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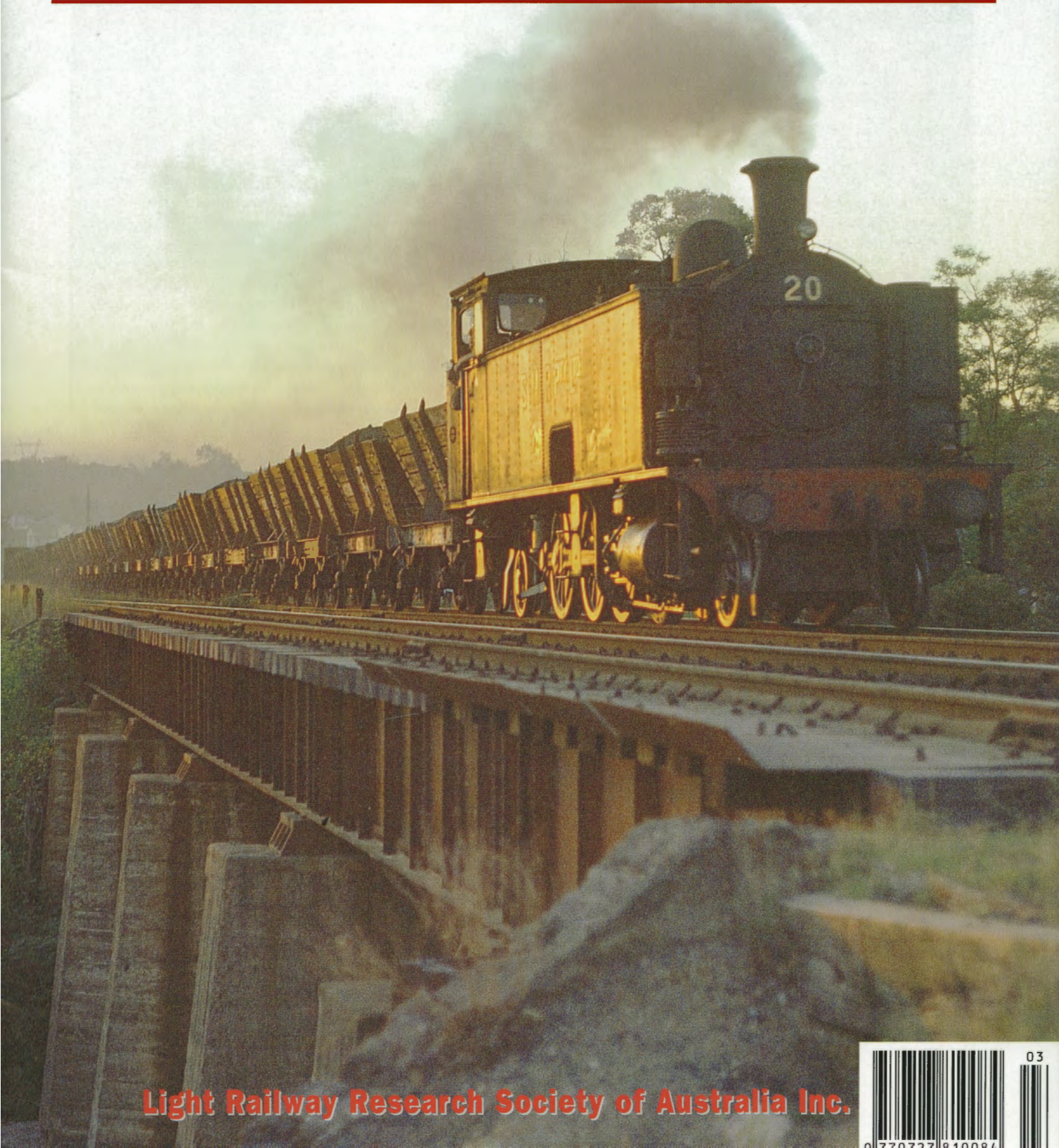
LIGHT RAILWAYS

Australia's Magazine of Industrial & Narrow Gauge Railways



Light Railway Research Society of Australia Inc.

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Australia's Magazine of Industrial and Narrow Gauge Railways

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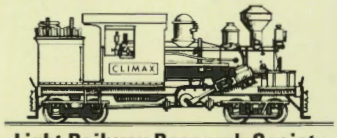

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Conversions:

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

Contents

Comment

When I was five years old, my parents took me on my first visit to Sydney's Taronga Park Zoo. This was a magical place for a child, with its wondrous collection of animals and, of course, the elephant ride and the train ride.

Our train that day was hauled by *PRINCE HENRY*, a big green machine that looked for all the world like a jumbo version of the tinplate friction-drive loco in my toybox at home. A petrol engine chugged away inside its big green 'boiler' while it led us around the modest circuit and, as we emerged from the concrete 'tunnel', my father pointed to a second loco, stored on a siding. *HERE SHE COMES*, the locomotive he had ridden behind as a child, was now relegated to standby status and lurked within its own 'cave' adjacent to the tunnel.

Now, half a century later, thanks to some diligent research, the story behind *HERE SHE COMES* and its two siblings has finally been revealed in print.

The little trains at Australia's zoos gave a lot of fun to a lot of people, and are part of our cultural heritage. Hopefully, one day all their stories will be told. *Bruce Belbin*

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

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

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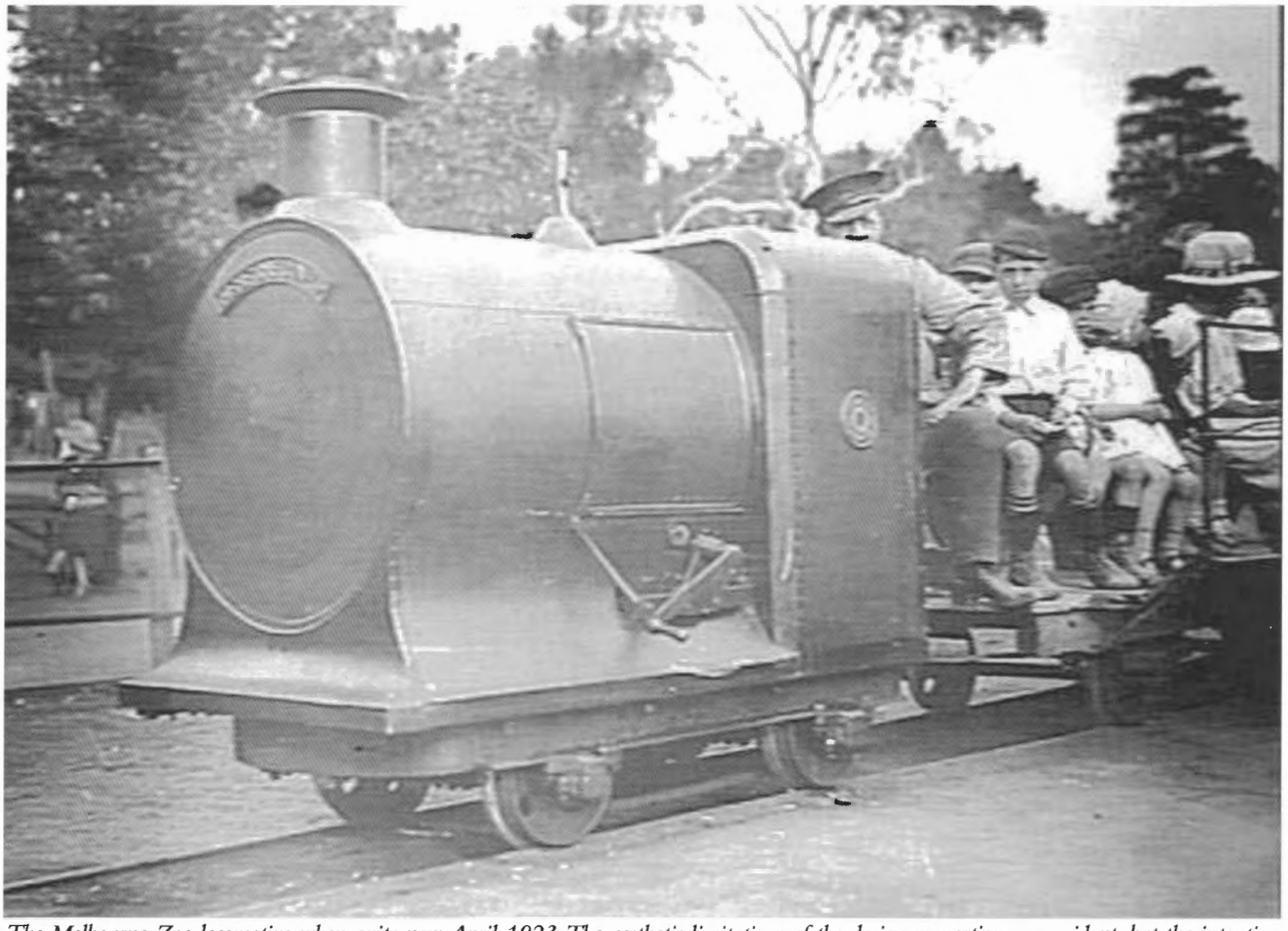
Articles, letters and photographs of historical and current interest are welcome. Contributions should be double spaced if typed or written. Electronic formats accepted in the common standards.

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

Front Cover: *Late afternoon sunlight glows along the side of South Maitland Railways 10-class 2-8-2T number 20 (Beyer Peacock 5998 of 1920) as it brings a train of loaded four-wheel non-air hoppers across Swamp Creek Bridge, Abermain, in February 1975. All fourteen members of the 10-class still exist, with number 20 now at the Hunter Valley Railway Trust's site at Branxton. Of the wooden four-wheel hoppers, which numbered around 13,000 at their peak, less than 100 remain, most of which are at the Richmond Vale Railway at Kurri Kurri. With the help of a recent grant of $10,000 (see report on page 27), the RVR plans to restore a complete operational 'non-air' train. Photo: Graeme Belbin*

Back Cover: *Don't believe everything you see in books! This illustration, which appeared in a railway book given to member David Burke as a child, clearly owes its inspiration to the early photograph of a Shay geared locomotive crossing a trestle bridge on Victoria's Powelltown Tramway, seen in the inset. The artist seems to have been bewildered by the Shay which, when viewed from this side, appears to possess no means of propulsion. As a result, some 'artistic licence' has been employed and an unusual locomotive created in the process.*



The Melbourne Zoo locomotive when quite new, April 1923. The aesthetic limitations of the design proportions are evident, but the intention is clear even if the results are crude. It appears that some bruised knuckles have been sustained in connection with use of the starting crank handle.
Photo: Museum Victoria McKay Collection MM17385

HERE SHE COMES: The McKay "Sunshine" zoo trains

by John Browning

As Jim Longworth pointed out in his letter in LR 182, H V McKay manufactured a number of 'zoo trains' for use in Australia - for the Melbourne Zoo, the Adelaide Zoo and Taronga Park Zoo in Sydney. Fortunately, photographs of them are to be found in various State collections, and it is on an analysis of these images that these remarks are largely based.[1]

Hugh Victor McKay (1865-1926), inventor and entrepreneur extraordinaire, established his Melbourne manufacturing works at Braybrook Junction after taking over the Braybrook Implement Works in 1904. Here he set up the "Sunshine Harvesting Works", which claimed at its peak to be the largest manufacturing plant in Australia. The area was renamed Sunshine in 1907 after McKay's "Sunshine" brand of farm machinery.[2]

The zoo trains each seem to have comprised a 2ft gauge four-wheeled steam outline petrol locomotive and a set of three four-wheel carriages. They ran on modest circuits and formed part of the entertainment provided at contemporary zoos, being in proximity in each case with the elephant rides. The Melbourne locomotive was delivered in 1922,[3] the Adelaide one in 1925, and the Sydney one in 1929.

It might be seen as fairly generous to call these machines 'steam outline', although some aesthetic improvement could be claimed over the course of their development. I wonder if the Melbourne zoo locomotive was the world's first 'steam outline' internal-combustion locomotive constructed for a tourist railway.

All three carried the 'name' *HERE SHE COMES* on a curved nameplate on the 'smokebox' front. Common features were a 'boiler' assembly including an undifferentiated smokebox, and a 'Belpaire firebox' (or a windowless cab depending how you looked at it) forming a cowling that sheltered the driving controls and which carried a handsome-looking builder's plate on each side. Very simple if not crude in external design, they appear to have been constructed using steel frames, axleboxes and wheelsets that would more usually form the basis of "V" tipping skips, and were not much wider than this chassis. A crank handle for starting was provided on the rear left hand side of the boiler assembly. The driving arrangement was somewhat novel, with the driver being perched on a perforated pressed steel seat (like those used on agricultural machinery) that was stuck on the end of a steel strut extending from the rear of the 'firebox'. At the front end, where the superstructure overhung the chassis, there were no buffer or coupling arrangements. At the rear end, a forked rod appears to have served for coupling to the leading carriage.

Each locomotive was distinct in appearance. The first two were described as having 7hp engines.[4] They were all finished in a darkish colour, with possibilities being red, green or blue.

Clearly popular with the children, the Adelaide Zoo train in operation in 1930 with the faithful elephant in the background. The improvement in the carriage design is evident when compared with Melbourne, and 'spectacle' windows have thoughtfully been painted on the locomotive's 'cab'. *Photo: Mortlock Library of South Australia B12201*

The superstructure of the Melbourne machine sat on top of a rectangular base plate mounted on top of the skip frame. It had a large diameter boiler assembly of barrel-like proportions. A flared skirt extended from the lower part of the boiler assembly and also extended forward at the front of the 'smokebox'. A chimney of ample diameter with a flared rim and base surmounted the smokebox and there was a somewhat pimply dome towards the rear of the boiler, surmounted by a tall organ-pipe whistle. The 'firebox' was only slightly higher than the boiler top. On the driver's left hand side of the boiler there was a hinged plate to provide access to the engine, and the starting handle was below. The locomotive was powered by what was described as a "Sunshine" vertical two-cylinder engine.[5] By 1933 the locomotive had been painted in a light colour with darker lining.[6]

The 1925 Adelaide machine incorporated a few stylistic improvements. The superstructure was more integral with its base plate, largely hiding the wagon chassis below. The boiler was mounted a little higher and was possibly slightly smaller in diameter. This enabled the generous underboiler skirting to adopt a more graceful line while the dome had assumed rather more respectable shape and proportions. The chimney was somewhat squat. The firebox extended a little more above the boiler top and was also shorter in length, allowing a boiler assembly that was a little longer.

By 1929, the Sydney locomotive incorporated more design refinements. Its chassis was longer and its boiler assembly proportionately longer, even though the boiler was mounted lower and so took on a barrel-like appearance when viewed from the front. The skirting beneath the boiler was of modest proportions, providing for a narrow running board on top of the base plate of the superstructure which once again largely hid the wagon chassis. At the front, the smokebox extended beyond the boiler skirting. The chimney was of a height in between that of the earlier two locomotives but the dome was generously proportioned in height and diameter. This time the firebox took on more of the height and length of a cab, although there were still no 'cab windows', and an organ pipe whistle was mounted on the top front of it. The builder's photo of this locomotive shows the superstructure with a very smooth finish, and with extremely glossy paintwork. There seems to be a rod or cable (what was its function?) from the cab to a flat square box next to the funnel.

The Sydney locomotive received a few embellishments early in its career, with a front buffing plate and three electric headlights fitted by April 1930. The rod or cable mentioned above had disappeared by then. By the second World War period, a number of further modifications had been carried out. The livery appears different to that shown in the builder's photo, with additional lining and striping added. The front buffing plate has been replaced with a cowcatcher constructed from small steel bar. There appear to be modifications to the whistle, and the front headlights have disappeared. Finally, a rear vision mirror has been provided to enable the driver to monitor the train.[7]

The cars supplied with the locomotives were four-wheel vehicles with central lengthways back-to-back seating, seating about five adults to each side. They appear to have been built on steel wagon frames. In their early days, the Melbourne ones were rather crude, with the seating mounted on a floor no more than 3ft wide and with a guard rail cantilevered out on each side. No end rails are visible in the photographs! The Adelaide and Sydney ones were up to 5ft wide and had sensible end and side guardrails with midway openings for boarding along the side. Loading these vehicles required stations provided with platforms at each side of the track, no doubt providing more than the usual headaches for the drivers.

According to Lee Rodda, the Adelaide locomotive was in service until the late 1950s.[8] The Melbourne one remained in use until at least late 1941, when the Days 4-4-0DM locomotive *SPIRIT OF PROGRESS* arrived. However, we are told that a railway locomotive was sold to the amusement park operators George & Dorrie Freeman and moved off site after the elephant rides ceased in 1962, so it may well have lasted until then.[9]

A new locomotive had arrived at Taronga Park by 1950. Named *PRINCE HENRY*, it looked more like a steam locomotive above the running board, but below it had two four-wheel bogies. It bore an impressive-looking "builder's plate" on the smokebox saddle. Surely someone recorded the details.[10] The McKay locomotive remained at Taronga Park as spare locomotive, and this may well have happened also in Melbourne and Adelaide when the new units arrived.[11] In Sydney, *HERE SHE COMES* outlasted *PRINCE HENRY*, which was wrecked in an accident.[12]

The McKay-built carriages seem to have remained in regular service for longer than the locomotives. The Sydney cars were photographed being hauled by *PRINCE HENRY* in 1964.[13] The Melbourne cars, equipped with wire netting sides, were used with the replacement Days locomotive. It seems they were rebuilt later with transverse seating, most likely after a fatal accident in 1942. In rebuilt form they appeared in about 1950, hauled by the Days locomotive, in the famous VR poster "*Come to THE ZOO by Train*". They were still being used with the Days locomotive as late as 1976.[14] Even the two carriages that were shown on a postcard being hauled by the replacement locomotive at Adelaide, probably in the 1970s, although extensively rebuilt, were four-wheeled, were about the right length,[15] and featured back to back central seating.

A zoo train attracts children of all ages, as this charming 1923 period piece reminds us. Leisure wear was certainly different 80 years ago, and everyone wore a hat then!
Photo: Museum Victoria McKay Collection MM17386

The Sydney locomotive photographed in 1930, still showing the sleek paint finish with which it left the McKay factory the year before. Note the headlights and the front buffing modifications compared with the builder's photo in LR 182. A checkrail has been installed on the inside of the curve.
Photo: State Library of New South Wales GPO1 22741

By the 1970s John Dunlop was responsible for the operation of the line at Taronga Park Zoo, and after building a new locomotive for the line he purchased HERE SHE COMES, and later the McKay carriages.[16] The train was restored and was sold to a private individual, only to be resold to Historic Village Motel, Coolangatta at Shoalhaven Heads.[17] Jim Longworth correctly identified it with its "H.V. MCKAY - SUNSHINE" plate, even though McKay Massey Pty Ltd had been set up by 1929.[18] The locomotive (with its carriages) was still at the motel in 1995.[19] Does it still exist?

There is still much more to be told about these zoo railways. Melbourne's began in 1904 with a locomotive supplied by the Tarrant Motor Company. All three zoos operated locomotives after their *HERE SHE COMES* models, and their railways lasted until the 1970s.

Notes

1 These images are State Library of NSW GPO1-22266, GPO1-22402, GPO1-22470 & GPO1-22471; State Library of South Australia B12201 & B61614; and Museum of Victoria MM17385, MM17386 & MM17387 (Melbourne), MM17446 & MM17447 (Adelaide); MM17560 (Sydney). (MM17446 and MM17560 appeared in LR182 p.25). They have been constantly referred to in writing this article. The Museum of Victoria McKay Archive would be worth investigating for further information. It contains 25 000 images and 813 films and videos, consisting of personal and company records of HV McKay and his manufacturing business.
2 http://www.museum.vic.gov.au/sunshine/
3 Zoological Parks and Gardens Board, 1998. Zoo History - Amusements and Entertainments. http://www.zoo.org.au/history/amuserest.htm
4 http://mview.museum.vic.gov.au/paimages/mm/173/17385.htm; Lockyer, A, 2000. Adelaide Zoo Railway (Letter to the Editor), LR 155 p.24
5 Zoological Parks and Gardens Board op.cit.
6 The School Paper, 1 February 1933 (see LRN 61 p.3 - the photograph does not show the Days loco.)
7 Ian Bevege, personal communication to Bob McKillop, 16/5/05 with details taken from a photograph taken during the war years showing Ian's brother-in-law Pat in RAAF uniform and his wife-to-be Florence (Lyn Day nee Taylor collection).
8 LRN 51 p.4
9 Zoological Parks and Gardens Board op.cit. This account may not be fully accurate as it says that the railway was removed in about 1962. The author saw it still in operation at the zoo (possibly reinstated in a different location) in 1976.
10 State Library of NSW image GPO1-50531
11 LRN 49 p.3
12 John Dunlop, personal communication 23/4/05
13 State Library of NSW image GPO2-25364
14 State Library of Victoria image a37585; Zoological Parks and Gardens Board op.cit.; personal observation, 17 January 1976.
15 LR 155 p.24
16 Bruce Belbin, personal communication 31/12/04
17 John Dunlop, personal communication 23/4/05
18 http://www.austehc.unimelb.edu.au/asaw/archives/A001637a.htm
19 LRN105 p.6

This delightful wartime scene shows the Sydney locomotive repainted and fitted with a cowcatcher. The visible portion of the whistle is noticeably shorter. The somewhat precarious nature of the driving position can be noted. Photo: courtesy Ian Bevege from Lyn Day nee Taylor collection

A group of miners about to go underground at the New Occidental Mine in 1935. Note the billies and hand-held carbide lamps.
Photo 'Spec' Gilbert Collection

Mining Railways of Cobar

by Bob McKillop

8. The New Occidental Revival, 1932-1952

Cobar felt the hardship and suffering of economic depression in the early 1920s as first the Great Cobar, Chesney and Cobar Gold mines closed, then the CSA and the Occidental mines also ceased operations, severing the town's life-blood. Families left Cobar in droves seeking work elsewhere and the once-prosperous town was reduced to a sleepy village. Paradoxically, it was the onset of the Great Depression that brought despair for so many across the nation, which revived Cobar's fortunes.

As capitalists around the globe lost confidence in stocks, shares and property in 1929, bringing about the collapse of financial markets around the world, they turned to gold for security. This in turn, boosted the price of gold. In far-off Cobar, the gold and copper lode that had been abandoned in 1920 was suddenly attractive again. Mining speculators returned to the field and the New Occidental Limited was formed in 1930 to test the Occidental Mine, which was renamed the New Occidental. While that company soon went into liquidation, New Occidental Gold Mines No Liability (NOGM) was formed in 1933 to operate the mine.[1] This company successfully reopened the mine in 1935 and expanded its operations over the following decade, thereby reviving the fortunes of the town once more.

This final article on the Cobar field tells the story of the New Occidental, the New Cobar and the Chesney mines and the mining railways that served them during the 1935 to 1952 period. There were some interesting rail operations during this time and, given their comparative recency, we have some first-hand accounts from the men who were involved.

The Early Years

Hopes for employment at Cobar were raised in May 1932 when the new owners of the Occidental mine announced that it would be reopened, although their claims that 600 jobs would be created generated 'caustic comments' in the town.[2] Although a small number were employed, the sceptics felt justified when work ceased in October. Lack of capital resulted in the demise of New Occidental Limited, but several directors of the new owners, NOGM, visited Cobar in January 1933. The chairman, Mr A Vickery, expressed himself satisfied with the inspection and announced that £100,000 would be spent on equipping the mine and erecting buildings for staff accommodation.[3]

Work commenced in 1933 under the company's general manager, Victor G Martin, and 63 men were employed by July.[4] The main shaft was refurbished and a new treatment plant – consisting of primary crusher, a ball mill and two rod mills capable of crushing ore to 75 microns and new cyanide leach tanks – was erected on top of the remains of the old treatment plant.[5] The main shaft headframe was located precariously adjacent to the former open cut, whose vertical walls created a direct fall to the floor 200ft below. In addition, the company built a number of staff cottages adjacent to the mine site. NOGM commenced mining on the No.6 (610ft) and No.7 (710ft) levels in the New Occidental mine on 1 July 1935. In the financial year to 30 November 1935, 24,617 tons of ore were treated for a yield of 9063 ounces of fine gold.[6]

With low labour costs as a result of the Depression and large volumes of high-grade ore underfoot, the company quickly established profitability, the working surplus during the first five months of operation amounting to £32,010 and the company declared a profit of £29,492 for the 1935 financial year ending 30 November.[7] The company paid its first dividend in December 1936 and during 1937, 84,726 tons of ore were extracted from the New Occidental, which averaged 8dwt of gold per ton.[8] There was a working surplus of £100,311 equal to £1 2s 7d per ton of ore treated.

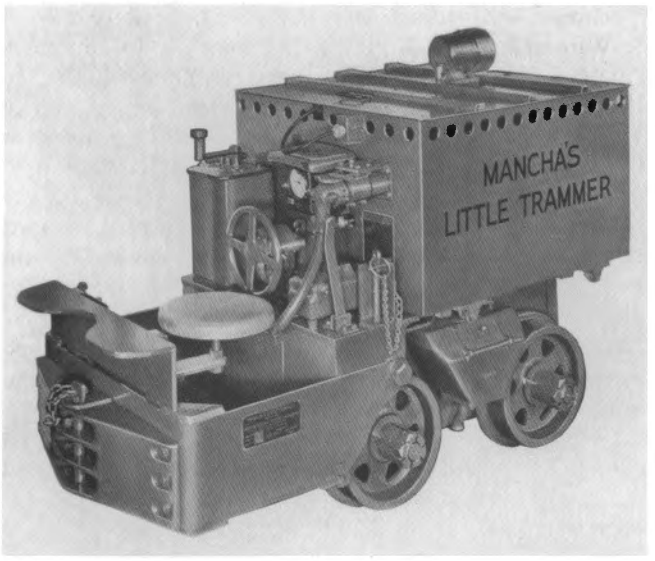
In January 1936, long-time campaigner for Cobar mining George Blakemore joined the NOGM board and found it keen to expand operations. NOGM absorbed the New Cobar Gold Mines NL, which had been formed in 1934 to work the former Cobar Gold Mine on Fort Bourke Hill (renamed the New Cobar), in 1936 for £50,000, generated by the creation of 200,000 new shares at 5s each to be transferred as fully paid to the New Cobar Company.[9] In 1937, the New Cobar mine was re-equipped at a capital cost of £95,810 and the mill and power plant at the New Occidental were extended to handle an additional 1000 tons of ore per week from this mine.[10] A new head frame for skip winding was completed on 16 May, after which dewatering of the mine commenced. Production commenced in November, with ore transported to the New Occidental mill by road. The company also acquired the Chesney and Young Australia leases in 1937 and electric pumps were ordered for the former mine.

An 'old timer' visiting Cobar in April 1937 found the town but a shadow of its former greatness, but observed that: "phoenix-like, it is rising again from its ashes, and a new Cobar is in the making with, in the main, a new generation."[11] The "real life-blood of Cobar" was the gold being won at the New Occidental mine, where nearly 300 men were employed. Only three of the town's 14 hotels had survived the downturn, but a new licence had been granted to the Star Hotel, which was about to undergo renovations, while the new art-deco Commonwealth Bank building in Marshall Street symbolised a revival of confidence in the future. As most of Cobar's private houses had been demolished, there was now a serious accommodation shortage in the town and a number of empty shops were being used as living quarters.

At the New Occidental and New Cobar mines, access to the underground workings was by a shaft used for downcast ventilation and hoisting men, ore and mullock. The shafts were rectangular with three compartments, being approximately 14ft by 6ft outside the timber. Access to the ore bodies from the shafts was through crosscuts, which were 10ft by 10ft or 8ft by 8ft in cross section. The interval between levels varied from 100ft to 200ft.

Initially hand-pushed tipping trucks of 17cwt capacity were employed for underground ore transport on 1ft 6in gauge track. In 1936, the rate for truckers on the New Occidental No.9 level was 1s 9d per truck, while 2s per truck was paid for truckers on other levels. This resulted in a strike in March by underground miners seeking 2s per truck on all levels.[12]

Tipping ore from a small skip at the unloading station adjacent to the main shaft at the New Occidental Mine in the early 1940s.
Photo: 'Curly' Solomon Collection, Cobar Historical Society



'Mancha's Little Trammer' as it appeared in the Mancha Storage Battery Locomotives *catalogue.* *Ross Mainwaring collection*

With the 1937 expansion of mining plant, small battery electric locomotives were introduced. The Mancha Storage Battery Company of Chicago, USA supplied two 5½hp Type A 4wBE locos (advertised as 'Mancha's Little Trammers') in 1937 to order No.C29266, being Mancha serial numbers 1773 and 1774.[13] In 1939, two identical locomotives were built under Mancha licence by Wellman, Smith, Owen Engineering Corporation Ltd (WSO) of Darlaston, Staffordshire, England for NOGM, to WSO contract number 2526.[14] Although no local references to the introduction of these locomotives have been located, two were most likely used at the New Occidental and the other two at the New Cobar mine.

The 1930s represented a period of unparallel prosperity for NOGM. Labour remained abundant and relatively cheap and large volumes of high-grade ore lay underfoot. Net profit for the year ended 30 November 1938, was £128,196 and this rose to £186,611 the following year.[15] Charles E Blackett took over as general manager in June 1936 and remained in this position for ten years, overseeing the many technical developments that increased the tonnage treated and improved the overall efficiency of operations during this period.[16] There was, however, internal division on the board of NOGM during 1938-39 and the annual meeting of shareholders on 26 February 1939 was adjourned. The chairman, Sir Harry Moxham and George Blakemore did not seek re-election and TG Murray became chairman of directors.[17]

The War Years

Continued development of underground workings resulted in profitable results during the early years of the Second World War. In 1941, the ore body on No.12 level (1436ft) was found to be comparable in width and values with No.11 level where it intersected with the main crosscut. At the New Cobar, the No.2 diamond drill hole proved the continuance of the western ore body down to the No.10 level horizon. In that year, 87,458 tons of New Occidental ore and 40,822 tons of New Cobar ore was milled for 42,894oz of fine gold, a 14 per cent reduction on the previous year, but improved prices resulted in a net profit of £198,006.[18]

Some primary records have emerged for this period. Tally clerk reports for Level 10 on 19 December 1941 show that three teams of miners – Madge/Robinson, Hutchins/Roberts and Dawson – delivered 165 trucks of ore during the night shift; two teams – J Langon/J Kelton and J Pryce/S Rickards

– delivered 152 trucks during the day shift; and three teams – R Warren/B Clark, G Hassan/G Duncan and G Speeu/A Sinclair – delivered 238 trucks in the afternoon shift.[19]

Following Japan's entry into the war, production of strategic commodities such as copper became a priority for the Australian Government. During 1942, NOGM answered the call for increased copper output by developing the Chesney mine with Federal Government financial support. At this time, Australia's copper consumption was 76,000 tons per year, but national production was only 25,000 tons. The Commonwealth Government provided £31,000 toward the total expenditure of £50,000 incurred to date in equipping and extending the mine. Mr JJ Clarke joined the NOGM board as a government appointee.

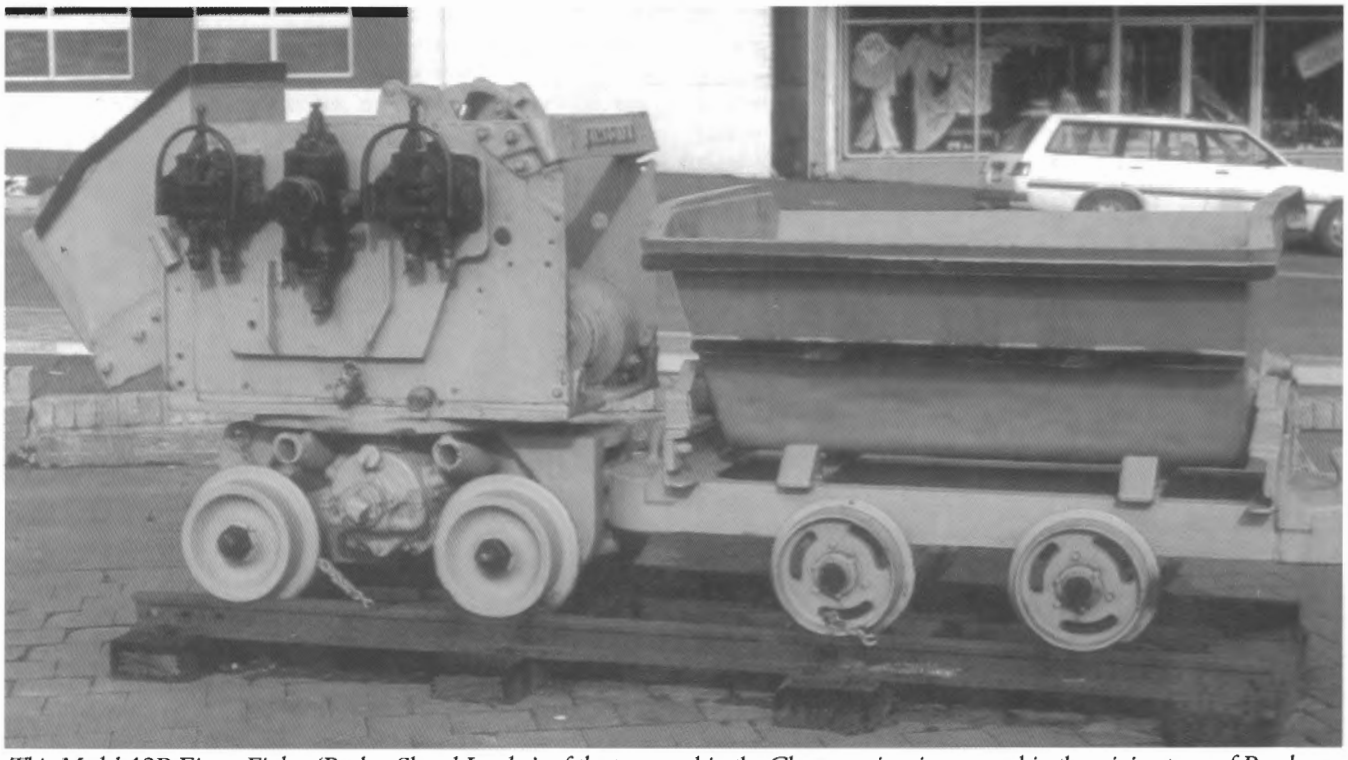
A new steel headframe was erected over the main shaft and equipped with a 175hp winding engine. The plant was designed for a crude ore output of 4000 tons per month. The Chesney mine commenced production in January 1943, with 38,888 tons of ore milled in the following twelve months for a yield of 5573oz of fine gold and 881 tons of copper. The ore was transported to the processing plant at the New Occidental by motor lorry.

Chesney's existing 15-inch gauge tramway system was retained and this prevented the use of the 18-inch gauge trammer electric locomotives in the mine. A compressed air-powered Model 12B Eimco-Finlay loader was provided initially and, on 18 August 1943, an application was made under the US Lend-Lease scheme to import a second identical unit at a cost of US$2640.[20] Developed in the late 1930s by Edwin Burt Royle and John Spence Finlay, the 'Rocker Shovel Loader' provided a significant boost to underground mining productivity by emulating the movements of the human 'mucker', the labourer who removed rubble, or 'muck', from underground mines, particularly in narrow mine tunnels. The Eastern Iron Metals Company (EIMCO) of Salt Lake City further developed the concept, taking out the patent for the 12B Model on 25 October 1938. Along with the larger 21 Model, the 12B loader revolutionised hard rock mining and some 29,000 EIMCO loaders had been sold to hard rock mines around the world by 1969. The 12B loader was designated a historic mechanical engineering landmark in 2002 at a ceremony at Town Lift Plaza in Park City, Utah.[21]

At the Chesney mine, the 12B loaders were used in the rise work and main drives and crosscuts. The loaders comprised a heavy bucket attached to a wheeled frame by two pivoted rocker arms, with air motors powering the wheels to 'tram' or push it into the rubble. A worker standing at the side of the machine manipulated two controls, one for the wheels and one for bucket travel. It was estimated that the second 12B loader would allow the Chesney mine to attain full production of 70 tons of copper per month with 19 additional men, a saving of six men. Ore was loaded into 18cwt skips and hand-pushed to the main shaft, from where it was hauled to the surface with two skips in a double deck cage.[22] Mechanical loaders, presumably Eimco 12Bs, were also used in the New Occidental and New Cobar main drives and crosscuts, while sub-levels were mucked with 10hp scrapers

Unfortunately, the Chesney operation was a loss-maker in the initial years and, more significantly, its operation required the diversion of now scarce labour from development work in the New Occidental.[23] In addition, the constraints of the war years were impacting on NOGM operations at Cobar, particularly the lengthy delays in obtaining new equipment. The development of No.13 level at the New Occidental was slowed by the non-delivery of a more powerful and faster electric motor for the winding engine to cope with the greater depth of the mine. When the motor was finally delivered three years late, the existing motor was relocated to the New Cobar, enabling the No.10 level at that mine to be developed.[24] The hoisting speed at the mines was now 1770ft/minute at the New Occidental, 620ft/minute at Chesney Mine and 1200ft/minute at New Cobar. Two additional 4wBE locomotives were obtained from Mancha in 1943 under Order No. C39311, with serial numbers 2363 and 2364.

Shortages of cyanide curtailed the treatment of New Cobar ore and labour shortages began to affect underground production. By late 1944, stocks of broken ore in the New



This Model 12B Eimco-Finlay 'Rocker Shovel Loader', of the type used in the Chesney mine, is preserved in the mining town of Roseberry, Tasmania. It was photographed there on 6 May 1994 by Ross Mainwaring

Side-tipping Granby cars hauled by a 4wBE locomotive (at far end) on the 14 level at the New Occidental Mine, c1950.

Photo: Cobar Museum Collection

Occidental had reached seriously low levels. NOGM developed a contingency plan to address the problem. The Chesney mine was closed down in December 1944 and underground development at the New Occidental mine was resumed, focusing on the 13 and 14 levels, while dumps of New Cobar tailings were reprocessed by cyanidation to recover the remaining gold. The New Occidental mine was closed in April 1945 to expedite the development of the 13 and 14 levels, this having an adverse impact on profits, which fell to £41,320 for the year.

Post War Malaise

With the retirement of the long-standing general manager Charles Blackett in early 1946, Frank R Beggs was appointed as replacement by NOGM. When John Grover, who worked at the NOGM mines in late 1947 and early 1948 as a young mining engineer, met Beggs he found: "a tall, well-built man, an ex-Army Engineer, whose very word told us he knew the game".[25] He faced the challenge of reviving the company's profitability in an environment of rapidly rising costs and continuing shortages of key materials.

Ore production resumed at the New Occidental in May 1946. Efforts continued to expand production there, with improved mining methods being introduced. Mining at the Chesney mine also resumed three months later to augment underground ore supplies, as the New Cobar ore body was dying out with increased depth, while copper prices were improving. On 9 October 1947, truck tally sheets at the New Occidental show that 'Party C2' delivered 52 trucks on Level 11 and Party C4 sent 100 trucks on the 12 Level during the day shift; while on the afternoon shift, Party C5 delivered 50 trucks on 11 Level, Party C3 sent 160 trucks on Level 12, while Party C1, which was presumably doing development work on 14 Level, had just 6 trucks.[26]

Production from the New Occidental mine steadily increased as the ore body between the 13 and 14 levels was opened up. In 1948, 97,000 tons of New Occidental ore was processed, but the mine's operating costs were also increasing due to post-war labour and materials shortages. Net profit was only £11,124 in the year ended 30 May 1948, compared with £18,327 the previous year.[27] NOGM began increasingly to focus on mining copper from the Chesney mine in response to rising copper prices.

Granby side-tipping ore cars of 30cwt capacity were introduced on the lower levels of the New Occidental and New Cobar mines to improve the economy and efficiency of underground ore trucking. The standard fixed type of Granby tipping ramp was installed at each ore pocket grizzly, the layout being very simple in each case, as only one locomotive operated during a shift. An ore pocket was constructed at each level and connected to a skip loading station in the main shaft.[28] Battery-electric locomotives, to which local miners applied the American term 'electric mules', hauled rakes of six skips to an underground storage bin of 800 tons capacity. The 18-inch gauge tracks were laid with 30 lb/yard rails and the grade was ½ to 1 per cent in favour of the loaded cars. Mancha shipped two additional 4wBE locomotives to Order No. C-1078 in 1948 and 1949 respectively, these being Mancha serial Nos. 2932 and 2933.

During 1946, installation of a new jaw crusher on the 14 (2000ft) level was undertaken. It was expected that this would reduce the amount of costly secondary breaking of run-of-the-mine ore and increase the capacity of each skip, thereby enabling more ore to be hauled up the small diameter shaft.[29] Unfortunately union opposition prevented this facility from being brought into regular operation.

Tom Knight, a grandson of Henry Knight (see LR 149, p.13), worked at the New Cobar mine immediately after the war. He recalled the 'electric mules' that hauled the skips on underground tracks. Only one locomotive was used each shift, the battery box being hauled to the surfaced for charging at midday and a fully charged box brought down for the next shift.[30] The New Cobar mine ceased production on 2 April 1948 due to a shortage of manpower, although a skeleton crew remained to keep it dewatered. Most miners were transferred to the New Occidental and Chesney mines.

Tom Knight then worked on the 14 level at the New Occidental. There was an underground charging station on this level, the chamber having been cut on the main haulage level near the plat. The 'mule' would work the morning shift to 12 noon, then travel to the station for charging, where it would be swapped with a fully charged locomotive. Inclined racks were installed capable of holding a complete set of batteries to be charged by a motor generator set with a fully automatic two-circuit charging panel.[31]

Max Hewison joined NOGM after he was decommissioned from the Army in 1947, starting work on the No.9 level at the Chesney mine.[32] There he loaded ore into small hand-pushed skips. The mine was very unstable and the miners had to contend with 'skats' coming down from the roof on a regular basis. Max recalls:

One nearly got the 'steelie' one day. He said: "You want to get out of here – this isn't safe". We got the shift boss – he assessed the situation, then stuttered "You'd better get, get out of here". We didn't work on that level again.

Max recalls that the Chesney was a very wet mine. For instance, there was a wooden bung at the No.8 level from which one could always get fresh water. This was thought to be due to the tank at the Young Australia mine draining into the Chesney workings. Max noted that when the Chesney closed, the tank held water, but when the Chesney was dewatered about 10 years later, the Young Australia tank again drained.

Max subsequently worked at the New Occidental mine. He initially worked at the No.12 level, where he had a most unnerving experience on night shift. Max recalled:

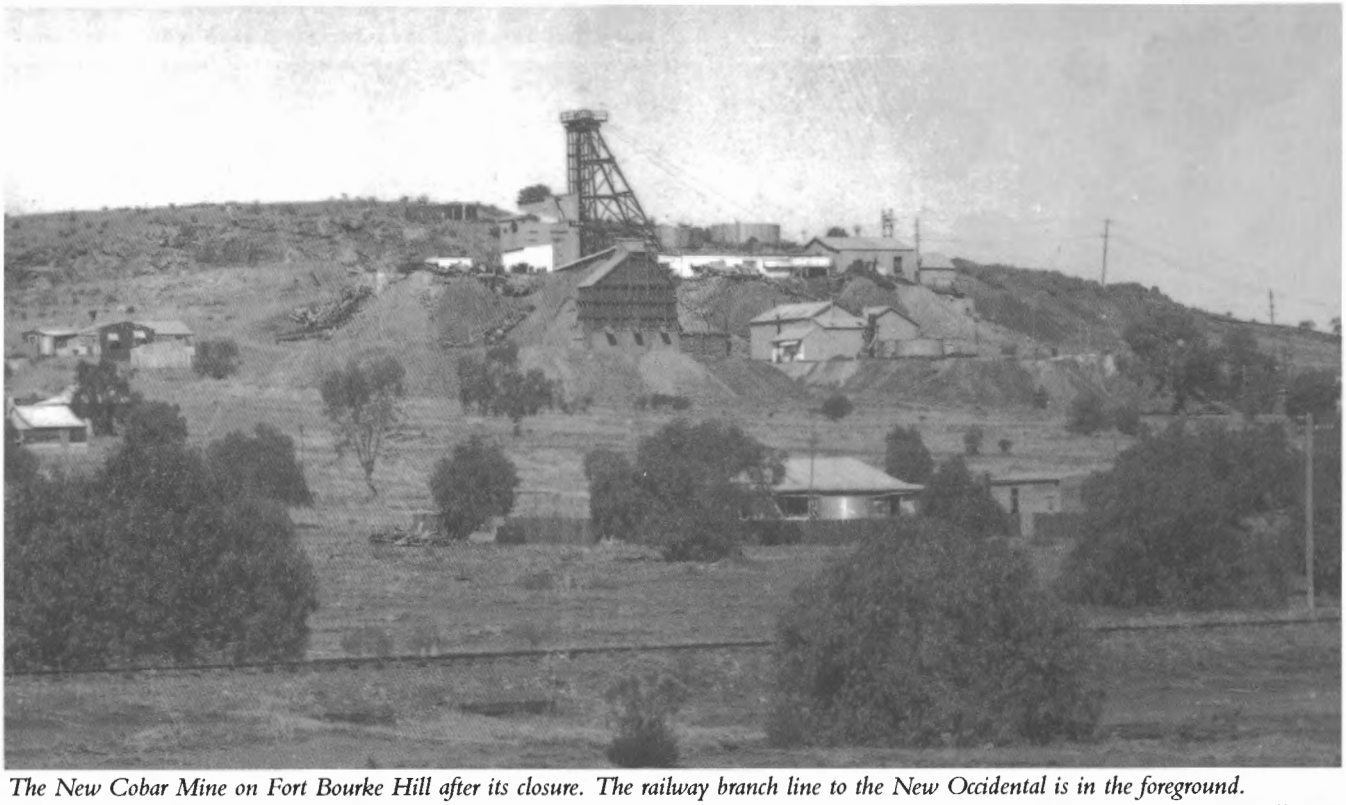
There were only four of us down the mine at the time. There was a big fall of earth from the stope that nearly blocked the mine and the rushing air put our carbide lamps out. We tried to relight them several times, but the air rushing through the spats was too strong. The force of the wind through the spats would pin-prick your face. It was very scary and we did not know if people could get to us down the shaft, as it seemed the rock had blocked the shaft. We thought we were "done" and said our "Hail Marys", then the shift supervisor came down the shaft from the 8 or 10 level to the 12 level to our great relief. Two of the group had just started in the mine – they never came down again.

Max then transferred to the No.14 level where electric mules were used to haul rakes of Granby-type skips over about half a mile of track. To unload the trucks, the miners tripped the side door and the ore was discharged over the bridge, then the empty train worked back to the face. Max recalls:

There were three shifts. The morning shift commenced at 8am, with smoko at around 10am – a 10 minute break. The trip down the cage was very 'slippery'. During my time they changed from metal shoes on the runners, which gave a very loud, rough ride, to rubber rollers, which were quiet and smooth. At the bottom, we rode on the train to the loading chute. The miners brought the rock down and the boodlers broke it up with spalling hammers, so it would go through the grizzlies. We often had to do a small blast to 'pop' large rocks. We would drill several holes and hit it with a light charge. The ore was loaded down the chute at the grizzly into the rail trucks. One of us would need to accompany each train load in case there were blockages unloading. We finished the afternoon shift to give us time to get to the surface by 4pm. There were about 600 men working on the whole field at that time.

An important figure at the New Occidental at this time was John Morgan, the mine supervisor. John Grover recorded that:

Each shift John stood by exchanging words with each miner as they waited for the main cage to go below. He saw them all off, cage by cage, calling them by their Christian names or nicknames and not mincing words. It was not for some weeks that I understood what he was doing: he was disciplining himself to be able to be able to answer every question fairly and frankly. He did look into genuine complaints and told them as he went on his rounds during the day. And miners were learning to respect him personally. Years later he told me that this helped to defuse false rumours and ensure continuity of work without strikes. He always felt that if he had the last of an argument, they might have been induced by the rabble rousers to go on strike.[33]



The New Cobar Mine on Fort Bourke Hill after its closure. The railway branch line to the New Occidental is in the foreground.
Photo: Prisk Collection

The power station at the New Occidental was a major operation. Max Hewison recalls that the Peak branch line was used to bring in the coal for the boiler at the powerhouse until the mine closed in 1952. There was a crane driver who tipped coal out of the railway trucks into bins, from where it was taken by conveyor belt to the boiler.[34] The crane driver also served as shunter. One cold frosty morning, he missed his footing and slid under a moving rail wagon, losing his leg. A platform and siding remained at Wrightville, while the formation and cutting of the spur line at the Chesney mine was still there in the early 1950s. In January 1939 a burnt out turbine resulted in the failure of the power station and 130 underground miners were put off for a month while repairs were carried out.[35] Fortunately, this occurred just before the New Occidental was due to take over the generation of Cobar's power supplies. By 1949, 11 million kWh of electricity was being generated annually, consuming 20,635 tons of coal in the process.[36]

Maintaining profitability was an increasing challenge for NOGM. Improved grades of New Occidental ore resulted in a small increase in profit to £11,684 in 1949. Continuing rises in wages and materials, shortage of skilled underground labour, and the fact that early relief by way of an increase in the price of gold or assistance from the Commonwealth Government was undetermined were, however, matters of increasing concern. The directors decided to cease development below the 14 level at the New Occidental, where the main shaft had reached 2166 feet below the collar and development work had commenced on the 15 level, and below the 8 level in the Chesney mine.[37] By 1952 there was an overall loss of £33,842, with an increase in operating costs at the Chesney mine during the year from £4 9s 6d to £6 9s 5d per ton milled being of major concern.[38] Normal mining operations were suspended in that year, although some exploratory work continued.

Max Hewison sensed the mines were about to close and left the New Occidental before the formal closure in 1952. He recalls: "People just went bush at this time. A lot went fencing and I became a shearers cook. The timber yard employed a few hands, but there was very little work available in Cobar."[39]

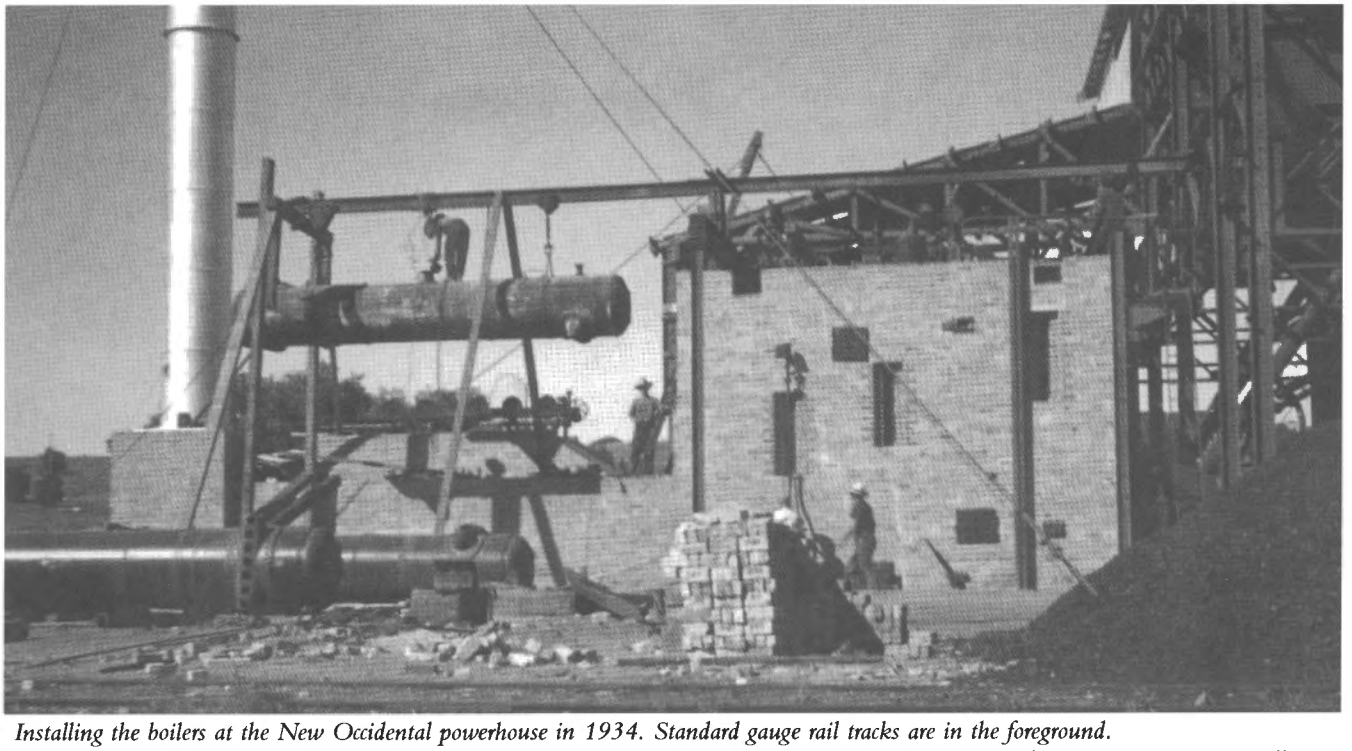
Epilogue

While most employees of NOGM had to seek employment outside Cobar in the short term, the closure of the New Occidental mines did not generate the despair that Cobar's previous mining downturns had caused. NOGM had begun to explore the Cobar Goldfield more widely some years previously and, by 1952, it was generally recognised that the future of the Cobar field rested on the downward continuation of the known deposits and the mining of these deposits on a large scale.[40] A considerable amount of exploration in depth was carried out by diamond drilling and the program continued after the closure of the NOGM mines.

As documented in LR 179 (p.11), the results of this wider exploration brought a new mining revival on the Cobar field when development work to revive the CSA Mine commenced in 1960. This mine commenced production in 1965, providing the foundation for a new era of prosperity on the Cobar mining field. It was followed by the huge Elura silver, lead and zinc mine, which commenced production in March 1973. A railway extension was constructed from the CSA mine to Elura to transport the ore to processing facilities. Both these mines used rubber-tyred vehicles for underground ore haulage.

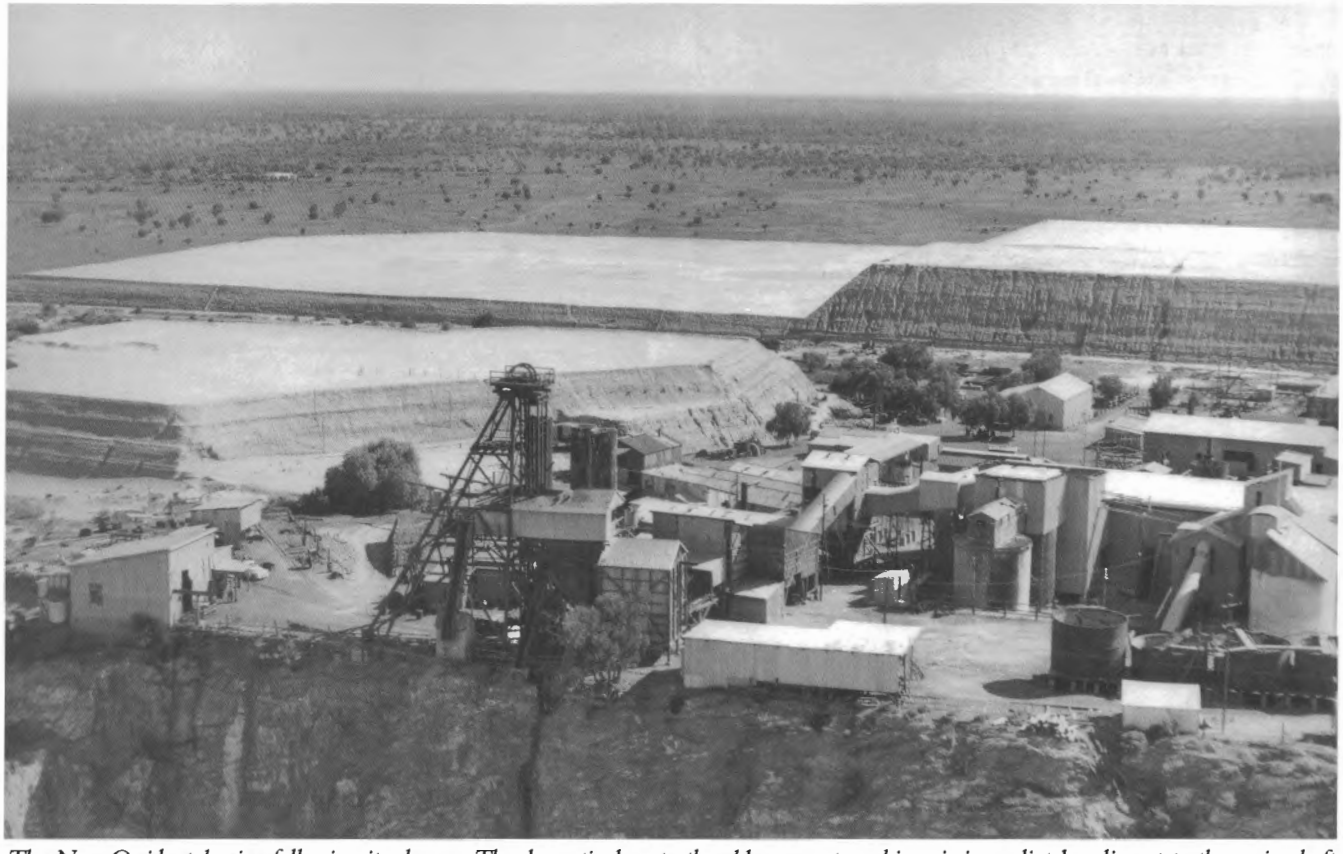
Further exploitation of the 'Lode of Gold' was initiated in 1987, when the CRA subsidiary, Peak Gold Mine Pty Limited (PGM) began sinking a 510-metre deep shaft on the site of the former Peak Mine. Construction of an underground mine commenced in December 1990. This mine was officially opened in October 1992, but its reserves were expected to be depleted within 10 years. Accordingly, PGM initiated a four-year exploration program of the New Cobar to New Occidental line of lode in 1995. The hopes to develop the No.3 shaft of the Chesney mine proved disappointing and the most promising deposits were under the New Occidental mine at a considerable depth. These were to be developed by way of exploration drives from the bottom of the Peak Mine.

The exploration drive to the New Occidental mine was undertaken in 1999. It was decided to develop the ore body from the 'bottom up', commencing at the 900-metre level.



Installing the boilers at the New Occidental powerhouse in 1934. Standard gauge rail tracks are in the foreground.

Photo: Cobar Museum Collection



The New Occidental mine following its closure. The dramatic drop to the old open cut workings is immediately adjacent to the main shaft headframe, while the tailings dams are a dominant feature on the landscape. Narrow gauge tramlines are also evident in the left foreground. Photo: Cobar Museum Collection

The ore was to be hauled underground by 40-tonne trucks to the Peak Mine. The 900m and 920m levels were developed in 2001 and the new processing plant at the Peak Mine was commissioned in August 2001.

Concurrently, it was decided to develop a large open cut mine on the former New Cobar mine site on Fort Bourke Hill. The ore would be sent to the Peak processing plant, while the open cut would also provide backfill for the underground mining operations. Open cut mining commenced in June 2001, following the removal of the old headframes and other mine infrastructure from the area. The 1940s Chesney No.1 headframe was relocated to the site of the old Cobar North Mine beside the Barrier Highway, where it has became the landmark feature of the Cobar Miners' Heritage Park which opened in 2002, the Year of the Outback.

Acknowledgements

Special thanks are extended to Ross Mainwaring for his many contributions to the preparation of this article, and to John Collins, former curators Colin Jones and Josh Tarrant, and the staff at the Great Cobar Outback Heritage Centre for their assistance with advice, documents and photographs. The contributions by John Shoebridge and John Browning in reviewing the draft of this article are also gratefully acknowledged.

End Notes

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2. *Western Age*, 3 June 1932, p.1, '600 Men: work at Cobar Mine'; 17 June 1932, p.2, 'Occidental Gold Mine'
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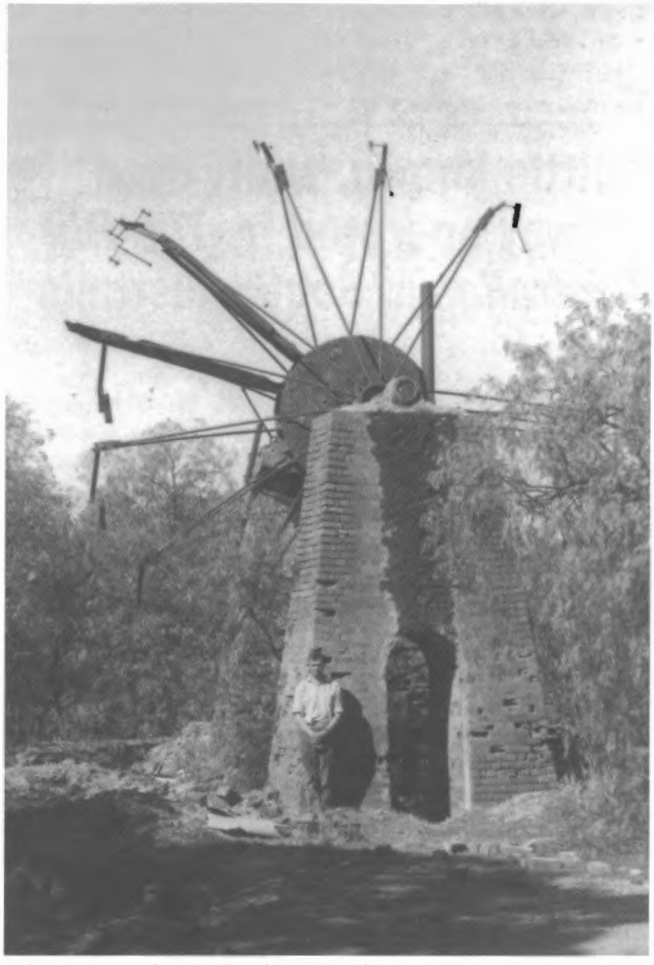

The remains of the raff tailings wheel at Mount Boppy gold mine, seen in April 1965 (see LR 179, p.7). Photo: Ross Mainwaring

New Occidental history preserved - underground mine skips and 4wBE locomotive in the 'underground mine' display at the Great Cobar Heritage Centre, March 1997. Photo: Bob McKillop

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30. Interview with Tom Knight at 22 Bourke Road, Cobar on 10 February 1999.
31. 'Mining Methods in Australia', 1953, as above.
32. Interview with Max Hewison at Cobar Regional Museum, 11 February 1999.
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37. *Chemical Engineering & Mining Review*, 10 December 1949, 'Company Reports', New Occidental Gold Mines.
38. *Chemical Engineering & Mining Review*, 10 November 1952, 'Company Reports', New Occidental Gold Mines.
39. Interview with Max Hewison, 1999, as above.
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A little known, short lived railway operated by *The Big Australian* in South Australia

by Arnold Lockyer

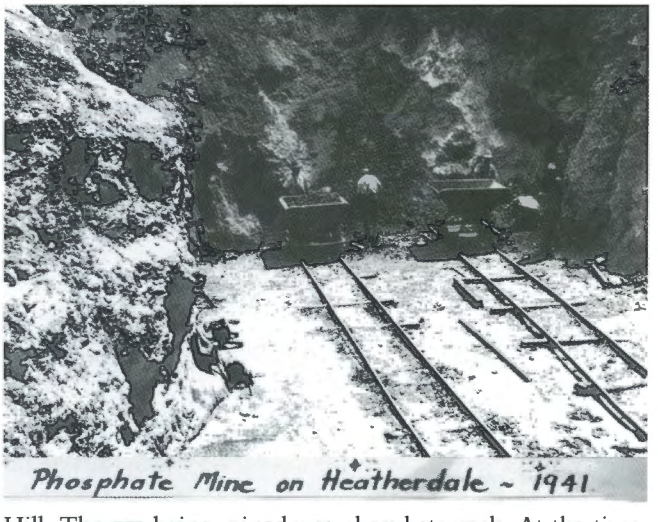
Out for a Sunday drive in April 2003, we decided to call in at the Myponga Market, which is held in what was once a cheese factory at Myponga, a small town situated about 55 kilometres south of Adelaide, on the main road to Cape Jervis. Like many such markets, it is run by the local community and opens on weekends and public holidays, providing an outlet for local produce and such.

At the entrance to the market was a display of photographs of the town's history, and I was surprised to see one with the caption "Phosphate Mine on Heatherdale - 1941". The display was the work of Mrs Silvia Cussion, a local lady who had an interest in the town's history, and a stall at the market.

I questioned Mrs Cussion, who told me that the mine only operated for a short period during World War II and that the photo had been taken by one of the men who worked there.

Armed with this knowledge, I contacted the Mineral Resources Branch of the South Australian Government, who kindly provided me with the following information:

During the period 1940-1943, the BHP Co. Ltd operated a mine on the property known as "Heatherdale", situated two miles north-west of Myponga, in a gully south-east of Black



Hill. The ore being mined was phosphate rock. At the time, this was needed for the manufacture of phosphorous pig iron. Operations at the site were suspended in April 1943, because of boggy conditions, shortage of labour and a fall in demand. The lease was finally abandoned in 1951.

Workings at the site included a quarry 160 feet long and up to 33 feet deep which is where, I assume, the railway was located. During the time it was in operation, 887 tons of product was removed; 214 tons in 1941 and 673 tons in 1942.

From the photograph, it would appear that the railway was of very light construction, of approximately 2ft gauge and worked by man power. *(Photo: courtesy of Silvia Cussion)*

The completed Ruston Hornsby 20DL locomotive at Summit Loop on the KMR *Photo: Andrew Forbes*

Bringing a Ruston & Hornsby 20DL back to life

by Andrew Forbes

Way back in the mists of time we were looking for a small diesel locomotive for the Kerrisdale Mountain Railway (KMR). We had discussions with the late Paul Simpson in October 1997, who pointed us in the direction of the Illawarra Light Railway Museum Society at Albion Park, which had a surplus Ruston & Hornsby Model 20DL locomotive.

The locomotive (Ruston & Hornsby 285301 of 1949) was in derelict condition, with a very rusty chassis, an un-useable radiator with rusted out cowl, and a two-cylinder motor that was beyond use. We were looking for a challenge and the locomotive certainly presented one! After negotiations with ILRMS representatives, we agreed to purchase the loco and a delegation from the KMR headed north in our truck to pick up the loco and its associated bits, which seemed to come from here, there and everywhere. The motor was left behind to serve as a boat anchor, but we also purchased a 3JP Lister engine in a Broomwade chassis from ILRMS. Research had told us that Ruston used Lister JP ('joint product') diesels in their locomotives, so we thought this might be prototypical of the era.

On arrival back at Kerrisdale, we set out to plan the restoration of the new purchase. The project was so be quite a challenge compared with the restoration of Malcolm Moore 1039, but we were eventually able to create a very worth-while addition to the locomotive roster of the KMR.

The Restoration

First the chassis was stripped completely. This revealed the effects of many years under a pine tree, so it was off to the sand blaster to strip off all the rust. We were then able to apply an undercoat and paint the chassis bright red. A start was then made to re-engineer all the brake fittings, the original hand brake proving to be unsatisfactory.

The hubs were worn out, so new brasses were cast, sweated together and machined. A couple of the axle stubs needed to be sleeved and re-machined to size again due to the effects of 'pine needle erosion'. New roller pitch chains were fitted to match the original British standard. The springs also needed upgrading and the radius rods and 'U' bolts had to be substantially rebuilt. Some parts for this were acquired from the derelict Ruston & Hornsby at Coal Creek Village, Korumburra, which eased the amount of custom work required.

The Ruston three-speed gearbox provided many headaches. As an examination revealed all clutch faces to be in good condition, we imagined that it would only require a new input shaft and a few bearings. As the years rolled on, however, we found that the output shafts from the gearbox to the chain drive were not only inexplicably built without any form of oil seal, but the main cross shaft bearings were 'flogged out'. This problem was difficult to identify as the weight of the gears and shaft did not reveal any sloppiness. The task required the whole gearbox to be removed again, two modern lip seals machined and fitted onto sleeved output shafts, and the fitting of two new ball races.

The 3JP Lister engine proved unsuitable. Although it ran well, it was difficult to start, being crank start and very heavy, so it was sold as an air-compressor. We initiated a long search for a suitable vintage engine to power the locomotive and we looked at a couple of Ruston 2VSH engines, the type originally fitted.

The rusted out radiator and cowl of the Ruston 20DL. ❑ The upturned chassis at ILRMS, Albion Park in 1997. ❑ Trial fitting of the Gardner 4LK engine, 'Guy' radiator and gear box to the chassis. ❑ The Ruston locomotive undergoing trials for brakes on the KMR in June 2003. Photos: Andrew Forbes

A close-up view of the retrofitted track shoe brakes on KMR locomotive No. 4. *Photo: Andrew Forbes*

One in Ballarat was complete in every detail, including the whole front half of the loco chassis, but unfortunately it was very sick and very expensive to purchase! The other was at Coal Creek Village. This engine had died a thousand deaths when we saw it completely stripped in the engine re-build yard of the engineer who had been contracted by the Shire to assess it. The asking price was $2500, but it looked like another boat anchor to us! Both of these engines were crank start and needed two people to effectively start the engine, not a particularly desirable feature!

It was decided that a Gardner 4LK engine would be most suitable, but it took some time to find a suitable unit. A contact in Tasmania provided photos of a Days 0-4-0DM roundhouse tug used by the TGR that was fitted with a Gardner 4LK engine in 1950, which gave an impressive demonstration of its performance. We eventually heard of a Gardner 4LK engine used to pump water from the Edwards River at Moulamein in New South Wales. This consisted of half a 'Guy' truck coupled to a large snail pump. It had not been used for 25 years, but when we jump-started the engine it immediately leapt into life.

The engine was left on its mounts and rebuilt as required. New engine mounts were devised to sit on the Ruston chassis and the flywheel was mated up via a 6-point coupling to the newly rebuilt front of the gearbox. The 'Guy' truck radiator was completely stripped and rebuilt in a very painstaking process. A pattern for facsimile 'Ruston' nameplates was made and two plates were cast, one to disguise the automotive origin of the radiator and the other to go onto the rear panel of the locomotive body.

As the mechanical work was going on, attention was also given to the superstructure of the locomotive. We had to start with a clean slate, as there was nothing to work with. John Browning kindly provided some archival prints of the RH production facility showing a number of 'dunny cab' locomotives and amongst these there were several open tropical type units. These appealed and it was decided to adopt this style for the KMR loco.

Several factors came into play. We use track shoe brakes and wheel brakes, which require KMR screw pedestals, rods, levers and bell cranks that have to be accommodated under the floor of the cab, along with the battery and fuel tank. We therefore needed a 'cab over' gearbox design. The arrangement gave us a large flat checker plate floor area compared with the small Ruston 'dunny cab' design.

The cab features the driver's platform with two seats, augmented by the usual dials and gauges. The rear sand boxes are fitted under the seats, with the front ones located in the engine bay. The three-speed 'W' gate lever gear change was extended and is remotely activated by the driver with the standard Ruston lever fitted immediately in front of his seat. All other driver controls have been augmented and adapted for ease of access and ergonomics.

Locomotive trials

After several years of restoration work, trials were undertaken to check for axle loading and balance. The Gardner engine uses a lot of aluminium in its construction and with the radiator it was found to be 150kg lighter than a Ruston engine and radiator assembly. We jacked the locomotive up centrally and weighted the front beam to balance; a slab of 75mm plate was cut and fitted discretely behind the extended Ruston cast iron buffer/weights.

The time had finally come to strip the fitted-out locomotive to every last component for painting in KMR livery. This took about two weeks with red, black, cream, grey and green bits everywhere! They were then reassembled.

It soon emerged that the trial period had been inadequate as several problems subsequently emerged during further shakedown trials. First we were confronted with a slipping first gear. After cleaning the gearbox, replacing all bearings and inspecting the clutch faces all had looked to be in order, but anyone who knows a Ruston 3-speed box will appreciate that this was a false confidence. We had to take out the gearbox again and work on it 'on the bench' – a process that taught us much about the Ruston gearbox, and it is working well now.

The engine presented the next problem, mainly in terms of oil and water leaks. Some people advised us that these were normal problems for diesel engines built between 1933 and 1949, but we were not satisfied with the situation. It emerged that we had failed to re-seal some of the old gasket faces that didn't appear to need attention. We stripped and re-sealed all gasket faces with modern sealants, which reduced oil consumption to that which is natural in a compression ignition engine.

The rebuilt 20DL locomotive has been numbered 4 on the KMR register. The work commenced in 1997 and the locomotive was ready for its initial trials by June 2003. The problems identified during shakedown running extended the project into 2004, but number 4 has now become a valuable member of the locomotive fleet.

SPECIFICATIONS
Ruston Hornsby 20DL type locomotive, B/n 285301, KMR No. 4

CHASSIS	Length 3200 mm x 1000 mm; max. body width 1475mm; max height 2725mm
WHEELS	405mm diameter
BRAKES	Three systems: 4-wheel track shoe; sledges via screw pedestals; and emergency compression braking
GEARBOX	Ruston 3-speed constant mesh with wet clutches
SANDERS	Front and rear
ENGINE	Gardner 4LK direct injection diesel, approx. 30hp @ 1100rpm
COUPLING	Standard KMR chopper type with safety chains.

Industrial Railway NEWS

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Special thanks to contributors to the Locoshed and Cane Trains e-groups
http://groups.yahoo.com/group/Locoshed
http://groups.yahoo.com/group/Canetrains

NEW SOUTH WALES

BLUESCOPE STEEL LTD, Port Kembla

(see LR 182 p.16)
1435mm gauge
The recent refurbishment to English Electric Australia Bo-Bo DE D28 (A.053 of 1961) has included fitting a reconditioned engine and rewiring to the same control voltage as the 1012hp (D35 class) locos. It re-entered service around the third week in March.
Meanwhile, a locomotive that has been noted painted in grey primer at Steelhaven is almost certainly GEC Australia Bo-Bo DE D36 (A.237 of 1971).
Chris Stratton 3/05, 4/05

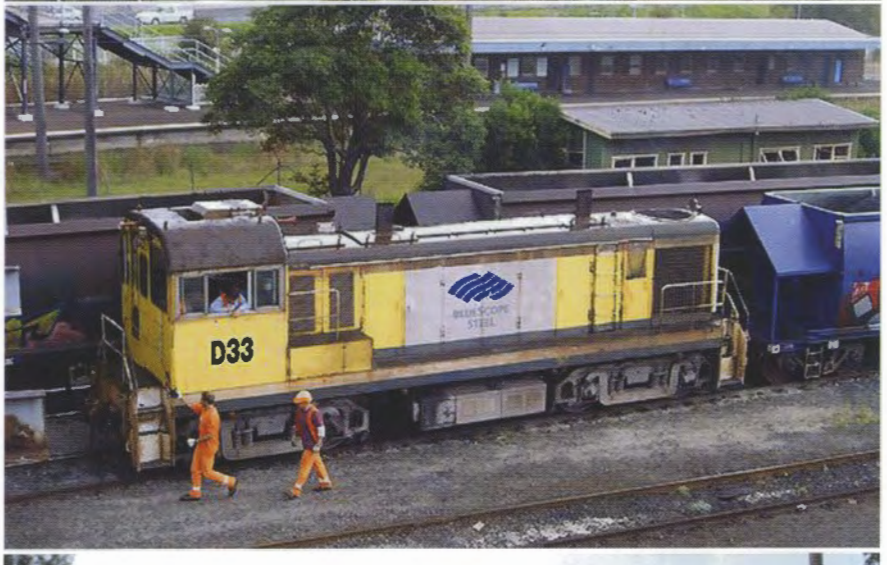
THE MANILDRA GROUP, Gunnedah

(see LR 181 p.18)
1435mm gauge
It was reported in mid April that Goninan B-B DH MM04 (012 of 1961) has been sidelined because of excessive noise.
Don Alitt 4/05

QUEENSLAND

BUNDABERG SUGAR LTD, Moreton Mill, Nambour

(see LR 182 p.17)
610mm gauge
By the end of April, the only sections of line left intact were the Camp Flat line, part of the Paynters Creek line and the end of the Maroochydore Road line.
There were still places where ripped up track could be seen, for example between Bisinella's and Walsh's sidings on the Dunethin line. Big piles of sleepers could be found at various points along the former right of way. A private contractor was using an excavator and dump truck to clear the formation.



Top: *BlueScope Steel's GEC Australia Bo-Bo DE D39 (A.240 of 1972) hauls loaded steel coil wagons through Cringila, 12 April 2005. Photo: Chris Walters* ***Centre:*** *BlueScope Steel's English Electric Australia Bo-Bo D33 (A.089 of 1964) D33 shunts coal wagons at Cringila, 12 April 2005. Photo: Chris Walters* ***Above:*** *The desolate site of Moreton Mill's River Depot, looking north towards the North Maroochy River on 6 April 2005. The old "smoko" and sand sheds have been demolished and the lifting bridge span will never again have to lowered to allow the passage of a cane train. This was once a busy spot, with the Horse Line coming in from the right and the Dunethin Rock line diverging to the left a little further back. Beyond the bridge were the junctions for Fischers Line, the Valdora (latterly Dunan) line and the Coolum line. Photo: Carl Millington*

Scott Jesser took these shots of Clyde Engineering locomotives on CSR's Herbert Valley lines during the 2004 season. ***Top:*** *Victoria Mill's Model HG-3R* CANBERRA *(65-433 of 1965) nears the Gairloch diamond crossing with QR's north coast line, with 80 empty four tonne bins, 23 October 2004.* ***Centre:*** *Then based at Macknade Mill, Model HG-3R* LUCINDA *(65-436) heads back with 136 full four tonne bins after picking up at Cooks Lane, 4 November 2004.* ***Above:*** *Clyde's first cane locomotive, Macknade Mill's Model DHI 16 (DHI.1 of 1954) is now the oldest locomotive in main line cane railway use. Here it passes through Halifax with 62 empty four tonne bins, 4 November 2004.*

Industrial Railway NEWS

Com-Eng 0-6-0DH *JAMAICA* (B1112 of 1956) remained at the mill site. It has been rumoured that this loco is to be obtained by Maroochy Shire Council. Apparently the engine and transmission require major work. The former Howard Street yard site had been fenced off and the land was for sale, while piles of rails were to be found at Swamp siding. The crossing lights at the Currie/Mill/Howard Street intersection remain as do the "Cane train moving" warning lights in Mill and Howard Street.
Carl Millington 4/05

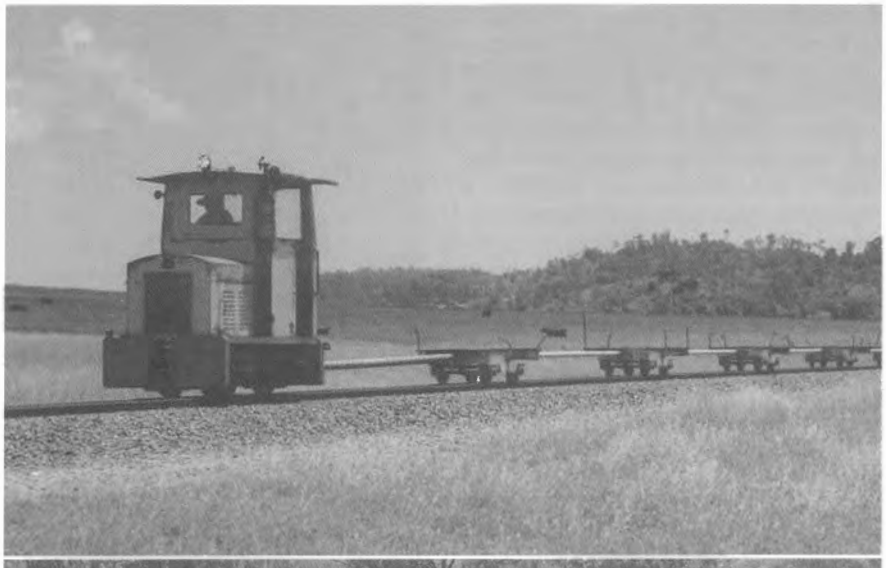
CSR LTD, Herbert River Mills
(see LR 182 p.17)
610mm gauge
Victoria Mill's preserved Hudswell Clarke 0-6-0 *HOMEBUSH* (1067 of 1914) has received attention to replace four tubes. It was to be used to provide passenger rides at the Ingham Italian Festival on the Nyanza line on 7-8 May.
Clyde 0-6-0DH *LUCINDA* (65-436 of 1965) has been used for slack season ballasting on the Bambaroo line. There is a ballast stockpile at Blanco's Siding (4BAM) where the ballast wagons have often been stabled, although the locomotive usually returns to the mill each weekend.
Relaying work using long welded rail has been taking place at School Siding on the Lannercost Extension line, and Clyde 0-6-0DH *CENTENARY* (64-381 of 1964) was noted there on 20 April with ballast wagons and some loaded long rail bogies. The catchpoints either side of the QR North Coast line at Ingham station were replaced during April.
Macknade Mill's Clyde 0-6-0DH 16 (DHI.1 of 1954) returned from Victoria Mill on around 20 April to carry out poisoning duties.
A most unexpected locomotive exchange took place on 28 April when the Macknade Mill truckshop shunter, Motor Rail "Simplex" 4wDM 2 (10232 of 1951) was swapped for Victoria Mill's Clyde 0-6-0DH *CANBERRA* (65-433 of 1965). Apparently the Victoria Mill truckshop needed a locomotive that could be driven by anyone, not just a certificated driver. As Macknade needs an extra locomotive for cane haulage following the demise of Clyde 0-6-0DH 18 (DHI.5 of 1954), it is possible that *CANBERRA* will remain for the crushing.
In conjunction with one man crewing of the Macknade sugar loco, modifications are being made to the sugar hopper track layout at the mill. There are presently three loops before the hopper and a single line tail after it. Two of the loops are coming out and the single tail is being replaced by two tails of 40 boxes capacity each. It was stated in LR 182 that the motor from EM Baldwin 4wDH 8002.1 8.78 was stored in the locoshed at Macknade Mill. This is incorrect as it is stored in the navvy shed.
Herbert River Express 26/3/05 via Steven Allan; Steven Allan 3/05; 4/05; Chris Hart 3/05; 4/05;

COOK COLLIERY, SOUTH BLACKWATER

Photos by Ray Graf, notes by John Browning

This drift mine is the last colliery in Queensland to use an underground rail system. It was first developed by BHP from 1975 and initially inherited some 1067mm gauge rail equipment from BHP's Illawarra collieries. The mine has had a succession of owners. It was substantially re-equipped with new locomotives and man riding cars in the 1980s. Ray Graf visited Cook Colliery on 14 September 1998 and was able to take a number of photographs on the surface.

Clockwise from above: *General view of the installation at the top of the drift (which passes down through the buried Armco). Rolling stock going underground is hauled up from the stockyard line (where the man rider is standing) and then lowered down the lift by cable.* ❑ *Outside the workshops was a pair of Hexham Engineering Model DH25M Mk.5 4wDH locomotives, DL8 (697 of 1988) and DL7 (685 of 1987). A third Hexham locomotive was in use underground.* ❑ *Man riding car 9 carries Hexham Engineering builder's number 707 of 1989, Model 16MPC Mk.1. It is believed to have been unfinished when Hexham closed in October 1989 and that it was completed the following year by Hawker Noyes in Cardiff. It was rebuilt from hydraulic to hydrostatic transmission by Eimco in Mackay in 1991. The other man riders at the colliery are Vernier units.* ❑ *Within the workshops was Cook's vintage locomotive, Fox Model FL34000 4wDH 006 of 1976. Previously numbered 6, but now known simply as "Old Yella", this unit was supplied new to the colliery and was used for surface shunting only.*



Top: *A reminder of "little" narrow gauge railroading with Mackay Sugar's 5-ton EM Baldwin 4wDH 5/774 2.64 of 1964 hauling empty rail bogies in the Belmunda area on Farleigh Mill's north coast line during slack season relaying operations on 24 February 2005. The track standards are distinctly "main line". Photo: Carl Millington* ***Centre:*** *Isis Mill 6-tonne bins in the mill empty yard on 6 March 2005, as modified to increase capacity by about half a tonne each. Unmodified bins await attention in the sidings behind. Photo: Lincoln Driver* ***Above:*** *Mt Isa Mines 1067mm gauge Commonwealth Engineering rail tanker S5 awaits a buyer at the company's disposal yard. Photo : Lex Simshauser Partners*

Industrial Railway NEWS

HAUGHTON SUGAR CO PTY LTD, Invicta Mill, Giru

(see LR 182 p.18)

610mm gauge

Five kilometres of track between Mona Park Junction and Clare 1 were badly damaged by a bin derailed as a result of a burnt out bearing early in the 2004 season. This caused the section to be downgraded to 5kph for the majority of the crushing. The entire length is being completely replaced, including sub-ballast. Workers from Pioneer and Inkerman Mills have assisted with the work. A further two kilometres of track in Dalbeg is being upgraded from 40lb to 60lb rail. This pushes the 25kph speed limit that has always existed in Dalbeg past Dalbeg 2 and will shave valuable time off the Dalbeg run.

Walkers B-B DHP *PIRALKO* (677 of 1971 rebuilt Bundaberg Foundry 1995) has been undergoing an overhaul. When the bogies were removed at the end of the 2004 crushing, it was discovered that the bushes for the pivots were severely perished, explaining why the locomotive was so unstable under power last season. Its tyres were badly worn as a result, and are being replaced.

PIRALKO and *MINKOM* (Walkers 710 of 1973 rebuilt Bundaberg Foundry 1996) are the two additional locomotives fitted up as remote shunting units for the 2005 season, and have received the necessary electronic equipment, as have the relevant brake wagons.

EM Baldwin B-B DH *BURDEKIN* (10215.1 7.82 of 1982) has also been overhauled. The final drives have been refurbished, the transmission and retarder have been replaced with new units, and the wheels have been turned and fitted with new tyres. The locomotive had ended the 2004 season almost undriveable due to severe flat spots on the wheels.

Jason Lee 4/05

ISIS CENTRAL SUGAR MILL CO LTD

(see LR 182 p.19)

610mm gauge

Local engineering company, John Cole engineering of Childers has a contract to "extend" existing bins to increase capacity by about half a tonne each. This work is being done in the empty yard at the mill. New bins have also been delivered this year and some were noted at Horton. These bins are fully modified from new.

It is reported that Isis Mill is being sued by Bundaberg Sugar over a dispute regarding the transfer of shares. Bundaberg Sugar has been an Isis mill supplier from its farms in the Isis district, and therefore claims the right to be a shareholder. On the other hand, it is suggested that Isis may intend to decline to crush any such cane in the future.

Carl Millington 3/05 & 4/05; Brian Bouchardt via Carl Millington 4/05; *Bundaberg NewsMail* 8/4/05 via Barry Blair

Industrial Railway NEWS

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD

(see LR 182 p.19)
610mm gauge
EM Baldwin 4wDH 10 (4529.3 11.72 of 1972; rebuilt 8860.1 8.79 of 1979; rebuilt Marian Mill 1980) has been advertised for sale through Australian Rail Equipment Brokers Pty Ltd. for $32,000. This unit had been offered at auction in November 2003 and it was reported at that time that a bid of $10,000 had been made. The locomotive has a Cummins motor and Niigata DBG90 transmission, and weighs around 15 tonnes.
Mackay Sugar has announced that all four mills will be operating in the 2005 season. There had been some conjecture that only three mills would be in use due to lowered crop estimates. Pleystowe Mill will begin in late June with the other three mills scheduled to start on 11 July.
http://www.railequipment.com.au/Sales/other_rail_types/OOS001.htm; Ray Graf 4/05; Brett Geraghty 4/05; Mackay Sugar press release 26/4/05

MOSSMAN CENTRAL MILL CO LTD

(see LR 181 p.22)
610mm gauge
The mill estimate for the coming crushing season is down 35% on last year and is almost half the tonnage of three years ago. The estimated figure of 520,000 tonnes, compared to 792,000 tonnes crushed last year, does not include Tableland cane, of which the mill crushed about 135,000 tonnes in 2004. The manager has stated that many local farmers have put their farms to fallow this year instead of planting.
Such figures would indicate some serious concerns for the future viability of the mill, already reportedly in a serious financial position.
Port Douglas & Mossman Gazette 8/4/05 via Corey Seaton; Editor

MT ISA MINES LTD

(see LR 177 p.21)
1067mm gauge
A disposal auction to be held on 21 April at the disposal yard at May Downs Road Mt Isa included five Com-Eng four-wheel rail tankers numbered S1, S3, S5, S6 & S7.
http://www.lexsimshauser.com.au; Ray Graf 4/05

TULLY SUGAR LTD

(see LR 181 p.22)
610mm gauge
It is reported that Tully will crush about 60,000 tonnes of former South Johnstone cane from the Upper Murray/Kennedy area in 2005. Three tramline extensions are said to be going in this year. One is a branch of about 4 kilometres in the Davidson Road / Riversdale area, while a second is in the Lower Murray area, perhaps to service the Kennedy cane. The third is more of a siding upgrade in preparation for a future extension.
EM Baldwin B-B DH TULLY No.7 (10684.1 4.83 of 1983) is receiving a new Cummins QSK19 engine but delays to the delivery of the engine may mean it will not be ready for the start of the season. As forecast, Walkers B-B DH TULLY-6 (653 of 1970, rebuilt Walkers 1993) has received a new Caterpillar 353 engine and a new set of wheels.
Roy Pease 3/05; 4/05

WESTERN AUSTRALIA

BHP BILLITON IRON ORE PTY LTD

(see LR 182 p. 0)
1435mm gauge
An order of 20 new Bradken-built ore cars has been arriving from New South Wales, with numbers 9108 to 9111 noted on 9 March.
Some builder's details for three Trackmobile road/rail units have been ascertained. The builder is Whiting Corporation, La Grange, Georgia, USA (Harvey, Illinois before 1980). Number 4 is builder's number 9172, Model 9TM, built at Harvey. Number 5 is builder's number 96536 of 1983, Model 4200TM. Recently delivered number 6 is Model TM4250.
Also recently arrived is a new Plasser Australia 09-3X tamping machine, builder's number M480 of 2005. It arrived on 9 April with its trailer having been delivered two days earlier.

BHP Billiton Iron Ore Trackmobile number 4 (Whiting 9172) is used around the Ore Car Repair Shop at Port Hedland. Its road/rail capability is obvious. 19 March 2005. Photo: Richard Montgomery

An Australian Competition and Consumer Commission (ACCC) draft decision proposes approval for a new iron ore joint venture under which four Chinese steel mills will take a stake in BHP Billiton's Jimblebar mine, with the ore to be transported along the Mount Newman railway line to Port Hedland. ACCC Chairman Graeme Samuel says the proposed authorisation of the joint venture does not prevent other parties from seeking access to the line. However, BHP says it will not be giving the go-ahead to other companies
Richard Montgomery 3/05, 4/05; ABC North West WA News 14/3/05 & 15/3/05 via Barry Blair

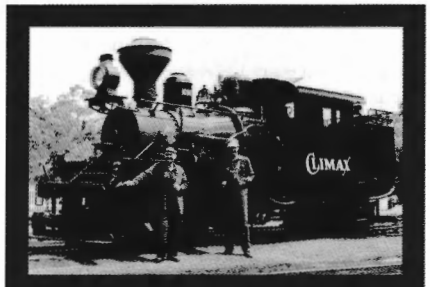
FORTESCUE METALS GROUP LTD

1435mm gauge
(see LR 182 p.20)
Difficulties are facing the development of the company's Chichester Ranges iron ore prospects and associated iron ore railway. The Chinese partners including China Railway Engineering Corporation have denied that they are legally bound to undertake the project. Gina Rinehart, the promoter of the rival Hope Downs project (see LR 169 p.22), has rebuffed the possibility of sharing infrastructure with Fortescue, claiming that her plans were too advanced to change.
The Age 30/3/05 and *Sydney Morning Herald* 13/4/05 via Barry Blair

LOCOMOTIVE, ROLLING STOCK & EQUIPMENT MANUFACTURERS

LH GROUP SERVICES LTD, England

In January 2005, LH Group Services Ltd of Burton-on-Trent, Staffordshire, England, acquired the assets and intellectual property that make up the locomotive business of Hunslet Barclay Ltd and Hunslet Engine Company Ltd. The locomotive business comprises the drawings and design rights for vehicles built and sold throughout the history of Hunslet, Andrew Barclay, North British Locomotive, Manning Wardle, Kitson, Hudswell Clarke, John Fowler, Kerr Stuart and Avonside. It is intended that trading will continue using the Hunslet name.
LH Group Services Press Release via Bob Darvill



Book Reviews

Australian Railway Atlas - No.1 - Tasmania

Published by: The Quail Map Company, Exeter, UK, A4 size, 36 pages, plus card cover, Price $36.00 plus $7.00 postage, from ARHS NSW Division, 67 Renwick Street, Redfern NSW 2016

For an island of its size and population Tasmania has had a remarkably rich railway history. The publisher of this atlas is well known for its railway atlases in the UK and has now embarked on a similar project which is intended to cover all the Australian states. Tasmania was a courageous place to start, for its rail transport history is very complex going back to the 1830s and 1840s, with many pioneering lines so far having very little published about them.

To try to simplify an almost impossibly complex task the publishers have specified that the following types of lines are included:

1. Iron or steel rails on formations constructed to a reasonable standard and intended to be used indefinitely.
2. Regularly worked by steam locomotives (other than home made locomotives on rough bush tramways) for at least part of their existence.

The following categories of line are excluded:

1. Lines built purely to service a construction project such as a dam or canal and which were removed on completion of the project.
2. Lines which operate entirely within a single industrial site.
3. Lines which were partially constructed but never completed or opened.

These criteria are somewhat arbitrary and subjective, and beg the question regarding tramways using internal-combustion power. In any case they have not been rigorously applied. There are a number of horse-hauled wooden-railed lines which are included, such as Temma-Balfour on the west coast; whilst a whole series of very early and historically significant lines in southern Tasmania have been ignored. There were several engineering works in Hobart which produced steam locomotives (mostly from steam road lorries) for use on timber tramways, but their products have apparently been dismissed as "home made".

The book includes 15 pages of coloured maps which show the routes of all the Tasmanian Government Railways, the Emu Bay Railway, and the Mount Lyell and North Mount Lyell Railways. For each of these, the stations, sidings, tunnels, and junctions are shown, with their names, former names and distances (ostensibly in km and tenths of km). Deviations are also shown. 1067mm gauge lines still in existence are shown in red, those that are lifted are shown in orange, but the difference between these two colours is not as distinct as I would have liked. 610mm lines in existence and lifted have their own distinct colours.

In addition to the railways, a large number of tramways are shown, including some steam operated timber tramways, most (perhaps all?) of the west coast mining tramways, many of the timber tramways connecting to the Marrawah Tramway, with dates of operation, and some of the mining and timber tramways in southern Tasmania. However, there were once many standard gauge timber tramways in the south, quite a number of which were steam operated, none of which are mentioned. I do not think they should have been ignored.

The last three pages of maps show the electric tramways and trolley bus routes of Hobart and Launceston, with opening and closing dates and street names. They are clear and neat, and I think very useful.

The scales of the maps vary according to the amount of detail, and there are many detailed inset maps, such as Zeehan station layout in 1913, Hobart wharf area, and details around Launceston and Burnie, to name a few. These I think are also very useful. As for the area surrounding Zeehan, the maps give an excellent insight into what this area must have been like in its heyday.

I am very uneasy about the conversions which have been made from imperial distances to metric, for if you have a station mileage which is accurate to the nearest quarter mile (e.g. 79¼) and convert that to the metric equivalent of 130.6km, that implies an accuracy of 100 metres, whilst the true accuracy is within 400 metres. Fortunately, there are twelve pages of route listings in the back half of the book, which list the original mileages for all the stations and sidings, and the metric conversions which have been used.

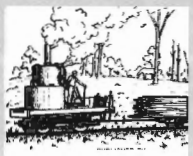
The quality and clarity of the artwork in the maps is very high, and they present a very attractive appearance. However, apart from the railways and tramways, the only other features shown are rivers, lakes and the coastline. Anyone wanting to use these maps to trace abandoned lines on the ground will be disappointed.

The cover of the book is bland in the extreme, and does not do the contents or the subject justice. It deserves a well-designed cover, perhaps with a photograph to give a hint of Tasmania's wonderful railway history.

This book deserves wide circulation, I feel, and to be treated as a work in progress - it is worthy of a second and third edition with some of its current shortcomings addressed. Unfortunately the price seems very high for a 36-page book, despite the enormous amount of work that has gone into it. Somewhat bizarrely, I think, the book has been printed in England. It would surely have been much cheaper to have it printed in Australia, and with modern technology it is easy to design a book in one country and print it in another.

Anyone interested in Tasmanian railways will find this book fascinating, but users of it need to be aware that it gives only a hint of both Tasmania's early railway history of the 1840s to 1860s, and of its timber tramways. For me it will be an essential item on future visits to Tasmania.

Frank Stamford



LRRSA NEWS

MEETINGS

ADELAIDE: "To be advised"
At the time of going to press, the agenda and location of the June meeting had not yet been decided. Contact Arnold Lockyer on (08) 8296 9488 for further details.

BRISBANE: "Lahey's Canungra Tramway"
Paul Blake and Steve Malone will be giving a presentation on Lahey's Canungra Tramway, both prototype and model.
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 10 June at 7.30 pm. Entry from 7 pm.

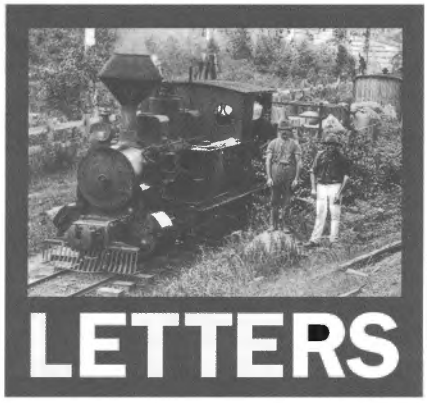
HOBART:
There will be no meeting in June.

MELBOURNE: "Timber Tramways of S.E. Tasmania"
Scott Clennett will be visiting from Hobart specially to present an illustrated talk on the timber tramways of South-east Tasmania. This area had a dense network of tramways with gauges up to 6 ft, though most were of 3 ft 6 in or 4 ft 8½ in. They dated from the 1840s and had many remarkable locomotives. Scott has made a study of these tramways for a proposed book, and he is a descendant of William Clennett, who established sawmills and tramways in the Dover area in the 1890s.
Location: Ashburton Uniting Church Hall, Ashburn Grove, Ashburton.
Date: Thursday 9 June at 8.00 pm

SYDNEY: "AGM and Trivia Night"
Our Annual General Meeting will be followed by a re-run of the popular light railway trivia quiz night.
Location: Woodstock Community Centre, Church Street, Burwood, (five minutes walk from Burwood railway station).
Date: Wednesday 22 June at 7.30pm.

MEMBERS' ADS

WANTING TO BUY
All *Light Railways* issues from number one to number 100. Phone 0418 680 677



Dear Sir,

Caldwell Vale locomotive (LR 182)

The Caldwell Vale petrol locomotive may not have been the first or only locomotive in Tonga. Sir Basil Thomas' 1894 book *The Diversions of a Prime Minister* states that Shirley Baker, chief advisor and Prime Minister to King George Tupou I (1880-1890) "wasted" government funds by importing a locomotive for the copra tramway in the mid to late 1880s (no exact date is given).

A search of surviving records of New South Welsh agents for industrial and light locomotives may turn it up, as Baker tended to deal with Sydneyside suppliers. I trust that this may be of help.

Michael FH Halleran
Victoria, BC Canada

Dear Sir,

Puffing Billy Anniversary (LR 182)

I congratulate you on *Light Railways*.

With regard to your editorial (p.2) and PBPS report (p.28) there are a few errors of fact. The guarantee required by the VR was £1,750 and the amount actually raised for the guarantee was £950. The VR accepted this lesser amount.

The inaugural meeting of the PBPS was held at the Independent Church Hall (this hall no longer exists), not the Scots Church Hall.

Unfortunately some PBPS people have spread this incorrect information.

On a personal note. Attached to this is a copy of a jigsaw puzzle that has been in my family since c1945. As a young child it fascinated me, and led to a long interest in timber tramways and narrow gauge lines. Is it possible to reproduce it in *Light Railways* in the hope that someone can recognise the location?

Bill Russell.
Croydon, Vic

Dear Sir,

Re: Miniature Trains at Adelaide and Taronga Zoos (LR 182)

I refer to Jim Longworth's letter in LR 182, and John Browning's article, appearing in this issue.

My involvement with Taronga Zoo began in the summer of 1971/72, when I secured an order to supply an additional carriage and, later, to replace the locomotive *PRINCE HENRY*, which had been damaged in an accident.

I understood that *PRINCE HENRY* had been built at the Randwick Tramway workshops. Although it was quite beautifully built, there was very little weight on the one rear driving axle. This resulted in the train doing two full circuits of its oval track before the driving wheels stopped their slipping – just before it was time to start slowing down to stop, at the end of the third circuit.

The track was inside, and concentric with, the elephant path, so that periodically squeals and shouts were exchanged between elephant passengers and the swiftly passing train riders. Shortly after passing the pedestrian overbridge which crossed both these tracks, the train entered a tunnel of concrete resembling a giant rock. An unconnected siding, parallel to the main line, ran into a 'cave' in this rock, where *HERE SHE COMES* was stored. Its front end could be seen from passing trains.

The accident refered to was caused by a casual driver attaining sufficient speed to roll the engine over far enough to slam into the tunnel portal – Vale *PRINCE HENRY* and one child's arm broken!

The new locomotive, while still not much advanced aesthetically, nevertheless had greatly improved adhesion, with most of the weight on the four driving wheels. The wheel arrangement was 2-4-2, with chain drive from a Holden 186 motor through a two-speed Powerglide automatic gearbox to one axle, the second axle being driven by the side rods.

In 1976, when the Friendship Farm replaced the elephant and train, I purchased *HERE SHE COMES*, the remnants of *PRINCE HENRY*, the 2-4-2 No.1503 (which had replaced it), the carriages and the rails, taking them all back to Waratah Park at Duffys Forest. Here, they joined loco No.8 (a diesel outline BoBo petrol driven machine) and an ex-canefields Simplex 4wDM (B/N 11035 of 1956).

We had fun with the long train of our three bogie carriages plus the five 4-wheel ex-zoo carriages. Great vigilance was needed, as the zoo train had been built to a gauge of 597mm (1ft 11½in) and Waratah Park was 610mm (2ft).

I later disposed of *HERE SHE COMES* and some ex-zoo cars and, after some repairs and maintenance, the train was then resold to the Village Motel at Coolangatta, near Nowra, on the NSW south coast.

"Zooie", as No.1503 was dubbed by its roster of drivers, was used as an alternative loco for a while before being sold to the then Bungool Park on the Hawkesbury River. Here, it again ran on a straight-sided 'oval' track with a couple of ex-zoo cars. Following its submersion by flooding from the river, I rebuilt No.1503 with an improved superstructure.

Between 1970 and 1980, John Dunlop Pty Ltd had built 10 locomotives in various configurations, about 30 carriages and three rubber-tyred two-car people movers.

More recently, as The Mountain High Railway, I set up the operation of the standard gauge Tumut to Batlow tourist railway. This ran for 1½ utterly delightful years before closure, which resulted from the ramifications of the Cowan Bank disaster in 1990.

Currently, I have a company, Bermagui Foundry Pty Ltd, which in the past three years has built locomotives, carriages, trackwork and some infrastructure for Weston Park (457mm gauge), Gympie Gold mine (610mm gauge) and Sydney Olympic Park (610mm gauge).

Over the last 10 months Bermagui Foundry has been consolidating its pattern-making and non-ferrous foundry functions. Part of our planning is to provide castings for 7¼in gauge railways.

John Dunlop
Bermagui, NSW

The mysterious jigsaw puzzle (albeit with a few pieces missing) which led Bill Russell to a life-long interest in timber tramways and narrow gauge. Does it depict a real scene and, if so, where is it?

A selection of books from the LRRSA Sales Department ...

The Aramac Tramway

By Peter Bell & John Kerr
The history of the 41 mile long 3 ft 6 in gauge Aramac Tramway, almost in the centre of Queensland. Built in 1913, it operated for 62 years, providing the Shire Council a major challenge to keep it going.
48 pages, A4 size, 49 photos, 5 maps and plans, references, bibliography and index.
$15.00 Soft cover (LRRSA members $11.25) Weight 350 gm.

Built by Baldwin

The Story of E. M. Baldwin & Sons, Castle Hill, NSW - by Craig Wilson
The history of Australia's most successful and innovative builder of industrial diesel locomotives. E. M. Baldwin developed the B-B DH locomotive now widely used on Queensland's sugar railways, 160 pages, A4 size, 148 photos, 16 diagrams, construction listing.
$44.00 Hard cover (LRRSA members $33.00) Weight 1000 gm.

A Journey by Train to Walhalla

Australia Day Holiday, 31 January 1938
by William G.A. Lewis, published by John Thompson
Describes a train trip to Walhalla with 16 cars double-headed with NA class locos - starring 9A, 15A and 17A! 24 pages 163x225mm, soft cover, 24 photographs.
$16.95 (LRRSA members $15.26) Weight 375 gm

Echoes through the Tall Timber

The Life and Times of a Steam Man 1895-1984
by Dorothy Owen, published by Brunel Gooch Publications. Life story of Harry Matheson, who drove logging winches, and mill engines in the Warburton-Powelltown area. 176 pages, soft cover, A5 size, 48 illustrations.
$22.95 (LRRSA members $20.66) Weight 375 gm

Focus on Victoria's Narrow Gauge Gembrook Line Part 1

Photographs by Edward A.Downs, published by Puffing Billy Preservation Society. Very high-quality landscape format book of duotone photographs from the mid-1930s to the mid 1940s. 48 pages, soft cover, A4 size.
$35.95 (LRRSA members $32.35) Weight 280 gm

Powelltown

A History of its Timber Mills and Tramways
by Frank Stamford, Ted Stuckey, and Geoff Maynard. 150 pages, soft cover, A4 size, 150 photographs, 22 maps and diagrams, references and index.
$22.00 (LRRSA members $16.50) Weight 550 gm.

The Innisfail Tramway

The History and Development of the Geraldton Shire Tramway and the Mourilyan Harbour Tramway
by John Armstrong & G.H. Verhoeven. 128 pages, A4 size, 99 photos, 22 maps/diagrams.
$37.90 Hard cover (LRRSA members $28.43) Weight 650 gm.
$29.95 Soft cover (LRRSA members $22.46) Weight 470 gm.

Modernising Underground Coal Haulage

BHP Newcastle Collieries' Electric Railways
by Ross Mainwaring. 60 pages, soft cover, A4 size, 18 photographs, 13 maps and diagrams, references and index.
$16.50 (LRRSA members $12.38) Weight 230 gm.

Laheys' Canungra Tramway

by Robert K. Morgan, revised by Frank Stamford
Describes Queensland's largest timber tramway. 32 pages plus soft cover, A4 size, 28 photographs, plus maps/diagrams and index.
$9.95 (LRRSA members $7.46) Weight 220 gm.

Mountains of Ash

A History of the Sawmills and Tramways of Warburton - by Mike McCarthy
Describes a network of over 320 km of tramways which linked 66 major mills to the Warburton railway. 320 pages, A4 size, 280 photos, (incl. 52 duotones), 50 maps/diagrams, (incl. 14 four-colour maps).
$59.95 Hard cover (LRRSA members $44.96) Weight 1500 gm.

Settlers and Sawmillers

A History of West Gippsland Tramways and the Industries they Served 1875-1934
by Mike McCarthy
168 pages, soft cover, A4 size, 96 photographs, 17 maps and diagrams, 6 graphs, one loco diagram, references and index.
$31.90 (LRRSA members $23.93) Weight 700 gm.

Bellbrakes, Bullocks & Bushmen

A Sawmilling and Tramway History of Gembrook 1885-1985 - by Mike McCarthy
104 pages, soft cover, A4 size, 71 photographs, 17 maps and diagrams, references and index.
$26.00 (LRRSA members $19.50). Weight 500 gm.

John Moffat of Irvinebank

A Biography of a Regional Enrepreneur, by Ruth Kerr
Published by J.D. & R.S. Kerr
296 pages, 243 mm x 172 mm, 3 maps, 47 photographs, references, bibliography and index.
Not a railway history, but a history of an Australian mining magnate who was very much involved with associated railways and tramways in North Queensland. He was seen as a "monument to honesty".
$45.00 hard cover (LRRSA members $40.50) Weight 950 gm
$30.00 soft cover (LRRSA members $27.00) Weight 820 gm

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Heritage &Tourist

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

BEAUDESERT TOURIST RAILWAY 1067mm gauge

Most readers will be aware of the saga of the Beaudesert Tourist Railway following the close media attention to its affairs earlier in the year. The BTR's interest to this magazine relate to its link with the original Beaudesert Shire Tramway (LR 175, p.27) and its operation of former Emu Bay Railway B-B DH 1105 (Walkers 642 of 1970). A notice in the *Courier Mail* on 12 March (p.48) advised that the mortgagees in possession were offering the assets of Beaudesert Rail for sale by tender. These included the diesel locomotive, carriages and other rolling stock. There was an inspection on site on Saturday 26 March at which the locomotive and carriages were sold. Beaudesert Shire Council had applied to the Supreme Court to stop the inspection and tender day, but the application was refused and full costs awarded to the creditors. The creditor spokesman subsequently advised that he was negotiating by private treaty with prospective buyers the remaining BTR assets, which include the Logan Village railway station, the shed in Beaudesert and some rolling stock.
Bill Dunn, via LocoShed, 12/3/05; Melanie Dennis 04/05; *The Courier Mail*, 16 April 2005 and *Jimboomba Times*, nd, via Barry Blair

DURUNDUR RAILWAY, Woodford 610mm gauge
Aust. Narrow Gauge Railway Museum Soc. Inc.

Further to our report in LR 182 (p.27) the resumption of public passenger services has brought renewed enthusiasm among members. Ex-Pleystowe Mill 0-6-2T No.5 (Bundaberg Foundry 5/1952) has been the passenger operating locomotive hauling two four-wheel passenger cars. There has been an average of 70 paying passengers per running day. Most visitors arrive in the morning and the drop off in passengers after 2pm has been the cause of some concern.
While the ex-Douglas Tramway open wagon No.29 was ready for the resumption of public operations on 20 February, restoration of ex-QR railmotor trailer PL111 has been a more demanding task than expected, so its return to service is still several months away. Further work is continuing on ex-Victoria Mill 0-6-0 *MELBOURNE* (HC 1701/1938). Track work continues, with the current focus being on the passing loop at Woodford station. Approximately 250 new sleepers and 20 tonnes of donated ballast were delivered in March and early April 2005.
DR Bulletin, No. 278, May 2005

SUGARWORLD site, Edmonton 610mm gauge
Cairns City Council

A visit on 18 April found ex-Hambledon mill 0-6-0 No.4 (Hudswell Clarke 1549 of 1924) still on display at the former Sugarworld site (see LRN 109, Dec 1995, p.8). The locomotive had been recently painted in a non-genuine colour scheme, with lots of bright red on the cab. Someone had even polished the brass steam dome cover. The display shed has been extended to make it more weatherproof, and a mesh ceiling installed above the loco to stop the pigeons from roosting on the roof trusses and providing unwanted decoration. A solid childproof fence has been erected, with a display panel giving the history of the locomotive. A birdcage cane truck has been added to the display.
Frank Sandes, 04/05, via John Browning

New South Wales

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

The ILRMS joined the film location game in early March when the society hosted the *'Sydney Weekender'* film crew for an episode that went to air on 19 March. 0-4-0ST *KIAMA* (Davenport 1596 of 1917) was operating the main train on the day, with 0-6-0DM *SEYMOUR* (Baguley 2392 of 1952), the Gemco miners' tram and ex-MWS&DB 4wDM (Ruston & Hornsby 304455 of 1951) also in service on passenger trains. The ex-Brownhoist railcrane vertical boiler was in action powering the stationary engine display and further contributing to the steam atmosphere. John Garaty, 04/05

On Sunday 20 February 2005, Bundy Fowler 5 (BF 5 of 1952) is in steam on the Durundur Railway at Woodford after an enforced break of nearly two years, caused by the public liability insurance crisis. Photo: Brian Webber

NEWINGTON ARMORY & RAILWAY 610mm gauge
Sydney Olympic Park Authority

Updating the report in *Light Railways* 180 (p.27), a public open day was held on 16 March 2005 during Seniors Week (for seniors only). Our intrepid reporter made a private visit to the railway on 9 March and joined about 100 seniors there on 16 March. A number of improvements in track alignments, ballasting and general upgrading had been undertaken, as well improvements to the carriage sets. During the open day, a Gemco 4wBE-hauled 5-car articulated carriage set operated from Laboratory C past Buildings 42-44, then on the new link line alongside wetlands to Building 39. Passengers have good views across to Olympic Park on this section. Electrically-operated gates, remotely controlled by the train crew, maintain the integrity of the Newington site. The train travels through Building 39, where a commentary stop is made, then runs past the small Buildings 38, 37 and 36 to Building 35, where the junction of the line to the mangroves is reached. The train runs past Laboratory B, with its row of brick-built storage rooms and over-track canopies, then past another junction near Building 30 (the depot) and onto the starting point at Laboratory C. The journey takes 20-25 minutes.
The Seniors Day brought an appreciative audience of the train ride and the various interpretative displays of the history of the Newington site. Refreshments were served at Building 22, which has refurbished as a central meeting point and service centre for tour groups. Visits were made to the 1897 Building 20 with its restored munitions areas and the 'Bombs, Buildings and Bunkers' display in Building 13 on the wharf. The newly restored Building 18 was the venue for the

NSW schools Art Express exhibition (1 March-22 April), which draws large crowds (the site was served by shuttle buses on weekends and during school holidays).

Two Wingrove & Rogers 4wBE locomotives were displayed with munitions trains near Building 22 (LR 179, p.28), while the 4wDM (Malcolm Moore 1060 of 1943) recently acquired from South Johnstone sugar mill in North Queensland was noted in Building 30 in its as-received condition.

Staff at Newington were unable to advise when the next open day might be held and the Olympic Park website does not list any forthcoming public events apart from the Art Express exhibition.

Len King, 03/05

RICHMOND VALE RAILWAY,
Kurri Kurri 1435mm gauge
Richmond Vale Preservation Cooperative Society Ltd

The Mine Workers' Trust has awarded the RVR a grant of $10,000 to continue the restoration of the demonstration non-air coal train. This comprises 16 4-wheel non-air coal hoppers and two brake vans, of which the vans and two hoppers have been restored by RVR volunteers. In the mid-1950s there were 13,000 non-air coal hoppers operating in the Newcastle area, with trains relying on the brakes of the locomotive and vans to control the speed of trains. Now less than 100 wagons survive, the majority at the RVR, which is the only railway accredited by the Department of Transport to run these wagons.

At the handover, RVR Vice-Chairman, Graham Baker, said "This grant is a tremendous contribution to the restoration of these historical wagons and a recognition by the Mineworkers Trust of work performed by the railway volunteers keeping the Hunter Valley and Cessnock heritage concerning coal mining and transport alive. It is expected to allow for the restoration of between six and ten additional hopper wagons, depending on the condition of the timber."

Over the Hunter Steamfest, the RVR operated the train of non-air coal hoppers hauled by ex-SMR 2-8-2T number 30 (Beyer Peacock 6294/1925), newly outshopped in gloss black livery lined in red and cream. It worked the train to Mulbring Road at 1200 and 1400 on Saturday 16 April. 30 and ex-BHP steelworks Bo-Bo DE 34 were used on passenger trains to Pelew Main, while 0-4-0ST *MARJORIE* (Clyde 462/1938) hauled a single wooden bodied passenger car and brake van on Mulbring Road passenger services. Ex-BHP centre-cab Bo-Bo DE 54 (Goninan) and ex-Shell Oil and Commonwealth Railways 0-4-0DM DR1 (Ruston & Hornsby 327968 of 1954) were on display opposite the Richmond Main platform.

RVR media release 24/3/05; Jeff Mullier, via LocoShed 04/05; Chris Walters, 04/05

Victoria

ALEXANDRA TIMBER TRAMWAY & MUSEUM
610mm gauge

The Easter weekend saw a good turnout of visitors and fine weather over the three operating days (Saturday to Monday). As usual, Easter Sunday was the busiest day with activities being quieter on Monday afternoon. On the Sunday, Kelly & Lewis 0-6-0DM B/No. 4271 was pressed into service around lunch time for several trips on the passenger train while the crew of John Fowler 0-6-0T (B/N 1185 of 1909) took a well-earned rest. An interesting range of steam engines were in operation, including the Marshall 8hp portable (B/N 47566 of 1907), Marshall 2hp portable (45907 of 1906), Bartram vertical boiler and Tangye steam pump (2085 of 1911). In addition, the 8hp Marshall portable provided steam to operate the engine of the older Marshall 8hp portable (unknown number circa 1890s) and the high-speed vertical engine from the Maribyrnong Explosives Factory. Stationary internal-combustion engines 'popped' away happily over the weekend and the drag-saw provided demonstrations of log sawing. A new exhibit this year was a 1915 Ruston Hornsby oil engine in very original condition. This engine, recently donated by the Coller family has worked all its life in the Alexandra district driving an irrigation pump then a shearing shed plant.

Peter Evans, *Timberline*83, April 2005

Heritage &Tourist

BASS VALLEY RAILWAY
610mm gauge

Noted operating in December 1998 (LR 146, p.30), but now long defunct, the Bass Valley Railway on the Bass Highway, southeast of Melbourne, has become increasingly decrepit in appearance over the past few years. Early in 2005 the four-wheeled passenger carriages were sitting amidst long grass on the loop south of the long-closed restaurant. Some were derailed while others were lying on their sides. The rails and rolling stock were advertised in the *Weekly Times* of 26 January and a visit on 31st noted three 4-wheel passenger cars, a 4-wheel tank car, three salt wagons and seven salt wagons part converted to passenger cars. The chassis and other remains of previously dismantled Ruston & Hornsby 4wD hydrostatic ex Cheetham Salt (believed to be 283509 of 1949) were noted, but the large shed that housed the locomotives and wool spinning equipment had been sold and the other locomotives had been moved off site. As at 30 March 2005, the former restaurant, which incorporated two ex-VR passenger carriages, had been removed from the site and a number of trucks had been moved along the track to a point adjacent to the highway alongside a 'for-sale' sign.

Mike McCarthy, 04/05; Ray Graf 02/05

PUFFING BILLY RAILWAY
762mm gauge
Emerald Tourist Railway Board

The PBR has experienced record passenger numbers in February (21,390) and March (28,300) and the trend continued through April. The business plan for restoration of the Climax geared locomotive (1694 of 1928) has been submitted to the PBPS Executive, which has requested some refinements. The boiler has been stripped and the front and rear tube plates removed. It is proposed to replace the tube plates, the front section of the barrel and to relocate some washout plugs. The smokebox will be replaced and restyled after the original. This work will be undertaken when approval is given.

Narrow Gauge 176, 03/05; *PBR News* May 2005

Heritage &Tourist

Tasmania

BUSH MILL, Port Arthur
381mm gauge
Further to the report in LR 181 (p. 29), the 0-4-0+0-4-0 Garratt locomotive (K1 replica) has been sold to a private English miniature railway at a reported price of $130,000. It was loaded into a container on 28 February for shipment to the United Kingdom.
David Kirkland, LocoShed 9 March 2005

WEE GEORGIE WOOD STEAM RAILWAY, Tullah
610mm gauge
A party from the Richmond Vale Railway in NSW visited the line on Sunday 13 March. They arrived in time for the first train of the day, so there were very few other visitors around. The 0-4-0WT *WEE GEORGIE WOOD* (John Fowler 16203 of 1924) was already in steam and on the train impatient to be off, as was the Guard cum much else! The visitors were soon made most welcome with footplate rides for those who wanted them, while others either rode the train or filmed it. The line consists of a dumbbell layout and from the main terminus is on a falling grade. At the bottom loop the train is positioned for photographs with a mountain in the background.
The loco is fired on a mixture of coal and wood, and hauls a one or two coach train, with only a hand brake on the locomotive. This line originally used Krauss and Orenstein & Koppel locomotives. *WEE MARY WOOD* and *WEE GEORGIE WOOD* from John Fowler of Leeds arrived later. The present working locomotive incorporates parts of both. Also on site was Krauss 0-4-0T No.9 (5988 of 1908), acquired from The Commonwealth Carbide Co, who had in turn acquired it from Mt Lyell. It is at present undergoing a long term overhaul. Two Gemco battery locomotives were also noted.
David Rollins, 04/05

WEST COAST PIONEERS MEMORIAL MUSEUM, Zeehan
The RVR group also visited this museum on 13 March. The locomotives on display are as previously reported, namely: ex-TGR 2-6-0 C1 (BP 2509 of 1884); ex-Emu Bay Railway 4-8-0 No.6 (Dübs 3854 of 1900); ex-Mt Lyell 610mm gauge 0-4-0T No.8 (Krauss 5480 of 1906); ex-Renison 610mm gauge 0-4-0WT No.2 (Krauss 4087 of 1899); and two 4-wheel electric locomotives, Nos. 5 and 12. Presumably one of these is the 5-tonne Gemco 4wBE ex-Pasminco Rosebery Mine reported in LR 174 (p.28). The 4-wheel petrol railcar was also noted.
David Rollins, 04/05

WEST COAST WILDERNESS RAILWAY, Queenstown
1067mm gauge
We have received two reports of operations during March 2005. The RVR group visited on 10-11 March. They travelled the full length of the line to Strahan by Premium Class carriage on the first day, returning by bus, which cost $169 each, including a guide book, food and drinks, but the hostess made sure her charges did not die of thirst! The following day most of the party travelling from Queenstown to Dubbil Barril and return by tourist class the second day, while some travelled to Strahan by road and joined the train there. The weather was excellent, the scenery splendid and the crews very friendly, but the party was left pondering at the high cost of the operations.

The cosmetic restoration of former Moreton Mill 4wPM SANDY *(Malcolm Moore 1058 of 1943) was completed in March at the Nambour and District Museum. A small plaque (see inset) tells the story behind the name. Photo: Clive Plater*

Coming Events

JUNE 2005
3-4 Puffing Billy Railway, Belgrave, VIC. *Jingle Bells in July* – Puffing Billy's Dinner Special train departs at 1930 most Friday nights and 1900 most Saturday nights in June and July to celebrate a traditional Christmas dinner at Nobelius Packing Shed. Phone (03) 9754 6800 for bookings.
4 Bennett Brook Railway, Whiteman Park, WA. Drive a real steam locomotive for a day – the BBR offers enthusiasts the chance to learn to fire and drive a steam locomotive for a day hauling passenger trains. Information: Simon (08) 9249 6000 or Paul (08) 9249 3861.
8 Puffing Billy Preservation Society, Melbourne, VIC. 50th Anniversary Film Night (Members & Guests only), Scots Church Hall, Russell Street.
12 Cobdogla Irrigation Museum, SA. Operating day with Humphrey Pump and narrow gauge steam train rides and heritage engines. Phone (08) 8588 2323.
12 Illawarra Light Railway Museum, Albion Park, NSW. Steam and diesel train rides, 1030-1630. Also on 10 July. Phone (02) 4256 4627.
12-13 Richmond Vale Railway, Kurri Kurri, NSW. Coalfields Steam Weekend – steam train rides, traction engines, machinery displays and stalls. Phone: (02) 4937 5344 (weekends).
18-19 Toowoomba Model Railway Exhibition, QLD. Darling Downs Model Railway Club, Old Maudsley House, Baillee Henderson Hospital, 0900-1600. Exhibition models and ANGRMS stall.

JULY 2005
9-17 National Railway Museum, Port Adelaide, SA. Friends of Thomas the Tank Engine Event, 1000-1700 daily. Phone (08) 8341 1690.
9-24 Semaphore to Fort Glanville Railway, Semaphore, SA. Miniature steam train rides between 1200 and 1600 each day during School Holidays. Phone (08) 8341 1690.
14 Puffing Billy PS Golden Jubilee Luncheon Train, Belgrave, VIC. Special PBPS member's event to celebrate the Golden Jubilee on a re-created 1950s PBR train with luncheon served at the Packing Shed.
17 Cobdogla Irrigation Museum, SA. Open day with narrow gauge steam train rides and heritage engines. Phone (08) 8588 2323.

AUGUST 2005
14 Illawarra Light Railway Museum, Albion Park, NSW. Steam and diesel train rides, 1030-1630. Phone (02) 4256 4627.
21 Cobdogla Irrigation Museum, SA. Open day with diesel-hauled narrow gauge train rides. Phone (08) 8588 2323.

NOTE: Please send information on coming events to Bob McKillop – rfmckillop@bigpond.com - or The Editor, *Light Railways*, PO Box 674, St Ives NSW 2075.

John Kramer photographed ex-SMR 2-8-2T No. 18 undergoing restoration work by 3801 Limited at Eveleigh Workshops on 12 April 2005. This locomotive is being restored for the Hunter Valley Training Company in order to take part in the 125th Anniversary of Railways in NSW

A Wingrove & Rogers 4wBE locomotive with demonstration munitions train at the Newington Armory & Railway Seniors Day, 16 March 2005. . Photo: Ray Graf

The Richmond Vale Railway's ex-Lysaghts 0-4-0ST MARJORIE *(Clyde 462/1938) pauses for water during the Hunter Steamfest, 16 April 2005. Photo: Chris Walters*

Heritage &Tourist

A Tasmanian enthusiast visited for the 'open day' at the Carswell Park Workshops on Saturday 12 March. Abt 0-4-2T No.3 (Dübs 3730 of 1898) was observed on the pit road with its rods off in order to replace the bearings. Other items noted in the shed were the 4-wheel van formerly at the PBR Menzies Creek Museum and another 4-wheel van ex-Comstock Tramway. A number of carriages were noted outside the west end of the shed, while Abt 0-4-2T No. 1 (Dübs 3369 of 1896) was being prepared for service on the pit road.

The remains of 2ft gauge 0-6-0T (O&K 4241 of 1910, see LR 174, pp. 28 and 30) were outside the east end of the shed along with an ex-TGR guards van. The RVR group report that the works number 4214 was seen on a small bracket on the frame. The wheels and boxes were away for regauging, but the rebuilding project appeared to be on hold.

The morning train was noted departing Queenstown at 1010 as our reporter drove to Strahan. The former Mt Lyell railway 0-6-0DM V13 was noted in the Regatta Point locomotive shed. At Lowana Siding 0-6-0DM D1 (Vulcan Fdy/Drewry 2405/1953) departed for Regatta Point with four carriages (017, 015, 012, 018) at 1410. It arrived at Regatta Point at 1427, then headed out with the afternoon service at 1524. Returning to Queenstown, our reporter joined the 1005 steam-hauled train the Regatta Point and return on 13 March. The train arrived at Dubbil Barrel at 1152, with the diesel-hauled service from Regatta Point pulling in at 1212. The trains were shunted and the locomotives turned on the turntable and the westbound train (D1 hauling the above consist) departed at 1304, two minutes after the eastbound steam-hauled service. Arriving at the western terminus at 1430, passengers had 50 minutes at Strahan before departure of the eastbound service. Transfers, shunting and turning were again performed at Dubbil Barrel, with the steam-hauled train arriving back at Queenstown station at 1845.

Tourist class carriages were booked

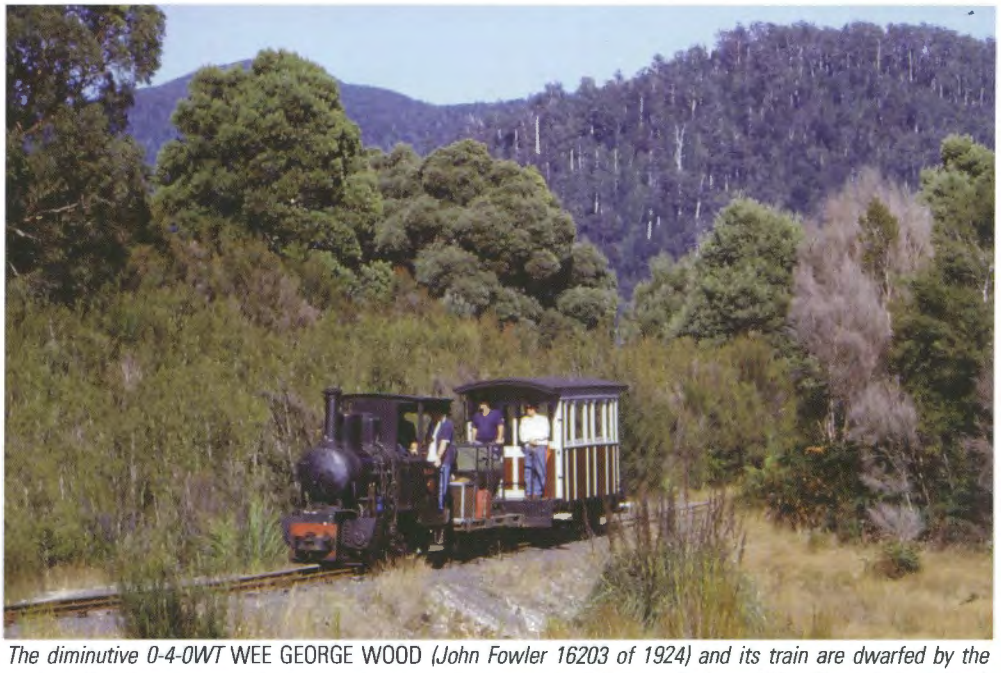
out over the weekend, but there were few passengers in Premier Class. Fares were to increase in April. Locomotive No.1 departed for the workshops at 1900. It is reported that Abt 0-4-2T No.5 (NBL 24418 of 1938) formerly at the Menzies Creek Museum is still undergoing overhaul at Saunders & Ward engineering in Kingston.
David Rollins, 04/05; Steve Zvillis, LocoShed, 15 March 2005

South Australia

COBDOGLA IRRIGATION MUSEUM 610mm gauge
Cobdogla Steam Friends Inc.
Further to LR 181 (p.31), construction of the new locomotive and carriage shed and associated track work has been a major activity over recent months. A much needed servicing pit has been installed on the number 1 road. Previously the Bagnall had to be jacked up each year for the annual boiler inspection. A temporary shallow pit was installed in the existing loco shed and this was used for the last two boiler inspections. The track work for the new shed involved the construction of a set of three-way points, which, considering the use of 60 lb rail on a 2 foot gauge track, was quite a feat. Two standard broad gauge point sets were modified, one with 10-foot switchblades and the other with 12-foot blades. A new centre crossover section was fabricated from scratch. The tracks leading from this triple set currently terminate outside the shed, but will be extended into the shed once it is completed. The shed was at the stage of having the roof sheets added. Once completed, the local High School will paint a mural on the shed walls depicting our early irrigation district development. One point of interest is that the wall sheets used on the shed came from the former Berri Freight shed, which was demolished for materials about 12 years ago.
Also well under way was the preparation for a track-laying weekend in early June. Rail has been stockpiled at the end of the line and sleepers are being cut to length and pre-drilled. It is hoped

Ex-SMR 2-8-2T No.30 (BP 6294/1925) displays its new livery with the two restored non-air coal hoppers and brakevan on 9 April 2005.. *Photo: Graham Bearman*

4wDM Simplex FARLEIGH *(Motor Rail 7369/1935) hauling the passenger train at Cobdogla Irrigation Museum on 8 January 2005.* *Photo: Ray Graf*



The diminutive 0-4-0WT WEE GEORGE WOOD *(John Fowler 16203 of 1924) and its train are dwarfed by the rugged West Coast mountains as it completes another journey at Tullah on 13 March 2005. Photo Graham Black*

Recently restored Fowler 0-6-0T (5265 of 1886), ex-Tasmanian Transport Commission, ex-Kiama Municipal Tramway, shows off its 'Thomas blue' livery at the Don River Railway, on 7 March 2005. Photo: Ray Graf

The 'For Sale' sign at the Bass Valley Railway on 30 March 2005 with former rolling stock in various states of disrepair. Photo Mike McCarthy

The cosmetically restored ex-Millaquin Sugar Mill 0-6-2T SKIPPER (Perry Eng 1850.46.1 of 1946) now makes an impressive exhibit at the National Railway Museum, Port Adelaide, where it was photographed by Ray Graf on 7 January 2005.

that several hundred metres of track will be laid over the weekend.

The boiler feed water problems we were experiencing appear to have been solved with the switching of the boiler treatment supply company. The new company's representative quickly solved the excessive priming problem. In addition, one of the ½-inch injectors was replaced with a ⅜-inch one, which was the original size fitted. Apart from an electrical problem with the rear headlight on the Simplex (now resolved), both locomotives have been operating satisfactorily.

Passenger numbers continue to be good with Easter and a special open day on ANZAC weekend being especially busy. The society welcomed a 30 strong contingent from Steamranger on a visit to the museum on 24 April.

Denis Wasley, 04/05

Western Australia

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

WALRPA volunteers were busy in early 2005 installing track inside the new Transport Heritage Centre in Whiteman Park. Two 60 metre tracks, one of 610 and 1067mm gauge, the other of 1067mm and 1435mm gauge provide for the display of locomotives and rolling stock at the Centre, which is located near Whiteman Village Junction Station. Two overhead footbridges (originally from Subiaco station) are to be installed to give visitors to the Transport Heritage Centre access from the station. The Centre, to be called *Revolutions*, will complement the transport-themed activities at Whiteman Park. It will use items from the five transport attractions in the park – light railways, electric trams, buses, motor vehicles and tractors – to tell how transport has contributed to the development of Western Australia. Scheduled for launching in September 2005, *Revolutions* has been established with funding from the WA Planning Commission.

Bennett Brook Railway Worker, 04/05; Valerie Humphrey, 04/05