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Australia's Magazine of Industrial & Narrow Gauge Railways

Light Railway Research Society of Australia Inc.

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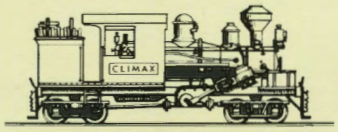

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Conversions:

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

Many of you would be aware that, on 24 June 2005, Peter Casserly, the last Australian soldier to see service on the Western Front in World War 1, died in Perth at the age of 107. He was given a State Funeral at Fremantle on 1 July.

What many of you may not know is that the remarkable Mr Casserly did not serve as an infantryman or artilleryman, but as a 'light railway' man.

As a sapper in the 5th Railway Section, which later became the 16th, then 2nd, Light Railway Operating Company, Peter Casserly helped transport troops and supplies to the front, and evacuate wounded, along the precarious 60cm gauge tracks of the War Department light railways.

Despite their pivotal role in supplying armies on both sides of the conflict, the military railways of World War 1 have not received a lot of recognition, though this has been remedied somewhat in recent years, with some excellent publications appearing in Britain and the USA.

"Our Railway Men in France Face Death at their Work" (in LR 161, October 2001 - which shows a train from Peter Casserly's own unit) and "Hunslet 306: The train now arriving..." (in LR 175, February 2004) are two recent articles on World War 1 railways that have appeared in our own pages. Needless to say, any further material on this fascinating subject is always welcome. *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.

Cover: *The electrification of Sydney's tramway network began in earnest in 1899, and in the years following a great many of the 0-4-0ST steam tram motors beacame surplus to requirements. Over twenty of these units found employment elsewhere, in pursuits as diverse as breakwater construction, gold mining, bridge building, hauling coal and working on a timber tramway. Two even went to tramways in New Zealand. Waddingtons Ltd at Granville, later to become Commonwealth Engineering (Com-Eng), operated three of the steam motors at various times. In this scene from 1945, motor E6 56 (Baldwin 11680 of 1891, ex Parramatta tramway 31A, ex-NSWGT 31A), with the aid of a match truck, shunts a rake of brand new NSW Government Railways 'U' wagons. Painting by Phil Belbin*

The Maroochy River bridge remains intact, 3 May 2005. *Photo Mike McCarthy*

Moreton revisited May 2005

by Mike McCarthy

Back in September 1996, I visited the Nambour area with my family. Previously we had holidayed mainly in our home state, Victoria, a treasure trove of abandoned tramway formations no matter where you go. I recall my wife saying "I would like to go somewhere where we don't keep finding tramways for you to disappear along. Why don't we go to Noosa Heads?" "OK" I said and tried not to smile. We were soon on our way and you can imagine her reaction when she discovered the reality! It proved to be a great family holiday but over the two weeks I still managed to grab plenty of time to get around the Moreton system and have a good look. Recently, in May 2005, we came back to Noosa, minus the kids this time, and the opportunity presented for a look at what was left following the closure of the mill in December 2003.

Having enjoyed many hours next to the Maroochy River tramway bridge watching trains go by back in 1996 my first priority was to revisit this location.

Store Road, leading to the north side of the Maroochy River Bridge, was always a place where you could find some action when I was last there. (Map reference '1') I spent a full day fishing from the river bank alongside the tram bridge back then and had great fun on both accounts! Traffic from the Coolum, Valdora and Fischer's Branches all converged here as well as loadings from some short local lines. I recall *VALDORA* and *MAROOCHY* being here to work the branches. They sat on the short line to Robinson's when not in use. May 2005 presented a miserable scene. The Maroochy Bridge still stands (for now!) with rails intact but other than rails embedded in roadways all else has gone. The mainline is marked by a succession of piles of rotten and broken sleepers and, near the corner with River Road, the dismantling crew has left behind a small stack of old 40 lb rails (marked for the Belgian manufacturer *OUGREE 98*).

Moving to the east along River road in the direction of the Coolum line the first side road you come to is Trevor Road. A few hundred metres down the road the Coolum branch crossed. Petersen's loop was just east of here. Back in 1996, I recall seeing derailed loaded cane trucks in the siding as *JAMAICA* went past with empty trucks heading east. This time it was piles of sleepers awaiting burning in drier weather. A set of points had been pulled clear of the ballast but not removed. The track bed has very quickly become overgrown. (Map reference '2')

Further along River Road the tramway joined the road. It appeared that some dismantling activity had been underway here recently as there was a fair quantity of removed rail stacked alongside the road awaiting removal. There was a road/rail bridge here in 1996 beyond which the road deteriorated into a rough track. How things have changed. The rough road is still there but aside from the level crossing sign at one end of the bridge and the line of spike holes in the decking, all signs of the tramway have vanished. The

alignment has been ploughed and when visited was covered in tall stands of cane. (Map reference '3')

A location that had fascinated me back in 1996 was the terminus of the Coolum Branch at Stewart's alongside the South Coolum Road at Coolum Beach. After passing under the Sunshine Motorway and darting across canefields the tramway entered a small wooded glade near the corner of Yandina-Coolum Road and South Coolum Road. A sharp right hand turn took the line through the trees, behind some farm sheds to a loop beyond which the line terminated. Earthworks beyond seemed to suggest that it once carried on further. In 2005, much had changed and it was a sight that saddened me. The rails have been pulled up from the former end of line back to the curve away from South Coolum Road. Some rails, along with a set of 40lb points, are stacked here on top of the culvert on the curve. Beyond, heading back to the pass under the motorway, it seems that rails remain. Looking from the motorway, towards the west, the stacks of removed sleepers suggests that the Coolum line has been removed to this point. (Map reference '4')

I made a quick visit to Ashton's Wharf Road on Fischer's Line. My family enjoyed a picnic here in the park-like surrounds

Rails from the Coolum Branch alongside River Road on 7 May 2005. *Photo Mike McCarthy*

at the wharf site back in 1996. The tramway curved out of a shallow cutting, through a gap in a fence framed with signs threatening dire consequences for trespassers, and then through the park. It crossed a small bridge on the west side. In 2005, signs of the tramway are rapidly disappearing. The cutting and signs are still there but aside from a scattering of stone along the track alignment you could be forgiven for not even realising that a tramway once passed through the area. (Map reference '5')

I spent a lot of time tracing the Valdora Branch back in 1996. There was a works train operating in the area at the time dodging the cane traffic by ducking into various loops as it made its way around. I especially recall coming across the original alignment of the branch between Colley's and Oake's Sidings. Most of it had been dismantled long ago but a short section below Oakes was still there despite not having been used in many years. Blackberries covered much of the track and a small bridge, in a decrepit condition, sat alongside Valdora Road. Heading north along the road in 2005, I had hoped its half-hidden state might have meant that that this section of line had escaped the attention of the dismantlers, but to no avail. All had been removed including the old rails across the road near Colley's. The tramway crossing signs and rails across the road remain at the top end of this section where the former mainline had functioned as a branch to Oake's Siding until the end. It is here perhaps that the transient nature of the mostly lightly constructed Moreton lines was brought home to me. On the north side of the former crossing, acres upon acres of newly planted pineapples have obliterated the tramway formation; a sad sign also of the steady but sure decline in sugar growing in the Nambour region that was both a cause and a product of the closure of the Moreton Mill. (Map reference '6')

There was a surprise in store for me further along Valdora Road however. Wardrop's was the furthermost flung point of the Moreton system to the north-west. It was here back in 1996 that I first witnessed the spectacle of a semi-trailer fitted with tram rails delivering cane trucks to the tram terminus. The trucks ran off onto rails sitting on a ramp and coasted down a long siding to join a rank of other fully laden trucks. A separate line carried empty trucks destined to be back-loaded on the road vehicles to distant farms. With the exception of the tram trucks and the encroachment of grass, everything was much as it was at the time of my recent visit. Why this section remains intact, I do not know. Equally, I am not sure how far back towards the mainline the rails remain, as time would not permit me to explore more fully. (Map reference '7')

Such was not the case on the minor branch to Rickard's Siding, running east from the Valdora line. With the heavy growth of grass since dismantling, all that marked the alignment was the sad line of stacked sleepers waiting for the torch. (Map reference '8')

Around to the east from Wardrops, butting up to Yandina Creek Road, was another terminus at Cooper's Dump. There were a couple of lengthy sidings here, mostly occupied by cane trucks back in 1996. A 'dead' siding or two was also evident. Several piles of old sleepers waiting to be burnt were what greeted me this time around. Not even an old rail could be found during my short inspection. (Map reference '9')

The northern-most point on the Moreton system was Jamaica Siding on the Valdora Line, alongside Doonan Bridge Road. A couple of sidings running alongside the road with another loop back to the west marked this location in 1996. In 2005 virtually all trace has gone. Even the sleepers have been removed. If you were not aware that this had been a cane tramway terminus you could be excused for expressing disbelief in being told that this is so. (Map reference '10')

A short branch of the Valdora Line crossed the Yandina – Coolum Road not far north from the River Road corner. It ran only a hundred metres or so past the crossing to terminate in the backyard of a house alongside the road. It intrigued me back in 1996 because I saw a loco haul a couple of trucks away from the house and across the road. For some reason it seem quite incongruous (but also quite appealing!) to have a locomotive running next to where the washing was drying! In 2005, the only evidence remaining of this rather unique garden feature were the rails in the road pointing to where the siding used to be. Even the backyard has largely disappeared under tall stands of sugar cane that have been planted since the rails were torn up. (Map reference '11')

The section of line that lead south from Petrie Creek towards the Paynters Creek and Maroochydore lines was a favourite back in 1996. There was a steep pinch in this section where the tramway climbed over the ridge separating Petrie and Paynters Creeks. A long side cutting up the hill followed by a road crossing on a curve and then a steep decline to the south to another level crossing, all within sight of the road, presented a nice change from the level runs through the cane fields. All that is left now are the obvious side cuts that will be there forever, and the rails in the roads. (Map reference '12')

Further to the south on the Maroochydore line was an interesting triangle amidst the trees alongside Rafting Ground Road. There was a lot of activity here in 1996. I recall watching cane being loaded into the trucks and *PETRIE* pulling away with a load. It seems that rails were pulled up here recently as

the alignment through the trees has experienced little growth of weeds to obscure things. The former sidings and triangle however have been destroyed completely. Only the stack of old sleepers and the bent frame of a cane truck show where things were. When they are gone no sign will remain. (Map reference '13')

At Bli Bli the cutting is still there (it will take a lot of filling in!) and, at the east end, the curves of the mainline to the north and the Punt line to the south are clear and walkable. (Map reference '14') The Bli Bli Bridge has had the rails removed and the roadway has been resealed. (Map reference '15') Clive Plater informed me that this was done because, with the weight of the rails, the bridge was close to its carrying capacity. Beyond, most signs of the Punt line have gone. The only evidence of the tramway in the section alongside David Low Way is the fresh road metal on the verge of the road; another few months and this will appear no different from any road in the district. (Map reference '16')

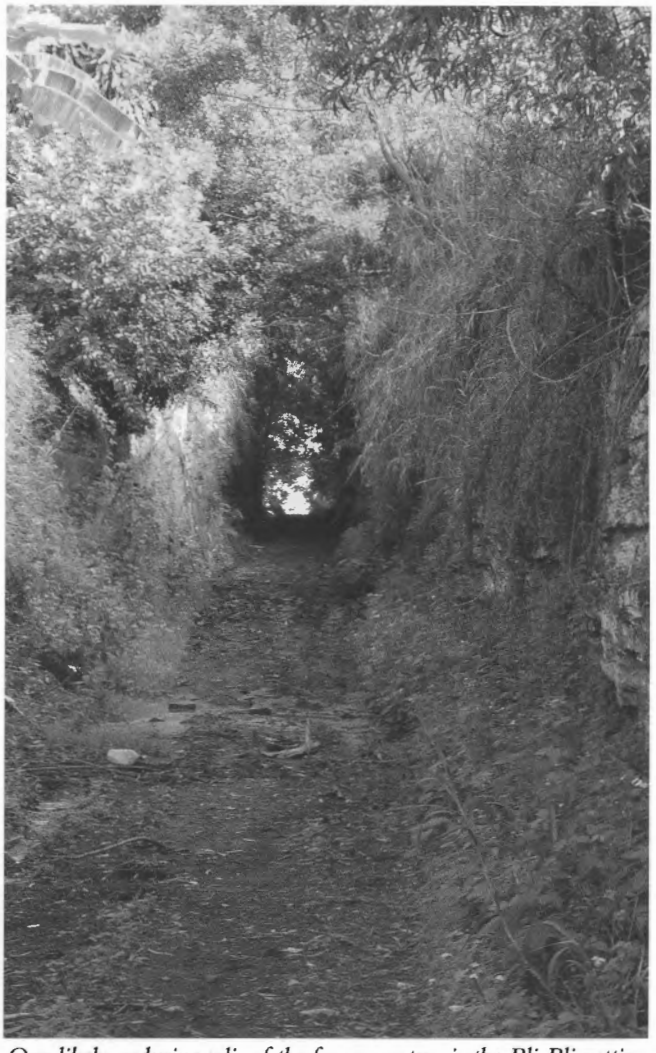
I was looking forward to seeing Clark's line again. It featured a very pretty section through the manicured grass area amongst the trees alongside Petrie Creek. Of course then there was Clark's Bridge, the first of the lift bridges on the network. Alas it has all gone and by appearances well before the mill closure. I attempted to get to the bridge site from Campbells Road on the south side of the creek but the old access track is now a cane field. Access is also denied on the north side but a creep along the river bank confirmed that all signs of the bridge have disappeared. (Map reference '17')

The River Depot was a fascinating spot to spend a few hours back in 1996. It sat at the south end of the Maroochy lift bridge and was the centre of operations for this part of the world. Traffic from the north side of the Maroochy (the Coolum, Valdora, and Fischer's lines) as well as the Dunethin and Horse lines on the south side all converged here. It had passed its days as a major operations and repair centre but crews still used it as a base and there seemed to be always something going on and plenty of traffic passing through. In 2005, all track and buildings had been removed. An untidy pile of scrap corrugated iron marked the site of one of the buildings not far from the south end of the bridge. (Map reference '18')

Further around the river, under Dunethin Rock, the strip of ballast and a section of rails marking the former road crossing were all that remained of the tramway through this idyllic spot. The Dunethin line, including its branch, has been completely dismantled so far as I could tell. (Map reference '19')

Travelling towards Nambour from the River Depot I took the opportunity to revisit the formation of the old Camp Flat line over the ridge separating the Maroochy River from Petrie Creek. This formed part of the original main line from Nambour. It was done away with in 1941 when a connection was laid between Bli Bli and the main line south of the Maroochy Bridge. After this time, all mainline traffic from the branches north of the Maroochy River passed through the Bli Bli cutting and the old mainline over the ridge was cut back to a short stub on the north side servicing local farms. In 1996, I walked (with difficulty) a section of this formation from Camp Flat Road where the tramway crossed it on the ridgeline down the south side of the ridge for some distance. The side cutting was relatively easy to find but difficult to follow because of the growth of vegetation and fallen trees. As you would expect it seems it has changed little over the past nine years although I only walked a short section this time around. (Map reference '20')

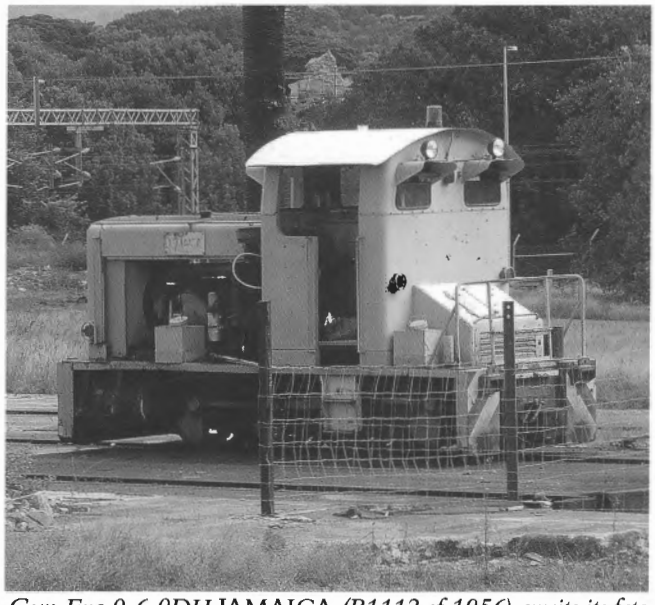
My final point of call on the former system was Nambour itself. Without doubt, more than anything else I saw, the piece



One likely enduring relic of the former system is the Bli Bli cutting pictured here on 4 May 2005. (Compare this view to the cover of LR 164, April 2002.) *Photo Mike McCarthy*

of land that the mill once occupied symbolises the determination of the wreckers to remove all evidence of the former enterprise wherever possible. Behind locked gates, where once stood the mill buildings, offices and tramlines, now there exists a scene of total desolation. Virtually everything above ground has been removed. The pits for servicing the locomotives remain, as do deep chasms where the mill stood but I would imagine that shortly these will be filled as well. The one exception to this was the presence of the one remaining locomotive. *JAMAICA* sits on a short length of track embedded in the concrete that formed part of the loco shed floor. It looks very weather-beaten compared with its appearance nine years ago. (Map reference '21')

Leading away from the mill the tram rails in the road across the main street and down Howard Street remain. However, the rails stop at the point where they once turned to enter the throat of the former sidings. A pile of sleepers or two and high grass now mark where the busy Howard Street sidings once stood. Even the entrance has become blocked by the presence of a used car yard on the former right-of-way. (Map reference '22'). Further east, along what was the main line following the south bank of Petrie Creek, it seems that some of the more recent dismantling has taken place. The rails have gone although there remain several stacks ready for removal. Similarly, sleepers have been organised into piles ready to be burnt or to be carted away for disposal. Most are in poor condition so burning is probably more likely. (Map reference '23')



Com-Eng 0-6-0DH JAMAICA *(B1112 of 1956) awaits its fate at the site of the former loco shed at the Moreton Mill site, Nambour 5 May 2005 (see p.17).* *Photo Mike McCarthy*

While wandering around the perimeter of the mill site I noticed a parallel set of cuts in the bitumen in a road leading away from the side of the mill. The grooves were clearly two feet gauge so I followed them up the road and around the corner. They turned to the right and though a gate to the rear of the Nambour Museum. There parked in the rear of the museum, were *EUDLO, JOE, SANDY*, the workmans van, some cane trucks and approximately 50 metres of two feet gauge track. Further investigations revealed that the workmans van had been pulled from the mill around to the museum on flanged wheels – hence the ruts in the road. One item that was missing from the rear of the museum was the ex-Mapleton Shay locomotive. It seems that this is presently stored at the Council depot in Nambour pending a decision about its future home. (Map reference '24')

Unfortunately I could not visit all of the former system, family duties, time and weather (whatever happened to ".....and perfect the next"!) prevented me from doing all I wanted to do. Overall, I was left with mixed feelings. I was saddened to have seen that indeed, it was true; it really was being pulled up! However, on the other hand I had the privilege of seeing the Moreton system when it was operating and had the time to understand it a little. My recent visit also allowed me to pursue a peculiar thing that we Victorians, out of necessity, get a lot enjoyment from - taking photographs of things that aren't there anymore!

One thing however was brought home very strongly to me. In contrast to my experience with bush tramways, once these cane lines are removed there is precious little left to show where they were. There will always be some signs that will probably be there for eternity but for the majority of the little lines all evidence of their existence vanishes forever. It is so easy to take things for granted. It highlights to me the importance of mapping and photographing as much as possible while it is still there and not put it off to another day.

I would like to acknowledge the assistance of John Browning in providing me with some maps to give me a head start on things back in 1996. Also Clive Plater for his update on the current state of play and my wife Shirley for her tolerance and helpful driving advice whilst I toured the Moreton cane fields with only one eye on the road!

Rails beneath our feet

by John Shoebridge

From time to time our Industrial Past is revisited in the form of long-buried railway relics unearthed by present-day excavations.

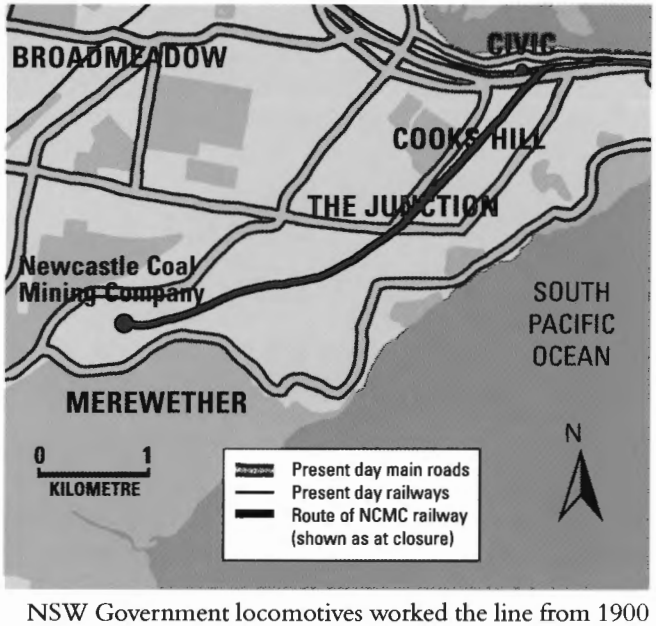
Recent installation of a water main in the Newcastle suburb of Cooks Hill revealed some such forgotten relics. In the form of intact lengths of standard gauge rails with sleepers, they were found beneath the bitumen in Bull and Parry Streets.

When the significance of the remains was explained, by Rod Caldwell (Institution of Engineers Australia) and Sarah Cameron, (Newcastle Council Heritage Officer), the Council workmen involved carefully manoeuvered the new pipes beneath the rails without damage.

The discovery was reported in a short article in the *Newcastle Herald* on Monday 14 March 2005 but, understandably, it gave only a bare outline of the complicated history of the railway of which they were a part.

Constructed under the authority of the Newcastle-Burwood Tramroad Act of 1850, the line was opened in June 1854 as a narrow gauge wooden tramway on which the horse teams of four companies drew their coal trucks. Control passed in 1855 to the Newcastle Coal and Copper Company who introduced steam locomotives and dual gauge track.

Ownership of the right-of-way always remained with the Burwood and (later) Merewether Estates. For a time the Burwood Coal Company ran the trains, and in 1875 the rights were let to the Newcastle Coal Mining Company which for many years hauled coal from their two large collieries.



NSW Government locomotives worked the line from 1900 onwards, and it was referred to in official documents as the Newcastle Colliery Branch.

Whilst at one time this was a very busy branch, by the 1950s one train, each Saturday morning, sufficed for the traffic offering.

The last train ran on 7 June 1955. The Merewether Estate commenced lifting the rails the following year and, shortly after, abandoned all interests in favor of Newcastle City Council.

Obviously the Estate had no wish to be involved in the reinstatement of road surfaces and recent site inspections have revealed several other locations where rails are still apparent beneath the pavement.

Trammer 57 at the Plant Maintenance Depot, Birrong, 1967. The device fitted to the controller handle was so the handle could be locked in position with a padlock. *Photo: MWS&DB*

GEMCO battery locomotives of the Sydney MWS&DB

by Jim Longworth

Introduction

Apparently the first use of a storage battery electric locomotive for underground construction work in Australia was by the NSW Public Works Department (PWD) during 1924.[1] PWD used the locomotive to haul spoil from the tunnel excavation for the Berry's Bay Section of the Northern Suburbs Ocean Outfall Sewer.[2] The PWD was the constructing authority for the Metropolitan Water Sewerage and Drainage Board (MWS&DB) at that time.

The MWS&DB began to use battery locomotives on its own account in 1925. WJ Spencer & Co. supplied five British Electric Vehicles Ltd. (BEV) locomotives built in Southport, England, for construction of the Pressure Tunnel in 1925-1926.[3] A Purcell internal combustion locomotive had been used around 1921 on relining the Nepean water supply tunnel.[4] A further 14 BEV locomotives, by now produced by Wingrove & Rogers Ltd in Liverpool, England, were purchased by the MWS&DB from Ardner Waern & Co Pty Ltd for construction of the City Tunnel in 1947 and 1951.[5]

Excavating small diameter sewerage tunnels during the period 1960-1971 was by hand. After drilling and blasting, the tunnels were mucked out manually or with a small tunnel loader. The muck was then removed in 1m^3 side-tipping mining trucks hauled by the battery electric locomotives to the surface where the skips were tipped onto a spoil dump or into a bin for later re-loading into road motor trucks for disposal.[6] All rail-mounted plant ran on standard 2ft gauge track. In 1974 the Board introduced Mini Full Face Tunnel Boring Machines and shuttle-cars to carry the spoil, but these ran on a 760mm (2ft 6in) gauge track.

GEMCO locomotives

George Moss Pty Ltd, based in Perth, Western Australia, was the prolific builder of 'Gemco' battery-electric locomotives, particularly from the 1960s to 1980s. The company's origins were in 1935 in the outback gold mining town of Cue, and manufacturing of plant began in 1946.[7] Trolley wire electric and diesel locomotives were also produced, as well as track maintenance equipment. It appears that manufacturing licence arrangements existed at various times with Greenwood & Batley, England (for trolley wire locomotives), CH Funkey, South Africa, (for diesel locomotives), and Geismar, France (for track maintenance

equipment). Large numbers of locomotives were exported worldwide, mostly for the mining industry. It is believed that the company ceased production in the mid 1990s. Gemco locomotive builder's numbers look long and often complicated. This is because it was the builder's practice to incorporate the engine or motor number(s) into the allocated number.[8]

MSW&DB GEMCO Trammers

The MWS&DB's first purchase of Gemco locomotives was in 1960. These were Trammer locomotives, the smallest standard type available. They had a single motor and most were built with connecting rods to link the two axles. Eight 2ft gauge Gemco Trammer electric storage battery locomotives were purchased from George Moss Pty. Ltd. for £1219 each, plus battery chargers, and selected spare parts.[9] Of the eight offers from suppliers, the tender from George Moss was the lowest. The locomotives were specifically purchased for use in excavating small diameter tunnels, principally for sewerage. The MWS&DB referred to its locomotives by their hauling capacity not weight. The Trammers had a 10-ton nominal haulage capacity and weighed 1½ tons, and while the 20-ton capacity Haulers weighed 3 tons in working order.[10] Eight more Trammers were purchased in 1961 at £1280 each, plus battery chargers.[11] Apparently another eight were purchased in 1962, but the full details are not known. By the middle of 1964, the existing holding of 24 Gemco Trammer locomotives was deemed inadequate for the Board's tunnelling requirements, so a further two were purchased for £1349 each.[12] A final six Trammers obtained in 1970 cost £4,983 each.[13] The tender was accepted because the additional locomotives were similar to the 26 already owned by the Board and the existing fleet had given satisfactory service. In addition the locomotives featured a foot-operated brake on the motor shaft, they were of Australian manufacture, and a satisfactory delivery date of six weeks had been promised. Unlike the previous Trammer locomotives, these had no connecting rods and were powered on one axle only.

MSW&DB GEMCO Haulers

Six 3-ton Gemco Haulers were purchased from the George Moss local agents, Evans Deakin during 1964 at £2556 each, plus battery chargers.[14] Evans Deakin had local workshops where repairs could be undertaken and spare parts were held for service. The Hauler locomotives had twin motors and no connecting rods. Two more were purchased in 1965 at £1977 each excluding batteries.[15] There was at the time a need for a further 12 battery locomotives to meet the needs of the expected tunnelling work, and to allow for the replacement of the old Wingrove & Rogers units that had originally been purchased for the City Tunnel. Seven more were purchased during 1965 at £3064, though approval had been given to purchase an additional twelve.[16] A final purchase of three Haulers arrived during 1970 at a cost of £8524 each.[17]

Locomotive management

All reports indicate that the Gemco locomotives proved satisfactory in service, and were long lasting. Notices of MWS&DB auction sales have been mentioned from time to time in both *Light Railways* and *Light Railway News*. A listing of the MWS&DB Gemco locomotive fleet is given on page 11.

MWS&DB plant was generally numbered in the order in which items were purchased. However, not all MWS&DB locomotives were given Plant Numbers, nor were all numbers in the numbering sequence allocated to locomotives. Trammers were numbered on the front battery box support bracket, while Haulers were numbered on the rear buffing plate. The method of marking was by 50mm high cut in or raised welding, on both types of locomotive. Battery boxes were given a separate plant number, as were the locomotive's electric motor(s). Batteries were identified by the maker's serial number on a tag adjacent to the end terminal.[18]

The equipment was received into MSW&DB ownership at the Birrong plant depot, where it was prepared, and stored between assignments. A visit in May 1977 revealed nine trammers and one hauler present, all stored separately from their battery

Hauler 86 with battery box 102 at the Plant Maintenance Depot, Birrong, 1967. *Photo: MWS&DB*

A Gemco Trammer poses with two Gemco side tippers at the Plant Maintenance Depot, Birrong, 1967. *Photo: MWS&DB*

Trammer in the West Middle Harbour Sub-main showing the tightness of these small diameter tunnels, 1968 *Photo: MWS&DB*

MWS&DB GEMCO BATTERY LOCOMOTIVES

No.	Type	Purchased	Disposed of	Maker's Serial Number
34	Trammer	7/9/60	31/5/77	
35	Trammer	7/9/60	15/11/77	
36	Trammer	9/12/60	2/5/78	
37	Trammer	9/12/60	4/5/76	
38	Trammer	9/12/60	4/5/76	
39	Trammer	18/11/60	4/5/76	
40	Trammer	18/11/60	31/5/70	
41	Trammer	18/11/60	31/5/77	
42	Trammer	17/1/61	2/5/78	
43	Trammer	17/1/61	31/5/77	
44	Trammer	28/2/61	17/10/78	
45	Trammer	17/5/61	15/11/77	
46	Trammer	17/5/61	10/11/81	
47	Trammer	4/4/61	17/10/78	
48	Trammer	17/1/61	2/5/78	
49	Trammer	17/5/61	16/4/80	
54	Trammer	3/4/62	10/11/81	
55	Trammer	3/4/62	10/11/81	
56	Trammer	3/4/62	1/5/79	
57	Trammer	3/4/62	1/5/79	
58	Trammer	1/6/62	1984	
59	Trammer	1/6/62	1/5/79	
60	Trammer	1/6/62	22/10/80	
61	Trammer	1/6/62	16/4/80	
62	Trammer	25/8/64	21/1/80	
63	Trammer	31/8/64	15/11/75	
78	Hauler	24/11/64	24/5/79	
79	Hauler	24/11/64	1995	12292-93/30/64
80	Hauler	24/11/64	24/5/79	
81	Hauler	24/11/64	25/11/75	
82	Hauler	24/11/64	2/8/79	
83	Hauler	24/11/64	28/4/71	
84	Hauler	19/5/65	15/7/75	12329-30/35/65 [20]
85	Hauler	1/6/65	still in use Nov 90	12334-35/36/65
86	Hauler	17/7/65	still in use Nov 90	12336-37/38/65
87	Hauler	15/7/65	15/7/75	12331-33/37/65 [21]
88	Hauler	16/9/65	11/6/74	12344-46/41/65 [22]
89	Hauler	16/9/65	still in use Nov 90	12345-47/42/65
90	Hauler	13/10/65	25/11/75	
91	Hauler	31/12/65	still in use Nov 90	12348-49/44/65
92	Hauler	31/12/65	2/8/79	12352-53/45/65
98	Trammer	24/9/70	1984	12696/?/70
99	Trammer	24/9/70	1984	12697/?/70
100	Trammer	28/9/70	1984	12698/?/70
101	Trammer	28/9/70	still in use Nov 90	12699/?/70
102	Trammer	28/9/70	by 1983	12700/166/70 [23]
103	Trammer	20/9/70	still in use Nov 90	12701/?/70
104	Hauler	19/10/70	still in use Nov 90	12703-04/97/70 [24]
105	Hauler	1970	1995	12705-06/98/70 [25]
106	Hauler	1970	still in use Nov 90	12707-08/99/70

Notes

1. An unidentified 1962-built Trammer carried serial number 11911/83/62.[26]
2. The maker's serial numbers have been taken from MWS&DB records, and field observations as noted below.
3. Further information to complete the listing would be appreciated.

boxes. The locomotives were stored in good condition, each covered with a thick layer of yellow paint that made it impossible to read the builder's numbers.[19]

As common with any large fleet of locomotives, the MWS&DB altered the locomotives during ownership. Modifications and replacement parts included a protective frame for Trammer drivers, track wheels, connecting links, battery lead plugs, lifting lugs for battery boxes, lifting beam for both types of locomotives, wheel gauges, sprocket chain wheels, safety notices for locomotives used with personnel carriers, battery box lids, etc.

Locomotives 34 and 61 were the first to have a safety cut-out switch fitted to the driver's seat. Numbers 34 to 63 had pull-out type fuses to isolate power from the battery to the locomotive. This was later altered to the arrangement found on numbers 98–103, an isolating switch at the bottom of the fuse box, and a foot brake on the transmission and drive train. Numbers 104 to 106 were fitted with transmission brakes.

'Operation and Maintenance Instructions' were issued by Plant Branch on 28 August 1961 for Trammers, and revised on 5 July 1973. I don't know when the instructions for the Haulers were first issued, but they were amended on August 1967, January 1968 and February 1978. Safe Working Rules for the operation of battery electric locomotives were issued by the Chief Engineer Construction on 5 August 1967. Each construction district issued Local Office Instructions, to cover common safe working procedures, for example to reduce the possibility of derailment, and for the haulage of trucks and locomotives up inclined adits.

At an unknown date locomotives 79 and 105 were regauged from 2ft to 760mm (2ft 6in) to be used in conjunction with Tunnel Boring Machines (TBMs). Their main use was in hauling concrete lining materials and equipment into the tunnels.

The builder's plate and hand-brake wheel of Trammer 11911/83/62. *Photo: MWS&DB*

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2. *Sun*, 4 June 1925; 8 January 1926
3. Longworth J, 1993. 'Success Amidst Failure': a description of the light railway used in constructing Sydney's Pressure Tunnel. *Light Railways*. No. 119; BEV builder's details provided by Richard Horne
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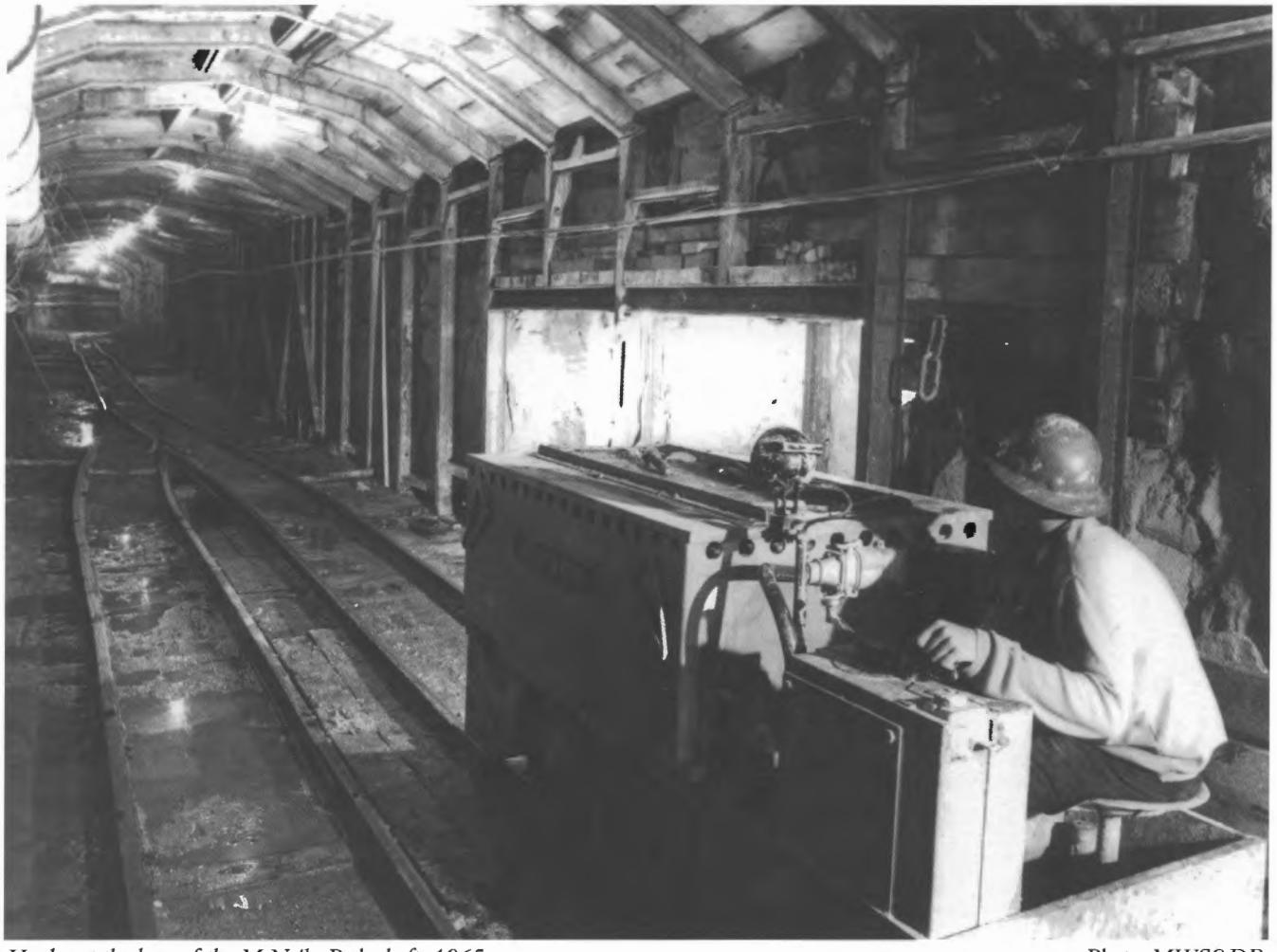
8. Information provided by John Browning
9. MWS&DB Minutes of Meeting, 15 June 1960
10. Advertisement, *Light Railways* No.96, April 1987, pp.17 & 18
11. MWS&DB Minutes of Meeting. 27 September 1961
12. MWS&DB Minutes of Meeting. 24 June 1964
13. MWS&DB Minutes of Meeting. 20 May 1970
14. MWS&DB Minutes of Meeting. 1 July 1964
15. MWS&DB Minutes of Meeting. 27 January 1965
16. MWS&DB Minutes of Meeting. 31 March 1965
17. MWS&DB Minutes of Meeting. 20 May 1970
18. MWS&DB Plant Instruction No.60 Plant Numbering. 30/9/1977. MWS&DB, Sydney
19. John Browning visit 10/5/77
20. Number recorded as 12329-39/35/60 by Paul Simpson, 1993, but more likely to be as shown
21. Number recorded as 12331-33/37/60 by Paul Simpson, 1993, but last digits (year of construction) should be 65
22. Number recorded by Paul Simpson, 1993
23. Builder's plate observed by John Browning, Dittmer, Queensland, 22/9/83
24. Incorrectly noted as 12703-40/97/70 in Simpson P, 1974. 'Of Tramways and Tunnels: the Illawong Electric Railway', *Trolley Wire*, August 1974
25. Incorrectly noted as 12705-03/98/70 in *Light Railway News* No.90, October 1992, p.10
26. MWS&DB photo No.670322-14

Trammer emerging from the West Middle Harbour Sub-main, 1965.
Photo: MWS&DB



Hauler at the base of the McNeily Park shaft, 1965 *Photo: MWS&DB*

Anti-clockwise, from above: *Haulers 78, on the loading dock, and 85, in the charge house, at the Oak Flats Sub-Main Construction, Shell Harbour. Note the small turntable to allow the locomotives to be manoeuvred. 17 April 1976. Photo: John Browning* ❑ *Hauler 79 after conversion to 760mm gauge, with battery box 95, in the battery charging room at the Springwood tunnel portal. The batteries to either side are for the shuttle cars, December 1990. Photo: MWS&DB.* ❑ *4wBE Trammer 98 at the Oak Flats Sub-Main Construction, Shell Harbour, 10 May 1977. Photo: John Browning* ❑ *0-4-0BE Trammers 57 & 61 in store at the Plant Maintenance Depot, Birrong, 10 May 1977. Photo: John Browning*

West Australian Public Works Department 0-6-0PM NW 3 "Kaiser" (Ruhrthaler 161 of 1912) at the Department of Transport workshop, Wyndham port on 27 September 1992. *Photo: Jeff Austin*

Dyckerhoff locomotives in Australia

by Arnold Lockyer

Just prior to World War 1, two 3ft 6in gauge 0-6-0PM locomotives arrived in Australia from Germany. They were built by Ruhrthaler Maschinenfabrik Schwarz & Dyckerhoff GmbH of Mulheim/Ruhr, whose agent was Ironside Sons & Dyckerhoff, which was, in turn, a joint venture between Ruhrtaler and FM Hawthorn in London.

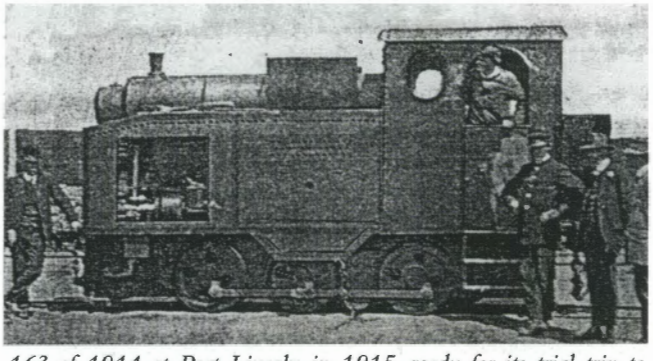
Although quite different in size, both were classed as 'New Century' type. The larger (B/N 163 of 1914), a 100 HP (75 kW) machine, was purchased by the South Australian Railways, to work on their Eyre Peninsula Division, whilst the smaller (B/N 161 of 1912), a 35 HP (26 kW) unit, was for the West Australian Public Works Department, for use on the jetty tramway at Broome. It became NW 3 on the PWD roster and acquired the nickname 'Kaiser'.

In 1915, it was transfered to Wyndham. This was brought about because a new jetty, with a 3ft 6in gauge tramway, was being constructed at Stony Point, about one mile north of the town jetty, to serve the meat works.[1]

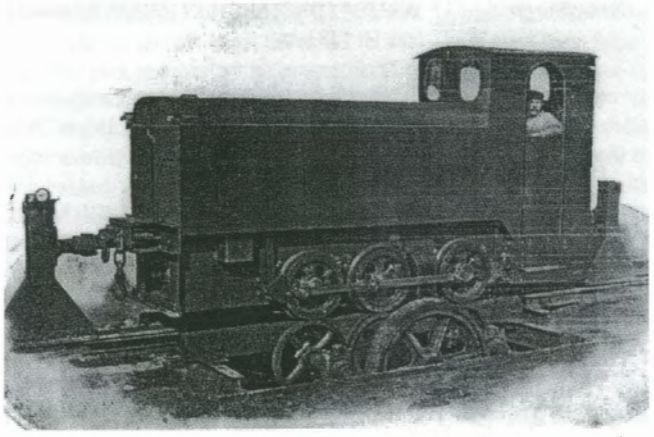
At this stage, it would appear that the jetty and tramway were under the control of the PWD but in 1919, due to friction between Government Departments, the officer in charge of local PWD operations was given a cheque for £500 and told that his services were no longer required. Control of the area then passed over to the Agriculture Department, though it appears that the tramway remained with the PWD.

Very little is known about the operation of 'Kaiser' at Broome or at Wyndham. It must have been considered sufficiently useful to justify its transfer in 1915. However, when photographed at Wyndham by Colonel John Goggs in October 1944, it was festooned in weeds and appeared to be set aside. This was at a time when two much older steam locomotives there were still in regular use, so perhaps 'Kaiser's' performance had ultimately not been up to expectations.

The best evidence we have as to the difficult nature of operating a 'New Century' locomotive comes from an eye-witness account of the first mainline trial undertaken by the SAR unit. This formed part of an article entitled "The first Internal Combustion Engine used by the South Australian Railways" by WC Gillespie, which appeared in the February-March 1958 edition of *Railways Institute Magazine*.



163 of 1914 at Port Lincoln in 1915, ready for its trial trip to Wanilla. In the cab is fitter Ern 'Curly' Fox who, according to GW Gillespie, was "the only man who was game to drive the engine".
From Railways Institute Magazine, *Feb-March 1958*



161 being tested at the works prior to despatch to Western Australia, as seen in an early catalogue published by FM Hawthorn "Sole Agent for Great Britain & Colonies". John Browning Collection

"Designed to work on lines where water was scarce, it might have saved water but unfortunately it used nearly as much kerosene[2] as the average [steam] engine uses water. The driving power consisted of two cylinders placed horizontally and, when the engine was working, the vibration was terrific. The transmission was by means of a clutch worked by a hand wheel which had to be turned about ten times to put the engine into neutral. By the time the driver had engaged the clutch, started the engine moving, and declutched again, the engine had moved a minimum distance of approximately ten yards.

For this reason the engine was useless for ordinary yard shunting, as the only way it could be coupled to another vehicle with safety was to stop the engine short and push the vehicle on to it. After a few trials in the Port Lincoln yard, the engine was parked in the Loco sheds and practically forgotten.

However, early in 1915 it was decided by the authorities that a trial trip was to be made as far as Wanilla, a reducing station 24 miles away from Port Lincoln. A train was made up consisting of two bolsters of rails and a blue brake [van], total weight 58 tons. A start was made about 9 am one morning when there was no other train on the track. [Fitter] Curly Fox was driving, accompanied by an expert from the firm who had supplied the engine. Eric Herbst was the guard and the writer was sent out as an observer, armed with a large turnip watch and a note book.

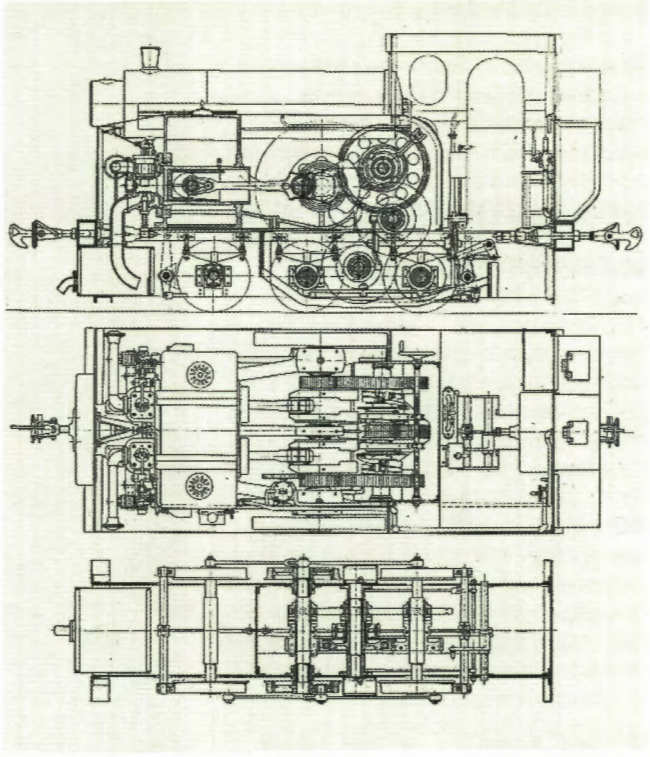
The first four miles out of Port Lincoln, which is mostly uphill, was carved out in the even time of one hour, but the next mile, which was all downhill, took only four minutes. This was the fastest the engine ever travelled under its own power. Coomunga, 14 miles from Port Lincoln, was reached in just under four hours. After a short spell to report progress to Port Lincoln, where everyone was getting anxious, a start was made for the next siding, Pearlah. As the train was started

161, 'Kaiser', at Wyndham in October 1944. Photo: John Goggs

the engine jumped nearly a foot in the air and stopped. An examination disclosed that the expert, who was driving at the time, had started the engine in top gear. A fresh start was made , but we had not gone far when the engine developed a hot box on the front driving axle. This was cooled down [and] a fresh start made, but the bearing was red hot before we had gone a hundred yards. As it looked as though we could not go on, we decided to return to Coomunga, detach the loading and go home.

Accordingly, the train struggled back to Coomunga, the loading was put off, the axle cooled down again and a start made for Port Lincoln. About 6 pm, we had reached Duck Ponds, and still had nearly eight miles to go. As our prospects of reaching home under our own steam appeared to be very poor, the train (what was left of it) was pushed into the siding and a request was made by telephone, to Port Lincoln, for an engine, which was duly sent out and we were hauled home, arriving just twelve hours after we had left.

It was afterwards ascertained that the driving axle of the combustion engine was badly bent. The engine did not run again, but was cased up and sent back to Islington, where I believe it ended its days providing power for machinery in the workshops."



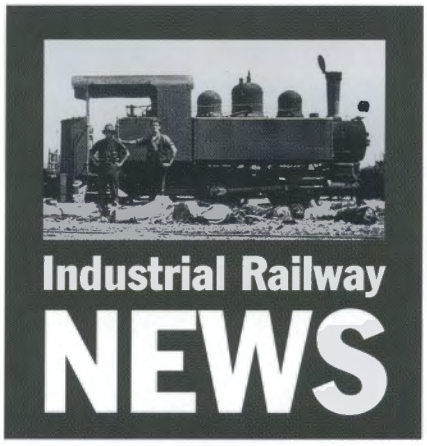
General arrangement drawing of 163, showing the two horizontal cylinders, as well as the flywheels, drive gears and the troublesome handwheel-operated clutch. John Browning Collection

'Kaiser' was more fortunate. After many years of disuse, and several years on display in a park at Kununurra, it was brought back to Wyndham, to be preserved in company with its old stablemate Hudswell Clarke 0-6-0ST *PRESTON* (379 of 1891).[3]

'Kaiser' may not have fulfilled its maker's hopes and expectations, but it was a worthwhile attempt to introduce a new and different type of motive power, one that would ultimately triumph - though not for a few decades. Today, it provides us with a fascinating link to the pioneering days of internal combustion locomotives.

Notes

1. See "North West Coastal Tramways: Wyndham" by Ian Crellin and Frank Stamford, in *Light Railways* 59, January 1978.
2. The fuel used was most likely 'power kerosene', which is a mixture of kerosene and mineral turps, often used in petrol engines of the period.
3. See *Light Railways* 151, February 2000, page 31.



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NEW SOUTH WALES

BLUESCOPE STEEL LTD, Port Kembla

(see LR 183 p.18)
1435mm gauge
The locomotive in grey primer at Steelhaven workshops has been confirmed as Bo-Bo DE D36 (GEC Australia A.237 of1971). It was undergoing engine load testing in mid June.
Chris Stratton 6/05

CRT BULK HAULAGE PTY LTD

(see LR 178 p.18)
1435mm gauge
QR National purchased logistics business CRT from July 1, acquiring a selection of captive shunting locomotives located at a variety of sites in NSW and Victoria.

I/D	Type	Builder	B/n	Date	Location
X101	4wDH	NSWGR Chullora	15	1967	Varley Engineering, Port Kembla (lease)
X107	4wDH	NSWGR Chullora	10	1967	Bandiana, Vic.
X118	4wDH	NSWGR Chullora	21	1968	Port Kembla. Stored.
X208	4wDH	NSWGR Chullora	11	1967	Port Kembla. Stored.
X209	4wDH	NSWGR Chullora	12	1967	Yennora
X216	4wDH	NSWGR Chullora	19	1968	Yennora
7322	B-B DH	Walkers	684	1972	Yennora
7333	B-B DH	Walkers	695	1972	Yennora
7334	B-B DH	Walkers	696	1972	Altona, Vic.

Although CRT is likely to continue to operate as a distinct identity, because these locomotives originated with a government railway and are now under the control of a main line operator, it is not anticipated that they will be featured further in LR unless leased to industrial operators.
David Bromage 6/05; Chris Stratton 6/05; Brad Coulter 6/05; Tony Burgess 6/05; Darren Wood 6/05

LILYVALE MUSHROOMS, Helensburgh

(see LR 166 p.18)
610mm gauge
The abandonment of the last mushroom line at No.2 (Cawley) tunnel appears to have dated from mid 2000. The remains (frame and part of transmission) of one locomotive are still on site and it appears likely that scrapping of the remaining light railway remains will occur soon.
Australian Railway History 6/05; Tony Madden 6/05

THE MANILDRA GROUP, Gunnedah

(see LR 183 p.18)
1435mm gauge
Goninan B-B DE MM04 (012 of 1961) was back in service by early June. A minor but hard to trace electrical fault that caused a lack of power was rectified by a team of former BHP electricians brought in by Goninans.
Jeff Mullier 6/05

WALTER CONSTRUCTION GROUP, Villawood

(see LR 173 p.18)
762mm gauge
Included in the auction of this company's assets held by Total Asset Services Pty Ltd at 264A Miller Street, Villawood, on 24 May were some items of rail equipment as follows:
LOT
576 Assorted lengths of rail line - approx 14m long
607 Baldwin diesel hydraulic Locomotive, approximately 4500mm long x 1500mm high with 4-cylinder diesel engine and twin drive powershift transmission, 2 single axle drives with spare hitches. Number 116-210.
608 Personnel car, 6 person, approximately 3m long, twin axle
609 Personnel car, 20 person, enclosed, approximately 6m long, twin bogies
610 Tagalong rail trailer with air receiver, approximately 2m long

Top: *Bundaberg Sugar's EM Baldwin B-B DH* MIARA *(8988.1 6.80 of 1980) on a refuelling stop at the Fairymead loco shed on 16 May 2005. Behind is the ex-Moreton Mill EM Baldwin B-B DH* MOORLAND *(5565.1 10.74 of 1974).* ***Above:*** *The last Malcolm Moore in sugar mill service. Bingera Mill's "*Hydro*" (1025 of 1943) outside the garage on 16 June 2005. Photos: John Browning*

611 Cement agitators, approximately 6000mm x 1500mm, on twin bogie rail cars
612 Flat cars, approximately 6m long, on twin bogies
613 Step up flat car, approximately 6m long, on twin bogies

The Baldwin locomotive is one from the series 3229 of 1969-70 that was purchased by Walter for use in the Metrogrid tunnel project in 2003.
Bob Gough 5/05; www.totalassetservices.com.au

QUEENSLAND

AUSTCANE LTD

Austcane Limited, a new company established by a group of Burdekin cane growers, has been awarded $250,000 for a feasibility study for the construction and operation of a world's best practice sugar, ethanol and electricity production facility based on Brazilian technology. The Queensland Government's Sugar Industry Innovation Fund, will help Austcane Ltd investigate setting up an integrated sugar mill, cogeneration plant and ethanol distillery. The feasibility study will be conducted by Dedini, a Brazilian company which builds sugar mills.
Queensland Government media release 11/4/05 via Corey Seaton

BUNDABERG SUGAR LTD, Moreton Mill, Nambour

(see LR 183 p.18)
610mm gauge
Com-Eng 0-6-0DH *JAMAICA* (B1112 of 1956) has been acquired by Maroochy Shire Council but was still sitting in the demolished mill site in early June.
Brad Peadon 6/05

Top: *South Johnstone Mill's Com-Eng 0-6-0DM 7 (AI57111 of 1975) stabled with the weed spray wagon at Silkwood on 2 May 2005. Photo: Chris Hart* ***Above:*** *The former Moreton Mill Gemco track jack (R814-2037-81 of 1981), with its carry wagon, on the South Johnstone Mill system at Kovo's loop near Miskin Creek on 6 May 2005. Photo: Carl Millington*

Industrial Railway NEWS

BUNDABERG SUGAR LTD, Bundaberg

(see LR 182 p.16)
610mm gauge
Federal Government funding of $430,500 was finally granted during May under the sugar industry reform program to modify Bundaberg Sugar's cane ferry system. This would enable cane bins to be transferred from Fairymead across the Burnett River to the **Millaquin** Mill cane railway system instead of crossing the road bridge in Bundaberg on semitrailers. However, full cane bins were being despatched from the road dump at River Road Fairymead to Millaquin by road vehicle in mid June and the general opinion was that the ferry would not be in use during the 2005 season. Only cane grown by Bundaberg Sugar was being harvested at this time, and it was being processed at Millaquin Mill, with limited cane haulage operations under way at Millaquin and out of the closed Fairymead Mill. At **Bingera** Mill, work was underway delivering empties to sidings.
It was predicted that up to seven locomotives would be based at Fairymead when the crushing season started in earnest with about 200 bins a day to be sent by road to Millaquin and the remaining cane transferred by rail from Fairymead to Bingera.
Some track alterations have been programmed to facilitate the transfer of cane from Fairymead to Bingera. During the slack season a section of track east of Bingera Mill between J.Booths Siding and Sandy Creek Big Loop was straightened out to allow for two new 65 bin loops to be installed. The loops are expected to be installed during the crushing. This section of track is now known to the drivers as "The Boulevard". Two new 65 bin loops are also expected to be built on the Bingera side of Bush Paddock, just southwest of Fairymead. To facilitate operations around the Fairymead Mill site, a new line has been built behind the bagasse bin to link up with the main line to Avondale. Two new sets of crossing lights are to be installed at 10 Mile Road and Moorlands Road. A rough estimate is that about 14 crossings of the QR drawbridge at Meadowvale will take place each 8 hour shift.
With the closure of Fairymead, Bundaberg Sugar is converting their entire fleet to 6-tonne bins. 370 5-tonne bins from Millaquin are being sold to Mackay Sugar, with the wheelsets and buffers to be retained.
Bingera Mill's EM Baldwin 0-6-0DH *RUBYANNA* (3406.1 7.70 of 1970) was noted stationed at the Wallaville depot in mid-June. Bingera's Walkers B-B DH *KOLAN* (633 of 1969 rebuilt Bundaberg Foundry 1996) has been fitted with a new engine.
Ruston & Hornsby 4wDM 9 (339211 of 1953) has been moved from its previous resting place in front of the locoshed at Fairymead to a position near the old full yard. This unit has no engine.
At Bingera, EM Baldwin 0-6-0DH *ST KILDA* (6/2179.1 6.67 of 1967) and Com-Eng 0-6-0DH

Industrial Railway NEWS

19 (AJ2359 of 1962) are very obviously out of commission.

Ex-Moreton Mill 0-6-0DH *DUNETHIN* (H1022 of 1958 rebuilt QGR 1974) was noted on a works train at Bingera in May, while in June Malcolm Moore "Hydro" (1025 of 1943 rebuilt Bingera 1969) was on a short works train by the garage at Bingera.

There have been rumours that up to three 0-6-0DH locomotives from Bingera will be sent to the Bundaberg Foundry for refurbishment and then on to a Finasucre mill in the Congo. Supposed candidates include ex-Fairymead Clyde 0-6-0DH 55 (DHI.6 of 1954) and Com-Eng 0-6-0DM *THISTLE* (A1207 of 1955).

Herbert River Express 19/5/05 via Corey Seaton; Mike McCarthy 5/05; Editor 6/05; Brett Geraghty 7/05; Lincoln Driver 7/05

BUNDABERG SUGAR LTD, Innisfail

(see LR 182 p.17)

610mm gauge

Federal Government funding of $667,000 was announced in May as a contribution towards upgrading the links between the **Babinda**, **Mourilyan** and **South Johnstone** rail networks as well as to carry out modifications to the Babinda tippler to accommodate all regional cane bin types. It is understood that a new rail connection will be built between the South Johnstone and Mourilyan systems in the Liverpool Creek area, and an upgraded connection provided in the Wangan area. New points were being installed on the South Johnstone line at Currajah Junction in June, presumably as a preliminary to the work at Wangan.

In early May, six Clyde and Com-Eng locomotives from Mourilyan Mill were noted at Babinda, where major servicing is carried out. In addition, South Johnstone's Com-Eng 0-6-0DH multi-pair 31 (C1125 of 1957) & 36 (A1102 of 1955) was at Babinda awaiting rebuilding (with new cabs and engines on order), and Clyde 0-6-0DH 18 (56-83 of 1956) was being rebuilt following the fire that gutted it in the yard at Mourilyan in the 2003 season. It is expected that this will be allocated to Babinda Mill.

By early July, Clyde 0-6-0DH 13 (59-203 of 1959) ex Mourilyan Mill was in use at Babinda while EM Baldwin B-B DH 26 (7244.1 8.77 of 1977), also ex Mourilyan Mill, was allocated to Babinda and stationed at Goondi. Two Com-Eng 0-6-0DH multi-pairs were reportedly at South Johnstone: 4 *HARVEY* (AD1138 of 1960) & 5 *BRAMSTON* (AH2460 of 1962) ex Babinda, and 1 *JOSEPHINE* (A1821 of 1957) & *RUSSELL* A2027 of 1958 ex Mourilyan, together with Clyde 0-6-0DH multi-pair 2 *GOONDI* (55-56 of 1955) & 3 (56-90 of 1956) ex Babinda.

Camuglia & Sons at Boogan are still reassembling ex-Moreton Mill bins, with five or six noted ready for delivery on the tramline outside their works in late May. Of more interest was the delivery of 60 new 10-tonne bins built by Camuglia for Mulgrave Mill. On 9 June, these were hauled from Boogan to the very rarely used interchange between Babinda and Mulgrave Mills at McDonnell Creek by Mourilyan Mill locos, Clyde 0-6-0DH 15 (66-491 of 1966) as far as Babinda Mill and from there by Clyde 0-6-0DH 17 (55-57 of 1955) which had already been at Babinda for maintenance. A further 20 bins will be completed for delivery to Mulgrave during the season.

In early May, the former Moreton Mill Gemco track jack (R814-2037-81 of 1981) and carry wagon were noted at Kovo's loop near Miskin Creek on the South Johnstone system.

Herbert River Express 19/5/05 via Corey Seaton; Carl Millington 5/05; Rob Stanier 5/05; 6/05; Steven Allan 6/05; Shane Yore 6/05, 7/05

CSR LTD, Herbert River Mills

(see LR 183 p.19)

610mm gauge

The Federal Government allocated $3.6m under the sugar industry reform program to improve CSR's Herbert River rail infrastructure, with CSR to contribute a matching amount. The grant was for "rail infrastructure improvement and siding rationalisation upgrade to enable the Herbert region to rationalise harvesting operations" and will enable a 10-year program of improvements to be completed in three years, with a major aspect being the provision of fewer longer sidings to replace numerous shorter ones.

Victoria Mill's Hudswell Clarke 0-6-0 *HOMEBUSH* (1067 of 1914) provided train rides for the Italian Festival on 7-8 May. A few days before, ex-**Macknade** Mill's Motor Rail "Simplex" 4wDM 2 (10232 of 1951) was noted behind the Victoria Mill loco shed.

This season Macknade Mill will be taking cane from Victoria Mill's Lower Stone River area, as in 2002, and has been allocated Victoria Mill's EM Baldwin B-B DH *BRISBANE* (5423.1 9.74 of 1974) for the season. Macknade's own EM Baldwin B-B DH 20 (7070.4 4.77 of 1977) is expected to be rostered to share these duties with *BRISBANE*. Also at Macknade for the start of the season was Victoria Mill's Clyde 0-6-0DH *LUCINDA* (65-436 of 1964). The crushing had scarcely begun when it was decided that this needed a replacement engine, and within four days a GM Series-71 V8 was obtained from Inkerman Mill and fitted to *LUCINDA*.

As Macknade's Clyde 0-6-0DH locomotives 11 (65-383 of 1965) & 12 (65-434 of 1965) were also not back in service, being fitted with new reconditioned torque converters, and no locomotives could be spared from Victoria Mill, the mill had to stop intermittently for a few days because of shortage of cane. 12 re-entered service on 26 June, fitted with a Niigata lock-up converter, which means it can operate like a Baldwin using hydraulic drive or direct drive.

Victoria Mill's traffic schedule provides for only one spare locomotive on day shift, a Clyde Model HG-3R, while Macknade's provides for no spare loco on day shift.

Victoria's Clyde 0-6-0DH *CANBERRA* (65-433 of 1965) served in the Macknade truck shop for nearly seven weeks up to 15 June, when it returned to Victoria Mill.

Victoria Mill's EM Baldwin B-B DH *HOMEBUSH*

In the mist and rain, Hudswell Clarke 0-6-0 HOMEBUSH *(1067 of 1914) hauls the two Victoria Mill passenger cars on the Nyanza line as part of the Italian Festival, 8 May 2005.* *Photo: Chris Hart*

II (6400.1 4.76 of 1976) was fitted with a new Detroit Diesel Series 60 6-cylinder 4 stroke motor during the slack season, and was undergoing trials in late June. Three of Victoria's bogie Baldwins were repainted around the start of June, *DARWIN* (6171.1 9.75 of 1975), *TOWNSVILLE II* (6400.2 4.76 of 1976) and *GOWRIE* (7135.1 7.77 of 1977).
Chris Hart purchased the remains of ex-Victoria Mill Motor Rail 4wDM "Simplex" *THUNDERBOLT* (11255 of 1964) from Macknade Mill during May.
Most of the siding points between Victoria Mill and Halifax have had points locks installed and the points indicators removed.
Herbert River Express 19/5/05 via Corey Seaton & 21/5/05 via Steven Allen; Carl Millington 5/05; Chris Hart 5/05, 6/05; Steven Allan 5/05, 6/05

Top: *The warning notice applied to the cabside of the Remote Shunting Units at Invicta Mill. This locomotive is Walkers B-B DH* HODEL *(697 of 1972, rebuilt Bundaberg Foundry 1995). 18 June 2005. Photo: Jason Lee.* ***Centre:*** *In the Macknade Mill loco shed, Clyde 0-6-0DH* LUCINDA *(65-436 of 1965) is being prepared to receive its replacement GM V8 engine, 24 June 2005. Photo: Chris Hart.* ***Above:*** *Isis mill's EM Baldwin B-B DH 10 (7267.1 6.77 of 1977) with a bogie ballast hopper at the new truck dump on the Bundaberg Road, 12 June 2005. Photo: Lincoln Driver*

Industrial Railway NEWS

HAUGHTON SUGAR CO PTY LTD, Invicta Mill, Giru

(see LR 183 p.21)
610mm gauge
All locos over 28 tonnes have had their tyres renewed and the final drives and drop boxes overhauled during the slack season. When installing the rear bogie on EM Baldwin B-B DH *BURDEKIN* (10215.1 8.82 of 1982) it was discovered that it had a severely bent axle. A replacement axle (albeit an old one) has been sourced and fitted. The new crown and pinion ordered for this locomotive was returned as it was not the correct size, so it will be running with the old damaged units until the correct parts arrive.
All locomotives have been fitted with the new Railsafe system equipment. There have been some teething problems with the RSU locomotives fitted for driver-owner operation. They have received cabside warning notices
Due to delays to the start of crushing at Pioneer Mill, steps are being taken to enable Invicta to crush more cane. By the start of July, Invicta was scheduled to take 800,000 tonnes of Pioneer Cane this season. Some idea of the unplanned nature of the operation is seen by the construction of Mill Yard 3 siding at the mill to handle extra cane, serviced by "B Double" road tip trucks. Cane is harvested into these trucks and then dumped onto the ground at Mill Yard 3, from where it is transferred into cane bins with a front end loader.
There is talk of borrowing another 40 tonne locomotive and brake wagon to enable more cane to be hauled. A new intermediate siding is being built on the 4-kilometre long Allen Road line off the McLain Road line south-east of the mill. The Allen Road line will be loading cane at three sidings 24 hours a day, and at the end of June three drivers from Pioneer Mill were learning the road to service it.
Carl Millington 5/05; Jason Lee 5/05, 6/05, 7/05

ISIS CENTRAL SUGAR MILL CO LTD

(see LR 183 p.21)
610mm gauge
A new loop and sidings for road delivery is under construction on the New Valley line, immediately to the north of where it crosses the Isis Highway just south of the Gregory River. There are eight dead end sidings ending in road ramps, with the lack of available space meaning many short sidings rather than a few long ones.
Noted at the site in mid May was EM Baldwin B-B DH 10 (7267.1 6.77 of 1977), two bogie ballast wagons, the rail welding wagon and Plasser KMX-12 ballast tamper 414 of 1995.
Lincoln Driver 5/05, 6/05; Editor 6/05

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD

(see LR 183 p.22)
610mm gauge
The following changes in mill allocations of

Industrial Railway NEWS

locomotives for cane haulage have occurred since the 2004 list published in LR 179.

Farleigh Mill						
8	*PALMS*	0-6-0DH	ClydeQ	70-708	1970	ex Marian
21	*TANNALO*	B-B DH	Walkers	705	1972	
		rebuilt BFE		7343	1995	ex Marian
Marian Mill						
17	*LANGDON*	B-B DH	EMB	9562.2	6.81	1981 ex Farleigh
31	*SEAFORTH*	0-6-0DH	Clyde	61-233	1961	ex Farleigh
36	*FARLEIGH*	B-B DH	Eimco	L254	1990	ex Farleigh
37	*CALEN*	B-B DH	Walkers	692	1972	
		rebuilt BFE		7330	1995	ex Pleystowe
38	*MICLERE*	B-B DH	Walkers	664	1970	
		rebuilt Farleigh			1996	ex Pleystowe
Pleystowe Mill						
6	*MIA MIA*	B-B DH	EMB	9815.1	10.81	1981 ex Marian
12	*NELLIE*	0-6-0DH	Clyde	58-188	1958	ex PW duties
28	*TE KOWAI*	0-6-0DH	Clyde	56-103	1956	ex Racecourse
Racecourse Mill						
4	*HABANA*	0-6-0DH	Clyde	60-215	1960	ex Pleystowe
11	*(MARIAN)*	0-6-0DH	Clyde	56-104	1956	ex PW duties Marian
	CHELONA	0-6-0DH	Clyde	59-201	1959	ex PW duties

HABANA and *MARIAN* have been permanently coupled to operate in multiple. *CHELONA* is regarded as a spare unit that can be moved around to meet traffic needs on a day-to-day basis. Com-Eng 0-6-0DH *CARLISLE* (AI3271 of 1963) and EM Baldwin 4wDH 10 (4529.3 11.72 of 1972; rebuilt 8860.1 8.79 of 1979; rebuilt Marian Mill 1980) have been recommissioned for track maintenance duties. 10 had previously been advertised for sale through Australian Rail Equipment Brokers Pty Ltd.

A comprehensive scheme of recommissioning and handing over locomotives that have been under slack season maintenance has been introduced, hopefully resulting in fewer unexpected breakdowns during the crushing season.

A substantial amount of ballast was hauled for track work in May and June, with Pleystowe's Clyde 0-6-0DH *LACY* (65-439 of 65) on this task at Racecourse Mill, EM Baldwin B-B DH 16 *CHARLTON* (9562.1 6.81 of 1981) at Marian, and ClydeQ 0-6-0DH *PALMS* (70-708 of 1970) at Farleigh.

Approval will be given for the purchase of 370 5-tonne bins from Millaquin Mill, to replace an equivalent number of Racecourse Mill bins. The Millaquin bins will be transported to Mackay without wheels and buffers, flat pack style, and will be extended and fitted with the wheels and buffers from the Racecourse bins, the remains of which will be scrapped.

The two 24-tonne EM Baldwin brake wagons that have been out of use at Proserpine Mill for many years (9817.1 12.81 & 9817.2 12.81 of 1981), numbered 10 and 9 respectively, have been purchased and will be transported to North Eton. It is planned to recommission them as part of a three-year program, together with the two ex-Farleigh brake wagons currently stored at North Eton, EM Baldwin 7901.1 6.78 of 1978 and a Clyde built in 1976. In addition, it is planned to construct further brake wagons from the five decommissioned diesel locomotives stored at North Eton.

A trial is to take place of 40 sleepers made from recycled plastic in Farleigh Mill's Dumbleton area. Weighing about a third of a concrete sleeper, ease of handling is seen as a key potential advantage.

Meanwhile, Walkers 900mm gauge B-B DH locomotives CC01 and CC02 (586 and 587 of 1968) were offered for sale. CC01 was priced at $55,000 without engine (although a spare engine requiring rebuilding was available) while CC02 in running order was priced at $80,000. A pair of 1067mm gauge bogies was available. http://www.railequipment.com.au/Sales; Carl Millington 6/05; Chris Stratton 6/05; Brett Geraghty 6/05, 7/05

MOSSMAN CENTRAL MILL CO LTD

(see LR 183 p.22)

610mm gauge

The Queensland Government has announced a grant of $250,000, about half the cost needed to allow Mossman Mill to install a sugar bagging plant, claiming that this step would secure the future of the mill and its 50 full-time and 38 part-time jobs, as well as creating an additional seven full-time and six part-time jobs over the next few years.

Peter Murray 5/05

THE MULGRAVE CENTRAL MILL CO LTD, Gordonvale

(see LR 181 p.22)

610mm gauge

60 new 10-tonne bins built by Camuglia & Sons were delivered to the McDonnell Creek interchange point with Babinda Mill by a Mourilyan Mill loco on 9 June, having been hauled from Boogan over Bundaberg Sugar metals, the first time the connection has been used since "Bundy's Great Adventure" in 2000. 20 further bins will be delivered during the season.

John Fowler 0-4-2 *NELSON* (20273 of 1934) is still stored in its shed at "Siberia" south of the mill, along with its three carriages. One has a damaged roof that looks as if it was caused by a falling tree branch. Some white steel

Top: *Reprieved from disposal, Mackay Sugar's 4wDH 10 returned to service in late June and is seen here shortly afterwards with ballast hoppers at Racecourse Mill's Browns Line 1 siding. Photo: Carl Millington* ***Above:*** *Having dropped off "Silver Star" at Goldsworthy siding, BHP Billiton's 5636* MUNDA *heads back towards Port Hedland leading 5646* WHITE SPRINGS *on a loaded ore train, 24 June 2005. Photo: Richard Montgomery*

construction or mining skips are stored nearby. They have small wheels and appear around 3ft 6ins gauge.
Carl Millington 5/05; Rob Stanier 5/05; Chris Hart 6/05

PIONEER SUGAR MILLS PTY LTD, Inkerman Mill
(see LR 181 p.22)
610mm gauge
In early May several four-wheel flat wagons with open frames, probably ex bin frames, were noted at Inkerman and Berdaje Road truck dump sidings. The frames were fitted with link and pin type buffers with a Willison coupler welded to the non mill end. Also fitted to the inside of the middle frame was a small black plastic box. It is surmised that these wagons are attached to the rear of empty bins being pushed into the truck dump siding, and when they reach the end of the siding some type of indication is given to the loco crew. However, no detector in the track was found.
Ex-Kalamia Mill Tamper Model SVT-JW ballast tamper 4375626 of 1976 was noted working at Scuderi's in mid-May. This machine may now have been transferred to Inkerman following the linking of 2ft gauge track between Kalamia and Invicta Mills.
The engine of Com-Eng 0-6-0DH *ALMA* (FE56110 of 1975) was removed in mid-June and sent to Macknade Mill for immediate fitting into a Clyde locomotive. *ALMA* had been out of use since 2002.
Carl Millington 5/05; Chris Hart 6/05

PROSPERPINE CO-OPERATIVE SUGAR MILLING ASOCIATION LTD
(see LR 181 p.22)
610mm gauge
As noted above, Mackay Sugar has purchased the two 24-tonne EM Baldwin brake wagons that have been out of use at Proserpine Mill for at least 14 years (9817.1 12.81 & 9817.2 12.81 of 1981), numbered 10 and 9 respectively. They were due to be transported during July.
Brett Geraghty 6/05

SPECIALIST WEED CONTROL, Brandon
610mm gauge
This company operates 2ft gauge Hi-Rail weed sprayers over the CSR Burdekin and Plane Creek tramways. It is also presumed, but not confirmed, that they do the weed control for Mackay Sugar.
Carl Millington 5/05

WESTERN AUSTRALIA

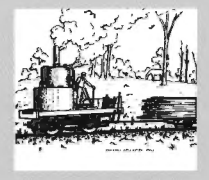
BHP BILLITON IRON ORE PTY LTD
(see LR 183 p. 22)
1435mm gauge
A fleet of ballast cars is on lease from CFLA, 16 class CHRY painted blue and six class CHQY painted yellow. They are said to originate from the Chicago & North Western and Minneapolis & St. Louis RRs.
On the morning of 24 June, BHP Billiton's Sundowner coach 'Silver Star' was taken out to Goldsworthy Junction in connection with the annual wheelbarrow race, "the Black Rock Stakes". The single carriage was hauled by Co-Co DE 5636 *MUNDA* (Goodwin G-6035-03 of 1969 rebuilt Goninan 122, 1991). On arrival at Goldsworthy Siding, 5636 was used to rescue a loaded train and, long nose leading, led Co-Co DE 5646 *WHITE SPRINGS* (Goninan 135 of 1993) back to Goldsworthy Junction.
The following day, Co-Co DE 5648 *KWANGYANG BAY* (Goodwin G-6047-9 of 1971 rebuilt Goninan 139, 1993) ran light engine out to Goldsworthy Siding to pick up the passenger carriage, but was unable to turn because the triangle at Rubin Junction was out of service, and so also came back to Port Hedland long nose leading.
Work is well under way for the duplication of the line from Nelson Point to Bing Siding.
Rilchard Montgomery 5/05, 6/05

HOPE DOWNS MANAGEMENT SERVICES PTY LTD
(see LR 169 p.22)
Rio Tinto, the owners of Pilbara Rail that services the former Hamersley Iron and Robe River iron ore operations, have signed an agreement to purchase half of the Hope Downs iron ore prospect in the Pilbara. The mine will be joined to the Pilbara Rail network by a 30km line to be named the Lang Hancock Railway.
The Weekend Australian 2-3/7/05

PILBARA RAIL
(see LR 182 p.20)
1435mm gauge
Pilbara Rail appears to be suffering an acute locomotive and wagon shortage with insufficient stock to be able to ship the quantities of ore required. This has led to the consideration of recommissioning some of the six ex-Robe Co-Co DE locomotives that have been stored out of use. 9626 (Alco 3499-03 of 1968, rebuilt Com-Eng, 1986) and 9627 (Alco 3499-02 of 1968, rebuilt Com-Eng, 1986) were moved to the workshops at the end of April and it is possible that these two units might be returned to service, along with 9412 (Goodwin G-6060-03 of 1971).
Pilbara Rail is due to take delivery of six more GE locomotives from the USA in the coming months.
Richard Montgomery 5/05

OVERSEAS

FIJI SUGAR CORPORATION
(see LR 172 p.23)
610mm gauge
Plans by the European Union to dismantle its sugar program and reduce the price paid for sugar by 37% look likely to have a disastrous effect on the Fiji sugar industry. The Asian Development Bank has provided $US25m in loan funds to help develop alternative livelihoods for about 8000 sugar cane farmers.
Australian Canegrower 2/5/05 via Chris Hart



LRRSA NEWS

MEETINGS

ADELAIDE: "A visit to the signal museum"
We will be making a special visit to the West Torrens Railway, Signal, Telegraph and Aviation Museum. Entry fee will be $4.00 per person. Friends and visitors are welcome.
Location: 112 Marion Road, Brooklyn Park.
Date: Thursday 4 August at 7.45pm.
Contact Arnold Lockyer (08) 8296 9488

BRISBANE: "Overseas Narrow Gauge Railways"
There will be a slide presentation on overseas narrow gauge railways.
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 12 August at 7.30 pm. Entry from 7 pm.

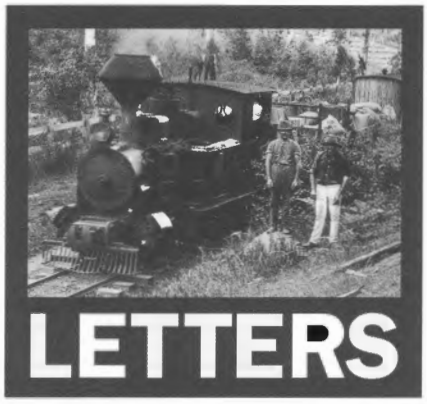
HOBART:
There will be no meeting in August.

MELBOURNE: "Annual General Meeting"
After the usual brief AGM there will be a variety of short presentations, including: The Kabul (Afghanistan) Steam Tramway; Early Saxon Narrow-gauge Locomotives; Welsh narrow gauge; and others.
Location: Ashburton Uniting Church Hall, Ashburn Grove, Ashburton.
Date: Thursday, 11 August at 8.00 pm

SYDNEY: "Jim Powe's Movies"
We are pleased to announce that Jim Powe is now able to present his classic 8mm and 16mm movie footage (cancelled last year due to illness). This will include Wee Georgie Wood, Lake Margaret Tramway, Moreton and Gin Gin sugar mills, Pichi Richi Railway and much more.
Not to be missed!
Location: Woodstock Community Centre, Church Street, Burwood, (five minutes walk from Burwood railway station).
Date: Wednesday 24 August at 7.30pm.

COMING EVENTS

The 'Rubicon Tour V', the fifth official visit to the Rubicon Forest, will take place on 12 and 13 November 2005.
Contact LRRSA Tours C/O Peter Evans 3/22 Princetown Rd, Mount Waverley 3149 for details, enclosing an e-mail address or a stamped, self-addressed envelope.



Dear Sir,

***HERE SHE COMES*: The McKay "Sunshine" zoo trains (LR 183)**

I enjoyed John Browning's article on zoo trains in LR 183, and perhaps I can add to the history of the Adelaide Zoo train.

My early recollections are of the train in the late 1940's, when the Sunshine loco was still in use. What struck me at that time was that the train and loco were the same color as our local trains - a dark red known as regal red, as used on suburban cars of the SAR. By this time, the cars had gained a "roof" of canvas on a light metal frame.

When I took my youngsters to the zoo in the early to mid 1960's, a new loco had replaced *HERE SHE COMES*, and the old loco sat behind the shed in a well weathered condition. A car sat alongside it, also in a neglected state. However, there were still three cars operating, and I was able to get the following details:

1. The cars were now dark green, along with the new loco.
2. I measured the track gauge as 600mm - now I can't guarantee that was its original gauge, but that is what it measured. That could well be the result of 40 years wear on a 1ft 11 ½in (597mm) gauge track!
3. The train now ran clockwise around the track, rather than anticlockwise as previously - and as shown in the 1930 photo on page 4. The driver claimed they reversed the direction of travel every 5 years to even out the wear.
4. The train was stored in (and ran through) a 'tunnel' which was in fact a galvanised iron garage with a brick 'tunnel mouth' front adjacent to the big cat enclosures. The front and rear had chain mesh gates, which could be closed when the train was not in use. By the 1960's it only ran at weekends.
5. The canopies on the cars were constructed of ¾in water pipe, bent to shape from one piece, at each end of the car, with about 2in steel angle iron spanning between frames at the eaves and ridge, and a canvas covering fitted over the frame with about 6in deep scollaped edges - green and white striped, would you believe!
6. By now, the platform was gone, and the cars had a sort of caravan step at the openings each side. The cars were about 6 feet long, and about 4 feet 9 inches wide, still with the original back to back style seating. (I had by now been told to put the tape measure away and push the pusher!)

Geof Pearson
(by e-mail)

Dear Sir,

The McKay zoo trains (LR 183)

John Browning speculated on the possibility of the Melbourne Zoo locomotive being the world's first 'steam outline' internal combustion locomotive to be constructed for a tourist railway. In 1909, Bassett Lowke Ltd built a steam outline internal combustion 4-4-4T for the Blakesley Hall Railway in Northamptonshire, England. I am not certain of the purpose of this railway and I don't know if it could be classified as a tourist railway, but apparently this machine, which is still in existence, is considered to be the world's first steam outline internal combustion locomotive.

John also mentioned that the Melbourne Zoo's railway began running in 1904, using a locomotive supplied by the Tarrant Motor Company. Is anything known of this locomotive?

Darryl Grant
Balwyn North, Vic

Dear Sir,

The McKay zoo trains (LR 182)

Regarding the photographs of page 25 of *Light Railways* 182; these, together with photos of Taronga Park Zoo trains, are available on the website www.pictureaustralia.org

If you enter the site and use the internal search engine for 'zoo train' and 'zoo locomotive', both the Adelaide and Taronga Park locos are shown, as well as some for Melbourne.

J Godfrey
Blackwood, SA

Dear Sir,

Zoo Trains (LR 182 and 183)

The recent discussions in *Light Railways* on the Zoo trains has prompted me to dig back into my collection of embarrassing photos of my younger days, and in particular, to the attached image of a rather young engine driver, but wearing an appropriate hat to keep the sun out of one's eyes! I wonder what the Independent Safety Regulator would have to say about under-age drivers in this day and age. Possibly also there would have to be safety fences around the site, check rails and goodness knows what else. And, from memory, there was no lockable tunnel or shed, in order to protect against vandalism, etc, when the site was unattended.

The photo was taken by my late father, Arthur Neville Neve (possibly still remembered by the oldest enthusiast modelers as the founding Editor of *Hobbies Illustrated* monthly magazine), probably in the late 1940s.

The location is at the south end of Cronulla Park, Cronulla (a southern suburb of Sydney), probably very close to, if not on, the site now occupied by the RSL Club. It can be seen that the surrounding area is unkempt and that a substantial cutting has been constructed through the shale to provide for a level circle of track. The gauge appears to be relatively wide, possibly three feet; the sleepers appear to be steel and welded to the rail as there are certainly no dog-spikes evident.

The locomotive is quite substantial and well built, having a 4-6-0 wheel arrangement, a cowcatcher and turret style tender. It would appear that the locomotive was powered by internal combustion owing to the lack of cylinders, although there must have been compressed air (or engine exhaust air) to operate the whistle (note the whistle cord). The coupling rods have suffered from possibly a rather tight structure gauge and come off second-best. The leading four-wheel bogie wheels seem possibly to be second hand, designed for outside axle-boxes.

The passenger stock is well built; there appear to be three cars, each containing two "compartments", with hard timber facing seats and painted in some finery. The first car at least is labeled "2nd class". There were no safety chains across the entrance ways.

I can supply no further clues to the train, except that, from my recollection, it was there for several years.

Any further information about the train and its history would be of interest to myself and doubtless others!

Peter Neve
Loftus, NSW

In the late 1940s, a very young Peter Neve poses on the miniature train at Cronulla. Photo: Arthur Neve

Dear Sir,

Zoo Trains (LR 182 and 183)

Re: the recent article and letters in *Light Railways* on the subject of pleasure railways at various zoos; the enclosed prints may be of interest. They were taken at Taronga Park by my mother, Mrs G Lane, in January 1938 and show the locomotive *PRINCE HENRY 1934* (as per name plate), also myself aged 6 years and 9 months, together with an older girl cousin, in the carriage behind the locomotive.

The cab view was probably my mother's attempt to show the driving controls – the gear shift lever being the most prominent, presumably operated in conjunction with a floor mounted clutch pedal. The type of brake control for stopping the train does not appear to be visible – possibly this was also by foot pedal as per automotive practice. The parking brake may be the small lever sloping forward just visible at the front of the bunker side nearest the camera. The man on the right hand edge of the photo is probably the driver, watching the loading of the train.

I really enjoyed your editorial in the June issue of the magazine. On my childhood visits to the zoo, I always found the railway and its train of more interest than the animals!

Wal Lane
Mt Colah, NSW

PRINCE HENRY *at Taronga Park Zoo, Sydney, in January 1938.* *Photos: Mrs G Lane*

Dear Sir,

Re: Fairground Railways (LR 161, p.24)

In LR 161 Arnold Lockyer mentions, and pictures, a large fairground-type 2-2-2 steam locomotive that the late Col John Goggs had encountered at Frankston, Vic, in 1941.

During a recent "trawl" of PictureAustralia (www.pictureaustralia.org) for zoo railways, I came across the same locomotive, pictured with a trainload of happy passengers. It is Australian War Memorial image No. 137420, credited to the late Melbourne *Herald*, and is captioned "Melbourne 19 December. The miniature train taking children for rides at the RAAF Christmas sports carnival held at Flemington racecourse."

The gauge appears to be around 18 inches. The driver sits in the tender and the four-wheeled carriages (bone-shakers?) seem to seat four persons, two-abreast, facing inwards. Some of the "children" probably left school many years previously!

Arnold also mentioned a sale advert for the loco wherein it is stated to be of c.1921 vintage, built by H V McKay. Is this a case of the seller confusing the carriages with a zoo train or did the Sunshine Harvester Works really build this locomotive?

One suspects that the locomotive boiler depicted would be subject to Victorian boiler regulations - a perusal of Peter Evans' list in LR 160 (Steam in the Archives - boiler records for industrial locomotives in Victoria 1906-1935) lists nine large model locomotive boilers.

Phil Rickard
Ringwood, Vic

The miniature steam loco in action at Flemington racecourse. Australian War Memorial Negative No. 137420

Dear Sir,

Mysterious Jigsaw Puzzle (LR 183)

I refer to the letter by Bill Russell in *Light Railways* No.183, June 2005, regarding the jigsaw puzzle.

When my mother passed away, twelve years ago, she had a framed print of a timber tramway amongst her possessions, a photo of which is enclosed (*see back cover*).

Soon after, I purchased a copy of *Mountains of Ash*. I wrote to [author] Mike McCarthy, via the LRRSA, to ask if the print may have had anything to do with one of the timber tramways in the book, but did not get a reply.

It certainly looks like it may have been one of the timber tramways, but the print has not been signed. If anyone knows, it would be a great help.

E Garde
Blaxland, NSW

LETTERS

Dear Sir,

Mysterious Jigsaw Puzzle (LR 183)

Regarding the jigsaw photograph in the June issue: I am sure you will have had many replies, as this photo was on many calendars of the late 1930s and early 40s.

I was always told it was a photo of 'Tough' Henry's horse team working on Reid's tramway, Powelltown, Victoria, around 1938.

Apparently he was called 'Tough' because, while he was working in the log yard at the mill one day, a log rolled over the top of him. Because the log yard was muddy from rain, he was squashed into the ground and was not badly hurt. When he turned up for work the next day everyone was amazed - hence the name 'Tough' Henry.

Kevin O'Connell
Chadstone, Vic

Dear Sir,

Tasmanian Railway Atlas (LR 183)

I was interested to read Frank Stamford's review of the *Tasmanian Railway Atlas* in LR183, which I thought was very fair and comprehensive. I contributed quite a lot of the information in the atlas, although I was not involved directly in the production process, and I should like to respond to a few of the issues that Frank raised.

The project began in the early 1990s when the ACT Division of the Australian Railway Historical Society set up a working party led by Howard Quinlan to bring together information for an atlas of Australian railways to be published by John Yonge of the Quail Map Company. Frank queried why the atlas was not printed in Australia. I think the answer is that John had already produced a range of good rail atlases and wanted to do the Australian project. I am not aware that any Australian publisher was keen to take it on. The working party was made up of one or two specialists for each state and I was responsible for Tasmania. The project was originally intended to cover government and major private railways only and to include a relatively limited range of data elements in the interests of consistency and accuracy.

The working party brought together a great deal of information, but after two or three years several things became apparent. Firstly the project was much larger than originally envisaged, both in size and in information gaps still to be filled. It was clearly going to require multiple volumes. Secondly John Yonge intended the atlas to cover a much larger range of subjects than the working party had envisaged, notably industrial railways and tramways in all forms, street tramways and trolleybuses. It was in an attempt to codify this expansion that I drafted the guidelines that Frank refers to, although I agree they have not always been adhered to.

It also became apparent that John Yonge had many other commitments and the Australian project gradually receded into the distance. The working party therefore decided to hand over to John all the information that it had gathered and disband. However in 2000 the NSW Division of the ARHS did utilise our work by publishing opening and closing details for each section of railway in Australia in *Australian Railway Routes 1854-2000* (compiled by Howard Quinlan and John R Newland).

John Yonge always intended to tackle Tasmania first and I continued to provide him with updates on railway information and as much information as I possessed on timber and mineral tramways, although I made it clear that there was a lot that I did not know. I agree with Frank that the atlas is a work in progress. It has brought together a great deal of previously inaccessible information, but in relation to the timber tramways in particular there is a lot more still to be documented. I hope it will encourage others to do so.

Frank expressed concern about the accuracy of the conversion of imperial distances to metric. I provided most of the metric distance data in the atlas and I should like to explain briefly how I did it, so that readers can judge for themselves.

Until 1926 TGR working timetables gave distances for each station and siding in miles and chains. From 1929 the timetables included distances only to the nearest quarter mile, although some later sidings were identified to the nearest chain in annual reports, weekly notices etc. It was also possible to calculate accurate mileages from detailed TGR station plans. The biggest problem was the numerous stopping places, many of which were never given an accurate official mileage. From the 1960s I checked many locations from plans and on the ground from the nearest quarter mile post. This established that the TGR had not been consistent in establishing measuring points for stations; the official distance point might be anywhere in the yard or even beyond it. Another complication was that lines were not remeasured to take account of deviations, so that there were 'long' and 'short' miles and (on the Nala deviation) duplicate quarter mile posts with letter suffixes. However for better or worse these were the official distances. I did not provide John Yonge with imperial distances as the ARHS working party had been using metric distances only. However John added imperial distances from a range of sources, including a list of stopping places that I had developed with Jim Fergusson.

The Bell Bay line was measured metrically when it opened and between 1981 and 1984 Australian National remeasured the South (formerly Main), Derwent Valley, Fingal, North-Eastern, Western and Mole Creek lines. The Risdon and Cadburys branches and the Stanley and Smithton lines beyond Wiltshire Jct were not remeasured. The remeasurement at last caught up with the various deviations, but it was complicated by the fact that only on the Derwent Valley and Fingal lines was the zero kilometre point at the same location as the former zero miles. By the time the remeasurement took place the great majority of stations had been abandoned and AN did not establish official distances even for some that survived. I therefore decided to walk the distance from the nearest 500 metre post to each location, taking the centre point of the former passenger building as the measuring point. Where there had been no passenger facilities I took the centre point of loop sidings and the turnout point for dead ends. I began this project years before the atlas was thought of and I have continued it gradually ever since. No doubt anyone who makes a hobby of walking along railway lines counting aloud risks being taken into protective custody, but on the credit side you get a lot of exercise and meet some interesting people. For locations that I could not get to in time to establish distances for the atlas I converted to kilometres the distance in miles and chains from at least 2 other locations for which I had both metric and imperial distances. I was helped by the fact that I could relate the location of quite a few former quarter mile posts to the metric posts that had replaced them.

The ARHS working party decided to use metric distances even for lines that had been closed prior to metrication. My own preference would have been to give imperial distances only for such lines, although I realise it would have complicated the presentation of the atlas. Apart from the Marrawah Tramway (the mileage complexities of which would require a separate essay), only one of the pre-metric lines (Regatta Point – Zeehan) had been affected by deviations. However, given the frequency of stations and sidings on most TGR lines there was still quite a lot of work in it. Frank can be assured that I did not do the conversion from the nearest quarter mile, but from miles and chains, cross-checked from maps and plans. As with the distances I established from walking the lines there may be cases where my numbers are wrong or at least debateable, but I hope that by and large I did not make too bad a job of it. Anyone who would like to retrace my tracks is welcome to do so!

Finally, Ian Cooper and Ross Willson have kindly prepared an errata sheet correcting some of the Hobart and Launceston tram and trolleybus information. Copies of the sheet have been supplied to Australian distributors of the atlas, but I can send a copy to anyone who would like one on receipt of a stamped envelope at PO Box 242, Curtin, ACT 2605.

Jim Stokes
Curtin, ACT

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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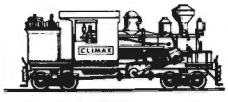

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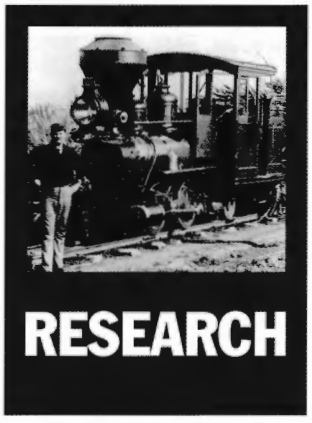


State Library of Tasmania, Hobart

The State Library of Tasmania did not start subscribing to *Light Railways* until October 1998 (LR 143). Now, thanks to a gift by LRRSA member Lindsay Whitham of all back issues up to and including LR 142, the Library has a complete set from No.1 onwards. Lindsay had bound his pre-A4 size issues of the magazine, so these are well presented for researchers. Tasmanian researchers now have access this valuable reference on many of the State's remarkable light and industrial railways.

Noel Butlin Archives Centre, ACT

The Noel Butlin Archives Centre is a nationally significant collection of primary source material relating to business and labour. The NBAC holds archives of industrial organisations, businesses, professional associations, industry bodies and the labour movement, many of which are of great value to LRRSA researchers. It makes them available for research and use by the University and the wider community.

The NBAC now operates under different conditions to those previously available (see LR 141, p.28). The reading room is located on the ground floor of the Menzies Library on the ANU campus, with most archival material held off site. Intending researchers are advised to consult the NBAC List of Holdings – www.archives.anu.edu.au/nbac - to identify records that may be useful in your research then to call the Centre on (02) 6125 2215 to make an appointment to discuss their research requirements. Required material should be pre-ordered as only two deliveries are made to the reading room each day. Material ordered before 12 noon is delivered at 3.30pm that day, while orders made after that time are delivered at 11am the following day. *Editor*

Day/Webster 0-4-0DM Locomotive

While rebuilding the Ruston & Hornsby 4wDM 20DL locomotive (LR 183, pp. 15-17), Andrew Forbes made many contacts in pursuit of a suitable engine. A contact in Victoria, who holds the personal files on Mr CM Plane, the agent for Gardner products in Australia, provided two photos of a 0-4-0DM locomotive that had been fitted with a Gardner 4LK engine. He advised that Plane had refitted the Gardner engine to an existing locomotive in 1950. It seems that Mr Plane had been pleased with his handiwork and took the photographs, one of which shows the small loco moving the large Q-class 4-8-2 locomotive Q8 at the Hobart roundhouse. Andrew has submitted the photographs to *Light Railways* in the hope that readers may be able to provide more information about this interesting locomotive.

Tasmania researchers Michael Dix and Tony Parnell suggest that the locomotive may have been one originally ordered by the Hydro-Electric Commission Tasmania through AG Webster in 1941. Construction was started by Day's in Melbourne, but due to wartime restrictions, progress was very slow and Websters eventually completed its construction in Hobart in November 1943. They indicate that while there are references to the TGR testing locos for companies such as Websters, there appear to be no records of the TGR using this sort of loco on a regular basis. Michael and Tony are also keen to obtain any further information about this unusual locomotive.

Baguley Locomotives in Australia

Recent research at the Baguley archive in the Staffordshire County Record Office in England has revealed a quantity of material that had been amassed by the builder over the years, as well as records of their production, in which was included this builder's photograph of 3ft 6ins gauge 0-4-0ST *KANGAROO* (Baguley Cars Ltd 2026 of 1922) built for Light Railways Ltd for the South Australian Engineers & Water Supply Department. Close examination shows that the 'builder's plate' is painted on the cab sheet.

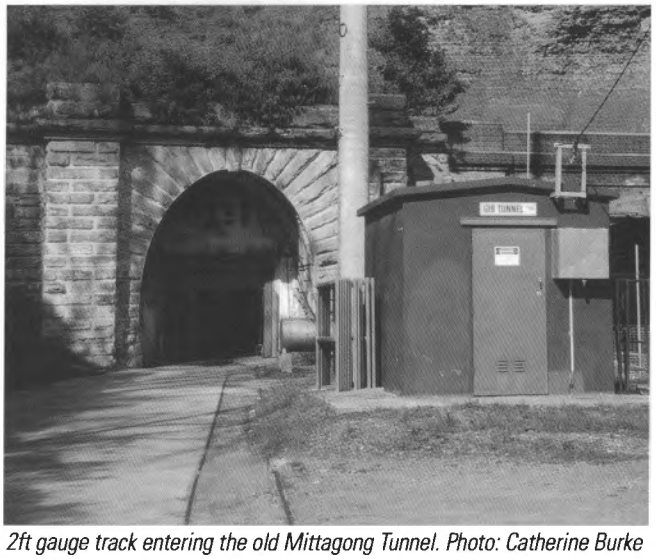
Another gem of Australian interest was this annotated photograph of

The photograph provided to Andrew Forbes of the 0-4-0DM at the Hobart roundhouse. It is believed to have been taken by CM Plane after fitting of the Gardner 4LK engine in 1950.

These two photographs, of 0-4-0ST KANGAROO *and a 4wPM TACL locomotive, were recently found in the Baguley archive in Staffordshire, England. Photographs: Baguley collection, Staffordshire County Records Office.*

a fine-looking TACL locomotive. Detailed examination of the original photograph suggests that it is builder's number 48. Your editors believe that they know where the photograph was taken, but we would welcome your thoughts about the location, the approximate date, and the reason why the photograph ended up in the Baguley records.

John Browning



2ft gauge track entering the old Mittagong Tunnel. Photo: Catherine Burke

Old Mittagong Tunnel, NSW

David Burke recently visited the old Mittagong railway tunnel, now used as a mushroom farm. He was interested to note 2ft gauge tracks set in concrete outside the tunnel and leading into this. Evidently these are not related to the tunnel's present use, but were installed during World War II when the tunnel was used for an ammunition store. Trains ran from an open air loading facility adjacent to the down main Southern Line into the tunnel (see photo) and stopped wherever loading or unloading was required. David is interested to hear from any reader who can provide further information on this operation.

Hume Dam Construction Locomotives.

The construction of Hume Dam on the Murray River, in the period 1919 to 1936 was an enormous undertaking. A good description of the role of railways of various gauges in the construction period is found in Peter Charrett's article in *Rocky Bluff to Denmark*. The nature of the operations were forever changing as construction advanced. Lines were created, relocated and dispensed with constantly as the needs of the works dictated. As a result, very little other than photographs remains on site to remind us of the extensive system which once existed. Some evidence of the broad gauge formation from Ebden on the now long closed Wodonga-Cudgewa line, to the Victorian works area can be seen, as can parts of the 3ft gauge formation to the quarry on the NSW side of the works. When the river downstream of the dam is low, the Piers of the temporary railway bridge immediately downstream of the wall are visible. A 'link and pin' vehicle coupling and a 'throwover ball point lever' are the only artifacts found during major remedial works at the Dam in the 1990s.

It is estimated that 18 steam locomotives on three different gauges worked at Hume at various stages of construction. Of these I am aware of three still in existence, all on 3ft 6in gauge.

1. Perry 0-4-0T, No 265 of 1926, at the Queensland Pioneer Steam Railway, Swanbank Qld. Converted to 0-4-2T and extensively modified.
2. Perry 0-4-0T, No 267 of 1926, at the Puffing Billy Museum at Menzies Creek, in close to as built condition.
3. Perry 0-4-0T, No 271 of 1927, at the Bellarine Peninsula Railway, Queenscliff, Vic. Converted to 0-4-2T and extensively modified.

Is it possible that any of the other locomotives survived? Some locos went to the HEC of Tasmania for further dam construction, whilst others were spread far and wide, but their fate is unknown to me. Any information would be much appreciated in the form of email to Graeme.Hind@statewater.nsw.gov.au as well as discussion in these pages.

Graeme Hind, Assistant Manager, State Water, Hume Dam, and long time LRRSA member.

Coming Events

AUGUST 2005

14 Illawarra Light Railway Museum, Albion Park, NSW. Steam and diesel train rides, 1030-1630. Phone (02) 4256 4627.

14 Alexandra Timber Tramway & Museum, VIC. Narrow gauge steam trains and museum attractions. Information: Bryan 0407 509 380 or Peter 0425 821 234.

21 Cobdogla Irrigation Museum, SA. Open day with diesel-hauled narrow gauge train rides. Phone (08) 8588 2323.

SEPTEMBER 2005

3 Australian Sugar Cane Railway, QLD. Re-launch of 0-4-0DH locomotive *VALDORA* at the Bundaberg Botanic Gardens site. Information (07) 4152 6609.

11 Alexandra Timber Tramway & Museum, VIC. Narrow gauge steam trains and museum attractions. Diesel-hauled trains operate on 25th. Information: Bryan 0407 509 380 or Peter 0425 821 234.

17-18 Richmond Vale Railway, NSW. *Friends of Thomas the Tank Engine* weekend with steam and diesel-hauled trains. Information (02) 4932 5344.

18 Cobdogla Irrigation Museum, SA. Open day with diesel-hauled narrow gauge train rides and heritage engines. Phone (08) 8588 2323.

25 Bennett Brook Railway, Whiteman Park, WA. *Friends of Thomas the Tank Engine* Day with the Fat Controller and narrow gauge steam and diesel trains. Information: (08) 9249 3861.

28-30 National Rail Heritage Conference, Tamworth: A major event celebrating the 150th Anniversary of Railways in NSW, the conference will deal with the past, present and future of Australian railways. Attention will be given to the social history of Australia's railways rather than just the hardware heritage of rail. Delegates will travel by heritage rail motors to Werris Creek on 1 October for the opening of Stage 1 of the Australian Railway Monument. Phone 02 6773 2154 for information or check: www.une.edu.au/campus/confco/nrhc2005

OCTOBER 2005

2 Cobdogla Irrigation Museum, SA. Humphrey Pump operating day with narrow gauge steam train rides and heritage engines. Saturday night Halloween diesel train on 29th. Phone (08) 8588 2323.

8-9 Alexandra Timber Tramway & Museum, VIC. Narrow gauge steam trains – Woodcutters Gala Day on 8th. Diesel-hauled trains operate on 23rd. Information: Bryan 0407 509 380 or Peter 0425 821 234.

8-9 Puffing Billy Railway, Belgrave, VIC. *Day out with Thomas* – special activities at Emerald station with the Fat Controller, Thomas and Danielle in steam, Dougal the diesel and special train rides. Also on 22-23 October plus November dates. Bookings (03) 9754 6800.

14-16 ATHRA Board Meeting, Zig Zag Railway, NSW. Delegates from each state rail heritage body meet to address issues of national significance.

15 State Mine Museum, NSW. Fund-raising Concert featuring *Galapagos Duck* from 1400 to dusk at the Museum. Information (02) 6353 1513.

15-16 Campbelltown Steam Museum, Menangle, NSW. Oil, Steam & Kerosene Field Days with narrow gauge trains, traction engines, steam rollers and vintage machinery on display. Phone: (02) 9829 5420; www.csmm.com.au

29 Bennett Brook Railway, Whiteman Park, WA. *Halloween Party* – fancy dress competition and Spooky Train Rides. A supervised activity for children. Bookings essential: (08) 9457 1498.

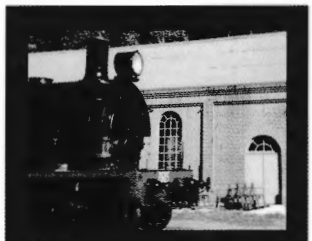
NOTE: Please send information on coming events to Bob McKillop – rfmckillop@bigpond.com - or The Editor, *Light Railways,* PO Box 674, St Ives NSW 2075.

Mill Point Sawmill site, QLD

Mill Point, located on the shores of Lake Cootharaba in the Great Sandy National Park, is one of the earliest timber settlements in Queensland, operating between 1869 and 1892. Research students from the University of Queensland recently completed the second year of archaeological fieldwork at the site on a project that was in part initiated by the late John Kerr's study of sawmilling in south-east Queensland.

During February 2005, the route of the main tramway from the sawmill to the Park boundary was surveyed. A secondary tramway, reported to have looped south from the main rote, was also investigated, but only a short section could be identified before it disappeared into a swamp. Archaeological surveys along the shoreline recorded the remains of wharf pylons, old fence posts, tram wheels, artefact scatters and sawn timbers. Further detailed surveys and mapping will be undertaken in early 2006.

Australian Forest History Newsletter, No.40; Peter Evans



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

National

ASSOCIATION OF TOURIST & HERITAGE RAIL AUSTRALIA

The ATHRA has continued to develop at a fast pace during 2005. It deals with issues affecting the tourist and rail heritage sector in Australia, with public liability insurance, Codes of Practice for Rail Safety and accreditation. Professor John Glastonbury of RHA and 3801 Limited has been appointed ATRHA's representative on the ME79 (Standards Committee). The Association has been active in lobbying for safety standards that are appropriate to the very different operating situations of tourist and heritage railways, particularly those dealing with 'light railways'. On the public liability insurance front, the ATRHA negotiated an umbrella insurance coverage with Willis Australia Limited. By May 2005, 32 groups had joined the scheme, with another ten committed to join. Each group has been treated separately and Willis have appointed a special rail broker to deal with ATRHA members. Most groups have reported significant reductions in premiums over alternative policies, although Victorian light railway groups report that premiums are higher than those previously enjoyed under the Government VMIA insurance scheme, which was scheduled to end on 30 June 2005, while some small groups there have been declined insurance cover. Accordingly, there is still considerable uncertainty in the tourist and rail heritage sector in that state. Editor

Queensland

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

Restoration of the ex-Moreton Sugar Mill 0-4-0DH *VALDORA* (EM Baldwin 6/1258.1 6.65 of 1965 – see LR 181, p.27) was nearing completion in late June and its official 're-launch' is scheduled for Saturday 3 September 2005. Volunteers had invested some 450 man-hours in the restoration project, which involved the upgrading of the cab, including the fitting of doors and a new instrument panel, new doors on the engine compartment, the fitting of auto couplers and a repaint. The loco was scheduled to undertake trial runs in early July. Following the official ceremony on 3 September, *VALDORA* will operate trains during the afternoon as an introduction to the people of Bundaberg. Thereafter the locomotive will be used as required for trackwork and passenger duties.
Brian Wilson, 06/05

BEDROCK RAILWAY, Walkerston
610mm gauge
Ken Petts

This theme style resort has been established on the property Bedrock in the Victoria Plains area on the Peak Downs Highway near Walkerston. Council has given approval for 30 cabins, a motel, restaurant, golf course, caravan park, convention centre and shops. Ken Petts has established a 2.2km 610mm gauge railway and built the locomotive and rolling stock currently in use. Footage of the operation shown on Channel 7 TV in May showed the multiple-unit diesel-electric locomotive and carriages constructed on former cane bin frames as pictured in LR 157. Other footage showed a former Racecourse mill EM Baldwin locomotive believed to be *LEO* (6/2612.1 10.68 of 1968) and what looked like a line car (possibly ex-QR). Also on site is the first locomotive used on Hayman Island (Motor Rail 4wPM 4199 of 1927). Train rides are available on Saturdays and Sundays at 1530. Carl Millington, 05/05

SOUTHPORT MONORAIL
Gold Coast City Council

Len King has reported on a tourist 'railway' with a difference from a recent visit to Southport. It is a 'pedal-powered' monorail located beside the Pacific Highway opposite the Southport Shopping Centre. The track is a H-beam laid on concrete flush with the sand at its waterside location. It forms a circuit approximately 100 metres long by 15 metres wide, with a reduced width mid way. The fibreglass 'cycles' are each capable of holding one adult and a child. The pedals are fastened to a shaft and sprocket drive linked by chain to a lower sprocket driving a traction wheel. Stabiliser wheels and a rear idler roller are fitted. 'Buffers' enable one machine to push another. The ride is smooth, but the seating is hard and hot in summer!
Len King, 06/06

SUNSHINE PLANTATION, Nambour 610mm gauge

The Big Pineapple tourist complex at Nambour has been placed on the market and the land is likely to be taken up by residential developers. The 80ha estate, which opened as a tourist complex in 1971, includes the 16m high fibreglass 'big pineapple' and a 610mm gauge tourist train. The two steam outline locomotives here were rebuilt from 4wDM industrial units that originally worked at Berrima Colliery in New South Wales.
Sydney Morning Herald, 17 June 2005

WORKSHOPS RAIL MUSEUM, Ipswich 610-1067mm gauges

Andrew Moritz, Director of the Workshops Rail Museum, announced at the meeting of the Association of Tourist Railways Queensland on 21 May 2005 that the former UK War Department and ex-North Eton 4-6-0T No.4 (Hunslet B/N 1239 of 1917) has been donated by Mackay Sugar Cooperative to the museum. As noted in LR 158 (p.27), this locomotive has been stored under cover at the old North Eton site since 1999 pending possible local restoration.
David Mewes via John Browning, 05/05

New South Wales

AUSTRALIAN WAR MEMORIAL, Canberra 610mm gauge

Visitors in May noted the ex-War Department 4-6-0T No.306 (Hunslet 1218 of 1916) on display in the new ANZAC Hall. The restoration work is first class, offering reminders of a well-restored piece of antique furniture where the patina has been carefully preserved. The locomotive appears in its operating condition as it would have been on the Western Front and presents a 'living' experience. It is displayed on rail (complete with softwood sleepers) and the sound tape of the loco steaming adds a touch of realism. The photographic backdrops and associated WWI items create the mood and the interpretive signage is simple and easy to read. Unfortunately the display is very dark and the loco is placed in an infuriatingly inconvenient position for the photographer. The 'jeep train' used on the North Borneo Railway (LR) remains on display in the WWII Hall and provides better opportunities for photography.
Ian Bevage, 05/05; Editor 05/05

COCKINGTON GREEN RAILWAY, Nicholls ACT
305mm gauge

The miniature railway at this tourist park on the Barton Highway outside Canberra remains in regular operation after 20 years service. A visit on 2 May found the half-scale replica of John Fowler's diminutive 0-4-0WT locomotives after B/N 16249 of 1923, which operated on the Rocky Point sugar tramway at Woongoolba. Colin Weir and Ross Bishop built two of these locomotives in the early 1980s (see LR 139, p.31) and the one at Cockington Green (built by Ross) carries a JF replica plate No. 15910, which went to Vickers Ltd in New Zealand. The other locomotive is reputed to be in storage at Roma, Queensland. The Cockington Green loco received a heavy service in December 2004 and is 'running smoothly' according to the driver. It hauls three bogie carriages to a regular timetable – 10 trips daily every 45 minutes between 1000 and 1600. Two circuits of the track around the international display, just under 400m in length, are made each trip, giving the loco a 7-8km run each day. During school holidays trips are provided almost continually and the locomotive may operate 20-25km daily at these times. Entry to the Cockington Green Gardens and miniature village is $13.50 for adults and train rides are $1.50.
Editor, 05/05

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

A visitor at the running day on 12 June noted that the frame is now on the bogies of the Shay locomotive currently under construction at this site. As the bogies are from the Munro 2ft 6in gauge Shays and the wheels and axles are from one of the Mapleton Tramway 2ft gauge locomotives, problems have been encountered. The group has the pinions and shafts from the Munro Shays, but the pitch of the teeth is different to the gears on the Mapleton wheels, so new drive shafts, pinions and bearings are required.

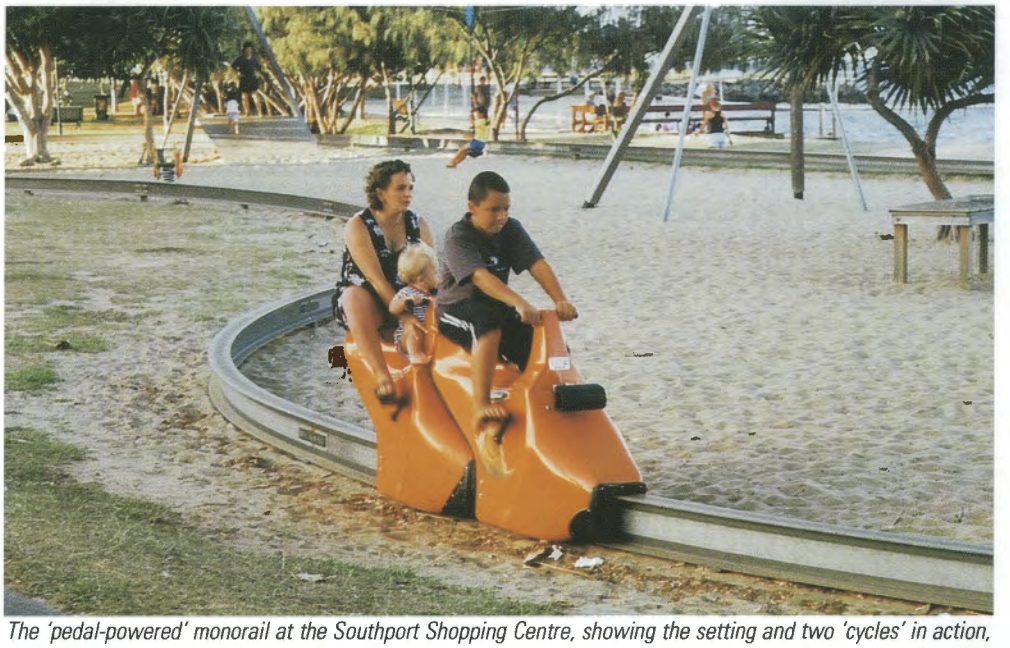
The 4wDM 'Green Ruston' (RH 285298/1949) has been placed back into service after its restoration and was running trains from the dock platform on 12 June, with ex-Tully mill 0-6-2T No. 6 (Perry Eng. 7967/49/1 of 1949) running from the main platform. The ex Goondi mill 4wDM Simplex (MR 10219/1951. see LR 179, p.28) has been started and given a trial run on the main line. It was being prepared for painting in mid-June. The Ruston 3-cylinder diesel ex Condong (RH 371959/1953, LR 179, p.28) has now been placed into a position where the restoration and rebuild can now commence.

Brad Johns; Chris Stratton, via LocoShed, 06/05

MENANGLE NARROW GAUGE RAILWAY 610mm gauge
Campbelltown Steam Museum

At the Open Day and Steam Rally on 14 May, the nine locomotives reported in LR 178 (p.27) were all on site. The ex-Plane Creek Mill 0-4-0DM (J Fowler 18801/1927) operated the first two passeger train runs of the day while the ex-Corrimal Colliery 0-4-0WT (Robert Hudson/Hudswell Clarke 1423/1923) got up steam. The diesel was then parked on the No.2 road adjacent to the platform, next to the 'red Simplex' (MR 11023/1955) and some small 4-wheel trucks. The Robert Hudson loco hauled the two bogie passenger cars on shuttle trips to the end of the line for the remainder of the day. A new guard's van built by Benny Rachwell on a 4-wheel cane bin underframe was at the end of the display rolling stock. It matches the two bogie carriages, which have been refurbished by Benny and looked very smart. The 'Green Machine' (a Baguley 4wDM) was parked on the turntable at the end of the line with a couple of mine skips at the far end. The ex-Australian Army Malcolm Moore 4wDM (thought to be 1064) was at the end of 'rotten row' to the east of the workshop and the ex-Condong/Childers Mill 0-6-0DM (JF 16830/1926) was parked outside the workshop – still unserviceable and with no further work since last year. The two ex-Hillgrove Gemco 4wBEs were in the workshop, together with the ex-MSB No.2 Simplex (Motor Rail 20560).

The event attracted a large crowd who were treated to lots of action sights, sounds and smells of steam engines of all shapes and sizes, plus an amazing array of gas & IC engines, tractors and interesting machinery. The field offered a chaotic maze of popping, spluttering, wheezing, snorting, chuffing, putting, whistling and tooting engines of every conceivable type. Editor, 05/05



The 'pedal-powered' monorail at the Southport Shopping Centre, showing the setting and two 'cycles' in action, February 2005. *Photo: Len King*

The ex-War Department 4-6-0T No.306 (Hunslet 1218 of 1916) on display in the new ANZAC Hall at the Australian War Memorial, Canberra. *Photo Ian Bevage*

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

The Coalfields Steam weekend on 12-13 June featured lots of steam action. A visitor on the Sunday found the usual pattern of train operations, with ex-South Maitland Railways 2-8-2T No.30 (BP 6294/1929) operating passenger trains to and from Pelaw Main, 0-4-0ST *MARJORIE* (Clyde 462/1938) on shuttle trains to Mulbring Road and the former MSB 4wDM Planet Locomotive (FC Hibberd 3715/1955) operating shuttle trains past the pit head. As they arrived, the visitors were greeted to the sound of SMR 30 blowing her whistle and the ticket seller at the entrance made all new arrivals very welcome with his happy and friendly style.

The RVR museum site is one of Australia's industrial railway heritage icons and our visitors gained a sense of nostalgia just to stand in such an important place and see John Brown's famous Richmond Main buildings and the collection of his (and other's) railway equipment. Through the generosity of Jeff Mullier, the visitors were able to

see the volunteers start up BHP34 in the depot and hear the sounds of a locomotive class that few managed to get at the BHP steelworks. To industrial railway enthusiasts, seeing a SMR 10-class operating is something that always excites and RVR is the best place to get that fix. Our visitors were disappointed at the inability to access the Richmond Main buildings and to easily view the historic railway collection. Public safety and liability insurance are issues here, but perhaps council and the society could do more to make the facilities accessible and to display more of the railway collection. The day was capped off with *MARJORIE* operating a short train of non-air coal hoppers – AYRFIELD 308, ABERMAIN 1022, A1890, H579, H467, B1123 and brake van 42 – up to the Richmond Main platform. Our visitors grabbed a nice cheese and bacon pie as the museum was closing and report that the RVRM food area is amongst the best at any railway museum. It is all enclosed with seating and is always clean and spotless. Lovely views of the area can be had while having lunch and the staff are really friendly.

Brad Peadon, 06/05

STATE MINE HERITAGE PARK & RAILWAY, Lithgow 1435mm gauge

Over the past six months State Mine Museum has been focusing in on site development and in supporting its partners Rail Industry Service Providers and Ozback Explorer, with the former continuing its locomotive rebuilding activities (LR 182, p.28). Work is almost complete on the refurbishment of bathroom facilities at the office building and a new entry sign for the museum site is in the final stages of completion. Designed to replicate a mini poppet head, this has been fabricated by Phil Spark. Greg Pitt has incorporated a winding sheave from the Lithgow Valley Colliery into a trolley that will form part of a display on endless rope haulage systems. Scenic World has offered the redundant winder from the Katoomba Skyway, which was originally a haulage winder at Glen Davis. It is proposed to install this in operation condition in the Bath House display building. Structural designs and DA approval for the virtual underground coal mine were to be completed by the end of June 2005. The Mine Workers Trust has offered $30,000 for the audio features of the virtual experience. Construction should commence as soon after approval is granted. A fundraising concert is scheduled for Saturday 15 October 2005 (see Coming Events). Railway tasks during 2005 have focused on relaying of sleepers and point timbers. A team of volunteers has commenced further restoration work on 2-6-2ST 2605 with the aim of bringing the locomotive back into service.

Ray Christison, 06/05

Victoria

ALEXANDRA TIMBER TRAMWAY & MUSEUM

610mm gauge

The ATTM has been busy examining options for public liability insurance after 30 June 2005 (see ATHRA item above), so some uncertainty remains regarding future operations at the Alexandra site. During May, work was undertaken to replace damaged platform coping at the station. The annual DOI accreditation audit was undertaken on 6 May to AS 4292 standards and the result was most satisfactory with just one non-compliance notice.

Timberline 84, June 2005

Tasmania

REDWATER CREEK, Sheffield

610mm gauge

Redwater Creek Steam & Heritage Society Inc.

There was a good turnout for *SteamFest 2005* from 6-8 March with the 2ft gauge steam train hauled by composite Krauss 0-4-0WT (5682/1906 and 5800/1907) again providing the main attraction. With its footplate piled high with firewood, space for the driver was at a premium! Also noted outside the workshop was the frame and wheels of a 0-4-0 Days tractor. An interesting range of steam traction engines and road rollers, portable

The ex-Corrimal Colliery 0-4-0WT (Robert Hudson 1423/1923) and refurbished carriages await another load of passengers at the Menangle Narrow Gauge Railway station on 14 May 2005. *Photo: Bob McKillop*

At the Richmond Vale Railway's Coalfields Steam weekend, on 12-13 June, the former MSB 4wDM Planet locomotive (FC Hibberd 3715/1955) was operating shuttle trains past the pit head. *Photo: Brad Peadon*

steam engines driving agricultural machinery, vintage tractors, and an array of historical petrol and diesel engines complimented the train. Ray Graf 05/05

South Australia

COBDOGLA IRRIGATION MUSEUM 610mm gauge
Cobdogla Steam Friends Inc.

Further to LR 183 (p.30), the rail-laying weekend on 11-12 June saw another 400 metres of track put down, including a level crossing. There were 20 volunteers and five tractors in action on both days. The open day on 12 June attracted good visitor numbers and the 0-4-0ST (Bagnall 1801/1907) performed in fine style. A feature of the day was the provision of some driving experience for six steam apprentices. Cobdogla received about 30mm of very welcome rain from Thursday to Saturday, so things were a bit wet under foot, but the first decent rain in the district for nearly a year brought smiles all round.

Denis Wasley, 06/06

LOXTON HISTORICAL VILLAGE
610mm gauge
District Council of Loxton Waikerie

This village preserves the history and way of life of the early settlers with an emphasis on the struggle and growth of the farming community from its beginning in 1895. A range of railway items are on display, with a monorail truck, parts of which were used on the Loxton Farming Company monorail constructed to the Caillet system, which operated between 1911 and 1915 being of particular interest to LR readers (see LR 112, pp.13-22). The most recent addition is the Irrigation Museum, which provides an authentic account of the living conditions experienced by soldier settlers in the early days. A rail-mounted crane and work wagon used on the Murray River locks are displayed on a section of track.

Editor

Western Australia

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

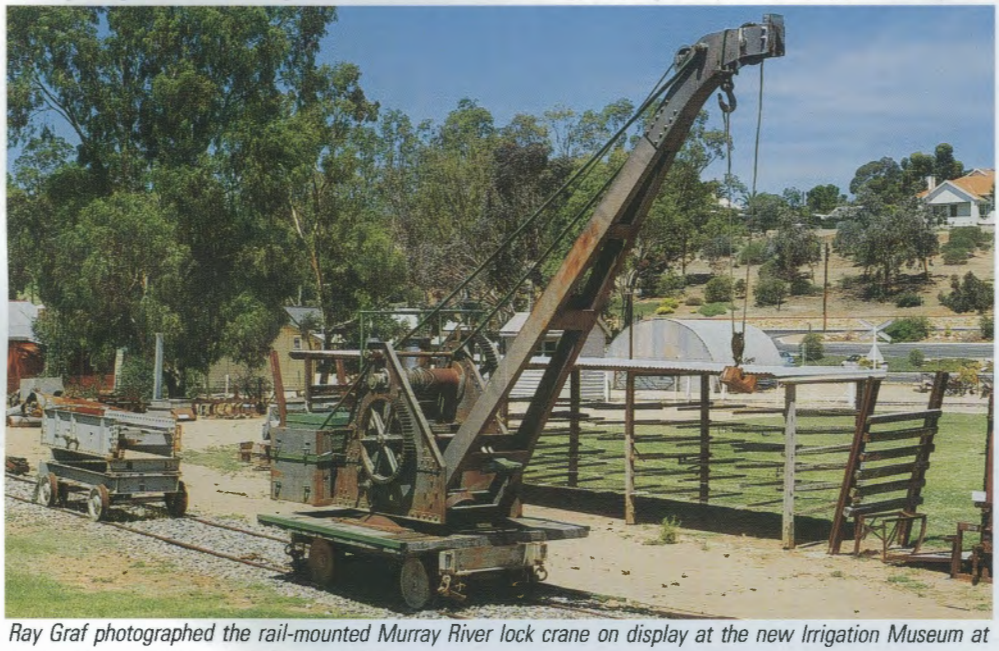
The *Friends of Thomas Day* on 22 May brought good crowds and there was an excellent range of attractions to entertain them. A highlight was the appearance of ex-South African Railways 2-8-2 NG118 (Henschel 24476 of 1938), which was on static display at the Whiteman Village Junction station. This locomotive was withdrawn from service in 2003 with a defective boiler and had been placed in storage awaiting repairs.

A traction engine from the Tractor Museum was in steam at Mussel Pool during the day. Three trains were run continuously during the day with 0-4-2T BT1 (Perry 8967.39.1 of 1939) hauling trains between Mussel Pool and Whiteman Village (supplemented by vintage buses), while the GEMCO 4wDM and 0-6-0DM *ROSALIE* (John Fowler 411019/1950) provided trips around the Bushland Loop.

The BBR attracted excellent patronage during the April school holidays, thanks to the *Legends of the Lost Gold* initiative. Based on the story of a prospector looking for lost gold, the initiative operated twice daily for two days of the holiday period. Passengers were provided with a map that gave clues to where the lost gold might be and they were asked to identify these, then they stopped at Zamia Station on the Loop to pan for gold.

The BR Railway Worker, June 2005

Cobdogla Irrigation Museum: Bagnall 0-4-0ST 1801 of 1907 is turned at Mudges Loop, 24 April 2005. Photo: Ray Graf



Ray Graf photographed the rail-mounted Murray River lock crane on display at the new Irrigation Museum at Loxton Heritage Village on 8 January 2005.

Overseas

PENNYGROVE RAILWAY, UK
381mm gauge

Further to LR 183 (p.28), the Bush Mill replica of the K1 Garratt is to be located by its new owner at the Perrygrove Railway in Coleford, Gloucestershire. This is a 15-inch gauge line established in 1996 to recreate the vision of Sir Arthur Heywood for a miniature line in a farm setting. It has a purpose-built 0-6-0T *SPIRIT OF ADVENTURE,* built by the Exmoor Steam Railway in 1993 and two ex-industrial diesel locomotives. Other 15-inch gauge locomotives visit on a regular basis. Several items of rolling stock from the original Heywood lines at Duffield Bank and Dove Leys have been restored for the railway. The 1.2km track serves three stations. Perrygrove Railway operates about 80 days each year, plus Christmas. The web page is at www.perrygrove.co.uk

Michael Crofts, 05/05; editor

COLOUR MISCELLANY

Clockwise from below: *Ready for another run during SteamFest 2005, Sheffield, Tasmania, the composite Krauss 0-4-0WT (5682/1906 and 5800/1907) stands at the station with its train of heritage carriages on Sunday 6 March. The driver rests in the background, no doubt pleased to get out of the cramped cab! Photo Ray Graf.* ❑ *A busy scene at the Albion Park, NSW, museum site on 12 June 2005 with the newly restored 'Green Ruston' (RH 285298/1949) in the foreground and 0-6-0DM* SEYMOUR *(Baguley 2392/1952) hauling two bogie bulk sugar boxes behind. In the background ex-Victoria Sugar Mill 0-6-0* CAIRNS *(Hudswell Clarke 1706/1939) heading the passenger train awaits its next run from Yallah station. Photo: Brad Johns.* ❑ *0-4-0ST* MARJORIE *(Clyde 462/1938) hauls the 'non-air' train during the Richmond Vale Railway's Coalfields Steam weekend on 12-13 June. Photo: Graham Black* ❑ *The half-scale John Fowler 0-4-0WT replica locomotive gives a friendly toot as it crosses a bridge on the Cockington Green Garden Railway, Canberra, on 2 May 2005. Photo: Bob McKillop.* ❑ *On Friday 8 March, 2002, James Shugg photographed 4wDH locomotive No.4 (EM Baldwin 7807.1 11.77, rebuilt from a Ruston 48DLG) about to depart for another run around The Big Pineapple tourist complex at Nambour, Queensland.* ❑ *The mysterious print that hung on the wall of the late Mrs Garde (see Letters, page 23).*