

Light Railway Research Society of Australia Inc.



LIGHT RAILWAYS

Australia's Magazine of Industrial and Narrow Gauge Railways

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

Contents

Passing Trains	3
The Trevallyn hydro-electric scheme	9
Mulgrave Mill	16
Bantry Bay Explosives Magazine	18
Industrial Railway News	26
Heritage & Tourist News	33

Comment

When Light Railway News began in 1977, the information published came from observations by myself and a few friends, written reports sent in by letter, and material taken from newspapers. Steam locomotives still hauled cane trains and coal trains in Australia, and a fair quota of local manufacturers were busy turning out mining, tunnelling and cane locomotives.

34 years later, almost all of the news and images we publish come via email or from online sources. Fewer industrial railways operate in Australia now, although the preservation movement has made steady if generally unspectacular progress. Unfortunately, manufacturers active in 1977 such as Com-Eng, EM Baldwin and Gemco, exist in memory only.

Today, networks of rail enthusiasts collaborate on line. Once unfathomable research problems can be solved within a few hours with the help of others around the world. Although some readers of *Light Railways* might see computers as a curse, others come from a net-savvy generation who follow their interest in new ways. Some of our keenest contributors of cane railway news were born more than 10 years after *Light Railway News* started. Their online friendships are not limited by age considerations, and they can learn more and link up with others so much more effectively because of the almost limitless possibilities of the internet.

Thankfully, we all share the same satisfaction of receiving in the mail or buying at the newsagency a quality magazine that you can hold in your hand and enables you to mull over all kinds of well-researched information on Australia's industrial and narrow gauge railways past and present. Long may it continue!

John Browning

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

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

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

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

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

Front Cover: Mulgrave Mill made history when it was the first sugar mill to completely dieselise its locomotive fleet in 1955-6, with the delivery of six Com-Eng 0-6-0DM locomotives numbered 2 to 7. Number 9 (FC3473 of 1964) was a late addition, a heavier and more powerful diesel-hydraulic. Somewhat modified in the years since, it still plays a key role in the Mulgrave fleet. Now named MEERAWA, it heads away from the mill, its rake snaking beneath the Bruce Highway, as it proceeds on its journey to deliver bins to the scenic Little Mulgrave line on 27 September 2010. Photo: Luke Horniblow



In the 1920s, Beyer Peacock 4-4-2T number 21 is about to depart East Greta Junction with a Down passenger service. Its next stop will be East Greta.
Photo: GH Eardley, ARHSnsw Railway Resource Centre 012021

Passing Trains South Maitland Railways Limited East Greta Station 1928

by John Shoebridge

Introduction

During the 1960s, whilst exploring the ruins of East Greta station on the South Maitland Railway, I came across a 1928 Train Register among the debris on the floor of the signal box. Extracts from the tattered pages make interesting reading and recently, before consigning it to the rubbish, I copied some of the details.

These provide an interesting summary of the traffic handled, the composition of trains being more closely described than was the practice in government railway train registers. Similarly, the use by the SMR of the locomotive number to represent the train, permits educated guesses regarding the sequence of train working.

South Maitland Railways

South Maitland Railways Limited (SMR) evolved during 1918, as an amalgamation of the railway division of the East Greta Coal Mining Company with the Australian Agricultural Company's Aberdare Railway. The system had its genesis in 1893 when the East Greta company opened a 2½ mile branch line from the government Great Northern Railway to the new East Greta Colliery.

The SMR and associated branch lines existed solely to serve the South Maitland coalfield which mined the rich Greta coal seam. This coal was especially suitable for town gas production and locomotive use, and for many years this coalfield was of immense national significance. Indeed it has been stated, that at one time, around one third of the total energy requirements of the nation passed along the SMR.

Output from the field peaked in 1925 and three years later the beginning of a downturn in the coal industry was evident, with several mines closing and the development of others postponed.

Although coal haulage was the primary source of income for the SMR, in 1928 the company also operated a frequent (and well patronised) passenger service, using rolling stock built for the purpose by Clyde Engineering and the Meadowbank Manufacturing Company.

The day-to-day control of the railway was at that time in the hands of Railway Superintendent Rudolph St Vincent Heyes, with Mr John M Proctor as his Traffic Inspector. Heyes, who maintained a benevolent dictatorship over the system, had come to the East Greta Company as their colliery engineer not long after East Greta colliery was opened. Proctor came up via the clerical side of the firm.

East Greta

In 1928 East Greta station comprised a timber island platform with the usual ticket office, waiting room, lamp room etc, situated right within the surface works of East Greta No. 2 Colliery. Immediately north of the station there was an unusual situation whereby the diverged main lines crossed an access road, the Up line by means of a level crossing, the Down passing under an adjacent timber bridge. This arrangement avoided interference with the No. 2 Colliery sidings and dated from the duplication of the line in 1903.

The wooden signal box at the southern end of the platform, operated as a block post between Mount Dee (to the north) and Aberdare Junction (to the south). The lever frame controlled access to the sidings and boiler bunker road for the No. 2 Colliery, as well as the East Greta Company's wagon repair shops, still located at the site of the closed No. 1 Colliery.

East Greta signal box was manned on three shifts, six day a week, with up to half the normal weekday traffic operating on Saturday. Although no coal trains ran on Sundays, there were nine passenger services in each direction and the signalmen were rostered to attend to them. The men worked fixed, eight-hour shifts changing at 7.00am; 3.00pm and 11.00pm with some small variation to cover the first and last trains at weekends. Names appearing regularly in the train register are: AR Cowie, J Gillespie, RA Hutchison and J Swale, whilst B Harrison is shown as 'learning the box' on several occasions.



J Swale on duty 11pm. RA Hutchison off duty 11pm

11.34 28 **Bellbird Empties** 11.01 30 Aberdare Coal

And so into another day...

LIGHT RAILWAYS 218 APRIL 2011

20

(In margin:

11.10

11.16 19

11.26 24 Stanford Merthyr Empties

Setting off one vehicle")

Engine and Van

Abermain Empties

Train descriptions and destinations

Cessnock passenger trains ran via the main line through Aberdare Junction, Bee Siding, North Kurri Kurri, Weston, Abermain, Neath and Caledonia to terminate at Cessnock.

The Kurri Kurri service diverged at Aberdare Junction and passed through Heddon Racecourse and Heddon to the original Kurri (Stanford Merthyr) station.

Aberdare Trains (entered in the register with the single letter 'A') conveyed traffic ultimately destined for one of the mines owned by Caledonian Collieries Limited, either Aberdare, (adjacent to the SMR main line), Aberdare Extended (just beyond Cessnock station) or Aberdare Central (via the colliery branch). Aberdare South Colliery had been closed the previous year.

Trains entered as 'AM' were heading to the Abermain-Seaham Coal Company's exchange siding at Abermain to be distributed by that company's locomotives to their Nos 1, 2 or 3 Collieries.

Hebburn trains were exchanged with their colliery locomotive at Weston for haulage to Hebburn No.1 or Hebburn No.2. At times these appear in the register as 'AA's', a surviving reference to the Australian Agricultural Company, the mines' original owners. Elrington Colliery was not yet in production.

Trains for Bellbird Colliery ('BB') left the main line at Bellbird Junction just before Cessnock, the private line from that point being some three miles in length. Pelton Colliery was just beyond Bellbird, their trains (designated 'P') often being combined with Bellbird traffic. On the day in question there was no coal lifted from Pelton.

Stanford Merthyr Colliery (lying idle at this time due to the downturn in trade) was at the end of the Kurri Kurri branch, whilst Ayfield Nos.1 and 2 and Glen Ayr collieries had sidings part way along it. Glen Greta, near Aberdare Junction, was not yet in production.

The short branch to Neath Colliery diverged at Neath station. This mine, opened by the Wickham and Bullock Island Coal Company, had recently come into the ownership of Cessnock Collieries Ltd and the 'Neath' hoppers ('N's' – soon to be re-branded 'CC'), also brought coal from their newer Cessnock (Kalingo) Colliery, served by a branch off the East Greta Company's Paxton line.

Stanford Merthyr No.2, the new East Greta Co's mine, was at Paxton at the end of a long branch.

The most distant colliery was Gretamain (later Maitland Main) accessed by its own short branch off the Paxton line. The adjacent Millfield Greta colliery was still under development.

It should be mentioned that a train's composition was not necessarily an indicator of its final destination, and a close study of the above summary will reveal a number of cases where engines conveyed a different loading on their Down and Up journeys. To give two instances; locomotive 23 passed at 9.24 with an empty train for Hebburn, and returned at 1.43 with loaded Neath wagons. Similarly 31 passed through at 4.33 with Aberdare empties and returned at 8.32, again with Neath trucks. In both cases the elapsed time would indicate that, although the consist was entered as comprising Neath wagons, the coal actually came from Cessnock Colliery at Kalingo.

On other pages

Although none was lifted on the day in question, at the time there was still a small amount of coal being dispatched from East Greta No. 2 colliery (loaded in 'EG' or 'SM' hoppers). Similarly on numerous occasions during the month, wagons for repair were dropped off at the company's adjacent workshops.

Large coal from East Greta generally went to East Greta Junction to bunker SMR locomotives while smalls were regularly dispatched to Stanford Merthyr where the colliery power station was still in operation.

There are several references to ballast trains originating at East Greta where they probably took away ash from the mine boilers. The vehicles on these are referred to as 'SMR D's'.

Several train passed, designated as 'logs', presumably destined for the Heddon Greta sawmill siding.



East Greta No.1 Colliery, looking north. In the distance, the No. 2 Colliery and the island passenger platform can be discerned. The line to Aberdare Junction veers off to the left. Photo: NSW Mines Department



East Greta No. 2 Colliery, looking towards Mount Dee. A photograph taken right outside the signal box in the 1920s. Photo: Author's collection

At least one goods train ran each weekday to Cessnock, shunting the goods sidings en route as required. At times a second goods ran to Kurri Kurri. The Down Cessnock goods usually ran on an early morning schedule, its exact time depending on the arrival of the NSWGR transfer, and on several occasions it was refuged on the wrong running road to allow passenger traffic to overtake. At this time, the Up Cessnock goods train was normally worked by a special shift which took over the working of the last Down Cessnock passenger at East Greta Junction. Upon returning and stabling the cars, this shift worked as required back to Cessnock and returned with the Up goods train. As a result, the last Cessnock passenger train would be often be worked by a 10 Class engine, as seen in the above traffic summary.

On some weekends 'Race Specials', conveyed passenger to and from Heddon Racecourse, generally in conjunction with a 'HB (horse box) Special' for the competitors.

A short train comprising engine, water tank and van regularly delivered drinking water to the station (and presumably also to Aberdare Junction and Bee Siding), and on one occasion a light engine arrived in need of loco water before departing back to collect a load.

On another day, several powder (explosive) vans arriving from East Greta Junction were dropped off and re-attached individually to other down trains throughout the day.

There is one record of the breakdown train passing, subsequently returning as 'engine and van'.

On another occasion, locomotive No. 14 burst a tube nearby and was immobilised along with its loaded train until rescued by No. 17.

The locomotives

Although by 1928, all of the SMR's large '10' class engines had been delivered, the older 8-coupled Avonside locomotives remained at work, giving a wide variety of motive power. By this time, the smaller engines were mostly confined to the short-haul coal traffic as far as Neath, as well as the Cessnock goods traffic. On the odd occasions when a second engine appeared on a train, this was normally an engine and van, light attached.

The engine numbers entered in the train register, indicate that the following locomotives were in service on 21 March:

- 1 Avonside Engine Co 0-8-2T (2nd No1, 1596 of 1911)
- 9 Avonside Engine Co 0-8-0ST (1481 of 1904)
- 10 10 Class Beyer Peacock 2-8-2T (Class leader, 5520 of 1911)
- **13** Avonside Engine Co 0-8-2T (1541 of 1908)
- 15 15 Class Beyer Peacock 4-6-4T (5603 of 1912) Passenger traffic engine
- **19** 10 Class Beyer Peacock 2-8-2T (5910 of 1915)
- **20** 10 Class Beyer Peacock 2-8-2T (5998 of 1920)
- 21 Ex NSWR Beyer Peacock 4-4-2T (3335 of 1891. To SMR 1919) Kurri Kurri Passenger traffic only.
- 23 10 Class Beyer Peacock 2-8-2T (6056 of 1920) In service 1921.
- 24 10 Class Beyer Peacock 2-8-2T (6125 of 1922)
- 25 10 Class Beyer Peacock 2-8-2T (6126 of 1922) In service 1923.
- 26 10 Class Beyer Peacock 2-8-2T (6127 of 1922) In service 1923.
- 27 10 Class Beyer Peacock 2-8-2T (6137 of 1923)
- 28 10 Class Beyer Peacock 2-8-2T (6138 of 1923)
- 29 15 Class Beyer Peacock 4-6-4T (6139 of 1923) Passenger traffic engine.
- 30 10 Class Beyer Peacock 2-8-2T (6294 of 1925) In service 1926.

On other days the locomotives listed below were also in use:

- 6 Avonside Engine Co 0-8-0ST (1464 of 1903) In service 1904.
- 14 Avonside Engine Co 0-8-2T (1559 of 1909)
- 16 15 Class Beyer Peacock 4-6-4T (5638 of 1912) Passenger traffic engine
- **17** 10 Class Beyer Peacock 2-8-2T (5790 of 1914)
- **18** 10 Class Beyer Peacock 2-8-2T (5909 of 1915)
- 22 10 Class Beyer Peacock 2-8-2T (6055 of 1921)
- 31 10 Class Beyer Peacock 2-8-2T (6295 of 1925) In service 1926.

Epilogue

By the end of the year the coalfield was in the throes of a major industrial dispute. All traffic on the South Maitland Railway was suspended in September 1929 and subsequently, one station, a signal box and the carriage shed, along with all of the passenger carriages, were destroyed by fire.





Number 28 and another 10 Class locomotive rest outside the running shed at East Greta Junction on a warm November evening in 1978. Photo: Graeme Belbin 🗖 An early view of No. 9, in its original East Greta Company livery. Photo: AH Dunstan Collection, ARHSnsw Railway Resource Centre 011792 After the Government's takeover of passenger operations, the three members of the 15 Class turned to coal haulage. In the 1930s, number 15 has some Stanford Merthyr wagons in tow. Photo: CC Singleton, ARHSnsw Railway Resource Centre 007080.



LIGHT RAILWAYS 218 APRIL 2011



Avonside 0-8-2T number 1 was still in SMR service when photographed by John Buckland in October 1936. The following year, it was considered surplus to requirements and sold to Bulli Colliery, on the NSW south coast. Photo:ARHSnsw Railway Resource Centre 010577

When some degree of normality eventually prevailed, the Cessnock passenger service was reinstated, but now operated by the NSW Railways Department, using their own engines and carriages. The Kurri Kurri service never resumed.

East Greta No. 2 Colliery did not reopen after the strike and East Greta signal box was discontinued as a block post in 1929. The wagon repair shops closed soon after and the sidings were removed. The station continued to be manned for ticket sales until 1933. StVincent Heyes retired in 1932 and was succeeded by John Proctor.

In 1935, with the colliery sidings gone, both main lines were relocated to run parallel beneath the overbridge and a new brick-faced ash-filled platform was constructed for Down trains. After fire damage to the original wooden platform in 1945, a similar structure was built on the Up line.

The derelict station buildings survived until 1961, the same year that SMR rail motors replaced locomotive-hauled trains.

Although the passenger service was no longer profitable, this move allowed the SMR to meet its statutory obligations, free of the crippling overheads under the previous regime.

Improved road access to Newcastle and Morisset saw this local service cease in 1967, but a down graded *Cessnock Express* (introduced in 1940 as through service from Sydney) lingered on as a 620 Class railcar set, connecting with the Sydney train at Broadmeadow, finally ceasing in 1972.

Conclusion

The main line has been now reduced to a single track. Under new

owners, it still remains in use to serve Austar (formerly Pelton) Colliery, the last mine on the South Maitland Coalfield. At the site of East Greta station, only the coping of the platforms remain. Even the name of the locality has been changed, with *East Greta* giving way to *Gillieston Heights*. So times and trains pass.

Acknowledgement

Much of the information to supplement this article has been derived from Gifford Eardley's *The Railways of the South Maitland Coalfields* (ARHS Newcastle 1969) together with Jack Delaney's comprehensive *A History of the Greta Coal Measures*, published by the Newcastle Regional Museum in 1998.

Brian Andrews passed on data from the SMR minute book. A final edit was kindly provided by Robert Driver, the acknowledged authority on South Maitland Railways, who brought to light a number of matters which had escaped my attention. I am indebted to you all.



In April 1968, SMR 18 heads a train of empties past the now abandoned East Greta Station.

Photo: R Driver



Billard 1000mm gauge locomotive numbered 6 on the power station site outside the portal of the high-pressure tunnel. A Conway loader and a number of muck cars are evident. The packing case converted to a shed is lettered 'TREVALLYN, BEAUTY POINT, TASMANIA'. Photo: State Library of Tasmania AB713-1-2152

The Trevallyn hydro-electric scheme

by John Browning

The Trevallyn hydro-electric scheme was built close to Launceston, in northern Tasmania, from 1950 to 1955 to cater for the power needs of a proposed aluminium plant at Bell Bay on the lower Tamar. The development consisted of a dam on the South Esk River, and a power station approximately 415 feet below on the banks of the Tamar River. Water from the dam is directed nearly two miles to the power station through two tunnels joined by a section of surface pipeline across a valley at Marawaylee (now part of the suburb of West Riverside). Metre-gauge railways were used for the construction of the two tunnels. The entire works were situated within five kilometres of the Launceston Post Office.

The contract for the tunnels and inlet works was let by the Tasmanian Government in 1950 to the French organisation CITRA (*Compagnie Industrielle de Travaux*), part of the Schneider group of companies. As it was a time of major labour shortages in Australia it was arranged that the contractor would be responsible for bringing in a suitable workforce for the project. In order to accommodate workers, the Hydro-electric Commission (HEC) provided housing at Marawaylee.¹ CITRA began construction work in mid-1951. In October 1953, 280 men were working for the contractors. A successful conclusion to the works was reached with the power station being brought on line in June 1955, only a few weeks after the last concrete was poured at the dam site.²

The tunnels

One tunnel, known as the E1A tunnel, 2409 yards long and 21ft 6ins in diameter, connected the Trevallyn Dam site with the Pomona Road portal at Marawaylee, falling at a gradient of 1 in 140. From the Pomona Road portal, the water was to flow for 237 yards across the valley through a large diameter pipe at approximately ground level. At the other side of the valley, another tunnel, E2A, commenced at the Pitt Avenue portal. The first section of this was similar to the E1A tunnel and it continued on a fall of 1 in 100 for 200 yards until it reached the shaft to the surge tank, marking the start of a steeply inclined high pressure tunnel, dropping at approximately 1 in 2 for 168 yards. From the foot of the inclined tunnel a high pressure tunnel ran 665 yards at a gradient of 1 in 141 to the penstocks leading to the turbines. The first 253 yards from the bottom of the inclined section was concrete lined at a diameter of 19 feet and the remaining 412 yards steel lined at a diameter of 13ft 6ins.³

Construction of the tunnels was by the conventional method of rock drilling, firing, and removing spoil by rail. On the full diameter tunnel bores, a large jumbo was used with two drilling platforms, running on 2.79 metre gauge track. A single platform jumbo on metre gauge track was used on the small diameter section of tunnel.⁴ The scale of operations and the technology available for such a project meant that a rate of advance of 100 feet per week was regarded as very satisfactory.⁵ This type of figure was to be far outstripped in subsequent years, particularly with the advent of American contractors to the Snowy Mountains Scheme.

The tunnels were built with no more than two working faces operating at any one time. Construction started on the

upper section of the E2A tunnel from Pitt Avenue at the end of July 1951 and halted at 345 yards, close to the bottom of the steeply inclined section in December 1951.Generally good rock conditions were encountered, but only a pilot tunnel was bored for the steeply inclined section. Work on the same tunnel from the power station end began at the end of June 1952 with breakthrough at 688 yards on 4 April 1953. Then followed the enlargement of the inclined pilot tunnel to full bore size.

Work began on the E1A tunnel from Pomona Road on 24 November 1951 and it was on this section that the worst rock conditions were encountered. The portal works were very difficult as the valley at Marawaylee was formed by a geological discontinuity, the Glen Dhu fault, and the rock was very unstable. Many difficulties further hampered progress as the tunnelling continued, with multiple sections of broken rock and significant water ingresses. Tunnelling work continued for 1997 yards until breakthrough on 23 April 1954 on meeting the 413 yard heading from the dam end on which work had begun on 17 September 1953 in an effort to speed up progress.⁶

Although it was predicted that the tunnels would run entirely within hard dolerite, many areas of poor rock with considerable water flows were encountered during the tunnelling operation, significantly slowing progress and explaining why major sections of the tunnels had to be lined with concrete, reducing the diameter of the E1A tunnel to 19 feet at 21 separate locations.⁷

The surface pipeline, known as the Pomona Road Pipeline, was built after the completion of the tunnelling work. The steel pipes were 14ft 3ins in diameter, which was the largest diameter that could easily be transported from Hobart. The pipeline was encased in concrete and backfilled with earth, apart from a 16 foot removable section to provide future access to the tunnels. The pipeline extended 248 yards into the upstream tunnel portal and 145 yards inside the downstream tunnel.⁸

The railways

Metre gauge railways were used for the construction of the two tunnels, advancing with each working face. They were used to remove spoil from the tunnels and also for the movement of all supplies, including reinforcing sections as required.⁹ The tunnel railways were also used for concreting operations, which concluded in the E2A tunnel in August 1954 and in the E1A tunnel in March 1955.¹⁰

A line ran on the surface connecting the Pomona Road portal of the E1A tunnel with the Pitt Avenue portal of the E2A tunnel at Marawaylee. It followed the planned course



Billard 1000mm gauge locomotive numbered 1 emerging onto a timber trestle at the tunnel inlet at the Trevallyn Dam. Photo: Author's collection

of the future connecting pipeline between the tunnels and ran in a cutting at each end, being crossed by Pitt Avenue by means of an overbridge. The line branched off to the tunnel construction headquarters, accessing networks of sidings, workshop and heavy plant facilities, and an elevated transfer station where spoil was loaded into road trucks.¹¹ The railway track arrangements had first allowed spoil trains to run from the Pitt Avenue portal directly to the dump point. After operations turned to the Pomona Road portal, the track arrangements were altered to suit. Spoil from the lower section of the E2A tunnel was removed at the power station site but all concreting was carried out from the tunnel portals at Marawaylee.

A cable-worked line was used within the steeply inclined section of the E2A tunnel. A 600mm gauge line powered by a compressed air winch was used during the tunnelling





phase and a 1000mm gauge line with an electric winch was used during the concreting phase.¹² Rails were left in place in this section for maintenance purposes after completion.¹³ The last 412 yard section of high pressure tunnel before the power station was lined in steel in circular section and it is understood that in this section 600mm gauge track was used during the concreting phase.¹⁴

Four 1000mm gauge French 4wDM locomotives were supplied new for use on the Trevallyn project, being ordered by Schneider for CITRA in 1951 and 1952. They were built at Tours in the Département of Indre-et-Loire in western France by Billard & Compagnie. Weighing 8 tons, the type was most commonly built for 600mm gauge and incorporated a Panhard 4HL 80hp 4-cylinder engine and a five-speed gearbox. The four built new for Trevallyn were fitted with Willison automatic couplers and were recorded as 'mining locomotives', being fitted with a form of exhaust conditioning.¹⁵ The obvious external sign of this was massive twin vertical exhausts sitting atop large housings behind the cab. A non-standard feature added by CITRA was a perforated steel plate fitted on vertical brackets in front of the radiator to provide some protection against damage in the event of a collision.¹⁶

The Billard builder's list also includes two similar 600mm gauge 4wDM locomotives of the same type built in 1945 that were also ordered by Schneider, and with a notation '*Enterprise Trevallyn*' (Trevallyn Project) added to the builder's records.¹⁷ These would have been close to identical in appearance to the ones built new in 1951-2. It appears likely that they had previously been used on another CITRA job, presumably in Europe. It has not been confirmed if they were regauged to 1000mm for use at Trevallyn but as Billard locomotives numbered 1 and 6 were photographed on the project, it seems likely. However, the possibility that they were only used on 600mm gauge track for the concreting work in the pressure tunnel in 1954 cannot be discounted.

Three 1000mm gauge locomotives were visible on the surface at Marawaylee when a photograph was taken there in March 1953.¹⁸ Two were photographed at the power station portal on 1000mm gauge, probably a few months before.¹⁹



Tivo Billard 1000mm gauge locomotives at the portal of the high pressure tunnel. LIGHT RAILWAYS 218 APRIL 2011

Photo: State Library of Tasmania AB713-1-2143

CITRA, Trevallyn scheme, Tasmania 1951-1955

Locomotives - S.A. des Anciens Etablissements Billard et Cie, Tours, France ²⁰ Probably numbered 1 to 6

B/n	Year	Gauge as built	Engine No.	Ex works
T75P 187	1945	600mm	115080	9/3/1945
T75P 192	1945	600mm	115082	17/4/1945
T75PVM 224	1951	1000mm	161083	2/2/1951
T75PVM 225	1951	1000mm	161084	2/2/1951
T75PVM 227	1952	1000mm	161199	21/7/1952
T75PVM 228	1952	1000mm	161200	21/7/1952



Catalogue sheet details for Billard Type 75 locomotive.

sablières

frein

Courtesy Eric Fresné LIGHT RAILWAYS 218 APRIL 2011

Quatre sablières étanches à commande mécanique.

Frein à volant, vis et écrou agissant sur les roues par 4 sabots en fonte.

and the second sec		And the same of the same of the later	 	CO. 1 40 CO. 17
A 200 Y Y Y Y Y A CO PARA	0.010.010	C 1 P 1 C 1 P 1	 and the second second	
		the second se	 "had been been suit and	that is the set

Installation de démarrage et d'éclairage électrique. Possibilité d'adaptation d'un démarreur à inertie, avertisseur électrique, outillage pour le petit entretien.

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Page 2 of catalogue sheet details for Billard Type 75 locomotive.

Courtesy Eric Fresné



This aerial view gives an idea of the track layout at Marawaylee. The line connecting the two portals can be seen at the left. Photo: Author's collection



Above: Two Billard locomotives on the left bank crane bridge during the Carcoar Dam construction. Below: A Billard locomotive beneath the concrete plant at the Carcoar Dam construction site, April 1970. Both photos: Author's collection

The metre gauge rail lines were built with 28 kg/m rails, and spoil was removed from the tunnels in rakes of five Austin-Western four-wheeled steel dump wagons hauled by a diesel locomotive. The wagons were 5-cubic yard capacity and were fitted with Willison couplers. They could tip on either side. The number of these is not known but the lowest known number carried was 3 and the highest 49. Rock loading was done by Conway 75 electric loaders. Each empty wagon brought up to the working face had to be manoeuvred to allow the full wagon it was replacing to be removed. Empty wagons were placed for loading behind the jumbo using a slewing crane in the large diameter tunnel sections while in the small diameter tunnel, a traverser was used.²²

Postscript

It is not known what happened to the locomotives immediately after the completion of the project but CITRA and its subsidiaries remained active on civil contracts in Australia. The company was part of a Snowy Mountains Scheme consortium responsible for the construction of the Tumut 1 power station access tunnel and tailwater tunnel, completed in 1959.²³

Three of the metre gauge locomotives are known to have been used by Citra Australia Ltd on the construction of the Carcoar Dam on the Belubula River near Blayney in New South Wales in 1969-70. By 1974, three locomotives (presumably the same ones) were stored at the Citra Constructions yard at Homebush Bay in Sydney. They were builder's numbers T75P 224, 227 & 228, numbered 11E1, 11E2 & 11E3 respectively. At a further visit in 1978, it was noted that 11E2 had been regauged to 1067mm gauge, presumably for another contract that has gone unrecorded.²⁴



LIGHT RAILWAYS 218 APRIL 2011

Citra Australia Pty Ltd won a contract in connection with the electrification of the Queensland Railways Goonyella coal mining system in north Queensland and, in 1986, the three locomotives were sent to Birch Crane Hire in Mackay.²⁵ 11E2 was rebuilt with a new cab for use on the electrification project, on which it was used in 1986-7. Following the end of this work, it and the other two locomotives were acquired by Rockhampton City Council in 1987 for possible use in a projected city heritage tramway project.

After a period in storage at the City Council bus depot, they were transferred to the Archer Park Railway Station Museum in about 1995.²⁷ With the need to have a museum shunter and a possible rescue unit for the steam tram based there, T75P 227 was refurbished at the QR Rockhampton Workshops in 1998-9 and remains at Archer Park. The other two locomotives, by now somewhat of an eyesore, were transferred to storage at the Rockhampton Heritage Village at Parkhurst on the city's northern outskirts in 1999 and were still there in 2008.

Acknowledgements

Wayne Chynoweth • State Library of Tasmania • Launceston Reference Library Local Studies Collection • Eric Fresné and John Pierre Vergez Larrouy • Greg Stephenson, Robin Black & Bruce Cole • John Peterson • Dennis Sheehan • Anthony Weston • David Halfpenny

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- 4. Le Bel, op.cit. p.69
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Following its use by Citra for overhead electrification work, the rebuilt Billard is loaded on a QR wagon at Yukan, near Sarina, for transport to Rockhampton, 15 October 1987. Photo: Author

- 7. Thomas op.cit. p.6
- 8. Thomas *op.cit*. p.7 9. Le Bel *on cit*. p.7
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The two unrebuilt Billard locomotives at Yukan, awaiting transportation to Rockhampton, 15 October 1987.

Photo: Author



GORDONVALE (Walkers 595 of 1968, rebuilt Bundaberg Foundry 1995) with an EM Baldwin six-wheeled brake wagon in tow, was formerly QR DH13. GORDONVALE and its sibling MULGRAVE are currently Mulgrave Mill's largest, and most powerful, locomotives.

Mulgrave Mill

by Ray Peace (photos by the author)

Due to a late wet season at Gordonvale, crushing at Mulgrave Central Mill in the 2010 season extended to within a month of Christmas, with corresponding activity on the mill's 232 km of 610mm gauge tramways.

Established in 1895, the mill draws upon the output of more than 300 cane farmers, centred on the Mulgrave River valley, but also in the Barron River valley north of Cairns.

For the 2010 season, the mill crushed the contents of 2500 four-tonne and ten-tonne cane bins every day, about 10,000 tonnes of cane, with a resulting output of over 1300 tonnes of sugar products.

Prominent in operations were locomotives *MULGRAVE* and *GORDONVALE*, both regauged ex QR Walkers B-B DH Model GH500 machines. Older Clyde and Comeng 0-6-0DH and 0-6-0DM locos were also in evidence; one still bearing the CSR logo of Hambledon Mill, closed in 1991, and an invitation to visit 'Sugarworld', the one-time sugar industry theme park located adjacent to Hambledon.

The entire rail network is centrally controlled. The computer system also provides growers with real-time information on the value of their crop via the internet, based on assessments provided by the processing plant itself and on-site laboratory.

The late wet season brought corresponding problems for tramway operations. Sandboxes are a prominent feature on loco running boards. Locomotive employees also noted there was a tendency by local car drivers for red light running.

Hazard management is stressed in mill operations, such as automated bin offloading facilities; laser sensors detect any intrusion by humans into dangerous areas, with operations halted if necessary, backed up by continuous CCTV coverage. Trans-shipment of processed sugar was previously via sidings from the adjoining QR main Brisbane-Cairns 3ft 6in (1067mm) gauge track. Rails are still embedded in the floors of some work areas. B-Double trucks now transport around 40 tonnes of sugar products out of the plant every forty minutes in season.

Mulgrave Central Mill has an elaborate temperature controlled holding tank/spray system for water output into the adjoining Mulgrave River. The mill also inputs electric power into the grid from the burning of bagasse (cane waste).

However, an unusual use was found for excess water. A crocodile farm 10km north of Gordonvale had difficulties with lack of sufficiently hot conditions for an extended breeding season. A small pipeline was installed from Mulgrave Mill to the farm. Initially heat was lost from the water to the pipeline and environment, but after two days water leaving the mill at 52 deg C finally arrived at the farm at 38 deg C. When success was achieved the crocodile farm owner reportedly took a dip in the pool in celebration.



The control room at Mulgrave Mill. The screen in the centre monitors CCTV, while that on the left gives shipment information. The large screen on the right displays real-time tramway network operations.





Clyde HG-3R 0-6-0DH locomotives 13 (64-316 of 1964) and 9 REDLYNCH (65-435 of 1965) at the mill loco depot. Both came from Hambledon Mill, and feature low profile cabs, allowing them to operate within the restricted loading gauge of the Redlynch line. \Box Clyde DHI-71 0-6-0DH 14 (56-086 of 1956), fitted with a conventional cab, still carries the faded livery of its former owner., nearly twenty years after the closure of Hambledon Mill. \Box Another ex-Hambledon Mill locomotive, EM Baldwin DH18 Mk2 0-6-0DH 11 MAITLAND (4413.2 8.72 of 1972) with brake van 11, built at Hambledon using the frames of a Drewry locomotive.



LIGHT RAILWAYS 218 APRIL 2011



Transferring boxes of explosives from magazine to lighter, via the light railway and a roller conveyor that was made of timber. Photo: Department of Mineral Resources

The narrow gauge light railway at the Bantry Bay Explosives Magazine

by Jim Longworth

Introduction

For many years Sydney light railway researchers have known about a network of narrow gauge light railways running around the Bantry Bay explosives complex, on the upper reaches of Sydney's Middle Harbour.. The Society's NSW Division ran a tour of the site in late 1981.¹ The publication of a Conservation Management Plan,² prompted the compilation of this short description.

NSW Mercantile Explosives Department

Formation of the Merchantile Explosives Department came about in 1894 when what was known as the Ordnance and Barrack Department was split in two. The Ordnance Department was to be purely military, controlling magazines at Spectacle Island and Newington, both of which used extensive networks of light railways. The Mercantile Explosives Department was placed under the control of the Colonial Treasury.

As a result of agitation at Newcastle to remove powder hulks from there, a committee was formed in 1903 to advise Government on the best means of assessing and improving the storage of gunpowder in Sydney and Newcastle. The committee submitted a report recommending that small isolated magazines be built at Bantry Bay to replace the floating hulks. The choice of Bantry Bay as the site for the new magazine was logical. The land was largely public recreation reserve so it would be cheap to acquire. The site was isolated from urban development and away from busy shipping lanes on the main harbour. The narrow mouth of the bay made restricting entry from the sea easy. Access by land was only along the Old Bullock Track which was impassable to most vehicles. Bantry Bay was close to the powder anchorages at the mouth of the harbour, and had deep water anchorage close to shore.

The public magazines were not a free service provided by government for the safety of citizens. Bantry Bay was part of a closely regulated industry which charged merchants for the storage and administration of their explosive cargoes. Revenue was raised from storage and lighterage of explosives. Chemical examinations, repacking, overhauling, and destruction of explosives were all done at the cost of the merchants involved The department was responsible for issuing licenses for which it also charged a fee. The magazines were intended to be self-funding, and in most years managed to recoup costs. Capital works were paid for from the Public Works Fund Account. Staff kept a very close eye on changes to the transport and use of explosives, as they could mean drastic changes in the way revenue was generated. Between 1914 and the advent of the Great Depression, which affected operations at the magazine from 1931, business boomed. Demand for explosives was stimulated by the enormous public works undertaken across NSW at the time — the building of the Sydney Harbour Bridge, underground tunnels and railways in the city, and the Newcastle highway construction, as well as the steady demands in the mining sector. In 1931 the magazine felt the first pinch of the Depression and laid off three staff.

Other than during the Second World War, Bantry Bay was used solely for 'mercantile' explosives. Control of the Department passed to the Department of Mines in 1922, from whence the bulk of explosives work arose. The Explosives Department was responsible for ensuring that storage of explosives at mining sites, public works, and merchants' premises met Departmental regulations.

The magazines

230 acres of land, including the eastern and western shore of Bantry Bay, was resumed and gazetted as a Public Magazine Reserve in 1907. Land surrounding Bantry Bay from the water's edge to the summit of the cradling hills was later gazetted to restrict urban encroachment into the unsafe danger area. In 1909, plans were drawn up by the Department of Public Works and £8000 appropriated. Excavation and construction were very slow, which according to the Explosives Department was due to a lack of funds. Excavated rock was used to build a new sea wall and reclaim a flat concourse area in front of the magazines. Designed by the Government Architect, construction of the sea wall was handed over to the Harbours & Water Supply Branch.





Front view of No.8 magazine, 18 April 1975. LIGHT RAILWAYS 218 APRIL 2011





View looking north past No.3 magazine to the receiving shed beyond, 18 April 1975.

Photo: PJ Simpson LIGHT RAILWAYS 218 APRIL 2011





View looking north along the western shore past No.2 magazine and covered jetty opposite No.4 magazine, 18 April 1975. Photo: PJ Simpson LIGHT RAILWAYS 218 APRIL 2011 21

The sea wall was constructed from 9ft long reinforced concrete sections. The sections were set on a thin layer of concrete placed over ballast foundation. Construction took a considerable time because work could only proceed at low tide.³ The works were completed in 1913, comprising excavation, construction of the sea wall, drainage, provision of a fresh water reservoir and two timber wharves with landing stages, and the laying of light railways through the site..

Tenders for the buildings were let in 1914. Building proceeded slowly, as the First World War slowed the supply of materials. The excavations into the hillside provided blast containment for each magazine building situated within an excavated stone embrasure. In some instances the embrasure was widened after building the magazine to accommodate guttering and the roof. The walls of the embrasure and overhanging roof created a cool space which assisted in ventilating the magazines. A great deal of thought was put into the design of fire and explosion prevention systems, such as roof sprinklers, lightning conductors and fire fighting equipment. The nine permanent magazine buildings, Numbers 2-8 and 10-12, were of the same design. Each had brick cavity walls finished in plaster and an internal insulating wall separating the trolley porch from the storage area. The ceilings were of reinforced concrete with a gabled-hip iron roof. Floors were parquetry laid over concrete. The magazines had ventilators and double doors at each end. Windows to the trolley porch provided natural light and ventilation, and were fitted with internal timber shutters and external iron shutters. The buildings were handed over in August 1915.

The site was originally designed to accommodate nine magazines, a receiving shed and an examination room. By the time the magazines opened, they were already overstocked so three temporary magazines were added. Buildings numbered 9, 14 and 16 were built as temporary structures in 1916, but were retained as pressure on storage capacity was a continuing problem. Their construction was completely different to the permanent magazines, using fibro-cement on a wooden framework for

internal walls, and a flat iron roof. The Public Works Department (PWD) also constructed extensive drainage gutters around each building and along the rear of the concourse. Water from a water supply reservoir above magazine No.3 was pumped onto the roofs of the buildings to cool them and provide fire protection.

The magazines were first put to use at the end of 1914. The department appears to have underestimated the quantities of explosives imported, and the capacities of the magazines to cope with the increasingly varied types requiring storage. While constructing the magazines, PWD had been continuously told to reduce costs, and the number of magazines may have been cut. The vacant tenth embrasure at the southern end of the site may be as a result of financial cut backs. War in Europe had restricted imports from Britain, but a renewed supply of explosives from north America saw the quantities arriving increase. The temporary magazines were kept and put to good use throughout their lifetime.

Light railway

PWD also constructed a series of jetties along the shoreline to provide safe anchorage and provide for the unloading of lighters. Four of these were sheltered by iron sheds, and three were uncovered. Pontoons and stairs gave access to rowing skiffs, used for transport between the opposite shores and to lighters and hulks.

Light railways ran from the jetties to the porch of each magazine, to allow for undercover unloading and reloading. A line also ran along the top of the seawall, past each jetty, with a turntable where lines intersected. A branch line ran in a curve from each magazine to connect with the 'mainline' along the sea wall. Rails had been laid throughout the site by 1913.⁴ The contract work was completed during 1915. Track was of 2ft gauge, with a total length of nearly half a mile. Steel rails were used throughout, except for the initial sections on the jetties and in the magazines where wood or brass was used, presumably to minimize the danger from sparks. The rails were set with their heads flush in concrete.



Detailed view of a typical turntable, showing locking bolt and non-ferrous rails, 18 April 1975.

Photo: PJ Simpson

LIGHT RAILWAYS 218 APRIL 2011



A four-wheel timber flat-top trolley with dumb buffers rolled out of a magazine for the benefit of the photographer. Note the rail crossing over a concrete drain, and the set of points. 18 April 1975. Photo: PJ Simpson

Ten small four-wheel timber-bodied covered trolleys were constructed by PWD for use around the site. None appear in photographs of the site, so they are assumed to have been little used. One has been entombed inside the Detonator Shed. They may have been stripped of their bodies and converted into the flat top trucks. Each trolley could carry forty cases of explosives, or two tons.⁵

The light railway system was the only means of transporting loads between the receiving shed and magazines, and between the magazines and their individual dispatch jetties. One end of the receiving shed extended out over the bay to allow lighters to be unloaded directly into the single large internal space. The other end of the receiving shed consisted of an internal parallel trolley bay for loading explosives onto railway trolleys for transport to each of the storage magazines. Temporary buildings 9 and 16 were built in part over sections of the original light railway.

Work on repairing and replacing the light railway rails, sleepers and turntables, estimated to cost \pounds 3100, was completed by the PWD during October 1957, to the satisfaction of the Department of Mines.⁶



Sketch of the covered van entombed inside a building — from measurements taken on-site by J Moonie

Site Operations

The work at Bantry Bay revolved around the lighterage of explosives from ships or trains, storage in magazines, repacking or overhauling packaging, the destruction of dangerous packages, and the trans-shipment or delivery of explosives to boat, train, or road transport.

The number and variety of tasks magazine staff performed meant that in the early years they were many and quite specialised. Later the workforce became increasingly multi-skilled, particularly after the introduction of diesel-powered boats. Men working the magazines were called warders, unless they had a specialised job, such as coxswain or watchman. The work included some aspects of running the departmental lighters, tugs and launches, and before the 1940s making sails, nets, ropes, and building equipment for the magazines. The daily round of explosives work could involve collecting or delivering explosives to ships at Double Bay, to trains at Darling Harbour, or to trucks at The Spit.

Merchants' requirements and ship timetables were relayed from head office to Bantry Bay, where work programs were formulated. Some warders would accompany the lighters and boat crew to assist in unloading or loading operations, while others would be occupied in stacking, sorting and packaging explosives at the magazines. Many of the men in the period before diesel-powered launches and tugs were seamen, and the Officer-in-Charge was an ex-naval man until 1940.

Vessels carrying explosives were required to lie at anchor in the Harbour while cargo was discharged into departmental lighters for transport to Bantry Bay. Loading and unloading the lighters might take a day or a few hours, so schedules for delivery and receipt were organised well in advance. Small ships carrying explosives would sometimes sail directly to Bantry Bay.

Until the development of Australian manufacturing capacity by ICI, most shipments came from overseas, particularly Scotland, with large consignments of several thousand cases per ship. Subsequently, the main supplier of explosives on the east coast was the ICI factory at Deer Park in Victoria.

While in storage at Bantry Bay, the contents and state of the packaging were checked to ensure they met regulations. When the owners of the explosives required deliveries, they notified the Department by requisition and the quantity was dispatched to one of the three explosives wharves: Woolloomooloo, The Spit, and Darling Harbour/Rozelle. The use of the railways to transport explosives within NSW, although by-passing the Harbour, still generated work for the magazines in storing, checking, and repacking explosives that came into Sydney by train or truck.

Wartime

Work at the magazines slowed from 1931 until the start of the Second World War. In 1939 the magazines were taken over for military purposes. Bantry Bay was an ideal site for storing munitions in wartime as the entrance to the bay could be protected by booms. Fortifications and gun batteries at the entrance to Middle Head provided additional protection. The narrowness of the bay and the steep walls around it provided additional protection from air raids.

At some time during the war a small concrete shed at the northern end of the western shore of the complex seems to have been constructed as a staff air raid shelter. Transhipments from overseas to Western Australia and Queensland were handled at the Bay. Deliveries of explosives to the mining industry were carried out direct from ship to shore rather than via the magazines. Service ammunition and explosives



The covered jetty opposite No.4 magazine, looking east across the bay, 18 April 1975. Photo: PJ Simpson

held at the Middle Harbour Public Magazines on behalf of the Ministry of Munitions, the Royal Navy, and the US and Australian armed forces were almost wholly cleared during 1946.

The postwar era

As the Newcastle magazine had closed in 1947, transhipment to industry in the north of the state was now handled from Bantry Bay. In 1949 the Snowy Mountains Hydro-electric Scheme was begun, and until the late-1950s created a boom economy for explosives manufacturing in Australia. Freeways and other public works in Sydney required large amounts of explosives which kept the magazines busy through to the 1960s. By 1953, however, explosives were being railed directly in specialised railway vehicles to Broken Hill and to the Snowy Mountains Scheme rather than going by sea via Sydney. ICI had private magazines built at Tocumwal that could hold explosives being railed direct from Victoria and tranship supplies from there to the Snowy Mountains.

Nevertheless, the volume of imported explosives into Sydney grew during the 1960s. The volume of shipping increased as imports of explosives from Belgium, Japan, France and Britain were handled at the facility. Bantry Bay was also responsible for the transhipment of explosives to the Pacific Islands.

A new building was erected in 1968 for testing detonators and explosives, and a new receiving shed was built at Rozelle Bay for items being railed.

Closure

Only three years later the amount of explosives stored was decreasing notably. Licence fees and lighterage charges were increased in an attempt to maintain income. By September 1973 the last stocks were removed from the magazines.

On 31 May 1974 the magazine ceased operations, as a result of the decline in patronage among commercial explosives dealers.

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NEW SOUTH WALES

AUSTRALIAN LOCOLEASE

1435mm gauge

The two ex-Rio Tinto Weipa Clyde Co-Co DE locomotives have been moved from Carrington for workshops attention. R1001 (75-252 of 1975) was towed to EDI Cardiff on 4 February for weight reduction and recommissioning. On 5-6 March, R1004 (90-1277 of 1990) was towed to CFCLA Goulburn for modifications. It is assumed that their days of industrial use are ended. Ed Tonks & John Hourigan via Leon Oberg 2/11; Leon Oberg 3/11

GLENCOE AGRICULTURAL TRAMWAY, Southern Tablelands

(see LR 215 p.25 & 216 p.24) 610mm gauge

An important step in the development of this railway has been the construction of a major bridge across a gully. The 2.5 metre high construction is 20 metres in length and has six openings on a 30.5 metre curve. Steel sections are used for piers and beams. F81 reinforcing mesh is welded to the tops of the beams to form the unballasted decking. On Australia Day, with just one track panel laid on the bridge so far, the ex-Lake Margaret Tramway Tulloch 4wDM locomotive Model DMM-40 (003 of 1959) was positioned on the bridge for photographs. It was

anticipated that track would be laid across the bridge and load testing carried out during February. via Editor 2/11

QUEENSLAND

Northern Milling Joint Venture

610mm gauge

Although it was reported in December 2010 that Maryborough Sugar Factory intended to acquire Bundaberg Sugar's 50% share of the north Queensland joint venture, the option was not formally exercised until 25 February 2011 with payment of \$50m. Completion of the acquisition will occur on 26 April.

Maryborough Sugar Factory 2/2011



Following their arrival from Weipa, the two ex-Rio Tinto Clyde locomotives R1004 (90-1277 of 1990) and R1001 (75-252 of 1975) quietly await their fate at Carrington on 22 January 2011. Photo: Peter Gambling



A triumphant moment as the ex-Lake Margaret Tramway Tulloch 4wDM (003 of 1959) tests out the new bridge on the Glencoe Agricultural on 26 January 2011. Photo: contributed



Top: The first train of 2011 visits Farleigh Mill's Costello's Line on 18 February. A ballast train headed by EM Baldwin B-B DH 16 CHARLTON (9562.1 6.81 of 1981) is parked near the line's terminus. Photo: Scott Jesser **Centre:** Mackay Sugar's EM Baldwin B-B DH NORTH ETON (6780.1 8.76 of 1976) on bin transfer duties hauls 120 Farleigh Mill 6-tonners off the former Pleystowe Mill Shannon branch on 22 February. Photo: Scott Jesser **Above:** What could be better on the way home from school in March than to find a few cane trains running around? Mackay Sugar's Eimco B-B DH 20 BOONGANNA (L257 of 1990) at Palms 2 running light from Racecourse Mill to the Pleystowe loco shed on 2 March. Photo: Steven Jesser



ISIS CENTRAL SUGAR MILL CO LTD

(see LR 216 p.24)

610mm gauge Earthworks are required to restore several sections of track damaged by flooding. The main sections affected are the last couple of kilometres of the Gordons Road line just south of Bundaberg and the mill end of Jacksons Loop on the Gregory line. All three lines at Kowbi Loop are also being rebuilt, as is New Loop at Hapsburg.

The engine of EM Baldwin B-B DH 10 (7267.16.77 of 1977) has been removed for reconditioning. Shane Yore 3/11

MACKAY SUGAR LTD

(see LR 217 p.24)

610mm gauge

Mackay Sugar began operating bin transfer trains in the first week of February with locomotives based at Pleystowe running to and from the Racecourse Mill area. The bins receive maintenance at the Pleystowe truckshop which can handle 180 per day. Transfers were scheduled to be 200 per day from Racecourse to Pleystowe so the additional numbers were periodically taken on to Farleigh Mill for maintenance there. Eimco B-B DH BOONGANNA (L257 of 1990) worked most of these trains initially, with Eimco B-B DH FARLEIGH (L254 of 1990) used occasionally. Only BOONGANNA took bins through to Farleigh Mill. From mid-February, EM Baldwin B-B DH NORTH ETON (6870.1 8.76 of 1976) took over the transfer duty, also venturing out to Farleigh when required. BOONGANNA was back in action on 3 March bringing bins in to Pleystowe from the North Eton area. The trains are worked with just the driver on the locomotive and the assistant driving a ute, paralleling the train and turning the level crossing protection on and off. It appeared that two ballast trains were in operation. EM Baldwin B-B DH CHARLTON (9562.1 6.81 of 1981) was operating in the Farleigh area in February but was noted in the Racecourse area in early March. The other ballast train has operated out of the North Eton depot in the in the Marian and Racecourse areas. It was hauled by EM Baldwin B-B DH MIA MIA (9815.1 10.81 of 1981) for the first three weeks of February and EM Baldwin B-B DH BALMORAL (10684.1 4.83 of 1983) thereafter. BALMORAL has a Cummins QSK19-C inline 6-cylinder engine built in August 2005. Clyde 0-6-0DH LACY (65-439 of 1965) was seen heading north from Farleigh Mill with a loaded rail train of nine four-wheel rail bogies on 3 March. The other locomotives in use have been those supporting navvy gangs, working occasionally to shift camp wagons and the rail welding equipment wagons. Clyde Queensland 0-6-0DH PALMS (70-708 of 1970) has been used in the Farleigh area around Mandurana while Clyde 0-6-0DH NELLIE (58-188 of 1958) has been



Industrial NEWS Railway

used around Marian and the Devereux line. It is believed that the EM Baldwin 4wDH 57 "Little Baldwin" (5/774.1 2.64 of 1964) has also been in use in association with track machines on Marian's Mt Martin line. Scott Jesser 2/11, 3/11

NORTHERN MILLING JOINT VENTURE, South Johnstone, Babinda and Mulgrave mills

(see LR 216 p.24 & 217 p.26) 610mm gauge

On 8 February, the proposed closure of Babinda Mill was announced. The closure results from loss of cane areas across the region to plantation tree operations, bananas, cattle and urban development, and the loss of crop in the Murray River and Kennedy areas to Tully Mill. The existing cane railways lines will be used to transport cane to South Johnstone and Mulgrave mills. These two mills will be the only ones to remain in the coastal area between Liverpool Creek and Cairns, with Hambledon, Goondi and Mourilyan mills also having closed over the last 25 years. Babinda Mill was built by the Queensland Government and first crushed in 1915. It was co-operatively owned from 1924 to 1989.

The Mulgrave Mill tippler was being modified at NQEA in Cairns during February to enable it to take 6-tonne bins from Babinda following some testing done at the end of the 2010 season.

Councillor Rob Pyne has argued for urban planning to take account of the potential use of the existing Mulgrave Mill cane railway corridor through the western suburbs of Cairns for future cycle and pedestrian use. With much of the land in areas such as the Redlynch Valley and Freshwater either developed or subject to Development Approvals, it is predicted that in due course the former Hambledon Mill cane railway route may become unviable to operate. With the reported loss of 300,000 tonnes of South Johnstone road transport cane to Tully Mill, South Johnstone Mill has a large number of



Top: A Mackay Sugar maintenance train parked up for the weekend at Marian Mill's Devereux Junction on 27 February. Clyde 0-6-0DH12 NELLIE (58-188 of 1958) accompanies the rail vehicles associated with the road-based 'Truck 28' navvy crew. Photo: Scott Jesser **Centre:** Mackay Sugar's Clyde 0-6-0DHLACY (65-439 of 1965) heads up Sivyer's Hill on the first part of its journey on Farleigh's North Coast line, hauling a train of nine rail bogies carrying welded rails on 3 March. Photo: Scott Jesser **Above:** Clyde Engineering built three special Model HG-3R 0-6-0DH locomotives for Hambledon Mill with fold-down cabs for passing under the low QR bridge at Redlynch. Around 1980, they were rebuilt with low-profile enclosed cabs. Under Mulgrave Mill ownership since 1992, they are still the only locomotives that can haul cane on the Barron River area lines. Here 13 (64-316 of 1964) carries out a manoeuvre in the mill yard. This locomotive is understood to be receiving the name HIGHLEIGH. Photo: Ray Peace (whose Mulgrave Mill feature appears elsewhere in this issue)

aluminium road transport 'canetainers' that may no longer be used. These units were designed to be placed on rail bogies for transport through the tippler at the mill. One was noted in February on a rail siding away from the mill, possibly for a trial to judge the viability of using the fleet on the main line.

EM Baldwin B-B DH 26 (7244.1 8.77 of 1987) was noted at the South Johnstone Mill shed in late February with its engine removed. Com-Eng 0-6-0DH 4 *HARVEY* (AD1138 of 1960) that was stationed at the old Mourilyan Mill in the 2010 season, was noted in the shed at Mourilyan. Maryborough Sugar Factory 2/11 via Luke Horniblow; Chris Stephens 2/11; Luke Horniblow 2/11; *The Rock News* 23/1/2011; Editor

PROSERPINE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD

(see LR 216 p.29)

610mm gauge

On 3 March, Clyde 0-6-0DH 3 (58-195 of 1958) was observed propelling a large four-wheel weed spray tank wagon towards the mill on the Airlie Beach line. Clyde 0-6-0DH 8 (65-443 of 1965) was noted in the navvy area with its engine and bonnet missing. Also parked there was Clyde 0-6-0DH 6 (62-272 of 1962) with very weather-worn bodywork. Scott Jesser 3/11

SUCROGEN (HERBERT) PTY LTD, Herbert River Mills

(see LR 217 p.26) 610mm gauge Cyclone Yasi gave the Ingham district a battering on the night of 2 February. Some track repairs will be necessary. Many flashing light masts were blown over but most of the bins remained on the track although there were a couple of runaway rakes. One rake from the yard at Macknade ended up about 1.5km down the line towards Hawkins Creek. A rake of bogie bins from a Victoria Mill siding at Sunnybank Junction in Nyanza ended up out at Cartwright's Loop, almost in Ingham!

The rebuild of EM Baldwin B-B DH *DARWIN* (6171. 9.75 of 1975) is progressing well at Victoria Mill with the locomotive having been completely stripped down and the component parts refurbished or replaced. The cab has been delivered back to the mill after painting by a local contractor. Victoria Mill's road accident victim *GOWRIE* (EM Baldwin B-B DH 7135.1 7.75

Industrial **NEWS** Railway

of 1975) is having a replacement cab built by Ontrak in Sydney.

Although ship loading of sugar at Lucinda may not be possible in 2011 as a result of the effects of the cyclone, it seems likely that bulk sugar trains will continue to run there from the two mills. This is because the storage space at Lucinda is needed to handle the product and road vehicles could not load at the mills without special arrangements being made because of the low height of the loading hoppers. Chris Hart 2/11, 3/11; Luke Horniblow 2/11





Top: A South Johnstone Mill bogie cane bin utilising one of the containers formerly used for cane transport by road from the Kennedy area noted in a siding away from the mill on 26 February. Although these were placed on rail bogies for unloading at the mill, regular line service may prove more demanding! Photo: Luke Horniblow **Above:** Weed spraying is an important part of cane railway maintenance in the tropics. Proserpine Mill's Clyde 0-6-0DH 3 (58-195 of 1958) heads a weed spray train heading up the Gia Road line at Strathdickie Junction, just east of the Myrtle Creek bridge, on 3 March. Photo: Scott Jesser



SUGAR TERMINALS LTD, Lucinda

(see LR 215 p.30)

610mm gauge

Cyclone Yasi created serious damage at Lucinda, particularly to the 5km long jetty that is used for loading bulk sugar. There was also some serious damage to a rail-connected shed that is no longer used for sugar storage but is used for maintenance and may house some rail equipment. It appears that the jetty, owned by the Townsville Port Authority, will not be repaired in time for the 2011 season, but it is expected that sugar will be railed to Lucinda for storage before road haulage to Townsville. Arthur Shale 2/11; *Herbert River Express* 19/2/2011 via Chris Hart

SUCROGEN (KALAMIA) PTY LTD SUCROGEN (HAUGHTON) PTY LTD, Invicta Mill

(see LR 217 p.26)

610mm gauge

In late February, Clyde 0-6-0DH *KALAMIA* (67-569 of 1967) was once again seen at Invicta Mill, so it probably can be regarded as transferred here from Kalamia Mill. The ex-Racecourse Mill ballast regulator BREG2 (Tamper 1775577 of 1977) from Plane Creek Mill was also noted here on 2 January. Luke Horniblow 1/11; Carl Millington 2/11; Chris

Hart 2/11

SUCROGEN (PIONEER SUGAR) PTY LTD, Inkerman Mill, Home Hill

Inkerman MIII, Home HIII (see LR 211 p.26) 610mm gauge EM Baldwin B-B DH *IYAH* (6558.1 6.76 of 1976) was noted under overhaul in January. It is receiving a new GM 12.7 litre 60-series engine. Luke Horniblow 1/11; Hayden Quabba 1/11

SUCROGEN (PIONEER SUGAR) PTY LTD, Pioneer Mill, Brandon

(see LR 217 p.26) 1067mm gauge

The ex-Aramac Tramway 0-6-0DH (Walkers 583 of 1968) is receiving a new Mercedes MTU 14 litre 60-series diesel engine as part of its overhaul.

Luke Horniblow 1/11; Jason Lee 1/11

SUCROGEN PLANE CREEK PTY LTD, Sarina

(see LR 216 p.29) 610mm gauge

Maintenance work has been under way with a ballast train in operation and rail welding and tamping in progress. The mill's sleeper replacement machine (Tamper 825817 of 1987) appears to have had a repaint recently. The dismantled chassis of Com-Eng 0-6-0DH 3 (FA1036 of 1959) remains at Shannon's Flat yard. Scott Jesser 2/11, 3/11; Carl Millington 3/11





Top: Cyclone Yasi aftermath: Runaway bins piled up at Tully Mill's Llzzio's Loop near Midgenoo on 26 February. Photo: Luke Horniblow **Centre:** With ironic adornment, Clyde 0-6-0DH KALAMIA (67-569 of 1967) at Invicta Mill on 2 January. This locomotive was built for Plane Creek Mill but since 2005 has done the rounds of the Burdekin and Herbert mills. Photo: Luke Horniblow **Above:** The unique ex-Aramac Tramway Walkers 0-6-0DH (583 of 1968) receiving heavy workshop attention at Pioneer Mill on 26 January. Photo: Luke Horniblow

TULLY SUGAR LTD

(see LR 217 p.26)

610mm gauge

Following the takeover bid for Tully Sugar by Bunge Australia Holdings Pty Ltd, unanimously supported by the Tully board, a vote of Tully shareholders was held on 18 February to change the company rules so that a single shareholder could hold more than 20% of Tully shares. A 75% majority is required to approve such a move but in the voting only 72% voted in favour. As a result of this, the Bunge offer has lapsed. The marketing company Queensland Sugar Ltd used its 13.5% stake in Tully to vote against the rule change.

Before the vote, Mackay Sugar indicated that it would like Tully Sugar to join it in a proposed local conglomerate of grower mills. On 4 March, Tully Sugar announced it had commenced discussions with Mackay Sugar and Mossman Central Mill Company Limited about a possible merger of grower-controlled mills.

The gigantic Cyclone Yasi had landfall close to Tully on the night of 2 February. No major damage to the mill was observed.

Luke Horniblow 2/11; ABC Rural News 18/2/2011; Tully Sugar Ltd.

WESTERN AUSTRALIA

COCKBURN CEMENT LTD, Parkeston

(see LR 170 p.21)

1067mm gauge

Goninan Bo-Bo DE 49 (013 of 1961), ex-BHP Newcastle Steelworks, was noted shunting cement and lime wagons at what was previously the Loongana Lime plant at Parkeston on 5 January 2011. The facility now receives

bulk product by rail from Perth every day and the shunter is busier than ever, still in BHP livery of vellow body, red running boards and headstocks and black underframe. Phil Melling 3/11

THE PILBARA INFRASTRUCTURE PTY LTD (see LR 217 p.29)

1435mm gauge

The rail line to Christmas Creek was commissioned in January with the first train of ore from the BC Iron joint venture mine railed to port on 31 January.

Brockman Resources has received final environmental approvals to develop its Marillana Iron Ore Project. The \$1.9 billion project will include construction of an 80-km spur line between the mine and Fortescue Metal Group's rail network.

FMG are conducting feasibility studies into a new multi-user port facility at Anketell Point/ Dixon Island to be linked by a 250km rail line from the Solomon Stage 2 Hub and the development of new mines around the rail head. It appears that the EMD Model SD90MAC-H Co-Co DE locomotives purchased in the USA by Fortescue Metals will not be rebuilt as originally reported, but merely refurbished using the original engines. Two, numbered 901 & 903, left Juniata Shops of the Norfolk Southern Railway in Altoona, Pennsylvania, covered by tarpaulins, on 17 February. Two more, numbered 902 & 904, were observed en route to port on 24 February after attention at another location.

FMG has announced the purchase of 260 iron ore cars from CNR Corporation in China for delivery in late 2011. These 40-tonne axle load



cars will carry 140 tons of ore with a tare weight of 20 tonnes making them the heaviest single wagons operated on any railway worldwide. Fortescue Metals Group Ltd 1/11: David Bromage 2/11; WA Railscene e-mag 117, 121, 124 & 125

PILBARA RAIL

(see LR 217 p.29) 1435mm gauge

General Electric Co-Co DE Model ES44DCi locomotives 8154 to 8156 arrived at Dampier port around the end of December and entered service during January. This was the first part of an order of nine that was only announced in November, so it is possible that they may have come from a cancelled order for elsewhere. WA Railscene e-mag 124.

OVERSEAS

FIJI SUGAR CORPORATION

(see LR 216 p.30)

610mm gauge

Fiji Sugar Corporation (FSC) called tenders in November for the road haulage of cane in areas currently being served by rail transport. It was stated that the 720km rail system cost between Fiji\$10m and \$12m per year to operate. Farmers in the Labasa Mill area were told that rail costs were far higher than those for road haulage, and that it was hoped the new arrangements would be introduced in 2011. However, on 1 February



The background plant may provide an echo of its former steelworks service, but Goninan Bo Bo DE 49 (013 of 1961) is a long way from Newcastle as it shunts the Cockburn Cement facility at Parkeston in Western Australia on 5 January. Photo: Phil Melling

Industrial NEWS Railway

it was announced that rail operations would not be closed, pending a detailed review.

In October 2010, the Acting Chief Executive of FSC announced that he had proposed to the government the closure of Rarawai Mill but in January it was announced that this proposal had been rejected. Instead, FSC said it was interested in developing a sugar refinery, packaging plant, ethanol production plant and cogeneration plant at Rarawai Mill. requirements, asset sales and the wholesale elimination of jobs. However, the result of such measures would be likely to trigger further decline in the industry and to provoke unwelcome social and economic consequences. The Fijian government has little choice but to try to keep the industry afloat in the hope that it can recover, but the present situation results from a lack of will to take hard decisions when they needed to be made. Attempts are being made to increase the size of the areas under cane cultivation. Meanwhile, the Sigatoka Town Council hopes to revive the disused cane railway lines in the area for the transport of local produce and for passenger transport.



Lautoka Mill's Clyde 0-6-0DH 20 (64-385 of 1964) shunts whole stick trucks at Na Savu Savu in September 2009. This locomotive was obtained from Isis Mill in Queensland in 1994. Photo: Kevin Waid

The mill recorded close to 80 days of stoppages during last year's crushing season due to serious problems with the 31-year old boiler culminating in a fire that destroyed the boiler's electrical system in September.

In July 2010, it was announced that FSC would shed 1000 jobs by the start of 2012. In November 2010, the loss of a further 686 jobs by April 2011 was propsed as a cost-cutting measure as part of the implementation of a report from Deloittes. The total job losses announced would be more than half the FSC workforce.

All this reflects an industry in crisis. The 2010 season was a disastrous one with massive financial losses of Fiji\$175.1m, up from \$36.8million in 2009. The four mills crushed less than 1.8m tonnes of cane in total, down from 2.2m tonnes. The fact that it took 13.4 tonnes of cane to produce each tonne of raw sugar reflects serious inefficiencies in the industry. FSC is technically insolvent and reliant on government funding for its day-to-day operations. The Corporation has been delisted from the local stock exchange.

Financial logic would suggest the closure of the rail system to transfer transport costs onto growers, the closure of the mill with the worst performance and massive maintenance Fijivillage.com 18/10/2010, 31/1/2011; *Fiji Times* Online 6/11/2010, 22/11/2010, 27/1/2011, 29/1/2011, 31/1/2011, 2/1/2011, 3/1/2011, 17/2/2011, 26/2/2011; *Fiji Times* 12/11/2010; Fiji Broadcasting Corporation 20/1/2011, 1/2/2011, 3/2/2011, 22/2/2011, 24/2/2011; Radio New Zealand 24/1/2011.

CORRECTION

The photo on the bottom of page 25 on LR 217 was incorrectly captioned. The train was heading east with empties towards the mill as the decision to finish crushing had just been taken and the locomotive was returning empty bins from the Gargett area for the off season. Apologies to Scott Jesser who provided the correct story. Your editor had forgotten by the time he wrote the photo captions!

WANTED

Locomotive and rolling stock builders' plates wanted for purchase. Contact David Jehan 0400 347 127.



LRRSA NEWS MEETINGS

ADELAIDE: "German light railway"

A video will be shown of a German light railway of the 1930s introduced by Gerry Ohmer, followed by one on Abt railways, if there is time. Members are invited to make contributions at meetings on any light railway topic, and suggestions of topics for future meetings are welcome. **Location:** 150 First Avenue, Royston Park. **Date:** Thursday 7 April at 8.00pm. Contact Arnold Lockyer on (08) 8296 9488.

BRISBANE: 'Early Nambour Steam"

Bob Gough will show a selection of images of 'early Nambour steam' (c1997).

Location: BCC Library, Garden City Shopping Centre, Mount Gravatt.

After hours entrance (rear of library) opposite Mega Theatre complex, next to Toys'R'Us.

Date: Friday 8 April at 7.30pm. Entry from 7pm.

MELBOURNE: "Narrow gauge logging in California"

Phil Rickard will present some interesting videos of 3ft gauge logging railways in Calfornia in films dating from 1935 to the early '50s. Includes zig-zags, inclines and geared locomotives!

Location: Ashburton Uniting Church Hall, Ashburn Grove, Ashburton. Date: Thursday, 14 April at 8.00pm

SYDNEY: "The Quarries and Tramways of BHP Whyalla – Part 1."

The Quarries and Tramways of BHP Whyalla in South Australia, covering the period up to the until the end of steam on the main line in 1956. David Griffiths (ex BHP Metalurgist) and David Jehan will present a wide range of photos and diagrams from this fascinating area. **Location:** Woodstock Community Centre, Church Street, Burwood, (five minutes walk from Burwood railway station).

Date: Wednesday 27 April at 7.30pm



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

NEWS

Queensland

DURUNDUR RAILWAY, Woodford 610mm gauge

Australian Narrow Gauge Railway Museum Society Inc.

The ex-Mourilyan Mill ballast wagon (LR 217, p 34) was returned to the Durundur Railway site on Saturday 29 January 2011. It requires finishing off work on the end platforms before the accreditation process can commence. Junior ANGRMS member Ryan Silk applied the first coat of safety yellow paint to the wagon on 5 February 2011.

Terry Olsson, 01/11; Bob Dow, 02/11

NAMBOUR & DISTRICT MUSEUM 610mm gauge Sunshine Coast Regional Council

Updating the report in LR 216 (p 33), the new shed to house the former Mapleton Tramway and Moreton Sugar Mill locomotive *SHAY* (Lima 2091 of 1908 incorporating parts of 2800 of 1914) was erected by mid-November. Once the shed was up, mesh gates and panels were made to measure, and these were fitted in the week prior to Christmas ensuring that *SHAY* was secure in its new home. The new shed provides sufficient room to carry out most preservation work undercover.

The Museum is planning a special opening day on Saturday 7 May to officially welcome *SHAY* home [refer 'Coming Events' calendar].

This is a Queensland Heritage Week event and there will be a wide range of family attractions, with the focus on reliving the glory days of the Moreton Sugar Mill and its steam locomotives. For this event, the museum's other Moreton Mill locos, EUDLO, SANDY and JOE will be out of their sheds and on display in front of the mill's former Engineer's office making for a great period scene reminiscent of the early 1960s. A wide range of sugar mill memorabilia, both large and small, will be on display throughout the Nambour Museum and its grounds. Clive Plater, 02/11

WHISTLESTOP RAILWAY MUSEUM, Maryborough 1067mm gauge

Maryborough City Whistlestop

MARY-ANN, the 0-4-0VBT replica of the original Walker's Union Foundry locomotive built in 1873 for William Pettigew's timber tramway, will be a feature attraction at the 2011 Gympie Ultimate Steam Festival to be held on 22-24 July. MARY-ANN will operate at the historical Old Gympie Station in Tozer Street, but only on Sunday 24 and Monday 25 July. At the Gympie Mining Museum, the 105 year old Cornish boiler will generate steam to power the 1899 Walkers winding engine, the c.1905 air compressor and Hindley 110v DC generator. The Mary Valley Railway will operate steam-hauled trains throughout the festival.

www.gympieultimatesteam.com

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

Updating the report in LR 217 (p 34), a dedicated effort by BSTPS volunteers resulted in the railway resuming operations on Sunday



The former Mourilyan Mill ballast wagon is unloaded at the Durundur Railway, Woodford, on 29 January 2011 following rebuilding of the body at Tony Hewett's Engineering Works. Bundaberg Fowler 0-6-2T (B/N 5 of 1953) waits to hail the wagon to the works area. Photo: Terry Olsson



The former Mapleton Tramway Shay locomotive (Lima 2091 of 1908) stands in the new shed at the Nambour Museum on 17 November 2010. Cosmetic restoration will be undertaken here over the coming years.

Photo: Clive Plater

Heritage &Tourist

16 January. The main loop was fully functional for the re-opening and trains were hauled by 0-4-0DH VALDORA (EM Baldwin 8/1258.1.6.65 of 1965). BSTPS president Wendy Driver said it had been the first time in 22 years that the railway was unable to operate, and closure during the peak holiday season had taken a financial toll on the business. She noted that the members who volunteered their time were "very dedicated" to help bring the tracks back to operational standard. "It took four working bees, 20 people at each bee, to work on the line," Mrs Driver said.

News Mail, 18 January 2011

New South Wales

RICHMOND MAIN HERITAGE PARK, Kurri Kurri 1435mm gauge Richmond Vale Preservation Cooperative Society Ltd

Minmi Public School will celebrate its 150th anniversary in September

2011. The RVR is contributing towards this event by restoring the school's non-air coal hopper wagon 1657. It was built by A Goninan & Company in the 1920s for Caledonian Collieries limited and was used to transport coal from the company's collieries in the West Wallsend area to Port Waratah for shipment. Its wooden underframe was replaced by a steel one in the 1940s. Following the merger of Caledonian Collieries with J & A Brown & Abermain Seaham Collieries in 1960 to form Coal & Allied Industries Limited, the 'A' banded wagons started to be mixed with the JBAS fleet on 'B' banded wagons and were used to operate over the Richmond Vale Railway.

The Minmi Public School principal approached the RVPCS in May 2009 and requested quotes for restoring the vehicle to its present 'A' condition, or to represent the JABAS 'B' wagons. The second option of a 'B' configuration was accepted. In November 2010 Coal & Allied agreed to sponsor the project and an agreement to proceed with the restoration project was signed between the RVPCS and Minmi School in December 2010. *Link Line* No. 157, Summer 2011

TIMBERTOWN HERITAGE RAILWAY, Wauchope 590mm gauge

David and Alison Waite

On Wednesday 12 January 2011 a small number of people had braved the overcast and damp conditions to visit Timbertown at Wauchope. Fowler 17781 of 1928 is the current motive power on the Timbertown Heritage railway. It looks quite attractive in its red livery, but the addition of the currently missing dome cover would improve its appearance somewhat.

The Hudswell Clarke 0-6-0 (1862 of 1952 is in the loco shed awaiting restoration, while Fowler 12271 of 1910, The Green Hornet, has been sold and moved to Taree. The ex-Harwood Mill Simplex (Motor Rail 4214 of 1929) is stored under cover on a siding opposite Broken Bago station at the back of the site. Broken Bago station is currently closed to the public due to ongoing repair work. Also found on site was the 1067mm steam-outline internal gauge combustion loco constructed by Neil Moxon in 1983 for El Caballo Blanco. Railway staff advised that the gauge of the railway had been reduced to 590mm, with the wheels of the rolling stock being pressed inwards on their axles to achieve the change of gauge.

Timbertown is open from 9:30am to 4pm with the first train service is at 11:00am, with subsequent services on the hour till the last service at 3:00pm. The ride consists of one circuit of the track which takes about 20 minutes. A ride on the Timbertown railway costs \$10, which is in addition to the \$12 entry fee to the site.

Chris Stratton, 01/11

LONGWORTH TIMBER TRAMWAY HISTORICAL SITE, Kendali

The Longworth's Tramway historical site was visited in hot and humid conditions on 15 January. It is essential to possess a map to find the site as there are no road signs pointing the way. After driving about 20 minutes west from Kendall, mostly over unsealed forestry roads, arrival at the site is announced by a sign at the roadside, then it is a short walk down a fire trail to reach the tramway formation where approximately 50 metres of the tramway has been recreated. There were a number of fallen tree



Former South Johnstone Sugar Mill 0-4-2T No.10 (John Fowler 17781 of 1928) was in action on the revamped and regauged Timbertown Heritage Railway on 12 January 2011. Photo: Chris Stratton

branches across the tramway and a large number of ferns growing between the sleepers. Some work to clear these would improve the look of the site. A walk to explore more of the formation was considered but the high humidity made a return to the air-conditioned car more attractive.

Back in Kendall the historical display just west of the North Coast railway was visited. It consists of a fenced enclosure containing the boiler from Longworth's B Class Climax locomotive (B/N 1375 of 1916). Also on display is a shaft

with pulleys and a large flywheel, previously used at a north coast sugar mill. Chris Stratton, 01/11

ZIG ZAG RAILWAY, Lithgow 1067mm gauge Zig Zag Railway Cooperative

Ltd During hot days this summer the Zig Zag Railway operated diesel-hauled trains double-headed by the ex-Mt Isa Mines 0-6-0DH (Com-Eng JA4282 of 1964) and ex-Emu Bay Railway B-BDH 1004 *EMU BAY* (TGR workshops 1966). *Zig Zag Newz* No. 29, February 2011 Victoria

ALEXANDRA TIMBER TRAMWAY 610mm gauge

Alexandra Timber Tramway & Museum Inc.

The ATTM operated trains on six extra days during the Christmas/ New Year holidays due to the large influx of holiday-makers staying in the area. Trains were operated by the Malcolm Moore 4wDM (combination of B/N 1023/1049). The centenary of completion of the Alexandra railway station building will be celebrated at the running



The rebuilt section of track on the Longworth Tramway historical site west of Kendall on the NSW Mid-north Coast on 15 January 2011. Photo: Chris Stratton



The first run of the restored Nicola Romeo 4wPM locomotive (770 of 1925) on the Wee Georgie Wood SteamRailway on 29 November 2010.Photo: Graham Hawes

Heritage &Tourist

day on Sunday 10 July 2011.

Ross Mainwaring, the executor of Ray Graf's estate, has advised the ATTM that Ray has donated his former NSW Maritime Services Board Simplex 4wDM (Motor Rail 20560 of 1953) to the museum, together with two whole stick sugar cane trucks. It has been decided that the locomotive will carry the name *RAY GRAF* at Alexandra. *Timberline* 117, January 2011

Tasmania

WEE GEORGE WOOD STEAM RAILWAY, Tullah 610mm gauge Wee George Wood Steam Railway Inc.

The rebuilt Lake Margaret Tramway 4wPM locomotive (Nicola Romeo 770, of 1925) was reunited with the former Lake Margaret Tramway passenger carriage on 29 November 2010, after an absence of 46 years.

Scheduled inspection and testing of the boiler of 0-4-0WT WEE GEORGIE WOOD (John Fowler 16203 of 1924) in July 2010 revealed that cracks were developing in the tube plates and extensive corrosion had occurred in many areas internally. The extent of damage was such that a decision has been taken that the boiler is beyond economic repair and is to be replaced with a new boiler. To provide an alternative locomotive for at least a year whilst a new boiler is built a lease was negotiated on the partially restored Nicola Romeo locomotive with the board of the West Coast Pioneers Museum at Zeehan where the locomotive had resided as a static display since about 1965. The Romeo is reported to have finished its final years of service life at Lake Margaret Tramway fitted with a Holden engine, but it arrived at the museum without an engine. A rebuilt Dodge 6-cylinder side-valve engine had recently been installed. The arrival of the Romeo via tilt tray on 30 September 2010 saw the start of an extensive reassembly, inspection, testing and training program. This culminated with the locomotive being used to recommence public operations on the Wee Georgie Wood Railway on

Heritage &Tourist

9 January 2011. The Lake Margaret carriage body was salvaged from a back yard in Queenstown about 1980 where it had been used as a fowl house for several years. It was refurbished by WGWSR members at Tullah, including fitting of a new steel chassis and reconditioned Farrell Tramway bogies. It was available for use when the Wee Georgie Wood Steam Railway operations commenced in February 1987. Graham Hawes, 01/11

South Australia

COBDOGLA IRRIGATION MUSEUM 610mm gauge

Cobdogla Steam Friends Inc.

Visitor numbers to this museum and railway were good over the summer holidays with most of the twilight trains and the steam operating day in January being well attended. A problem with heat expansion during the January steam day meant the turntable was unable to be used as it was catching on the end of the rails.

All the locomotives have been performing well. Restoration of the

Simplex 4wDM *PETER* is nearing completion and it should be ready for service soon.

The Society has been building a hydraulic Jim Crow Rail bender to be used to straighten out the many kinks in the second hand rail obtained from the Riverton triangle some years ago. The museum suffered some minor flooding in the 'graveyard' area from the current high Murray River, with some of the museum objects awaiting restoration being inundated. Thankfully, no significant items suffered damage apart from the obligatory coating of mud. The river has peaked at Cobdogla and is currently dropping slowly. The quantity of water coming down the Darling from the Queensland floods in January is unknown, but it likely that there will be another peak in a couple of months time. Cobdogla Steam Friends are seeking a caretaker to live on site. They can offer a newly renovated two-bedroom cottage for a retired single person or couple. Caretaker duties include light grounds maintenance, handling phone enquiries, conducting casual walk up tours and being in attendance on programmed open days. This position would be ideal for people interested in residing in a pleasant



Denis Wasley photographed the Jim Crow rail bender at Cobdogla on Sunday 13 March 2011.



The Puffing Billy Railway held a Day out with Thomas event on Saturday 6 March, featuring many extra activities. During the day, 2-6-2T 6A (Newport 1901) and Beyer Garratt 2-6-0+0-6-2 G42 (Beyer Peacock 6268 of 1925) double-head a Belgrave-bound passenger train into Menzies Creek. Photo: Peter Ralph

museum environment and who have a liking for any aspects of the steam, stationery engines, tractors, National Trust or the world famous Humphrey Pump exhibits. Enquiries to denniswise@bigpond.com or denis.wasley@bigpond.com

Denis Wasley, 03/11

Western Australia

BENNETT BROOK RAILWAY, Whiteman Park 610mm gauge

Western Australian Light Railway Preservation Association Inc

During the Christmas holiday period 4wDH ASHLEY (Kless Eng. 1963) operated mid-week services with the ADL 'toastrack' carriages, with weekend services being handled by larger stock. In early February 2-8-2 NG123 FREMANTLE (Anglo Franco Belge 2670 of 1951) was being prepared for wash down prior to repainting, while the gearbox for the ex-Wyndham jetty 4wDM PW27 (Gemco Funky 1963) was being rebuilt by Wallis Drilling. Restoration work on the ex-Marian Mill 0-6-2T (Perry Eng 2601.51.1 of 1951) has recommenced. The frame was raised and the wheel sets removed on 7 January and the axle-boxes will be sent for re-profiling at the Gemco workshops.

BBR Newsletter, February 2011

ROTARY PARK, Margaret River

We have not had a report on the pioneer logging 0-4-0WT locomotive KATE located in this park for some time. John Hoyle visited the park on 1 December 2010 and photographed the loco and its log bogie there. Its history is presented in a large board on the cab side. Built by Thomas Green & Sons of Leeds in 1889 (their B/N 132), KATE hauled logs on timber tramways in the Margaret River area from 1890 to 1909. It came into the ownership of the Public Works Department and was sent to Wyndham in 1917 as a jetty shunting loco and worked there until the early 1950s. KATE was transported back to Margaret River in 1964 and was set up by the Rotary Club in the park as a memorial to the pioneers of the timber industry in the district.

John Hoyle, 01/11

CARNARVON HERITAGE

PRECINCT 1067mm gauge Carnarvon Heritage Group Inc. We have received the following advice from this group regarding

LIGHT RAILWAYS 218 APRIL 2011

Coming Events

APRIL 2011

1-4 Kerrisdale Mountain Railway & Museum, VIC. This scenic narrow gauge railway and steam museum is open to the public from 1000-1600 Thursday to Monday and public holidays. Steam engines run in the museum each Sunday. Information, phone (03) 5797 0227 or website: www.kerrisdalemtnrailway.com.au

2-3 Wee Georgie Wood Steam Railway, Tullah, TAS: Narrow gauge trains hauled by heritage 4wPM locomotive 1000-1600. Also on 30 April. Information: www.tullah.org/wgw/

2-3 Red Cliffs Historical Steam Railway, VIC. Narrow gauge steam operations with train rides every half-hour 1100-1600 using Kerr Stuart steam and EM Baldwin diesel locomotives, 1100-1600 and the first weekend of following months. Enquiries: (03) 5024 1345.

2-3 Redwater Creek Steam Railway, Sheffield, TAS. Narrow gauge steam train operations on the first weekend of every month.Information: www. redwater.org.au

3 Ballyhooley Steam Railway, QLD. This narrow gauge railway operates steam trains between Marina Mirage station and Port Douglas every Sunday and on selected public holidays from 1020 to 1500. Information: (07) 4099 1839.

9-10 Hunter Valley Steamfest, Maitland & Kurri Kurri, NSW: Australia's leading festival of steam trains. Coalfields steam trains operate at the Richmond Vale Railway Museum, with free shuttle buses from Maitland to the venue (entry \$15).

9-10 Alexandra Timber Tramway, VIC. Narrow gauge trains hauled by petrol locomotive with markets on Saturday and steam train operations on Sunday 1000-1545. Information and group bookings: 0427 509 988.

10 Illawarra Light Railway Museum, NSW. Narrow gauge steam and diesel-hauled train rides from 1030-1600 on the second Sunday of the month. Information: (02) 4256 4627.

23-24 Workshops Rail Museum, Ipswich: 10th Australian Narrow Gauge Convention with hands-on workshops, demonstrations, lectures, clinics, competitions and social activities for all narrow gauge modelling enthusiasts. Details under the 'Coming Events' of the WRM website: http://www.theworkshops.qm.qld.gov.au/

23-25 Alexandra Timber Tramway, VIC. 'Easter Steam Festival' with narrow gauge steam-hauled trains each day 1000-1545. Information and group bookings: 0427 509 988.

24 Cobdogla Irrigation Museum, SA. Humphrey Pump and narrow gauge steam train operating day. Phone (08) 8588 2323.

MAY 2011

1 Puffing Billy Railway, Belgrave VIC: 'The Great Train Race': 3200 runners compete with steam trains over 13.2km through the Dandenong Ranges from Belgrave to Emerald Lake Park with a 9.30am start. Information and bookings: (03) 9757 0700.

1 Wee Georgie Wood Steam Railway, Tullah, TAS: Narrow gauge trains hauled by heritage 4wPM locomotive 1000-1600. Also on 28-29 May (close of season). Information: www.tullah.org/wgw/

7 Nambour & District Museum, Mitchell St, OLD: 'Welcome Home to the Shay', a special open day reliving the glory days of Moreton Sugar Mill and its locomotives as a Queensland Heritage Week event, 1000-1600. Admission, \$5. Information: Clive on (07) 5445 0054 or 0408 713 093.

8 Alexandra Timber Tramway, VIC. Narrow gauge trains steam train operations 1000-1545. Information and group bookings: 0427 509 988. Market Day on 14 May with trains hauled by petrol locomotive and diesel-hauled trains on 22 May.

22 Bennett Brook Railway, Whiteman Park, WA: New Friends of Thomas Day with trains hauled by *THOMAS* and friends, tram rides, Bus Museum display, tractor display and jazz bands, 0930-1600. Admission \$15 – bookings (08) 9534 3215.

JUNE 2010

11-12 Richmond Vale Railway, Kurri Kurri, NSW: Coalfield Steam weekend celebrating over 150 years of continuous steam railway operations on the RVR, 1000-1600. Further details next issue.

12-13 Alexandra Timber Tramway, VIC. Narrow gauge trains steam train operations 1000-1545, with the Alexandra Truck, Rod & Ute Show on Saturday and Queens Birthday celebrations on Sunday. Information and group bookings: 0427 509 988.

Note: Please send information on coming events to Bob McKillop — rfmckillop@bigpond.com — or 140 Edinburgh Road, Castlecrag NSW 2068. The deadline for the April issue is 27 April 2011.

the impact of the December 2010 floods on the heritage railway. The Heritage Precinct received exceptional rain, but did not flood. Up to four pylons in the One Mile Jetty sunk slightly from the flood, but are repairable and a small stretch of track on the town line has been affected.

The CHG is embarking on a new Interpretative Centre which is badly needed, as the railway does not operate during summer, giving time to work on the group's archives and displays. Most of the documents and photos are now housed in boxes or filing cabinets. Five old plans and maps got wet and this was not discovered until mould had set in. A volunteer dried, cleaned and froze them to kill the mould and they are now stored in a dry protected area. The group feels it was lucky to escape serious flood damage and expresses its sympathy for those less fortunate, who have lost so much.

The 0-4-0T KIMBERLEY (Andrew Barclay 1754 of 1921) remains on static display at the museum, but has recently been inspected and tested by a boiler inspector. He is scheduled to return shortly to carry out the repairs needed to make the locomotive operational. Meanwhile, museum consultant Phillipa Rogers has prepared a treatment and conservation plan for the locomotive, which details its history and provides recommendations for getting it back in action.

Sue Graham, 01/11, via Ruth Kerr; Sue Graham, 03/11

Overseas

LA TROCHITA LINE, Patagonia, Argentina 750mm gauge

Argentina 750mm gauge In January 2011 John Kramer and his family travelled on a tourist train over the 750mm gauge 'La Trochita' line from El Maiten south to Ing. Bruno Thomae and return.

El Maiten is located in the north western part of Argentine Patagonia, just 5kms south of the 42nd Parallel, which forms the boundary between the Provinces of Rio Negro (to the north) and Chubut. A network of narrow gauge lines was constructed within southern Argentina from 1922.

Heritage &Tourist

The line south to Esquel commences from Ingeniero Jaccobacci, on the broad gauge line linking Bariloche, and Viedma on the Atlantic Coast. It reached El Maiten in 1939, but did not open through to Esquel until 1945. The whole line was popularised in travel author Paul Theroux's book, *The Old Patagonian Express*, in the 1970s, as it was slowly decaying. Arguably that acquired fame has helped to preserve it as the tourist attraction it now represents.

Motive power was almost exclusively provided by a fleet of oil-burning mikados — 50 built by Henschel of Germany, and 25 by Baldwin of the USA.

The line between El Maiten and Esquel remains open, but the whole length only sees regular use each February during the annual steam festival. Otherwise trips of approximately two hours duration (out and back) operate from both El Maiten and Esquel. I had selected El Maiten over Esquel as I was holidaying with family in Bariloche, three hours drive north of El Maiten. Bariloche is situated in an incredibly scenic area, sometimes described as 'the Switzerland of South America', and hence a great base from which to explore Patagonia.

We arrived in El Maiten just after 1pm, giving plenty of time to look around before the scheduled 3pm departure. The workshops for the line are located here, as well as scores of redundant carriages and innumerable steam locos in various stages of disassembly. Spare parts do not appear to be a problem!

Our train was hauled by Baldwin 2-8-2 16. It was an all-bogie consist of a covered van, dining car, four sitting cars, and guard's van. We rode in the last passenger carriage, with wooden slatted seats. There was one other carriage in this style and two with padded seating. Drinking water was provided in each carriage. The toilets were 'squat style'; I suspect they don't see much use!

Our trip began with the whole train reversing through the yard from the station, across the main street and further until we reached the river (Rio Chubut) running through town. Here we were invited to get off and walk over to the road bridge to take photos of our train slowly crossing the river. There were lots of the local kids swimming in what turned out to be the only flowing water we were to see for the rest of our trip. As we headed south of El Maiten I noticed much surplus goods rolling stock and various cannibalised steam locos. For the first few kilometres we passed through pine plantations. To our left lay a very tall and bare line of hills, at the foot of which lay the Chubut River, judging by the lush green belt.

Further on the countryside was sparse and dry, no trees growing, only grasses and shrubs. The track remained straight for some distance through this inhospitable landscape. There was to be no sign of human habitation, and only an occasional sighting of livestock. Eventually the track began to curve this way and that, providing some opportunities for photos of the loco at the head of our train. The rhythmic movements of 'La Trochita' as she lurched along the track spanning this part of the Patagonian wilderness were very soothing. The spectacular scenery away in the distance combined to create a memorable experience.

After about an hour we re-entered pine plantation territory. Much pruning work had been recently undertaken, so are were people out here, at least sometimes. Not long after we reached the end of our outward journey, Estacion Ing. Bruno Thomae. There was a building here with flushing toilets, a small display and not much else. Everyone detrained to inspect the scene, whilst our loco turned itself on the triangle provided for that purpose. Next it shunted its train, reversing the position of the quard's and covered vans. A single bogie water tank was also noted here. The various shunting movements provided lots of great photo opportunities. With shunting completed, the locomotive posed for photos by its passengers before whistling to signify its readiness for departure.

The trip back was made in the same leisurely fashion as the outbound journey. The skies were very clear and, as I later realised, there was quite a bite to the sun. At least it was a bit lower, now being more suitable for photography.

We arrived back in El Maiten Station just after 6pm, but did not linger as we had a three hour drive to return to Bariloche. We did note some preparations being made for next week's annual steam festival. I understand that this is the only time of the year when it is possible to ride all the way from El Maiten to Esquel.

Prior to the trip I had been able to

have a look around the workshops and depot area, as well as the small museum. Inside the workshops 2-8-2 number 1, a Baldwin product, was on an elevated section of track receiving some attention from two attendants. Adjacent was the frame and wheels of another Mikado. The museum had some displays on the history of the line, a smokebox from one of the Baldwin locos, several builders plates, various photos and other small items of interest. Getting our tickets for the train had

Getting our tickets for the train had been a complicated affair. Phone calls to various numbers from Bariloche the day before had been frustrating and usually fruitless. Eventually we got onto someone in a travel agency in El Bolson who spoke enough English to advise that we could buy tickets there the next day, on the way through to El Maiten. Clearly a good command of Latin American Spanish would have been a big advantage!

John Kramer, 02/11

LRRSA ONLINE DISCUSSION GROUP

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



While holidaying in Egypt in December 2011, Hugh Ballment photographed this display of a small narrow gauge 0-4-0PM locomotive and carriage displayed at the Karnak Temples. The locomotive was used by Henri Chevrier between 1926 and 1954 during his excavation of the temples.





The 0-4-0WT locomotive KATE (Thomas Green 132 of 1889) on static display with a log bogie in Rotary Park Margaret River on 1 December 2010. The display is a memorial to the pioneers of the timber industry in the district. Photo: John Hoyle **1** The fireman watches Baldwin 2-8-2 16 at the northern end of the yard at Ing Bruno Thomae, the terminus of the 750mm gauge 'La Trochita' tourist train from El Maiten. The locomotive has just finished shunting the guard's van and covered van. Photo: John Kramer **1** John Kramer framed Baldwin 2-8-2

16 through the door of a cattle wagon as it shunted on the 'La Trochita' line in Patagonia, Argentina in January 2011.



LIGHT RAILWAYS 218 APRIL 2011



For reproduction, please contact the Society

Above: Former Rio Tinto Weipa Clyde/EMD unit R1004 (90-1277 of 1990) arriving at the CFCLA Australia Horsepower Goulburn Workshop on Sunday afternoon 6 March, being pushed into the workshops (behind camera) by a SouthSpur unit 48s28 (one of the three original Silverton Tramway fleet) and 4814, on lease from Junee Railway Workshops. The Goulburn roundhouse can be seen in the background. (See report, page 26.) Photo: Leon Oberg

Below: Passengers join the 610mm gauge train hauled by 0-4-0ST MARGARET (Bagnall 1801 of 1907) at Cobdogla Irrigation Museum on Sunday 13 March 2011. The Simplex 4wDM FARLEIGH (Motor Rail 7369 of 1939) is in the siding on the right. Photo: Denis Wasley

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