperable. To overcome the problem, a temporary pumping station was set up on the river flats at Cobdogla and plans were made to establish a permanent station on the River. Work on this station, which is still (1951) in operation, commenced in 1918.

With the new pumping station at Cobdogla and indications of reasonable success for the Lake Bonney irrigation area, the

Government decided to establish an ex-servicemen's irrigation settlement at Loveday, south of Cobdogla. The plan was to irrigate some 9500 acres. This decision was made without proper soil or land level surveys being made. It included the use what was considered "modern technology" - the use of pipes instead of open channels to distribute the water.

At the time, it was estimated that 293 miles of pipes, varying from 9 inches to 54 inches in diameter, would be required at a cost of £254,000¹. The only company in Australia capable of manufacturing and supplying the pipes was Hume Pipe Company. On receiving the contract, the company erected a factory at Loveday capable of an output of 200 tons of pipes a day. The factory was the largest in the Southern Hemisphere and cost £90,000 to establish².

To supply the factory with the basic requirements - cement, stone and gravel - the Irrigation Commission of the South Australian Government built and operated a 2ft gauge light railway, cheerfully nicknamed *The Route of the Hume Flyer*, from the River landing at Cobdogla to the factory site at Loveday. The original approved expenditure to build and equip the line was £9250, but the cost is known to have exceeded this figure. On 12 June 1922, a further £2020 was approved for "a half-mile extension" and "a further extension to the sand dump". A second locomotive was also purchased at this time for about £700, and there was, no doubt, other expenditure of which I have found no record. There is no record either of where the "extension to the sand dump" ran, but it would have been near Cobdogla.

Description

According to a survey plan dated October 1921, the line commenced at the Cobdogla landing, ran parallel to the bank for 6.29 chains, then curved right and crossed a lagoon on the left-hand side of the straight embankment

about 5 chains long used by road traffic to the landing.

On leaving the embankment the line again turned right, crossing the road diagonally, then turned left, thereby changing to the right-hand side of the road, and proceeded through the township of Cobdogla. Just as it entered the town, the line was joined at mileage 0m 35.59 chains by a branch spur 20.66 chains long from the "High" river Landing.

Leaving the town, the line continued along the right-hand side of the road to Barmera, crossing an irrigation channel on a bridge at 0m 79.7ch, then at 1m 46.22ch curved right in a low cutting and joined the road to Loveday. Shortly after commencing to follow the Loveday Road, it was joined at 1m 71.3ch by a branch spur on the left from the stone crushers. This branch was 48 chains in length.

The main line then continued along the Loveday Road in a series of short tangents to 3m 60.63ch, where the road turned right and the railway continued straight to finish at the Hume Brothers' pipe factory (4m 7ch).

Locomotives

Two locomotives were used on the line as follows:

No. 1: Builder; Kerr Stuart & Company Ltd, London, No. 742.

No. 2: Builder; WG Bagnall Ltd, Stafford, England, No. 1801 of 1907.

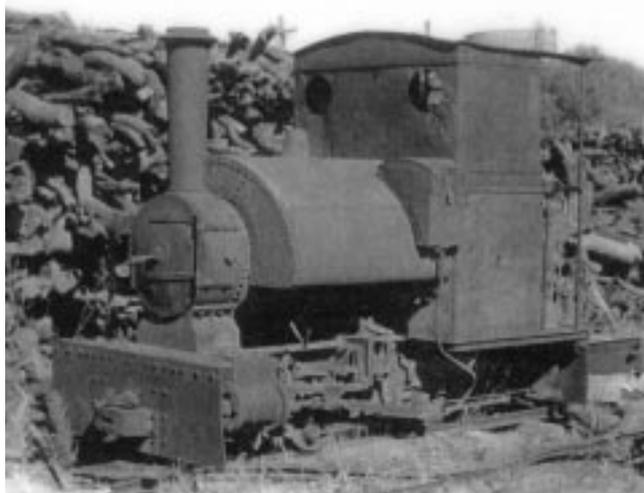
No. 1 was a 0-4-2 side-tank locomotive and was much the larger of the two. It was completed on 23 February 1901 for use in India³. After seeing service there, it was returned to the makers in England and rebuilt in August 1903. It was then shipped to Mount Zeehan Silver Lead Mines Ltd in Tasmania. It is interesting to note that the makers refer to her as being of the *Skylark* type, with 7 x 12 in cylinders and named *LUKEE*. Late in 1921, the locomotive was purchased from JS Munro of Zeehan by the South Australian Government for use on the Cobdogla-Loveday line. A photograph taken at Cobdogla shows the engine with the faded name *SPRAY* on her side tanks and it would appear that this was a carry-over from her Tasmanian sojourn.



The Kerr Stuart at Cobdogla, with the name SPRAY still visible on its side tank. Photo: A.E.Pullen, from A.D.Lockyer collection

No. 2 was a diminutive 0-4-0 saddle-tank built to 2ft 6in (762mm) gauge. I have been told that, whereas No. 1 rated a two-man crew, No. 2 had only one engineman. After inspecting No. 2, I am still wondering how the driver-cum-fireman found room for himself on the footplate when firing; he must have been a contortionist!

No. 2 was originally imported by Mussabini & Company, Melbourne for the Long Tunnel Extended Gold Mining



The Bagnall locomotive stored amongst the wood stacks at Cobdogla pumping station, January 1947. Photo: A.D. Lockyer

Company at Walhalla in Victoria⁴. In 1912 it went to Stone and Siddeley Ltd for use on the Geelong Main Trunk Sewer construction project⁵. They transferred the little loco to South Australia in 1915 for construction work on the ill-fated Glenelg breakwater. In 1921 she was purchased by Forwood, Down & Company, who regauged her to 2ft, then sold the locomotive to the South Australian Government in August 1922 for work at Cobdogla⁶.

Operations

When the line was opened in the latter part of 1921, the motive power was provided by horses, owing to the non-arrival of locomotives. This method of working continued for several months. By November 1922 it was reported that:

This railway is running all day and sometimes half the night, two small engines being employed to do the work.⁷

The same issue of the paper also carried a verse by 'Jonuta' (see box opposite) criticising the cost of the Loveday scheme and which referred to a washaway of track and derailment of one of the locomotives.

Track for this line was of 20lb plant and the rolling stock consisted of a mixed parcel of trucks⁸. They were mainly one-yard capacity side-tipping hoppers, referred to as *Jubilee*, *Hudson* or *Sewell* wagons, the last named being built by CF Sewell, Cross Street, West Footscray. CF Sewell originally supplied 40 wagons for the line.

Some idea of the volume of traffic handled on this little line during its comparatively short life can be gathered from the fact that the original estimate of the material required for pipe manufacture was 1000 tons of wire, 180,000 bags of cement and the daily delivery of 40 to 60 tons of sand and stone. As far as can be established from records at the Port Dock Station Railway Museum, cement was transported in "bags, casks or drums" at this time⁹. "Multiplex paper bags" made their appearance around 1928.

Closure and Disposal of Plant

It seems that in 1922, two schemes were advanced which would have resulted in increasing both the life and mileage of the line, but owing to the decision of the Government to cut down on irrigation work expenditure, neither came to pass. The first idea was to extend the line from the quarry siding to Barmera, about two miles. Rails were forwarded for this purpose, but were resold without being laid.

The second scheme was to open up McIntosh Division,

situated north of Lake Bonney, by pipelines similar to those used at Loveday. When this was proposed, the Hume Brothers' stated that, if it was approved, they would continue to manufacture pipes at the Loveday works and extend the railway to enable delivery of pipes to the new area by rail. When it became apparent to even the most optimistic that neither scheme was going to come to fruition, the rolling stock and track was sold piecemeal to all and sundry and was scattered far and wide.

In March 1924, locomotive No. 1 was sold and shipped per the river steamer *Renmark* to the Victorian Water Commission, Redcliffs. About 1942 the locomotive was reboilered, which somewhat altered and spoilt her appearance¹⁰. The new boiler was not lagged and, while her old stack and sand dome were retained, the latter was moved forward and a steam dome added. From this dome, steam pipes appeared to run in all directions, the principal one being the main feed pipe to the cylinders. In the reboiling, the old smokebox was scrapped and a short round box, about half the length of the original inverted U-type, substituted. The locomotive was still in operation at Redcliffs in 1951, but was withdrawn in 1954. It was handed over by the Commission to the Red Cliffs Shire Council and the Rotary Club for preservation in the local children's playground as a historical relic¹¹. The locomotive was recovered from the park in 1983 and restored to operating condition by the Red Cliffs Historic Steam Railway in 1990.

With the closing of the Hume Pipe Works in February 1923, locomotive No. 2 was left standing in the yard of the Cobdogla Pumping Station. In January 1947, tenders were called for her sale and No. 2 was purchased by George Woolmer of Glossop. He was unable to take delivery owing to transport difficulties. The loco was still in retirement at the Pumping Station when the author returned to Adelaide in 1954.

Some time later I was advised that No. 2 had been sold to the Barmera Community Centre for display on the foreshore of Lake Bonney. At this location the loco bore the number 59 on the front of the cab. I was told this was the year it was placed on display at Lake Bonney. A plaque proclaimed that the locomotive was "owned" by the Hume Pipe Company and used on "their" railway from Cobdogla to Loveday. In 1984 the Bagnall locomotive was also secured for posterity when it was returned by Barmera District Council into the care of the State Engineering & Water Supply Department. Since 1988 it has been a major attraction at the Cobdogla Irrigation Museum (see accompanying article).

The 1949 Site Visit

A trip over the locality in March 1949 revealed several traces of the old line. At Cobdogla the landing was in place minus decking, while the embankment across the lagoon was still being used by road vehicles. Along the Barmera Road the wooden pile abutments and central concrete pier of the bridge over the irrigation channel were in position and further on the

cutting, through which the line joined the Loveday Road, was easily recognised, although about half filled with rubbish.

The first tangent of the quarry siding was easily traced through more or less virgin country by its dirt roadbed with an occasional rotting embedded sleeper. Where the curve on this branch must have been there was a house and drying racks, but the second tangent was located beside the old quarry by faint traces of the old roadbed and several rusty dogspikes missed by the dismantling crew.

Back along the Loveday Road, what appeared to be the old main line roadbed could be seen in several places until the line left the road at Loveday. A well-established block of fruit trees here obliterated all traces of the line until it entered the open paddock that had once been the site of the pipe factory.

There was ample evidence of the track layout at the factory site. Immediately inside the fence, a branch ran off to the left, disappearing near the eastern boundary. The main line curved right through an angle of approximately 49 degrees, then following a short tangent about 36ft long, commenced to climb a straight ramp, which had at its far end a concrete retaining wall 4ft 8in. high. At the beginning of this ramp, which was about 200ft long, a spur line ran off to the right. This siding continued as a tangent for about 500ft, then curved right and was joined by another siding from the left, after which it continued at a tangent for a further 100ft or so, almost reaching the western boundary along the Loveday Road.

This latter branch curved back though an angle of 150 degrees to the right, then commenced to climb a second straight earthen ramp, which was about 120ft long and at approximately right angles to the first. Although this second ramp could not boast a concrete retaining wall like the first, it did have a similar spur siding, which ran off at the beginning at an angle of approximately

10 degrees to the left. It continued at a tangent until it disappeared amongst some debris just beyond the far end of the ramp. And so it was here that the trail ended.

The only other item of interest that could be found at the factory site was a concrete inspection pit near the present boundary. As this pit was used by all and sundry for car greasing, the surrounding ground was flat and bare. However,

Ode to the Pipeline Irrigation Scheme

Poem contributed by *Jonunta* in *Murray Pioneer* newspaper of 17 November 1922.

*Macinto¹, the mighty Master,
Called unto him Ishka Warsop²,
Also Dirahdoon³, the scribbler.
Ishka Warsop, mighty trainsman
Maker of the North - South - East - West,
Builder of the Loveday Express
Said unto him "make a railway
That will carry sand to Loveday,
Carry sand and make the concrete".*

*So did Ishka Warsop make it
Make a little line to Loveday;
All along the road he made it.
And he packed it up with ballast
Packed it up with all the rubbish.*

*That was scooped up beside it.
But he 'mucked' the bolts for fishplates
'Muckedemup' by thousands, millions,
For they were half inch shorter
Than would grip them plates together.
But he got some others later,
Got some bolts to fit em.*

*And they got a little 'Puff Puff'
And they started hauling tip-trucks -
Tip trucks full of sand and rubble,
Hauled them out to Hume's at Loveday
Where the great Hume Concrete Company,
Mixed the sand and cussed the rubble
Cussed the sand and cussed the railway
But they made the pipes of concrete.*

*And it rained and thundered greatly
And the ballast went from under,
And the 'puff puff' toppled over
Topped over from the railway
Then they cussed and sweated freely
But they put her back upon them
Back upon the little track lines*

*And today she carries rubble,
Carries trucks of sand and rubble
Out to make the pipes of concrete...*

1 Sam McIntosh, Director of Irrigation

2 S Warsop, Engineer

3 DT Diver Dunn, clerk

embedded in the ground between it and the fence was a considerable amount of clinker, marking a path which curved left and faded out running parallel to the fence. I had been told that the line had an engine shed and inspection pit at its Loveday terminus and I felt certain that this was its location.

In 1949, sections of rail could still be seen in and around Barmera, being used for everything except railway track, while the tops of some of the trucks were along the shores of Lake Bonney being used as breakwinds for holiday-makers' camp fires!

Epilogue

The Loveday extension resulted in only 2500 acres of new irrigated land, so we need to ask what went wrong with the original grand plan?

The main problems appear to have been caused by a lack of technical knowledge. As mentioned above, soil suitability and land level surveys were not carried out on the land to be irrigated. This comprised, in the main, a thin layer of sandy soil over sheet limestone. Once the scrub was cleared, the soil was easily swept away by wind erosion exposing the limestone. Over much of this area it was necessary to blast out the trenches to lay the pipes. Moreover, the shallow soil was most unsuitable for the growing of fruit trees and vines.

In spite of the high hopes of "modern technology", the cost to irrigate with pipes was £38 per acre greater than with the old concrete channels.

If all these problems were not enough, there was a serious decline in the market price for dried fruit in the 1920s.

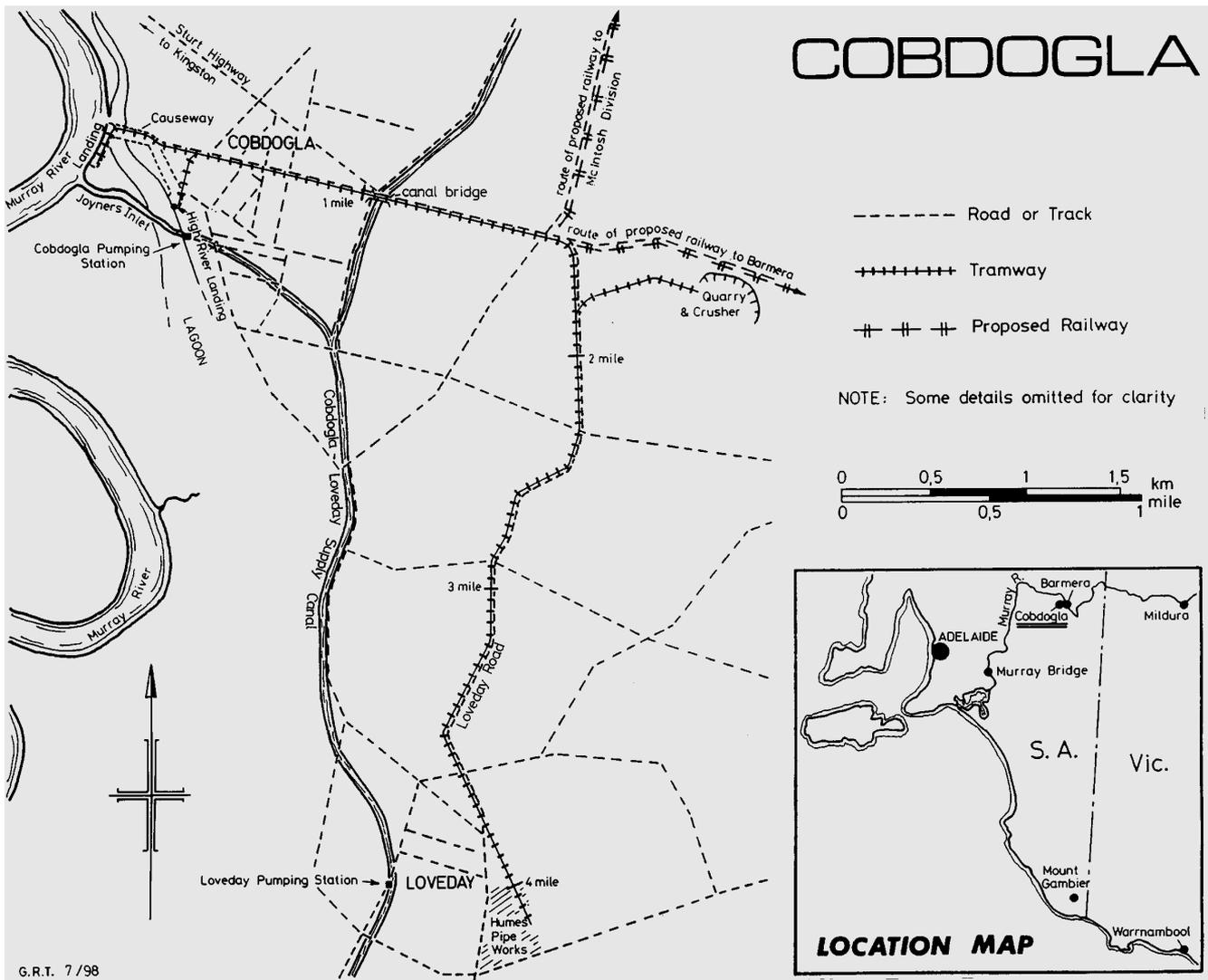
In closing, it is interesting to note that both the locos used on this line have been restored to working condition and, today (1998), are regularly in steam – the Bagnall at Cobdogla, South Australia and the Kerr Stuart at Red Cliffs, Victoria.

Acknowledgement

The author would like to acknowledge the generous help of David Mack, the retired Superintendent of Irrigation in South Australia. David has done much research into the history of the Murray River irrigation schemes in this State and kindly assisted with the information provided in the "Background" and "Epilogue" sections of this article.

Notes

- 1 Equivalent, in 1998 terms, to \$28 million.
- 2 Equivalent to \$10 million in 1998 terms.
- 3 Information on the locomotives is from a "Postscript" provided by the author in *ARHS Bulletin* No. 216, October 1955, p. 140. Corrections have been made from other documented sources.
- 4 Horne, R, "Long Tunnel Extended Mine, Walhalla", *Light Railways* No. 81, July 1983, p. 23.
- 5 Houghton, N, "The Geelong Sewer Tram", *Light Railways*, No. 80, April 1983, p. 4.
- 6 Lockyer, AD, "Postscript", *ARHS Bulletin* No. 216, October 1955, p. 140; and Mack DB, "History of Bagnall Locomotive Number 1801", *Light Railways* No. 107, January 1990, p. 16.
- 7 *Murray Pioneer*, 17 November 1922.
- 8 The 1951 *Bulletin* article stated that there were 150 trucks in service. Barmera Irrigation Commission records show that prior to November 1924, 71 Sewells *Jubilee* side-tipping trucks, plus two trucks "without tops" had been disposed of. A letter dated 6 November 1924 stated that there was an additional 49 *Jubilee* trucks, 27 trucks of other makes in fair order and 10 other trucks beyond repair awaiting disposal. However, there was other irrigation reclamation work being undertaken along the Murray at that time, so some of the 150 trucks disposed of at this time may have come from other projects.
- 9 SAR Goods Rates Books, 17th edition, 19 July 1915 and 19th edition, 1 March 1922.
- 10 Lockyer, AD "Kerr Stuart Locomotives", *Light Railways* No.79, January 1983, p.25.
- 11 Lockyer, AD 1955 op. cit., p. 140.



Tully Mill's Midgenoo Branch

by Rod Milne

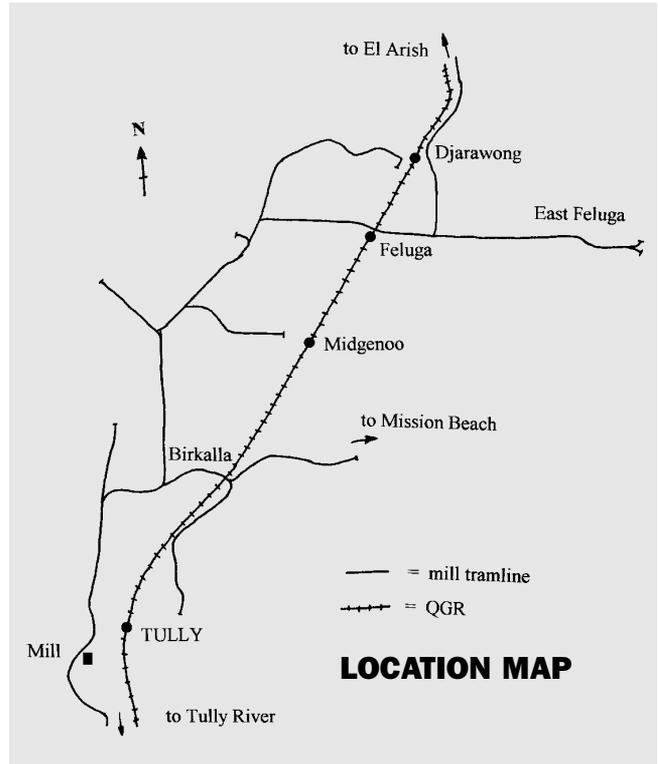
Introduction

The Midgenoo Branch of the Tully Mill 2 ft gauge cane railway system is not one of the network's longest branches by a long chalk. Now extending about two kilometres from the main El Arish / Feluga line north of Tully, it serves the small locality of Midgenoo situated on the North Coast Railway of the Queensland Railways. Midgenoo today consists of a couple of houses by the railway line and Meerang Creek, but in past years there was also a state school, post office and general store. Midgenoo comes from an aboriginal word meaning "cherry pindar tree", the name coming from a small stream similar to Meerang Creek.

Tully Mill was built by the Queensland Government and first crushed in 1925 with a network of 2ft gauge railways (tramlines) to serve many of the areas under cane. However, the newly completed section of the 3ft 6in gauge Queensland Government Railways North Coast line linking Tully with Feluga and El Arish was also used as a main artery for cane haulage. With both mill and railways under government ownership, there seemed to be little reason for the mill to duplicate the steel rails of the main line railway.

However, in 1931 the satisfactory progress of the mill enabled it to be handed over to a growers' co-operative. This changed the situation somewhat for the canegrower shareholders, who saw the advantages of securing control over the transport of their cane through the construction of 2ft gauge tramlines to replace government railway haulage.

As constructed, the Midgenoo line was a short branch coming off the main northern line south of Feluga near Bookal Bookal Creek to serve the pocket of cane lands to the east and syphon off the cane formerly delivered to the QGR



at Midgenoo. Construction was underway in May 1932 and was covered by two contracts. Contract 2 was for the first two bridges on the line including the major crossing of Meerang Creek. Contract 1 was for the last two bridges and for the entire length of the line from the junction, a distance of 11½ miles. QGR statistics suggest that the shipment of cane from Midgenoo over their line at the goods rate of approximately 2 shillings per ton finished early in the 1932 crushing season, coinciding with the opening of the cane tramway branch.

The line now only extends to the west bank of Meerang



Standing at Midgenoo on 3 September 1996, Com-Eng 0-6-0DH No.11 waits to head back to the El Arish main line and the sugar mill with a load of chopped cane. Photo: Rod Milne

Creek, with the branch having been cut back in 1969. It previously crossed the creek and then the QGR just south of Midgenoo station before running parallel to the QR for a few hundred metres north. The relocation of the Bruce Highway to the east of the railway later obliterated any remains of this last section of the branch.

The Midgenoo tramway branch was built off the Feluga line. For twelve years, Feluga was the main northern terminus for Tully Mill's cane railway network, but in 1937 the cane railway main line was extended past Feluga and over the Walter Hill Range to El Arish in Johnstone Shire. Only in recent years, with the extension of the Davidson Creek line into the new cane growing areas of Warrami, Murrigal and Munro Plains to the south-west of the mill, has the El Arish line lost its status as the system's main spine.

In the early 1930s, serious investigation was made into the option of opening a raw sugar port for Tully Mill at Tam O'Shanter Point at South Mission Beach. Included in the proposal was a plan to extend the mill 2ft gauge cane lines down to the new port (like at Mourilyan Harbour and Lucinda) enabling bagged raw sugar to be railed by the mill all the way to the ship's side.

The Tully Mill railheads at Feluga and Birkalla were both mooted as potential commencement points for the new branch, but Midgenoo was not seriously considered, even though all three lines crossed the QR. This was probably because of the presence of the swamp east of Midgenoo which blocked the way, near the junction of Little Banyan Creek and Hobans Creek. Alas, none of these lines ever became part of a through harbour line, and the sight of sugar trains being hauled through the rainforest behind South Mission Beach never eventuated.

Description of the Line

Located just north of what is now the steel bridge over Bookal Bookal Creek, the simple turnout to the Midgenoo line is located on the western side of Old Tully Road, once part of the route of the old Bruce Highway, which the branch crosses immediately on the level. There is a loop siding (run around) as well, which is often used to cross cane trains, and a fourth set of points gives access to a dead end cane siding on the eastern side of Old Tully Road. In main line railway operating parlance, the locality could probably be described as "Midgenoo Junction" but mill systems are content to use more prosaic titles such as "Midgenoo points".

The line heads almost due east across a cane paddock, and there is a dead end cane siding (French's) a mere 0.4 km down the track where cane is loaded when the harvesters are operating. Then the line goes through a curve to the south-southeast and down another straight before swinging back east again parallel to Midgenoo Road at the entrance to the present terminus yard. Here a one span steel bridge (at the site of bridge No.1 of the original 1932 construction contact) crosses over a small watercourse that is in reality little more than a drain in the canefields.

The current Midgenoo terminus consists of a loop run-around beside the road, with two dead ends running south across that road to the bin loading dump in the middle of the cane paddock. The main line itself now terminates just beyond the bottom points at the eastern end, but previously it ran on, crossing Meerang Creek by a steel span bridge (bridge No.2). Interestingly, the concrete piers of the road bridge still show the additional width provided for the tramline spans, and the tracks continued a little way on before a branch curved north along Midgenoo-Feluga Road to another loading point adjacent to Midgenoo township. Prior to 1969, the main line turned south-east past the front of the old state school to cross the QR south of Midgenoo station and turn north to parallel the government railway for about 500 metres.

In addition to the bridge over Meerang Creek, there were two other flood openings (bridges No. 3 & 4) on the pulled up section of line. Perhaps the cost of maintaining these as well as the bridge over Meerang Creek was a major factor contributing to the decision to cut the line back to the west of the creek.

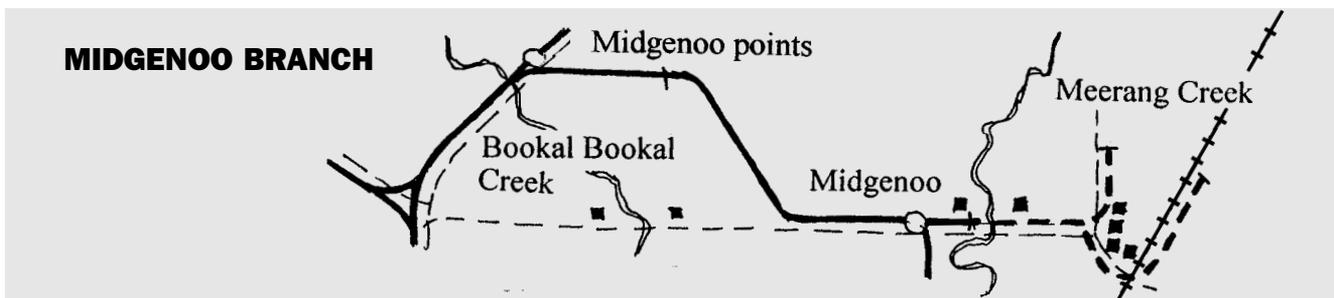
Train working

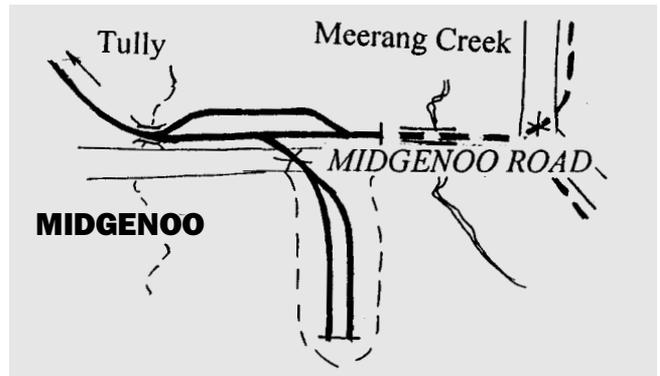
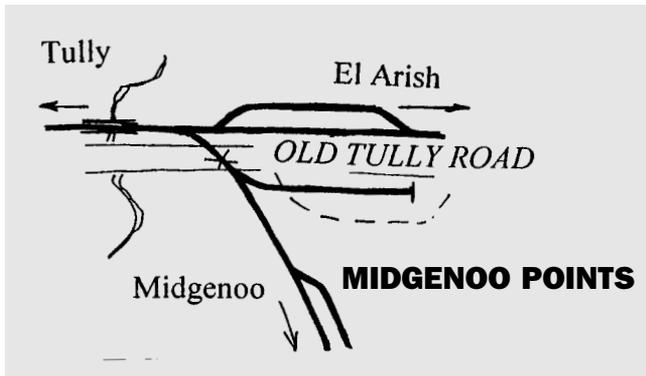
Because of the shortness of the line and the relatively small cane area served, the Midgenoo line probably only works for twenty days all up in a cane season. Thus there are weeks when no trains work on the Midgenoo line, and all cane trains bypass that outpost of the Tully mill system as they proceed to and from Djarawong, or Feluga and beyond. The cane season usually commences in June each year and finishes in November, with the line falling into complete disuse after the last stalk of cane is removed.

During the crushing season, the Midgenoo line can be worked by special trips out to the railhead from Tully, or alternatively by shunt (or "switch") movements from the main line at the Midgenoo points. The Tully mill often uses the twice daily El Arish cane trains to pick up en route, if there is room on the train for extra loading, and it is not impossible for one of the large ex QR Walkers B-B DH locomotives (No.4, 5 & 6) to appear at Midgenoo on a quick switch trip from the main line where the rest of the load is normally stowed for the duration.

Services can run in the slack season too, to repair track or to place and lift rakes of cane for stowing. In February 1997, for example, two trips worked from Tully to Midgenoo and back to clear a stored rake into the mill for attention at the truck shops, and then place a fresh rake for storage. It is believed that Com-Eng 0-6-0DH No.17 was used on these trips, that loco then being the resident "loco in steam" at the depot for such odd jobs.

Locos rostered on Midgenoo cane trains are dependant on the loads offering, and it is technically possible to see any loco in the fleet out there. Common units however, are the Com-Eng 0-6-0DH locos favoured on small jobs, with at least one working by a multi pair, Nos 10 & 14 (AD1341 of





1960 & AK2663 of 1963) occurring on 16 July 1996, while No.11 (AD1347 of 1960) worked a Midgenoo cane train on 3 September 1996. At the other extreme, E M Baldwin 0-4-0DH 3 (6-1082-1-2-65 of 1965), one of the real "sandflies" of the fleet was observed at Midgenoo on a works train on 4 September 1996. The latter is a tiny loco, one of a fleet of three that nowadays works almost entirely on works and maintenance services.

It is certain that the mill's first diesel locomotive, the 1936 vintage Fowler 0-6-0DM (21912), later converted to DH, which was purpose-built for the then new El Arish line, has worked to Midgenoo too, including during her later twilight years when she did odd jobs close to Tully after being usurped from the El Arish duties. In her sun-faded paint scheme of maroon and what had become light cream, she would have looked quite a sight on a train of bins in the morning light at Midgenoo.

Works trains are one of those delights of cane railway systems and a little noted facet of the operations on these lines. Some of the works trains can be quaint indeed, with their loads of four wheeled open trucks, perhaps a rusty ballast hopper, and a galvanised iron workmen's van in the load as well. You could almost imagine them as a throwback

to the old days, when mixed trains ran on 2 ft gauge lines to carry provisions and general freight.

At Midgenoo, however, cane has been virtually the only traffic source for six and a half decades. Much of the rainforest and wetland scrub that covered this area pre 1924 was cleared very early to enable cane production and so the tramways were not called upon to haul logs as were some other lines in the area (such as the Japoonvale line in the South Johnstone mill area). The availability of a QR station and siding at Midgenoo would have made use of the 2ft gauge line for other business unnecessary. In 1971, cattle yards were put in at the government railway siding at Midgenoo, but all QR traffic possibilities (albeit limited) succumbed in 1996 with the complete closure of the QR siding. Somewhat ironically, the 2ft line at Midgenoo remains the only railway actually serving local needs.

Washaways are not an uncommon event in this part of Australia well known for its high and intense rainfall. The presence of a major watercourse in Meerang Creek also results in some flash flooding conditions, with resultant impacts on the Midgenoo 2ft gauge line. Fortunately, the main period for heavy rain in the area corresponds with the off season, when the tracks lie in disuse often under a couple



In September 1996, E M Baldwin 0-4-0DH number 3 makes a rare visit to Midgenoo terminus at the head of a navvies' train. Photo: Rod Milne



*With a dark rainy sky as a backdrop, multi-paired Com-Eng 0-6-0DH locos Nos 15 & 12 (AK3574 of 1964 & AD1351 of 1961) work north over the Bookal Bookal Creek bridge just south of the junction to the Midgenoo branch with more empty bins from the mill in late 1996.
Photo: Rod Milne*

of feet of grass and sometimes a goodly layer of mud as well! Retrieving the track for use at the end of the “slack” can sometimes be no small task, with washaway repairs as well as basic maintenance required.

Conclusion

Although it is a short line that serves a small pocket of cane lands, the Midgenoo line appears to have an assured future at least in the short term. The length of haul is only short, but the Tully mill is a progressive one which actively encourages the use of its cane railways in preference to road transport. Furthermore, Cardwell Shire Council also encourages use of the cane lines to minimise local road damage. So, even if the haul is not of the size that the economists with their narrow focus would consider viable, there are other factors that give the line a continuing future. After all, for those 20 or so days each year the line operates, worthwhile loads of cane come off the branch, of the order of 8 000 tonnes all up. This saves the narrow sealed roads of the Midgenoo area from a pounding by cane haulage vehicles, and reduces the number of turning movements onto and off the Bruce Highway, for the limited expenditure of maintaining a 2 km cane branch.

One hopes the remnant portion of a line opened in 1932, when road transport in far North Queensland was a fledgling industry, survives the fate that befell the eastern half, closed in 1969.

Acknowledgements and References

Tully Sugar Ltd • Graham Heritage • Cardwell Shire Council
• John Kerr • Scott Jesser • Queensland Post Office History
• QR Station Nomenclature • Cardwell Shire Story



*The concrete remains on the north side of the road bridge over Meeerang Creek are a reminder that the cane railway once crossed here also.
Photo: Rod Milne*

MSB No.2

A Reminiscence by Bruce Belbin

“There’s a saddle tank on the jetty!” I yelled to my father and brother. It was May, 1961, I was eleven years old and was standing on the overhead road bridge which crosses the North Coast Railway at the southern end of Coffs Harbour yard, and I had just seen Maritime Services Board of NSW No.2 for the first time.

The reason we were there that morning had just puffed away back up the yard. 1308, the octogenarian 4-4-2T assigned to Coffs Harbour as its shunting loco, had become the focus of our railway interest during recent family holidays. Following the effective dieselisation of the North Coast Line in 1959, 1308 was (so we thought) the only steam loco in operation anywhere between Kempsey and South Grafton.

Its genial crew of driver Harry “Moss” Bailey, fireman Trevor “Joe” Dillon, and shunters Blue and Lenny always made us extremely welcome, even allowing my father and I a turn at driving on the Friday morning “Banana Trains”, which ran up the hill to Landrigans and return.

Joe Dillon was, coincidentally, both a neighbour of my grandmother’s and a cousin of Phyll Dillon, my mother’s childhood best friend. Moss and Joe were proud of their charge, which they affectionately called “Tootle”, and always made sure it was well turned out.

That day, however, the obvious attractions of the main line system were swept aside by the sheer excitement of discovering an operating steam locomotive that we never knew existed, and we jumped in the car and hurried down to the jetty to find out more about this distant, mysterious silhouette that we had glimpsed for only a few seconds.

We arrived there to see the little 0-4-0ST sitting outside

the two-road engine shed, and even without reference to our well-thumbed copy of *A Century of Locomotives*, we could see that this loco was a close relative of the NSWGR’s Cardiff Works shunter, 1021. Finished in black livery with red trim and green boiler cladding, it appeared to be in very good order. Obvious modifications from original included electric lighting, and dual drawgear. No name or number was evident, though the brass plates on its cab identified it as Manning Wardle builder’s number 1900 of 1916.

Shortly, its driver returned, and took it back onto the jetty to retrieve some empty wagons. After watching and filming these activities for a while, and receiving no response from the driver to our obvious hints for a cab ride, we wandered back to the engine shed to inspect the other inhabitant, a most peculiar looking four-wheel diesel locomotive.

Here, we came upon a more friendly MSB employee, who showed us around the shed, talked about the operation of the jetty railway, and invited us onto the footplate of the diesel loco, even encouraging my younger brother to sound the horn.

An oval plate in the centre of the loco’s front apron, told us that Motor Rail Ltd of Bedford, England, had built this unusual machine. With its four large wheels, heavy frames, big buffers and short wheelbase, it would not have looked out of place on an O gauge Hornby layout. According to our guide, it was neither heavy enough nor sufficiently powerful to deputise effectively for the steam loco and, as a result, was used only in the most dire of emergencies.

This was put to the test the following day, when the Manning Wardle derailed at the points on the south-western end of the jetty. At the time, it was ferrying two sailors to land and (depending on whom you heard the story from) one sailor twisted (or broke) his ankle after fearing the worst, and launching himself from the loco’s port side onto the sand several metres below. All efforts were directed towards getting the loco back on the rails and, later in the day, this was achieved, the diesel loco’s services not being required.



No.2 blows off impatiently, waiting for its driver to return from his lunch break. May, 1961.

Photo: Phil Belbin



*On a perfect Autumn day in May, 1961,
MSB number 2 is busy at work on Coff's
Harbour jetty. Photo: Phil Belbin*





MSB Crane No.4 was a travelling steam crane built by Thomas Smith of Rodley, England, in 1912. In December, 1963, it was found sitting idle in its usual haunt, the area known as the Southern Timber Ramp. Photo: Bruce Belbin

Coffs Harbour Jetty became a fascinating hive of activity when a ship was in. Not only would the little Manning Wardle be running on and off the jetty and in and out of different sidings, trailing various assortments of rolling stock, but several cranes, big and small, steam and diesel, fixed and mobile, would also be found hard at work.

Particularly interesting were the travelling steam cranes, which trundled cacophonously about the yard, gears grinding, galvanised iron rattling, their vertical engines racing like express trains, sending plumes of exhaust steam into the air.

Though they moved only at walking pace, such was the degree of noise and activity, and consequent distraction, within the yard that constant vigilance was essential, lest one of these clanking monsters sneak up on you, a fate which almost befell my brother and me on one occasion.

Our fortnight up the coast passed by all too soon and, once again, we made the long trip back to Sydney (in those days, this meant an eight to nine hour drive). Arriving home, I could scarcely wait to pounce on my Marklin HO electric layout, and its traditional configuration of 'large oval with station and yard' was soon consigned to history, replaced by a new arrangement of 'jetty and yard'.

The German 01 Class pacific loco, hardly the most suitable motive power for this new set up, gave way to a 'Kitmaster' 0-4-0ST Pug, and many happy hours were spent shunting timber and other goods onto the imaginary jetty.

The following year, we were surprised to see the Manning Wardle loco advertised for sale in *The Sydney Morning Herald*. Unfortunately, I was unable to convince my father that our family life would be greatly enhanced by the ownership of a full sized locomotive such as this one. Nevertheless, when he heard (through Moss Bailey) that the little engine had been sold for scrap, he did manage to rescue one of its Manning Wardle builder's plates.

Also that year, 1308 was transferred away, initially to Kempsey, then to storage in Sydney,¹ its role at Coffs Harbour taken over by a rail tractor, X102. Moss Bailey moved to Broadmeadow, Joe Dillon resigned from the railways and began a new career in civil aviation. Blue and Lenny remained, taking turns to operate the tractor.

In December, 1963, we returned to the district on holidays once again. A visit to Coffs Harbour railway station found X102 at work, with Lenny acting as driver and Blue as shunter. Over at the jetty, all was quiet. A couple of people pottering about, a few steam cranes sitting idle, and no railway activity at all. The Simplex loco and its new companion were securely locked in their shed and, looking around, we could find no evidence of the steam loco.

As we drove back to my grandmother's, we came upon a melancholy scene. There, scattered around a vacant lot by the side of the road, lay the mortal remains of the little Manning Wardle. Many of the parts were intact, such as the chimney, buffers, and wheels and axles, but the boiler had been carved up with oxy-acetylene, presumably to gain access to the copper firebox and brass tubes. It was sad to see such an endearing little machine dismembered and dumped among the weeds like so much rubbish.

So, the story of MSB No.2 has no fairytale ending. No hope of display in a government museum, or of preservation in immaculate working order by a caring society or individual. No.2 has gone, forever.

Still, the rescue of siblings 1021 and Metropolitan Water Sewerage and Drainage Board No.4 (see 'Notes' page 19) does guarantee the survival of the species. And it ensures that people now and in the future may understand something of the nature of these interesting little locos, that not only shunted on jetties, in workshops, and in pumping stations, but helped to build harbours, and reservoirs, and the North Coast Railway. They deserve at least some kudos for their efforts.

MSB No.2: A Brief History

Manning Wardle B/N 1900 of 1916 was the youngest of five identical locomotives ordered by the NSW Government for railway construction work. A pair of similar machines (B/Nos 1780 and 1781 of 1911) were already employed at this task, and had obviously proved their usefulness.

It became No.61 on the Public Works Department roster and, in company with its siblings and the two older locos, was allocated to contractors Norton Griffith & Co for use on the construction of various sections of the North Coast Railway. No.61 was allocated to work on the Glenreagh to Dorrigo branch line but its stay there was short as, on 1st January 1917, work on both this and the Coffs Harbour to Glenreagh section was suspended due to a shortage of funds.

On the same day, responsibility for railway construction passed to the Department of Railways, and the five Manning Wardles with it (the two older locos had already been sold).²

It was intended that they would become the F Class, and carry numbers 1212 to 1216, but before this could be implemented, the Department had a change of heart and decided to take only B/N 1896 (PWD 59). This became NSWGR F1212 and, in 1924, it was renumbered 1021.³ B/N 1898 (PWD 62) was sold to BHP, Newcastle, where it became their No.11 "Coffee Pot". B/Nos 1897 (PWD 60), 1899 (PWD 63) and 1900 (PWD 61) were returned to the Public Works Department, and all three were sent to Coffs Harbour for harbour improvement works.

With the completion of these works, in 1942, No.61 was transferred to the Maritime Services Board of NSW and went to work on Coffs Harbour Jetty as MSB No.2. Here it joined former PWD No.63, now MSB No.1, which had been on the jetty railway since 1917.

In early 1944, No.2's boiler was replaced by that from PWD No.60, which had been in store at the PWD depot in Sydney since c1940. Five years later, this boiler was in turn replaced by a brand new one, built by Morts Dock. Whilst this second reboiling was taking place, sister loco 1021 is believed to have been hired from the NSWGR to take over No.2's duties. 1021 may also have been hired during the first reboiling, as a photograph exists showing it at Coffs Harbour jetty, with a "black-out" shield on its headlight - a fixture typical of wartime conditions.

A new diesel locomotive arrived in 1952, to replace No.1. Ordered through the Marine & Industrial Power Co. Pty Ltd of Sydney, it was an 8 ton, 40/56 HP "Simplex" loco, built by Motor Rail Ltd of Bedford, England (B/N 9021 of 1952).⁴ The old No.1 was then set aside, but not scrapped until 1957.



The Simplex locomotive at Dorrigo, 1987. Photo: John Kramer

ND. DAY MONDAY TO SATURDAY AND SUNDAY AFTERNOON 96-0231

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STEAM LOCOMOTIVE: Offers, endorsed and addressed Engineer-in-Chief, Quotation Box, Room 330, 3rd Floor, Head Office, Circular Quay West, Sydney, closing 2 p.m. 7th August, 1962, invited for one 24-ton 4ft 8 1/2 in gauge Steam Shunting Locomotive at Coffs Harbour. Although in working condition, boiler repair is necessary. R. J. WYLLIE, Acting Secretary, Maritime Services Board of N.S.W.

SWIMMING POOLS. Prefabricated. Rectangular, 25ft x 12ft, above ground, complete with liner, 4ft concourse, safety fence. Ideal

TYPEWR All working Machine General COMM EX

A classified ad in *The Sydney Morning Herald* offered No.2 for sale. Sadly, the only applicants were scrap dealers. Belbin Collection

On 24th January, 1962, No.2's replacement arrived, a 75 HP "Planet" diesel loco, built by FC Hibberd & Co of Royal Park, London (B/No 3715 of 1954).⁵ Purchased from the Metropolitan Water Sewerage and Drainage Board, it was one of three such locos imported for use on Warragamba Dam construction, and was formerly their No.53.

No.2 was advertised for sale, and was purchased, for scrap, by Mr R. Pearce of Coffs Harbour. Cutting up began on 25th April, 1963 and was completed on 21st of May.

Specifications (as built)

Cylinders:	12 in. x 18 in.
Wheel Diameter:	36 in.
Boiler Pressure:	160 psi (later reduced to 150 psi)
Tractive Effort:	9200 lbs (later 8625 lbs)
Wheelbase:	5 ft 4 in
Length Overall:	19 ft
Weight (W.O.):	21 tons 1 cwt

Further Reading

For a comprehensive history of the Coffs Harbour port and associated railways, *SHIPS AND TIMBER* by John Kramer, in *Light Railways* No.86, October 1984, is highly recommended. (Unfortunately this issue is now out of print, but a reprint is planned.)

A few scenes of No.2 in action appear in the forthcoming video production *Days of Steam: Volume 3, Steam in the Fifties*.

Notes

- 1308 was eventually preserved by the NSW Rail Transport Museum, Thirlmere. After several years on static display, it was placed on long-term loan to the Steam Tram & Railway Preservation Society at Parramatta who planned to overhaul the loco and return it to working order. Before the overhaul could be completed, a fire destroyed the Society's headquarters at Parramatta Park and, although 1308 was not damaged, the circumstances precluded any further work being done. At the time of writing, 1308 is stored, dismantled, at Thirlmere.
- MW1781 was sold to the MWSDB, for use on Potts Hill Reservoir construction, and became their No.4. In 1923, it was transferred to Ryde pumping station, and worked there until replaced by 'Planet' diesel No.52 (ex-Warragamba Dam) in 1960. It was donated to the Museum of Applied Arts and Sciences, Ultimo, in 1961, and restored to working order by the NSWRTM, Thirlmere, in 1985. Currently stored.
- 1021 was donated to the NSW Rail Transport Museum in 1970. Currently on display at Thirlmere.
- The Simplex loco was donated to the Dorrigo Steam Railway & Museum, in 1980. Currently stored.
- The Planet loco was donated to the Richmond Vale Railway Museum, Kurri Kurri, in 1980. Currently operational (see LR 143, page 23).

Sources

Light Railways No.86 October 1984 and No.118 October 1992
The Roundhouse November 1970 and June 1987
A Compendium of New South Wales Steam Locomotives Alex Grunbach ARHS
Steel and Rails in Newcastle Keith McDonald LRRSA



Industrial Railway NEWS

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EDITORIAL

With three million tonnes of unharvested cane standing over in the paddocks, the 1998 cane crushing season in Queensland has been one of the most difficult on record, and the consequent loss of income may mean in slowdown in line extensions and new locomotives for sugar mill railways. The coming of the Emu Bay Walkers diesel hydraulics to the Queensland cane industry may not be as prompt as some had predicted. Watch this space.

NEW SOUTH WALES

BHP LTD, Port Kembla

(see LR 143 p.17)

1435mm gauge

On a visit on 12 December only one train was seen on each of the BHP coal lines in the period 8.30am to 2pm. The Kemira line train was worked by English Electric (Aust) Co-Co DE D34 (A.197 of 1969), which is now the regular loco on this run. On the Elouera line, the train was worked by English Electric (Aust) Co-Co DE D51 (A.111 of 1965) & D47 (A.146 of 1967).

The Kemira line has been pared back by the elimination of the crossing loop at Central Kembla (where the points at each end have been removed), and the placing out of use of the northern track at the Kemira loader, achieved by placing a buffer stop midway along the track. A new set of boom gates has been installed at the Central Road level crossing, however.

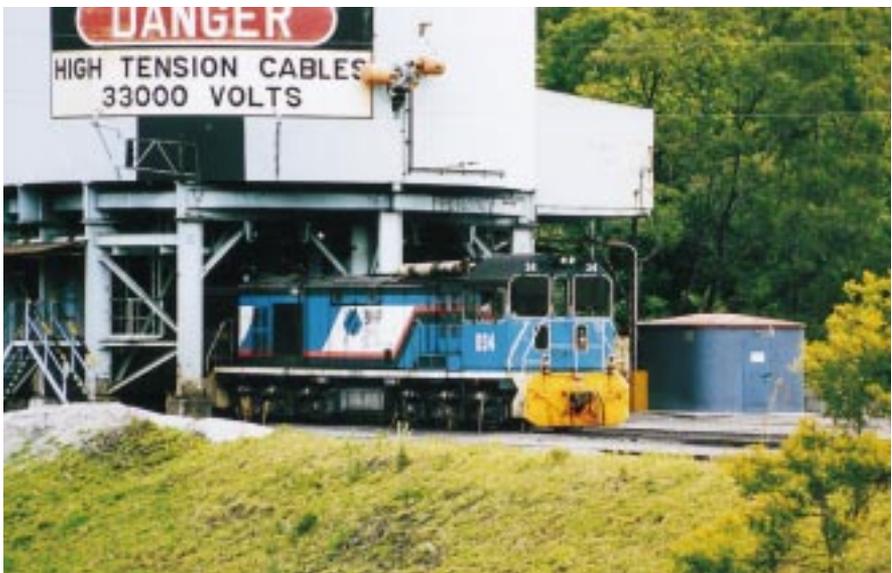
Withdrawn Com-Eng Bo-Bo DE D7 (built 1950) was noted at Cringila, reportedly awaiting movement to the ARHS at Canberra. The other withdrawn units which had previously been stored up behind the loco shed have been moved to a warehouse closer to the station at Port Kembla, and could easily be seen from Five Islands Road. They are:

D21	Bo-Bo DE	EE(Aust)	A.042	1960
D24	B-B DE	EE(Aust)	A.037	1960
D30	Bo-Bo DE	EE(Aust)	A.083	1964
D46	Co-Co DE	EE(Aust)	A.132	1966



This Tulloch 0-6-0DE (062 of 1970) is used by Goninans for shunting their Basendeen plant, seen here on 13 November 1998.

Photo: Keiran Wright



BHP's English Electric (Aust) Co-Co DE D34 (A.197 of 1969) lurks at the Kemira loader on 3 December 1998, as it waits to run coal back down to the Port Kembla steelworks.

Photo: Brad Peadon



BHP's English Electric (Aust) Bo-Bo DE D39 (A.240 of 1972) passing National Rail's Port Kembla yard enroute for the CRM works, 3 December 1998.

Photo: Brad Peadon

D48 Co-Co DE EE(Aust) A.110 1965
 D50 Co-Co DE EE(Aust) A.243 1972
 D50 has suffered accident damage and D46 & D48 were never operated at Port Kembla after arrival from Goldsworthy in Western Australia. Clearly, the 1997 report of the sale of D7 and D21 to Specialised Container Transport was premature.

Other locomotives noted about the works were English Electric (Aust) Bo-Bo DE units D44 (A.272 of 1975) which is still in the red *Hawks Stealers Wolves* livery, and D39 (A.240 of 1972) which ran through Port Kembla North with a solitary wagon for the CRM works and proceeded to shunt the CRM yard. Also noted were leased A E Goodwin Co-Co DE units 102 (G-6048-13) of 1972 and 101 (G-6048-09 of 1972) which were shunting a rake of coal hoppers near Cringila. The end of 102 has been fully repainted resulting in it losing its BHP logo. Brad Peadon 12/98

TRANSFIELD BOUYGUES JOINT VENTURE, Sydney Airport Link Project

(see LR 143 p.17)

900mm gauge

Advertised in November was surplus plant and equipment from this project including locomotives, mancar and rolling stock as well as rail and sleepers. Four Schöma 35 locomotives and T-U-33 rail were specifically mentioned in the advertisement.

Civil Engineering Australia 11/98 via Greg Stephenson

QUEENSLAND

BINGERA SUGAR LTD

(see LR 141 p.21, 143 p.18 & 144 p.20)

News and photographs about Bingera Mill's reconstructed bridge just outside of Wallaville have referred to it as being over Currajong Creek. This is incorrect; the correct name is Boundary Creek, with Currajong Creek having joined it a short distance upstream. The wrought iron span of this bridge, 61 feet long, was originally an 80 feet span imported from Britain and installed on the Toowoomba Range in 1867. It was re-erected at Boundary Creek (its third location) in 1920 and has carried 2ft gauge track since 1964.

A new road bridge is under construction across the Burnett River upstream of Wallaville, together with a substantial deviation of the Bruce Highway. An overpass of the St Kilda tramline was noted under construction in December, and presumably the Innes tramline will be crossed by the new road in the same way. *ARHS Bulletin* 6/97 & 12/98; Editor 12/98

COOK RESOURCE MINING PTY LTD,

Cook Colliery, South Blackwater

(see LRN 95 p.13)

1067mm gauge)

This colliery was visited on September 14. It is believed to be the only Bowen Basin mine using rail locomotives and personnel cars underground. Access underground is by inclined rail

drift using a dolly car with passenger car attached. Equipment noted or believed to be present is listed:

Identity	Type	Builder	B/n	Year	Notes
	4wDH	Fox	(a)		(b)
DL7	4wDH	Hexham	HE685	1987	(c)
DL8	4wDH	Hexham	HE697	1988	(c)
DL9	4wDH	Hexham	HE702	1989	(d)
MC001	4wDHR	Fox	323	1972	(e)
MC004	4wDHR	Fox	346	1975	(f)
MC005	4wDHR	Vernier			(d)
MC007	4wDHR	Vernier			(d)
MC008	4wDHR	Vernier		1985	(d)
MC009	4wDHR	Hexham	HE709	1989	(d)

(a) Fox 004 of 1973 or 006 of 1976. Known as "Old Yella". (b) In use on surface. (c) On surface. (d) In use underground. (e) Out of use. (f) underground emergency car.
 Ray Graf 9/98



The newest Plasser KMX-12T, for CSR's Herbert River mills (445 of 1998) is indeed an impressive machine at 13m in length and weighing in at 22 tonnes. Photographed at the Victoria Mill navy depot, 30 November 1998.
 Photo: Chris Hart

GYMPIE ELDORADO GOLD MINES PTY LTD

(see LR 144 p.20)

610mm gauge

A revised estimate for the number of 4wBE locomotives in use below ground here is 18, with seven levels of the mine in use. Types in use include 1½-ton, 3-ton and 5-ton units, with builders being Gemco and Mancha. Two Gemco 1½-ton machines are said to have been acquired from Eltin Mining, by whom they were used on a contract in Bendigo. One of these, numbered UR34 in weld, was noted being rebuilt in the workshop in September and December, with the other already in service. Two 3-ton Gemcos from Broken Hill seem to have been acquired during the past year from Mine & Quarry Equipment at Wacol. ZGM 301 was noted being rebuilt in September but it had been put into service by late December, being replaced in the workshops by ZGM 303. Z22 is a Mancha locomotive, originally from Broken Hill, which was being prepared for display at the local Historical Complex, where the mining company is opening up an old shaft for ventilation purposes, but it is unknown whether this plan will proceed at present and it sits near the fence at the main mine site.

A number of loco chassis were noted around the site. Two were Gemco 2ft 6in gauge units, one

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD

(see LR 143 p.18 & 144)

610mm gauge

Walkers B-B DH 7327 arrived at North Eton Mill site for storage as scheduled. It has no cab and no motor. Plasser Model KMX-12T tamping machines at Marian and Pleystowe Mills (375 and 376 of 1990 respectively) are reportedly being upgraded by the manufacturer for re-commissioning early in 1999.

Disruptions due to wet weather continued to play havoc with the crushing schedule in the Mackay district as the season came to an end. For much of the last few weeks of the season, Pleystowe Mill was the "central mill", handling the crushing of what cane could be harvested across the four mill areas, highlighting the flexibility of common ownership and interconnected rail networks. Farleigh Mill reopened for one disastrous day in mid-December before bad weather set in again and ended the season there. Mark Gough 11/98; Andy Roberts, Bob James 12/98

MILLAQUIN SUGAR CO PTY LTD, Bundaberg

(see LR 142 p.23)

610mm gauge

A \$380 000 1.5km rail extension was under

Industrial Railway NEWS

construction during 1998 in the Clayton area on the western side of the OGR south of Bundaberg. This new line runs south down the eastern side of Gillens Creek Road and crosses it to enter a Tate & Lyle Bundaberg Ltd farm. This may represent the first stage of construction to counter the extension of Isis Mill's rail system into this area in 1997.

Some alterations to loco numbers seem to have occurred at the mill. Clyde 0-6-ODH 57-159 is now numbered 561 while Clyde 0-6-ODH 65-441 of 1965 is numbered 591. The previously unnumbered Com-Eng AH2967 of 1963 has apparently been allocated the number 47.

Bundaberg In-Sites (Bundaberg Region) 8/98 via Ray Graf; Richard Horne 9/98

MINE & QUARRY EQUIPMENT PTY LTD, Wacol

(see LR 144 p.18 & 20 narrow gauge)

Several detailed examinations of the 20 4wBE locomotives here now enable the following list to be presented. Seven, built by Wingrove & Rogers and Clayton Equipment, have been imported from the UK in the expectation that following the demise of Gemco as a local manufacturer of battery locomotives, a scarcity will develop. It is believed that several locomotives have already been supplied to Gympie Eldorado Gold Mines. All those listed are stored as chassis only although there are some battery boxes also present on site.

Identity	Builder	B/No.	Date	Gauge	Notes
6	Clayton	5876	6/1971	600mm	(a)
	Clayton	5932	5/1972	1'10"	(a)
	Clayton (motor No. SCB 110/4)			600mm	(a)
	Clayton (motor number CEC 466/4)			1'10"	(a)
5	W&R	D6805	1964	+	(b)
	W&R			2'0"	(b)
	W&R			1'10"	(b)
2C No.5	Mancha	(also numbered 13)		2'0"	(c)
22	Mancha			2'0"	(c)
NBHC No.6	Mancha			2'0"	(c)
	Gemco	(3 ton)		2'0"	(d)
	8C	Gemco*	(5 ton?)		(e)
13C	Gemco	90593N-94/9/63	(5 ton?)	2'0"	(e)
	ZGM	01	Gemco	(8 ton?)	2'0"
ZGM	6	Gemco	(8 ton?)	2'0"	(e)
ZGM	12	Gemco	(8 ton?)	2'0"	(e)
BGM	4	Gemco	(10 ton?)	2'0"	(e)
BGM	9	Gemco	(10 ton?)	2'0"	(e)
BGM	12	Gemco	(10 ton?)	2'0"	(e)
BGM	15	Gemco	(10 ton?)	2'0"	(e)

+ no wheels

* motors 84944N & 70822N

(a) It is believed that these originate in the Cornish tin mining industry in England and were



One of several ex-NSW locomotives on the CSR Herbert Valley's cane lines is Macknade Mill's E M Baldwin 0-4-ODH 17 (6-1446-1-9-65 of 1965), first delivered to Condong Mill, near Murwillumbah, as their number 2. As a spare loco, this small unit still sees some cane haulage each year.

Photo: Chris Hart

disposed of by South Crofty Mine in about 1988. Also present are Clayton battery boxes with builder's plates 5923 of 6/1972 and B0163 of 2/1974

(b) It is believed that these originate in the Weardale fluorspar mining industry in County Durham, England, and were disposed of by Weardale Mining & Processing Ltd from their Grove Rake Mine.

(c) These carry traces of green paint under white, and are accompanied by battery boxes numbered 10, 11 and 13. The welded numbers appear to indicate an origin in Broken Hill but they may have been used since then in Tasmania, with Electrolytic Zinc a suggested owner.

(d) The origin of this is unknown. The frame is extremely corroded and has subsequently been sandblasted and painted yellow.

(e) The numbering of these indicates their origin in Broken Hill mines. There do not appear to be any battery boxes present for them.

Ray Graf 9/98; Editor 11/98 & 12/98

MT ISA MINES HOLDINGS LTD, Mt Isa

(see LRN 113 p.14)

1067mm gauge

A new underground mine, the Enterprise Mine, is under development. It is unknown if rail equipment is being used.

Townsville Bulletin 21/9/98 via Ray Graf

PALMER TUBE MILLS (AUSTRALIA) PTY LTD, Acacia Ridge

(see LRN 58 p.6)

1067mm gauge

Plymouth 4wDH 6125 of 1958 is still in use here on dual gauge track for shunting standard gauge rolling stock in the despatch area. It has been fitted with new bodywork and open cab, and has been modified at the cab end to enable it to couple up to standard gauge stock. It is

painted blue and recently received a new clutch. Editor 12/98

PROSERPINE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD

(see LR 144 p.20)

610mm gauge

On 16 September a new bogie brake wagon apparently ex-Walkers, Maryborough, was noted being prepared for unloading from road transport at the mill. It was recently reported that a surplus locomotive from this mill had been sold to Dreamworld on the Gold Coast. This seemed to be confirmed when Clyde 0-6-ODH 1 (DHI.7 of 1954) was noted heading south on a low loader on the Bruce Highway at Miriam Vale on 20 December.

Ray Gray 11/98; David Jehan 12/98; Editor 12/98

SOUTH AUSTRALIA

BHP STEEL, Whyalla

(see LR 144 p.21)

1067mm & 1435mm gauge

It is reported that BHP has decided to outsource the Whyalla rail operations, with a tender thought to have closed at about the start of December 1998. It is believed there were five tenderers. By April 1999, the system may well be operated by another company.

David Jehan 12/98

TASMANIA

BEACONSFIELD GOLD

The old Beaconsfield Mine, which closed in 1914, is being reopened with ore being stockpiled and a gold processing plant to be built in 1999. It is not known whether rail equipment is being used.

Sydney Morning Herald 13/10/98 via Ray Graf

VICTORIA

COOKS CONSTRUCTION PTY LTD, Yallourn ENERGY BRIX AUSTRALIA CORPORATION PTY LTD

(see LR 144 p.21)
900mm gauge

It is reported that the four operational Cooks Construction Walkers B-B DH locomotives will be offered for sale within the Queensland cane industry following the loss of the brown coal haulage contract.

Energy Brix are reportedly persevering with the use of the Gemco 4wDH hydrostatic locomotives from Tasmania, although it is said that a substantial proportion of brown coal is currently being moved by road vehicles.

Bob James 12/98

WESTERN AUSTRALIA

BHP IRON ORE, Mt. Newman

(see LRN 121 p.22)
1435mm gauge

The first three Model AC6000CW locomotives being built by General Electric in Pennsylvania were due for delivery in December 1998. They will be delivered with standard GE cabs but will be retrofitted with teardrop windscreens similar to Hamersley Iron's 70-class following the delivery of a second batch.

ARHS Bulletin 12/98

A GONINAN & CO LTD, Bassendean

1067mm gauge

Tulloch 0-6-0DE 062 of 1970 (ex-WAGR T1813) is used as workshops shunter at Goninan's Bassendean plant and was noted shunting new Westrail standard gauge wagons on 13 November.

Kieran Wright 11/98; Editor

HAMERSLEY IRON PTY LTD

(see LR 143 p.20)

1435mm gauge

Hamersley Iron's fleet of 38 Alco Model 636 Co-Co DE locos (3006-3016 and 4030-4048 built by A E Goodwin, and 4049-4056 built by Com-Eng) has been disposed of. The locomotives are being sent to Perth by road after fuel tanks, engine and generator have been removed at Dampier. Early deliveries also had the entire hood removed and some frames were cut prior to transport. The shells of six Model CM636 (believed to be 4037/9/40/1/3/7 as rebuilt by Com-Eng) have been sold to Austrac for rebuilding, and two were observed at Goninan's Bassendean plant on 13 November being prepared for transport to Junee, NSW. The remaining units are taken to a site in Maddington in Perth's south-east for cutting up, with most useable parts being sold. It is believed traction motors and some engine parts are being sold to a dealer in the USA, while some engine-generator units may be converted to portable generator units for mine sites. The Maddington yard is like an elephant's graveyard, scattered with the skeletons of these industrial giants.

Kieran Wright 12/98; ARHS Bulletin 12/98; Editor

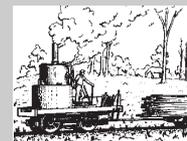
SPECIALIZED CONTAINER TRANSPORT SOUTH SPUR RAIL, Kewdale & Forrestfield

(see LRN 121 p.24 & LR 143 p.19))

1435mm gauge

South Spur Shunting Services provide shunting services for Specialized Container Transport at Kewdale and Forrestfield. Motive power currently in use is reportedly ex-Westrail English Electric (Aust) Bo-Bo DE H2 (A.082 of 1964) & H5 (A.087 of 1964) and Co-Co DE K208 (A.137 of 1966). These locomotives are believed to have been acquired by Specialized Container Service, but South Spur are also reported to own a number of locomotives in their own right, with up to twelve English Electrics owned by one or other company stored at Kewdale.

Kieran Wright 12/98



LRRSA NEWS

MEETINGS

ADELAIDE: 1999 Planning Workshop

At this meeting members will be asked to participate in planning tours and entertainment activities for the year; but bring some of your favourite slides to liven up the evening.

Location: 150 First Avenue, Royston Park.

Date: Thursday 4 February at 8.00 pm.

Contact Arnold Lockyer (08) 8296 9488.

BRISBANE: Jetty Tramways & Railways

Members are invited to bring slides of jetty tramways/railways they have known.

Location: 54 Aberdare Street, Darra.

Date: Saturday 6 February at 7.00 pm.

Contact Bob Dow (07) 3375 1475

MELBOURNE: "Wombat Forest"

Norm Houghton will give a talk, supported with colour slides and overheads, on the timber milling industry of the Wombat Forest, near Ballarat.

Location: Ashburton Uniting Church Hall, Ashburn Grove, Ashburton.

Date: Thursday, 11 February at 8.00 pm.

SYDNEY: North American Colliery Railways

Ross Mainwaring will discuss and present slides of colliery railways visited during his recent North American trip.

Location: Woodstock Community Centre, Church Street, Burwood, (five minutes walk from Burwood railway station).

Date: Wednesday 24 February at 7.30 pm.

Contact Jeff Moonie (02) 4753 6302.

ACTIVITIES

The inaugural meeting of the South-east Queensland Group of the Society was held in Brisbane on 28 November 1998, with 17 members present and six apologies. The meeting discussed a programme of future activities, including a field trip to the site of the Pinda logging tramway, which operated from the QR Brisbane Valley line in the early 1900s. Entertainment consisted of members' slides covering a wide range of interesting light railway operations.



Hamersley Iron's Co-Co DE 4052 (Com-Eng C6095-04 of 1975) in its final resting place, together with several other M636 units. Maddington, Perth, 22 October 1998. Photo: Keiran Wright



Book Reviews

At the Coalface

The human face of coal miners and their communities: An Oral History of the early days by Fred Moore, Paddy Gorman & Ray Harrison

185 pages, 112 photographs Published 2nd Edition 1998 by the Mining and Energy Division of the Construction Forestry Mining and Energy Union (CFMEU), Level 3, 391 Sussex Street, Sydney 2000 Cost: \$24.95 (Soft cover), \$44.95 (Hard cover)

My experience as a Director of the City of Greater Lithgow Mining Museum (State Mine Heritage Park and Railway), and as a museum consultant, has led me to believe that, without a clear link to people, the machines and artifacts we preserve become merely bizarre pieces of sculpture. Without the touch of a human hand they become lifeless and distant. As generations age and disappear from this mortal sphere many stories and facts are lost. I remember the many stories my father and mother told me when they were alive, and regret the unrecorded memories that have died with them. Oral history - the preservation of the record of the lives of the common man - is an important aspect of historical research. It is an aspect often lost in our searches for technical information, for concrete facts without contradiction.

Good oral histories enliven the past and enlighten us. This work is a good oral history. It relates the personal stories of 10 miners from the New South Wales Coalfields, and of three women who worked in the Miners Women's Auxiliaries. It deals almost exclusively with the pick and shovel mining methods of the first half of the Twentieth Century.

Also included are three poems by Jock Graham (The Miners' Poet) and one by EJ Bowling. There is a description of a miner's career "From a boy's first day at the pit to an experienced coalface miner", and a story of the pit ponies of Mount Kembla Colliery. In the Introduction Paddy Gorman provides a history of the mining union. The book ends with a glossary of mining terms. The miners' stories weave a rare patchwork which informs on many aspects of the subterranean struggle for the dusty black diamond. We are presented with working lives from first days as token boys to spraggers, clippers, wheelers, to becoming coal face men. The interaction of men with the coal, with drills, transports, horses, skips becomes clear as the stories unfold. The men's accounts of their

experiences are unembellished, and made clearer because of this.

Jim Comerford's story includes a remarkable and touching first-hand account of the Rothbury Riot of 1929. Many stories provide insights into the special regard the miners held for their pit horses. This is a union book and all of its subjects union men and women. It would be naive to expect that this did not tell the men's side of events. It unashamedly records the role of the union in working for better conditions in the mines. No history is unbiased - including purportedly technical histories. If the book's intention is identified and understood it makes the reading all that more enjoyable.

This book is essential reading for anyone wishing to understand the lives of the men and women who struggled to live day to day on the coalfields, and in so doing produced the coal which fed locomotives, boilers, power stations and home fires.

As in the verse of Jock Graham this book invites us to:

Come down and breathe the dank air, the foul air, the rank air,

Fill up your lungs with coal dust, disease dust for proof;

Come down and see the slave man, the cave man, the brave man

Risk life to save his mate's life beneath a falling roof.

In addition to the word pictures painted by the miners the book provides an ample supply of photographs from all mining districts. These photographs have been carefully selected to further illustrate many aspects of the working lives portrayed in the stories.

The book is well presented in "coffee table" format. It is an invaluable addition to the library of any person who seeks to understand the workings of underground mines in the days before mechanisation. It gives life to many otherwise lifeless artifacts.

The book is available through good bookshops, the CFMEU and the State Mine Heritage Park and Railway, Lithgow.

Ray Christison, President

City of Greater Lithgow Mining Museum Inc.

Arsenic and Molasses

A Pictorial History of the Powelltown Tramway and Timber Milling Operations. by Frank Stamford

96 pages, A4 size; 104 photographs, 8 maps & diagrams. Published 1998 by the Light Railway Research Society of Australia Inc, Melbourne.

By all rights my railroad interests should probably be in mainline freight trains and heavy haul unit trains. After all, I grew up in a Canadian prairie city which was absolutely dependent upon the transcontinental Canadian Pacific Railway and, like most western Canadians, agonised over the railway's slow movement of wheat from prairie elevator to port each year.

My enduring memories, however, are of the overnight steam hauled mixed passenger on the

branch line between my home city and the provincial capital and the meandering freights on numerous prairie branch lines. I also spent several summers tracing the remains of long-abandoned logging lines on Vancouver Island, observed the last steam hauled log train in Canada, and had a cab ride in a Shay locomotive on the lumber wharves of North Vancouver. I am, in other words, a sucker for branch line operations in general and narrow gauge logging lines in particular.

Having made my biases clear, I thoroughly enjoyed Frank Stamford's *Arsenic and Molasses*. The (mostly) large format photographs provide a good sense of time and place, the photo captions are generally informative, and the maps and illustrations are professionally presented. The author acknowledges a reliance on photographs obtained from several amateur photographers, but it is the quality and variety of these photographs which makes the book. Company photographers and city-based historians have their place, but it is the local resident with a camera, sketch pad or pen who provides the detail necessary for a successful local history.

Powelltown was a company town, initially dependent upon a wood preserving process (the arsenic and molasses of the title) which failed under Australian conditions. Others took over the assets and the result was Victoria's only timber tramway providing a regular passenger service. With two geared Shay locomotives as well as more conventional rod-driven locomotives, and a mile long 1 in 4 cable-worked incline, the Powelltown tramway and mill occupies a unique place in Victoria's history.

Photographic reproduction is generally excellent. I would have omitted one or two of the fuzzier images, even if they did come from the Society's archives, as they add nothing new. One or two of the captions could also have used more care. It is difficult for someone who doesn't know the locale, for example, to determine which of two photographs of a building is being described or if it matters that the photographer is looking east.

Arsenic and Molasses can almost stand alone. It does not, however, have a list of references, referring the reader instead to the LRRSA's previous book *Powelltown: A History of its Timber Mills and Tramways* (Stamford, Stuckey and Maynard, 1984 with several reprintings). While none of the photographs are duplicated in the two volumes, most of the detailed information came from the earlier volume. Given that, I would value the included index more if it covered both volumes.

But these are minor quibbles. As an occasional model builder I was particularly intrigued by such examples of unique trackwork as the removable rails where the steel-railed Federal tramway crossed the wooden-railed Powelltown tramway and the mixture of steel and wooden rails in some locales. Operational methods were obvious from the photographs of tramway and bush and the people of the area receive a sympathetic treatment.

I'd recommend the book highly for anyone who

is interested in bush tramways or the timber industry of the first half of the century. As well as being a good read itself it inspired me to go back and reread *Powelltown*.

A C Lynn Zelmer

Firewood Tramways of the Walhalla Mines 1865 - 1915

by Terry & Brenda Jenkins,

T. & B. J. Publications, Yarra Junction 1998 ISBN 0-9593948-1-8 272 pp. HB. A5-format, 96 photos and maps. Printed by Australian Print Group, Maryborough, Victoria. Available from LRRSA Sales at \$27.00 for members, \$29.95 (rtp) for non-members.

Sub-titled "A research paper on the history of the firewood tramways of the Walhalla Mines", this handy little book is the result of the authors' 25 years' research into, and travels to, Walhalla. Back in 1972, LRRSA member Terry and wife, Brenda, visited Walhalla for the first time, searching for remains of the VR narrow-gauge railway to the former gold mining town. Like many who have made the pilgrimage to Walhalla, they were captivated by the rugged beauty of the valley of Stringer's Creek with its many hidden mining remains.

Over the ensuing years Brenda and Terry visited the valley hundreds of times, learning its history, talking to the few who had first-hand knowledge of the place in its heyday, researching the *Walhalla Chronicle*, collecting photos and maps, and most importantly, transcribing what they learned into field work. Almost one hundred kilometres of tramway formation were found, walked and explored, adding immeasurably to our knowledge of the history of the town. To say the tramways were walked is actually a bit of an under-statement. Maybe it should be stumbled and crawled, being scratched, bruised and bloodied, bitten by leeches, climbing, mountain-goat fashion up almost sheer, lung-busting, gut-wrenching, hillsides to finally arrive on a tramway ledge in a lather of perspiration. The things people do for enjoyment!

Without the firewood tramways, the mines' boilers would have gone cold, pumping-plants ceased, the mines filling with water (the Long Tunnel mine was over a kilometre deep by 1915) and the crushing plants fallen silent.

Firewood was the lifeblood of the town and the obtaining of it was a major industry in itself.

Tramways were the only practical way of transporting firewood and were constructed from the earliest days of organised company mining, gradually extending their wooden- and iron-railed tentacles around the hillsides until the farthest reached over nine kilometres from town. When the timber, or the hillside, ran out, an incline would be inserted and the tramway continued at another level. Another feature, often used for the final delivery into the mines' woodyard, from the hillside above, was the wood shoot.

This book does not pretend to be a history of the firewood tramways; rather, the authors have interspersed their field work with relevant extracts from the *Chronicle*, to give us an interesting introduction to a most fascinating subject. The way is now open for future researchers to combine this information with a detailed examination of the mining companies' records. Additionally, the authors have used enlargements of many Walhalla photos to pinpoint and identify the various tramways, inclines and wood shoots that appear thereon, giving meaning to the often vague streaks and barely discernable formations on early photographs.

For ease of reference, the authors have numbered every tramway, and introduce each "walk" with a map that highlights the particular line and its relationship to surrounding lines. Complex tramway "junctions" (Aurum Gully, Cricket Ground hill) are further explained with a detailed diagram, although this reviewer would have liked to have seen a larger scale map of the township area and environs. Hopefully this will appear in volume two. Several appendices explore related subjects - Poverty Point bridge, rail profiles as found in the bush, the use of Hoffman inverted "V"-shaped rail at Walhalla, the Bagnall locos 1729 and 1801, camping hints and tips, etc.

Book Reviews

Whilst the social fabric of the town is not one of the themes of this "research paper", I could not help but note the widespread use of Italian firewood cutters - but only at the south end of town. The northern end of the valley was cut mainly by Anglo-Celtic types. The complex nature of mining towns means we will probably never see a definitive book on the history of Walhalla, however the book under review is a most useful addition to the growing lexicon of published material about Walhalla. Do not be deterred by a couple of typos - I'm sure sharper proof-reading of the next edition will rectify that. I'm particularly looking forward to the authors' next volume - the mining tramways of Walhalla. Warning: if you are more than an armchair traveller, you may need two copies - one for the bookshelf and one for the backpack! Recommended.

Phil Rickard

Puffing Billy Panorama: 1999 Calendar Celebrating Gembrook Opening

12 panoramic colour prints 165 X 470 mm, plus cover and backing sheet on 340 X 480 mm Tomasetti Euro Matt 150 gsm sheets, printed by Craftsman Press. Emerald Tourist Railway Board/Givenworks Publishing, 1998, \$19.95.

With this calendar, the Puffing Billy Railway and its regular photographer Mal Austin have established a new milestone in Australian railway publishing. The purpose of the calendar is to show the world what a wonderful little railway we have in Puffing Billy and the magic of the countryside through which it runs. Stimulated by the impending opening of the Gembrook extension, Mal Austin has delivered twelve images of breathtaking beauty and quality. Using a second-hand Art Panorama camera and the new Kodak GPZ 1000 ASA professional film, Mal created some sensational photographs, eleven of them broad panoramic shots that sets the little train in the landscape through which the PBR runs, the other a brilliant, moody close-up of a NA being prepared for a morning run. To anyone who has travelled over the line, the sense of the train in the beautiful environs of the Dandenong Ranges has been captured as never before.

Calendars are a high-risk product in the market and all the advice I received when undertaking a survey of products for the railway heritage market in early 1998 was "leave this one to the experts." In creating this all-Australian product, Mal Austin and the ETRB have demonstrated they have the expertise to create an outstanding and memorable publication. I trust that this commemorative calendar has achieved its noble purpose. If you don't have one and can still find copies around, snap one up immediately.

Bob McKillop





RESEARCH

Kioloa Logging Tramway, NSW South Coast

A visit to the Australian National University (ANU) research station at Kioloa, between Batemans Bay and Ulladulla in November 1998 revealed traces of a former logging tramway at this location. Kioloa is still a working farm as well as a research station, and was also used for logging in the years 1881-1893, 1903-1926 and 1940-1953. While I was there, I was able to inspect the remains of the 3ft gauge timber tramway which ran from Kioloa to the sawmill at Bawley Point. The tramway was dismantled in 1926 after the mill burnt down. I saw some photos in the archives of up to eight horses hauling up to three logs on bogies. The track appeared to be wooden rails.

There isn't much left of the tramway. I could only just make out the reservation, and a few splinters of wood in the ground which I assume used to be sleepers. Kioloa does have one axle from a logging bogie, which was attached to a plough in the 1940s.

Kioloa is not open to the public, but the foundations of the sawmill and wharf, and some of the trackbed can be seen at Bawley Point.

David Bromage, AusRail News Group, via John Browning

Locomotive **SAMSON No.2** (BP 3120 of 1889)

The 2-4-0T imported for the Jarrahdale Jarrah Forests & Railways Limited Jarrahdale Mill, Western Australia, in 1889 has been reported in *Light Railways* on several occasions (LR 41, p.8; LR 42, p.22; LR 73, p.1). *Rails Through the Bush* (Gunzburg and Austin, LRRSA, 1997) gives a detailed history of the locomotive, one of two identical Beyer Peacock 3ft 6in gauge versions of engines built for the Isle of Man Railway (pp.35

and 42). *SAMSON No.2* is reported as left at Wellington Mills on closure c.1946 and scrapped there mid-1950s.

Len Purcell reports that a visit to Wellington Mills site in May 1998 revealed a curious, rusty steel box lying in a paddock. The presence of hand grab rails on the edges of the box quickly identified it as being part of a locomotive, believed to be the bunker of *SAMSON No.2*.

Len Purcell, in Pinjarra Steam Express, October 1998

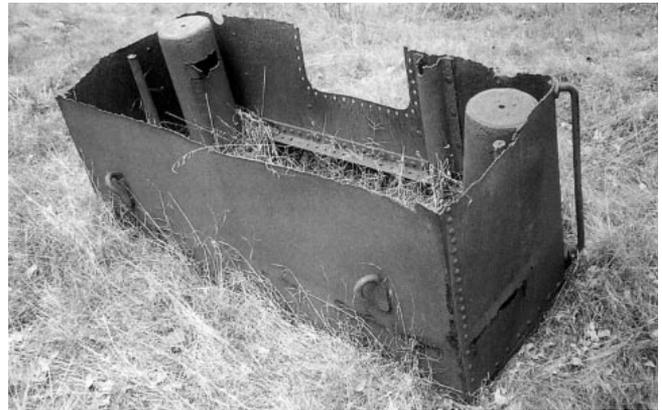
Industrial Railways at Cobar, Western NSW

Your editor is researching the history of mining and its associated railways in the Cobar district. as part of a wider project to interpret the role of railways in shaping the economic and social history of the Orana Region. The rich copper lode at Cobar was discovered in 1870 and mining commenced later that year. A mining boom followed. In 1875 the Cobar and South Cobar copper mines amalgamated to form the Great Cobar Copper Mine. This mine dominated the field over the next 40 years and much of the interest for industrial railway historians centres around its operations. Nevertheless, there were other mines of significance and the field has been through several cycles as follows:

1870-1920 Period: The Great Cobar mine dominated mining activity for this period, but there were 54 mines registered on the field c.1910 and the population of Cobar Shire reached 20,000 at this time. The Great Cobar itself went through three distinct phases:

- **Great Cobar Copper Mining Company, 1875-1889:** Despite the isolation, water shortages and high transport costs, the high grades of copper in the early years enabled the Great Cobar to become a large operation. Narrow gauge, hand-operated tramways were used to transport ore to the furnaces and an extensive 2ft 6in gauge firewood tramway operated between 1882 and closure of the mine in 1889.

- **The Syndicate, 1894-1906:** A five-member syndicate, headed by William and Thomas Longworth, reopened the mine on tribute in 1894 following opening of the Nyngan-Cobar railway in 1892. Good management brought profits under difficult conditions and this



The fuel bunker from Beyer Peacock 2-4-0T SAMSON No.2 lies upside down in a paddock at Wellington Mills, May 1998. Photo: Len Purcell

is regarded as the "Golden Era" of mining at Cobar. The Syndicate moved to purchase the mine in 1900, but protracted disputes with a minority group of shareholders in the old company delayed finalisation of the sale until 1903. The system of hand-operated tramways around the mine was expanded and horses were introduced for slag disposal in 1902. An expansion of mining and processing facilities was initiated in 1903 and the John Fowler locomotives formerly used on the firewood tramway were refurbished for use around the works.

- **Great Cobar Limited, 1906-1919:** The Syndicate sold the mine to English capitalists in August 1906. In March 1907 the new owners announced a major investment program to install new furnaces and an industrial standard gauge electric railway for slag haulage purposes, largely to reduce labour costs. Three Bagnall electric locomotives were imported from England. Technological problems delayed commissioning of the new plant until 1910, by which time the company was facing serious financial problems. The outbreak of War in 1914 adversely affected copper prices and the mine closed. Government intervention resulted in the recommencement of operations to meet wartime demand for copper, but a post-war copper glut forced the final closure of the Great Cobar on 16 March 1919.

Other mines to use light tramways during this era included the Cobar Gold Mine on Fort Bourke Hill, which used extensive trestles for the disposal of tailings. In 1901, the NSW Railways opened a light branch line to serve mines in the vicinity of Wrightville, south of Cobar. Known as The Peak branch

after its intended terminus, it carried firewood to the mines and, after 1904, ore from Chesney mine to the furnaces of the Great Cobar. Lead ore was struck in the old CSA mine in 1905 and stimulated another exploration boom in the district. A 7-mile Government railway branch was opened to the CSA mine in January 1918, and following closure of the Great Cobar, the CSA became the main mine in the district. A serious fire in March 1920 forced the closure of the mine.

1930-1950 Period: There was a minor rebirth of the town of Cobar in this period with reopening of three major gold mines, the New Occidental, the Chesney and the New Cobar Gold Mine (Fort Bourke Hill). Battery-electric underground locomotives were used in the New Occidental at least.

1965-Present, Large Scale Mining: The revival of the Copper City commenced with the reopening of the CSA copper mine in 1965, followed by the Elura silver, lead and zinc mine in 1983, the Peak Gold Mine in 1992, McKinnon's Tank open cut gold mine in 1995 and the New Cobar open cut gold mine in 1998. The CSA and Elura mines generated some 600,000 tonnes of rail traffic per year over the Cobar-Nyngan railway until the closure of the CSA operation in January 1998 significantly reduced this tonnage. However, this mine is scheduled to reopen in early 1999.

Articles on Cobar's industrial railway history will appear in future issues of *Light Railways*, commencing with the results of Ron Madden's research into the Great Cobar Firewood Tramway locomotives.

Bob McKillop, with advice from Colin Jones, Great Cobar Outback Heritage Centre.



Heritage & Tourist

International Museum Experience

The 30th annual conference of the International Association of Transport and Communication Museums (IATM) in Adelaide from 4-9 October 1998 highlighted the challenges facing transport museums. The theme "The World Turned Upside Down - Coping with Change in Transport and Communication Museums" addressed current issues including social, cultural, technological, personnel and commercial changes facing museums around the world.

Andrew Scott of the National Railway Museum, York, articulated key issues. Not only do museums have to cope with a decline in nostalgia, linked to a rise in individualism, reduced family activities, declining leisure time for those with good incomes and more attractions for leisure time, which translate to increased competition for visitors, but they also face the challenge of rapid change in the rail industry.

These factors require a response that critically examines how the structure of the museum (internal) variables relates to external (environmental) variables. Andrew Scott argued that railway preservation groups can no longer afford to be inward looking, but must invest resources in understanding and responding to the needs of the visitor. Today's visitors have more sophisticated demands and expectations. Product, price and service are central, and static displays of locomotives and rolling stock are no longer sufficient attractions of themselves.

Juergan Franzke of the DB Museum at Nuernberg, Germany reported that their visitation doubled after replacing many of the railway displays with children's activity centres. Other speakers noted the 'toys for the boys' approach of many museums works to exclude potential visitors from diverse cultural backgrounds. The need to develop partnerships with other museums, sponsors and tourism bodies to develop and promote competitive attractions was a strong theme of the conference. Your editor visited the French Railway Museum at Mulhouse in November. The magnificent collection of locomotives and rolling stock and the outstanding standard of restoration is sufficient to attract the die-hard enthusiast, but even museums of this standard are having difficulty attracting sufficient visitors through their doors to maintain viability. The Mulhouse Museum has been developed around three overriding themes: technology development (particularly through the evolution of locomotive design and practice); the impact of railways on French history; and the influence of the railway on the imagination of the arts. Within these, sub-themes have emerged that build on strengths in the collection, such as "the sleeping car company", "the trains of the French heads of state", Alfred de Glehn and André Chapelon (major locomotive designers), "comfort and classes" (in carriage design), and the "engineering services department". While the emphasis is on mainline, rather than narrow gauge or industrial railways, there are a number of useful lessons for Australian preservation groups. These include partnerships with city tourist bodies, multi-lingual explanations of exhibits and catalogues, the strength of railway art and memorabilia collections, exhibitions telling the development of railways to school children, good quality food outlets and the range of material available for sale through the museum shop.

Bob McKillop

NEWS

Queensland

CAPRICORNIA HERITAGE RAIL ASSOCIATION INC,

Archer Park Station,
Rockhampton, Queensland
1067mm gauge

The Billard 4wDM (T75P VM 227 built about 1948) returned to Archer Park on 9 November following overhaul at the nearby Queensland Railways workshops (see LR 143 p.21). It is painted yellow and carries QR stickers, reflecting its ownership (like all operating rail equipment at Archer Park) which lies with QR for insurance and other legal reasons.

John Browning 11/98

DREAMWORLD PTY LTD, Coomera, Queensland

610mm gauge
Ruston & Hornsby 4wDM 218002 of 1943 (see LRN 121 p.13) has been taken out of use on the 'Enchanted Forest Railway' and it is understood that its engine and gearbox will be going to the Australian Narrow Gauge Railway Museum Society. The Perry 0-6-2T (5643.51.1 of 1951) is currently under overhaul with its boiler removed. It was reported that a Clyde

Model DHI-71 0-6-0DH has been purchased from Proserpine Mill.

Bob Gough 12/98

New South Wales & ACT

DICK SMITH, Bowlyie Light Railway

610mm gauge
Further to, LR 139 p.27, this private line has obtained a petrol locomotive. A Plymouth internal-combustion loco arrived from the USA in 1998. It is relatively modern in design, and is painted green. It is believed to be one of a series of thirty-six Model HDG 4wPH 5-ton locomotives, built in around 1968 for the US Army, Badger Ammunition Plant, Wisconsin, to 3ft gauge. The locomotive was reportedly regauged and overhauled by F&M Baldwin Engineers in Sydney. The bogie carriage used on the line was built in Perth and has a beautiful timber internal finish. It has a small bar at one end (with elaborate timber inlay work) and an antique-style upholstered bench facing inward along each side of the car. There is also an open observation platform at one end. The line is laid in 45 lb rail. There is a balloon loop at the aero club end of the line where the loco shed is situated. At the other end is a balloon loop in front of the house and a further loop which

circles the house and allows 'figure of eight' operations at this end of the line.

Graeme Belbin 8/98; Richard Youl (Two Foot Gage Owners' Association) via Bob Gough 11/98; Jay Reed 11/98

Hartley Vale Heritage Precinct

The shale mining history of Hartley Vale, set in a spectacular valley at the foot of the western escarpment of the Blue Mountains, has long fascinated readers of this magazine. Your opportunity to visit the historic site has been enhanced with the restoration of Comet Inn in Hartley Vale village as a B&B accommodation and restaurant business. The two-storey inn, built in the 1870s, has been restored to its former glory by proprietors Kathy and Greg Noble using original timberwork and fittings as far as possible. For information and bookings, phone 02 6355 2247.

The Land Magazine, 1/10/98 via Ray Graf

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD,

Albion Park 610mm gauge
This group received several new acquisitions during 1998. John Fowler 0-6-0DH (21912 of 1936) arrived from Tully Mill in Queensland on 6 July. The loco

arrived minus torque converter, engine cowling and the rear jackshaft transmission box cover. It has been stored pending a future rebuilding project.

The four Hunslet 4wDM locomotives from the Port Kembla copper refinery are also at Albion Park, the first arriving in August 1997 (LRN 121). Nos 2 (Hunslet 4578/1953) and No.4 (Hunslet 4582/1955) are operational. No.3 is being restored to near original condition in the ILRMS workshops. An original Hunslet-Hudson radiator system has been located to replace the one fitted at Port Kembla.

ILRMS No. 5 Shay Project

Work has commenced on a project to construct a 610mm gauge Shay locomotive, using parts of the two 762mm gauge 'A' class Shay locos (Lima 906/1904 and 2097/1908) salvaged in 1974 from the site of A&D Munro's logging tramway near Esk, southern Queensland (see LR 61). The Society also has a set of fairly complete power bogies from 610mm gauge Shay MAPLETON (Lima 2800/1914) from the Moreton Central Mill at Nambour.

The locomotive under construction will use as many original components as possible and will become No. 5 on the ILRMS steam roster. The frame is currently being built and will incorporate the original

Heritage & Tourist

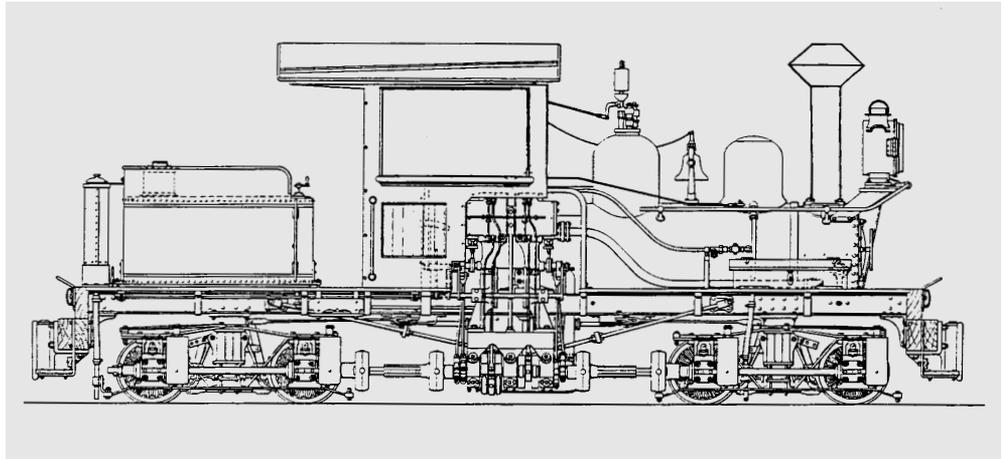
frame fittings, brackets, tie rods and a pole cup from the Munro Shays. A spare Davenport boiler will be used with one of the original Shay smoke boxes, chimney and firebox support brackets. The bogie previously assembled by David Jehan using components of the Nambour Shay will be dismantled to allow machining of the wheels and a second bogie will be built. A new cab, bunker and rear sandboxes will have to be fabricated.

The locomotive will differ from the original Lima design in that the twin-cylinder engine will be mounted on the frame, rather than the side of the boiler. This is to meet requirements under Workcover.

ILMRS Review, Nos 177/178

KENDALL HERITAGE SOCIETY

This newly formed Society on the NSW Central Coast plans to preserve the relics of Longworth's logging railway, which operated from Kendall until 1929 (LR 131,



Right-hand side concept drawing of the proposed ILRMS No.5 Shay locomotive.

Courtesy: David Jehan

p.11). The standard gauge line ran for about 20 kilometres into the Kerewong State Forest. The Society has made an application, with the assistance of the Hastings Council, for a Centenary of Federation Grant to aid in the preservation of the relics of the railway and to construct public walkways along the historic line. For further details of the project, contact Peter Downs (02) 6559 4838 or David Mottram (02) 6585 7076.

Port Macquarie Express, 28 October 1998, via Michael Marczan

STATE MINE RAILWAY HERITAGE PARK, Lithgow

1435mm gauge
Over 400 Keep Australia Beautiful Council Tidy Towns delegates enjoyed the afternoon of Saturday, 5 December 1998 at the State Mine Heritage Park in Lithgow.

The delegates converged on Lake Pillans (adjacent to the Blast Furnace site) at 11:30am where the first ever passenger train on the State Mine branchline collected them at the new Lake Pillans rail platform. They were then transported to the State Mine for lunch and the afternoon's Tidy Towns award ceremonies. Members of the Rail Sub-Committee had worked to prepare the branch line for traffic and to build a new timber faced platform at Lake Pillans. Diesel railcar set 661/761 had been prepared to carry passengers on the branch line, but minor transmission problems prevented it from working alone. It was hauled on the line by privately-owned Co-Co Diesel Electric locomotive 4514. Ex-BHP locomotive D23 was used to shunt the State Mine yard.

The award ceremonies were held in the former State Mine Bath House. Members of the Mining Sub-Committee have restored this building, which will be used to exhibit mining machinery. Baal Bone Colliery has recently loaned to the museum a range of mine buses and underground loaders. These will be the first items exhibited in the Bath House.

Hazel Hawke, Chair of the NSW Heritage Council, rode the first train and toured the State Mine site. On presenting the afternoon's keynote address, she mentioned the benchmarks being set by NSW

mining towns Lithgow and Broken Hill in interpreting their rich mining and cultural history.

Ray Christison 12/98

Victoria

ALEXANDRA TIMBER TRAMWAY & MUSEUM

610mm gauge
On 31 August 1998, the Museum was accredited in Victoria as a manager of infrastructure and a provider and operator of rolling stock for the tourist railway in Alexandra in accordance with the Victorian Transport Act 1983. Accreditation marks the end of an intense period of concentrated effort by the Committee of Management and the volunteers who participated in the process. The Museum now seeks to maintain the high operational standards achieved during the accreditation process to ensure that the venture remains both safe and financially successful.

The Museum has purchased a second-hand lathe large enough to turn its locomotive and bogie wheels and this has been installed at the premises of a local engineering works. Restoration work on Hudswell Clarke 0-6-0 1098 of 1915 is proceeding. The piston rods have been returned to Alexandra and the driving wheels have been primed. Work will resume on Saturday 27 February 1999.

Timberline 45; Peter Evans 12/98

Andersons Tramway, Wombat Forest, Daylesford

The Great Dividing Trail Association is a walking group who, through government funding and work for the dole schemes, is constructing a trail between

Coming Events

FEBRUARY 1999

7 Wee Georgie Wood Railway, Tullah, TAS. Steam train operations 1200-1600, Phone (03) 6234 8233.

14 Puffing Billy Railway, Belgrave VIC. St Valentines Day dinner special train - 7pm departure. Phone (03) 9754 6800 for information.

20-21 Puffing Billy Railway, Belgrave VIC. Friends of Thomas The Tank Engine Day. Special trains, food and the Fat Controller will be in attendance!

21 Wee Georgie Wood Railway, Tullah, TAS. Steam train operations 1200-1600.

27-28 Redwater Creek Heritage Railway, Sheffield, TAS. Steamfest 99 - 3-day steam extravaganza. Star attractions include 610mm gauge steam railway with historic carriage A1, recently restored McLaren steam tractor and a large fairground organ. Contact Peter Martin (03) 6424 7348.

MARCH 1999

1 Redwater Creek Heritage Railway, Sheffield, TAS. Steamfest 99 continues.

7 Wee Georgie Wood Railway, Tullah, TAS. Steam train operations 1200-1600, Phone (03) 6234 8233.

13-14 Wee Georgie Wood Railway, Tullah, TAS. Steam train operations "Twilight specials" 13th 1600-2100; normal operations 1200-1600 on 14th, Phone (03) 6234 8233.

17 Puffing Billy Railway, Belgrave VIC. St Patricks Day dinner special train - 7pm departure. Phone (03) 9754 6800 for information.

28 Wee Georgie Wood Railway, Tullah, TAS. Steam train operations 1200-1600, Phone (03) 6234 8233.

28 Booleroo Steam & Traction Rally, SA. Traction engines, vintage machinery at the Booleroo Centre; Phone (08) 8665 5032 for details.

APRIL 1999

3-4 Australian Narrow Gauge Convention, Brisbane QLD. At QR Institute Conference Room, Central Station with presentations on ng railway topics. Contact Greg Stephenson 07 3375 1475; fax 07 3209 1250; email (Bob Dow): bobdow@medeserv.com.au

4 Durundur Railway, Woodford, QLD. Special running day for delegates to the 4th Narrow Gauge Convention. Return to service of Hudswell-Clarke 0-6-0 MELBOURNE is targeted for this date. Further details with Convention registration (see above).

3-18 Semaphore & Fort Granville Tourist Railway, Port Adelaide SA. Steam trains (457mm gauge) operate daily during school holidays.

4 Cobdogla Irrigation & Steam Museum, SA. Museum pump and steam day. Phone 08 8588 2323.

4-5 Wee Georgie Wood Railway, Tullah, TAS. Steam train operations 1200-1600; final operation for season. Phone (03) 6234 8233.

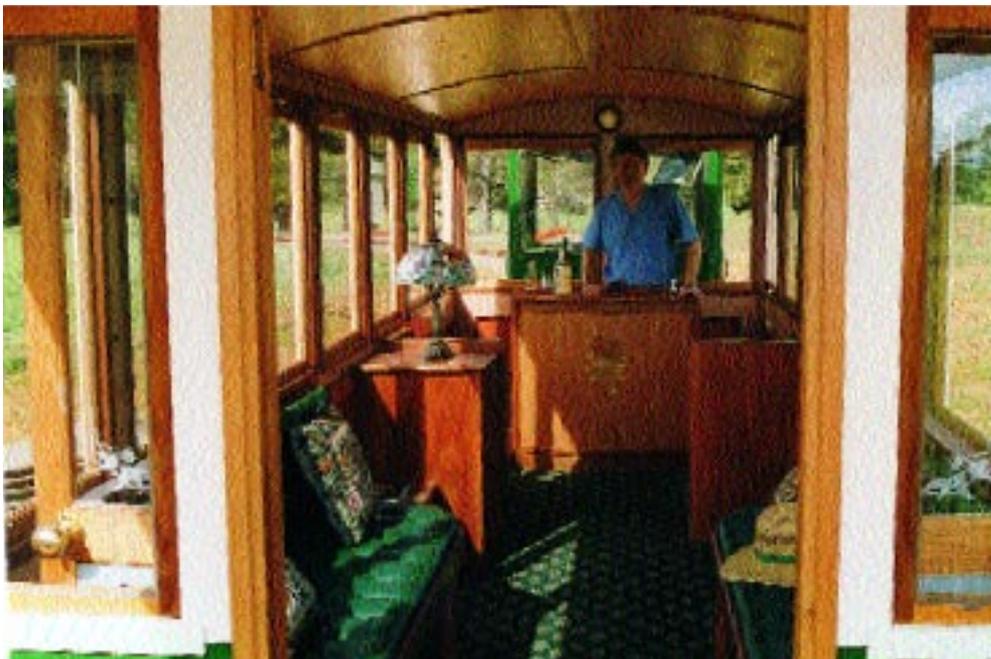
10-11 Hunter Valley Steamfest, Maitland, NSW. Special operations at the Richmond Vale Railway and many other attractions. Phone 02 4936 1124 for details. 3801 Limited will operate steam trains from Sydney both days, for bookings phone 1800 64 3801.

18 Cobdogla Irrigation & Steam Museum, SA. Loveday Flier train rides; Phone 08 8588 2323

Heritage & Tourist



Bowylie Light Railway: The Plymouth 4wPH locomotive and passenger car, October 1998. Photo: Richard Youl



Bowylie Light Railway: An inside view of the passenger carriage, showing the well appointed interior. Proud owner Dick Smith is standing behind the bar. October, 1998. Photo: Richard Youl

Castlemaine and Ballarat. The next phase of the project is to develop a section between Creswick and Daylesford. Part of the proposed route is via a substantial section of the abandoned 1880s Anderson's Tramway and through the Wombat Forest to the former VR Wombat station.

The section of tramway between Mollonghip and Barkstead is to be surveyed by students from the School of Forestry, University of Melbourne. The results of this survey will be useful in determining the exact location of this section of tramline for the walking association.

Great Dividing Trail Association Newsletter, Oct. 1998, via Tony Sedawie

Tasmania

REDWATER CREEK STEAM & HERITAGE SOCIETY, Sheffield

610mm gauge
Steamfest 99 will be held over 27-28 February and 1 March and will feature a number of new attractions, together with the usual range of traction engines and vintage machinery. The Krauss 0-4-0WT (5800/1907, + 5682/1906) will haul passenger trains over 1km of railway (see LR 141, p.26 and LR 144, p.24), while the Queen Victoria Museum 0-4-0WT (Krauss 6067 of 1910), ex-Mt Lyell No.10, will be on static display. This loco will be dismantled for boiler inspection later in 1999. A 1920s McLaren steam tractor, which has

been rebuilt over the past 10 years, will be the star exhibit among the steam vehicles. The Australia Fair 442 pipe concert steam organ will also be featured.

Peter Martin, 12/98

Western Australia

BASSEDEAN RAIL TRANSPORT MUSEUM 1067mm gauge Australian Railway Historical Society (WA Division)

A report from overseas visitors to the site in early 1998 commented on the splendid external condition of the exhibits at this museum. The collection includes a number of locomotives that served on various WA timber lines, among them 0-6-0ST C1 *KATIE* (Robert

Stephenson 2391/1881), 0-4-0ST *KIA-ORA* (Baldwin 7111/1884), 2-6-0 Y71 (Beyer Peacock 2762/1886) and 2-6-0 Yx86 (Beyer Peacock 2913/1888). Other industrial locos include ex-Lake View & Star Gold Mine 610mm gauge Orenstein & Koppel 0-6-0T (4242/1910) and State Electricity Commission Metro Vickers Bo-Bo electric locomotive No. 1.

Continental Railway Journal No. 116; Editor

BENNETT BROOK RAILWAY, Whiteman Park 610mm gauge WA Light Railway Preservation Association (Inc.)

WALRPA was successful in its application for a lottery grant. The funds are being used for new buildings and improvements at the Mussel Pool workshops and to relocate the historic Subiaco signal cabin and heritage precinct buildings, including the station canopy and building, to Whiteman Village. Relocation is expected to commence in February or March 1999. Work on extensions to the carriage and loco sheds will commence in early 1999. The FOTTE Day held on 11 October was again successful and returned a profit, although visitor numbers were slightly down on expectations. The GEMCO 4wDM locomotive returned to service in time to join the Fowler on summer duties, while steam locomotives BT1 and NG118 undergo their annual inspections. WALRPA has joined a number of railway preservation groups that advise members on how to make a bequest to the society (see LR 139, p.26).

Bennett Brook Railway Newsletter, 12/98

HISTORIC MILL WORKSHOPS, Yarloop 1067mm gauge

A two day 'Steam-up' was held at Yarloop on the 14-15 November, 1998. Two boilers were in steam and all available engines in the Exhibition were in operation. Concrete slabs have been poured for the large steam air compressor and the ASG boiler. This boiler has been worked on and awaits inspection/ certification.

Bob Tanner, 11/98



LETTERS

Dear Sir,

Jetty Tramways of Sth Aust. (LR 142)

I was very interested to read Peter Knife's letter in the *Light Railways* No.143. He is, of course, correct and I did foul up regarding the two Dutton Bays, putting the jetty and tramway in the wrong location.

Regarding the entry under Moonta Bay; a couple of weeks ago, at Port Dock Railway Station Museum, I came across a rough but well detailed sketch, headed "South Australian Railways - 1890 - Plan of the Wallaroo & Moonta Horse Tramway". Although there was no indication of who drew the plan, it appears to be genuine 1890s, with the tramway at Moonta Bay dividing and going down two jetties. The SAR Horse Tramway was 5ft 3in gauge.

I was equally interested to see Greg Stephenson's letter and photograph of Southend Jetty in *Light Railways* No.144. Lists supplied to me by Ports Corporation SA and its predecessors, which formed the basis of my article, showed no such tramway.

A phone call to my contact at the Corporation, after reading the letter, brought forth a reassurance that no such tramway existed but, having seen the evidence in print, I decided to visit their office at Port Adelaide the following day, just to be sure. To prove his point, my contact took me to the plan file and pulled out the plan of Southend and, lo and behold, there was the tramway!

Although not listed on the plan, I believe the gauge of the tramway is 2ft 6in. The jetty is shown as having been built in 1958, to a length of 260 ft.

Narrow Gauge Railway at Balikpapan, Eastern Borneo (LR 143)

I too have prints of the two photographs published on page 29, of the locos on Balikpapan. They were given to me by a late friend, Vic Wheatland, who also served in the RAAF Construction Unit there, probably the same one as John Wicks' father. Vic also gave me another photo of the loco with "7 Divvie Lizzie" on the side tank and, in this photo, can be seen "7 Div. W/S. AEME" on the cover over the smokebox. Written on the back of this print in pencil is "One type of loco used by Dutch, Japs and finally 7th Divvy Coys for wharf work - Balik 1945". Standing on the footplate of the loco, as if driving, is a member of the AIF.

There is also an official Commonwealth Department of Information photo showing

either 7 Divvie Lizzie, or a similar loco, on a train of bogie flat cars, with a member of the AIF getting up into the cab. Roughly painted in white on the side tank and cab side is "Spirit of Progress". It is not possible to tell from either photo if the loco, or locos, were in steam.

Arnold Lockyer
Dover Gardens, SA

Dear Sir,

Narrow Gauge Guinness (LR 142, p.26)

The item relating to the Guinness Brewery railway incorrectly attributes the diminutive preserved 0-4-0T to Mr Gregory. This should read Mr Geoghegan for Samuel Geoghegan, the brewery's chief engineer, who patented this remarkable design. As can just be discerned in the photograph, the locomotive cylinders are mounted horizontally above the boiler, but inside the frames (which extend the full height of the locomotive), there being an intermediate crankshaft with vertical connection to the coupling rods.

There were 21 of these locomotives, built from 1887 to 1921. The original three locomotives of 1875 were moderately normal by comparison: one by Sharp Stewart and two by Stephen Lewin of Poole. Geoghegan designed a remarkable 2 1/2-turn spiral within a tunnel to raise the line 25 feet between levels in the brewery. Although the 5ft 3in gauge lines had two Hudswell Clarke outside cylinder 0-4-0STs of 1914 and 1919, Geoghegan also designed 5ft 3in gauge converter wagons which were powered by his patent narrow gauge locomotives, lowered onto them and transferring drive through a set of rollers.

The narrow gauge steam locomotives were replaced by a fleet of 12 Planet 4wDMs in 1957 and the system closed in 1975. Four of the Planet locomotives still exist at the brewery. Hudswell Clarke provided two 5ft 3in gauge 0-4-0DMs in 1949, but the connection to the main line closed in 1965.

Richard Horne
South Croydon, England

Dear Sir,

Cameron & Sutherland Sale Catalogue, May 1911 (LR 143)

A little more can be added to the notes accompanying the catalogue extracts reprinted. Quite clearly the catalogue has proved to be a very valuable reference. Hopefully copies of other catalogues still exist and one day will be located and fully researched.

Loco Evanish

Hudswell Clarke 271 was imported by the Tasmanian Government to work on the lightly-railed line between Parattah and Otlands. In 1896 it passed into the ownership of the Mt Lyell Mining & Railway Co where it acquired the name *CARBINE*. In 1900 it acquired a new boiler and after use on the construction of the last section of the line to Queenstown 271 was retained for use on firewood trains. In August 1902, *CARBINE* passed to

Hendrickson & Knutson for use in the construction of the Stanley Breakwater. This project was completed in 1905, and for many years it was thought that the engine was disposed of shortly thereafter, but documentary records prove that it was still at Stanley in 1913. It therefore appears most unlikely that it ever went to the Hopetoun Tramway at Port Esperance as has been claimed and is cautiously suggested in the notes in the article. To date I have not found any documentary evidence to indicate that this engine was ever at Hopetoun and if any reader has such evidence I would like to learn of it.

Incidentally the details of cylinder size, wheel diameter and boiler pressure given in the catalogue match those of 271. It therefore appears that the tentative identification made in the article is indeed correct. However, the reference to a *large assortment of spare parts such as springs, brasses, slide valves, spare wheels and axles, spare tyres etc.* included with the engine seems rather surprising for a twenty-five year old loco which had passed through three ownerships and had been idle for about six years.

Loco Evanish

There can be no doubt that this locomotive has been correctly identified. Further evidence supporting this view lies in the knowledge that *SPIDER* was purchased from Cameron & Sutherland. In fact that firm experienced some difficulty in extracting payment for this engine from the Marrawah Tramway Co and resorted to sending an agent to Smithton to take possession of the locomotive in order to bring the Company into line. In actual fact, the agent rendered the engine unserviceable by removing the slide valve covers. Denied the use of its motive power, the Company had no option but to meet its financial obligations. A full account of this unusual incident appeared in the December 1980 edition of *The Australian Railway Enthusiast*.

Boiler records show that *SPIDER* had 93 tubes as listed in the catalogue entry. Admittedly some of the other dimensions vary slightly from those listed in the boiler inspection notes but the authors caution against placing too much reliance on the exactitude of dimensions given in the catalogue.

Ken Milbourne
Montrose, Tasmania

Dear Sir,

Railway Carriage at Rosebud, Victoria (LR 143)

As a result of my letter, in LR 143, I was contacted by researcher Peter Medlin. I had described the carriage as having vestibule ends, but they were in fact platform ends.

There appears to be little doubt that the carriage was "Puffing Billy's" No.3 which, according to Peter, was included in the first train to Gembrook.

It was, apparently, still in existence in 1975. Perhaps it still exists.

Ray Atkinson
Coldstream, Victoria



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- LR 89 Nepean Sand - Railways of Yarramundi Falls (NSW) *
- LR 105 North Mt Lyell Railway (Tas) Part 1
- LR 106 North Mt Lyell Railway (Tas) Part 2
- LR 109 North Mt Lyell Railway (Tas) Part 3
- LR 111 Cave Hill - Lilydale Tramway (Vic)
- LR 113 Simsville and the Jarrah Mill (NSW) *
- LR 120 Fyansford Cement Works Railway (Vic)
- LR 124 Goodwood Timber Co. Port Albert (Vic) *
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