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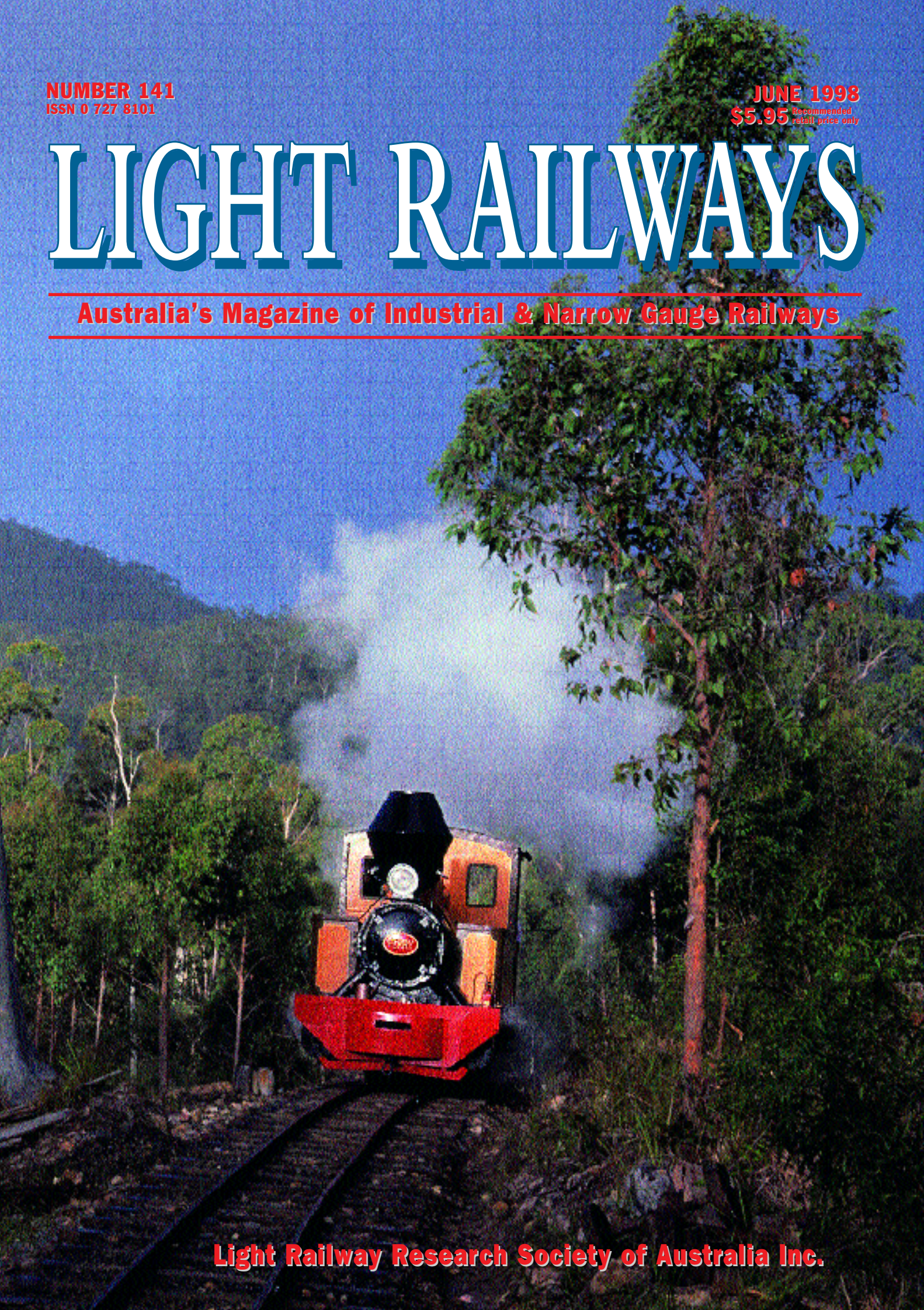
LIGHT RAILWAYS

Australia's Magazine of Industrial & Narrow Gauge Railways



Light Railway Research Society of Australia Inc.

LIGHT RAILWAYS
Australia's Magazine of Industrial and Narrow Gauge Railways

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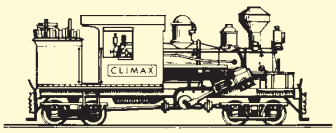

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Conversions:

1 inch (in)	25.40 millimetres
1 foot (ft)	0.30 metre
1 yard (yd)	0.91 metre
1 chain	20.11 metre
1 mile	1.60 kilometres
1 super foot	0.00236 cubic metre
1 ton	1.01 tonnes
1 pound (£)	$2.00 (in 1966)
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

Travelling to and from secondary school each day in the north of England, it was not surprising that I began to develop an interest in railways, seemingly a national pastime among the British. My grandmother was happy to encourage this. After all she was the granddaughter of G.P.Neele, Superintendent of the Line of the L&NWR, and the niece of Ernest Neele, the manager of Dinorwic Quarries with its many narrow gauge engines. But it was seeing the Festiniog Railway for the first time, in 1966, which really captivated me for the narrow gauge, and the 2ft gauge at that. Visits to various preservation sites led to my joining the Narrow Gauge Railway Society and the Industrial Railway Society, and thus to the fascinating world of industrial narrow gauge.

Associating with other narrow gauge fans soon made me aware of the cane railways of Queensland, and I was soon poring over issues of *Light Railways* from the NGRS Library. Overseas adventures in France and Spain led naturally to a desire to go further afield, and so what better than a few years, generously subsidised by the Australian taxpayer, in the antipodes? Within a few months of our arrival in Victoria, the long-awaited trip to Queensland took place, and 23 years later I am still here.

This issue features a major article by Bruce Belbin which tells us much about the steam locomotives of Mourilyan Sugar Mill and in particular the Perry locomotive which he first tried to purchase at the age of 15. There is also the usual variety of news, letters and other items of interest.

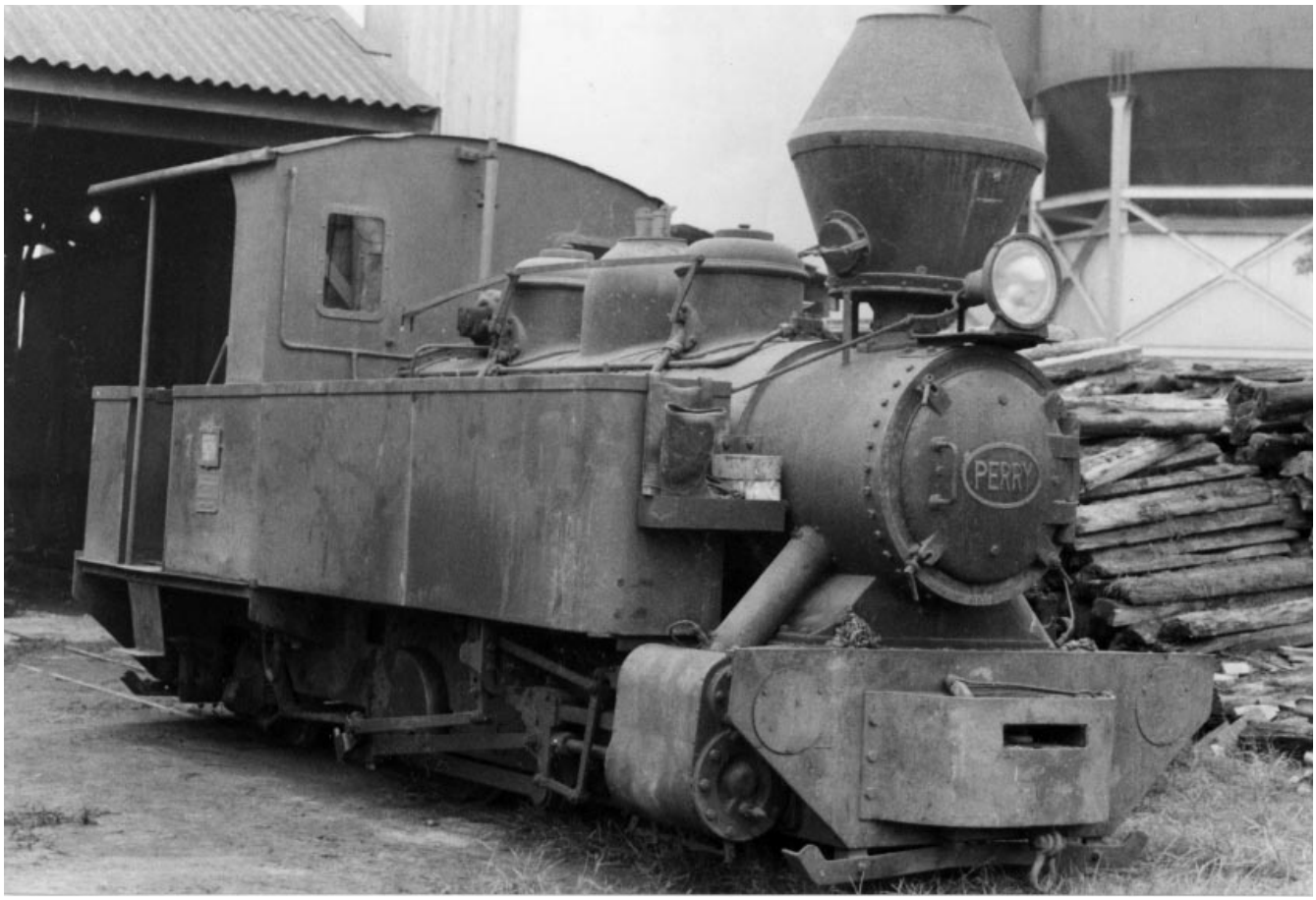
Incidentally, someone recently enquired if the introduction of the new-style LR means that press dates for the news sections have been put back, compared to the old LRN. I am pleased to say that this issue's industrial news closed in early May, basically the same deadline as was in force previously. *John Browning*

The Light Railway Research Society of Australia 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.

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.

Cover: *On the Bulahdelah Logging Railway, Saturday 6 June 1987, a cool showery day, Mourilyan number 7 is back in steam after a quarter-century break. As it climbs the hill on its third run that morning, an unexpected shaft of sunlight creates a striking metaphor for its new life in preservation.* *Photo: Phil Belbin*



Number 7's future was looking increasingly bleak as it was photographed standing outside the loco shed on July 12th, 1966. The Perry is in its final form, with balloon stack, rebuilt sanding gear, and several other modifications evident. *Photo: R.L.Deskins*

Mourilyan number 7

by Bruce Belbin

In September, 1949, the Australian Sugar Company, owners of Mourilyan Mill in the Innisfail district of Queensland, placed an order with Perry Engineering Company Limited of Mile End, South Australia, for the supply of one of their standard 0-4-2T 'Sugar Mill' locos.

At the time, the Perry 0-4-2T was a logical choice for the mill management. It was a proven design, competitively priced, and from an established Australian builder with expertise in the industrial locomotive field.

Neighbouring South Johnstone mill had successfully operated one of these machines for the past four seasons, and had recently taken delivery of another two. The Port Douglas Tramway, north of Cairns, had just received an identical unit, whilst Babinda Mill, to the near north, and Tully Mill, to the near south, had placed orders for the larger 0-6-2T model (one for the former and two for the latter).

John Fowler & Co., who had supplied most of Mourilyan's motive power in the past, were no longer building steam locomotives, and the comparable products of other British builders, such as Hudswell Clarke and Hunslet, tended to be a bit pricey.

If Mourilyan were hoping to use their new Perry during the 1950 crush, they were soon to be disappointed. Industrial relations problems and other difficulties at the Mile End plant, that year, put locomotive production well behind schedule. In fact, the new loco was not completed until the following year.

Allocated works number 2714/51/1, it was shipped by sea from Adelaide to Townsville, and arrived at Mourilyan in time to play a useful role in the 1951 season. It was given the number 7 on the roster, and small brass numbers were attached to each cabside, together with the characteristic Mourilyan Mill "WARNING" notices in neat brass frames.

Although numbered 7, it was actually the ninth steam loco to have operated there, the first having arrived sixty eight years previously.

The Mourilyan Sugar Company

The Mourilyan Sugar Company syndicate was formed in 1881 by three businessmen, Messrs Nash, Gulland and Smellie, for the purpose of building a mill and establishing an estate on a 5,000 acre site adjoining the South Johnstone River, four miles south of Geraldton (renamed Innisfail in 1910, to avoid confusion with Geraldton in Western Australia).

Even before construction of the mill commenced, in 1882, it became apparent that the adjoining river was too shallow to provide a reliable year round transport route. A two feet gauge railway to Mourilyan Harbour seemed to offer the best solution and, in January of that year, a survey of the line commenced, under the direction of Mr Chas Brittain.

The proposed route traversed essentially flat country consisting of low scrub and swamp, giving rise to a well founded fear of malaria. As it transpired, many of the survey party fell desperately ill, with Brittain and several others losing their lives to the dreaded disease.

The survey was eventually completed, and in July 1883 it was announced that a contract for the construction of the 7 mile line had been let to Ross & Laverton of Brisbane, at a price of £12,671, 14 shillings, 2 pence.

Ross & Laverton engaged well known railway contractor George Bashford to supervise the project, and later that month he arrived, together with eighty of his own men, ready to commence work. Unfortunately, many of the workers succumbed to malaria and many others ran off in fear. In order to finish the job, Bashford had to recruit labour locally, mainly from the Chinese community.

To provide motive power for the railway, the syndicate placed an order with John Fowler & Co. of Leeds, England (via agents W. Sloane & Co.) for one of their *Patent Drive* 0-4-2T steam locomotives. They also placed orders for portable track and other equipment.

Fowler's so called "Patent Drive" consisted of a jackshaft drive arrangement permitting the cylinders, connecting rods and valve gear to be mounted high on the side of the loco, thereby keeping them clear of most of the dust and dirt. Several of these machines were already in use, in Australia, Hawaii and Fiji.

The little Fowler, a 5½ ton machine with 6 in. x 9 in. cylinders, works number 4668, departed Leeds in August, 1883 and, although the date of its arrival in Queensland is not known, it was reported to be in use on 2nd February, 1884, assisting with the railway's construction. At this stage, 3½ miles had been completed, from the harbour towards the mill site. By June the line had reached its goal, and on 28 July, 1884, Mourilyan Mill began crushing.

By then, plans were afoot for various extensions to the tramway, with a line south to Liverpool Creek being particularly favoured. A second locomotive had been ordered from John Fowler & Co., and was already on its way to Australia.

Mourilyan's second locomotive, works number 4778 of 1884, was larger and more powerful than its predecessor, having 7 in. x 12 in. cylinders. Records are incomplete, but it is believed to have been an 0-4-2ST *Patent Drive* machine of approximately 7 tons weight in working order.

Mourilyan's second loco, Fowler 4778, was sold to the Gibson brothers in 1896 for use at their Bingera Mill, and it was there that the only known photograph (above) was taken. It shows the loco in use as a stationary boiler, circa 1920, shortly before it was retired. It was not well regarded at Bingera - one of the Gibsons described it as "not much good"- though this may have had more to do with its size than any other factor. Photo: Bruce Macdonald Collection

Whilst Mourilyan was the first mill in the district to employ steam locomotives, it was not the first to have a tramway system. This honour fell to the nearby Innishowen Mill, which commenced crushing in January, 1884. Situated on the Comoon Plantation, which adjoined Mourilyan's northern border, it received cane from a network of two feet gauge horse powered tramways, with track and rolling stock supplied by the French firm of Decauville Aîné.

In mid 1884, the Johnstone River district was visited by David Greig, a partner in the firm of John Fowler & Co. Arriving on the weekly steamer from Townsville, he was part way through a year long, world wide, sales tour. Greig was keen to cement relationships with existing clients, such as Mourilyan Sugar Co. and CSR, particularly as the latter had plans to establish a mill at Goondi, 7 miles north of Mourilyan.

CSR had previously purchased both Fowler and Decauville products for their tramway systems, and Greig was obviously keen to have the inside running for the Goondi project. To this end, he also later called on the CSR directors in Sydney.

Greig's "principal friend" in the district, as he described him, was busy clearing his plantation (most likely on the Mourilyan Estate) when the man from Fowler paid him a visit. Greig was clearly impressed by the fecundity of the land, and wrote in his diary:

The jungle consisted of trees, varying from six feet in diameter, down to saplings, growing so close to each other that no human being could penetrate between them…My friend was simply burning the brushwood, and leaving all the large trees lying on the ground - planting the cane among them. The land was so rich that even under such circumstances heavy crops were grown.

The limited fuel and water capacity of the smaller locomotive clearly caused problems with regular operations, and Mourilyan's management committed to the expense of an auxiliary tender. Given works number 4956, it left Fowler's works in Leeds in September, 1884, and would probably have reached its destination by the end of that year.

As more areas were opened up for cultivation, Mourilyan Mill's tramway system steadily expanded. In 1889 it was reported that 12 miles of permanent track and 2½ miles of portable track were in use.

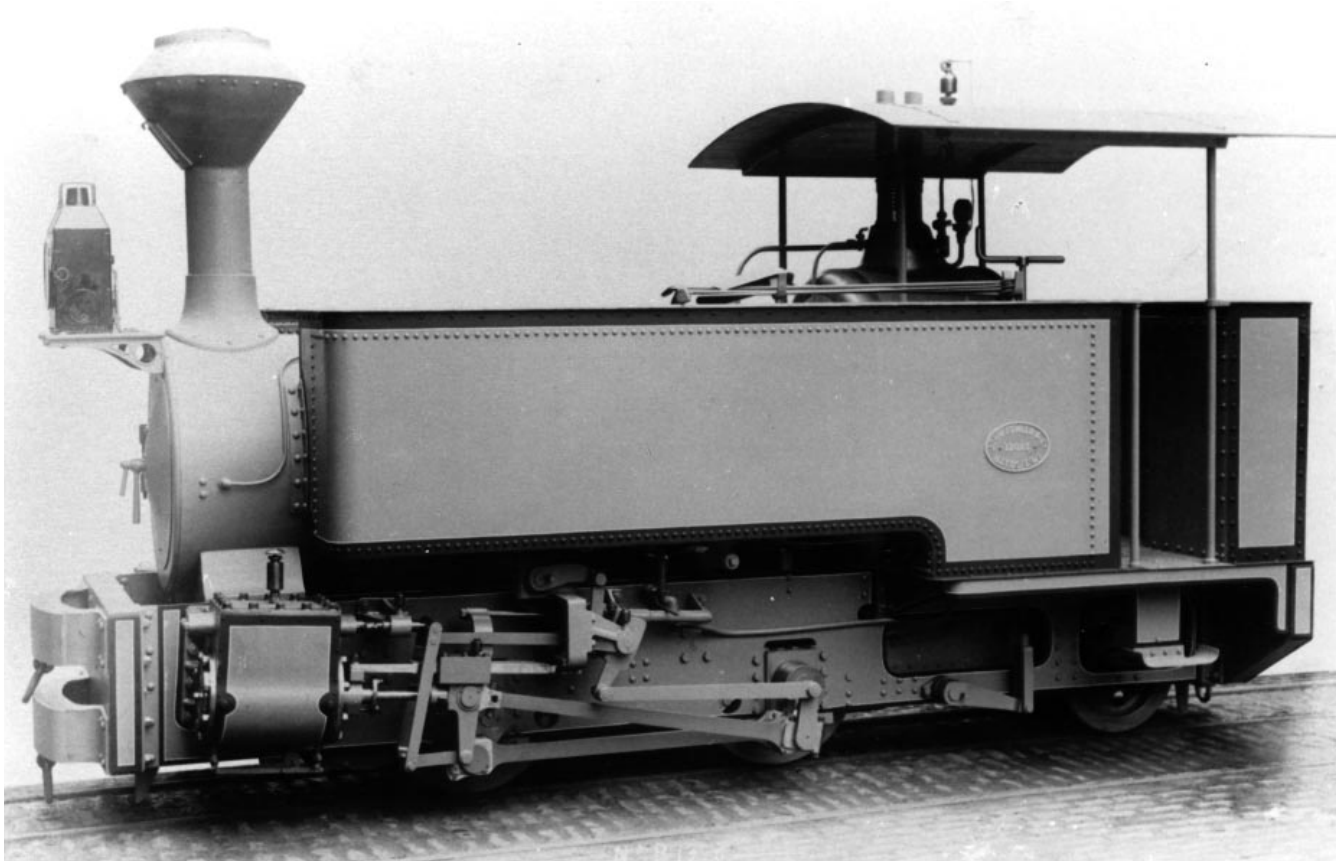
The 1890's saw an economic recession hit Australia, and the sugar industry was not immune. In 1896, Mourilyan Mill was put on the market. Two of the Gibson brothers from Bingera Mill, near Bundaberg, inspected it but were not overly impressed by its potential. They did, however, negotiate the purchase of the larger locomotive (4778/1884) which they subsequently transported to Bingera.

Mourilyan Sugar Company continued to struggle, and in 1898 it was placed into receivership. However, with a gradual rise in sugar prices over the next few years, it managed to trade out of its difficulties.

The Mourilyan Syndicate Limited

In 1906, the mill and its 5000 acre estate, of which 1900 acres were under cane, were put up for sale as a going concern.

A new organisation, known as the Mourilyan Syndicate Limited, was formed to acquire the assets of the old company, its principal shareholder being the shipping giant Howard Smith & Company. By the following year, the deal had been consummated.



Buoyed by the financial strength of their major shareholder, the Mourilyan Syndicate Limited undertook some much needed capital investment. One of their first major purchases was John Fowler & Co. B/N 12025 of 1909, a 12 ton "90 horsepower" 0-4-2T locomotive, later numbered 1. The use of Walschaerts valve gear was unusual for the period. Photo: Rural History Centre, University of Reading.

In 1909, a new locomotive was ordered, once again from John Fowler & Co. Given works number 12025, and completed in July of that year, it was a modern 12 ton 0-4-2T machine with Walschaerts valve gear, large capacity side tanks (which extended into the cab) and a fuel bunker at the rear. It featured 9 1/2 in. x 14 in. cylinders and 28 in. driving wheels, making it a '90-horsepower' machine by Fowler's classification.

As it was rated to haul over ten times the load of the older loco, it must have revolutionised operations on Mourilyan's tramway system.

Over the following two years, the Syndicate invested heavily in a major upgrade of the mill, almost doubling its capacity. As a consequence, traffic on the tramway system grew considerably and, during this period, two more locomotives were acquired.

The first was a 7 1/2 ton Krauss 0-4-0WT, purchased in 1910. Builder's number 3267 of 1895, it featured 6 in. x 10 in. cylinders and outside Stephenson valve gear. Built for Mt Lyell Mining Company in Tasmania, where it was their number 2, it later worked on construction projects in Victoria and South Australia before its move to Queensland. At Mourilyan, it became affectionately known as "Freda".

The second was a new Fowler 0-4-2T, builder's number 12967 of 1911. Curiously, this time a '60-horsepower' machine, with 8 1/2 in. x 12 in. cylinders and Joy valve gear, was purchased. Mourilyan now had four locos, but each with a different power rating.

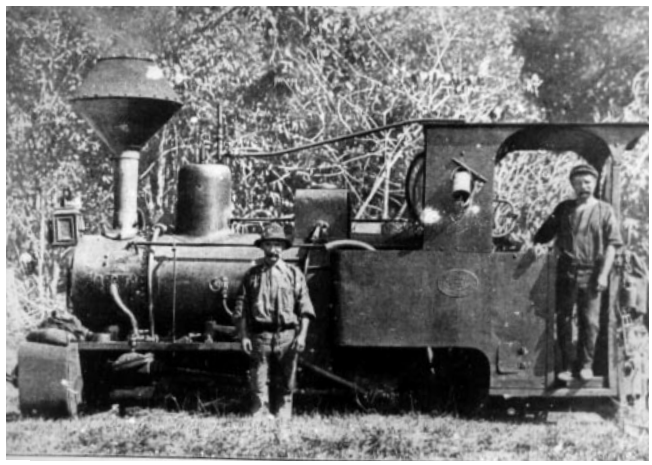
In 1913, Mourilyan advertised its oldest, and smallest, loco (Fowler 4668) for sale, in the *Australian Sugar Journal*. Other sugar mills clearly had as little use for such a machine as Mourilyan did, as it took eleven years to sell, and then to a buyer in Victoria (see *A Remarkable Survivor*, page 15).

The Geraldton Tramway Takeover

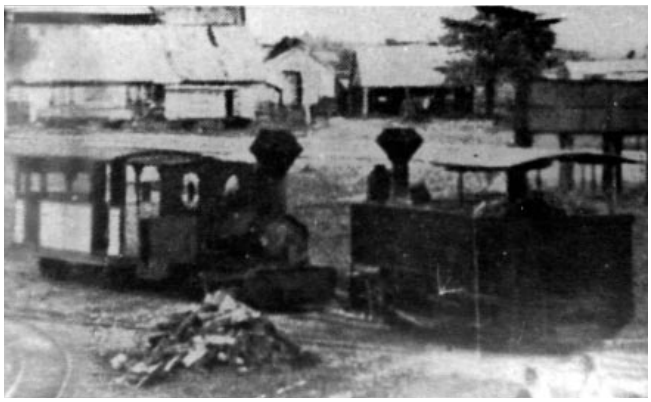
To the west of Mourilyan, on the far side of the South Johnstone River, ran the Johnstone Shire's two feet gauge Geraldton Tramway.

Opened in stages from 1900, it consisted of 16 3/4 miles of mainline and 4 1/2 miles of branches, and employed two Fowler 0-6-0T's (B/N 8735 and B/N 8764 of 1900) to haul timber, cane, sugar, general goods and passengers between Nerada, Basilisk (South Johnstone), and the river port of Geraldton. It also connected with the tramway system of Goondi Mill.

Although the Shire Council had come to view their tramway as something of an albatross, the Mourilyan management saw considerable potential in the operation, particularly if it could be connected to their Harbour line.



Krauss 3267 of 1895, later known as "Freda", came to Mourilyan from South Australia in 1910. Photo: Jim Longworth Collection



This early, undated, photograph shows Krauss 3267 and Fowler 12025 in the mill yard. The presence of the carriage behind the Krauss is curious, as Mourilyan never provided a public passenger service, and this car does not match the description of the original Shire Tramway vehicles. Photo: Jim Longworth Collection

In 1913, they made a takeover offer to the Council, which was readily accepted. Before it could be ratified, however, the Queensland Government stepped in, and exercised its legal right to take control of the tramway. Thus, on 14th July, 1914, for the agreed sum of £34,000, ownership of the Geraldton Tramway passed to the Queensland Commissioner for Railways.

The key to making the tramway profitable, of course, lay with the harbour connection and, five days earlier, the Commissioner for Railways, the Treasurer, and Howard Smith & Company Limited (as mortgagees of the Mourilyan Syndicate) signed an agreement whereby ownership of the Harbour line also passed to the Government, for the grand sum of £12,100. The estate lines, and all locos and rolling stock, remained with the company.

Mourilyan had set out to buy a tramway but, in the event, ended up selling one instead.

The new owners wasted no time in connecting the two systems. Work began immediately on the only major work of the link, the 406 ft bridge over the South Johnstone River and, by the end of the year, the project was complete.

The new government-owned 29 mile system became known as "The Innisfail and Mourilyan Tramway".

The Australian Sugar Company, and a new neighbour

In 1914, Howard Smith tightened its control of Mourilyan Mill, with the Mourilyan Syndicate formed into a subsidiary known as the Australian Sugar Company Pty Limited.

That same year, construction of a large government sponsored mill at nearby South Johnstone, mooted since the turn of the century, finally began in earnest. An 85 acre site was purchased, near the terminus of the Innisfail Tramway's Basilisk Branch, giving a ready made rail connection to the harbour, and a contract was let to Geo. Fletcher & Company Ltd of Derby for supply of mill machinery.

An ambitious tramway system, running 12 miles to the south was surveyed, and two locomotives were ordered from John Fowler & Co. The two '60 horsepower' locos, builder's numbers 14418 and 14458, left the works in March, 1915.

Though the Government had just ordered two 0-6-0Ts for the Innisfail Tramway, they favoured 0-4-2T machines for both South Johnstone and their other new mill, at Babinda. This followed the theory that, for a slight loss of adhesive power, the use of a trailing truck gave a loco that was easier on track, could take sharper curves, rode better and ran faster, particularly in reverse delivering empties.

Between the Wars

In 1921, Mourilyan Mill purchased a new locomotive from John Fowler & Co., builder's number 15916 of 5/1921. Like its predecessor, it was an 0-4-2T '60-horsepower' machine, so Mourilyan appeared to have finally settled on what type of loco was most useful to them.

Four years later, they apparently changed their minds when, on 6 January, 1925, they ordered not only a larger machine, but ordered it from a different manufacturer.

Purchased through Howard Smith's London office, Hudswell Clarke & Company builder's number 1556 was a 'Tiuma' class 0-4-2T locomotive with 9 in. x 15 in. cylinders, 2 ft 6 in. driving wheels, inside Stephenson valve gear and weighing 14 tons 13 cwt in working order. It was clearly stipulated that delivery must take place within 8 weeks, and Hudswells' ability to comply with this may well have been how they secured the order.

1556 left the works on 2 March for delivery by sea to Mourilyan Harbour via Townsville Wharf, Australia, and carried the number 6, giving rise to the theory that the number 1 on the roster had been left vacant since the sale of the small Fowler (4668) the previous year.

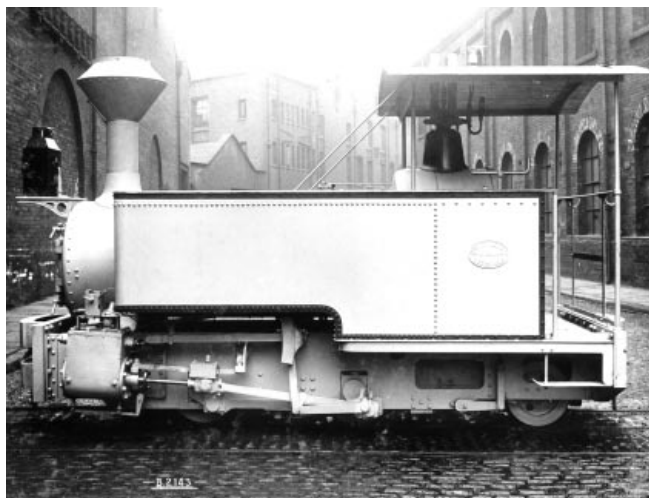
If this was so, then at some point over the next decade, the locomotive fleet was certainly renumbered, with Fowler 12025 becoming number 1, then the other locos in chronological order. (See *Mourilyan Locomotive Roster*; Page 14.)

By the time Mourilyan required a 'new' number 6 for its fleet, John Fowler & Co. was back in favour. Builders number 20713 of 1935 was a '90-horsepower' 0-4-2T machine with 9½ in. x 14 in. cylinders, large capacity side tanks and an enclosed cab. It was very similar to the locos supplied to Mulgrave and Mossman Mills the previous year.

Mourilyan placed their order in the nick of time, as Fowlers were about to cease production of steam equipment and, in fact, only three more steam locomotives followed 20713 out of the works.

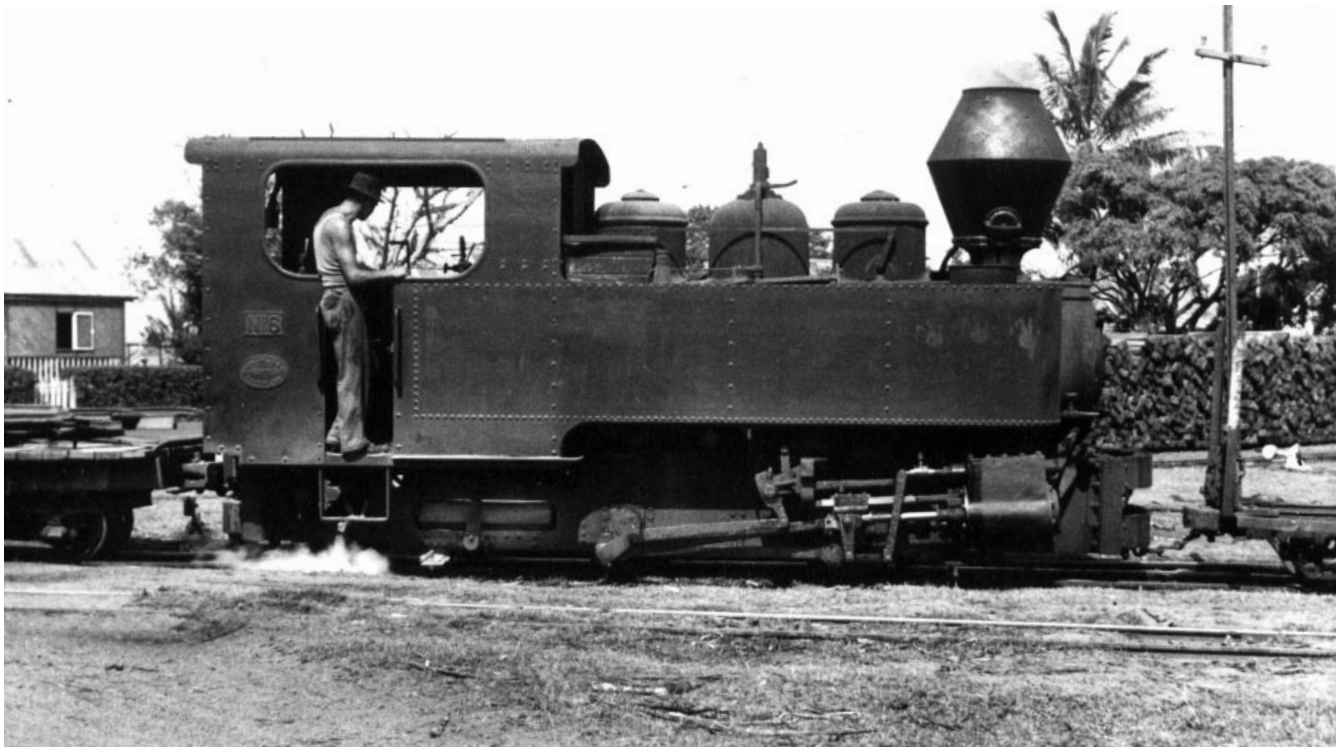
Later, when South Johnstone Mill wished to purchase an identical unit, they found they had left their run a bit late. However, agents Beiers & Ridgway were apparently able to convince John Fowler & Co. to subcontract construction of the loco to another Leeds loco builder.

Subsequently, Hudswell Clarke 1705 of 1938 emerged from their works in December of that year (carrying Fowler 22752 builder's plates) and, on arrival at South Johnstone, became (2nd) number 5.

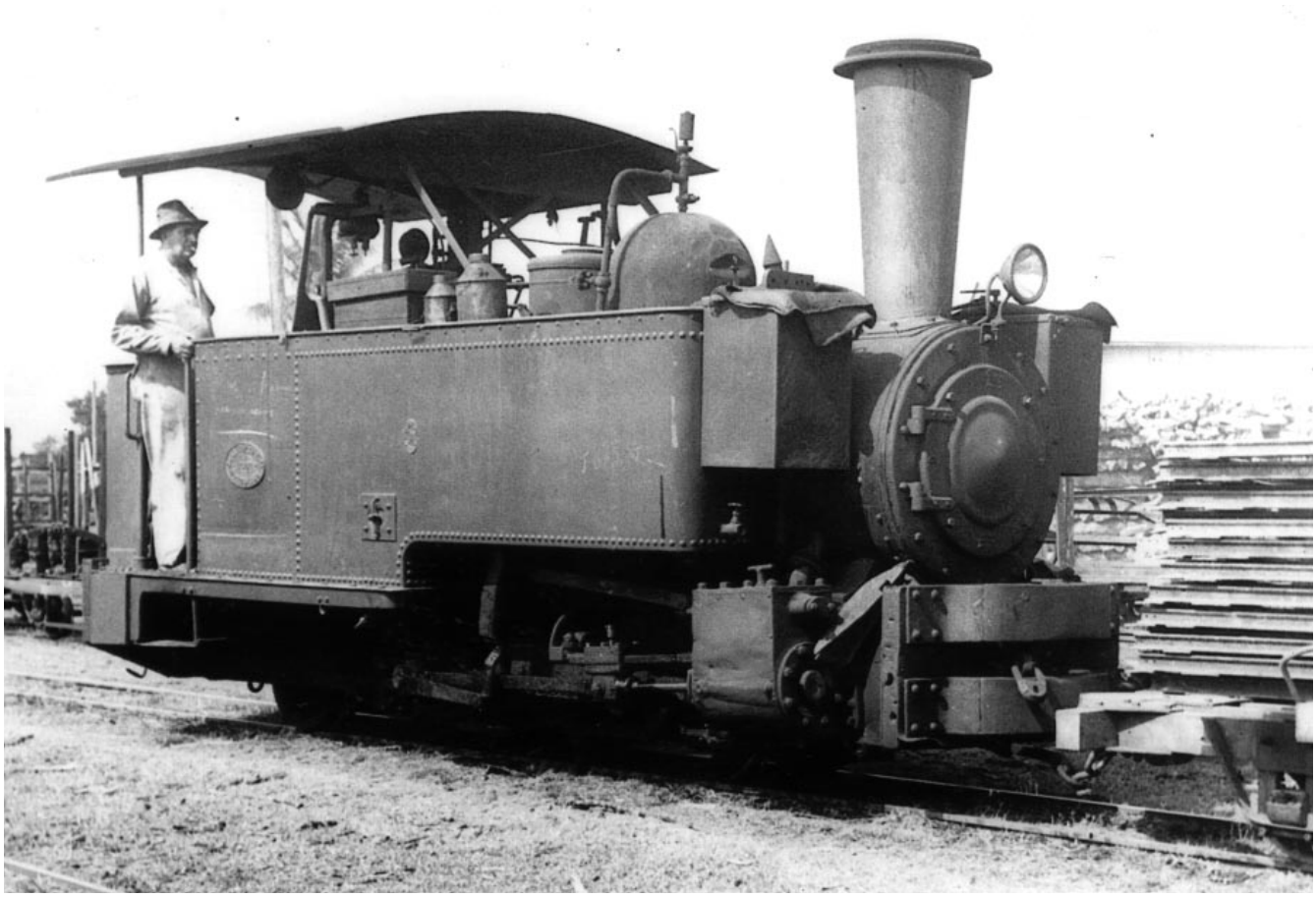


Fowler 15916 of 1921 was Mourilyan's second "60 HP" machine. It was later numbered 4.

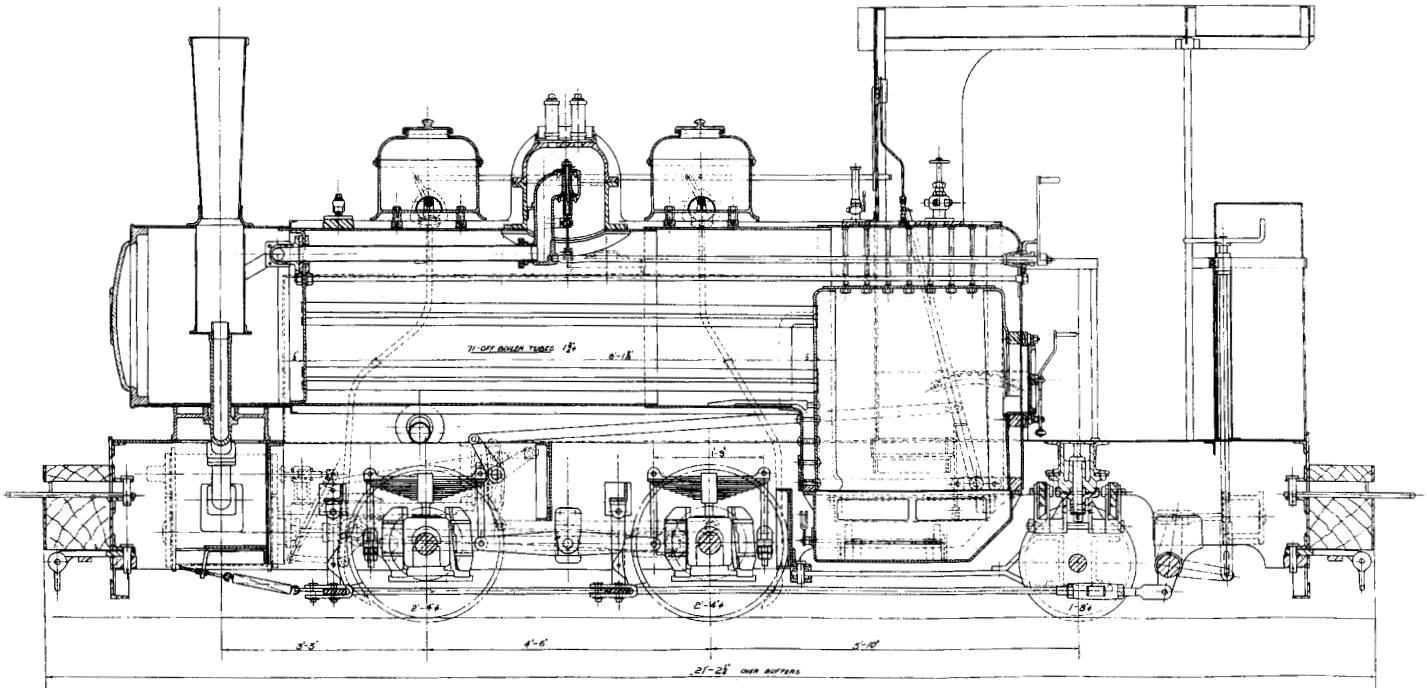
Photo: Rural History Centre, University of Reading.

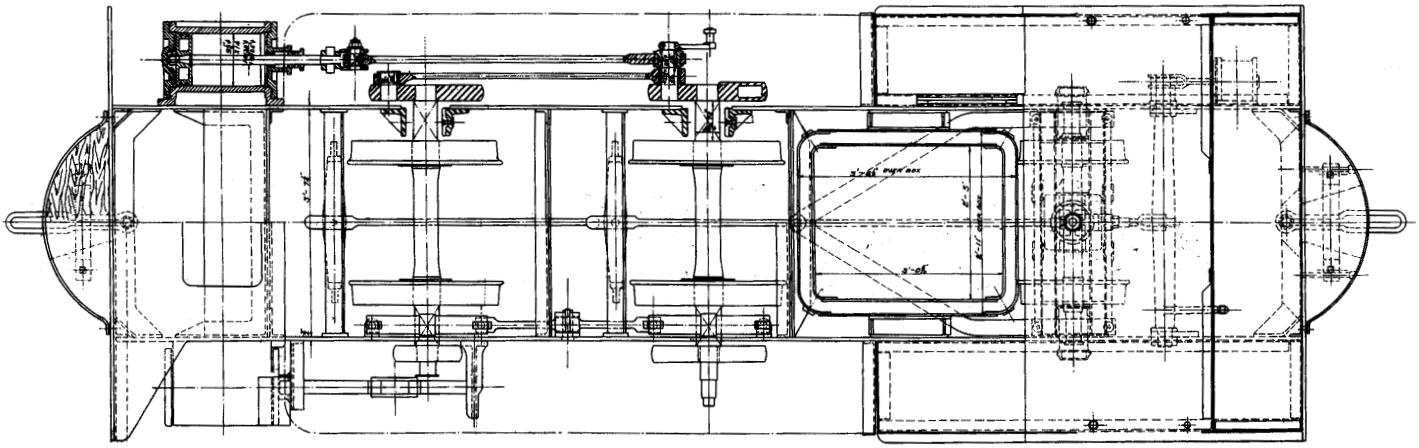


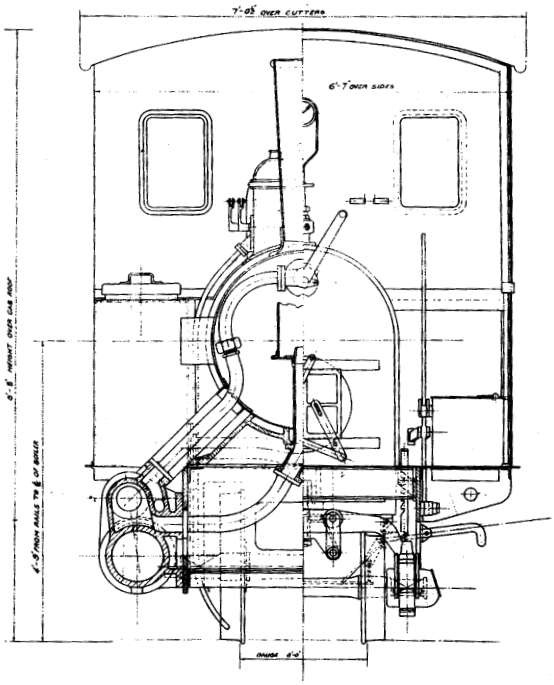
Under the control of its regular driver, Maxie Schilling, No.6 does a spot of shunting in November, 1946. Mourilyan, South Johnstone, and Innisfail Tramway locomotives were all fitted with dual drawgear, to enable them to couple to each other's rolling stock and, here, No.6 has both types in use, with the lower front 'hook and bumper' attached to a cane truck, and the upper rear 'link and pin' (adaptor) coupled to a bogie flatcar. Throughout its career, No.6 was the Mourilyan crews' favourite steam loco. *Photo: Ken Rogers via George Gee*



In November, 1946, Stan Gray is about to take out number 3 with a load of portable track. In the days when cane was cut in whole stalks by hand, these pre-fabricated sections of light-weight track (usually 14 lb rail bolted to steel sleepers) would be laid out into the fields like a big 'Hornby' train set, so that empty cane wagons could be spotted close to where the cane cutters were working. Note the many modifications evident on number 3, when compared with its sister loco in the builder's photo, opposite. Stan Gray and his colleague Sid Prouse were the first two drivers assigned to the then new number 7, in 1951. *Photo: Ken Rogers via George Bond*



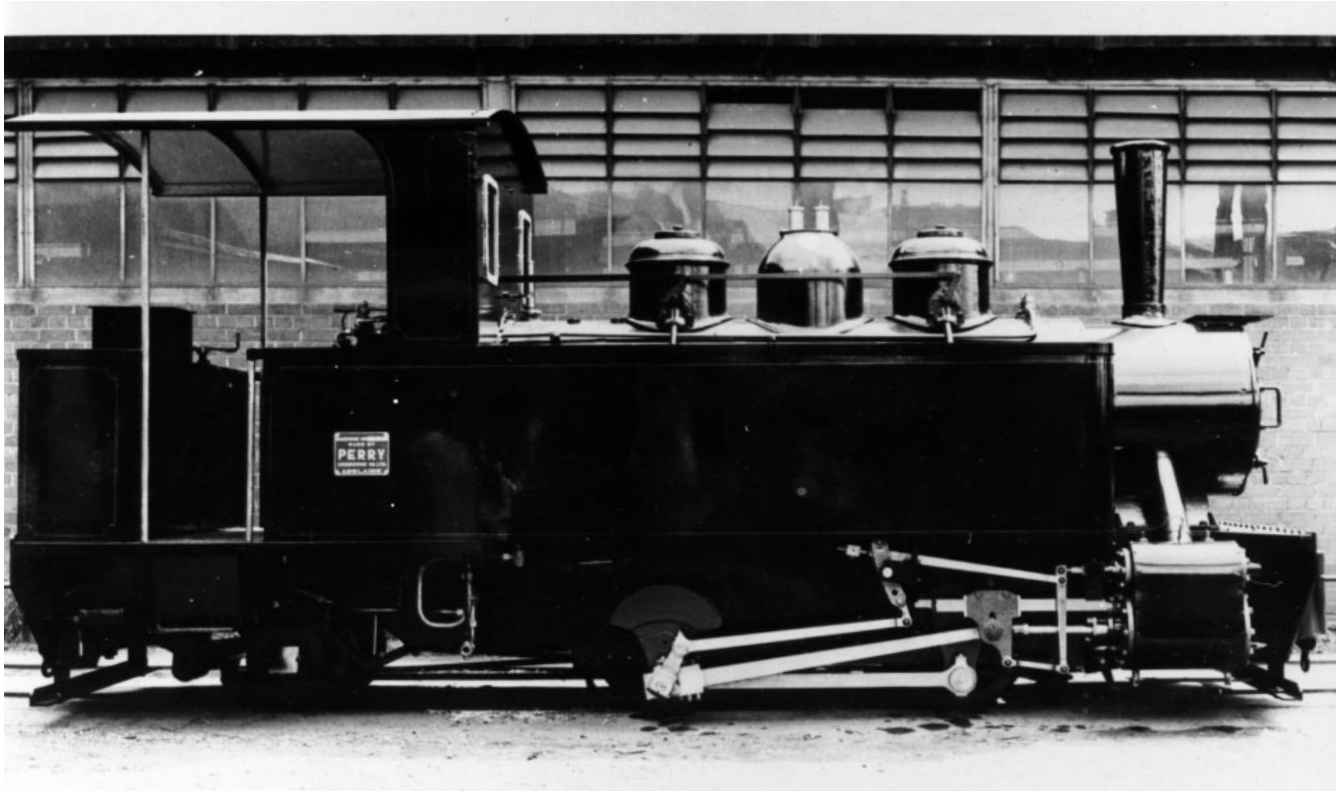




GENERAL SPECIFICATIONS

Gauge	2 feet
Cylinders	9½ x 14 inches
Working Pressure	180 psi
Diameter of Boiler	33 inches
Diameter of Tubes	1¾ inches
Grate Area	7¼ square feet
Heating Surface	
Firebox	34 square feet
Tubes	264 square feet
Total	298 square feet
Water Capacity	450 gallons
Fuel Capacity	27 cubic feet
Driving Wheels Dia	28 inches
Trailing Wheels Dia	20 inches
Wheel Base, Rigid	4 feet 6 inches
Wheel Base, Total	10 feet 4 inches
Weight (W.O.)	16 tons

General Arrangement Drawings of 9737/45/1, the first 'standard' Perry 0-4-2T locomotive, which became South Johnstone Mill's (2nd) number 6. No such drawing appears to have been done for 2714/51/1; certainly none is mentioned on the List of Drawings. However, an undated 'generic' General Arrangement, incorporating various modifications present on the final four 0-4-2T locos, does exist (see LIGHT RAILWAYS 95, January 1987). *Courtesy Colin Delderfield, Perry Engineering.*



At Mile End in 1951, brand new Perry 2714/51/1 poses for its builder's photos. A comparison with the view on page 3, taken 15 years later, reveals some of the modifications made during its time in service at Mourilyan. *Photo: Ron Bloyd, Perry Engineering*

The Perry 0-4-2T

The Adelaide firm of Perry Engineering had already established its credentials as a locomotive builder when it entered the sugar mill loco market in 1934, the first Australian company to do so.

Founded by English immigrant Samuel Perry in 1904, it moved to its (still current) site at Railway Terrace, Mile End in 1912 and, three years later, purchased the Gawler Works of loco builder James Martin.

Over the next decade, Perry built 'main line' locomotives for the South Australian, Commonwealth and Tasmanian Railways systems. When further orders from the SAR failed to materialise, they moved into more general engineering work and industrial loco production, turning out a line of neat 0-4-0T locos, available in 3 ft or 3 ft 6 in. gauge. Designed by consulting engineer L.C. Leslie, these locos obviously filled a gap in the market, as seventeen were sold between 1922 and 1927.

Leslie joined the company, as Chief Engineer, in 1925, and his next locomotive design was for a two feet gauge 0-6-2T machine intended for the sugar mill market. The first order was received in May, 1934, from Kalamia Mill, at Ayr, and the resulting loco (Works number 9351) showed definite signs of its parentage, though its major specifications were very similar to those of the Fowler 0-6-2T (B/N 20277/1934) recently delivered to Marian Mill, at Mackay.

Further orders did not exactly flood in, with only four locomotives sold over the next seven years, and even one of these was a special 'one off' machine, a 12 ton 0-4-2T (B/N 8967/1939) for Inkerman Mill, based on the design of the three Hunslet locos already operating there.

As World War Two was entering its final phase, Mourilyan's neighbour, South Johnstone mill, found themselves in need of a new locomotive. No doubt they would have liked another '90-horsepower' Fowler, but this option was no longer available.

Coincidentally, Perry Engineering was then in the process of modifying its standard 0-6-2T loco design to produce an 0-4-2T variant.

To achieve this, the length of the 0-6-2T was shortened by 1 ft 3 in., the centre set of driving wheels deleted and the forward set repositioned, with new rods and valve gear designed. The side tanks were shortened, reducing capacity from 500 gallons to 450 gallons, the fuel bunker and cab remaining unchanged. Though the boiler was shorter, it retained the same firebox, giving an relative increase in heating surface. The steam dome and sand domes were moved closer together and the sand domes enlarged to a size comparable with the Fowler product, this size then becoming standard for both models. The cylinder diameter was reduced by 1/2 in. to 9 1/2 in., giving the new Perry the same tractive effort as the '90-horsepower' Fowler machine.

Perry Engineering 9737/45/1 of 1945 became South Johnstone Mill's (2nd) number 6, and the new design was offered as a standard model, with post-war ads proclaiming "locomotives for sugar mills...in two regular sizes".

No further orders for the 0-4-2T machine were forthcoming until May, 1948, when two inquiries were received. The Port Douglas Shire Tramway, north of Cairns, needed a new loco to replace *DOUGLAS*, their ageing Orenstein & Koppel 0-4-4-0T Mallet (B/N 943/1902), and South Johnstone Mill required two new locos, also to replace worn out machines.

Delivered the following year, Perry 7650/49/1 became Port Douglas Tramway's *R.D. REX*, whilst 7650/49/2 and 7650/49/3 became South Johnstone Mill's (2nd) number 7 and (2nd) number 8, respectively.

Thus the stage was set for Mourilyan Mill to follow suit, and, in September, they placed an order for what would prove to be the last 0-4-2T, and the third last steam locomotive, built by Perry Engineering.

Number 7 at Work

Number 7 entered service in 1951, and soon showed a propensity to being somewhat 'light on its feet'. Although in theory it was just as powerful as locos 1 and 6, having the same 6100 lbs tractive effort, in practice it could not be expected to haul the same load as the Fowlers due, it was thought, to a problem with its power to weight ratio.

Mill Manager Walter Sloan made no secret of his belief that the board should have spent a bit extra and purchased one of the 0-6-2T Perrys, instead.

It was soon determined that 65 "fulls" (around 230 tons) was the maximum that number 7 could comfortably handle and this remained the limit throughout its career.

For its first few years of operation, number 7 retained its original straight stack and mesh spark arrestor, and cane farmers frequently blamed it for starting fires on their properties. Whilst the mill management took most of these complaints with a grain of salt, they eventually chose to take a more pragmatic approach, and fitted the Perry with a large balloon stack (with internal 'centrifuge' arrangement) similar to those on locos 6 and 8.

Several other modifications were applied to number 7, including the relocation of the whistle to high on the cab front, the replacement of the 'Reflex' water gauges by the more conventional glass tube type, and considerable alterations to the sanding gear to make it easier to operate (no doubt prompted by its frequent use).

Also, in order to correct a problem with one of the castings, both cylinders were bored out to 9¾ in., the task being accomplished in situ by loco fitter Bill Murray and his offsider Gordon Haywood. This modification made number 7 a unique machine, not only at Mourilyan, but amongst cane locos generally, with its tractive effort now increased to 6416 lbs. The loco's performance, however, showed no visible sign of improvement, as the undersized 4 in. piston valves remained unaltered.

One of number 7's first drivers, Stan Gray, prefered to drive the Perry in a standing position, so he welded a length of round bar, at a 45 degree angle, between the rear of the upper cab side sheet and the dress strip atop the lower sheet. With his left hand on the regulator and his right foot resting on the cab toolbox, he maintained stability by gripping this bar with his right hand as he drove.

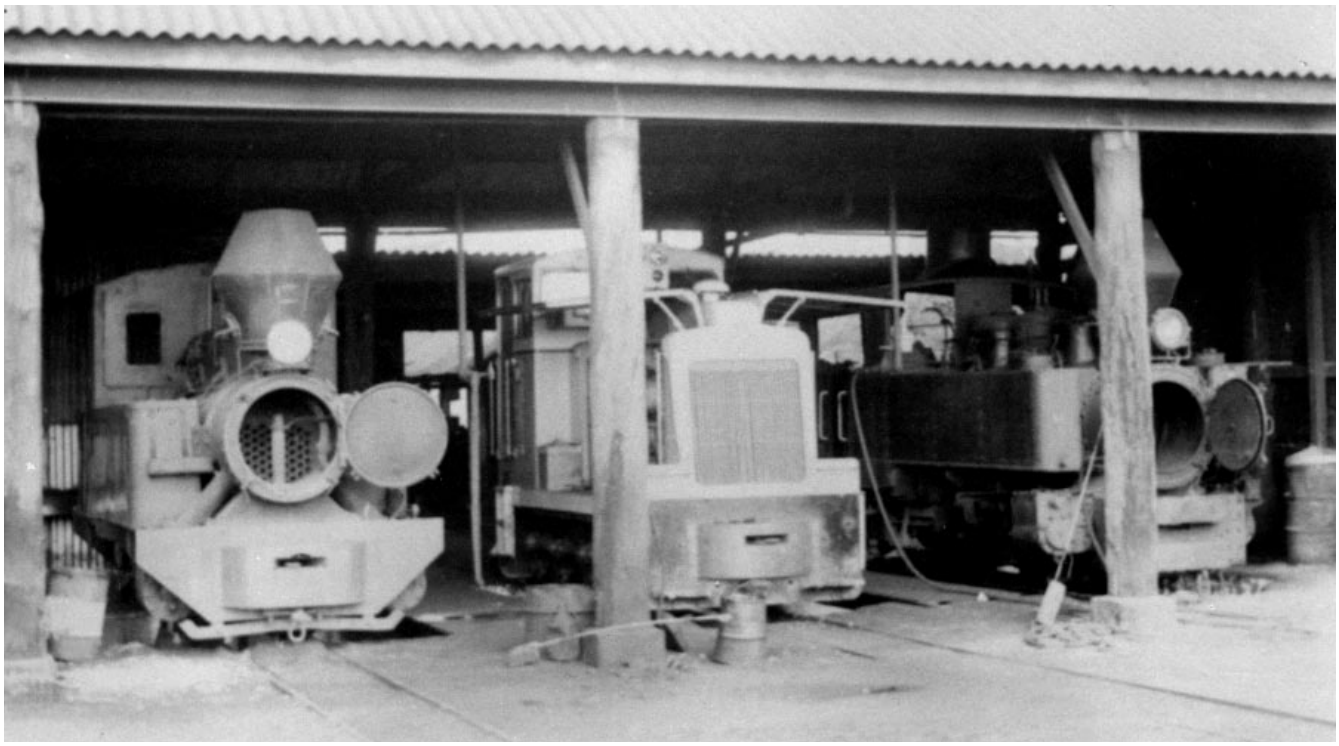
In the 1950s, Mourilyan purchased its coal supplies from both the Bowen and Blair Athol coalfields and, whilst number 7 steamed well on the good quality Blair Athol coal, with the less consistent Bowen it was another story. The loco crews, accustomed to the extraordinary steaming qualities of the Fowler product, often found firing number 7 with Bowen coal to be quite heavy going, whilst the Perry's prodigious thirst also kept them on their toes.

The Peco 'Pop' safety valves fitted to the loco were said to erupt so ferociously that a significant amount of the boiler's water content would be vented to the atmosphere in company with the excess steam. Crews were so fearful of this prospect that it soon became common practice to maintain the Perry's boiler pressure at around 160 psi, 20 psi below blowing off point, just in case.

Water would also be lost quickly if the loco primed, which the Perry was, unfortunately, inclined to do. The water level, like the steam pressure, could not be allowed to get too high and, if despite these precautions, priming did occur, judicious use of the cylinder drain cocks would be necessary to restore equilibrium.

Not all the news was bad, of course. The fitters, for instance, admired the solid design and fine workmanship of the Perry product and, generally speaking, considered it a pleasure to work on. The drivers liked its superb riding qualities and the fact that it ran very fast, faster than any other loco in the fleet.

So impressed by its speed was driver Jack Petrie that, with the help of a friendly motorist, he set up a 'light engine' speed run along the straight section of main line leading out from the mill to the south. With his accomplice keeping pace on the parallel road, Jack opened the regulator wide and hung on. At the conclusion of the run, Jack was astonished



A thorn between two roses: Number.7, Number 6 and one of the new Clyde diesel locos rest in the shed on a Sunday maintenance day in the mid-1950s. *Photo: George Bond*

One busy Friday morning in July, 1954, Tasso Viellaris was in charge of No.6, bound for Cowley with a train of empties. Just north of 'Telephone Loop', he failed to notice a set of facing points not closed properly, due to broken linkage and, as No.6 ran onto the points it took the inevitable centre path before tipping onto its side. Tasso and his mate were unhurt, and walked back to the mill, where they lit up No.3 and, after lunch, took it out with more empties in tow. However, as they ran around the empties at Valmadre's loop, No.3 spread the track and derailed. Once more, they trudged back to the mill. Tasso was unimpressed by the Cane Inspector's suggestion that he take out yet another loco, insisting that accidents come in threes and that two was enough for one day. Whereupon he gave himself the rest of the afternoon off! Note the telephone hut, the only one on the system, and the track built around the accident site to keep traffic moving. Photo: Jack Petrie.

to learn that he had reached a speed of 45 miles per hour!

Remarkably, this record did not stand for long. Another driver, Gordon Fax, was determined to better Jack's time and, after several attempts, managed to do so by a margin of 2½ mph. This new record was never broken.

Over the years, the Perry suffered its fair share of mishaps. A head-on collision with number 6, on the Moresby Creek bridge, left it with a bent front bumper, full of splintered wood. Fortunately, both locos remained on the rails.

A good deal more splintered wood resulted from another incident, in which number 7, Jack Petrie, Norm Stuart and 63 'fulls' inadvertently took the wrong track...

The Rat Shed Accident

Near the entrance to the mill, around 30 feet past the cattle grid, and just beyond where the line to the 'empty' yard diverged from the main line, a set of facing points served a long rectangular building known as "The Rat Shed". The name arose from the fact that about three quarters of the shed's interior contained the offices and laboratory of the Mourilyan Pest Control Board.

The remaining part contained two storage tracks (connected to the main line via the aforementioned points) on which were kept the two Malcolm Moore locos used by the fettlers, plus a supply of fishplates, dogspikes and track maintenance tools. Due to height restrictions, the Rat Shed was off-limits to steam locomotives.

Forty years after the event, Jack Petrie recalled:

Just on dusk I was approaching the mill with 63 trucks of cane. The light was not the best but I could see that the empty yard points were set for the main line, and I told Norm they were okay. He started to fire up and I began to open the throttle.

The Rat Shed points ball was hidden out of sight, but just after crossing the cattle grid, I looked ahead and saw that the line was set into the Rat Shed.

I yelled "shit", threw the lever into reverse, pulled the front sand lever, put the steam brake on and [we both] jumped! By this time the loco was halfway between the points and the shed. The door of the shed was closed (…as a rule it was left open but being a Friday night it was locked up for the weekend).

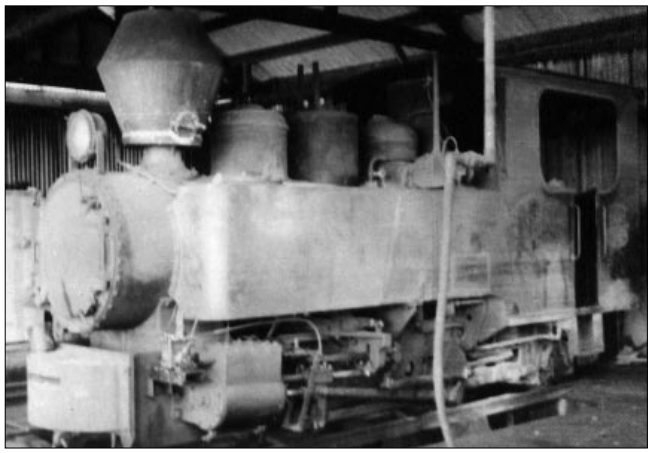
The loco hit the door [and] pushed it into the shed. The loco had a straight stack back then and [the stack] cut a path through the wooden rafters as it went.

By the time [the Perry] had stopped, one Malcolm Moore had been pushed onto the other, the door was up against the wall of the Pest Board [office] and the loco was wholly inside the shed. The electric wiring, which luckily was only 110 volts mill power, was jumping all about the loco. The chief engineer came over to see what happened and asked about the water in the boiler. I told him…to go look himself, as the whole place was being lit up by [flashes of] electricity!

It took nearly two hours before we got the engine back onto the rake of cane and get mobile again. They were lucky there was another loco behind so they could pull the trucks back and get [the Perry] out of the shed.

Out of the 63 trucks there were only three fulls off the line. [Fortunately] there was a stack of fish plates and dog spikes between the door of the shed and the wall of the pest board which formed a kind of cushion and [the Perry] was not top heavy and was a good riding loco which enabled it to stay on the rails.

Definitely not suited for heavy haulage work, number 7 eventually found its niche delivering empties to the fields, a task which made the best use of its particular talents, and which it performed effectively for several years.



Number 8 arrived at Mourilyan early in 1953, ostensibly to replace number 5, the Hudswell Clarke 0-4-2T, though the latter lingered on for a couple more seasons. A large and powerful loco, it was generally well liked by crews. Photo: Ken Rogers via George Gee

The "Bundy Fowler" 0-4-2T

In 1953, Mourilyan Mill took delivery of its final steam locomotive. Built in Bundaberg, Queensland, by the Bundaberg Foundry Co. Ltd (B/N 3 of 1952), it was one of eight machines built under licence to John Fowler & Co., their design(s) being adapted from that of the last Fowler 0-6-2Ts (20763 and 20764 of 1935).

There were to be nine locos, but long delays were caused by protracted licence negotiations and design problems. By the time the "Bundaberg Fowler" was on the market, not only had many potential sales already been lost to Perry Engineering, but imported diesel locos were beginning to make their presence felt. When the eighth loco did not initially attract a buyer, further work on the ninth was cancelled.

Seven of the completed locomotives were 0-6-2Ts but Mourilyan, true to its tradition, purchased the only 0-4-2T machine. Given number 8 on the roster, it bore a definite family resemblance to the '90-horsepower' Fowler 0-4-2Ts, like No.6, but was heavier and more powerful, with 10 in. x 14 in. cylinders giving 7200 lbs of tractive effort (the same as its 0-6-2T brethren).

It has often been said that the "Bundy Fowlers", highly regarded as they were, were not as well designed or built as the 'original' product, from Leeds. Certainly, this was the opinion held at Mourilyan, where number 8 was considered to be both top heavy (with a tendency to 'roll' at speed) and not quite the match of its British cousin as a steamer.

The late-model Fowler, No.6, remained the crews' favourite steam locomotive throughout its career, being described by one former driver as "a mighty loco".

Picnic Trains

Unlike its neighbours, South Johnstone Mill and the Innisfail Tramway, Mourilyan Mill never operated regular passenger services. For many years, however, trains were run to convey mill employees and their families to the annual picnic at Liverpool Creek.

'H' type open wagons were borrowed from the Innisfail Tramway for the day, and temporarily fitted with seats, and three locos, crewed by volunteers, hauled a train each from the mill, the harbour and the QR connection at Boogan. Number 7 became a regular participant during the 1950's.

This popular annual event came to an end in 1961, when the 'H' wagons were no longer available.

The Clyde Diesel

The Clyde Engineering Company of Granville, NSW, built their first locomotive, a T class 2-8-0 for the NSW Govt Railways, in 1907. Over the following four and a half decades they became a major player in the supply of steam locomotives to various government and private railway systems, with 533 units built, the last (an SAR 740 class 2-8-2) delivered in 1953.

After World War Two, Clyde saw the writing on the wall regarding future motive power trends, and entered into an arrangement with the Electro-Motive Division of General Motors to build their products locally.

In the early 1950s, Clyde turned their attention to the sugar mill market, and developed an 0-6-0 diesel-hydraulic locomotive, the first example of which was delivered to CSR's Hambledon Mill, near Cairns, in 1954. Known as the model DHI-71, it was powered by a GM 71 series six-cylinder engine of 150hp (later uprated to 170hp) and fitted with a GM type 500 torque converter. Weight, in working order, was 14 or 18 tons.

Mourilyan Mill was quick to see the potential of the DHI-71, and ordered one (B/N 55-64) for the 1955 season. It was so successful that they ordered another (B/N 56-83), delivered the following year. These units did not, at this stage, carry any road numbers. In 1959, a third Clyde diesel joined the roster (B/N 59-203 of 1959).

These diesel purchases were, by then, having a serious effect on the steam fleet, with locos 1, 2, 3, 4 and 5 having been set aside, and number 7 seeing very limited use.

During the 1962 crushing season, number 7's fire was dropped for what was destined to the last time for twenty five years. Although its boiler was inspected and certified for the following season, the arrival of a fourth 0-6-0DH from Clyde (B/N 63-288 of 1963) gave Mourilyan an excess of motive power, and the Perry's services were not required at all during 1963.

The arrival of Clyde diesel number 4, in 1963, essentially sealed the fate of number 7. Nine years later, in August 1972, number 4 is leaving the mill yard as, a few hundred yards away, number 7 waits patiently to be shipped off to its new owner and a new life down south. Photo: I.K. Winney

Howard Smith Industries Pty Ltd

In June, 1964, the Australian Sugar Company Pty Ltd was wound up, and control of Mourilyan Mill was invested in a new subsidiary company, Howard Smith Industries Pty Ltd. Number 7 was certified for another year but, once again, it was not needed.

Their working days over, Perry number 7 and Fowler number 6 languish under the branches of a weeping fig tree, 21/11/1967. Photo: R.L. Deskins

The following year, number 7 was once again inspected and certified, and once again the other locos managed the work-load without requiring its assistance. The only steam loco to see any use at all that year, in fact, was No. 6, which deputised for failed diesels on several occasions.

In December, 1965, the writer, although only 15 years old and still at school, decided that studying narrow gauge railways was simply not enough, and wrote to as many sugar mills as addresses could be found for, asking if any might have a retired steam locomotive for sale.

Most mills replied, but only one in the affirmative. On Howard Smith Industries letterhead, it read "...we would have for sale either of two steam locomotives...one is a 13 ton Perry Locomotive ...and the other an 18 ton Fowler, both being in very good condition.". The excitement this produced remains a vivid memory.

An inquiry regarding a likely asking price for the Perry brought a reply that head office, in Sydney, would have to decide this, but "We do not anticipate receiving the full value of this locomotive which is in excellent condition having had very little use since purchased". Unfortunately, £750 was the sum decided. Very reasonable, no doubt, for a loco of this age and condition at the time, but a king's ransom to a 15 year old. Regrettably, the offer had to be declined.

The End of Steam

In 1966, a fifth Clyde diesel arrived at Mourilyan (B/N 66-491 of 1966), allowing locos 6 and 7 to be permanently withdrawn. Number 8, which had not been used for some time, was sold to Millaquin Mill, at Bundaberg.

Numbers 6 and 7 were moved into the yard and, for the next couple of seasons, they quietly rusted beneath the branches of a weeping fig tree. Eventually, number 6 was dismantled and its remains converted to a heavy duty flatcar for carrying mill rollers, a fate that had already befallen locos 1, 2, 3 and 5. Remarkably, Number 7 was moved back undercover, in the old sugar shed, and there it remained undisturbed for the next few years.

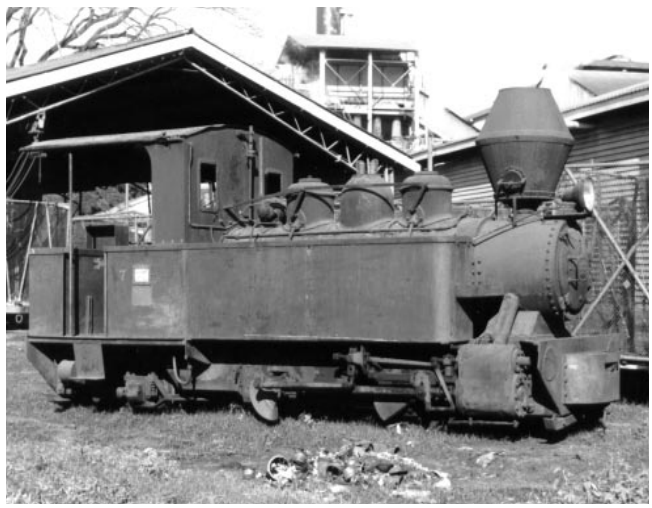
In April, 1972, the writer once again became inspired, and wrote to several sugar mills inquiring after steam locos for sale. Two positive replies were received, but the more interesting, by far, was that from Mourilyan. Their Perry loco was still on hand and still for sale, and still at the same price ($1500). They were nothing if not consistent.

Whilst a number of parties had apparently shown interest in obtaining the loco, no one had been prepared to pay the asking price. During a phone conversation in early May, mill manager Otto Assman intimated that, if a reasonable offer was not received soon, the Perry loco would most likely be going the way of number 6.

Fortunately, they considered $1300 a reasonable offer. Not only that, but they generously believed that, as number 7 was to be put into working order by its new owner, it should be sold in complete condition, and a fitter was assigned to make it so. This involved a considerable amount of plumbing and replacement of missing backhead and lubricator fittings, plus the manufacture and installation of a complete new reversing lever assembly.

On 6 July, the receipt was issued, and the following week the loco was moved to the mill area, ready for loading. Thanks to a nationwide fuel strike, it sat there for nearly two months.

It would have remained there even longer but for our decision to dismiss our increasingly obfuscatious transport company and seek out a competitor capable of doing the job within a reasonable time frame.



Number 7 sits forlornly in the yard, waiting for the nationwide fuel strike to end, 11/8/72. Photo: John Armstrong

Eventually, on Friday, 1 September, 1972, the mill's 20 ton gantry crane lifted number 7 on to a section of portable track, fixed to the tray of a Western Transport twin-axle semi trailer and, as the big red Mack drove out of the mill yard, towards the Bruce Highway and the long trip south, an era came to an end. After nearly 90 years, Mourilyan Mill no longer possessed a steam locomotive.

MOURILYAN LOCOMOTIVE ROSTER 1883 - 1972

No./Name	Wheel Arrgt	Cylinders	Builder	Builder's No.	Year	Notes
?	0-4-2T	6 in. x 9 in.	John Fowler	4668	1883	(a)
-	0-4-2ST	7 in. x 12 in.	John Fowler	4778	1884	(b)
-	?	?	John Fowler?	?	?	(c)
1	0-4-2T	9½ in. x 14 in.	John Fowler	12025	1909	(d)
2 FREDA	0-4-0WT	6 in. x 10 in.	Krauss	3267	1895	(e)
3	0-4-2T	8½ in. x 12 in.	John Fowler	12967	1911	(f)
4	0-4-2T	8½" x 12"	John Fowler	15916	1921	(g)
5	0-4-2T	9 in. x 14 in.	Hudswell Clarke	1556	1925	(h)
6	0-4-2T	9½ in. x 14 in.	John Fowler	20713	1935	(i)
7	0-4-2T	9½ in. x 14 in.	Perry Engineering	2714.51.1	1951	(j)
8	0-4-2T	10 in. x 14 in.	Bundaberg Foundry	3	1952	(k)
1	0-6-0DH	6@4¼ in. x 5 in.	Clyde Engineering	55-64	1955	(l)
2	0-6-0DH	6@4¼ in. x 5 in.	Clyde Engineering	56-83	1956	(l)
3	0-6-0DH	6@4¼ in. x 5 in.	Clyde Engineering	59-203	1959	(l)
4	0-6-0DH	6@4¼ in. x 5 in.	Clyde Engineering	63-288	1963	(l)
5	0-6-0DH	6@4¼ in. x 5 in.	Clyde Engineering	66-491	1966	(l)
-	4wDM	-	Malcolm Moore	1001	1943	(m)
-	4wDM	-	Malcolm Moore	?	1943	(m)
-	4wPM	-	F.C. Hibberd & Co.	3540	1952	(n)

Notes

(a) Purchased new. John Fowler tender 4956 supplied 1884. May have been numbered 1 at some time. Sold to Miller & Co., Melbourne, Vic., 1924. To Bruce Macdonald, Goulburn Steam Museum, NSW, 1976. To Australian Sugar Museum, Mourilyan, Qld, 1977.

(b) Purchased new. Sold to Gibson & Howes, Bingera Mill, 1896. Scrapped circa 1920.

(c) In 1907, Mourilyan expressed interest in a loco which CSR was selling, for £50, ex-Victoria Mill. It appears likely that this sale did not proceed but, if it did, the loco was certainly sold or scrapped by 1914.

(d) Purchased new. Out of use 1958. Dismantled circa 1964, and frame used as heavy duty wagon.

(e) Purchased from Wadey & Co., Adelaide, SA, 1910. Out of use 1954. Dismantled, and frame used as heavy duty wagon.

(f) Purchased new. John Fowler boiler 16910 supplied, 1926. Dismantled 1960, frame used as heavy duty wagon.

(g) Purchased new. Out of use 1958. Dismantled, and frame converted to crane chassis. Used as heavy duty wagon by 1995.

(h) Purchased new. Originally numbered 6. Out of use 1956. Dismantled, and frame converted to heavy duty wagon.

(i) Purchased new. Out of use 1966. Dismantled, and frame converted to heavy duty wagon.

(j) Purchased new. Not used after 1962. Sold to Bruce Belbin, St Ives, NSW, 1972. To Bulahdelah Logging Railway, Boolambayte, NSW (on lease), 1987. To NSW Rail Transport Museum, Thirlmere, NSW, for overhaul, 1996. Stored serviceable, 1998.

(k) Purchased new. Sold to Millaquin Sugar Co. Pty Ltd, Millaquin Mill, 1966. Transfered to Qunaba Mill, 1978. To Bundaberg Steam Tramway Preservation Society, 1981.

(l) Model DHI-71. Purchased new.

(m) ex War Disposals, purchased 1949. Converted from 4wPM (originally fitted with 65HP Ford V8 petrol engine). Used by gangers.

(n) 'Planet' petrol loco, Model Y, with 10HP Ford engine. Used by gangers, and normally stationed at Moresby Creek Water Tanks.

Steam Locomotive Deployment, 1954

The 1954 crush was the last in which all of Mourilyan's cane was moved by steam power. During that season, the various steam locos in the fleet were deployed as follows:

No.1	Spare (but rarely used, because of poor condition)
No.2	Out of use
No.3	Spare
No.4	Yard, Backline, Windmill, No.1 Branch
No.5	Spare (Previously same as No.8, which replaced it)
No.6	Lower Cowley Run
No.7	No.2 Branch, J. Marty, B. Marty, out to Sandy Pocket and Gill's Line
No.8	Top Line Run (Day Shift), New Harbour Line (Afternoon Shift)

The cabside warning notice was a distinctive feature of Mourilyan locomotives, steam and diesel, in the 50s and 60s. Photo: Bruce Belbin

A Remarkable Survivor

It's nothing short of amazing that a locomotive built in 1883, and retired from active service in 1924, should eventually be preserved in working order in 1976. Remarkably, this is what happened to John Fowler & Co. works number 4668, Mourilyan Mill's first loco.

The little *Patent Drive* 0-4-2T, one of the last of its type to be built, was despatched from Leeds in August 1883 and, on arrival in Queensland, was put to work on the construction of the mill's tramway.

After three decades of service, it became surplus to requirements and, in 1913, was advertised for sale in the *Australian Sugar Journal*. By this stage, however, locos of 4668's size and power were not in much demand, and it was eleven years before a serious buyer finally emerged.

In 1924, it was purchased by machinery merchant Miller & Co. of Melbourne, Victoria, who overhauled it, then advertised it for sale.

No buyers were forthcoming, and it remained under cover in Miller's yard for over fifty years, emerging only twice; once as an exhibit in a local show, and once to ride a truck in Melbourne's Moomba Festival parade.

By the early 1970s, interest in such locomotives was beginning to grow, but not many enthusiasts knew of the loco's existence or its history, and those who did were put off by the high price being asked.

Bruce Macdonald, of Goulburn Steam Museum, knew all about the little Fowler, and for many years had tried to negotiate a deal with its owner. In 1976, he finally succeeded and, though the price was still high by contemporary standards, Bruce considered it worthwhile as there was a danger of the loco going overseas.

It arrived in Goulburn on September 8, and by the end of the following month was back in working order. At that time, the records relating to Fowler products built prior to 1896 had long been lost and, as the loco had no plates attached, its correct builder's number was not known. During restoration, both 4667 and 4668 were found stamped on various parts and, after careful consideration, it was decided that 4667 was most likely the correct number. Replica plates, believed to be true to the period, were cast, bearing the number 4667.

With the subsequent rediscovery of the early Fowler records (in December, 1982) both the number and the style of plate proved to be incorrect. It transpired that 4668 had been built simultaneously with two sister locos, 4666 and 4667, and some parts had apparently been transposed during construction. Ironically, the builder's plates of the period appeared not to have carried numbers, in any case.

In mid-1977, with Goulburn Steam Museum beset by political difficulties, Bruce began seeking out good homes for some of his exhibits. The writer was offered a long term lease arrangement on the Fowler which, although attractive, could not be accepted at the time because of problems with arranging suitable under cover storage.

Shortly after this, the recently established Australian Sugar Industry Museum, at Mourilyan, contacted Bruce. Well cashed up, thanks to a recent corporate gift, they offered him both a fair price and the opportunity to return the loco to its original home town.

The offer was accepted and, after a 53 year absence, 4668 arrived back in Mourilyan. Sadly, the Queensland boiler code prevented its operation there, so it remains, to this day, a static exhibit within the museum building. Not only a remarkable relic of Mourilyan Mill's history, but the last surviving *Patent Drive* locomotive in the world.

Fowler 4668 at Goulburn Steam Museum, January, 1977. *Photo: Bruce Belbin*

Restoring number 7

On the morning of Tuesday, 5 September, the semi carrying number 7 reached its destination, in the northern Sydney suburb of St Ives. Two 14-ton Tadano cranes lifted the rusty locomotive onto a short length of track sitting on a disused concrete driveway, which would be its home and restoration site for the next fifteen years.

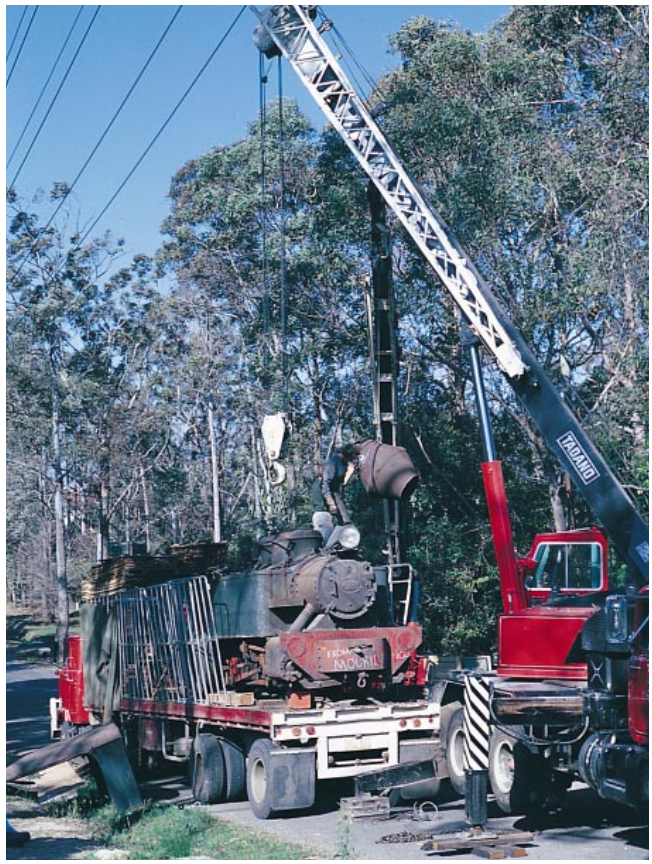
Unfortunately, the change of transport company had also (unknown to us) entailed a change of route. The truck had other items to pick up, necessitating a trip down the coast and, whilst the inland route had generous height restrictions, the coastal route did not. The truck driver had insisted that the chimney, cab and safety valves all be removed before he would take the load.

With a crane on hand, the cab and chimney were easy to reattach, but the safety valves were another matter. The mill fitters, no doubt from sheer frustration, had cut off the 5/8 in. studs with an oxy-torch, creating the first of many problems beyond our capacity to solve alone. Fortunately, several friends and acquaintances who possessed the necessary skills and equipment took pity on us and all of these problems were eventually overcome.

Number 7 was, basically, in very sound condition but with quite a few minor problems to be tackled. For instance, the boiler was (and is) in excellent condition, but 11 of the 69 tubes had corroded badly at the smokebox end, and had to be replaced. Once again the friends' network sprang into action and, albeit over a two-year period, the task was accomplished.

Much of the boiler cladding was badly corroded, exposing the white asbestos lagging beneath although, paradoxically, the boiler barrel had very little rust at all, with its coat of red primer almost completely intact.

In February, 1976, in the driveway at St Ives, Phil Belbin and friend Harry, a former NSWGR fitter, are hard at work expanding one of the eleven new boiler tubes. Photo: Bruce Belbin



September 5th, 1972. The street has been closed off and the task of unloading number 7 is well underway, with the upper cab placed temporarily on the roadside, and the heavy balloon stack now being lifted clear. The difficult part will come next. Photo: Graeme Belbin

Over a few weekends, we removed the rusty iron and white asbestos and took it to the council tip. These were the days of blissful ignorance, of course, and the gay abandon with which we undertook our task makes one shudder in the light of present knowledge.

Given the restrictions of the site, the fitting of new lagging and cladding was a frightening prospect. There was insufficient room to remove the tanks, so the job would have to either be deferred until the loco was moved, or done with the tanks still in place.

We decided to have a crack at doing it with the tanks on. The boiler was cleaned and repainted, then lagged with battens of Tasmanian oak, held in place by steel strapping. Using heavy-duty metal-shears, we cut the galvanised steel sheet to shape on the front terrace of our house. It was then etch-primed, primed and painted. Then came the hard part.

In the absence of a trained contortionist, the writer took on the job of crawling beneath the loco and (with the assistance of two helpers equipped with ropes and standing on the tanks) drawing together the two sides of each sheet and securing them with self-tapping screws. When this muscle-wrenching task was complete, we fitted new brass boiler bands, and stood back to admire our work so far. By this time (in 1976) most of the visible surfaces had been taken back to metal and repainted to finishing coat stage, so number 7 was now looking quite impressive.

Distracted by other projects, we gave number 7 very little attention for several years until, in late 1986, we were approached with a proposal to sell or lease a locomotive for operation on a proposed railway near Bulahdelah.

To be known as the "Bulahdelah Logging Railway", it would be built on private land at Boolambayte, near

Number 7 presents a very different appearance to that on its arrival 15 years previously, as it leaves the driveway at St Ives on the way to its new assignment, 19/5/87. Photo: Phil Belbin

Myall Lakes, adjacent to, and integrated with, a Christian Youth camp, which was then under construction. An agreement in principle to lease the Perry to the BLR produced a frenzy of activity, as we attempted to complete the restoration by the agreed May, 1987 deadline.

Somehow, we accomplished it (with two days to spare) and, on Tuesday 19 May, number 7 was reaquainted with the joys of semi-trailer travel as it sped northward towards its new assignment.

On Saturday 6th June, the efficacy of our restoration efforts was put to the test, as number 7 was lit up for the first time in nearly 25 years. A couple of minor leaks arose

Running trials on the BLR, 6/6/87 Photo: Phil Belbin

but did not prove too troubling, all valves and appliances worked perfectly and, when the the moment of truth finally arrived and the regulator was opened, the Perry puffed away down the hill as if the quarter-century gap never existed.

The leaks were rectified the following weekend, and number 7 settled down to provide nine years of reliable service to the Bulahdelah Logging Railway.

In May, 1996, it was decided not to renew the BLR lease for a further period and, instead, bring the loco back to Sydney for a much needed overhaul. Given the high standard of work previously undertaken on our Baldwin loco "Fairymead 1" by the NSW Rail Transport Museum workshops, the choice of venue was obvious and, on Wednesday, 4 September, number 7 was delivered to Thirlmere.

The loco had been well looked after at Bulahdelah, but normal wear and tear had created several inevitable problems. The blast pipe had corroded badly, a leak had developed in the cast steel regulator header, and some bearings required attention. Also, the brake shoes and most of the firebars needed replacement, as did the cylinder cladding on both sides and, with much of the paintwork now faded, a complete repaint would be required.

The wall of the regulator header had become so thin that it took very little effort to knock out a large hole . Photo: Jim Martin

The works program at Thirlmere was delayed considerably by Maintenance Manager Jim Martin's unfortunate fall from the roof of a standard gauge carriage, an accident which he was lucky to survive. Though he made a remarkable recovery, returning to work in late January, the bank up of 'main line' maintenance requirements was such that he could not afford to allocate resources to any contract work for quite some time.

On Monday, 21 April, 1997, number 7's overhaul finally got under way. The team moved swiftly and, by the end of May, the cylinder cladding had been renewed, the drain

The Perry's crown sheet and firebox tube plate; showing the refitted fusible plug and adjacent crown stays, and the blocked (and leaking) tube which had to be replaced. Photo: Jim Martin

Resplendent in its new green livery, number 7 awaits lighting up on the morning of its trials, 9 May, 1998. Photo: Bruce Belbin

Later that day, Bruce and Bridgette Belbin take number 7 for a run along the dual-gauge workshop track. Photo: Gaye Belbin

cocks overhauled, the wheels dropped out and bearings remetalled, a new blastpipe constructed and fitted, and the lower section of the regulator header (which had rusted paper-thin) rebuilt and reinstalled.

During a combined family picnic and tarpaulin replacement day on 12 October, it was noted that the condition of the chimney base had deteriorated considerably, so the decision was made to replace it. This turned out to be a wise decision, as the base casting virtually disintegrated on removal! Unfortunately, that was not the end of it, as a hydrostatic test revealed problems with the fusible plug and with one of the boiler tubes. Fortunately a spare tube was available, although the plug leakage turned out to be a little more involved, with a small section of the crown sheet eventually having to be replaced.

Finally, on Saturday 9 May, 1998, the rejuvenated Perry performed in steam on the RTM's dual-gauge test track. All went according to plan, and number 7's overhaul was judged a complete success.

The loco is presently (June 1998) stored at Thirlmere, recent plans for its operation having come to nought. Still, financial return is rarely the prime motive for preserving a steam locomotive. After 26 years (five more than Mourilyan's period of ownership) number 7 is more like a member of the family, albeit one that should outlive us all. As its custodians, it's both our pleasure and our responsibility to see that it does.

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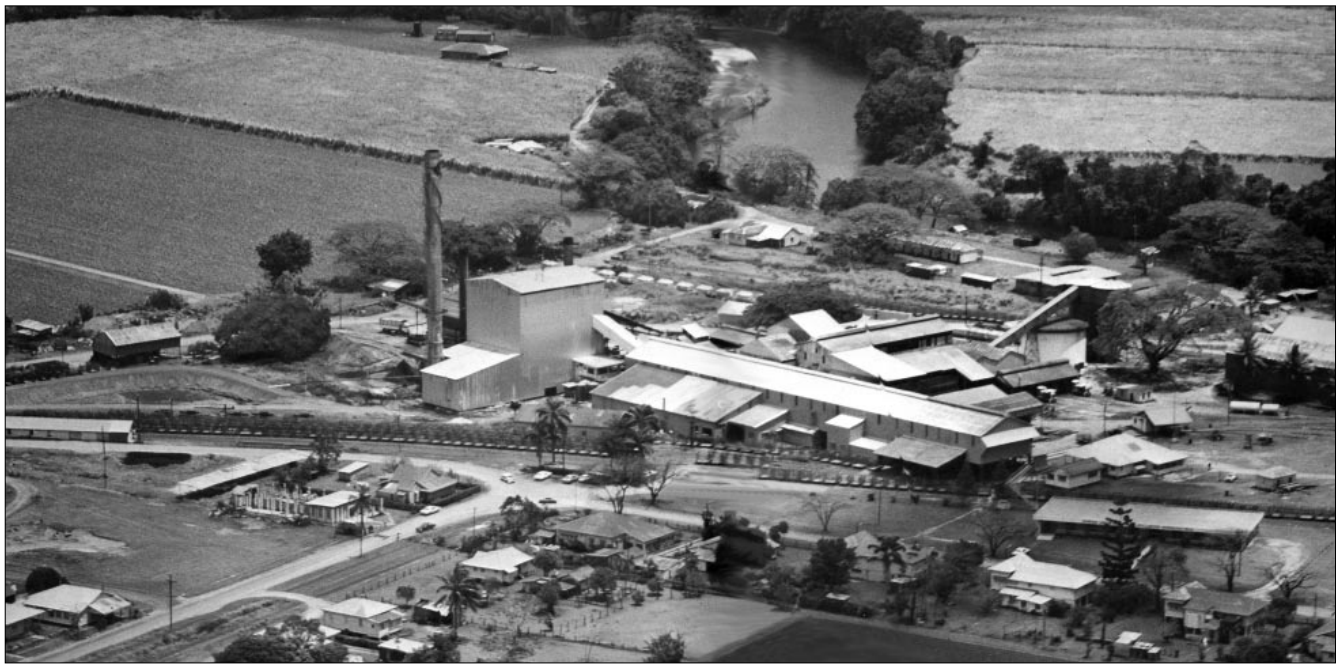
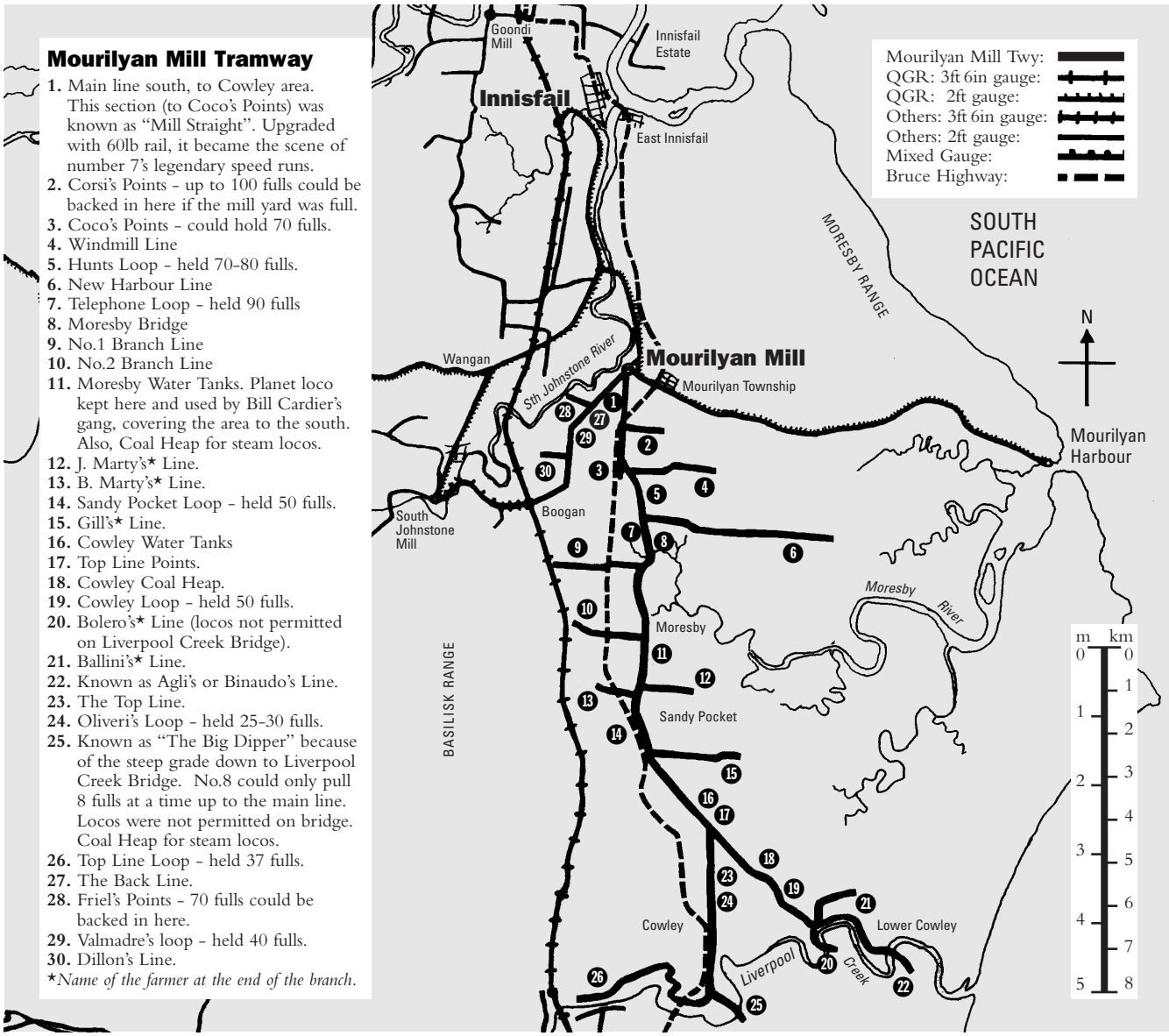


A mid-1970s aerial view of Mourilyan Mill. The 'Rat Shed' is on the far left, with the Empty Yard to its immediate right. A line of bulk sugar 'H' wagons is behind the mill and, to their right, are the water tank, sugar hopper and one of the fig trees that once sheltered locos 6 and 7 (the second tree having been removed). Outside the old loco shed (since demolished) two Clyde diesels are undergoing maintenance, whilst to the immediate left is the old sugar shed. The South Johnstone River flows by in the background. Photo: Australian Sugar Yearbook



Mourilyan Mill Tramway

1. Main line south, to Cowley area. This section (to Coco's Points) was known as "Mill Straight". Upgraded with 60lb rail, it became the scene of number 7's legendary speed runs.
2. Corsi's Points - up to 100 fulls could be backed in here if the mill yard was full.
3. Coco's Points - could hold 70 fulls.
4. Windmill Line
5. Hunts Loop - held 70-80 fulls.
6. New Harbour Line
7. Telephone Loop - held 90 fulls
8. Moresby Bridge
9. No.1 Branch Line
10. No.2 Branch Line
11. Moresby Water Tanks. Planet loco kept here and used by Bill Cardier's gang, covering the area to the south. Also, Coal Heap for steam locos.
12. J. Marty's* Line.
13. B. Marty's* Line.
14. Sandy Pocket Loop - held 50 fulls.
15. Gill's* Line.
16. Cowley Water Tanks
17. Top Line Points.
18. Cowley Coal Heap.
19. Cowley Loop - held 50 fulls.
20. Bolero's* Line (locos not permitted on Liverpool Creek Bridge).
21. Ballini's* Line.
22. Known as Agli's or Binaudo's Line.
23. The Top Line.
24. Oliveri's Loop - held 25-30 fulls.
25. Known as "The Big Dipper" because of the steep grade down to Liverpool Creek Bridge. No.8 could only pull 8 fulls at a time up to the main line. Locos were not permitted on bridge. Coal Heap for steam locos.
26. Top Line Loop - held 37 fulls.
27. The Back Line.
28. Friel's Points - 70 fulls could be backed in here.
29. Valmadre's loop - held 40 fulls.
30. Dillon's Line.

**Name of the farmer at the end of the branch.*

Identification provided: Jardee Mill's JFK Engineering diesel hydraulic locomotive

The loco at work in the 1970s. *Photo: Norman Drake Collection*

Publication of Simon Mead's photograph of a diesel shunting locomotive at Bunnings mill at Jardee in LR 139 has led to further information being received which tells the story of an unusual and interesting locomotive. The accompanying photograph (supplied by Norman Drake) is a wonderful period piece from the 1970s, while Len Purcell's photo shows the locomotive when quite new (or at least quite clean). Len has also come up with some contemporary notes about the loco. Not to be outdone, Linda Brown from the Manjimup Timber Museum has provided comprehensive details about the unit, including archival material which has been obtained with the assistance of Mr Ian Barclay, former Chief Engineer of Millars and the designer of the locomotive. Finally, Mr T H Flynn from JFK Engineering has provided some background information on the locomotive's origins.

The locomotive was built in 1972 by JFK Engineering Pty Ltd in Welshpool, a Perth suburb, and thus bears the circular badge carrying the JFK initials on its radiator grille. This company was successful in tendering for the supply of the locomotive to Millars as specified by Mr. Barclay. The new machine was designed to replace a small second-hand Ruston & Hornsby 4wDM (404982 of 1957), which had been used previously on the Perth Narrows bridge construction project. This 31½ hp locomotive had been used quite successfully for the haulage of sawn timber at Jardee from the demise of steam in 1963. However, plans to build a new modern mill meant that production would increase dramatically, and it was decided that a more powerful replacement locomotive would be needed. Upon completion, the new locomotive underwent brief trials at the WAGR Welshpool yards, and subsequently more extensive ones at Yarloop as recorded in Mr Barclay's report to the Jardee Mill Manager dated November 16th of that year.

JFK Engineering was not completely devoid of experience in the specialised field of locomotive building. Some time before the construction of the locomotive for Millars, a consortium of Massey Ferguson, WAGR and JFK Engineering had built a rail tractor for use at country stations for shunting wheat wagons. The power pack for this unit had been supplied by Massey Ferguson and the coach work came from WAGR. JFK Engineering was responsible for the mechanical conversion. The basic design for Millar's locomotive was based on this previous effort but modified to suit customer requirements.

Is it possible that one of the two ex-WAGR units in use on Rottnest Island could be the first JFK rail tractor?

The chassis of the locomotive built for Millars was a WAGR "K" type steel wagon, with a tare of 5 tons 1 cwt. Carried on 31½ inch wheels, it was equipped with standard brake linkage and shoes, as well as "standard sand boxes". The prime mover was a Massey Ferguson 3305 industrial tractor engine, complete with torque converter and final drive. The engine was described as Type 5OR, a 72hp four-cylinder diesel. It appears that the final drive shaft mounted on the vehicle chassis was driven by a dual chain drive from the tractor driving axle, one set of sprockets mounted on either side of the locomotive and contained in the housings visible on the photographs. The final drive shaft in turn powered the axles through a pair of chain drives, the front axle being powered from the left hand side of the drive shaft and the rear axle from the right hand side. The wheel sprockets were mounted on a specially designed flange bolted onto the relevant wheels.

WAGR K class steel four-wheel wagon. Photo: WAGR (L Purcell Collection)

Two types of brakes were fitted. A hand wheel in the cab operated the standard WAGR shoe brakes, and there were also the tractor disc brakes, which operated on the driving axle of the tractor unit rather than upon the railway wheels.

An electrically powered lubricator for the chain drives was fitted, with the tractor's generator being replaced by an alternator to power it. As completed, the locomotive weighed 8½ tons without ballast and 12 tons with.

The four gears on the locomotive maximum provided speeds of 1.01, 2.82, 4.08 and 11.25 miles per hour respectively, which probably indicates that only third and fourth gear were likely to have seen much use in service.

The locomotive was finished in a golden yellow livery, with black headstocks and side skirts. It bore the name *Millars* boldly painted on each side of the engine compartment.

At the Welshpool yards, the locomotive successfully pulled 170 tons in fourth gear on a gradient of 1 in 100 at 11.25 miles per hour. At Yarloop, the more taxing grade behind the hospital was used for acceptance trials on November 10th, 1972. Here a 100 feet curved section at a grade of 1 in 20 was the most difficult challenge, with straight sections of 1 in 28 on either side of it. The first test, with two empty flat top wagons at a gross weight of 26 tons, was passed with flying colours at full speed in fourth gear. On the next test, with a fully loaded wagon weighing 30 tons, third gear had to be resorted to on the steepest part, and on the following test, with two fully loaded wagons weighing 65-70 tons, the locomotive was successful in hauling the load at full speed in third gear throughout. On the fourth test, three fully loaded wagons weighing a total of 85 tons were hauled successfully in third gear over the initial 300ft section of 1 in 28, but even after changing down to first gear, the locomotive was about to stall on the 1 in 20 section when the test was stopped.

By all accounts, the locomotive served its purpose well, and in early 1998 was recorded as still on site at Jardee, behind the mill on a section of track which ran from the mill to the private rail siding. It was never used on the main railway, according to Mr Ian Sayer, a former mill foreman, who still lives at Jardee, but operated only on the private line between the mill and the railway siding.

With acknowledgements to Len Purcell, Linda Brown, Ian Barclay, Ian Sayer, TH Flynn and Norman Drake.

The loco early in its career.. *Photo: Len Purcell*

Industrial Railway NEWS

EDITORIAL

This section features the Industrial and Private Railway news which was once a major part of *Light Railway News*. News reports and photographs from readers are always welcome, and without them this section could not exist. It is intended to maintain an informal style, so the editor is happy to handle press cuttings and rough notes of observations. Information can be submitted by e-mail to ceo8@rocknet.net.au, by fax to (07) 4927 7560, or by mail to PO Box 5646, Rockhampton Mail Centre 4702. There are still many industrial railways in Australia, and mines, tunnelling jobs and contractors yards are always worthy of investigation. Don't leave it to someone else - get that report in today!

NEW SOUTH WALES

BHP LTD, Port Kembla
(see LR 140 p.19)
1435mm gauge
This site provides the kind of variety which is now largely missing on government railway systems. The bulk of rail action is based around the steelworks and can be watched on a terrifically placed footbridge adjacent to Cityrail's Cringila Station, with the action often continuous. Everything you could want can be photographed from this bridge but for more photogenic locations, or for those who like the sound of English Electric (and occasional Alco) locos hard at work a visit to the Kemira Valley coal line is a must for this line includes some of the steepest grades in the state.
The company's other coal line to Elouera (formerly Wongawilli) branches from the government line to Nowra at Brownsville. This means that BHP trains have operating rights over the government tracks from Unanderra station to the junction at Brownsville. Currently trains on the Elouera line are usually hauled by any two of the three leased Austrac Alcos. During busy times former Goldsworthy K class are utilised as shunters at the coal loader to release the Alcos for runs to the steelworks. Double Ks can also be seen during periods where the Alcos are out of action. Trains on both coal lines are only run on an "as required" basis, but more often than not at least one is in operation. However, if things are quiet on the coal lines there is always rail activity back in the steelworks.
Australian Motive Power Review
(http://members.tripod.com/~alcophile/index-page2.html)

THE MANILDRA GROUP
(see LR 140 p.19)
1435mm gauge
A Manildra 49-class locomotive was noted attached behind the 81-class locomotive of a Manildra group train heading north between Berowra and Cowan on February 21st. The next day it passed Wingen, seemingly en route to Gunnedah. It is understood that MM02 (Clyde 64-342 of 1964), ex 4913, is the class member normally stationed at Gunnedah. It is reported that the two Walkers 73-class B-B DH locomotives never put into service by Manildra, 7329 and 7335 (691 and 697 of 1972), have now gone not to Cowra but to the Dorrigo Museum group.
Graham Smith 2/98; Ben O'Regan 2/98 (AusRail newsgroup); Bob McKillop 4/98; Editor

Plane Creek Mill's Walkers B-B DH 1 ALLAN PAGE (594 of 1968 rebuilt Bundaberg Foundry 1995) pauses with full bins at Tinerta on October 26th 1997. *Photo: John Browning*

QUEENSLAND

BINGERA SUGAR LTD
(see LR 140 p.20)
610mm gauge
The old QGR railway bridge over Currajong Creek on the former Gin Gin Mill tramway just to the east of Wallaville is being replaced in association with road works. The overbridge previously crossed high over both creek and road, with the floodprone road crossing of the creek by culvert and causeway in the creek bed. The rail bridge construction was timber trestle, but with a large steel centre span.
The new work involves replacing the three centre spans of the rail bridge in concrete at the same height as before with the trestle approaches remaining. A separate road bridge over the creek is being constructed to pass underneath the rail bridge. (The bridge is the one featured in the May 1998 *ARHS Bulletin* - the road sign says the creek is Currajong Creek, with Boundary Creek joining it a short way upstream).
The two Motor Rail Simplex 4wDM locomotives (10233 & 10234 of 1951) were reportedly purchased by Ian Whyte, of Aarons Pass near Illford in the Mudgee district, who is establishing a private railway.
Bob McKillop 4/98; Editor 4/98

ISIS CENTRAL SUGAR MILL CO LTD
(see LRN 121 p. 14)
610mm gauge
The new Isis Mill extension into cane expansion land just south of Bundaberg extends to within 4km of the south-westerly terminus of the Millaquin Mill system. However, none of the threatened further extensions on the part of either Isis or Millaquin Mill is in evidence this slack season. Perhaps the low world sugar price may have something to do with this.
Editor 4/98

CSR PLANE CREEK PTY LTD, Sarina
(see LR 139 p.23)
610mm gauge
Plane Creek's Walkers B-B DH 1 *ALLAN PAGE* (594 of 1968 rebuilt Bundaberg Foundry 1995) was noted outside at the Bundaberg Foundry on April 4th, in the line up of units awaiting rebuilding for sugar mills. By the following week, it had been taken inside the workshop with some of its superstructure left outside
Editor 4/98

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD
(see LR 140 p.20)
610mm gauge
Two further ex NSW 73-class B-B DH locomotives have been purchased by Mackay Sugar and delivered to **Pleystowe Mill's** North Eton storage depot. These are 7306 (665 of 1970) and 7308 (667 of 1971). 7306 is painted in tuscan

livery and it is believed to have come from Bob Hague at Goulburn. 7308 is painted dark green with yellow headstocks and has been at the Rail Transport Museum, Thirlmere, apparently engineless. It is believed it was owned by ABB (ASEA Brown Boveri, now Adtranz). In addition, two second hand transmissions for this type of locomotive have also been purchased. Improvements to the locomotive servicing area at the mill are being carried out to allow faster locomotive servicing and shift changeover.

Slack season work at **Racecourse Mill** includes the expenditure of $250 000 on upgrading sidings, $447 000 on the purchase of 100 five-tonne cane bins, and $60 000 on a hot axle box detector.

Delays have been experienced on the progress of the **Farleigh Mill** Summit line upgrade, with difficulties caused by the amount of rock encountered, by wet weather, and more recently by difficulties reportedly experienced by the contractor.

Tony Wells 3/98; Barry Campbell 3/98; *Mackay Sugar* Newsletter 3/98; Bob Gough 4/98

CSR LTD, Herbert River mills

(see LR 140 p.20)

610mm gauge

At **Macknade Mill,** Costa's line was lifted this slack. It was a short branch off the Western line and will be replaced by a siding alongside the Western line at the point where it branched off. Macknade's EM Baldwin 0-6-0DH 14 (6-2490-1-7-68 of 1968) was completely stripped down in late April, awaiting a new motor.

Negotiations have reportedly been completed with the Dept of Main Roads for an overpass carrying a **Victoria Mill** tramline extension into the Helen's Hill plains area north of Bambaroo and to the west of the Bruce Highway.

Excavation work in progress through hilly country for the upgrading of the Summit section on Farleigh Mill's north coast line, December 22nd, 1997 *Photo: John Browning*

It has been rumoured locally that yet another rebuilt Walkers B-B DH loco will be delivered to Victoria Mill this year.

Chris Hart 4/98; *Herbert River Express* 25/4/98 via Chris Hart

THE MULGRAVE CENTRAL MILL CO LTD, Gordonvale

(see LR 139 p.25)

610mm gauge

The last few deck units were to be placed on the new five-span overpass of the Bruce Highway near Maitland Road, south of Edmonton, on April 21st. This line replaces the old Hambledon Mill crossing in Edmonton, where traffic delays were exacerbated by the need to operate the catch points on the adjacent QGR crossing. The elimination of the crossing at Edmonton has been done in association with major road works bypassing the old highway route through the town.

On March 21st, Cairns City Council invited tenders for repairs to the Chinaman Creek cane railway bridge in the suburb of Balaclava, including pile driving and the replacement of steel girders. This work may have a connection with adjacent road works.

Cairns Post 21/4/98 via Roger Anderson & Chris Hart; *Sunshine Express* 4/98

PJ ENGINEERING, Mount Ossa

(see LR 139 p.25)

610mm gauge

The Motor Rail Simplex 4wPM 4199 and flat cars ex Hayman Island were acquired during 1997 by Ken Petts of Eton, who reportedly plans to build a small railway at his home.

Editor 4/98

February 9th 1998 found a Macknade Mill track gang with Plasser track jack (374 of 1989) and spot tamper (434 of 1997) carrying out repairs at the Sugar Loop near Halifax following a large wet season washout. This loop is used for bulk sugar box wagons which take raw sugar from Macknade and Victoria Mills to the terminal at Lucinda. Macknade Mill's EM Baldwin 0-4-0DH 17 (6-1446-1-9-65 of 1965) is behind with ballast hoppers. *Photo: Chris Hart*

SOUTH AUSTRALIA

COMMONWEALTH OF AUSTRALIA, Smithfield Munitions Tramway

(see LRN 98 p.3 & 100 p.7)

610mm gauge

This extensive military railway system and the munitions storage facilities at Smithfield, a northern Adelaide suburb, was closed by the Commonwealth Government on 13 March 1998. The 610mm gauge railway system was originally 45km in length and was constructed in 1941. Four narrow gauge Wingrove & Rogers BEV 0-4-0BE locomotives were shipped to Adelaide for the line in 1942 (builder's Nos 2216, 2217, 2230 & 2231) and were subsequently modified by the removal of the coupling rods, making them 2-2wBE. There had also been extensive broad gauge sidings serving the site. A previous LRRSA tour had been made on 9 October 1993.

The SA Division of LRRSA was able to arrange a tour of the site and railway on 14 March 1998 with Peter Barry as expert guide. With the railway no longer subject to security constraints, the tour group was able to inspect a broad range of railway and munitions facilities. Three of the Wingrove & Rogers locomotives were still operable and about 40 per cent of the 610mm gauge track remained in place. A LRRSA Tour Train comprising a loco and three trucks was prepared and took the visitors on a 10km ride over the system. Photo stops were included!

Smithfield munitions tramway, 14 March, the LRRSA tour train at a photo stop. Photo: Arnold Lockyer

Following closure, arrangements are being put in place for disposal of property and equipment. The Port Dock Station Railway Museum is seeking at least one locomotive and some trucks for its growing industrial railway collection. Several munitions trucks from Smithfield went to the Moonta Museum & Tourist Railway some years ago. It is expected that the land will be subdivided for development.
Arnold Lockyer 4/98

TASMANIA

FRANK MIHAJLOWITS, Dundas
457mm gauge?
This gentleman has a crocoite mine with a narrow gauge track running into an adit, and at least one tipping mine skip. The elusive mineral is an orange-coloured crystal of lead chromate which is much prized by collectors. There are said to be a number of old tramways still apparent in the old mining ghost town of Dundas.
Aussie Post 18/4/98 via Arnold Lockyer

EMU BAY RAILWAY CO LTD
(see LRN 121 p.20)
1067mm gauge
Speculation over the possible sale of the Emu Bay Railway (EBR) was ended on April 6th with the announcement that Pasminco, the owner of the EBR, had agreed to the sale of the railway business and its assets to Australian Transport Network for $7.8m. Australian Transport Network is the recent purchaser and current operator of *Tasrail* (former Tasmanian Government Railways / Australian National Railways Tasmanian Division).
EBR's track covers 134 kilometres and traverses some extremely mountainous terrain. It is approximately 70% steel sleepered and contains many large bridges. There is a fleet of 11 main line locomotives, one large and two small shunting locomotives, 79 concentrate wagons and a small number of service vehicles. The purchase is believed to include the concentrate storage shed and ship loader in Burnie. In 1995/96 the EBR carried a total of 580 000 tonnes of ore concentrates from mines in the West Coast region.
The locomotive maintenance and servicing facility at Burnie will be contracted to *Tasrail* by Pasminco for a period of three months after which permanent employment will be offered to five employees. The heavy engineering workshops of the EBR, which have been sustained by non-railway work, have not been purchased by ATN and are for separate sale.
The Emu Bay Railway serviced the Aberfoyle Hellyer mine twice per day, five days a week, the Pasminco Rosebery mine once daily, Monday to Friday, and the Copper Mines of Tasmania mine three times a week through the transloading site at Melba Flats. All trains are operated on a driver-only operation basis.
Once railed to Burnie, the ore is currently transported around the coast by ship to Pasminco's Risdon smelter near Hobart. The takeover could allow through running of trains to Hobart, which would provide greater asset utilisation and reduce double handling. A dedicated rail supply chain for concentrates would allow more scope for 'just in time' deliveries, and accrue significant environmental benefits by eliminating the need for stockpiles at the wharves. Ownership of the EBR could also provide ATN with access to untapped timber and log traffic south of Burnie.
As part of the sale agreement, Pasminco and ATN have signed a 15 year contract for the railing and loading of concentrates from Pasminco's Rosebery mine. As with its recent purchase of Tasrail, ATN is planning a significant capital investment, and will spend $9 million upgrading services over the next five years.
Technical and operational details of what the deal actually means remain to unfold. The existing EBR fleet is vacuum braked stock while the former *Tasrail* system is air braked, so the prospect of immediate through running of EBR rolling stock over the Tasrail network is limited. According to a Pasminco spokesperson, through running of ore through to Risdon (Hobart) is at this stage a longer term option. However, there must now be opportunities for ATN to access new traffic flows, such as logs, that might originate on former EBR trackage. It believed that ATN intends to replace the ageing fleet of Walkers B-B DH locomotives with "reconditioned narrow gauge locomotives from other operations". It remains to be seen if more modern diesel-electrics of suitable axle load and the capacity to negotiate the curves of the EBR line can be found.

Industrial Railway NEWS

The sale, which is conditional upon Foreign Investment Review Board approval, was expected to be completed by the end of April.
The locomotive fleet of the Emu Bay Railway was as follows:

-	4wDM	Ruston & Hornsby	284836		1950
			Model 88DS		ex EZ Rosebery
22	0-6-0DM	Vulcan Foundry	D193	1953	(Drewry 2405) ex Mt Lyell
21	0-8-0DH	North British	27084	1954	
1001	B-B DH	Walkers	576	1963	Model PV1
1002	B-B DH	Walkers	577	1963	Model PV1
1003	B-B DH	Walkers	578	1963	Model PV1
1004	B-B DH	TGR Launceston		1966	
1101	B-B DH	Walkers	638	1969	Model 1000V
1102	B-B DH	Walkers	639	1969	Model 1000V
1103	B-B DH	Walkers	640	1969	Model 1000V
1104	B-B DH	Walkers	641	1969	Model 1000V
1105	B-B DH	Walkers	642	1969	Model 1000V
1106	B-B DH	Walkers	658	1970	Model 1000V
1107	B-B DH	Walkers	659	1970	Model 1000V

The Ruston & Hornsby loco was not included in the sale, as it had already been donated to the Tasmanian Transport Museum Society, at Glenorchy (see Heritage & Tourist News).
Tony Parnell 4/98; *ABC Northern Tasmania Regional News* 6/4/98 via Bob McKillop; *TasTrain website & Rail 2000 Inc; Tasrail Services Pty Ltd Information Bulletin; The Age* 7/4/98 via Darryl Grant; *Hot off the Rails Issue 23* via David Jehan 4/98; *The Mercury* 17/4/98 via Ken Milbourne; Editor.

VICTORIA

D & R COLLINS, The Esplanade, North Shore
762mm gauge (?)
Three Gemco battery electric locomotives were noted in this secondhand dealer's yard at North Geelong at the end of February. They are believed to be 10-tonne machines, and were used by Transfield Tunnelling in Melbourne, reportedly for the Essendon sewerage tunnel construction, and are said to have been used in Brisbane also. Identities carried were:
1 2442; 2 2026 BGA 05 M8; 3 2030.
(the BGA number seems to indicate an origin with New Broken Hill Consolidated - Ed.)
These locomotives were for sale, but if not disposed of as entire units, the batteries would be removed for resale and the remainder scrapped.
Norm Houghton 3/98

WESTERN AUSTRALIA

BUNNINGS FOREST PRODUCTS PTY LTD, Diamond Mill
(see LR 139 p.25)
1067mm gauge
It is reported that the "Bunnings mill diesel shunter is to be transferred to Diamond Mill to assist in shunting the log traffic". Can any reader provide the details?
ARHS Bulletin 726, 4/98

Heritage & Tourist

Puffing Billy Gembrook Extension
The Puffing Billy Railway has achieved a major milestone in its bold project to restore the remaining 11km of line to the original terminus at Gembrook. As reported in our news section, the track is now in place and the first trains have run though to Gembrook since 1953. We wish the Puffing Billy Preservation Society all the best in its efforts to complete the project for the official opening scheduled for October.

On *FOTTE* Days
Its winter again and the FOTTE season is upon us. To readers of this magazine, FOTTE stands for "Friends of Thomas the Tank Engine" and our interest is the FOTTE Days conducted by our preserved "little railways". Between May and July, the Puffing Billy Railway outside Melbourne, the Port Dock Railway Station Museum in Port Adelaide and the Bennett Brook Railway in Perth will hold FOTTE days. For these groups, franchised FOTTE days have proved to be a successful means of attracting visitors to the museum. According the Chairman's Report to the 1997 AGM of the Western Australian Light Railway Preservation Association, operators of the Bennett Brook Railway, the 1996 FOTTE day was:
In fact our best day to date, Record Passengers carried, Record Members on roster, Record income, Record train movements.
WALPA broke these records in 1997 and has scheduled two FOTTE days in 1998. There is little doubt that *THOMAS* and friends have done a remarkable job in keeping the romance of railways - and particularly steam locomotives - alive for new generations of children around the world. On visits to Australian railway preservation operations I am constantly reminded that many of the visitors there would have little interest in such an excursion if it were not for the influence of *THOMAS* on their children. But having experienced the museum operation, adults may have their interest in rail heritage aroused and new members to the preservation group can be a positive outcome.
While *THOMAS* has made a positive contribution to the "bottom line" for some of our more successful railway preservation groups, the question I wish to pose is whether there is scope for an Australian locomotive character to promote railway heritage to future generations? *THOMAS* and friends come to Australian children though TV screens in their living rooms, but they portray a railway heritage that is remote from the "real life" of Australia. *SANDY the Cane Train*, for instance, is a home grown product with the potential to promote the romance of Australia's "little railways".
To our other preservation groups the challenge is to come up with new and innovative packages that attract people to our Australian narrow gauge and industrial railways. During a recent assignment in Sri Lanka, I noted it was Australia's *Play School* that was having an impact on the youthful TV viewers of that country (as it has here for decades), but there appeared to be little reference to our railway heritage. There must surely be an opportunity for a productive liaison between the producers of programs such as *Play School* and the sales managers of our heritage railway societies to develop special children's and family days based around Australian railway themes. Any takers?

Bob McKillop

NEWS

Queensland

THE TRAIN PLACE, Beenleigh
368mm gauge
This model railway shop is located on approximately 1ha of land some 11km west of Beenleigh on the road that passes through Waterford. A 368mm (15in) gauge railway with an oval track some 100m in length features a 7/8 scale QR *Gulflander*-style railmotor capable of carrying 6-8 passengers. It is powered by a petrol engine. There is a bogie under the engine with a single powered axle at the rear. It was not operational when visited (23 March 1998), but was photographed housed in a canvas-covered wire-meshed shed.

Len King, 4/98

The 368mm gauge railmotor at The Train Place, Beenleigh, 23 March, 1998.. *Photo: Len King*

New South Wales & ACT

CITY OF GREATER LITHGOW, Static Displays
Ray Christison has provided additional information on the industrial rail heritage displays reported in LR.140.
The 0-4-0DM North British locomotive referred to is actually displayed separately at the picnic area at Lake Wallace, Wallerawang. This can be accessed off Barton Avenue. The three coal skips and miniature head frame in Lithgow Street were the signature pieces for the Poppet Head restaurant which formerly occupied the magnificent Edward Gell Gothic Revival-style building located on the same vacant block. The land is actually the yard of the Edward Gell house. Gell was a director of the Lithgow Valley Colliery Company that also ran Lithgow Pottery.
A little further up Lithgow Street, in the yard of the Western Mines Rescue Station, is a display of restored mine skips including a side tipper and a prop transport. On the other side of the Mines Rescue Station, in Proto Avenue, is an interesting skip with corrugated iron sides. All have been retrieved from local mines. A skip is on display at the local Pizza Hut, while Quota Park on the Great Western Highway contains two restored skips which form part of the monument to the 84 miners killed on the Western Coalfield.

RICHMOND VALE PRESERVATION COOPERATIVE SOCIETY LTD. Richmond Vale Railway Museum, Kurri Kurri
1435mm gauge
SMR 10-class 2-8-2T No. 25 (BP 6126/1922) returned to steam for the first time in two-and-a-half years for the Hunter Valley *Steamfest* on 28 March. This locomotive was one of the last to be withdrawn from service with the closure of the Stockrington Colliery and the Richmond Vale Railway in late 1987. Along with No. 24, it then provided the RVRM's main motive power on passenger and demonstration coal trains until expiration of its boiler certificate in September 1995. No. 24 then had the burden of hauling all trains with a little help from 0-4-0ST *MARJORIE* (Clyde 462/1938).
No. 24 was withdrawn from service in early 1998, so pending the completion of No. 30's

rebuilding, it was necessary to get No. 25 back into service.
Mike Shotton, AusRail News Group, 27/3/98

STATE MINE RAILWAY HERITAGE PARK, Lithgow
1435mm gauge
The Heritage Park has received five cable drawn mine transports dating from last century, along with a number of skip bodies. These were found inside the drift of the Lithgow Valley Colliery during excavation work for the extension of the Lithgow Valley Shopping Centre in 1996. A number will be displayed when restored. The State Mine has other displays of skips. Last year a local resident came to the museum with a set of skip wheels, asking if we wanted them. We are constantly on the lookout for good sets of skip wheels and, of course, said yes. This gentleman explained that he was giving them away because he had been using them for weightlifting, but had put his back out and could no longer lift them!
The Premier of New South Wales announced recently that $150,000 had been allocated to the creation of a rail link between the State Mine Heritage Park, Lithgow Station and the Zig Zag Railway. This will be alloted to three stages, the first being the completion of restoration of the State Mine branchline and the second being the connection of appropriate signalling and point rodding to the branchline junction. A third stage is intended to see a rail link laid from Lake Pillans, through the edge of the former steelworks blast furnace site to Eskbank Goods Yard. Work on the branchline will commence in April 1998.
With assistance from a $4000 emergency Heritage Grant and other funds, State Mine Railway was able to purchase a set of eight 4-wheel cement hoppers ex-Southern Portland Cement Company from a scrap dealer. They are virtually complete, including all running gear, and will be restored as a running Portland cement train.
The museum held a successful open day on Sunday 24 April 1998 to celebrate the start of Heritage Week. Despite poor weather, good crowds attended the day. 2-6-2ST 2605 (Dubs 2794 of 892) was in steam and three underground mine buses provided very popular rides around the site all day.

The newly arrived set of eight Portland hopper cars at the State Mine Railway Heritage Park *Photo: Ray Christison*

BHP's preserved Clyde 0-6-0ST BRONZEWING (457 0f 1937) prepares to run another passenger excursion at Port Kembla, January 4th 1998. Photo: John Browning

At Cockatoo Creek bridge, ETBR Chairman and PBPS President John Robinson drives home the "last spike", Sunday 22/3/98. Photo: Bill Hanks

Unfortunately a valve leak forced a complete blow-down of 2605 in the morning. However steam was up by mid afternoon and the loco pushed and pulled D23 along shed road number 2 in a series of mechanical tests. With restoration of this locomotive almost complete steam, smoke and noise emission tests will soon commence, with the State Mine Heritage Park and Lithgow City Council co-operating to ensure that steam operations on the branchline cause minimal interference to nearby residents.
The State Mine Heritage Park is New South Wales' second largest cultural heritage project, and is forming valuable partnerships with other community groups to effectively showcase the broadest possible range of cultural features from a mining and industrial community.
The rehabilitation of the State Mine branchline is almost complete, with Rail Services Authority crews working at the State Mine Flat (Lake Pillans)/Farmers Creek end of the site from 14 April 1998.
State Mine crews have continued work on the section of line above the Atkinson Street level crossing. Work trains will be using the line by the end of May, and full passenger services are planned from September.

Ray Christison, 4/98

Victoria

EMERALD TOURIST RAILWAY BOARD
Puffing Billy Railway
762mm gauge
A *Golden Spike* ceremony was conducted at Cockatoo Creek bridge on Sunday 22 March to mark the completion of the rail extension to Gembrook. As it was a fireban day, two diesel locomotives were present: 4wDM NRT1 from the Gembrook side and D21 (ex-TGR 0-6-0DM V12) on a special Mixed train from Emerald. The ceremonial spike was from the Canadian Pacific Railway and supplied by W Langford. It was "driven" into the sleeper by the ETRB chairman and PBPS President Mr John Robinson to celebrate the linking of the two railheads. An "Australian flavour" to the ceremony occurred when the two locomotives almost touched couplers, Tom Kilner on NRT1 and John Shaw on D21 shook hands and then exchanged cans of cold VB beer.
The trains shunted at Cockatoo and then set off on the Down journey to Gembrook where the workers were feasted on a barbecue meal to celebrate the occasion. The D21-hauled mixed was the first through train to Gembrook since 1953. The first through steam locomotive, the 0-4-0ST *SIR JOHN GRICE* (Peckett 1711/1926), operated over the line on Saturday 28 March to take up duties at Gembrook that weekend. Extensive ballasting is

required before the official opening of the line,on 18 October 1998.
The PBR suffered two locomotive failures on 13 April 1998. About 11 am, loco 12A suffered injector failure near Menzies Creek. Two hours later, 7A became a total failure at Emerald with suspension problems. Diesel DH59 hauled the failed train to Belgrave, then returned to Menzies Creek to rescue the other set of carriages. 7A was repaired on the spot and returned to Belgrave light engine.
Puffing Billy Railway Home Page, 4/98, Frank Stamford 4/98, Sam Eades, AusRail News Group 14/4/98

WALHALLA GOLDFIELDS RAILWAY
762 mm gauge.
Development of the Thomson to Erica Rail trail is continuing. A bulldozer is clearing the right-of-way, and an excavator is clearing a large land slip between Thomson and Platina. Work has also started on reconstructing Platina station.
Dogspike & Diesel Vol.2 No.4; Frank Stamford 4/98

Tasmania

TASMANIAN TRANSPORT MUSEUM SOCIETY, Glenorchy
1067mm gauge
On 16 April, the Society took delivery of the former Emu Bay Railway Ruston & Hornsby 4wDM (284836 of 1950) which had been stored at Rosebery since 1983. Negotiations to transfer the loco to the Glenorchy site had assumed new urgency with the recent sale of EBR (see Industrial Railway News). Tony Parnell, 4/98 *The Mercury* 17/4/98 via Ken Milbourne

TRANS-DERWENT FERRY & RAILWAY CO, Lune River
610mm gauge
Severe bushfires in February 1998 burnt up to part of the track on the Lune River. A number of deteriorated sleepers were fire damaged. Some 200 sleepers are being replaced as manpower permits. Vandals are suspected for two derailments over Easter.
Tony Parnell, 4/98

Loco 7A brings an Emerald Tourist Railway Board special train through picturesque country between bridges 8 and 9, 2/3/98. Photo: Bill Hanks

Port Dock Station Railway Museum; Willis Engineering 2-4-0 BILL in action, 18 April, 1998. Photo: Bob McKillop

1067mm gauge ex-SA Harbours Board Malcolm Moore in the loco shed at Port Adelaide, 18 April, 1998. Photo: Bob McKillop

REDWATER CREEK STEAM & HERITAGE SOCIETY
Redwater Creek Railway
610mm gauge
SteamFest '98 was held on 28 February and 1-2 March was the largest yet and was successful financially (see LRN 118). The Redwater Creek Railway provided steam train rides over 1km of track behind the Krauss 0-4-0WT rebuilt from the Lune River and Boulder Tramway locomotives. The ex-North East Dundas Tramway 1st class passenger carriage, now restored to its former glory, was used. Displays and souvenir sales were provided by the Don River Railway, Wee Georgie Wood Railway, the ABT Railway Society and the Zeehan Museum.
The feature display this year was Mark Money's fully restored and working 1885 steam carousel. A barbecue was held on the Saturday night, backed by the steam carousel working under hundreds of lights and traction engines working alongside.
The Society has now completed the entire track allowed by the 1996 Planning Appeals Tribunal. There was a great deal of activity completing the 1km of track and run-round loops at each end in time for SteamFest '98.
While the SteamFest continues to grow as a major event in the region, the size of the organising committee has shrunk. The society is seeking new members interested in conserving the heritage of the area. Please contact the Secretary, PO Box 143, Sheffield TAS 7306. Peter Martin 4/98

South Australia

PORT DOCK STATION RAILWAY MUSEUM
Semaphore-Fort Granville Tourist Railway
457mm gauge
2-4-0 *BILL* (Willis Eng. 43 of 1992) failed in early January and was withdrawn for complete retubing at Forbes Engineering. The smaller 0-4-0T *BUB* successfully handled the heavy holiday traffic during January and Sunday operations through to Easter. *BILL* returned to service at the Museum prior to Easter, leaving *BUB* to operate the April school holiday services at Semaphore. Unfortunately, the extra loading at Semaphore told on *BUB* and it was suffering from leaking tubes on 18 April.
Catchpoint, March 1998; Editor 4/98

Railway Museum, Port Adelaide
Various gauges
A visit on 18 April checked the status of the impressive collection of industrial and narrow gauge railway items.
BHP Whyalla 4-6-0 No.4 (Baldwin 42142 of 1914) is now located in the restoration workshop, along with ETSA Stirling North standard gauge 6wDH No. 1 (Clyde 61-237 of 1961). Broad gauge, rebuilt Ruston Hornsby 0-4-0DM (of 1950) ex-ICI Osborne is in the open near the goods shed (motorless), while ex-Millaquin sugar mill (Qld) Perry 0-6-2T (1850/46/1 of 1946) *SKIPPER* is stored on the ex-SAR well wagon in the goods shed. It

awaits cosmetic restoration. A 610mm gauge explosives van used on the 3.5km horse-worked line from Dry Creek to the jetty at Broad Creek is on display in the main hall. Items not on public display are ex-Waratah Gypsum Stenhouse Bay 610mm gauge Ruston Hornsby 4wDH 304 (B/No. 187078 of 1938) , 0-4-0DM 306 (393981 of 1956) and Malcolm Moore 4wDM with Deutz motor which are stored under cover near the workshop and loco shed. Ex-SA Harbors Board Malcolm Moore Fordson tractor which worked on the 1067mm gauge Price system was noted in the loco shed. It is in operating condition. Former Port Pirie Smelters 0-6-0T *PERRONE* Andrew Barclay 1545 of 1919) was on an adjacent road awaiting its next turn of duty, scheduled for the 10th anniversary celebrations in May. A SAHB standard 1067mm gauge 4-wheel jetty truck, No. 146, was noted outside the workshop.

Editor, 4/98

Western Australia

STREETER'S JETTY, Broome

610mm gauge

There is concern that Streeter's Jetty, the last pearling lugger jetty in Broome, will be washed away or demolished. The jetty, in Broome's Chinatown, was originally built in 1879 and rebuilt in 1945 but has for a while now been fenced off from public access and has long been disused as a lugger jetty. A photograph in the *West Australian* newspaper on 16 March 1998 shows that the 610mm gauge tramway has been removed. This was intact when last seen by the contributor on 11 August 1994. Moves are underway to save the jetty, but ownership issues still have to be resolved.

David Whiteford, 4/98

CARNARVON JETTY AND LIGHT RAILWAY

1067mm gauge

In February 1997, the Carnarvon one-mile jetty and tramway were placed permanently on the State Register of Heritage Places by the Heritage Council of WA.

After a long effort, the Carnarvon Maritime Heritage Precinct Group (an amalgamation of interested groups) were given control of the jetty from the Transport Department in January 1998. As part of the handover agreement, the jetty's head is to be demolished as it is considered beyond saving. The group was to begin repair work and handrail installation immediately with hope for a partial opening of the jetty on 26 January. In February the Carnarvon Historical Society and the WA Tourism Commission provided funds for commencement of restoration of the jetty rail lines.

A platform and station building are being completed at the former PWD depot for the light railway operation on Babbage Island. A former WAGR scale adjuster's wagon is being restored and the Carnarvon Light Railway intends it to be a refreshment carriage.

David Whiteford, 4/98

Streeter's Jetty, Broome; faces an uncertain future. Photo: David Whiteford

MARGARET RIVER, Static Display

1067mm gauge

The steam locomotive *KATE*, preserved at Margaret River for over 30 years (see LRN 25) has been moved to the Boyanup Transport Museum for restoration to running condition. The 1889 Thomas Green & Sons built 0-4-0WT loco (B/N 132 of 1889) will receive a new boiler and it is intended that *KATE* will operate on a small railway in Margaret River when restoration is complete. Margaret River Rotary Club (which looked after *KATE* in the Margaret River park where she sat) is assisting with fundraising for the project. *KATE* had worked on M C Davies & Co timber railways south of Margaret River and also on the Wyndham port railway in the far north.

Sunday Times 1/9/97, via David Whiteford

YARLOOP WORKSHOPS INC.

1067mm gauge

A meeting between this group and the Hotham Valley Tourist Railway has resulted in coordinated planning of HVTR tour trains to coincide with Yarloop running days. The plan is to provide the public with a total steam day experience. Following the run down to Yarloop from Perth by HVTR steam train, patrons will then visit an industrial steam engine collection in steam and can dine at the restaurant located in the complex.

The initial HVTR tour to Yarloop is on 7 July (see "Coming Events"). At Yarloop, work is progressing on foundations for the ASG boiler and also for the steam reciprocating air compressor [LR 139, p.28].

Bob Tanner, 4/98

WESTERN AUSTRALIAN LIGHT RAILWAY PRESERVATION ASSOCIATION INC

Members Simon Mead and Jamie Wallis are purchasing F C Hibberd "Planet" 4wDM (3966 of 1962) from the Boulder Loop Line Railway.

This was a 610mm gauge unit used at Great Boulder Mines and later at Lake View & Star. In 1979, it was obtained by the Loop Line and regauged to 1067mm. Once it arrives on the Bennett Brook Railway, it will be regauged to 610mm once again.

Bennett Brook Railway Members' Newsletter - April 1998

HAINAULT MINING MUSEUM, Kalgoorlie

Preserved ex-Lake View & Star F C Hibberd "Planet" 0-4-0DM 2011 of 1937 is on display here and is in poor condition, having spent the last 30 years out in the weather.

Bennett Brook Railway Members' Newsletter - April 1998

Heritage & Tourist

Overseas

DARJEELING HIMALAYAN RAILWAY

610mm gauge

The Darjeeling Himalayan Railway (DHR), famous for its 2072 metres ascent in 80 kilometres, suffered serious decline during the 1970s and 1980s. Competition from road transport, declining receipts and poor maintenance all contributed to falling quality of service.

In 1994, some far-sighted local businessmen began efforts to prevent closure and dismantling. The Darjeeling Himalayan Railway Heritage Foundation tapped broad support and businesses, politicians and citizens. Consultation with Indian railwaymen and preservation societies in Britain elicited technical and organisational help. Now the DHR is being rehabilitated, with new services to be launched in May 2000.

The railway will continue to provide local services and will add new facilities for Indian and foreign tourists. Major refurbishing of infrastructure is under way, while new and refurbished locomotives and rolling stock will be used.

In Britain and India, loose coalitions of active preservationists and railwaymen - the "Friends of the DHR" - support the rehabilitation work. In addition, a Darjeeling Himalayan Railway Society has been formed in Britain to promote interest in the railway and collect and channel donations. A quarterly magazine is produced.

It is hoped to organised similar groups in Australia to support the rehabilitaiton work and encourage wider interest. A Darjeeling Himalayan Railway Society (Australia) will be formed if there is sufficient interest. A magazine and possibly regular meetings are contemplated.

Interested parties should contact:
Dr KJ Walker, 56 Borden Street, Sherwood QLD 4075;
Phone (07) 3278 1990; Facsimile (07) 3278 1805;
E-mail: kjw_meh-darjeeling@powerup.com.au
Web page: http://www.powerup.com.au/~kjw_meh.

RESEARCH

MEMBERS RESEARCH PROJECTS

An objective of this column is to serve as a forum for members engaged in research projects in order to facilitate the exchange of information. Members have advised that they are engaged the following research projects and they are keen to receive any information you may have. Unless otherwise stated, please contact the Editor.

Captain Cook Graving Dock, Sydney. John Browning and Jim Longworth are collaborating on this project which builds on a Research Bulletin of the NSW Division.

DavidJehan is updating material previously published in *Light Railways* on Climax and Shay locomotives in Australia for a planned LRRSA book. Any assistance with this project is most welcome.

Len King has a long standing project on William Langley & Sons timber operations at Langleyvale on the NSW mid-north coast. There are gaps in the company records for the 1932-35 period and Len is keen to obtain any available information on this era. Len has also commenced a large project on the 610mm gauge railway at Newington Armaments Depot in Sydney.

Mark Langdon is researching Australian steam locomotive builders, commencing in NSW. A subset of this project is the industrial locomotives constructed by various builders, and Mark is working on articles for LR on the products of Thomas Mort and Vale and Lacy.

Ray Langford, a new member, has commenced a social and cultural history of the Stannary Hills - Irvinebank Tramway, in North Queensland (LR 30, 1970), backed by oral histories of people who worked on the railway. He is seeking to contact anyone who remembers the tramway in operation (PO Box 1158, Atherton 4883).

Ross Mainwaring is working on the underground railway system at Elrington Colliery near Cessnock. This was the first colliery in Australia to convert its entire underground system to locomotive traction.

John Peterson's current project is the 93 4wPM locomotives built by Malcolm Moore for the Australian Army during WW2. An article on this research is anticipated shortly, together with a follow-up item on the use of these locos on the Ida Bay railway in Southern Tasmania. These projects are based on extensive collaboration with other LRRSA researchers.

Phil Rickard is researching the Cave Hill Tramway in Victoria, covering the VR siding, quarry lines, overburden lines and the firewood tramway (see LR 111, January 1991). Phil is working through past issues of the Lilydale Express and is keen to contact anyone who can provide further details on the operation (Contact via PO Box 21, Surrey Hills 3127).

Paul Simpson is making good progress with his long-standing research project on Menangle Sand & Gravel Company. Unfortunately, his planned presentation on the topic to LRRSA's Sydney meeting had to be postponed until later in the year.

David Whiteford is working on the Bulong Ore Reduction Company, a short-lived 6km steam railway which operated in the WA Goldfields in the 1890s. A previous request for information though this column did not bring forth any takers, but if there is anyone out there?! David is also researching the Perth Sewage Tramways.

Craig Wilson reports he is making steady progress on his three research projects: Emu Sand & Gravel Company, Emu Plains; Bunnerong power station; and the history of locomotive builders EM Baldwin of Castle Hill. He has recently located additional records of EM Baldwin which is becoming a major project.

ARCHIVES SOURCES

One archival repository that LRRSA members might like to consider is the Australian Railway Historical Society. Most state divisions of the Society maintain archives of railways in their state. The ARHS (NSW Division) operates a railway transport archive in its property at 67 Renwick Street, Redfern.

The archive is managed by a Trust established specifically to care for historical railway material and make it available for researchers. LRRSA member Jim Longworth is a member of the Archive Management Committee. Given the reliance on volunteer labour to manage the archives, maintaining security of material means that physical access to the stored records is restricted to the officer on duty each day. Computerised databases are used for searching.

While the archive is predominantly collecting material relating to government railways, there is already a substantial amount of material on light, industrial, private and narrow gauge railways. LRRSA members are invited to visit the site and inspect the archive which is usually open on the first three Saturdays of each month.

Depositing arrangements can be as flexible or as tight as the person depositing the material may care to make. *Jim Longworth*

NOEL BUTLIN ARCHIVES

Further to LRN 121 p.4, the threat of closure hanging over the Noel Butlin Archives at the Australian National University has now subsided. In response to widespread protest, the University has placed the archives under the management of the University's Library and has undertaken to keep them operating over the next three years with reduced staffing. The long-term plan will involve relocating the archives into a new repository and a review of the holdings and collecting policy.

These archives contain important company records of interest to LRRSA researchers (see LR 110, p.18). Active use of the archives by researchers will contribute to their long-term survival.

From AFHS Newsletter 18

ACADIA TRAMWAY, MAGNETIC ISLAND

The recently published book on Magnetic Island off Townsville in North Queensland - *Peaceful Isle by Tom Barnes, 1997* - contains a photograph of a tramway along the foreshore. Reference is made to the site of the Arcadia Guest House formerly owned by the Hayles family. The Hayles built at jetty and the tramway to transport visitors to the guest house. Can any reader provide more information on this light railway operation?

Chris Hart

Heritage & Tourist: Coming Events

JUNE 1998

7 Durundur Railway, Woodford, QLD. Australian Narrow Gauge Railway Museum Society operates steam-hauled trains every Sunday between 10am and 4pm. Phone 07 3202 6330.

7 Bundaberg Botanic Gardens Railway, QLD. Steam-hauled 610mm gauge trains operate every Sunday in the Bundaberg Botanic Gardens between 10am and 4pm. Phone 07 4159 3341.

7 Cobdogla Irrigation & Steam Museum, Barmera SA. Pump and steam day with Humphrey Pump, Bagnall locomotive and traction engine in steam

7-8 Richmond Vale Railway Museum, Kurri Kurri NSW. Coalfields Steam Weekend. Steam trains running 1000-1600. Phone 02 4936 1124.

20 LRRSA/Puffing Billy Railway. 70th birthday of Climax locomotive 1694 with special trip from Emerald to Cockatoo. The train will feature canopied NQR trucks and the "Walhalla car", and the tour will operate over new trestle bridges in Wright forest.

JULY 1998

4 Puffing Billy Railway. *Jingle Bells in July*. Have a Yuletide Dinner, complete with Santa, at the correct time of year (also Saturday 14, 21 and 28 July). Phone 03 9754 6800.

5 Richmond Vale Railway, Kurri Kurri NSW. Operating day 1000-1600 - also 12 and 19 July. Phone 02 4936 1124.

7 Yarloop Steam Explorer, WA. Hotham Valley Tourist Railway tour to the historic Yarloop Workshop Museum and craft shops. Train departs Armadale at 0920; bookings HVTR phone 08 9221 4444.

7 Steam-hauled Etmelyn Forest Railway, Dwellingup, WA. On Tuesdays and Thursdays during school holidays (7-16 July) steam-hauled trains operate over WA's last light built development railway, between Dwellingup and Etmilyn, at 1100 in addition to regular 1400 services on Saturday and Sunday. Bookings only required for groups of 20 or more; phone 08 9221 4444.

11-19 Port Dock Station Railway Museum, Port Adelaide, SA. Friends of *THOMAS* the Tank Engine Week - daily till 19 July. Steam train rides on 457mm gauge railway. 10am-5pm daily. 1067mm gauge loco *PERRONE* operating on selected days. Phone 08 8341 1690.

AUGUST 1998

2 Richmond Vale Railway, Kurri Kurri NSW. Operating day 1000-1600 - also 9 and 16 August. Phone 02 4936 1124.

Book Review

"K1" 1ère Garratt en Tasmanie / 1st Garratt in Tasmania

by Dr. Christian Cénac

168 pages, 292mm x 207mm, 4 reproduction watercolours, 22 photographs, 9 maps, tables and diagrams, 24 1:48 scale drawings, card cover; accompanied by boxed set of 147 1:19 scale drawings printed on A3 size paper. Published 1996 by the author, 23 rue des Martyrs de La Libération, 31400 Toulouse, France.

Perhaps all railway publishing is in some small way a result of obsession, but this example in particular must be the product of an obsession magnifique. Ostensibly the history of K1, the world's first Beyer Garratt locomotive, it in fact deals with all aspects of the Tasmanian Government's North East Dundas Tramway. The text provides a general account of the line's history and operations but concentrates on the locomotives and rolling stock, complementing the author's numerous scale drawings of locomotives, rolling stock, lineside structures and so on. It aims to be bilingual, with French and English text arranged in parallel columns on each page, and there is a very useful glossary of French-English and English-French railway technical terms.

The book and accompanying drawings are very attractively presented. The four colour illustrations of K1 at work by Pierre Galtier are attractive if imaginary reconstructions. It is obvious that the author's imagination has been captured by the first Beyer Garratt locomotive, and through this, by the (to him) exotic location where it ran.

The trick of providing a scale figure (man or beast) in each drawing adds life to each one. The aspiring modeller would find much here of both interest and value. The sheer technical complexity of the production as a publication put me in some awe of the author-publisher, although the price does reflect this complexity.

There are some issues on the debit side, however. Apart from two official Beyer Peacock photographs (one of which is reproduced poorly), all the photographs are detailed views of K1 taken at the York Railway Museum. These have reproduced well, and it is disappointing that none of the historical photographs to which the author has obviously had access appear. These would certainly have assisted the modeller in trying to recreate the atmosphere of the line.

The English translation is a worthy effort perhaps, and succeeds in conveying most technical points accurately. However, it was certainly not done by anyone with a clear grasp of idiomatic English.

However, to me it seems that the reliability of the drawings is the issue on which this type of publication must stand or fall. Of course the appearance of locomotives in service may often differ from that indicated by manufacturers' official drawings, and indeed usually can be expected to change over time.

My suspicions were first aroused on seeing the Krauss locomotives H1, H3 and H4 (there is no drawing of H2) shown with circular (rather than elliptical) front cab windows. Examination of Geoff Murdoch's drawing of the Hagans locomotive in LR 43 and a few published photographs of this extraordinary machine, brought many discrepancies to light, and granted that the Murdoch drawing may not be accurate in every respect, it appears that Dr. Cénac, faced with the extraordinary difficulty or producing accurate drawings from insufficient or ambiguous photographic evidence may have failed to achieve the precision which I would have hoped to see. Possibly a better job could have been done if more research into archival material in Tasmania and elsewhere had been undertaken.

This is definitely a publication for the fanatical 2ft gauge enthusiast, and as an attractive if expensive picture book it has great appeal. I would imagine that for the modeller who was not overly interested in total faithfulness to the prototype it would also be invaluable.

Price from the author is 470 French Francs posted, with international credit card facilities available. My copy was obtained by mail order from a distributor in England for £57.95 plus postage, which at current exchange rates is hardly value for money for the faint-hearted.

John Browning

Video Review

Train Whistle Blowin' - at Nambour

Produced by Ken McHugh for the Australian Narrow Gauge Railway Museum Society

Duration: 50 minutes approx.
Cost: $35.50 (including postage)
Available from: ANGRMS video sales, PO Box 270, Albert St, Brisbane 4002.

This is the second video release, in as many months, to cover the August '97 centenary of Moreton sugar mill, Nambour, and the week-long operation of the Woodford-based Bundaberg Fowler, No.5.

"Train Whistle Blowin' is, it must be said, the more professionally produced of the two and is almost double the duration of "Nambour '97" (see review LR 140) but this is reflected in the price, being $35.50 against $14.25 (inc. post.).

The program begins with a sequence of No.5 in operation on the Woodford line, then covers the loading and transport of the loco to Nambour and the subsequent checking of coupling heights, etc. before the Bundy becomes the first steam locomotive to operate at Nambour for 29 years.

Most of the engine's activities are well covered from a variety of angles, although I was a little frustrated by the shot of the light engine returning along a one kilometre stretch of main line "known as the speedway" having apparently delivered a train of 86 empties to an outer storage area. Where were all the cameras when this occurred?

The footage has been shot by a number of people with, of course, differing techniques and levels of expertise so there is considerable variation in quality throughout the tape although it is, generally, more than adequate.

The final editing was, apparently, done by a professional and it is here that I feel a little more effort could have given the production a real polish.

For example, a lengthy shot of a loaded train curving away through the mill gates, which should really have been cut several seconds earlier anyway, finishes with a large camera shake.

This is no fault of the photographer but should clearly have been removed in post-production. This is, unfortunately, not an isolated case, and there are several examples of unnecessarily sloppy editing.

That being said, however, there are also some good professional touches. Dissolves and other transitions are frequently used to good effect and the video is, on the whole, well put together.

I enjoyed the impromptu interviews with the crew, and it is always exciting seeing a steam loco working hard. A good variety of angles is utilised, although one or two locations become a little repetitive.

The voiceover is quite good and, with a few exceptions, is well placed, giving a reasonable rundown of what's taking place.

With any largely amateur production there are bound to be technical shortcomings but, ultimately, these don't really detract significantly from the whole.

I know, only too well, how much work goes into a production like this and I appreciate the fact that the producers have put in a bit more effort than we normally see in rail videos. With this in mind, I look forward to any future projects.

Overall, "Train Whistle Blowin" is a most enjoyable program. I'd certainly buy a copy.

Graeme Belbin

LETTERS

Dear Sir,

Beech Forest Railway (LR 140)

The Beech Forest railway articles in LR 140 were most interesting and welcome to many readers. It was good to see that I am not the only one who writes about this railway. There are a couple of apparent typographical errors, page 11, column 1, second last line should surely read "a far shorter period" and page 15, column 2, line seven from bottom should read "Crowes", not "Browes". On most days I would not browse at Crowes as it is too cold, wet and windy to do so.

The illustration on page 16, top, is approaching Tulloh, not Elliminyt. The illustration on page 17, bottom, shows driver Bill Brady in the cab of G42 and the NQRs full of rails. The rails from the dismantled section were simply thrown into the NQR wagons by the track gangs with absolutely no thought as to how they were to be unloaded at Colac. The transfer contractor, "Snow" Tibbits had an awful time trying to disentangle the lengths.

The illustration on page 11 shows the Garratt with a headlight fitted for night running. The issue was a sore point with the Colac loco crews. When the timetable was changed from 8 a.m. to 2 a.m. at the behest of the newly arrived station master the crews were unhappy. For starters, the crew signed on at midnight to light up the loco and this cut two hours out of their running time. By 10 a.m. the crew had run out of shift time and were lucky to be on the return trip by then. Taxi relief had to be used on many occasions. The narrow gauge locos had no headlights and night running was exceedingly dangerous. The station master soon responded to the complaints and organised the fitting of ex-broad gauge loco headlights. However, the lights were not much use on the curved track as the beam pointed at the bush more than at the track. Eventually, the station master gave up against the opposition and restored the day train.

There are some additional relics not mentioned in the articles. At Dinmont, local farmer Anthony Zappelli has assembled some sawmill equipment - a boiler from Devitt Bros. mill and some steam winch pieces from Stalker - near the road; not far from Crowes there is a length of track at an old road crossing; in the pine plantation covering the railway road bed at Crowes are one or two sleepers with dog spikes; below the Crowes buffer stop is the intact railway dam and up on the hill to the east of the rail yard are the remains of the loco water tank. The centre of the Crowes railway yard is a gravel dump and the eastern end is completely covered by the re-aligned Great Ocean Road. The loco service area is buried under the road embankment.

The new look magazine is a wonderful effort from all concerned. Keep up the good work.

Norman Houghton
Geelong, Victoria

Dear Sir,

West Head Haulage, Broken Bay, (LR 105)

Back in 1989, John Buckland asked if anyone could provide further details of a steep haulage at West Head, Broken Bay. As I could vaguely remember seeing the incline as a child on a family picnic, this challenge has remained in my mind.

During 1997 I noted the incline site while crewing a friend's yacht on Pittwater. The West Head incline location was clearly visible from the water as a vertical ravine with a concrete coloured base, descending from the cliff top to the level of a couple of gun emplacements near the water's edge.

In January 1998, Grant Flemming and I had the opportunity to visit the site. We proceeded to the Lookout at West Head and wandered along the cliff line looking for likely clefts in the cliff face. The first cleft we descended turned out to be southwest of incline, so we continued to descend and then struck out along a bench heading northwards. Within a short distance we noted another cleft descending on our left. This turned out to be the correct cleft with the concrete formation at its base.

At the bottom of the incline the area that once probably contained a turntable has all been washed away by wave action. The tramway formation along to the gun placements is overgrown with lantana thickets, but is readily traceable. We proceeded to the No. 1 gun emplacement but could find no trace of any tramway relics. Various bunkers and rock walls were passed on the way. Ever thickening lantana bushes forced us to abandon attempts to find the No. 2 gun emplacement.

The attached drawing of imprints of sleepers and rail flanges in the surface of the concrete was prepared from measurements taken on site.

For anyone interested in visitng the site, the top of the incline can easily be found just below a large rock about 10 metres to the left of the "West Head Lookout" signpost.

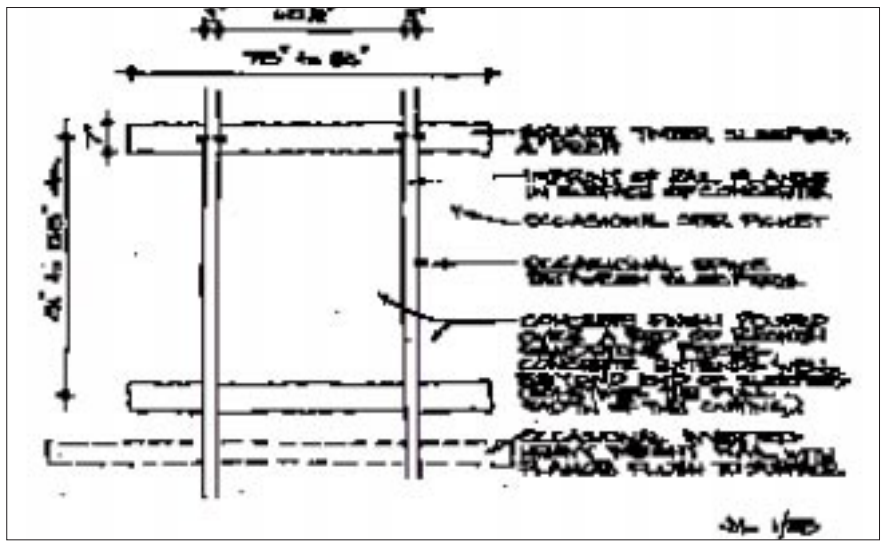
For those interested in the history of the works, the local history Coasters' Retreat by Jim Macken (date and publisher unknown) gives a potted history of the installation. The book includes a map of the incline and tram line that connected the bottom of the incline to the two gun emplacements. References are provided.

Jim Longworth
Cheltenham, NSW

Dear Sir,

Tarago Aqueduct Tunnel, Victoria (LR 137) and subsequent correspondence (LR 139)

I thank John Browning for details of the dispersal of the Ruston diesel locomotives used at Tarago. His observation that the number of the locomotive shown on page 10 of LR 137 might be 18-C-22 instead of 19-C-22 led me to re-examine the print in my possession. This print was made from the original negative and the leading figure can be read under magnification as either "18" or "19". On the balance of the evidence John presents, "18" is probably correct. It may be of interest to readers to know that the Sewell locomotive at Waranga numbered 18-C-24 is likely to remain on site and the surviving section of tramway be retained in situ after the writer successfully argued, on behalf of the Alexandra Timber Tramway and Museum, that the site was of State Significance as the last surviving tramway used by the former State Rivers and Water Supply Commission (SR&WSC). I hope to be able to provide additional details of the preservation of this site in the near future.



The records I consulted in researching the Tarago tunnel were quite clear in stating that tramways were *only* used in the construction of the tunnel and were *not* used on the construction of the aqueducts. The only exception to this, if it could be called an exception, was the use of a monorail for the transportation of concrete for the inverted syphon over the Tarago River.

I may be able to shed some more light on the disposal of State Rivers and Water Supply locomotives generally. I have in my possession a catalogue for an auction of SR&WSC plant held at Bendigo on 15, 16 and 17 July 1958.

The locomotives and rail-mounted equipment listed therein are:

Lot 257: Fordson petrol-driven locomotive, 42 inch gauge axles, steel canopy, foot walks and Fordson 4-cylinder petrol engine etc., 18C8 [sic].
Lot 258: Fordson petrol-driven locomotive, 42 inch gauge axles, steel canopy, foot walks and Fordson 4-cylinder petrol engine etc., 18C7 [sic].
Lot 259: Fordson petrol-driven locomotive, 42 inch gauge axles, steel canopy, foot walks and Fordson 4-cylinder petrol engine etc., 18C6 [sic].
Lot 260: Day's petrol-driven locomotive with 24 inch gauge axles, hand-operated 4 wheel brakes, foot walk, 4 flanged wheels and Fordson 4 cylinder petrol engine, 18C4 [sic].
Lot 267: Joy-Sullivan hydro boom jumbo, type DJ8, 24 inch gauge axles, 3 top and side swivelling booms, hydraulic gauge. Mounted on 4 wheel transport.
Lot 269: Joy-Sullivan mine car loader, type HL20, 24 inch gauge, flanged wheels etc., 33H7 [sic].
Lot 336a: 60 mining trucks each 18 inch gauge.
Lot 601: One box containing various Greenbat and Fordson locomotive spares.

Those items which might relate to locomotives but were not definitely stated as such include:
Lot 35. Engine rebuilding stand for V8 engine, 24R43.
Lot 45. Hercules 6 cylinder engine, Model DHXB, engine No. P361329 (dismantled), and lot of Hercules engine spares, pistons etc .

During my research on Tarago I contacted Auctioneers J. W. Styles & Son to see if they had any additional catalogues but was told that they held no such records.

I empathise with John Browning's plea that somewhere there must be additional records of the direct labour phase of the Tarago scheme from 1950 to 1952. A number of SR&WSC records are held by the Public Record Office Victoria. The most promising of these would be VPRS 6008, 100 boxes of general correspondence 1928-1954; and VPRS 6009, 76 boxes of index cards relating to that correspondence. More details may be available from this source but, unfortunately, at the time I carried out my research on Tarago, access to such records was limited by the nature of my employment. Perhaps someone with an interest in locomotive numbers might find the time to search these and further add to the story of Tarago.

Of more concern to me was my inability to locate anyone who worked on the scheme and hence gain an insight through oral history into life in the SR&WSC construction camps. The photograph at the top of page 13 of LR 137 was included because of the interesting hints it contained of the ethnicity of the scheme during the post-war immigration period. Post-publication correspondence with member Peter Barry of Adelaide has located at least one promising source and I will attempt to follow this up. Of equal concern is the present whereabouts of the records I did consult during my research. Departmental libraries throughout Victoria are contracting daily and, increasingly, part of Victoria's written history is finding its way into rubbish bins in the rear lanes behind government offices. Retention of records is dependant almost entirely on the economic rationalist concept of a cost per shelf-metre for their storage. Librarians and Archivists are fighting a rearguard battle to save our heritage and are often losing.

At least the Rural Water Corporation (SR&WSC) photographic collection has survived and can be searched through the very user-friendly multimedia catalogue at the State Library of Victoria at http://www.slv.vic.gov.au

Peter Evans
East Hawthorn, Victoria.

Dear Sir,

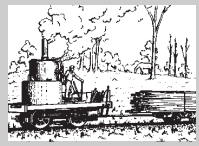
Australian Newsprint Mills' Boyer Tramline (LR 140)

The report by John Browning on the battery-electric locomotives at Redwater Creek is, in part, correct. Following negotiations with Ron Aubrey in September-October last year, both Mancha battery locomotive frames, cabs, etc are now owned by the Redwater Creek Steam & Heritage Society Inc. We do not have the electric motor from either locomotive.

Our long-term aim is to create some form of rail passenger vehicle or locomotive using one or both of the frames and wheels as power bogies with reduction drives and a hydraulic motor on each axle, with a diesel motor and hydraulic pump as motive power.

Peter Martin
Devonport TAS.

LRRSA NSW Division President Jeff Moonie at the Society's stand at the Australian Narrow Gauge Convention, Easter 1998.
Photo: Bob McKillop



LRRSA NEWS

MEETINGS

MELBOURNE "Railways of Java 1928"
Arthur Straffen will be presenting a rare film of the railways of Java in 1928. It includes mainline mallets, suburban electrics in Batavia (nowJakarta), lineside and workshop scenes, and much more!
Location: Ashburton Uniting Church Hall, Ashburn Grove, Ashburton.
Date: Thursday, 11 June at 8.00 pm

SYDNEY: AGM and Members' Slide Night
Bring your favourite slide, and share the memories with other members.
Location: Woodstock Community Centre, Church Street, Burwood. Woodstock is a 5 minute walk from Burwood railway station and parking is available in the grounds.
Date: Wednesday 24 June at 7.30 pm. Contact Jeff Moonie for details (02) 4753 6302 for further details.

ADELAIDE: "Tasmanian" Night
John Meredith will show films of a recent trip to Tasmania.
Location: 150 First Avenue, Royston Park.
Date: Thursday 4 June at 8.00 pm. Contact Arnold Lockyer for details (08) 8296 9488.

ACTIVITIES

The Victorian Division has arranged a special event to commemorate the 70th Anniversary of Climax locomotive 1694 at Puffing Billy Railway, Saturday 20 June. A special train will operate from Emerald to Cockatoo with canopied NQR trucks and the Walhalla car (146 NQR) through Wright forest.

The South Australian Division conducted a tour of the Smithfield Munitions Tramway on 14 March 1998. A special train took the tour group over some 10km of the 610mm gauge line. See Industrial Railway News for further details.

The NSW Division mounted a display and bookstall at the Third Australian Narrow Gauge Convention at Blackheath on 10-11 April. The display promoted the activities of LRRSA and the new-look *Light Railways*, plus eight panels of photographs and text presenting the extent and role of light railways in NSW. Bob McKillop also made a presentation to the Convention on the narrow gauge and industrial railways of NSW on behalf of the Society.