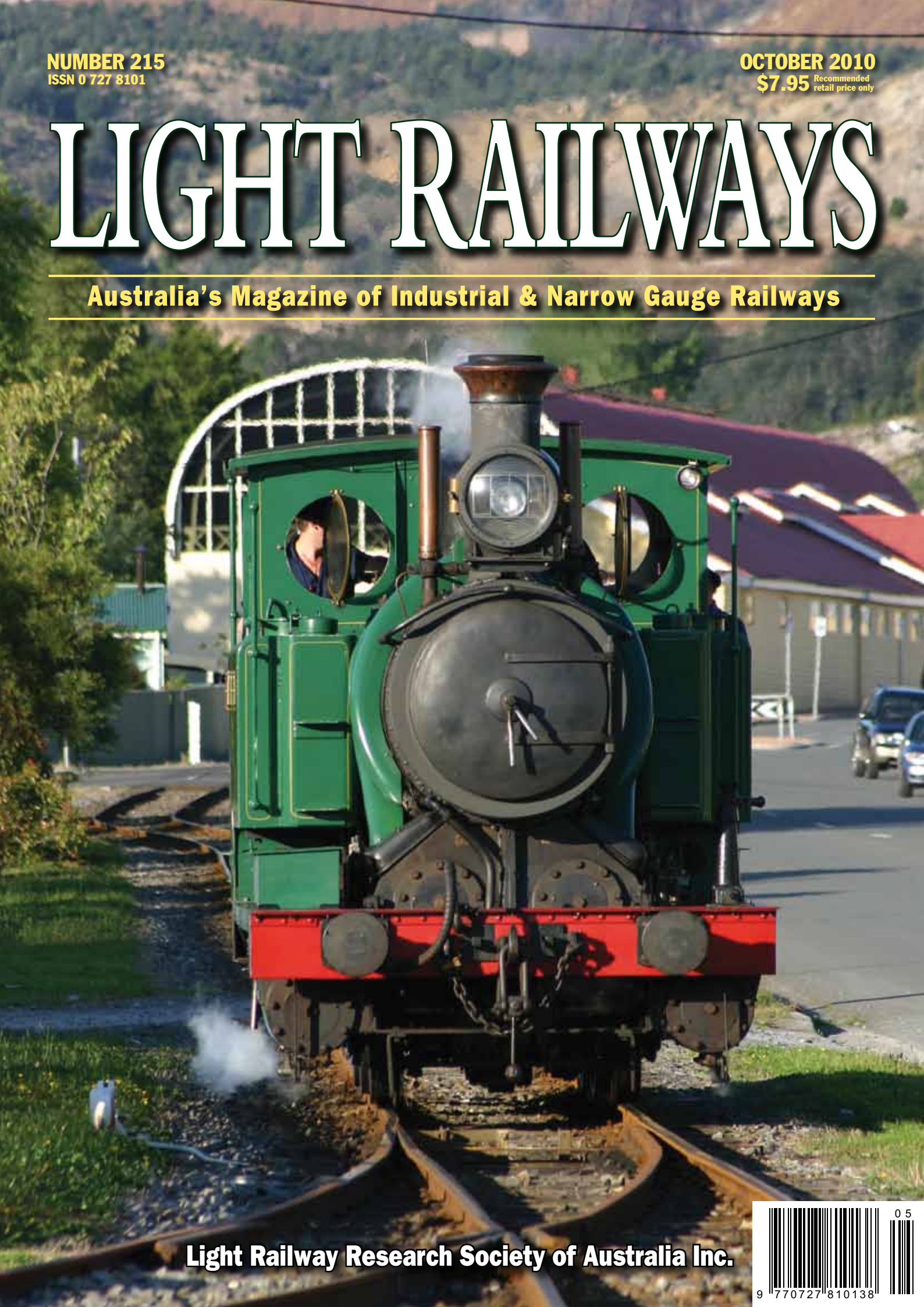
NUMBER 215
ISSN 0 727 8101

OCTOBER 2010
$7.95 Recommended retail price only

LIGHT RAILWAYS

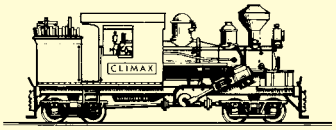
Australia's Magazine of Industrial & Narrow Gauge Railways



Light Railway Research Society of Australia Inc.

9 770727 810138 05

LIGHT RAILWAYS
Australia's Magazine of Industrial and Narrow Gauge Railways
No 215 October 2010
ISSN 0 727 8101 PP 342588/00002
Editor: Bruce Belbin,
PO Box 674 St Ives NSW 2075.
Research, Heritage & Tourist Editor:
Bob McKillop,
c/o PO Box 674 St Ives NSW 2075.
Industrial Railway News Editor:
John Browning,
PO Box 99 Annerley Qld 4103.
Distributor: Gordon and Gotch Limited.
Printed by BPA Print Group.



Light Railway Research Society of Australia Inc. A14384U
PO Box 21 Surrey Hills Vic 3127

COUNCIL
President: Bill Hanks (03) 5944 3839
Secretary: Phil Rickard (03) 9870 2285

New South Wales Division
PO Box 279, Moorebank NSW 1875
President: Jeff Moonie (02) 4753 6302
Secretary: Ross Mainwaring (02) 9449 2738

South Australian Group
9 Craiglee Dr, Coromandel Valley SA 5051
Secretary: Les Howard (08) 8278 3082

South-east Queensland Group
365 Fairfield Rd, Yeronga Qld 4104
Secretary: Bob Gough (07) 3848 3769

Tasmanian Representative
11 Ruthwell St, Montrose, Tasmania 7010
Ken Milbourne (03) 6272 2823

MEETINGS
Regular meetings are held in Adelaide, Brisbane, Melbourne and Sydney.
For dates, times and locations of future meetings, see LRRSA NEWS, page 31.

Subscriptions: $48.00 for year ending 30 June 2011, providing six issues of *Light Railways* magazine, information on Society activities, 25% discount on LRRSA publications, etc. Overseas: $A75.00 economy airmail. Payment by cheque, money order, Mastercard or Visa. Contact the Membership Officer, PO Box 21, Surrey Hills, Vic. 3127. Fax (03) 9701 8221. Email: lrrsa@lrrsa.org.au

Sales: Back issues of *Light Railways* and other publications available from LRRSA Sales, PO Box 21, Surrey Hills, Vic. 3127.

LRRSA Web Page:
http://www.lrrsa.org.au

Conversions:

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

Contents

Comment

This issue features a delightful contribution that was written almost 50 years ago and tells of an excursion to a narrow gauge railway on the west coast of Tasmania at a time when visitors could only readily access the area by the Emu Bay Railway. The opening of a new highway shortly afterwards changed this remote area forever. Who knows what changes will occur in the next 50 years? They are sure to be significant.

Light Railways performs a valuable role in ensuring that today's scene is recorded and that stories from past days are published and so passed on to future generations. But we need your help. What you experience today may be just a memory tomorrow. The knowledge of the past you have gained over many years may disappear with you unless it gains the wider audience that only publication can reach.

We are always interested in short features that tell a story in words and pictures, either from today or perhaps taken from your old diaries, notebooks and photographic collection. I have a couple of short pieces written by others that were given to me years ago that I really must dig out and send to Bruce Belbin for possible use in the magazine. And if you have the words but no pictures, we can probably source photos from elsewhere, as happened with the Tasmanian article in this issue.

If you need help or would like to talk an idea over, we are happy to assist—please get in touch. *John Browning*

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

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

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

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

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

Front Cover: *West Coast Wilderness Railway 0-4-2T Abt locomotive No.1 (Dübs 3369 of 1896) runs light engine between Queenstown Station and the loco depot on 16 February 2006. This locomotive is currently undergoing a major overhaul, which should see it back in service later this year. Photo: Nick Anchen* ***Lower Back Cover:*** *The classic lines of Farleigh Mill's EM Baldwin B-B DH* INVERNESS *(10123.1 5.82 of 1982) as it passes Costellos 5 siding with 31 full 6-tonne bins on 11 July. Photo: Scott Jesser*

A close watch is kept on 4wPM locomotive 26C/4 (Malcolm Moore 1091 of 1943) as it is winched out into the sunshine. Photo: Gerry Laws

The last train from Royston

The recovery and preservation of 26C/4

by Gerry Laws

Introduction

History has a strange habit of both saving and sharing artifacts with future generations, or of letting them disappear forever. I'm sure all of us who share a passion for rail history cherish any moment when we were able to save an item of history from the scrap yard, and we squirm at the ones that got away.

The long history of productive timber harvesting and hydro-electricity generation in the Rubicon forest of north-east Victoria over the last century provided today's Alexandra Timber Tramway & Museum (ATTM) with its very reason for being. Within this forest, an infrastructure of 2ft gauge tramways evolved in the very early 1900s and continued in use for the next 80 or more years. Eventually, a 2ft gauge steel tramway, built for transporting timber, connected the Rubicon forest to the town of Alexandra.[1]

The other key item of infrastructure was the historically significant Rubicon hydro-electric scheme, completed by the State Electricity Commission (SEC) of Victoria in 1922. It was the first state-owned hydro electric scheme to generate electricity in mainland Australia, and among the first in the world to be remotely controlled. The scheme, still operating today, has undergone little change since it opened 88 years ago. All of the dams, the power station buildings and most of the pipelines are still intact exactly as built. These days, AGL-Hydro operates the Rubicon scheme and owns ten other hydro-electric generating schemes comprising 16 power stations in Victoria and New South Wales.[2]

It also retains a significant industrial light railway, used for patrol purposes until the late 1980s.[3] The role of patrolling the aqueduct system in the Rubicon scheme was given to a pair of light rail battery electric vehicles popularly referred to as '*The Tram*' and '*The Jeep*', but it was the works locomotive that over time also attracted attention.

Locomotive 26C/4

From their Port Melbourne works, Malcolm Moore Pty Ltd designed and constructed 92 V8 locomotives for the Australian Army during 1943 and 1944. Using the Ford V8 petrol engine as the source of power seemed a sensible choice, as this powered a wide range of army vehicles, with a wide availability of spares always being handy. After the war these locomotives were used on work trains by many sugar mills and in various other construction and mining locations.[4] This is where the story of 26C/4 begins.

Malcolm Moore 4wPM builder's number 1091 was used in the construction of the Kiewa hydro-electric scheme before being sent to Rubicon as a works locomotive when the hydro-electric scheme was enlarged in the 1950s. There it was given the identification number 26C/4. This locomotive is distinguished by being the first in Australia with provision to fit a snow-plough in winter,[5] and was known to the SEC crews as 'The Line Tractor'. Throughout its working life at Rubicon, it was housed in a shed near the Royston power station.[6] By the end of the 1980s its days of toil were almost finished, although, together with the inspection vehicles, it did see very limited occasional use into the 1990's.[7] Now, many of 26C/4's former duties are handled by quad bikes. How times change!

26C/4 languished in storage for a number of years, although its well-being was under the care of some dedicated 'narrow-gauge guardian angels'. Over time, its storage shed developed symptoms of old age and got the sags. This was rectified, only for the concrete slab to start a very slow northerly descent towards a gully, leaving 26C/4 on a distinct 15 degree list to starboard.

In its storage shed, 26C/4 had taken on an alarming 15 degree list to starboard ❒ With 26C/4 now successfully extricated from the shed, the recovery crew take a break to pose for a photograph ❒ The loco securely loaded on the back of the tilt-tray truck that will soon take it to its new home at Alexandra. Photos: Gerry Laws

Recovery and transport

In early 2010, the ATTM made a submission to the current operators to recover and preserve 26C/4 before gravity dealt it a savage blow. To their delight, AGL-Hydro was most accommodating and sanctioned the project.

Several reconnaissance visits were made to the site to determine the magnitude of the recovery, but it wasn't until the onset of winter that arrangements were finalised. Obviously, the most important criterion was the weather, due to the treacherous conditions in the Rubicon forest when wet.

The last day of May dawned fog-free as the recovery team set off, loaded with all the necessary tools and parts to extract 26C/4 from its place of hiding. The plan was to winch the loco out of the shed and then get it running. Following some long overdue lubrication, it would be driven under its own power some 100 metres to where it would be loaded onto a truck for the trip back to Alexandra.

After arriving at the site mid-morning, the initial winching was a slow and tedious process to ensure the loco could exit without damaging itself or the shed. An hour later, 26C/4 finally saw the light of day for the first time in many years. After the loco had stood unused for all that time, the team was faced with stuck inlet and exhaust valves on the engine and a seized water pump.

The engine was able to be cranked with a little coaxing, but the ignition system was not producing a spark. Precious daylight time was by now quickly running out. There was also additional work to remove years of soil build-up that covered part of the line. That done, the locomotive was winched over the distance to the loading site where it was prepared for loading.

By 3.30 that afternoon all preparations had been completed and it was left to the crew from Alexandra Towing & Salvage to complete the loading onto their tilt-tray truck. The recovery crew knew it would be touch and go in getting a loaded truck off-site, as there had been significant rains in the area during the previous week.

Once loaded, it was time to head off. However, the loco's refusal to fire earlier in the day told us that 26C/4 hadn't quite finished with the Rubicon forest just yet. The steep climb out of the Royston site took its toll on the truck as it clawed for traction. ATTM crew to the rescue!! Their trusty 4WD was quickly attached to the truck and assisted it up the steep incline. 26C/4 was finally free. As is normal with this type of operation, the recovery crew was elated with the result.

Future plans

After a period of well over 50 years working in the Royston Range, 26C/4 is now destined for a comfortable life preserved with other locomotives and rolling stock at the Alexandra Timber Tramway. If it were able to, I'm sure it would boast about its very unique place in the Rubicon and Royston history.

The ATTM is extremely appreciative of the consideration given by the management of AGL-Hydro to recover and preserve another classic locomotive. 26C/4 will now be given a major servicing prior to its certification and commissioning.

Only about a quarter of the original production batch of Malcolm Moore 4wPM units has survived, so being able to recover and preserve a complete working unit with such a rich historical pedigree is solid gold.

References

1 *Rails To Rubicon*, Peter Evans (Light Railway Research Society of Australia), 1994, p. 49.

2 The Australian Gas Light Company (AGL) website (www.agl.com.au).

3 Department of the Environment, Water, Heritage and the Arts website (www.environment.gov.au).

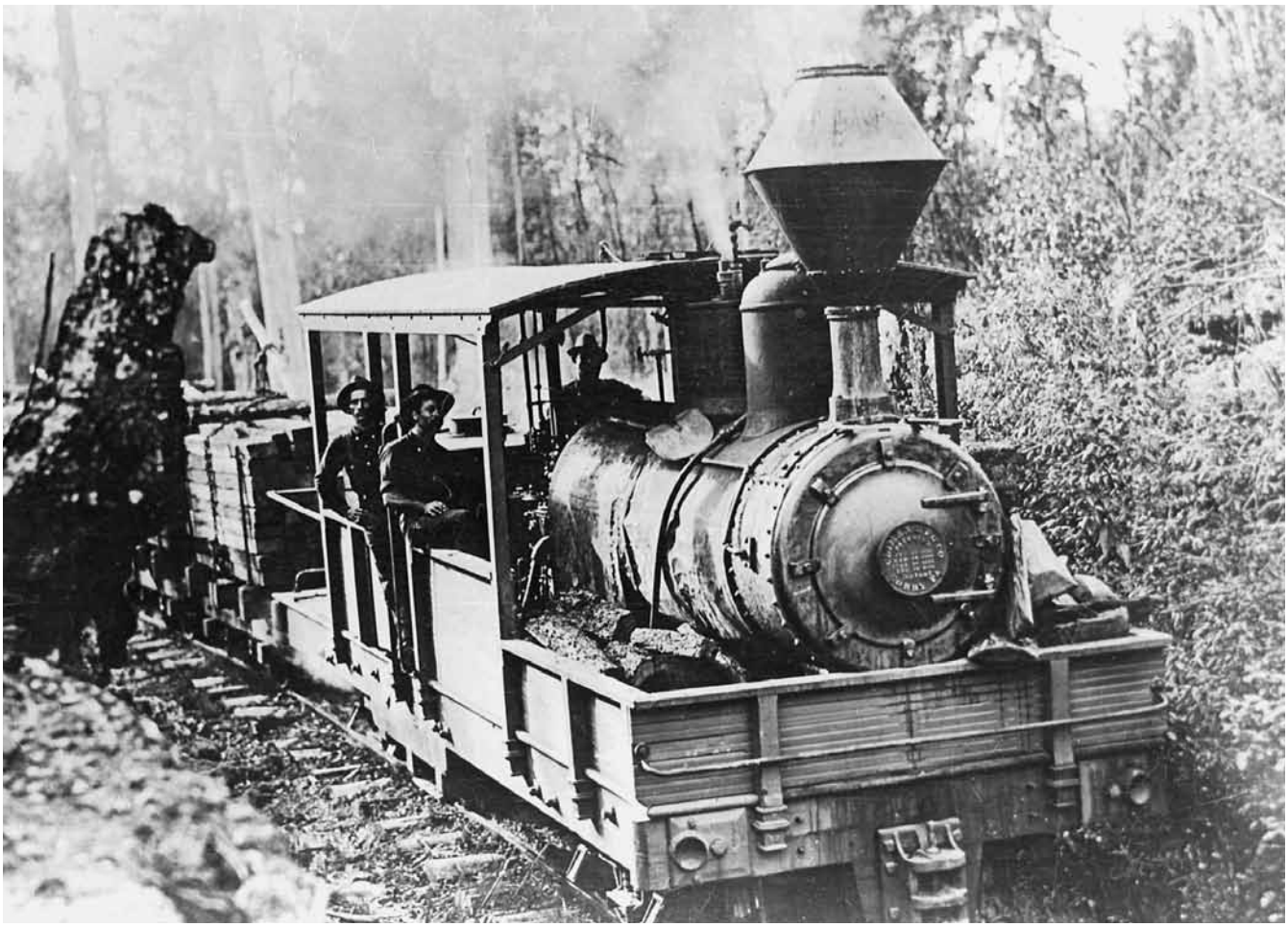
4 Browning, John, 'Malcolm Moore V8 locomotives in sugar mill service', *Light Railways*, 182, Aug 2005, pp. 9-15; Peterson, John, 'World War 2 and the Malcolm Moore V8 Locomotive', *Light Railways*, 186, Dec, 2005, pp. 9-13.

5 At the time it was fitted with the snow plough, it was the only one in Australia. At least two others are known to have been fitted in later years.

6 *Rails To Rubicon*, pages 100-101; also Peter Medlin (Alexandra Timber Tramway).

7 *Rails To Rubicon*, page 102.

Malcolm Moore 1091 at work near the Royston Power Station in 1967. *Photo: Frank Stamford*



A-class Climax Aleda *(1297 of 1913) at the head of a sleeper train in the Wootton forest.* *Photo: Vic Newell*

The Wootton-Mayers Point Tramway – Part three

by Ian McNeil

The Wootton Tramway was a 17-mile (27km) 3ft 6in (1067mm) gauge timber railway owned by Allen Taylor & Company Ltd. It ran from Mayers Point on the northern shore of the Myall Lakes into the hardwood forests of the Coolongolook Brush, west of Wootton village. Constructed in stages, the tramway began in 1906 as an 8-mile wooden-railed horse line and finished in 1943 as a steel-railed line operated by Climax steam locomotives. During its operating life, countless thousands of railway sleepers as well as bridge girders, wharf piles and saw logs were transported to the Mayer's Point wharves for shipment to local, interstate and overseas markets.

Part 1 of this history appeared in Light Railways *No.211, February 2010. It covered the construction of the original wooden-railed horse line, its purchase and conversion into a steel-railed steam tramway by Allen Taylor & Co., and its operation by the Company's first Climax geared locomotive* Aleda.

Part 2 appeared in Light Railways *No.213, June 2010 and detailed the purchase and operation of the Company's other three steam locomotives as well as the staged extension of the tramway deep into the forests of the Coolongolook Brush.*

Tramway operations

The Wootton tramway locomotives were stabled in a two-road engine shed at Mayers Point. There was also an ash pit in the road closest to the water's edge, to assist with servicing the locomotives. It was usual practice for the locomotive (or locomotives) to depart Mayers Point for the Wootton forests as early as 5am. Their fires would be banked overnight with dampened wood and a wet bag placed over the funnel. A shed hand was rostered on to raise steam ready for the driver's arrival first thing in the morning.

Loco crews preferred to run bunker first on the outward journeys, funnel first when returning to Mayers Point. Loads were always pulled on the tramway, never propelled, and to achieve this, run around loops were provided at railheads and the main timber loading depots. It is not known what safe-working practices were followed when more than one engine was in steam. There were intermediate loop sidings at various points along the line which were used for timber loading purposes, and these could also have been used to cross trains. Usual practice in later years was for one or two Climax locos to leave Mayers Point first thing in the morning and usually only make one round trip per day, so crossing movements were probably rare. Verbal instructions and line-of-sight may have been all that was required given the slow speeds of the day.

During the busy early years when there were three locomotives in steam, *Aleda*, *Cameron* and *Wootton*, there must have been some interesting movements. *Wootton* and *Cameron* were restricted to the Wootton-Mayers Point section, due to their long wheelbases and *Wootton*'s weight, and when overtime was authorised they could make two return trips per day. *Aleda* worked the longer runs over the lighter tracks to the forest depots and only made one trip per day. When there were delays the loco crews often did not get back to Mayers Point until late at night.

In 1920 a new procedure was introduced to work heavier loads up the Long Hill from the Coolongolook River to the summit of O'Brien's Hill. In Sir Allen's own words:

I decided to adopt the system of breaking the load from the head of the line at a suitable depot south of Wootton at the foot of the Long Hill and run back about 60 chains for the portion cut off and make back to the side loop then join up with the full train and proceed to Mayers Point. This proposal was tested and worked admirably, the whole performance not occupying more than 35 minutes which for the crew works out about £2 per week extra for overtime for each loco, or say £200 per annum. I am pleased with the result.

Some limited upgrading of the tramway was done at the same time, to enable *Aleda* and *Cameron* to haul bigger loads to Mayers Point. A sharp pinch called No. 1 Hill, just out of Wootton Depot, was re-graded from a 1:29 to a 1:42 gradient. According to Sir Allen this enabled both locos to lift an extra 25 per cent load. £500 in total was spent on this project as well as easing another two smaller pinches and widening the radius of one of the sharper curves known as Red Curve. A larger project which would have involved excavating a large cutting on Long Hill to further ease the ruling grade and estimated to cost £1000, was deemed too expensive and was not proceeded with.

The Climax locomotives and, it is assumed *Cameron* as well, were wood-fired. A stock of firewood cut into 3-foot lengths was maintained at Wootton by a timber cutter employed for this purpose. Locos would usually refuel on their return trips with loaded trains. It is not known if *Wootton* was also wood fired. Sand was essential to aid locomotive traction on the steeper grades in wet weather, and in dense forest areas where the rails were usually damp. In addition to their installed sand-boxes each loco also carried additional supplies in 4-gallon tins stacked at the front. The sand was brought up by steam punt from Windy Whappa, where it would be dried and sieved at Mayers Point Depot before use.

Locomotive water supplies were often a problem during times of drought. At first there was only small dam at Mayers Point and a supply held in an elevated tank at the Wootton Depot. In addition each locomotive carried a long hose attached to the lifting injectors which was used to raise water from creeks to refill the water tanks. Before a shallow concrete lined dam was excavated at Wootton, brackish water from the Myall Lakes was used in drought times. This not only caused priming and poor steaming, but also scaled up the boilers.

Locomotive maintenance was carried out at Mayers Point by Bob Mackay, variously described as a blacksmith and an engineer. He was also responsible for any repair work needed on the timber bogies and his workshop was equipped with forges for this purpose.

A large proportion of the traffic over the tramway consisted railway sleepers. There were 40 four-wheel log bogies used to carry timber. When used for sleeper traffic, 70 to 72 cut sleepers would be stacked and tied down on each bogie. Reach poles and draw chains were used to couple the bogies together. The maximum load for *Aleda* was nine bogies; *Cameron* six and *Wootton* ten.

Harry Wright related that at least two brakemen, known as deckhands, rode on loaded trains. They operated the lever-and chain brakes on the log bogies to supplement the locomotive's steam brakes on the steep descents down Worths Creek and O'Brien's Hill. Brake blocks on the log bogies were initially made of hardwood timber but these were said to wear out after three days. In later years they were replaced by 4in x 1in iron brake blocks which were locally made at the Mayers Point Depot by Bob MacKay. These lasted up to three months in traffic.

Brake men check the tightness of the chains used to tie down stacks of sleepers onto timber bogies. The inclined poles inserted in each stack are levers which were used to apply tension the securing chains. Photo: Vic Newell

The same bogies were also used to carry saw-logs, bridge girders and wharf piles. The longer lengths of these loads required the use of paired bogies. The wear and tear on log bogie wheel flanges was severe and was attributed to the sharp curves and the sand used on the heavy grades. Broken axles were common and replacement wheel sets had to be regularly purchased. Wheelsets initially sourced from Smith's in Brunswick, Victoria, were found to be unsatisfactory. Replacements from the Marrickville Steel Company were deemed fairly satisfactory but stronger flanges were thought necessary. When Sir Allen Taylor visited the Langley Vale tramline he was struck by the much better condition of log bogie wheels operated over wooden rails.

Due to its pioneer style of construction, the Wootton line required a lot of maintenance. It was not ballasted and there was a tendency for the joints to sink in wet weather. The rails were a mixture of 22lb, 28lb and 40lb weights, much of them second-hand in the first place. This proved to be false economy, with the line requiring considerable extra fettling work to hold it in shape, and the regular six-strong fettling gang having to be reinforced in wet weather. Sir Allen's reflections illustrate the problem:

It is extremely unfortunate that when this line was constructed, under expert advice, that the rails were not heavier. Had we used 40lb rails the cost would have been more satisfactory. Apart from the cost of maintenance it would have enabled us to run heavy loads and much faster. I observe the rails and fishplates show signs of depreciation, and many fishplates want replacing. The weakest feature appears to be the bottom of the rails resting on the sleepers. The road that carries the traffic daily stands up much better than the section where the traffic is much lighter. The continuous vibration of the loco and trucks shakes the rust off in place of allowing it accumulate and eat into the material. The depreciation on the 40lb rail is much lighter than the 29lb. Too late now to complain; nothing like experience, especially when you pay for it.

To assist Harry Green with tramway maintenance and construction duties, two Sheffield gangers trolleys were purchased. A private phone line was also installed between Wootton and Mayers Point. Some efforts were made to improve the line between Mayers Point and Wootton, but the company was unwilling to outlay the cost of a major upgrade. Many of the curves were eventually re-railed with 40lb rail and small deviations were made to ease the tighter curves. By April 1920, half a mile of replaced 30lb rail had accumulated at Mayers Point and was being advertised for sale at £10 a ton.

Bushfires were a constant menace in the Wootton forests and on occasion caused considerable damage to the track and the tramway bridges. One bad one in early 1923 put the tramway out of action for three months. In April 1929 Sir Allen recorded this description:

Recent Bush Fires. At Wootton, a record! Very serious damage for many miles along both sides of the line. Top end suffered badly. Destruction of young timber very great. Flames swept forest in every direction and with so many bridges the Company was fortunate there was not more damage. Messrs Smedley and Green did yeoman service with their respective staffs under very trying conditions. In many parts of the forest prior to the last fires it was impossible to see more than 3 to 5 chains from the line. Since then you can see as far as the eye will carry.

At its greatest extent, there were some 48 trestle bridges on the tramway. These were insured with the United Insurance Company for over £5000 for an annual premium of £42 10s 5d in 1927. In later years the insurance premium increased steeply to over £600 a year, a high cost which contributed to the eventual closure of the line.

Timber getting

Allen Taylor & Company's timber business focused on the supply of hardwood timber in four main categories. The largest of these was the supply of railway sleepers to Australian, New Zealand and foreign railway markets. Hundreds of thousands of white mahogany and grey gum sleepers were cut from the Wootton forests. At times up to 50 sleeper cutters were employed along the line, horses being used to snig cut sleepers back to tramway loading points. The company maintained a 14-stall stable together with a hay and harness shed for the care of its horses. An appreciation of the costs involved in delivering sleepers to the company's main Port Stephens shipping wharf can been gained from these 1922 and 1931 figures:

Cost per 8ft x 9in x 4½in hardwood sleeper

Year	**1922**	**1933**
Sleeper Cutter	2s 6d	1s 9d
Royalty	4d	5½d
Haulage to line	1s 0d	10d
Tramway cartage	5d	6d
Puntage	3d	4½d
Overheads	4d	
	4s 9d	**4s 3d**

It is interesting to note that cutting sleepers and snigging them to the tramway was the most expensive part, whilst their transportation by rail and steam punt was the cheapest.

A timber worker and his dog on the Wootton Tramway. Bush workers were all bone and muscle in those days with not an ounce of fat on them.
Photo: Harry Wright Collection

A-class Climax Aleda *(1297 of 1913) negotiates Myall Lake flood waters. The tramway line down the eastern side of Mayers Point followed a water level route which was prone to flooding when lake water levels rose.* *Photo: Vic Newell*

Maintaining a regular supply of saw logs (tallow-wood, blue gum and brushbox) to the Birdwood sawmill was a high priority for the Wootton operation. This sawmill had no local forests to draw on and was dependent on logs steam-punted down the Myall Lakes system to Hawks Nest. Their main timber supplies were cut in the Coolongolook Brush, hauled to the line by steam log haulers, horse and bullock teams and then railed down the Wootton Tramway to the wharves at Mayers Point.

The long straight trunks of the borer-resistant turpentine tree were much in demand for use as wharf piles, especially in earlier years. The company supplied thousands of turpentine piles for wharf construction by Public Works Departments in NSW and interstate.. Contracts for major shipping wharves often specified very large piles up to 80 feet long and 14 inch minimum diameter, timber that the Coolongolook Brush had in abundance. Smaller but still important timber markets existed for bridge girders cut from ironbark logs, and hardwood poles for use as electricity and telegraph poles.

The company had two steam log haulers, or logging winches. They were primarily used in virgin forest areas at or near the advancing railhead, and they pulled in the biggest proportion of saw logs, piles and girders. Each hauler was equipped with a single drum holding a half-mile of wire rope, and after each haul, the wire rope had to be pulled back into the forest by a horse. Isaac 'Ike' Newton was the log man in charge of the haulers in the early years. In some of the longer side creek valleys the haulers were fleeted: That is, one hauler remained line-side and the other was installed half-a-mile up the side creek, at the end of the first hauler's reach. This practice depended on the side creek having enough water for the second hauler's boiler. Horse and bullock teams were sometimes used to pull logs to within reach of the haulers.

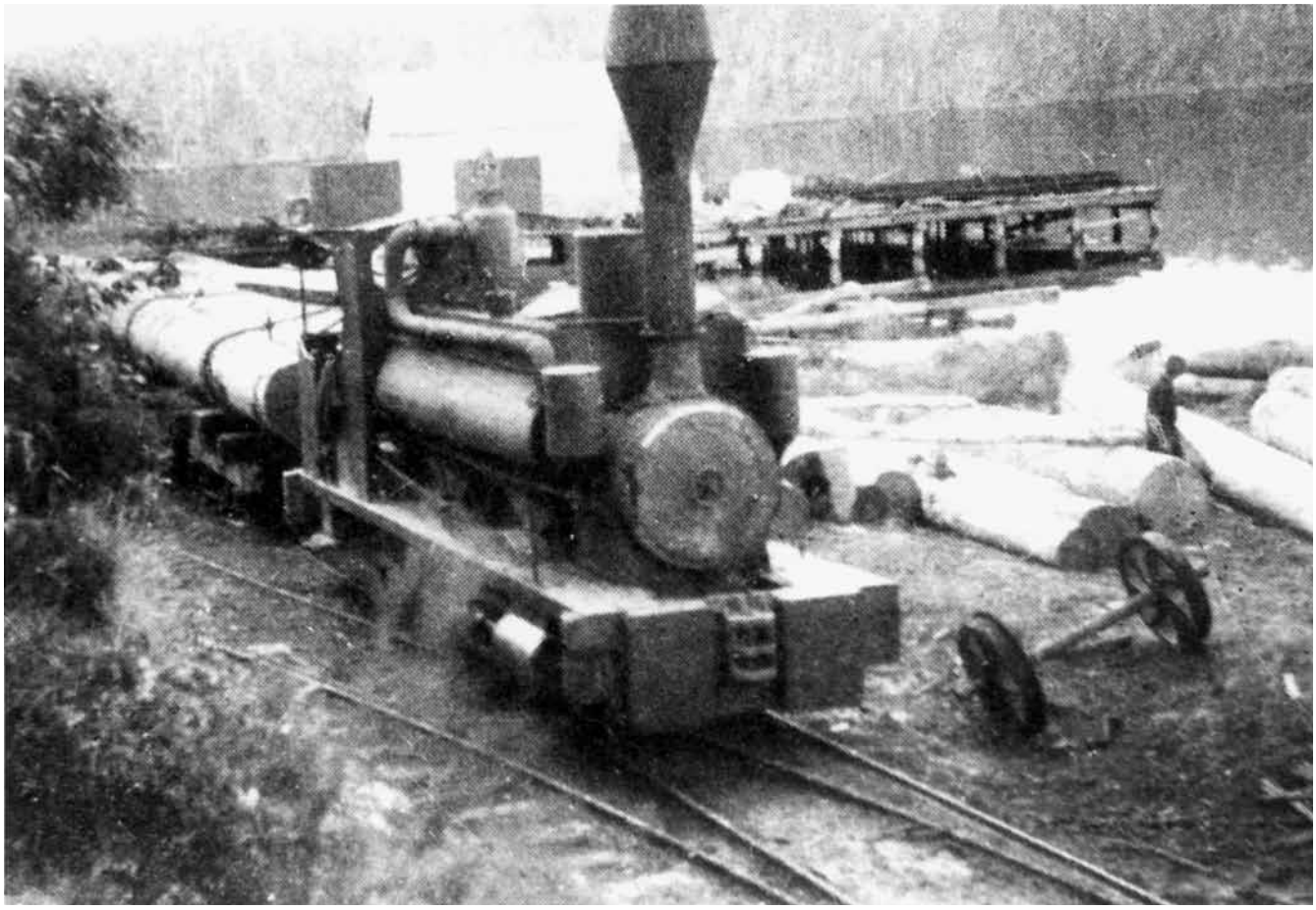
The steam log haulers by themselves could not pull in enough timber to satisfy market requirements for saw logs, piles and girders, so extensive use was also made of bullock teams. The company had two of its own teams, 40 bullocks, but considerable use was also made of independent teamsters. Teams were employed in areas that were too far away for the haulers to reach, and also in areas where it was not economical to site log haulers.

Bullock teams delivered logs to the tramway at the main depots and also to many line side locations, where they were loaded onto timber bogies with the aid of block and tackle.

Allen Taylor & Company initially experienced problems with the local teamsters who were hostile towards the Wootton enterprise. This attitude can be traced back to 1906, when the Australian Timber Export Company applied for exclusive cutting rights along the horse tramway. The teamsters resented this and they also opposed the use of steam log haulers which they regarded as a threat to their livelihood. An irate Sir Allen reported on the situation in March 1917:

The head of the tramline is about 3 miles from Wootton. The supply of timber is excellent and is undoubtedly a beautiful bush. It is being ruined fast by the teamsters felling enormous quantities of trees to spite and block Allen Taylor & Co. If the line were extended another 1½ miles (costing about £2000) we would end up in virgin bush. Assuming this was done they would still go ahead and destroy trees in all directions. I propose to lay the bare facts before the Minister for Forestry at an early date, to see, in the interests of the people, whether such willful waste cannot be overcome.

Mr. Dunn is writing a report about which I propose using and further he is notifying the Forest Guards and is submitting a copy in each case. We want no favours, but, at the same time a teamster with a license can hold 25,000 feet super which is reasonable, but many of them hold 250,000 feet super and with bushfires very often this timber is ruined. I do not hesitate to say that it is a public scandal to allow such a state of affairs to prevail…



Although of poor quality, this is the one of the few photos that give a good view of Cameron*'s main steam pipe running along the outside of the saddle tank.* Cameron *has arrived at Mayers Point with a log train with the loop siding in the foreground and the sleeper wharf behind.*
Photo: Jim Longworth collection

Sir Allen's political influence probably came into play in ensuring that the company's representations to the Forestry Department were successful. Soon afterwards Allen Taylor & Company were granted extensive and exclusive cutting rights inside the Wang Wauk State Forest. These included the virgin forests covering the watersheds of Worths, Carrington and Horses Creeks, all accessible by planned Wootton Tramway extensions.

The weather had a big influence on logging operations in the Wootton district. Bullock teams were dependent upon having grass available to maintain them in good condition for heavy hauling work. Feed was often scarce during dry spells, summer droughts and hard winters. Teamsters spelled their teams during such periods or moved them to other districts. The shorter daylight hours during winter also restricted the distance over which teams could be driven and logs could be hauled. Wet conditions brought their own problems, often making the ground too soft for teams and life difficult for log hauler operation. Sir Allen's reports illustrate some of the problems faced:

February 1918: The bush is nothing but a bog. It is very difficult to get round and the teams are unable to work. Logs in the district are very scarce . . .

June 1918: Mill closing down from Monday 10th instant through shortage of logs. This has been brought about by the continuous wet weather along the coast which has had the effect of making the bush so sodden that it would not carry the teams. Further the reported rains have rotted the grass in many of the paddocks so that teamsters have been compelled to shift their bullocks to more favorable localities. This time last year we had 1000 logs in reserve which has now been depleted . . .

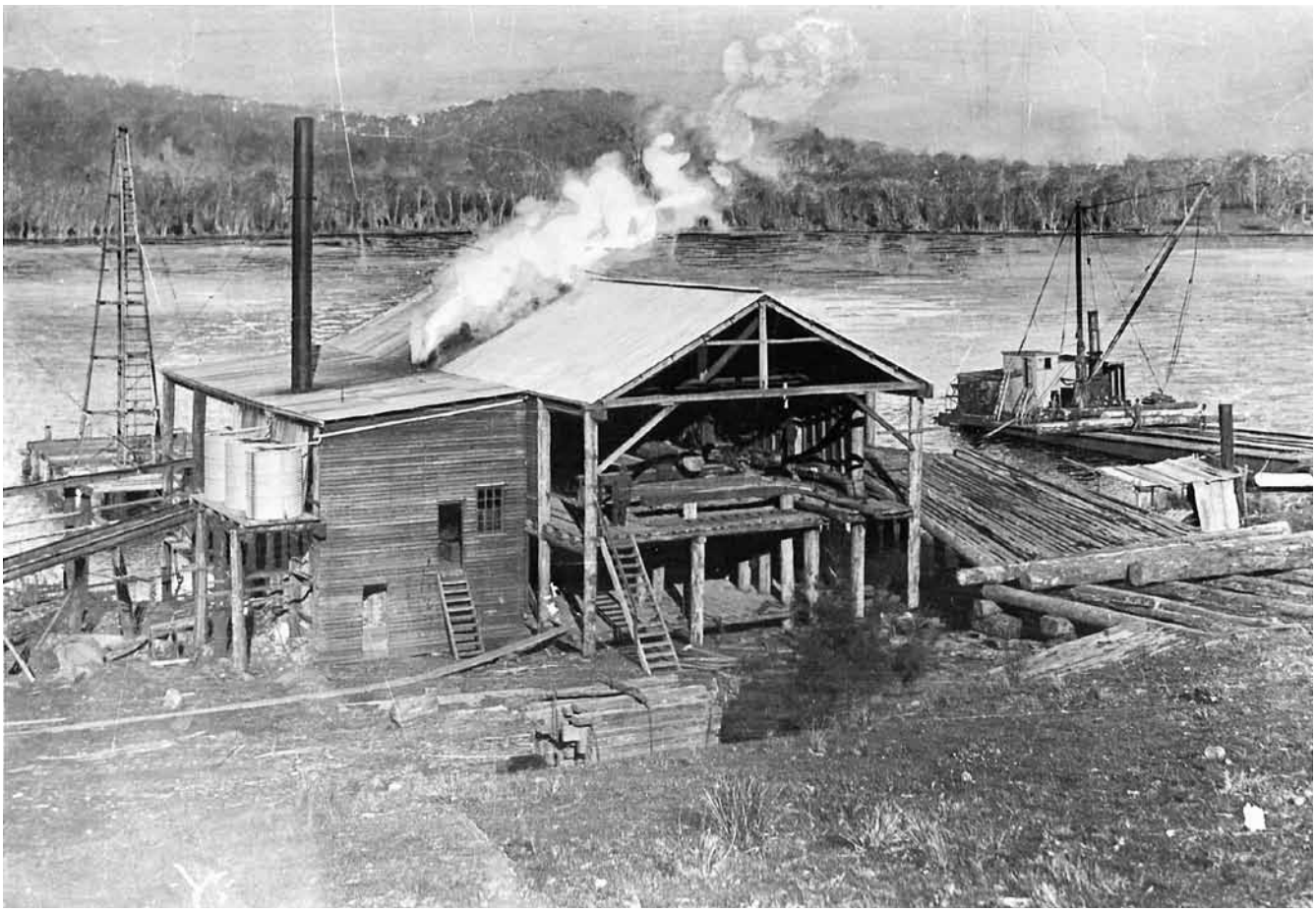
December 1918: Very dry and rain much needed. Bushfires everywhere. Insurance of all bridges very important. Superintendent inspecting and numbering every structure to the value of £25 and over . . .

February 1923: The whole of the area is drought stricken and the major portion of this tract of country has been swept by bush fires which have done a tremendous amount of damage. In many quarters hand feeding has commenced. This has been brought about by the grasslands being swept by fire . . .

To ensure continuity of timber supply it was company practice to build up summer stockpiles of logs at their forest depots. The objective was to have a reserve of logs, piles and girders to carry them through winter periods when bullock team haulage was curtailed or unavailable. This strategy also kept their tramway asset operating all year round. The stockpiling strategy was also employed when tramway extensions were being constructed. It was common practice for one of the haulers to be re-sited well in front of the advancing railhead and to begin building up a stockpile of several hundred logs.

The Myall Lakes sawmills

The Markwell Sawmill. This was the company's first sawmill in the Port Stephens area, located some five miles north of Buladelah. It was purchased from local saw-miller Frederick Phillips in March 1910, and included an 8-mile standard gauge wooden-railed horse tramway. It is possible that the tramway was the main reason for the purchase as it gave Taylors access into the Markwell forest to service their railway sleeper and wharf pile markets. The sawmill was kept in operation for a few years, but it was inconveniently located some 5 miles by poor roads from the navigable Myall River at Buladelah. It was dismantled in 1915 after McSweeney's mill in Buladelah was purchased.



Above: *Allen Taylors built the small Beresford Sawmill at Mayers Point in 1919. It cut second class logs that were not economical to punt 40 miles down the Myall Lakes system to their main Birdwood saw mill at Windy Whappa. The Wootton Tramway passed along the front of the mill, logs being rolled off the bogies onto the mill's receiving ramp. Photo: Harry Wright collection* ***Below:*** *A-Class Climax* Corry-Pa *(1676 of 1926) at Mayers Point head shunt. As well as the Beresford sawmill there was a sleeper wharf and three log ramps where the company's steam punt could load timber. There was a tramway siding running out onto the sleeper wharf. Logs were rolled off tramway bogies directly onto the log ramps. Photo: Harry Wright Collection*

The Buladelah Sawmill. This was purchased from Justin McSweeney in February 1915 and was upgraded with machinery from the shut-down Markwell mill. Output was in the order of 25,000 super feet of sawn timber per week. A 2-ton traction engine, an 8hp Robey, was employed to haul sawn timber down the main street of Buladelah to a wharf on the Myall River. Saw logs to feed this mill were supplied by local teamsters but in times of shortage some were also supplied by steam punt from Mayers Point. The Buladelah Mill in turn was dismantled in 1924 and its sawmilling plant taken to the Windy Whappa mill.

The Birdwood Sawmill at Windy Whappa. In early 1916 the company purchased land for their Windy Whappa sawmill from Henry Waddingham for the sum of £500. It was located on the Hawkes Nest peninsula, where the lower Myall River empties into Port Stephens, and was close to the company's existing deep-water depot on Corrie Island. Construction of a sawmill and associated timber wharf was started shortly afterwards and the sawmill, called the Birdwood Mill after General William Birdwood, commander of the ANZAC troops at Gallipoli, commenced operations in May 1916. It was a two-bench mill, and in full production it was capable of outputting over 70,000 super feet of timber a week. A well-equipped engineer's shop was built adjacent to the mill, and company engineer George Ellis was relocated from Pyrmont to maintain the Port Stephens assets. A slipway was put in adjacent to the engineer's shop to facilitate the servicing of steam punts and droghers. The Windy Whappa venture cost the company over £8000, a large sum in those days.

Saw logs from Mayers Point and other timber loading points on the Myall Lake system were shipped down to the Windy Whappa mill. A small fleet of steam punts – the *Salamander*, *Breeza*, *Ability* and *Avalon* – was based at Windy Whappa to handle the timber traffic. These flat bottom stern wheelers had a shallow draft and were ideally suited to navigate the shallow waters of the Myall Lakes and its tributaries. They were kept busy plying the 40 miles of inland waterways between Mayers Point and Windy Whappa, and were an essential link in the timber transport chain.

Sir Allen Taylor certainly appreciated the value and haulage abilities of his steam punts. When he was pushing hard for the Climax locomotive *Aleda* to complete two round trips a day between Mayers Point and Wootton, he commented in June 1916:

These punts compel the loco people to keep busy and that is a good thing generally as it helps to keep them up to a constant pitch all the time.

The Beresford Sawmill at Mayers Point. A small saw mill was constructed at Mayers Point and commissioned in July 1920. Named the Beresford Mill, it cut second class logs that it did not pay to ship down to the Birdwood Mill. Because flat ground was at a premium at Mayers Point, the mill was partly built on top of piles sunk into the lake bed. A mill manager's house with telephone, bachelor quarters and five workmen's cottages were built at Mayers Point, the rental being 1s a week for a bachelor and 7s a week for a married employee's house.

The Beresford Mill had a capacity of 25,000 to 30,000 super feet of sawn timber a week, depending on log quality. Mr. Burdekin was mill manager, and blacksmith Bob MacKay was based there to maintain the mill machinery, locomotives and tramway rolling stock. The Beresford Mill had a short life, and after operating intermittently during the early 1920s is believed to have shut down in 1929 or 1930.

Weathering the Great Depression

The Great Depression caused general hardship right through the Australian community, and the timber industry was not immune. There was little or no money to be made from timber and many local sawmills closed down. The great age of railway expansion was over and there was reduced demand for the abundant railway sleepers that Allen Taylor & Company could still supply. Competing motor lorries began to appear on local roads and were proving more efficient, flexible and economical in the haulage of logs and sawn timber. At one stage the outlook for the company seemed so grim that liquidation was seriously considered.

Allen Taylor & Co. operated four steam punts on the Myall Lakes, carrying a sleepers, logs, piles and girders from Mayers Point and other water depots to deep water at Port Stephens. The smaller punt on the left is the Breeza*, the larger one is the* Ability. *Photo: Harry Wright Collection*

Allen Taylor & Co had two steam logging winches to pull timber in to the tramway, but they also employed horse and bullock teams to snig logs from forest areas where it was uneconomical to site a logging winch. Here a tired looking horse team takes a breather alongside a loaded timber bogie. Photo: Harry Wright Collection

The number of bullock teams working in the district dwindled as their owners turned to dairying to make a living. This meant fewer grassed paddocks for the remaining teams which, in turn, restricted their timber getting activities. In December 1932 the last of the virgin timber adjacent to the line was cut out, and the steam log hauler was shut down and pulled out. The Wootton manager, William Smedley, reported on the situation to the Board:

At the present time, and during the last few months we have not been able to work one loco full time. Teams only are operating and it is evident that they are not able to draw sufficient logs to keep the loco running full time.

There are years of drawing at the top end [the Horses Creek railhead] of the line with good logs available, but unfortunately the distance is so great that bullocks would not stand the driving. There are at present 14 teams working along the line, and the number of logs that can safely be counted would be approximately 50. As the Birdwood Mill requires between 60 and 70 logs each week you can see it is not possible to get the necessary supply from Wootton. The supply then hinges on the number brought from the water depots.

The difficulty at the top end is grass, as there is only one paddock on the Manning Hill Road that can be obtained for a teamster to run his bullocks on. During the winter months of this year teamsters having no grass at the Wootton end, worked their teams at the top end and availed themselves of the bush to feed their bullocks on, the consequence being that all of them lost most of their teams. At the present time there are only 3 teams at the top end. Viggers and Ralph [Local sawmillers] *are running lorries to depots on all the roads, and two of the Myall River teams that were drawing to the line have started drawing to the roadsides.*

William Smedley and the Windy Whappa mill superintendent, William Ringland, were put under heavy pressure by head office to cut costs to the bone. Both were now required to personally measure up logs purchased from teamsters for the purposes of calculating the amount of good timber that could be recovered from each log. Managing director Sargeant bluntly told them they had been far too lenient in the past, resulting in a high percent of wastage and loss on logs purchased from teamsters. The underlying problem though was that after years of cutting, most of the best timber was now cut out.

The tramway made a loss of £64 in the second half of 1934 and £40 during the first half of 1935, and stringent economies were insisted upon here also. The services of Mayer's Point blacksmith Bob Mackay were dispensed with. His wage was £5 a week and according to Smedley there was not enough work to keep him fully occupied. In the event of a tramway breakdown, the Windy Whappa engineer was to be called upon. In spite of cost-cutting measures the Wootton tramway continued to make losses, albeit small ones. The company was reluctant to close this asset down because of the large amount of capital they had tied up in it. Reports were received about the effectiveness of caterpillar tractors in forestry work. In July 1937 an experienced forester, Mr JM Johnson, was contracted to report on ways to access the company's remaining timber resources. Harry Green was assigned to assist with the survey, his knowledge of the local area being second to none. Johnson's favorable report made good reading for the company:

I find that a considerable area of your lease has been worked and the best of the timber has been removed, but there are still existing many good patches that have been out of reach of your haulers from your tramline, carrying timber similar to that which you have already removed, viz Tallowwood, Blue Gum and Brush Box……. I would say that under modern logging conditions that you would be able to keep your Tea Gardens Mills operating for the next 6 to 7 years, and by being able to adopt certain recommendations that I will make, a longer period.

In the past you have adopted a very high standard of logs, and there are still remaining logs that are millable in areas that under your high standards are cut out. Also contractors have been and are operating in the area, and are naturally picking the quality and concentrating on the highest priced logs. This leaves behind reasonably good milling timber, which naturally costs more to remove, when you need to go back over the area to get supplies.

I am firmly convinced that you need now, to obtain best results from your lease and maintain a regular supply to your Mills, install a suitable "Caterpillar Tractor" and to control it yourselves instead of employing a contractor. I am confident you would more economically and effectively work out your remaining areas and prolong the life of your milling operations. There are many areas where the Caterpillar would take the timber from the stump to the tramline (but) without it the timber remaining will not come out except at a price beyond your capacity to pay, to induce contractors (teamsters) to carry out the work. I recommend a Macormack Deering diesel caterpillar tractor. It has a very efficient winch attached, and is much better constructed that the same powered Diesel Cletrac.

The Board accepted Johnson's recommendations and approved the purchase of an RD7 Caterpillar tractor as well as a Leyland diesel lorry. The agents Waugh & Josephson agreed to send the Caterpillar to Port Stephens for a month's trial at their own risk and expense, with Allen Taylor & Company to pay the operator's wages and fuel expenses. The tractor arrived at Wootton by mid November 1937 and was put to work. It was an immediate success, and at the end of the month's trial, a relieved Smedley reported back to the Board:

Hand loading sleepers onto tramway timber bogies at one of the forest loading points. Hard manual labour was the order of the day for sleeper cutters and tramway workers in the years before WW2. *Photo: Vic Newell*

17th December 1937

You have requested me to furnish a report in connection with the Caterpillar Tractor now operating at the head of the line. Before the Caterpillar started to work, the loco only averaged 3 days a week and the men working in connection with this plant were very much disturbed over the loss of so much time. Today the situation is altogether reversed and the difficulty is to lift the timber that is being drawn to the line. There is no doubt that placing the Caterpillar in the bush to feed the loco had altered the whole aspect of the continuity of operations which were drifting to a most difficult position.

The Caterpillar is most successful in pulling logs and the machine experiences no trouble with logs of 2000 feet super. Roads are made by the machine and operations are carried out in places that would be inaccessible to any team. It is simply astounding the manner in which the machine clears a track for itself in places that one would think it was impossible for anyone to penetrate. It is pulling in over a mile at the present time . . .

Wootton tramway fatalities

There were many accidents but only three fatalities on the Wootton tramway. The first was due to a rail tricycle accident on 2 November 1925. The Wootton manager, Albert Dun, was coming into Wootton riding on one of the fettlers' trolleys. At the same time a horse team was crossing the line on its way to the stables. As Dun passed close to the team the tricycle snagged part of the team's harness and derailed. Dun was thrown off and badly injured. Reports of his injuries differ; one stating he lost an arm, another that spilled green paint from a tin being carried on the trolley entered his wounds. But the unfortunate outcome was that he died from his injuries a few days later. The Board awarded his wife a gratuity of one year's salary in appreciation of his loyal services. His position was filled by William Smedley who remained at Wootton until the end of operations in 1944.

The tramway's second fatality occurred in June 1929 at the Mount Grey Depot, on the Carrington Creek branch line. Claude Newell, a 17-year-old young timber worker was crushed between a Climax locomotive and one of the logging trucks.[1] An inquest was held at Wootton where the verdict was given as accidental death. Claude was given an Oddfellows Funeral.

The third and last fatality on the Wootton Tramway happened on Monday 13 November 1939. The A-class Climax *Aleda* had left Mayers Point early that morning and was on the way to the Wootton forest to collect a load of timber for shipping. On the footplate was 54-year old Alex Arkely from Mayers Point, an experienced engine driver with 23 years experience on the Wootton line. With him were his fireman Ambrose Toms and bush foreman Raymond Masters. After negotiating the climb up O'Briens Hill, Arkely had put the loco in neutral gear and was coasting down the Long Hill. About 2¼ miles from Wootton and just beyond a sharp bend, there was a fire under the Long Hill Bridge. Unbeknownst to the loco crew, a bushfire that weekend had started the bridge piles smoldering. Masters, on the fireman's side was first to catch sight of the fire and shouted out a warning, "The bridge is burning!" But by this time the loco was nearly onto the bridge. Masters and Toms jumped clear, but Arkely, who had come across to the fireman's side to see what the problem was, leapt back to the driver's side, presumably to apply the brakes. Masters and Toms regained their feet just in time to see the loco crash through the fire-weakened bridge timbers and fall on its side. Steam and boiling water burst out from a ruptured steam pipe. Arkely staggered out of the wrecked engine with shocking scald injuries to most of his body. Toms gave him what first aid he could while Masters ran for help. Arkely was still conscious and asked, "Where are you taking me?"

Help arrived in the form of Wootton blacksmith, Jack Leedham, driving the car belonging to the manager William Smedley. He and Ambrose Toms conveyed Alex, then suffering from extreme shock due to his terrible injuries, over 40 miles of rough roads to Manning District Hospital in Taree. Unfortunately Alex's injuries were fatal and he died just after midday.

The Coroner's Inquest was held in Taree later that month. One of Allen Taylor's employees, Frank Toms, gave evidence that he was normally employed on the locomotive, and each day after work, walked back along the track to where he lived. It was his duty to inspect the bridges on his way back. His last inspection of Long Hill Bridge was on the previous Friday, three days before the accident and at that time it was undamaged. He deposed that the crew could not have seen the fire under the bridge until they were within 30 feet of it. The loco would normally have been travelling between 5 and 7 mph at that point.

The Board of Directors conveyed their sympathy to Alex Arkely's widow and awarded her an ex-gratia payment in recognition of his services to the company.

Aleda was badly damaged in the crash, so much so that when pioneer railway historian CC Singleton visited Mayers Point a few months later, he believed the engine had been scrapped and wrote:

When visited in 1940 the 0-6-0 saddle tank [Cameron]*was in the shed, but so shut in by rubbish, including bevel drive bogies of the scrapped Climax, that no photos could be taken.*

However it is now believed that *Aleda* was subsequently repaired and returned to service as it was advertised for sale, along with *Cameron* and 'Corry-Pa', after the tramway closed in 1943.

Front-on view of A-class Climax 'Corry-Pa' (1676 of 1926) with firewood stacked alongside the boiler. Allen Taylor & Co. employed a timber cutter to supply wood, cut into 3ft lengths, at Wootton Depot for their locomotives. *Photo: P Squires*

Tramway closure and locomotive disposal

The use of the Caterpillar tractor to draw logs to the line was successful in extending the life of the Wootton tramway for several years. But the recoverable timber reserves were being steadily depleted, and the tramway could no longer supply enough saw logs to keep the Birdwood Mill in full operation. Allen Taylor & Company had already invested in two motor lorries which were cheaper to run and far more flexible in their ability to deliver saw logs to other water depots to be picked up by steam punt. There were insufficient orders for the company's other staple product from Wootton – railway sleepers – to help run one locomotive full time.

The tramway began to lose money again, in spite of increased timber prices due to the war. The Board requested the Wootton Manager, Bill Smedley, to report on the Wootton operations. Extracts from his report of 23 January 1943 illustrate the scarcity of the remaining timber and the high costs of keeping the tramway running:

The running of the Loco depends almost entirely on the number of logs the Caterpillar draws, and owing to the distances and the extremely difficult country, the machine if working full time would only draw in at the most sufficient logs to enable [the loco] to run 3 days a week and if there is wet weather and stoppages of machinery then the line stops altogether.

The overhead expenses that have to be met are too heavy. The insurance on bridges last year was £614, Workers Compensation £229, Leases and rent £150, and with other charges makes the position very difficult. The closing or the working of the line depends on whether you are prepared to lose up to £300 each half year to keep the loco working. [On this basis] *you could still go on working the line for some time yet.*

Today there are no teams working on logs for the reason there are not any adjacent to the line, and the number working here are only two and they are pulling Girders and Poles. There are still logs left for the Caterpillar and a considerable number of short 10" piles of turpentine and other timbers if orders could be obtained. Sleepers can be cut if men were available. I have 4 cutters on girders and they can still supply any small size orders. After 25 years of constant cutting it is reasonable to expect that the bush is close to cut out.

The steel rails are at the present time valuable. There will be considerable expense incurred in lifting the line, and while the sale of rails during the duration of the war would leave a good margin of profit, it would be reasonable to expect that if the rails were sold in peace time there might be a doubt as to the financial success of the undertaking.

The Board accepted Smedley's report and decided to close the tramway. It appears that before the rails and locomotives could be disposed of, the company first needed to consult the wartime Allied Works Council, in case the materials were needed for the war effort. An army inspector, Mr Bradshaw, traveled to Wootton to inspect the assets and although his report has not been located, the outcome was that the Wootton tramway and its motive power were not required.

In August 1943 the Colonial Sugar Refining Company (CSR) sent their Inspecting Engineer, Mr D MacKay to access the Wootton Tramway, after which they agreed to purchase the 40lb and 45lb rail at a price of £9 10s a ton FOB Sydney. They were also offered the three locomotives for £3000 and a trial lot of 1000 sleepers, both offers being declined. The lighter rails were advertised for sale at £9 10s a ton and it is believed they were sold to a Sydney company, Fox & Lewis.

The dismantling of the line commenced the following month, starting from the Horses Creek terminus and working back towards Mayers Point. Dismantling the tramway was the last task of the Climax loco 'Corry-Pa'.

The derelict engine shed at Mayers Point in 1957. After the Wootton Tramway was pulled up in 1944, this two-road shed was used to store the locomotives until they were finally scrapped c1949. *Photo: IK Winney*

During the next nine months over 600 tons of rails were lifted and hauled back to Mayers Point. Finally William Smedley wrote to head office in May 1944:

I wish to inform you the line was all pulled up last Wednesday May 3rd and loco put in shed and left in good condition all places likely to rust have been greased. I have paid off all the men who were working on the job. I will arrange for someone to keep an eye on the plant for a small sum until the place is sold out.

The three locos were stored in the Mayers Point engine shed and put up for sale, with £250 being asked for *Aleda*, £500 for *Cameron* and £1000 for 'Corry-Pa', all F.O.B. Sydney. Approaches were made to the Queensland Government Railways and the Whakatane Paper Mills in New Zealand for expressions of interest, but without result. Advertisements were placed in the *Sydney Morning Herald* in August 1944, again without result.

An enquiry about the locos was received from Australian Newsprint Limited, which operated paper mills at Boyer, Tasmania in July 1945.

It was previously believed that 'Corry-Pa' was sold to the Circular Amalgamated Timber Company and shipped to Tasmania to work on their Montague Swamp tramway near Smithton. However, recent research into Tasmanian records[2] indicates that 'Corry-Pa' never made it to Tasmania.

It appears that all three locos were left gathering rust and dust in the old Mayers Point engine shed until 1949 when the Company reluctantly conceded '*Prospects for sale are not bright except for scrap*'. BHP Newcastle was contacted regarding the locos plus a quantity of ex-Simmsville log bogie wheels in September 1949, and it is probable that all were sold for scrap shortly thereafter.

The present day

It is well over half a century since Allen Taylor's Climax locomotives steamed their way to Mayers Point with capacity loads of sleepers and logs in tow. Since that time much of the Wootton tramway formation has succumbed to rural development, to floods and bushfires and to forest regrowth.

On the author's first visit to Mayers Point in the early 1980s it was easy to follow the old steam tramway formation up O'Brien's Hill, traversing a lightly timbered grassy hillside. Now (2008) it is just about impossible, the hillside being infested by dense and impenetrable lantana thickets. The big Summit Cutting at the top of O'Brien's Hill, the largest on the tramway (complete with a railway wheel attached to a broken axle), is now located on private property, and permission should be requested before visiting.

The rest of the old formation between O'Briens Hill and the Wang Wauk State Forest boundary west of Wootton now crosses cleared and cultivated lands and most of the light earthworks have faded back into the landscape. A dual-lane expressway deviation, built to bypass the notorious O'Sullivans Gap on the old Pacific Highway, now slices right across the old tramway by means of a giant highway cutting.

The clearest traces of the tramway lie within the Wang Wauk State Forest. Although all the old bridges have long since succumbed to bushfires and rot, most of the earthworks as well as significant stretches of ground-level log trestle supports have survived.

This forest section was the object of a remarkable local initiative to preserve some of the remaining heritage of the old Wootton Tramway. In May 1995 the Wootton–Coolongolook Progress Association successfully applied for a Federal Government grant of some $290,000 to construct a walking trail along part of the formation of the old tramway.

Saddle tank and chimney off Allen Taylor's second locomotive, Cameron *(Andrew Barclay 253 of 1882), at Mayers Point in 1982. It and the two Climax locomotives were scrapped on site circa 1949.* *Photo: Shane O'Neil*

The driving force behind the project was the association's president, Craig Tate, an experienced local forester. Some 15 local unemployed people were signed on under a Work Opportunities Program, and began clearing the old formation between the eastern boundary of the Wang Wauk State Forest and the Horses Creek trestle bridge.

It was a daunting and laborious task. First the route of the tramway was traced and surveyed through tangled lantana thickets and dense regrowth forest along Worths and Horses Creek waterways. Weeks of effort with chainsaws, brush hooks and mattocks followed to clear a pathway along the formation. A metal detector was employed to locate the many metal artifacts scattered along the route. These ranged from dog spikes and iron bridge bolts to half-buried stacks of heavily-corroded tramway rail. All were tagged with blue paint and recorded for posterity.

It was decided not to include the first 2 kms of the old formation in the rail trail. This section, which traversed the boggy flats along the lower reaches of Worths Creek, is now heavily overgrown again. The remaining 6 kms to the Horses Creek Trestle Bridge site were retained as a rail trail. A shelter shed and picnic area was constructed at the beginning of the trail at Sams Camp. Small board-walk pedestrian bridges were installed at creek crossings, and steps cut into steeper sections to facilitate access. Direction markers and the occasional location name board completed the trail.

There are many examples of the log trestle work that was used to carry the tramway over low lying area of boggy ground to be seen. Along the upper reaches of Worths Creek the trail follows well-defined tramway ledges cut high above the creek bed. There is also a short length of the old tramway line, rails and all, still in situ at a location called The Waterfall.

Halfway along the trail the tramway formation crosses the Wang Wauk Forest Drive at a location called The Gap. This marks the end of the steep climb up out of Worths Creek Valley, and is the beginning of the even steeper descent into Horses Creek Valley. Not far from The Gap is the location known as The Gorge, where a high curved trestle bridge took the tramway down off the ridge and into Horses Creek Valley. Unfortunately the historic Horses Creek Trestle Bridge finally collapsed in 2002 from sheer old age.

It is a worth-while experience to walk the Wootton Rail Trail, though it is probably a good idea to arrange to have a pick-up vehicle waiting at either The Gap, or at the Horses Creek Trestle Bridge.

Acknowledgements

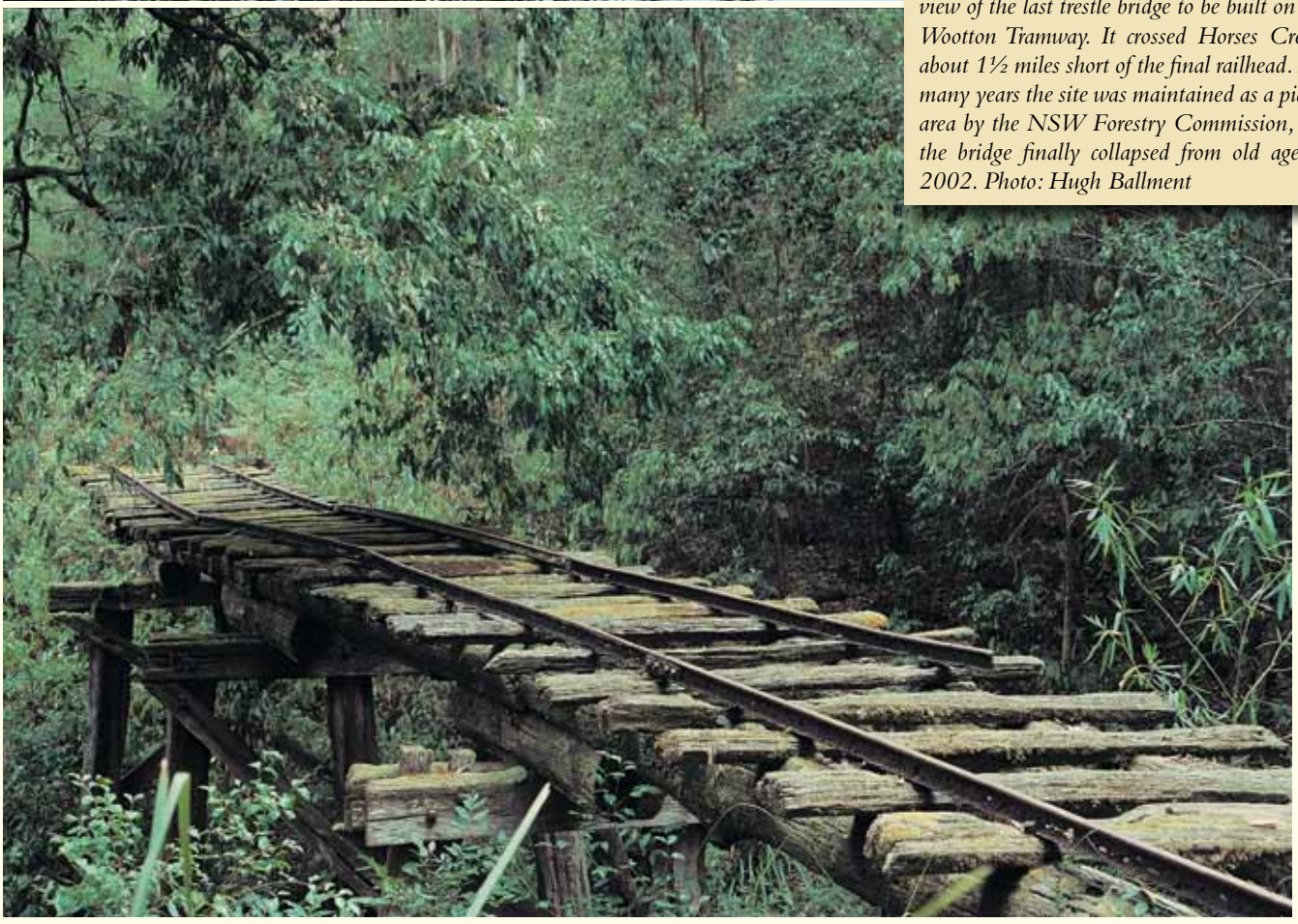
The author wishes to acknowledge the large debt of gratitude owed to the late Harry Wright. Harry researched the first history of the Wootton tramway which was published in the October 1982 issue of the NSW ARHS *Bulletin*. He was also responsible for inspiring the author's enduring interest in timber tramways. Thanks to Harry, the stories told by men who actually worked on the Wootton tramway have been preserved for posterity.

Thanks are also due Dr John Kramer and especially to Jim Longworth for generously making available their respective collections of historical photographs. Also acknowledged are the assistance and companionship rendered by the late Ted Baker and the late Colin Wear, both of Buladelah, during early explorations of the Wootton Tramway formation.

References

1. NSW State Archives, Index to Coroner's Inquests 1928 - 1933
2. Mark Fry, pers. Comm.

This short length of the old 3ft 6in gauge tramway can still be seen in-situ on the Wootton Rail Trail, near the bridge site known as 'The Waterfall'. Cross-sections of the heavily corroded rails indicate they are 28lbs per yard stock. *Photo: I McNeil*



Above: *Pelicans roost on the timber piles that once supported the Beresford sawmill at Mayers Point. The sawmill had to be built out over the water because there was insufficient level ground along the eastern side of Mayers Point. Photo: I McNeil* ***Below:*** *A 1950s view of the last trestle bridge to be built on the Wootton Tramway. It crossed Horses Creek, about 1½ miles short of the final railhead. For many years the site was maintained as a picnic area by the NSW Forestry Commission, but the bridge finally collapsed from old age in 2002. Photo: Hugh Ballment*

Above: *The remains of a long length of ground-level log trestle work on the Wootton Rail Trail. This form of construction was used extensively as a substitute for earthwork embankments on the forest sections of the tramway. Photo: I McNeil*
Below: *The small tramway cutting at 'Sams Camp', at the start of the Wootton Rail Trail. There were very few cuttings on the Wootton Tramway. The most common earthworks on the line were shallow ledges cut into sloping hillsides. Photo: I McNeil*

Wee Georgie Wood

by Allan Lawson
Photographs by Jim Baines

Nearly half a century ago, on 18 August 1961, the late Allan Lawson, at the time a resident of the coastal town of Burnie, in north-west Tasmania, spent a fascinating day visiting the legendary Tullah Tramway and riding its iconic little Fowler 0-4-0WT Wee Georgie Wood. *In the days following, Allan wrote an account of his grand day out, and typed it up on his manual typewriter, ready to submit for publication. Many years later, the unpublished manuscript came into the possession of LRRSA member Frank Hussey. Having obtained permission to publish from the author's widow, Frank forwarded it to us.*

The colour images were shot by the late Jim Baines, and were sent to Light Railways *by member Nick Anchen, courtesy of John Robin. Though the originals carried no date, a study of the subject matter suggests they were taken sometime between October 1960 and December 1961.*

Right: The subject of our story—the Tullah Tramway's little 2ft gauge Fowler 0-4-0WT (16203 of 1924) WEE GEORGIE WOOD. *Below: The Emu Bay Railway's oil-burning 4-8-0 No.6* MURCHISON *(Dübs 3854 of 1900) pauses at Guildford with the southbound* West Coaster *on a typically dreary West Coast day.*

On my first train trip to Queenstown in 1947 I had this little engine pointed out to me and since then many and varied stories have I been told and read. *Wee Georgie's* history raises many contradictions among those who claim to have accurate knowledge of it and, as news of the retirement from active service of this small locomotive at any early date had been prominent in the press, with many statements and suggestions regarding its future, I decided to experience first hand the present work and ability of *WEE GEORGIE WOOD*.

On Friday, 18 August 1961, after phoning Fred Bartley, Traffic Superintendent of the Emu Bay Railway Company to ensure that *Wee Georgie* was still running and would be on that day, I left Burnie Station on the EBR train, the *West Coaster* for Farrell Siding, the starting point for the Tullah Mining Company's train, referred to on the maps as 'Tram'.

A day of clear skies and warm sunshine was ideal for photography, and a departure right on time at 8am put me in a confident mood that my trip would be a success.

On the train were a number of schoolboys from Prince Alfred's College, Adelaide, starting their second day in Tasmania on a holiday trip.

As my purpose was to get as many feet of film as possible, the guard, on request, allowed me to journey in his compartment, to be able to use his opening windows for camera work.

Our first long stop was at a siding to wait for the Company's car to pass. When this arrived the Company's general manager alighted and I was able to film what was obviously a friendly chat and a discussion about some part of the driving rods on the locomotive of the train. After a while, waves and salutations were exchanged between the manager and train crew and we moved on again towards Rosebery, the terminus of the *West Coaster*.

On arrival at Farrell Siding at 11.20am I was greeted with the information that *Wee Georgie* was sick in the injectors and would not be making the trip until late afternoon.

I arranged to leave my case and coat on the station and decided to walk along the line to Tullah. I made a good use of the cameras along the line getting some takes of the Pieman River from the rail and later the scene from the bridge over the Murchison of the Murchison and Pieman at their junction.

About half a mile before reaching this bridge I heard the growling of dogs and commands to be quiet and then met two fettlers and two Alsatian dogs having their midday break and stopped for a chat and a smoke.

On the outskirts of Tullah a wild chorus of snarling and barking dogs broke out and I hesitated a moment before deciding that people would not have a pack of dogs as savage as they sounded unless they were safe, and I was relieved to find that I only had to run the gauntlet of numerous dogs chained just clear of the line. I did not stop to count them in case one was loose.

My next encounter was with two schoolboys in the 12-year-old group who stopped to chat. I was asked by one if I had walked in from the Siding and when I had admitted the negative, the lads volunteered the information that I could

Although trips between the North Farrell concentrating mill and the mine required some 'bunker first' running, main line operations between Tullah and Farrell Siding were always carried out chimney first, thanks to the provision of wyes at both locations. Here, Wee Georgie *is seen turning on the wye at Tullah, which was located just below the mill.*

obtain a good lunch at the cafe which they pointed out to me, at the same time advising me not to go straight across the paddocks as there were dogs about which might worry me.

I met some more school children and was amazed at their friendly and interested manner and their politeness; something which seems so lacking among the youngsters and older schoolboys in the towns which are big enough to support high and secondary schools.

My next pause was at the cafe for steak and eggs and then to the hotel to book a bed for the night.

At the Post Office I had 'Chappie' the train driver pointed out to me. He was sitting on a railway truck waiting for the engine to be readied for the trip. From him I ascertained that 2.45pm was the anticipated time for the trip to Farrell. I was there on the dot for the start and watched the train being made up—a truck carrying 5 tons of ore (£600 worth) and the combined luggage and passenger van.

All set to go and the injectors were on the blink again and the boiler nearly out of water. After several minutes of tapping of pipes and valves with spanners and much losing of steam and water, three toots on the whistle brought the fitter. After unscrewing a small cap on the injector and its replacement with a very large pipe wrench, the injector commenced to function. Chappie wanted to turn it off and on again to try it but the fitter vetoed this most emphatically and when the gauge registered enough water told Chappie to get going.

"What if it won't work again?" asked Chappie.

"Get going, you will get away from here at least" says 'Fitter'.

Chappie: "You come with us to keep it going".

Fitter: "Not on your life, I'm not walking back—you had better get yourself a good spanner for that nut too."

Chappie: "Where will I get that?"

Fitter: "At Woolworths on your way back".

A few toots on the whistle and much shouted advice from those gathered to see the train off and we were on our way.

At the first stop for water about a mile along the track I was introduced to 'Woodie', who seemed to be fireman cum Guard cum breakdown gang and brakeman.

When the water tank was full the injectors refused to operate again. The same ritual of tapping, opening and closing of steam and water valves was carried out for about ten minutes before the injector decided to operate again. As this operation had used up most of the head of steam we had to wait until the freshly stoked fire gave enough steam to move off.

At the next stop for water the same trouble arose but with less success than the previous time.

By now I had reached the stage where I was helping with the tapping of pipes and valves and making suggestions.

I suggested that they try the other injector but was informed that had never worked in memory of the present crew. By this time water was not visible in the gauge glass and Chappie said he would need to drop the fire if he couldn't get water in very soon. I then made the only suggestion that I could think of: That we change the valve plungers of the injectors over in the hope that the wear may be uneven and we may get one working. 'Try anything' was the attitude by this time and on completing the changeover both injectors worked. Apparently I had created an undeserved reputation as an engine fixer: One I will be careful to retain by never making any other suggestions, as you cannot be lucky all the time.

We made good time for the next mile or so then, with much clanking and jolting, the ore truck derailed. The breakdown gang (Woodie), assisted by Chappie, then took over and gathered some sleepers, before commencing the task of getting the truck back on the rails, after chocking the other wheels with stones.

This was accomplished in a very efficient manner, which indicated much practice, and off we went again.

Wee Georgie was stopped again after a hard pull up a steep rise in the track to get up more steam and I joined them at the engine for more natter. Chappie suddenly broke off and said "Look Woodie, you see what I see?" and pointed into the bush. Woodie took off from the engine and sneaked along to the van where he picked up a .303 rifle and shot a hawk, which had settled on a branch of a small tree. Much glee and a "Good on you, Woodie; I knew you'd get him" from Chappie, then the explanation that most of the Tullah residents were pigeon fanciers and hawks were 'Public Enemy No. 1' about there.

The rest of the trip to the siding was made without incident except for the stops to build up steam as required, and we eventually made the six miles to Farrell Siding at 5.15 pm.

At Farrell there was the recoaling of *Wee Georgie* and the loading of meat, milk, and parcels into the van, and the loading of a flat top with galvanised iron, Burnie Board and moulding. Whilst Woodie and I did this, Chappie went off to look at a snare he had set and came back with a wallaby.

By this time the twilight had faded and the moon took over, and we started our return journey at 6.00pm. The trip back to Tullah in the moonlight with the white trunks of the trees shining amongst the darker foliage and the scrub scraping along the sides of the van as we travelled was as pleasant and interesting as the trip up was pleasant and eventful.

On arrival at Tullah at 7.30pm and asking about my fare, I was told I had worked my passage and there was no charge. As this meant that I can now claim to be one of the few that have worked on *Wee Georgie*, I did not protest, and to a man of my acquisitive nature this made a splendid ending to one of the best days I have spent in Tasmania.

Next morning I saw *WEE GEORGIE WOOD* and the crew off at Tullah and was given a lift into Rosebery over the new road, dodging bulldozers and trucks through beautiful camera country. I arrived in Rosebery in time to find and have a chat to an old RAAF mate before boarding the *West Coaster* for return to Burnie.

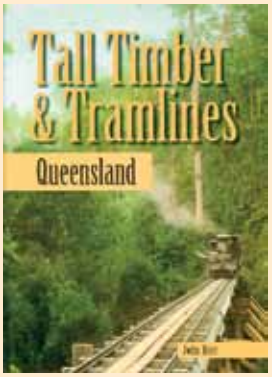
At Farrell on the return I again saw *Wee Georgie* and crew and was assured that they had made the trip up alright and hoped they would get back.

I was told by one of the residents that there was "never a dull moment" in Tullah, and I believe it!

Above: A driver's-eye view from the footplate of Wee Georgie.
Below: Wee Georgie *brings a train of four-wheel side-tipping ore hoppers through the bush on the line between the mine and the North Farrell concentrating mill at Tullah. Once the ore has been processed, the concentrate will be transported to Farrell Siding in bogie wagons, where it will be transhipped to the 3ft 6in gauge wagons of the Emu Bay Railway.*

New from LRRSA Sales ...

Tall Timber & Tramlines Queensland



By John Kerr

Published by the LRRSA.

Describes all Queensland timber tramways known to the author.

Soft cover, 104 pages, A4 size

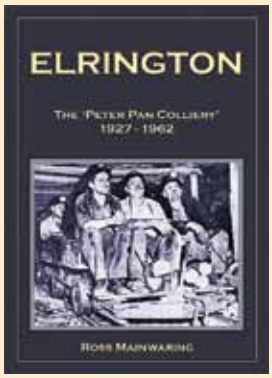
90 photographs, 28 maps and diagrams,

References, bibliography, and index.

Price $29.95 plus postage
($22.46 to LRRSA members)
Weight: 520 gm

Elrington

The 'Peter Pan Colliery' 1927 – 1962



By Ross Mainwaring

Published by the LRRSA.

A coalmine and its railways near Cessnock NSW, established by the BHP in 1927.

Soft cover, 96 pages, A4 size

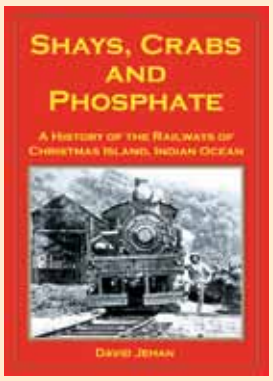
64 photographs, 9 maps and diagrams,

References, bibliography, and index.

Price $25.95 plus postage
($19.46 to LRRSA members)
Weight: 460 gm

Shays, Crabs and Phosphate

A History of the Railways of Christmas Island, Indian Ocean



By David Jehan

Published by the LRRSA.

Soft cover, 136 pages, A4 size

Over 160 photographs, 14 maps and diagrams,

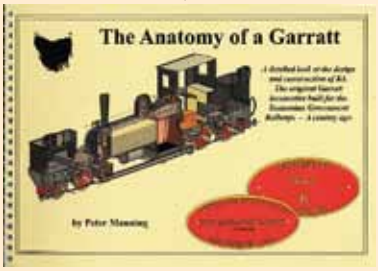
References, bibliography, and index.

Price $33.00 plus postage
($24.75 to LRRSA members)
Weight: 700 gm

The Anatomy of a Garratt

A detailed look at the design and construction of K1. The original Garratt locomotive

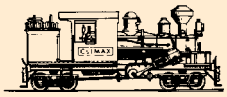
Published by Peter Manning Design & Drafting



64 pages, A4 size landscape, card cover spiral bound, about 350 illustrations.
Price $39.95 plus postage
($35.96 to LRRSA members)
Weight 320 gm

Postage and packing: Within Australia, 501 gm to 3 kg $10.90, over 3 kg $14.00
Send to: LRRSA Sales, P.O. Box 21, Surrey Hills Vic 3127, Fax (03) 5968 2484.
Payment may be made by cheque, money order, Mastercard or Visa.

Buy securely on line,
see our web site:
www.lrrsa.org.au



An invitation to join the LRRSA ...

Membership of the LRRSA offers you:

- Light Railways magazine, mailed to you six times a year
- Substantial discounts (usually 25%) on LRRSA publications
- Opportunity to purchase Light Railway News on CD-ROM
- Meetings in Adelaide, Brisbane, Melbourne and Sydney
- Tours to places of light railway interest

Annual Subscription for year ending 30 June 2010 is $48.00
Includes LR Nos 208 to 213 (Overseas by airmail: NZ, PNG, Japan, South-east Asia - $A60.00; Rest of world - $A75.00).

- If joining in June or July pay $48.00 ($60.00/$75.00 overseas) and receive 6 issues of Light Railways (Nos 208-213).
- If joining in August or September, pay $40.00 ($50.00/$62.50 overseas)and receive 5 issues of Light Railways (Nos 209-213)
- If joining in October or November, pay $32.00 ($40.00/$50.00 overseas) and receive 4 issues of Light Railways (Nos 210-213).
- If joining in December or January, pay $24.00 ($30.00/$37.50 overseas) and receive 3 issues of Light Railways (Nos 211-213).
- If joining in February or March, pay $16.00 ($20.00/$25.00 overseas) and receive 2 issues of Light Railways (Nos 212-213).
- If joining in April or May, pay $56.00 ($70.00/$87.50 overseas) and receive 7 issues of Light Railways (Nos 213-219).

Application for membership of Light Railway Research Society of Australia Inc. P.O. Box 21, Surrey Hills Vic 3127

I, _____
(full name of applicant)

of _____

_____
(address) (postcode)

_____
(occupation)

desire to become a member of the Light Railway Research Society of Australia Inc. In the event of my admission as a member, I agree to be bound by the rules of the Society for the time being in force. I enclose cheque/money order for $48.00, or please charge my Visa/Mastercard No.

_ _ _ _ . _ _ _ _ . _ _ _ _ . _ _ _ _ Expires _ _ . _ _

Name on Card_____

Signature_____

Industrial Railway NEWS

Industrial Railway News Editor : John Browning
PO Box 99, ANNERLEY 4103
Phone: (07) 3255 9084 / 0407 069 199
e-mail: ceo8@iinet.net au

Special thanks to contributors to the Cane Trains & LRRSA e-groups and to Jim Bisdee's West Australian Railscene e-Mag

NEW SOUTH WALES

GLENCOE AGRICULTURAL TRAMWAY, Southern Tablelands

610mm gauge

A privately owned and operated line is under construction in southern NSW. It is used solely for farming purposes, mainly the storage of firewood and water, and utilises heritage locomotives and rolling stock running on 14 lb/yd (6 kg/m) rail. The owner, who values his privacy, is a professional civil engineer and author with a keen interest in engineering heritage and light railways. Some of the rail, collected over many years, has 'Decauville' stamped on it. The track structure is based on military 'light railway' practice with no ballast, and sleepers only packed where required, with speeds kept to around 5 km/h. The operator has been exempted from accreditation by the NSW rail regulator (ITSRR) and at a recent inspection was found to be compliant with the *Rail Safety Act, 2008*.

Currently a Day's 0-4-0PM locomotive, ex Cheetham Salt Works in Laverton, Victoria, has been restored to working order and is believed to be the only representative of its type in service. It is thought to have been last used in the early 1950s and was obtained from Tasmania in May 2008. When acquired it was missing its 10/20 McCormick Deering tractor power unit. The skeleton remains of a 10/20 tractor were obtained a few months later and after extensive restoration the locomotive moved under its own power on Anzac Day 2010. A new cab based on the original design is yet to be fitted.

Work is also well underway on restoring the ex Lake Margaret Tramway 4wDM locomotive from Tasmania. This was made by Tulloch of Rhodes in Sydney (003 of 1959) and classed as DMM–40. This locomotive was the only one of its type made by Tulloch, despite a news item of the time mentioning two. A similar one made by EM Baldwin for cane service in Queensland was reported as being scrapped in 1975. When brought back to the mainland in August 2009 the locomotive was in good condition but it was devoid of the complete engine system and hinged bonnet. Most of the replacement items have now been obtained and it is hoped it will be in service by November.

The wagons are all flat tops and comprise ex 6ft and 8ft cane bins from North Eton and Cattle Creek mills along with a number made by the owner using wheelsets obtained from mills in the Cairns, Mackay and Childers regions.

The operation comprises a number of interconnected sidings including part of a zigzag with approximately half the eventual 650 metres of track laid. One use of the line is to store farm equipment items above ground and move them to less vulnerable parts of the property during high fire risk periods.

via Editor 8/10

QUEENSLAND

BUNDABERG SUGAR – MARYBOROUGH SUGAR FACTORY JOINT VENTURE

(see LR 214 p.28)

The final agreement on the joint venture operation in far north Queensland to commence on 1 December was announced on 20 July. It is expected to see annual production at Mulgrave Mill increase from 150,000 tonnes of raw sugar to approximately 225,000 tonnes from the 2011 season. The projected increase suggests that Babinda Mill could cease operations at the end of the 2010 season, with the Babinda crop to be split between Mulgrave and South Johnstone Mills.

Maryborough Sugar Factory Ltd media release 20/7/2010; Editor

BUNDABERG SUGAR LTD, Bundaberg district

(see LR 214 p.28)

610mm gauge

A loaded cane bin fell off the back of a road vehicle in Quay Street, Bundaberg, as it travelled through the city of its way to Milllaquin Mill at about 10am on Saturday 3 July. The load had crossed the Burnett River from North Bundaberg over the traffic bridge.

When heading out from Wallaville on Bingera Mill's St Kilda line, the loco crews now have to stop to open and to shut four gates before reaching the Bruce Highway, a procedure that for a loaded train can add 15 minutes or more to what was previously a 5-minute section.

Bingera Mill's Com-Eng 0-6-0DH BURNETT (*AH2967 of 1963) entering the former Gin Gin Mill yard at Wallaville with a rake of loaded bins as it passes through the fourth gate in the section of line between the Bruce Highway and Wallaville, 16 July 2010. Photo: Lincoln Driver*

Above: *Invicta Mill's Walkers B-B DH* PIRALKO *(677 of 1971 rebuilt Bundaberg Foundry 1995) approaches its destination with a rake of cane on transfer to Kalamia Mill as it crosses Lillesmere Lagoon on 22 August 2010. Photo: Luke Horniblow* ***Left:*** *Clyde Queensland 0-6-0DH* DALRYMPLE *(70-709 of 1970) takes a spell between duties in Victoria Mill's full yard on 2 August 2010. It looks a treat after its slack season overhaul. Photo: Luke Horniblow* ***Below:*** *Mulgrave Mill's Plasser Model KMX-12T tamping machine rarely seems to venture outside the loco shed but it was out and about on 9 July 2010. It is seen here with Walsh's Pyramid in the background as it parallels the QR tracks near Aloomba. Photo: Luke Horniblow*

The transfer of Com-Eng 0-6-0DH *BURNETT* (AH2967 of 1963) to Bingera Mill's Wallaville depot has been appreciated by loco crew members there. Because of its greater power and better braking it has supplanted Com-Eng 0-6-0DH *INVICTA* (A1513 of 1956 rebuilt Bundaberg Foundry 2001) as the regular locomotive in use.
Bundaberg News Mail 5/7/2010 via Lincoln Driver; Lincoln Driver 7/10

CSR SUGAR (HERBERT) PTY LTD,
Herbert River Mills
(see LR 214 p.28)
610mm gauge
Victoria Mill's Clyde 0-6-0DH *PERTH* (69-682 of 1969) was at Macknade Mill to cover a breakdown from 15 July to 21 July and then again during the last few days of July. It is confirmed that it had also spent a short period in the Burdekin, probably at Kalamia Mill, at the start of the crushing season there in mid-July.
Plane Creek Mill's Tamper ballast regulator (1775577 of 1977) was seen again at Victoria Mill in early July.
Clyde 0-6-0DH *CANBERRA* (65-433 of 1965) was sent from Macknade Mill to the Lucinda bulk sugar terminal to cover a breakdown there on 9 July. It returned from Lucinda to Victoria Mill on 15 July.
Macknade Mill's EM Baldwin 0-6-0DH *HOBART* (4413.1 7.72 of 1972) returned to service following its refurbishment around 10 July.
The Solari bogie brake wagon BV13 (built 1997) has had its bar frame bogies replaced by a set of ride control bogies from an ex-QR bogie wagon. It appears that the wheels have simply been pushed in on the axles to suit the rail gauge.
On 12 August, EM Baldwin B-B DH *GOWRIE* (7135.1 7.77 of 1977), hauling empty bins cab first, was involved in a collision at a road crossing with a dog trailer hauled by a body truck on the Forestry Line at Abergowrie. The locomotive was derailed and came close to overturning. Serious damage was done to the back of the locomotive's cab and the right hand side steps, front and rear, were also damaged. The loco crew members were taken to hospital with minor injuries. The dog trailer ended upside down in a cane paddock.
Chris Hart 7/10, 8/10; Luke Horniblow 7/10; Steven Allan 8/10; *Herbert River Express* 14/8/2010 via Chris Hart

HAUGHTON SUGAR CO PTY LTD,
Invicta Mill, Giru
(see LR 211 p.25)
CSR SUGAR (KALAMIA) PTY LTD,
Kalamia Mill, Ayr
(see LR 214 p.28)
610mm & 1067mm gauge
On 22 August, wet weather meant that Invicta Mill was not crushing and cane was being transferred to Kalamia Mill, over the dual-gauge section shared with Pioneer Mill. The sight of Invicta Mill's Walkers B-B DH *PIRALKO* (677 of 1971 rebuilt Bundaberg Foundry 1995) hauling its rake of cane cane across Lillesmere Lagoon on the last stage of its journey to Kalamia Mill would have been unimaginable not so many years ago.
On 19 August, Kalamia Mill's Clyde 0-6-0DH *KALAMIA* (67-569 of 1967) had been seen at Invicta Mill with its engine running. Three days later, it was undergoing engine repairs at the Invicta Mill workshop, reportedly because rainwater had got into its engine via the exhaust system.
Carl Millington 8/10; Luke Horniblow 8/10

CSR PLANE CREEK PTY LTD, Sarina
(see LR 214 p.28)
610mm gauge
The Locotrol train is seeing occasional use on the southern cane railway, with a train of 249 full bins with two locomotives and a brake wagon seen on 12 July. A massive empty train of 357 empty bins and a brake wagon was hauled south from Sarina by Walkers B-B DH *KARLOO* (630 of 1969 rebuilt Bundaberg Foundry 1995) early in the morning of 9 July.
Com-Eng 0-6-0DH locomotives 7 (FC3776 of 1964) and D8 (FC3777 of 1964) have been repainted.
Scott Jesser 7/10; Carl Millington 7/10

The Plane Creek Mill Locotrol *train rolls across the spectacular curved Plane Creek bridge in Sarina on 12 July 2010, headed by Walkers B-B DH 2* KARLOO *(630 of 1969 rebuilt Bundaberg Foundry 1995). It was followed by 97 loaded bins and then the second locomotive, with 152 loaded bins and a brake wagon bringing up the rear.* *Photo: Scott Jesser*

Above: *On a dull evening, Mulgrave Mill's EM Baldwin 0-6-0DH 11* MAITLAND *(4413.2 8.72 of 1972) negotiates the crossing of Hill Road, Wrights Creek with a rake of full bins on 22 June 2010. The cane railway shares a QR crossing installation at this point. The refurbished Baldwin locomotive has a modified hood profile. Photo: Tom Porritt* ***Left:*** *Marian Mill's Eimco B-B DH* GARGETT *(L255 of 1990) looking very much the worse for wear following its mishap at Hampden 4 siding on 12 July 2010. Photo: Scott Jesser* ***Below:*** *Australia's newest cane locomotive emerges to public view for the first time on 24 August 2010. Walkers B-B DH (618 of 1969), in process of being rebuilt by Tully Mill, is expected to become* TULLY-9 *when it enters service. Photo: Luke Horniblow*

Industrial Railway NEWS

ISIS CENTRAL SUGAR MILL CO LTD
(see LR 214 p.30)
610mm gauge
Walkers B-B DH *ISIS No.1* (602 of 1969 rebuilt Walkers 1991) was derailed on the New Valley line between the Elliott River and Loeskows Loop at about 11pm on 8 August. The suspected cause was a broken track weld. The locomotive was hauling an empty train and the fact that the accident occurred in a cutting prevented it from completely capsizing.
The driver involved in the runaway accident on Adie's Line on 24 June was dismissed for breaching workplace policies. The train of 28 loaded bins that he lost control of exceeded the allowable maximum for the line of 25. The driver later used the media to attack the mill's safety record but an external investigation by Workplace Health and Safety Queensland confirmed the internal investigation into the accident, which showed there were no defects with the equipment or rail track involved. The driver failed to gain reinstatement.
Bundaberg News Mail 8/7/2020, 10/8/2010, 21/8/2010; Editor

MACKAY SUGAR LTD
(see LR 214 p.30)
610mm gauge
It is believed that none of the locomotives or rolling stock items offered by Mackay Sugar in an on-line auction from 26 to 29 August were sold. This was not surprising given the prohibitively high 'starting prices' that were fixed. Prospects for the future of the equipment that was offered for sale are unknown.
Eimco B-B DH *GARGETT* (L255 of 1990) suffered significant damage at the short bonnet end when involved in a collision at Marian Mill's Hampden 4 siding on 12 July. It appeared that the points had been changed to the siding line and the locomotive ran into a rake of more than 25 empty bins, with one going up over the top of the cab.
Another collision, involving two trains, occurred at about 8.30am on 6 August at Chelona Loop, south of the Chelona-Sandiford Road on the Racecourse Mill system. EM Baldwin 0-6-0DH *MELBA* (12512.1 7.85 of 1985) was waiting in the loop at the head of an empty train. Clyde 0-6-0DH *TE KOWAI* (56-103 of 1956) approached from the south with a train of 80 full bins. Neither crew noticed that the points were incorrectly set and the full train ran into the empty train, derailing both locomotives and derailing some rolling stock.
Transfield Services has been fined $32,500 for a safety breach that occurred on 11 November 2005 at the Wallingford drawbridge crossing of QR on the then Pleystowe Mill system. At that time, Transfield Services had contracted to run Mackay Sugar's rail transport operations. The hydraulic mechanism of the drawbridge was faulty and an employee was operating it manually when the crank handle flew off and smashed the right side of his face causing significant injuries to his cheekbone and eye socket.
Scott Jesser 7/10; Brian Millar 7/10 & 8/10; Tony Wells 8/10; *Mackay Daily Mercury* 7/8/2010 & 13/8/2010; Editor

THE MULGRAVE CENTRAL MILL CO LTD, Gordonvale
(see LR 213 p.28)
610mm gauge
Upgrading work on the mill's diesel locomotive fleet is stepping up. Com-Eng 0-6-0DH 9 (FC3473 of 1964) has been fitted with a new Scania engine and has received the name *MEERAWA*. Com-Eng 0-6-0DH 8 (A1916 of 1958) has been modified with the addition of coil springs and extra ballast to make it 19.2 tonnes, the same weight as number 9. EM Baldwin 0 6 0DH 11 (4413.2 8.72 of 1972) has received coil springs, a new cab layout, air conditioning and new paint, and has been named *MAITLAND*.

Mulgrave Mill's Clyde 0-6-0DH 18 (64-379 of 1964) edges its short train of full bins through the bed of a tributary of the Mulgrave River on Lange's branch off the Little Mulgrave line. The track is definitely subject to inundation as can be seen from the debris in the tree. 2 July 2010. Photo: Tom Porritt

Industrial Railway NEWS

Clyde 0-6-0DH 19 (65-435 of 1965) has been repainted and named *REDLYNCH*. Unfortunately, on August 28, it broke a jackshaft while running cab first with 10-tonne empty bins to Redlynch. The flailing counterweight and side rod derailed the loco and bent up underneath as it approached a bridge. The locomotive went onto the bridge slightly sideways and came to rest still upright. No bins were derailed.

This mishap has hurried up the fitting of a Cummins L10 engine to Clyde 0-6-0DH 16 (56-96 of 1956). A longer-term project is Com-Eng 0-6-0DM 4 (A1004 of 1955) which was stripped down to the bare frame in 2009 with plans to rebuild it as a 19 tonne, 250hp loco. This work is expected to continue, as is the naming of other locomotives.

There also appear to be some heritage plans for members of the fleet. It has been suggested that the pioneering Com-Eng 0-6-0DM 2 (A1001 of 1955) will be returned to leaf spring suspension and the engine refurbished in recognition of its historic status. Similarly, there are plans to overhaul the Fowler 0-4-2 steam locomotive *NELSON* (20273 of 1934). This extends to the possibility of returning its appearance to a more authentic form, including the possibility of refitting side tanks. These historic locomotives may be used as part of rail safety awareness programs at local schools, and the steam locomotive could be used as part of training for the boiler attendants employed at the mill. The mill is to be congratulated on these initiatives in recognising its heritage and preserving it in its local context.

Early in the season the cane railway bridge connecting the Mulgrave network to that of Babinda was repaired, and a trial rake of fulls from south of the bridge was delivered to Mulgrave.

Cameras and video recording gear are being fitted to the regular Redlynch locos to help with the many level crossing incidents through suburban Cairns, with near misses almost daily. Hopefully the equipment will enable the reading of the number plates of many cars that run the flashing red lights.

Carl Millington 7/10; Luke Horniblow 7/10; Chris Stephens 7/10; Tom Porritt 7/10, 8/10

PROSERPINE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD

(see LR 214 p.30)

610mm gauge

A driver's assistant was lucky to survive a horrifying accident on Proserpine Mill's cane railway near Kelsey Creek on the night of 31 July. A locomotive had been hauling 24 loaded bins when 18 of them became detached from the rake. The locomotive crew stopped for a crib break at the bottom of a gradient without realising anything was amiss and the driver's assistant moved to the front of the locomotive to get water to wash his hands. The missing bins had continued to roll behind the train and, picking up speed, crashed into its rear. The force of the impact forced the locomotive forward and it ran over the man's feet causing them very severe damage, as well as breaking his leg and severing a finger. The man required multiple operations in hospital with surgeons being able to reattach his finger.

Townsville Bulletin 2/8/2010; *Mackay Daily Mercury* 3/8/2010; *Courier-Mail* 5/8/2010

SUGAR TERMINALS LTD, Lucinda

(see LR 196 p.32)

610mm gauge

The Lucinda terminal's Com-Eng 0-6-0DH G1023 of 1958 suffered a breakdown around 9 July. Relief appeared in the shape of Clyde 0-6-0DH *CANBERRA* (65-433 of 1965), which CSR made available as a temporary replacement. It arrived from Macknade Mill on 9 July and left to return to Victoria Mill on 15 July.

Chris Hart 7/10

TULLY SUGAR LTD

(see LR 214 p.28)

610mm gauge

By late August, the new Walkers B-B DH rebuild (618 of 1969) had reached the stage where the largely complete locomotive could be towed outside the locomotive shed for inspection. There are large amounts of glass in the rear cab wall.

Luke Horniblow 8/10

VICTORIA

INITIATING EXPLOSIVES SYSTEMS PTY LTD, Deer Park

(see LR 214 p.30)

762mm gauge

Further inquiry has revealed that not only is a quantity of rolling stock out of use on site, but also the two Greenwood & Batley 4-wheel battery electric locomotives, BL115 (420363.1 of 1974) and BL116 (420363.2 of 1974).

Scott Gould 7/10

JOHN HOLLAND PTY LTD, Northern Sewerage Project

(see LR 204 p.21)

762mm gauge

Work is in progress on boring the 2.9 kilometre tunnel between Brearley Reserve, Pascoe Vale South, and Carr Street, Coburg North, scheduled to be completed by the tunnel boring machine in October 2010. Rail transport within the tunnel is being used in association with this work. By May 2010, tunnel lining with glassfibre reinforced plastic pipes using rail transport was in progress between Vanberg Road, Essendon, and Brearley Reserve, and Jukes Road, Fawkner, to Newlands Road, Coburg North, and LE Cotchin Reserve, Reservoir. Pipe sections are delivered by road transport to the relevant shaft then placed in a 'pipe trailer' which is propelled by a locomotive to the other end of the section being lined, with the lining progressing back to the entry point. Some other sections of tunnel lining have not involved the use of rail transport to move the pipe sections. The lining was expected to be completed late in 2010.

Northern Sewerage Project http://www.nsp.net.au/

WESTERN AUSTRALIA

AQUILA RESOURCES LTD, West Pilbara project

1435mm gauge

Aquila Resources has announced plans for a 282km railway from its proposed West Pilbara Mine to a new port at Anketell Point, east of Karratha. Subject to final company and environmental approvals, construction of stage one is expected in the first quarter of 2012.

The West Australian 5/7/2010

BHP BILLITON IRON ORE PTY LTD

(see LR 214 p.32)

1435mm gauge

The anticipated deliveries of 18 new Co-Co DE locomotives from Electro-Motive Canada have taken place. The first nine, 4356 to 4364, arrived on *Jumbo Fairlift* during August. The second nine, 4365 to 4373, had been loaded on MV *Jumbo Challenger* in Montreal in early July and arrived at Port Hedland at the start of September.

The second batch of locomotives are fitted with Electrically Controlled Pneumatic brakes (ECPB). Trials will be carried out with the around 400 odd ECPB cars already delivered to determine whether a commitment is made to this system in all future cars and whether the existing fleet will be retrofitted similarly.

Recent locomotive namings that have been noted are:

No.	Builder's No.	Date	Name
4316	20058712-003	2006	*YANDI*
4326	20066862-055	2008	*SPRING*
4347	20088019-001	2009	*ENDURANCE*
4352	20088019-006	2009	*LIGHTNING*

On 24 August, the historic *SUNDOWNER* Budd Car passenger carriage was finally loaded onto road transport and departed Nelson Point for Perth, where it will be refurbished for restaurant use at the Courthouse Gallery, Port Hedland (see LR 213 p.39).

Brett Geraghty 7/10, 8/10; *WA Railscene* e-mag 88, 89. 92, 94, 96.

OAKAJEE PORT & RAIL PTY LTD

1435mm gauge

Oakajee Port and Rail was established in September 2007 as a joint venture between Murchison Metals Ltd, Mitsubishi Development Pty Ltd,and Crosslands Resources Ltd. The company was established to design, develop, construct and operate new rail and deepwater port infrastructure to facilitate the export of expanded production from mines in the mid-west region of Western Australia. It will be independently operated on a commercial basis to provide open access transport infrastructure to all users.

On 20 March 2009, Oakajee and the Government of Western Australia executed an exclusive development agreement for the development of the Oakajee port and associated rail infrastructure project. Oakajee Port and Rail has called for registration of interest to supply

eighteen SD70MACe type 4300hp locomotives and 1200 ore cars. The line will be built to US standards and will be able to operate domestic US locomotives. Registration of interest to supply the locomotives and ore cars is to be received by 2 November 2010.
WA Railscene e-mag 95; http://opandr.com

PILBARA RAIL
(see LR 214 p.32)
1435mm gauge
Ten surplus to requirements Co-Co DE locomotives were offered for sale by tender at Dampier by Ross's Auctioneers and Valuers in late July with offers closing on 8 August. The locomotives involved are:

5051	Goodwin	G-6035-02	1969	reb Goninan 072	1987
5052	Goodwin	G-6041-02	1970	reb Goninan 073	1987
9410	Com-Eng	C6096-05	1975	reb Goninan 202	1996
9414	Goodwin	G-6060-05	1971	reb Goninan 124	1991
9417	Alco	6010-01	1970	reb Goninan 083	1989
9420	Alco	3486-04	1967	reb Goninan 119	1991
9421	Com-Eng	C6101-01	1977	reb Goninan 137	1993
9423	Com-Eng	C6116-01	1980	reb Goninan 126	1992
9424	Alco	6010-4	1968	reb Goninan 084	1989
9425	Goodwin	G-6041-04	1970	reb Goninan 085	1989

Three new General Electric Co-Co DE locomotives arrived at Dampier from the USA on about 23 August. These locomotives came complete with bogies attached allowing them to be unloaded for the first time directly onto the rails at 7 Mile by a new specialised crane system. The new locomotives have Electronically Controlled Pneumatic (ECP) braking capacity and commenced mainline testing on 27 August.
The Brockman 4 mine was officially opened at the beginning of September, with one million tonnes of ore having travelled over the 50km rail link to the Tom Price-Dampier Railway since mining began in July. Annual production is initially planned to be 22 million tonnes, increasing to 40 million tonnes.
A joint venture project between Rio Tinto and Hope Downs Iron Ore Pty Ltd will develop the Hope Downs 4 mine to commence mining in 2013. This will have a 52 kilometre rail link to the Lang Hancock Railway that connects the Hope Downs developments to the rest of the Rio Tinto rail network.
Sydney Morning Herald 24/7/10 via Ray Graf; *WA Railscene* e-mag 90 & 95; *The Age* 30/8/2010; ABC News 9/9/2010

SCT LOGISTICS PTY LTD, Forrestfield
1435mm gauge
(see LR 165 p.21)
Unable to handle the increasing work alone, the terminal shunter, English Electric (Aus) Bo-Bo DE H5 (A.087 of 1964) was assisted by hired Greentrains English Electric (Aus) Co-Co DE D51 (A.111 of 1965) until late July. Following the return of this locomotive ex hire at the end of July, two locomotives were hauled across the Nullarbor from SCT's Adelaide base in mid-August to work at Forrestfield, English Electric (Aus) Bo-Bo DE H2 (A.082 of 1964) and H3 (A.085 of 1964).
WA Railscene e-mag 92 & 94

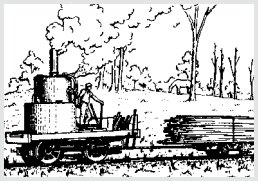
FIJI

FIJI SUGAR CORPORATION
(see LR 213 p.31)
610mm gauge
Crushing started on the main island, Viti Levu, in late June. Ominously, cane appears to be increasingly delivered by road, with many new road trucks seen. Sugar production and the number of growers have been steadily declining, as is the percentage of cane transported by rail. At Lautoka Mill, it is said that loco drivers are held strictly responsible for any derailments and are suspended without pay if they occur, up to weeks at a time. On a cab ride in a Clyde HG-3R 0 6-0DH hauling 56 full trucks towards Lautoka from the south, it was observed that the driver was very skilful in take off and stopping. The buffers hardly seemed to touch at all. He knew the spots to slow down and was very careful.
With the exception of the Toyota-engined Clyde at Sabeto, all the active line cars at Lautoka Mill are rebuilt Wickham Type 17A units fitted with Lister diesel engines. The numbers and allocations of these are as follows: 120, 121 & 122 (the latter two ex Cuvu), at Nadi (Navo), 123 at Sabeto (Natova) and 125 at Tavarau.
John Peterson 7/10

NAURU

REPUBLIC OF NAURU PHOSPHATE CORPORATION (RONPHOS)
(see LR 188 p.22)
915mm gauge
The phosphate railway was reconditioned only five years ago as part of the project to resume phosphate production on Nauru. 10 kilometres of track were available to transport the raw product to the processing plant near the coast. Unfortunately, the line has not been used for two years as landowners instituted a blockade of the lines demanding payment. Five large road trucks are now used to transport the raw phosphate, but the railway could easily be recommissioned if the blockade was lifted.
Two diesel locomotives are available for use. They are fitted with Caterpillar 3306 engines and Allison torque converters. One was fully reconditioned just before the line closed. There are up to 50 wagons in working condition and a loaded train would consist of 15 to 20 of these. It is believed that other disused locomotives are on display or rusting away near the mine site. The suggestion is that two of the Clyde locomotives are the serviceable ones with one Thomas Hill locomotive on display, but this has to be confirmed.
Andrew Pitcher via John Peterson 8/10

CORRECTION
The two locomotives featured in the photograph on p.32 of LR 214 are of course not both GE types. The leading unit, 5664, is a GE 'Dash 8' type and the second, 4328 is a GM EMD SD70ACe type unit built by Electro-Motive Canada. Thanks to Richard Horne for pointing out this error.



LRRSA NEWS

MEETINGS

ADELAIDE: "2ft gauge railways in Orange Free State"
Trevor Triplow will show the first DVD on 2ft gauge railways in the Orange Free State. Members are invited to make contributions on any light rail topic, and suggestions of topics for future meetings are welcome.
Location: 8 Cassia Court, Aberfoyle Park.
Date: Thursday 14 October at 8.00pm.
Contact Les Howard on (08) 8278 3082.

BRISBANE: 'Bundy's Great Adventure."
Bob Gough's and other members' photos and slides will be presented plus the movie *Bundy's Last Great Adventure.*
Location: BCC Library, Garden City Shopping Centre, Mount Gravatt.
After hours entrance (rear of library) opposite Mega Theatre complex, next to Toys'R'Us.
Date: Friday 8 October at 7.30pm. Entry from 7pm.

MELBOURNE: "DVD selection"
A selection of DVD extracts will be shown, which are likely to include Adelaide trams in the 1950s, 75cm gauge in Paraguay, and 3ft 6in gauge in Norway in 1949.
Location: Ashburton Uniting Church Hall, Ashburn Grove, Ashburton.
Date: Thursday, 14 October at 8.00pm

SYDNEY: "NORWAY! Why Norway?"
Frank Stamford will give a presentation on pioneering attempts to develop practical narrow gauge railways, the birth of 3ft 6in gauge in Norway, and its effect in Australia and many other parts of the world – with some thoughts on whether it was a good idea or not.
Location: Woodstock Community Centre, Church Street, Burwood, (five minutes walk from Burwood railway station).
Date: Wednesday 27 October at 7.30pm

MEMBER'S ADVERTISEMENT

2ft gauge diesel locomotives ex Victoria Mill for sale in north Queensland:

- Drewry 0-6-0DM *HERBERT* (built by Baguley, 2404 of 1953). This 18-ton locomotive is in working order and is fitted with a Gardner 8LW engine.
- Malcolm Moore 0-4-0DH *Moore* (GT-112-DH-1 of 1956). Weighs 12 tons and is fitted with a GM 4055CN engine.

Genuine enquiries strictly only to:
herbert2404@optusnet.com.au

LETTERS

Dear Sir,

Australian timber tramways in Britain: 1939-1945 (LR 212)

I was delighted to see the article in LR212 on the Australian Army Forestry Squadrons during WW2. I have a particular interest as the Officer Commanding 3 Forestry Squadron RAE, Major MA Rankin, was my uncle, and he played a significant role in the postwar development of Tasmania's forestry industries. In my younger days, we had many long discussions about his exploits during the war and about the forest industries generally. He was not a great fan of timber tramways and knowing my interest in railway history and timber tramways, he humoured me and would patiently explain the reasons for the demise of tramways in Australian forestry operations.

Mervyn Rankin (known to his friends as Peter) was one of the first graduates in Forestry from the University of Queensland in the 1920s and was Deputy Director of Forests in South Australia when he enlisted for military service. His service with 3 Forestry Squadron RAE is documented in LR212. After returning from Europe in 1943, he was promoted to Lieutenant Colonel and was SO1 Resources in Port Moresby coordinating the Australian Army requirements such as timber and quarried stone for construction projects. He also applied his forestry skills in developing a system of aerial photo interpretation where the types of vegetation showing on the imagery could be correlated with the type of land surface below, such as swamp, not readily visible beneath the tree cover. The last military action he took part in was the Australian landings at Balikpapan in Borneo, where his sawmills provided timber for the repair of wharves and other facilities after the landings.

After the war, he moved to Tasmania and took a forestry management position with Australian Newsprint Mills at Boyer near Hobart. He was responsible for the development of the Florentine Valley concession beyond Maydena. His decision not to use tramways to bring logs out of the Florentine Valley was based on his wartime experience with heavy motor vehicles in PNG and Borneo. He had experienced the speed and flexibility of road-based log haulage. His view was that tramways were only viable where dense and regular stands of timber existed, such as in the Alpine Ash forests in Victoria where operating efficiencies could be obtained by their use.

In the 1950s, he settled at 'Campania House' near Richmond and became a gentleman farmer. He was burnt out by the terrible bushfires in 1967 and later retired to the coast, dying in the mid-1980s. He is probably the man who ended the practice of using timber tramways in major forestry development projects in Tasmania and introduced large scale log haulage by motor vehicles.

As was suggested in LR212, Forestry Squadrons in PNG and the Pacific Islands later in the war did not utilise timber tramways, as they had access to crawler tractors and heavy-haul trucks from American sources. The postwar Australian Army retained a number of Forestry Squadrons as Sponsored Reserve units, where various State Forestry Departments encouraged their employees to serve as part-time CMF reservists. These Forestry Squadrons (and also the part-time Railway Squadrons) were abolished in a military reorganisation in the early 1970s.

Ian R Crellin
Flynn, ACT

Dear Sir,

Walhalla Railway Centenary (LR 214)

On the inside cover of *Light Railways* number 214, the caption for the lower back cover picture states, "*A too-short headshunt prevented the NA from running around its train in the conventional manner*". This is not correct. What necessitated the train being pulled clear of the station by the Class 10 diesel was the fact that the Uwp end points from number one road to number two road at Walhalla station had a curve that was too tight for the NA to negotiate without the bogies lifting and derailing. The WGR track workers eased a curve between bridges 7 and 8 but the amount of work required to ease the curve at Walhalla was too much in the short time available.

The report on page 36 reads: "*David Lowe inspired by the steady 'chouf chouf' of the loco echoing in the steep valleys followed by some slipping on the damp track and a rapid 'chofa choufa chofa' as she gained traction again.*" I couldn't get the meaning of this. Perhaps it should read "*David Lowe was inspired by...*". David is a wonderful contributor to the railway, and often works as second man in the diesel and as a guard. He was guard on the running-in trains on the Friday.

Incidentally, I'm the guard signalling the train in the lower back cover photograph which was taken during the Saturday running. I'm also the editor of *On Track*, the WGR in-house magazine. I was inspired to do this by the wonderful work done in *Light Railways* which I've been taking since Ian Jenkin joined me up a very very long time ago. Next to *Light Railways*, *On Track* is still a very amateur effort.

Andrew Webster
(via e-mail)

Dear Sir

The tramways that served Edithburgh (LR 214)

LR 214 was another excellent issue, although as a vegetarian, I had to take a deep breath before reading John Browning's article on Lakes Creek Meatworks. Come to think of it, I imagine the meatworks' neighbours weren't too happy to take a deep breath, either!

In the Edithburgh article, I was intrigued to read of the 'salt plateway' or 'steel wagon track'. It doesn't say, but I assume that the rails were simply 7½in wide flat plates without a raised 'flange' (as on an historic plateway) as otherwise the empty wagons could not have been driven off the line to allow loaded ones to pass. The similar granite cartways set in the cobbled (well, setted) streets of some UK cities were thus in a hard level surface and carts could enter and leave them at will. The Edithburgh rails are described as 'set in cement'. Does that mean that the rails were laid on concrete (cement), or that the road in between the rails was concreted? If an empty wagon was taken off the rails, would it sink a bit in the macadam surface? If so, getting a wagon back onto the solid track would have been tricky. Come to think of it, keeping a flangeless wagon on flat rails would also have been tricky, unless there was a level concrete surface on both sides of the rails. I wonder if any readers can enlighten us further on this?

Richard Horne
South Croydon, England

A much-enlarged section of the circa 1906 photograph that appeared in LR 214 still provides few clues to the precise nature of the 'steel wagon track' at Edithburgh. Photo: State Library of South Australia

RESEARCH

Trove at the NLA

Further to the report in LR 214 (p. 27), Rose Holley, Manager of Trove and Australian Newspapers at the National Library of Australia has provided the following update.

'Trove' is a powerful search engine that makes it possible to find and get over 90 million Australian resources. You can also browse 'zones' of information—books, journals, magazines, articles; maps; pictures and photos; Australian newspapers; diaries, letters, archives; archived websites, and biographies of people and organisations.

The service is aimed at the general public and is especially useful for local and family historians. There are about 1 million people using the service which was released in November 2009, and this is expected to rise up to about 7 million in the future. The service is free and online and has transformed the way that researchers living in remote areas can now do their work.

The Trove feature which enables you to limit your search to online items only is being very well used, and certainly helps people who are in a hurry and want immediate access to information. However Trove also provides a wealth of information on non-digital resources and this is one of its strengths. Knowing that a unique item exists and where it is held is of huge value to history researchers. Trove provides researchers with access to a wide range of resources from the 'deep web', resources that are not often found by popular search engines, being buried too deep in databases.

Among the Trove resources, the 20 million full-text searchable historic Australian newspaper articles are proving very popular and a further 20 million will be available by 2011. Historic editions of the *Australian Women's Weekly* are expected to be available at the end of 2010. A list of titles being digitised is available at: https://www.nla.gov.au/ndp/selected_newspapers. The National Library has funded digitisation of newspapers since 2007 to the tune of $10 million, but from 2011 onwards State, Territory and Public Libraries, councils, local history societies and other organisations are being encouraged to fund regional and local titles or give donations towards them.

Trove has been developed by working with the public, and it utilises many web 2.0 features. Users are encouraged to engage with each other and the data in various ways. This includes improving existing data by adding comments, tags and also correcting newspaper text; and uploading their own images. These could be scanned old family photographs, letters, objects, or recent photographs for example of historic buildings. Instructions on how to do this are here: http://www.pictureaustralia.org/contribute/individual.html.

Users have noted that being able to share their own resources with others, and provide comments on resources within Trove is very useful and gives context to resources. Rose has suggested that LRRSA researchers should create their own group, which would enable discussion to take place within the group and to generate contributions by individuals interested in a particular topic.

To keep a track of your own research the 'list' feature is really helpful. This lets you add anything you find in Trove to your list, including web resources not in Trove. The list can be ordered, named and every item described as you like. Many users are deciding to make their lists public so that others can see them. A public list becomes a resource in its own right that appears in search results for that topic.

Trove has something for every researcher exploring Australian information and records, and is an exciting development for all Australians.

The LRRSA Creek and Black Range Tour

On Saturday 8 May 2010 the gods of narrow gauge heritage were smiling on 19 members of the LRRSA who attended the day tour to the S Creek mill site and the Black Range near Narbethong in Victoria. Society members had been undertaking a number of site surveys since the Black Saturday fires and this area has revealed some of the more interesting forestry remains so far.

We were blessed with perfect weather and the temperature in the high teens. There was no wind to speak of, an important issue given the number of fire killed trees that the tour would be walking beneath. Under the leadership of Scott Gould, we pooled our cars at the Narbethong Ski Hire and headed up the Black Range to the north. Significant tracts of land had been burnt but as is the case with the randomness of wild fires, there were patches that remained untouched. The Department of Sustainability & Environment (DSE) had co-ordinated substantial dead timber recovery in the area and there were clear felled and burning clearings throughout. It was also obvious to members that any heritage remains in these recovery areas would be totally obliterated.

The tour descended into the S Creek valley and inspected the remains of a tramway bridge over the creek while one lucky member had to change a flat tyre damaged by recent road metalling. The group walked down the steep tramway formation to the junction of the inlet and outlet tramways, noting many remaining nails, sleepers and packing quickly being reclaimed by undergrowth.

At the mill site we inspected the remains of the crawler tractor shed which contained numerous track rollers and plates. The members spread out to explore the site and found a number of relics including hut foundations, bed heads and frames, bottles and pottery fragments. There were many worn wheel-sets and old horseshoes close to the former blacksmith's hearth outlined by deposits of coal and slag.

We inspected the remains of a very well constructed dugout with typical right angle entrance, the mill trench, benched area and the substantial sawdust heap. After lunch, the group compared contemporary photographs of the mill site with ones taken shortly after the Black Saturday fires.

Members of the LRRSA tour group on the tramway at Robbie's Creek above Heritage Victoria Falls. The group is standing on a feeder tramway looking across the creek to where the main tramway comes over the ridge from S Creek and then contours down to the valley floor near Narbethong. In the creek the only remains we found of the tramway crossing was a lonely bearer log with nails in it which would soon be swept away with good rains. Photo: Terry Elliott

RESEARCH

We then drove up to the Black Range road and stopped briefly near some recent clear felling. All evidence of the tramway crossing the road at this point had been obliterated. Moving a short distance down Robbie's road, we proceeded by foot down the steepening road to a point above Heritage Victoria Falls on Robbie's Creek and the site of a tramway junction.

Most of the party followed the tramway around to where it crossed Robbie's Creek on a low bridge which had all but disappeared apart from one bed log. The junction with the S Creek tramway from over the range was clearly visible on the opposite side of the creek but would soon be lost in re-growth again.

Wheel sets at S Mill slowly being reclaimed by young eucalypts at the mill site. A number of worn out wheel sets were found close to the blacksmith's hearth area, together with a lot of old horse shoes. The wheel sets showed obvious signs of wear and broken spokes. This location was obviously the scrapping area for the mill and the re-growth was quickly hiding these discarded items again. *Photo: Terry Elliott*

Contouring north easterly along the tramline, most of the group came to a winch site while the remainder sat by Robbie's Creek enjoying the serenity. Once back on the road, some members elected to make the steep ascent back to the cars, while others continued downhill to inspect the remains of a winch drum beside the road.

On our return to Narbethong, we reviewed the tour's achievements and said our farewells. It was obvious that the recent re-growth had accelerated to the point where the remains at these sites were almost hidden again from all but the most determined amateur archaeologist.

Special thanks go to Scott Gould who planned and executed a sensational tour to S Creek and the Black Range near Narbethong. Also thanks to those members (Peter Evans, Colin Spencer, Stuart Thyer and Stefan Rebgetz) who found these sites again after Black Saturday.

Simon Moorhead (with the assistance of Scott Gould)

Heritage & Tourist

News items should be sent to the Editor, Bob McKillop, Facsimile (02) 9958 8687 or by mail to PO Box 674, St Ives NSW 2075.

Email address for H&T reports is: rfmckillop@bigpond.com

Digital photographs for possible inclusion in Light Railways should be sent direct to Bruce Belbin at: boxcargraphics@optusnet.com.au

NEWS

Queensland

ARCHER PARK STATION MUSEUM, Rockhampton 1067mm gauge
Archer Park Station & Steam Tram Museum Inc.

The Carriage Shade Capers Day at the museum on 27 June was most successful with 400 visitors attending by 1pm and very positive feedback was provided by the attendees. Volunteers were on the scene early to fire the Purrey steam tram and the ex-Citra Construction 4wDM industrial locomotive (Billard VM 227 of about 1948, LR 147, p.29) was in action for early shunting movements. The museum also hosted a dinner and award night for the Chevy Car Club on 17 July with 170 attendees.

The museum is open Sunday to Friday, with tram rides operating on Sunday between 10am and 1pm. Admission is $7.30 adults, Concession $5.30 and Family $19, which includes tram rides, except on Gold Coin Carriage Shed Caper Days (last Sunday of every second month between April and October), when tram rides are an additional $2. Phone (07) 4922 2774 for information.

Tram Tracks, August 2010

BALLYHOOLEY STEAM RAILWAY, Port Douglas 610mm gauge

We last reported on the Ballyhooley Steam Railway (BSR) in LR 211 (p. 35). The current year has been a good one for this railway preservation group, which has enjoyed its best year ever passenger wise, with numbers being a third up on previous years. The 0-6-2T locomotive *BUNDY* (Bundaberg Foundry 2 of 1952) has had a repaint and visitors now enjoy the sight of an operating steam locomotive in immaculate condition. The group is planning to develop its depot as a working museum and further reports will be provided as this project unfolds.

Peter Lloyd, 08/10

New South Wales

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

The ILRMS has had all its operating steam locomotives in action during running days at the Illawarra Train Park over recent months. The main event has been the 'Shellharbour Kids Fest' on Sunday 9 May and Tuesday 11 May. Former Victoria Mill 0-6-0 *CAIRNS* (Hudswell Clarke 1706 of 1939) was in action hauling the 'Kids Fest Express' during this well attended event. It also featured the joint the rail-bus transfer system between the Illawarra Train Park and the airfield activities of the Historic Aircraft Restoration Society (HARS) with the theme 'Ride the Train and Touch the Plane', which provided a treat for families. 0-4-0ST *BURRA* (Hawthorne Leslie 3574 of 1923) handled the additional trains operated during the July school holidays, which proved to be a popular attraction. Running days at the Illawarra Train Park now feature camp fire cooking demonstrations and also displays from local businesses, such as Shellharbour City caravans.

The ILRMS was successful in an application for a grant under the Community Partnership Program, which is enabling an upgrade of electrical systems in the Ken McCarthy Museum building, Yallah station and the locomotive shed. Steady progress continues to be made with restoration work on locomotives and rolling stock, with the No. 1 passenger carriage (built by the ILRMS in 1978) being repainted in a red livery.

The Society will wrap-up 2010 with Tongarra Train Fest on Sunday 14 November. This event, sponsored by Tourism Shellharbour, will see all four steam locomotives—*CAIRNS*, *TULLY 6*, *KIAMA* and *BURRA*—in action, along with museum displays and community group stalls, providing a great day out for railway enthusiasts and families.

Brad Johns, 09/10

MENANGLE NARROW GAUGE RAILWAY 610mm gauge
Campbelltown Steam & Machinery Museum

The owner of the ex-Plane Creek Mill 0-4-0DM (J Fowler 18801 of 1930), which has operated on this railway for a number of years (LR 201, pp. 27 and 31), is offering the locomotive for sale to a suitable buyer. This locomotive was originally built as an 0-4-0PM for Plane Creek Mill in Queensland and was later fitted with a diesel engine and torque converter. It is believed to be in operating condition and may be viewed at the forthcoming 'Oil, Steam & Kerosene' field days at Campbelltown on 16&17 October 2010. Any serious enquiry can be made to the owner on 0419 405 199.

Ray Graf, 09/10 via John Browning

AUSTRALIAN RAILWAY MONUMENT/RAIL JOURNEYS MUSEUM, Werris Creek
ARM Management Inc.

The Monument and its associated Rail Journeys Museum (LR 189, p. 27) have made steady progress in expanding into a truly national attraction in recent years. The museum display area has been expanded and a number of new displays are in place, including a professionally produced audio-visual presentation that highlights key themes of the museum presented by railwaymen and women. Since its opening in October 2005, the museum has recorded over 60,000 visitors and its enthusiastic band of volunteers ensure that it is open seven days a week—not a bad effort for a community of less than 1500 people!

Contributions from South Australia (267 names), Western Australia (219), Tasmania (38) and the Northern Territory (10), together with updates of New South Wales railway workers and contactors, has brought the number of railway men and women with plaques on the honour role as having been killed in service on the railways to 2700. The Victorian Government has advised that it currently has 786 names on its list and this may grow to around 2000. While the majority of those listed worked on the various state and national government railway systems, a significant number of private railway workers are also honoured. The South Australian list includes four workers on the BHP railway, two who were working for railway contractors and one for the Adelaide Cement Company. The Western Australian list has 11 employees of timber milling railways, four who worked on the wood lines in the goldfields and one employee of the Mt Newman Railway. The names on plaques are supported by a database with details of the individual's position, the nature of the accident and records of enquiries into the accident and death. Editor, 09/10

Australian Capital Territory

AUSTRALIAN WAR MEMORIAL, Canberra 610mm gauge

Further to the article in LR 175 (January 2004, pp. 7-13 and the report in LR 184 (p. 28), the ex-War Department 4-6-0T 306 (Hunslet 1218 of 1916) had been removed from the ANZAC Hall in 2008 to make way for the 'Over the Front' First World War exhibition. The locomotive is currently stored in the Treloar Annex. The AWM advised our correspondent that direct contact with the Military Heraldry & Technology Curators would facilitate an inspection of the locomotive and he was able to arrange this. John Kramer, 07/10

Victoria

ALEXANDRA TIMBER TRAMWAY 610mm gauge
Alexandra Timber Tramway & Museum Inc.

The review of the 2009-2010 year at the ATTM annual general meeting brought the highs and lows for the society, with the centenary of the opening of the railway to Alexandra on 25 October 2009 being the highlight. On the other hand, the ongoing impact of the 'Black Saturday' bushfires on operations and revenue was a dominant element in the review. Passenger numbers for the year (2650) were only 30 less overall than the previous year, but there were 175 less in the first half of 2010 compared with 2009.

Four locomotives—the John Fowler 0-6-0T (B/N 11885 of 1909), the ex-Rubicon Timber Company 0-6-0DMs (Kelly & Lewis 4271 of 1935 and 5957 of 1936) and the Malcolm Moore 4wPM (B/N 1049 of 1943)—were used on passenger trains during the year, while the Waranga loco also saw use on maintenance trains. Another former Australian Army Malcolm Moore 4wPM (B/N 1091) arrived at the ATTM on 30 May 2010, (see pp. 3-5 this issue). In late August it was having several stuck valves rectified prior to a test run.

Timberline 114, August 2010

The sculpture representing locomotive firemen/drivers stands guard over the recently installed plaques on the Australian Railway Monument's honour roll for South Australian railway men and women killed in the course of their duties. *Photo: Bob McKillop*

Heritage & Tourist

ALAMBI PRIVATE RAILWAY, Strath Creek 610mm gauge

This new private zig-zag railway is located in north-east Victoria near the Kerrisdale Mountain Railway. The bulk of the rails and sleepers, formerly used at the 'Gator McGoons' line at Myrtleford, were purchased from scrap dealers. The track will climb on a 1 in 12 grade to the switch-back, where the grade eases to 1 in 40. The track has been completed to the top-road points and by August 2010 the formation was ready to lay track on the top road.

The locomotives are ex-Goondi Sugar Mill 0-6-0 No. 6 (Hudswell Clarke 1555 of 1925), which has been converted to a side-tank loco and is operational, and the boiler of former Macknade mill 0-6-0 No. 4 (Hudswell Clarke 1553 of 1925). This boiler is from John Fowler 12823, cobbled onto a Hudswell Clarke front-end. The boiler has been steam tested and is awaiting the frames of this locomotive to come from the Alexandra Timber Tramway. The plan is for the two locomotives to double-head the ride up the valley.

Currently operational is a delightful home-made gangers-trolley. It is based on a light four-wheel flat-top wagon and is powered by a ride-on mower. Power from the 11hp Briggs & Stratton motor is transmitted to the wheel flanges by the mower wheels.

Andrew Forbes, 08/10

KERRISDALE MOUNTAIN RAILWAY 610mm gauge
Andrew and Jennifer Forbes

In order to facilitate the movement of carriages in the railway's workshop area, a special transverser has been constructed and installed. Additional space is required for the erection of the geared steam locomotive (LR 213, p. 36) and the erecting shop had become cluttered due to the use of the workshop road as a 'storage shed' for rolling stock between turns of duty on the KMR. The new transverse enables rolling stock to be carried into the storage shed. Items of rolling stock are shunted manually into shed on the transverser and when required, they are brought back again.

Andrew Forbes, 08/10

PUFFING BILLY RAILWAY,
Belgrave 762mm gauge
Emerald Tourist Railway Board

The former Queensland Railways B-B DH locomotive DH5 (Walkers 586 of 1969), which had been renumbered CC02 when used by Cooks Construction on the SECV Yallourn to Morwell 900mm gauge line (see LR 200, p. 38 and LR 203, pp. 28 and 30), headed a test train on 4 August 2010 following re-gauging and refurbishment at the PBR workshops.

The work required regauging the 1067mm gauge bogies from DH25, which involved cutting sections from inside each side of the frame and welding the three pieces back together. The bogie fittings were then realigned, while the wheels were pressed off the old axles and fitted to new axles forged by Ferrous Forgings at Albion and turned at Cribb Point. All other components had to be cleaned, rebuilt or refurbished. Two new tail shafts, exhaust and muffler system were required, but the Caterpillar D353 engine passed stringent tests with flying colours. It emerged from the workshops in the former VR royal blue and yellow livery and carrying its original number DH5.

Narrow Gauge, 196, March 2010

MARYSVILLE UPDATE

Various gauges

While forests and communities are being reinvigorated after the devastating Black Saturday bushfires of February 2009, well-recognised tramway landmarks are, in some cases, in a parlous state. Some good work has been done, however, in getting the walking trails on former logging tramways back in order.

At Marysville, an appeal to LRRSA members in June 2009 (LR 207 insert) for restoration of the fire-damaged Day's tractor in Murchison Street met with no response. The tramway tractor has since been removed from its former location beside the information centre (since rebuilt), and now sits precariously in what was the police station's backyard.

Concrete lengths were placed under the driving wheels to prevent the tractor sinking into winter mud. The large log previously mounted behind the tractor was cut up for safety reasons. There is no sign of the log bogies. The concrete strip on which both tramway relics were mounted is now used for overflow car parking.

Coming Events

OCTOBER 2010

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

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

3 Puffing Billy Railway, Emerald, VIC. A special open day with a variety of narrow gauge steam trains. These include a special mixed train organised by the Climax Restoration Committee that will provide better than usual sights, scenes and photo opportunities. Limited seats are available, so book early on (03) 9757 0700.

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

3 Durundur Railway, Woodford, QLD. Narrow gauge steam train rides on the first and third Sunday of the month between 10am and 4pm, together with country markets on the third Sunday. Picnic and barbecue facilities on site. Information: (07) 5496 1976

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

3 Cobdogla Irrigation Museum, SA. Open Day with Humphrey pump and narrow gauge steam train operations. Also Halloween twilight diesel-hauled train on Sunday 30 October. Phone (08) 8588 2323.

9-10 Alexandra Timber Tramway, VIC. Narrow gauge steam train operations 1000-1545, with 'Woodies Gala' and Market Day on 9th. Diesel-hauled trains on Sunday 24 September. Phone (03) 5772 2392 (running days) or 0427 509 988 for information and bookings.

9-10 Puffing Billy Railway, Emerald, VIC. Day out with Thomas, with Thomas the Tank Engine in full steam and entertainment for the while family. Also on 16-17 and 23-24 October and 6-7 November. Bookings essential on (03) 9757 0700.

16-17 Campbelltown Steam & Machinery Museum, NSW. Oil, Steam & Kerosene Field Days featuring the 610mm gauge Menangle Narrow Gauge Railway and farm machinery from bygone days in operation, including working steam and stationary oil engines, farm machinery and much more. 1000-1600 Saturday; 0900-1500 Sunday. Information: 0417 215 513.

NOVEMBER 2010

14 Illawarra Train Park, Albion Park, NSW. Tongarra Train Fest, a special day out for enthusiasts and families with four narrow gauge steam locomotives and a range of industrial diesel locos in action.

14 Alexandra Timber Tramway, VIC. Narrow gauge steam train operations 1000-1545. Diesel-hauled trains on Sunday 28 October. Phone (03) 5772 2392 (running days) or 0427 509 988 for information and bookings.

27 Puffing Billy Railway, Emerald, VIC. Santa Special train departs Belgrave at 10.55 to Lakeside and returns Belgrave at 16.05. Also on 4, 11 and 18 December. Bookings on (03) 9757 0700.

DECEMBER 2010

11 Puffing Billy Railway, Emerald, VIC. Santa's Sunset Special train departs Belgrave at 1710 for Lakeside and returns Belgrave at 2135. Bookings on (03) 9757 0700.

11-12 Alexandra Timber Tramway, VIC. Narrow gauge trains hauled by petrol locomotive with markets on Saturday and steam train operations on Sunday 1000-1545. No service Christmas Day. Phone (03) 5772 2392 (running days) or 0427 509 988 for information and bookings.

18 Cobdogla Irrigation Museum, SA. Twilight diesel-hauled train. Phone (08) 8588 2323.

Note: Please send information on coming events to Bob McKillop – rfmckillop@bigpond.com – or the Editor, Light Railways, PO Box 674, St Ives NSW 2070. The deadline for the December issue is 29 October.

Michaeldene Track north of the former town centre has re-opened and is signposted at Lady Talbot Drive, and also near the Taggerty River. The prime tramway relic on this track, the former tramway trestle bridge, has decayed badly and will disappear in the near future into regrowth forest.

The Red Hill tramway, on which the trestle was located, has also been submerged under regrowth, though could still be followed by navigation. Information on this horse-drawn tramway is scanty, but it is believed the trestle was reconstructed in the 1970s by a local service club. Pre-fire photos indicate the gauge of the timber rails on the bridge to have been about four feet (1.41m). However, examination of sleepers still visible tends to suggest a much narrower gauge for the tramline, most likely two feet (0.61m).

Ray Pearce, 08/10

WODONGA AREA

1435mm gauge
Ron Begley

The Andrew Barclay 0-6-0T that was formerly No. 5 at the Commonwealth Portland Cement Company's works at Portland, NSW is being offered for sale to a new owner who will ensure its ongoing preservation. The locomotive has partly been reassembled following a major overhaul at the works in the late 1970s, when it is reported to have received a new boiler. The sale includes what is believed to be all components required to make the locomotive complete. It is currently located in the Wodonga area and the auction sale will be on 16 October 2010. For further enquiries please contact Ron Begley on 0408 690 612.

Damian McCrohan, 09/10

Tasmania

IDA BAY RAILWAY, Lune River

610mm gauge
Meg Thornton

In order to address safety issues at the railway, the Tasmanian Government made a grant of $200,000 to assist the 7km long Ida Bay Railway with upgrading work in 2008. This has saved the operation from closure, and recently Meg Thornton made a development application to the Huon Valley Council for additions and alterations to the buildings, the establishment of a small caravan park, additions to accommodation and a new museum. Development of

the latter, which would interpret the history of the local area, depends on the availability of grant funds.

Restoration of the former Ida Bay rail motor by the Donnelly brothers and Mick Williams (LR 204, p. 29) is now complete, and the unit was transferred to the railway in May 2010 for trials. A successful test run was carried out along the length of the line to Deep Hole and the rail motor was awaiting accreditation in August. It is proposed that the unit will only be used on special occasions to ensure the maintenance of its heritage fabric. Sadly John Donnelly died suddenly before he could see the rail motor in passenger service.

James Shugg, 08/10; *The Mercury*, 26 August 2010

Western Australia

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

Bennett Brook Railway is set in a lovely location within Whiteman Park. My wife and I travelled out to the park by public transport on Friday 16 June 2010. The bus drops passengers at the Lord Street entrance, from where a free pick-up service takes visitors into Whiteman Village. It is quite a distance to the main facilities, so we both appreciated this service for our arrival and departure.

The duty volunteers at the Bennett Brook Railway were very helpful and answered all of the questions that I asked. Our train was hauled by the veteran 0-4-0DM Planet locomotive (Hibberd 2150 of 1938). It was using more oil than normal, so was checked and topped up if necessary after each circuit of the Bushland Loop. The carriage which we rode in had open sides and the seating was provided by plastic picnic chairs. I have never seen this done before. These seats made photography from the train easy as I was able to move them around to my advantage.

The five-kilometre circuit from Whiteman Village and return was taken at a leisurely pace, allowing passengers to soak in the full atmosphere of the railway and surrounding countryside. I was unaware that there were other stations on the line besides Whiteman Village Junction and Mussel Pool. The first we came across was Kangaroo Flat, which reminded me of some of the sidings along the Trans Australia Railway. Two J tank wagons were stored in the loop and there were a couple of other sidings at this location. The tankers are used as water gins for the steam locos or as a portable water supply around the railway as required. The next station was Zamia, which was unusual in that it was protected by upper quadrant signals. After travelling around the loop, Whiteman Village Junction gave the impression of a busy location after the simplicity of the rest of the railway.

I was very impressed with standard of the railway. The three stations that I saw looked like they were looked after with no signs of graffiti or vandalism. The track was well maintained and even though there were signs that a fire had been through some parts of the park there was no signs of damage to the railway. The level crossings are protected by various means, most being flashing lights and bells, but a Wig-Wag warning is also in operation.

Bennett Brook Railway has successfully married the preservation of light industrial railway items of locos and rolling stock with preserved WAGR buildings and infrastructure. The price of the tickets represents real value for money with the ticket being valid for all day travel. Not many other railways offer you this service. The cost for an adult is $8 while a senior is $7.

As well as the railway there are many other attractions within Whiteman Park. Perth Electric Tramway Society operates an electric tramway from Whiteman Village Junction to Mussel Pool. For those who have an interest in this other form of rail transport it is well worth the trip. The tram stop is on the entrance side of the station. The return trip takes about half an hour and also represents good value for money.

A visit to Whiteman Park is highly recommended to anyone visiting Perth. Alf Atkin, 09/10

The freshly painted 0-6-2T+T locomotive BUNDY *(Bundaberg Foundry 2 of 1952) stands at the Ballyhooley Steam Railway's St Crispins station awaiting departure on 14 June 2010.* *Photo: Peter Lloyd*

The ex-War Department 4-6-0T 306 (Hunslet 1218 of 1916) in storage at the Treloar Annex, Australian War Memorial, Canberra, on 18 June 2010. *Photo: John Kramer*

Above: *The Days tractor on display at Marysville in June 2008 with a log on bogies.* ***Left:*** *The remains of the Marysville Days tractor stored in the former police station backyard in July 2010. The Marysville bakery is in the background. Both photos: Ray Pearce* ***Below:*** *Former Goondi sugar mill 0-6-0 No. 6 (Hudswell Clarke 1555 of 1925) in steam at the Alambi privately-owned 610mm gauge line in central Victoria in July 2010, Photo: Andrew Forbes*

Above: *Back on its home turf! The late John Donnelly photographed the restored Lune River rail motor during its test run over the line in May 2010 (see p. 37).* ***Left:*** *'George', the gangers trolley on the Kerrisdale Mountain Railway, on the newly installed transverse, with one of the former St Helena Island tramway coaches stored in the shed. Photo: Andrew Forbes* ***Below left:*** *0-4-0DM* PLANET *(Hibberd 2150 of 1938) stands at Whiteman Village Junction station awaiting departure on a Bennett Brook Railway loop line service on 16 June 2010 as volunteer staff confer on the platform. Photo: Alf Atkin* ***Below right:*** *The tank wagons used by the Bennett Brook Railway as water gins stand in the loop at Kangaroo Flat station on 16 June 2010. Photo: Alf Atkin*

Tongarra Train Fest

Sunday 14th November 2010

10:00am — 4:00pm

On Sunday 14th November, the Illawarra Light Railway Museum at Albion Park Rail (NSW) is holding a family and enthusiasts event. With four restored 2ft gauge steam locomotives in operation for the day (including Hudswell-Clarke "Cairns" of 1939 and Hawthorn-Leslie "Burra" from 1923), most operations will be passenger services, with other demonstrations using steam or diesel locomotives to be arranged between passenger running. Many photo opportunities will be available.

There will also be displays from the NSW Police and State Emergency Service, a vintage Rural Fire Service 'Blitz' fire truck, various petrol and kerosene engines, new and vintage cars, our own stationary steam engine display and model railway layout, and entertainment is being provided by the NSW Railway Band. *Come join us for a fun day out!*

ILLAWARRA LIGHT RAILWAY MUSEUM
48A Tongarra Road, ALBION PARK RAIL, NSW
www.ilrms.com.au (02) 4256 4627

Entry cost: *(includes unlimited rides)*
Adults … $15
Child/Concession … $10
Family … $50 *(2 Adults & 3 Children)*