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LIGHT RAILWAYS

Australia's Magazine of Industrial & Narrow Gauge Railways



Light Railway Research Society of Australia Inc.

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Australia's Magazine of Industrial and Narrow Gauge Railways

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Conversions:	
1 inch (in)	25.40 millimetres
1 foot (ft)	0.30 metre
1 yard (yd)	0.91 metre
1 chain	20.11 metres
1 mile	1.60 kilometres
1 super foot	0.00236 cubic met
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 vard	0.765 cubic metres

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Contents

Accident at Forrest	3
Pidna: An aborted Queensland logging tramway	5
Cape Coal	11
Industrial Railway News	18
Letters	23
Research	25
Heritage & Tourist News	26

Comment

It's been said that light railway enthusiasts from Victoria have a particular fondness for 'things that are not there any more'. If this is so, then I'm not sure if it's the consequence of a natural appetite for industrial archaeology, or if it springs from a sad realisation that so much of Victoria's light railway heritage has disappeared.

Whatever the reason, it's not such a bad thing being the 'palaeontologists' of the railway fraternity – a healthy outdoor lifestyle, plus the wonderful sense of anticipation that comes from knowing that a great discovery may lie just beyond the next leech-infested gully. There are certainly worse things you could do with your weekends.

Of course, this is not an exclusively Victorian pursuit. Many enthusiasts across Australia, and indeed the world, share this interest and many more, whilst not actively participating, do enjoy reading about the findings.

We do realise, though, that our readers are a diverse bunch, with a wide range of interests and that we will never be able to please everyone. If there's a formula for a 'perfectly' balanced issue of LR then, sorry, but I don't know it. Even if there was, we have no budget to commission specific articles, and we rely on our various contributors to provide our content. In other words, what we run is what we've been given. So far, that seems to have worked out well.

However, if you feel that you're not seeing enough of what you like in the pages of LR, please consider sending us something on your favourite subject - a news report, a letter to the Editor or, if you have the time and the inclination, a feature article. All contributions gratefully received. Bruce Belbin

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

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

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: It is a chilly morning, but 0-4-0ST SIR JOHN GRICE (Peckett 1711 of 1926) is bathed in sunlight as it pauses in the forest at Wright station on its 'Gasworks Trifecta' outing on 22 July 2007. Photo: John Dennis. Back Cover: On 30 June 2006, Macknade Mill's Clyde 0-6-0DH 12 (65-434 of 1965) leads a rake of empty bins through the flood gates approaching the Herbert River Bridge. Photo: Steven Allan



Badly faded close up view of the wreckage immediately following the accident on 21 November 1907. Alex and Marshall Sanderson appear to be still beneath the pile of timber. Photo courtesy of Mrs June Minogue

Accident at Forrest

by Fraser Brown

21 November 2007 marks the centenary of one of the more dramatic accidents on a Victorian timber tramway resulting in the death of saw miller Alexander Sanderson and his son Marshall near Forrest. Since reading about the accident in Norm Houghton's book *Sawdust and Steam* I have wondered how the scene would have looked.

Now, thanks to Alan Cosstick we have two photographs taken immediately after the accident which graphically illustrate the scene. The photographs belong to Mrs June Minogue, daughter of Forrestein Sanderson, Alex Sanderson's daughter. They are damaged and faded sepia prints which have survived, along with a number of other photographs of day to day tramway operations passed down through the family. From The Colac Herald, Monday, 25 November 1907:

The list of victims of the shocking accident at Forrest last Thursday, which resulted in Mr Alex. Sanderson being killed, was added to yesterday morning, when Marshall Sanderson, a lad of 16 years of age, died from the injuries he had received. Mr Sanderson was buried on Sunday, and the funeral of his son, Marshall, will take place at the Yaugher cemetery today.



A terrible accident happened near Forrest last Thursday evening, which resulted in the death of Mr Alexander Sanderson, one of the leading sawmillers in the forest, and serious injuries to three other men. Work had concluded for the day at Mr Alex. Sanderson's mill, and he and his eldest son, Marshall, who was driving the engine,

LIGHT RAILWAYS 197 OCTOBER 2007

George Bartlett, James Benham, and Michael Keane (a lad from Colac), were returning to Forrest. They were all on the locomotive, which was drawing four trucks of timber. For the purpose of picking up some firewood, the engine was stopped about 100 yards from the bridge which carries the tram line over the Barwon River, and is about thirty feet above the water. Mr Sanderson gave the order to go, and the engine proceeded slowly ahead. When it reached the centre of the bridge one of the large beams which spans the river to carry the decking broke, and the locomotive, with the men, fell over into the river below. The truck next to the engine, strange to say, went on, but the other three crashed down upon the engine and the unfortunate men, who had been thrown clear of the machine, on to the bank. Mr Sanderson was killed almost instantly, his body was found lying across that of his son Marshall. Benham was rendered unconscious, and Bartlett, although severely injured, heroically set to work to render what assistance he could, till he collapsed. Young Keane escaped unhurt. A man named Reeves ran to the mill for assistance, which was quickly obtained, and the lifeless body of Mr Sanderson, and the injured ones, were conveyed to Forrest. Dr Alsop, of Birregurra, and Dr Hope, of Colac, were telephoned for, and they arrived very quickly. They found Bartlett severely injured about the head and face, and Benham suffering greatly from shock. The young engine driver, Marshall Sanderson, was very badly injured about the head, his scalp being practically torn off. He was brought to Colac, and died yesterday morning.

Following Sanderson's death the sawmilling business was continued by his widow and his bookkeeper, Jim Grant, as Sanderson and Grant. The locomotive, one of two ex VR Rowan Motor 0-4-0 vertical boiler locomotives (Kitson T69 and T70 of 1883) converted to 3ft 6in gauge by Sanderson, was repaired following the accident and continued working until at least 1919.



A recent view of the Sanderson family memorial in Yaugher cemetery. Photo: Fraser Brown



The crash scene looking south towards Sanderson's mill with the Rowan motor and most of the timber in the Barwon River. The bridge is thought to be the second of three bridges over the Barwon between the mill and Forrest. Photo courtesy of Mrs June Minogue



A cutting on the Pidna Tramway, 17 April 1976.

Photo: John Kerr

Pidna: An aborted Queensland logging tramway

by John and Ruth Kerr

This is the story of a tramway whose construction was begun but never finished. Although there were considerable earthworks and also bridge building, the tramway appears never to have been used or even to have had rails laid on the formation.

In the range country between the Brisbane, Mary and Condamine river systems were substantial stands of timber which in time supported major sawmills at Taromeo, Yarraman, Nanango and on the Bunya Mountains. Maryborough interests succeeded in having the Kilkivan railway extended through Goomeri, Murgon and Kingaroy to Nanango, tapping the Coolabunia Scrub and ensuring that Maryborough, rather than Brisbane, controlled the trade, at least initially.

The Brisbane Valley Railway, built over a thirty year period, opened up timber country as it reached, successively, Lowood, Esk, Yimbun (known at first as Kannangur), Benarkin, Blackbutt, Gilla and Yarraman Creek.

It was only as railways were extended that the more remote timber stands could be economically logged. To protect them, the Lands Department declared a number of timber reserves, and later, for more permanency, state forests. Substantial areas were thus reserved in the Yarraman area for orderly exploitation. The State Forest No. 379, which the Pidna tramway was intended to tap, was declared in late 1908.¹

The Maryborough firm, James Fairlie & Sons, operated a major sawmill as well as a sash and door factory. John A Fairlie, applied to cut marketable timber in timber reserve 379, Parish of Cooyar, in 1911, offering to erect a sawmill to do so. The Lands Minister, however, decided to defer opening that section of forest until the railway reached Yarraman. The reserve was converted into State Forest in 1915 after an assessment by District Forester I Lawerence found there were nearly 12 million super feet of matured pine plus a considerable amount below marketable girth.²

Substantial amounts of timber lay on land that had been freeholded. The Queensland Pine Company Limited was registered in South Australia on 13 February 1909 to acquire the interests of Hugh Owen Davies, William Dearden and Bertie Barr Smith, the Queensland interests of the Western Australian based Millar's Karri and Jarrah Company (1902), Limited, in particular a number of freeholds and timber near Yarraman Creek. Although control of the company remained in Adelaide, the directors had the power to appoint a local director or managing director in Queensland and its Queensland office was in Brisbane³ The company acquired a number of mills in south-east Queensland, and was in a position to take advantage of the opening of the railway to Yarraman on 1 May 1913. The company built a substantial sawmill at Yarraman in 1912 followed by a pulp works. This ambitious scheme began operation in July 1913⁴ but was financially unrewarding.

Logs and sawn timber became the main traffic hauled on



An embankment on the Pidna Tramway, 17 April 1976.

the railway from Yarraman, 9000 tons in 1913-14, the first full year of operation and peaking at 22,631 tons in 1922-23 and falling rapidly after 1926.⁵ Unfortunately the figures do not distinguish between log and sawn timber. While it suited the railway department to haul logs to Brisbane, the Forestry Department preferred to see sawmills close to the forest. They reasoned that the reduced weight of timber to be moved after trimming the inevitable waste should mean that local mills could offer a better royalty for standing timber. On the other hand, sawn timber had to be handled with more care and sawing logs closer to the large metropolitan market produced economies of scale and shorter hauls of fine timber to the end user. Local communities were unhappy at the large Brisbane mills buying up standing timber to supply their capital city plants, leaving local mills short of supplies.⁶

In 1926 the government purchased for $\pounds 10,000$ the band sawmilling plant at Yarraman owned by Queensland Pines Limited. This included its logging tramway built into the adjoining freehold and State Forest 289 adjoining the township to the north-west. The same year it also bought the logging tramway, rolling stock and wharves on Fraser Island belonging to H McKenzie Limited, a major purchase announced by the Lands Minister in March 1926.⁷

The Pidna tramway project was begun and abandoned before either of these purchases. State Forest 379 was estimated in 1919 to have a resource of 500,000 superfeet of pine, considered enough for 20 years continuous supply. It was being exploited by bullock teams hauling the logs to Yarraman. Survey by the Forest Service showed that the natural outlet was Pidna, a small halt on the railway just four miles on the Ipswich side of Yarraman. It was an isolated spot, a stopping place attracting few passengers. Photo: John Kerr

Pidna had been established chiefly as a watering stop for locomotives, tapping the plentiful supply from nearby Cooyar Creek.⁸

After World War I ended in November 1918 governments made plans to settle thousands of returned soldiers back into civilian life. Australia was infused with a dream of closer settlement and numerous schemes were begun to settle soldiers on the land. The results were often disastrous as the settlers were inexperienced, under-capitalised and did not have sufficient land to provide a living except in good seasons. State Forest 379 was proposed as one area on which returned soldiers could be employed to expand the timber industry. The Forestry division of the Lands Department proposed to build a five-mile tramline which, by running to Pidna rather than Yarraman, could rely on gravitation for its motive power.⁹

The first step was to approach the Railway Department, which the Under-Secretary for Lands did on 14 August. The site was quickly inspected and a plans of a suitable short siding, estimated to cost \pounds 343, were forwarded on 20 September.10 Unfortunately, the Department did not have any used 41½ pound rails, suitable for carrying locomotives, available for sale.

LS Twine, Assistant Forester at Yarraman Creek, wrote on 6 February 1920 sending the plan of the tramway for a distance of 4 miles 1155 [sic] chains. Presumably he either meant 4 miles 11.55 chains (1155 links) or possibly 1155 feet or 1155 yards. The plans, which we have not found, showed three bridges, but Twine thought only the one over Bear Creek was needed with a box drain and embankment adequate for the other two places, to reduce costs.

The route, Twine noted, followed the natural contours as far as possible, which resulted in some fairly sharp curves, down to 106 feet (1.8 chain) radius. 'The grade should be sufficient to take the down load throughout' by which we conclude that Twine meant the downgrade would be sufficient to keep the load moving without assistance. 'It is absolutely indispensable that we should have steel rails [with less friction] where there is but little fall, and wooden rails may be used to advantage on straight steep runs, the amount of steel rails required could be reduced by using on curves 1 steel and 1 wooden rail, this is being done by the Queensland Pine Company here and seems to be satisfactory although the wear on the wooden rail is very considerable ...'

This comment about the Queensland Pine Company shows that its nearby tramway was already in operation, although not necessarily constructed to its full extent.

Twine proposed using wooden rails of 4 by 3 inch cross section laid flat or, where used in conjunction with one steel rail, two 4 by 2 inch pieces with the ends overlapping and spiked with 6 inch wire nails, two in each end of the sleeper. As for gauge he proposed 3 feet 6 inches and considered the 'type of wagon in use on the Queensland Pine Company's line is in every way suitable'. They had a double action brake on each bogie or truck and two brake blocks between the brake arms. The men operating the trucks told Twine that they can stop a load of logs on their steepest grade. The bogie wheels were about 24 inches diameter with two-inch flanges and fourinch faces, the bogies built of 12 by 4-inch hardwood with strap bolts of ¾-inch iron and large enough to allow 9 inches clearance between the wheels. The axle beds were bolted to the bottom of the trucks and allow a play of two inches from side to side. The tops of the trucks or bogies were covered with 11/2-inch planks and carried a swinging bolster to support the logs which were held in place by twitch chain from a ring in each bolster. No coupling was required between the bogies except when being hauled empty. If two loads of logs were taken at the same time, a $3 \ge 1$ iron bar was used to hold them apart.

There was nothing in the file to suggest building a line able to take Queensland Railways wagons. This would have substantially increased the capital costs, and was not justified by the saving in transhipment costs at Pidna. Inspection of the remaining earthworks at Pidna could lead the observer to imagine that the siding was planned for QR wagons.

To snig the logs to the tramway, Twine expected to require eight horses unless a bullock team could be arranged. In this case, three horses could pull four trucks up empty, and do the loading, two loads of 3000 super feet each, twice a day if required. Without the tramway, he wrote, 11 horses and wagon could only take 7000 super feet per day at the outside.

In an undated report, probably in February 1920, Crawford of the Public Estate Improvement Branch of the Lands Department commented on the proposed specifications for the tramway. He recommended three foot six inch gauge as narrower gauges would be more prone to derailment. He proposed a wooden railed tramline, with hardwood rails of 4 by 3 inch cross-section, laid on edge rather than flat, as suitable for the proposed tyres of four inch width. On the sharper curves he suggested diagonal ties between adjacent sleepers to maintain the track true. The rails would be fitted to scarf in the sleepers and recommended lap jointing on curves. Twenty-five pound rails would be quite heavy enough he added to the proposed axle load of 1.75 tons; presumably the steel rails were planned for the curves.





Bridge piles and embankment, north side of highway near McIntire, 17 April 1976.

Photo: John Kerr

As for formation, Crawford proposed banks at least eight feet wide to take sleepers six feet long as the minimum, but could not recommend a width for the cuttings until he knew the maximum length of log. The bridge work Crawford considered unnecessarily strong for the loads proposed nor did the culverts need vertical posts to hold them in place, the bed logs being jagspiked. They would require, he said, a bed log sunk to the natural surface to preserve the lip from erosion.

Without having seen the ground to confirm it, he tentatively estimated the costs of $\pounds 240$ per mile for earthworks and clearing, $\pounds 63$ for sleepers placed at 2 foot 6 inch centres, $\pounds 210$ for wooden rails and say $\pounds 40$ per mile for steel rails and fishplates on curves with labour costs of $\pounds 63$ per mile. Adding $\pounds 50$ for drainage, this came to $\pounds 656$ per mile to which 10 per cent needed to be added for contingencies and supervision, plus $\pounds 4$ per lineal foot for whatever bridges were required.¹¹

The only bridge mentioned in the specifications was over Bear Creek, close to Pidna siding.

To ascertain whether the proposal was worthwhile, a detailed valuation and engineering survey was made of the Pidna State Forest. This found 12.85 million super feet of mature pine, 1.9 million super feet of mature hardwood and 220,000 super feet of Pink Poplar, all of which could be tapped by six miles of wooden railed tramline estimated to cost \pounds 3000 including the railway siding. This report noted that private bush tramways have been constructed for between \pounds 200 and \pounds 300 per mile, thus justifying the Forestry Department's estimates to build the first two sections each of two miles for \pounds 442 per mile and the third of two miles for

 \pounds 380 per mile, compared with the Public Improvement Estate's figure of over \pounds 700 per mile. Swain recommended construction by the Forest Service of the first section as a Returned Soldier project and establishing a settlement on a 15 acre site resumed for the purpose. Nursery and reafforestation operations by his department would follow harvesting of the existing timber.

While the Pidna tramway proposal was under consideration, a future Lands Minister, Thomas Andrew ('Fine Cut') Foley was elected to parliament in a by-election on 20 December 1919 for the western seat of Leichhardt. Foley had worked as a contractor supplying sleepers to the Railway Department and speaking in the annual debate on the Lands Department estimates three months later, he was critical of the wasteful way the Railway Department was harvesting timber in the Birimgan State Forest in Central Queensland. He urged that it, 'and others of a similar nature should be opened up at some future date with a system of light tramlines similar to that used in New South Wales ... the timber companies use what they call light lines built of sawn timber, and draw their timber by horse power instead of steam power, thereby saving a great amount of money. Every one of those companies has amassed a huge fortunate and paid very large dividends. We think the State can follow in their footsteps by opening up their forest by a light rail system, even if it is only a small "coffeepot" engine, which will carry a fair amount of timber compared with what is carried now by the horse-team system.'12

A newly-elected government back-bencher was not likely to change government policy but his speech endorsing the kind of tramline being planned at Pidna may have encouraged the minister, JH Coyne, to endorse the departmental proposal.

The Railway Department was given the order to proceed with the railway siding. The loop siding, two chains clear between the points, or long enough for three bogie log wagons, was completed in September 1920.13 It actually cost £,382, the excess attributed by the Railway Department to increased wages awarded to workers under the McCawley award.¹⁴

Money was also spent building huts on State Forest Reserve 379 for two returned servicemen, and Swain approved the expenditure on 22 November 1920.

A considerable amount was done on the tramline as we found when we traversed the route in 1976 for about a mile. No work seemed to have been done beyond this. There were timber piles, all that remained of the bridge over Bear Creek. We found embankments, including a drain under one, as well as a substantial cutting. The tramway was also the subject of a more recent LRRSA excursion in 1999 which confirmed the work on the tramline.15 Some of the formation just west of Bear Creek has been obliterated by repeated construction work on the D'Aguilar Highway before the route enters State Forest Reserve R140, declared in 1920, an area of 197 acres, much smaller than the adjoining R379.16 The 23 acres around Pidna itself was declared a State Forest, reserve R469, a few months later.¹⁷

AE Moore, a Country Party parliamentarian later to serve as Premier during the depression, entered the debate on the Forestry office of the Lands Department in October 1921. He did not mention Pidna by name, but to my knowledge Pidna was the only logging tramline under construction by the government at this time:

He understood they were building a wooden tramline into one of the State Forests to get the timber out. At the Yarraman Mill they built a wooden tramline, but it proved unsatisfactory and had to be taken out. It was found to be far cheaper to put down a line of steel rails. When they had the experience of a large mill like Yarraman, it seems rather a stupid thing to repeat the mistake with one of their State Forests.¹⁸

An opposition member's remarks could not be expected to have much influence. The basic premise may have been wrong. Senior staff always attended parliament to advise the minister during the Supply debate, and so Moore's comments may have sparked a reassessment. The evidence on the ground shows that work halted after a short period. This may be confirmed the brief note in the 1921 annual report referring to 'the part construction of a wagon road on State Forest 379 Cooyar'.¹⁹ This may be interpreted in two ways; the tramway was abandoned and money spent on a road instead; alternatively, the term 'wagon road' actually refers to the logging tramway and 'part construction' confirms that work was abandoned sometime in 1921.

Why was the work abandoned? The answer may lie in the project not receiving approval for returned serviceman settlement. As well, motorised road transport was reducing the viability of such tramlines. The Forestry section of the Lands Department also dropped other tramline projects such as one from Benarkin railway siding to Taromeo State Sawmill surveyed in 1919 on which Twine commented 'it will ultimately pay to build and operate with motor tractor or light locomotive'.20 As far as is known, work did not start on it, nor on a much longer proposal from near Goomeri to Manumbar.

Other factors were at work, including the loans 'blockade'. London financiers, reacting to the Labor Government's policies had frozen the Queensland Government out of the capital market, forcing Premier Theodore to borrow in the United States and curtail public works. Although a small project, the government belt-tightening may have seen Pidna sacrificed.

Alternatively, the Pidna tramway may have been seen as a threat

to Yarraman interests. The tramway would have fed logs to the government's Taromeo mill or helped private sawmillers divert log timber to the Brisbane market rather than feeding the Yarraman mill. The cost of haulage on the tramline plus railage the short distance from Pidna to Yarraman, subject to minimum freight rates, may have disadvantaged local interests.

Whatever the reason, the Pidna tramway was not alone as an unfinished project. Substantial work had been done on sections of the Great Western Railway beyond Yaraka, Winton and Dajarra; on the line west of Winton, 23 miles of track were laid by 1916 but never used. Several railway projects were closed down just before Christmas 1920 and did not resume for extended periods, some not at all.

Statistics on traffic over the railway siding confirm that the Pidna tramway never came into general use. The siding was used for inward supplies, 97 tons in 1920-21, 9 in 1921-22 and 15 in 1922-23. Some timber was railed from Pidna, one ton in 1922-23, 20 tons in 1923-24, 17 in 1924-25 and 9 in 1926-27, or 47 tons in all. No timber was railed in the financial year 1925-26 and the Railway Department's General Appendix issued in early 1925 lists the siding as temporarily closed.²¹ It may or may not have been reopened for the nine tons - or one wagon load - in 1926-27 but the siding was removed in January or February 1928.22 Dieselisation in the late 1960s made Pidna redundant as a watering station for steam engines.

Anyone checking the statistics in the Annual Reports of the Commissioner for Railways may wonder at nearly 30,000 tons of other minerals railed from Pidna in the period under review, namely 104 in 1914-15, 968 in 1915-16, 17636 in 1918-19, 10171 in 1919-20 and then 475 in 1923-24. The charge in 1918-19 was about one shilling and sixpence per ton. How could so much be railed without a siding?

A severe drought affected much of south east Queensland in 1919 and 1920. We suspect the mysterious railings were of water from Pidna water tank, sent to Yarraman to keep the town or the sawmill supplied, or possibly to Blackbutt which was notable in 2002 for having to have water trucked in.

Pidna remained a halt on the railway until 1984.²³ It then officially ceased to exist.

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- 4. Queensland Times 18 July 1913 p. 3.

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The line of the diminutive Shay locomotives

By John Knowles, published by the author

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The Victoria Coal Company constructed a short length of tramway across the rock platform and sandy shore at the boat harbour to the east of the proposed terminus at Cape Paterson. Tramway materials were landed at a jetty constructed from the end of the rock platform and were carried over the tramway to firmer ground from where bullock teams hauled the rails and fittings to the railhead. By 2005 virtually all rails had been removed, but in the 1950s they could be found strewn across the shoreline and rock platform as illustrated in this view. Photo: J Coughlan Collection

Cape Coal

by Mike McCarthy

William Hovell's discovery of black coal near Cape Paterson, 7 kilometres south of Wonthaggi, in 1826¹ did not seem to excite too many people in the Colonial Government at the time. It was a long way from Sydney and plenty of coal was within much easier access to that town. However, the years that followed saw a series of unsuccessful ventures come and go, all aimed at exploiting the find. Along the way, Victoria's first commercial coalmine opened and then failed only to see, within a few years, the opening of the State Coal Mine at Wonthaggi in 1910.

Hovells' discovery was near what is now known as Wreck Creek (formerly Coal Creek), about 1.5 kilometres west of Cape Paterson and near present-day Harmers Haven. At the time, Hovell was part of the Westernport military settlement at Corinella established to ward off the French. His duties included the conduct of a survey of the nearby coast and it was whilst doing this that he made his discovery. The small quantity that he mined and despatched to Sydney failed to attract any reaction at all.² Victoria, as we know it, was then part of the New South Wales. With plenty of coal available at Newcastle there was no need to develop coalmines in such a far-flung corner of the Colony.

In 1835, Samuel Anderson settled on the Bass River and, over the following two years, he explored the area down the coast past Cape Paterson. He came across the outcrops that Hovell had described and opened up a track to the Bass River to cart coal for his own use. Again, because of distance and the ready access to local coal, the Sydney administration ignored the find as well as his requests for formal approval to mine the mineral commercially.³ In 1840, Superintendent La Trobe of the Port Phillip District visited Westernport and expressed interest in the coal. He sent H Cameron to investigate. Cameron returned speaking enthusiastically about what he had found. Subsequently, William Watson, an experienced miner arrived at Coal Creek in 1841 and, with the aid of subscribed funds, sank a shaft.⁴

The venture came to a premature end, however, following the murder of two sealers in the vicinity in October 1841. They were shot by members of a group of Tasmanian aborigines (the group included the well known Truganinni) who subsequently abducted Watson's wife and daughter. There is quite a saga about the pursuit, capture and trial of the two assailants, which is not particularly relevant here, but it ended in the eventual execution of the guilty two. The assault on his family proved too much for Watson and he abandoned the claim.⁵

A short time later, in December 1841, a Welsh miner, Richard Davis arrived in Melbourne and, hearing of the coal outcrops, headed south-east to the Cape where he found the seams originally sighted by Hovell. He sank a small shaft a little above the high-tide mark at what is now Harmers Haven, mined a small quantity and carried 25 pounds of it to Melbourne to show La Trobe in an effort to obtain a miner's lease. He was dismayed to find that La Trobe was virtually powerless to help. All such authority lay with the Government Departments in Sydney and in any case, at that time all rights to mine coal in the colony sat with the Australian Agricultural Company. La Trobe tried to help by offering a quarrying lease but Davis rejected this and set off in search of work at the Burra mines in South Australia.⁶

Davis returned to what was by then the Colony of Victoria in 1852 where he found work on the Castlemaine gold fields. It was around this time that the new Government announced a \pounds 1000 reward for the discovery of an 'available coalfield' in the Colony. Matters had changed considerably since 1827 when the Colonial Government in Sydney chose to ignore



During the short time that the Cape Paterson mine was in operation a small settlement of sorts existed close to the mine-head. There were several huts providing accommodation as well as a boiler house and windlass, the remains of which can be seen in this photograph taken probably in the 1920s. No trace of these structures remains today. Photo: Vallance, Wonthaggi Historical Society

the Cape Paterson coal deposits. The new Colony sought to free itself of dependence on expensive coal imported by sea from New South Wales. After some delay, Davis approached La Trobe again for a mining lease that would enable him to prove the worth of the Cape Paterson field and claim the reward. He was (erroneously) told that 'the Newcastle Company' still held all rights to mine coal and that this was to continue for a further seven years but he was again offered a quarrying lease over 700 acres near the coal outcrops and this time in conjunction with a partner, Thomas Bury, he accepted.⁷

Davis sank a shaft a short distance inland from the cliff-face west of the Cape and named the shaft 'The Reward'.

A good, well-timbered shaft found the upper of the two main coal seams (named 'The Rock') 60 feet from the surface. He had insufficient funds to sink the shaft to 'The Queen', the second of the main seams but he felt he had done enough to claim the reward. Unfortunately, despite his best efforts over a number of years, Davis had great difficulty in convincing those in authority to pay him the £1000. Selwyn, the Government geologist, in particular, seemed to stand in Davis' way probably because, in his view, Hovell and not Davis originally discovered the presence of coal at Cape Paterson.⁸ Davis was eventually to receive the reward, a sum that barely met his expenses, but only after a Parliamentary Report in 1863 recommended it.⁹

Davis' Reward shaft lay on the west side of Coal Creek. Action was also underway on the east side where, on the strength of reports of Davis' efforts, Nathaniel Levi had established the Victoria Coal Company in 1859.

Levi, a member of the Victorian Parliament, described himself as an 'Auctioneer'. He had raised $\pounds 20,000$ from share issues and appointed Richard Davis as the company's manager.

Davis sank three shafts under the company's name. The first was virtually on the beach midway between present-day Harmer's Haven and Cape Paterson; the second was at the base of the old coastline, a short distance inland, while the third

was at the top of the cliffs overlooking the ocean. Levi's son, Henry, took over management in 1863 and sank two further shafts, numbers 4 and 5 between the existing Nos 1 and 3 shafts. Number 5 was quite close to the Number 4 and was to serve as an airshaft for mining operations. A common whim served the two shafts and, 50 feet underground, a drive connected them. The company mined coal from a two feet thick seam to the north and west of the shaft.¹⁰ In total, close to 3000 tons of coal was raised with 1933 tons despatched, the bulk of it by bullock wagon to the 'Boat Harbour', as it was then known.11 This is a small cove just over a kilometre east of the Cape, which protects it from the west but leaves it very exposed to weather from the south and east. Here the coal was bagged and loaded into whaleboats tied to a jetty built from a rock platform. This was the only means by which the coal could be transported to ships moored offshore. It cost the company 18 shillings per ton to transport the coal from the mine to the ships. The company intended this to be the principal shipping place for its activities but its suitability became questionable after the destruction of the jetty in bad weather on several occasions. To make matters worse, moorings provided by the government about a kilometre and a half offshore shifted in a storm and silted over. With insurers then refusing to cover vessels visiting the Cape it became clear that the Boat Harbour was not the answer Levi and his supporters were seeking.12

However, even if the moorings had not moved it was unlikely that shipping of coal from here could have continued for long. In 1865, Captain A Keen commented to a Parliamentary Enquiry;

I told Mr. Levi that, before he attempted to ship one bag of coals, that he could not ship it. The first thing is, they could never get vessels to go there, it is not any harbour at all, you might as well anchor off Cape Otway, or Cape Schank. It used to be regular life-boat work to go off there with coals, it cost them far more in bags, than the coals would sell for in Melbourne, and the cartage.¹³ The company abandoned the boat harbour as a shipping place and tried using the jetty at Inverloch, seven kilometres to the east. Although this represented a well-protected loading point for whaleboats, the sandbar at the entrance to Andersons Inlet, upon which Inverloch sat, was an unacceptable hazard. A far more substantial solution was needed that would allow ships to be loaded directly from a jetty. The company returned to an earlier plan and chose the Cape itself where a rock platform jutted into Bass Strait and provided some protection from the seas. A jetty constructed from the shore on the east side of the rock platform would service the ships and a tramway would link it with the mine.

This appeared to be the only potentially viable answer because, despite Cape Paterson being only a two-hour drive from Melbourne today, in 1860 it was quite remote. No roads existed to the area and the Koo-wee-rup swamp to the north meant that any heavy loadings had to take a circuitous route to the north-east or had to go by sea. However, such a project was beyond the means of the Victoria Coal Company so Nathaniel Levi petitioned the government for assistance.

The government had already rejected an initial request for a jetty at the Cape, back in 1860¹⁴; however, with the other options proving unsuitable, Levi persisted. In August 1862, the government relented and agreed to aid the venture in a more substantial way. A loan of rails and a grant of £1000 would assist the construction of a tramway, with payment linked to the completion of works to that value.¹⁵

Nathaniel Levi wasted no time in getting things moving. In October 1862, tenders were called for the construction of one mile 30 chains of tramway from the company's No 3 shaft to the shoreline a few hundred metres east of the point of the Cape. The lifeguard shed on No 1 surf beach at Cape Paterson marks the spot today. The successful tenderer was John Higgins.¹⁶ Henry Levy provided oversight for the company from early 1863.¹⁷



The Barlow rails at Cape Paterson were joined by connection plates. These were 32 inches in length and can be seen protruding from the end of the rail in this photograph. Photo: Mike McCarthy



During late 2004 the Barlow rails at the proposed terminus of the Victoria Coal Company's tramway emerged from the dunes on the shoreline after stormy weather. The design of the rails is clearly evident in this photograph. The hollow centre of the rail was intended to be bedded within gravel to maintain stability. Photo: Mike McCarthy

The rails provided were mostly Barlow rails lifted from the Melbourne to Geelong railway and from the Geelong sidings. In all probability, they were the original rails used on that line. They were mostly 73 pounds per yard in weight and measured 10½ inches across the base, 2½ inches wide on top and stood 4½ inches high. They came in 20 feet sections. Included with them were 12 sets of points and crossings, all Barlow rail, that had been 'thrown out in the Geelong yard', for which the Railways Department demanded £4 per ton, and 6500 to 7000 'rivets' for use with the rail. Included were also some 'T' section rails.¹⁸

Barlow rail differed from the rail that we are so familiar with today. It resembled an inverted 'V' but with a rounded top and flattened bottom points. Gravel filled the hollow in the middle of the rail. The rails were kept in gauge by iron cross ties (4% inches by 2% inches angle iron at Cape Paterson) and were joined by fishplates, 32 inches long, that fitted beneath the rail at each joint.¹⁹

The Company received the bulk of the rails at the Geelong jetty on 21 November 1862 with the remainder handed over at Williamstown in June 1863.²⁰

By early 1863, the schooner *Friends* had delivered all but 130 of the rails to the 'Boat Harbour'. The ship anchored offshore at the moorings and whaleboats were loaded for the perilous journey through the surf to the beach. Predictably, a quantity of crossties was lost overboard in the process.²¹

The jetty formerly used for the despatch of bagged coal now provided the means of delivery for the first 60 rails. A short length of tramway was laid across the rock platform and sandy beach to a break in the cliffs that provided access for a bullock team to collect the remaining rails and fittings.

It was perilous enough trying to carry away bagged coal from this location. Conveying iron rail and fittings from ships and then offloading them in the heavy swell that is normal here added to the danger and more than one rail had to be retrieved from beneath the waves alongside the platform.²²

Despite the difficulties, the rails and other equipment found their way ashore and construction progressed rapidly. A camp at the mine site provided accommodation for the labourers. On 22 July 1863 H Christopherson, a Railways Inspector, reported to Higinbotham, the Engineer-in-Chief of the Victorian Railways Department, on the progress of the tramway. He stated that the line was complete or at least as complete as it was going to get for some time. The detail he provided in his report is useful. He indicated that the tramway was built to 5 feet 3 inches gauge and commenced 42 feet from the mouth of the mineshaft.²³ It ran one mile 30 chains and 50 links to the bluff. He referred to an 'incline to the jetty' which suggests that a jetty had been built at the proposed terminus but, in fact, certainly referred to where a jetty might be built. The embankments were mostly eight feet wide although one was nine feet and another was ten feet across at the top. The slopes were one in one; quite steep given that all material was sand. Side cuttings provided some of the sand for the embankments. The tramway passed through sand hillocks where the cuttings were 10 to 12 feet wide at the base and the side slopes were again 1 in 1. There were several timber box cuttings.24

The Cape Paterson terminus comprised two sidings built using 66 pound per yard 'F class T' rail as well as some of the Barlow rail.²⁵

Higinbotham did not present a very favourable opinion of what he saw. He indicated that because all foundation material was drift-sand neither the cuttings nor the embankments could be expected to last for any length of time. Side drains had existed along the route but water trickling through the cutting walls was already filling the drains with sand and, at some locations, sand had covered the rails. He reported that the permanent way was very uneven in height, the curves were irregular and sections intended to be straight were not so in many cases. He found that the embankments were not wide enough. The Barlow rails, when laid, were 6 feet 5 inches from outer edge to outer edge and were therefore only 9% inches from the embankment edges. He expressed no confidence in the carrying capacity of the tramway as built. Because the main line rails did not have sleepers, he believed they could not sustain much traffic and, at the time of his inspection, were already depressing embankments through their own weight! Barlow rails, by design, should not have sleepers but should sit within good quality gravel. Without this, they lose their structural integrity and cannot carry heavy loads. Cape Paterson sand is a long way from 'good quality gravel'!

Higgins, the contractor, had valued the work at $\pounds 1462$ but Christopherson put it at $\pounds 1085$, which set it at just over the benchmark for the Government grant of $\pounds 1000$. The following August Christopherson certified the work complete and the money was paid.²⁶

Unfortunately, no use was ever made of the tramway. There





The Victoria Coal Company tramway formation can be seen passing beneath the wooden fence posts to the right of centre and then following into the distance parallel with the shoreline. Photo Mike McCarthy

was no point in using it given the absence of a substantial pier, at least 400 feet in length, to load the coal into ships at the terminus. Although the company was capitalised to $\pounds 20,000$ it had expended almost all of this in buying equipment, leasing vessels for coal transport, constructing the jetty at the boat harbour, sinking the five shafts and delivering material to Cape Paterson

Operations at the Victoria coalmine ceased while Levi and his son again sought government assistance to construct the jetty and possibly a breakwater at the Cape Paterson tramway terminus but, as before, they could not get support.27 Exasperated, Levi abandoned the tramway and looked to the west to Griffiths Point. A 3 feet 6 inches gauge tramway built by the Westernport Coal Mining Company ran from Kilcunda to a good deep-water jetty there. In 1888, Levi successfully petitioned Parliament for authority to construct an elevenmile extension of the tramway to Griffiths Point (now San Remo) to serve his Cape Paterson coalfield but the exhaustion of subscribed capital and the non-payment on calls on company shares prevented its construction. Levi travelled to Britain in search of subscribers and returned having raised sufficient capital to complete the rail link to Kilcunda, only to be told in 1899, when he returned via Adelaide, that the tramway to Griffiths Point had been dismantled. Without a viable transport link to Melbourne, the venture was doomed.

Levi fought hard over many years to keep the scheme going but with no success and at one time proposed an ambitious plan to link the mine to Western Port Bay by canal but nothing came of it.²⁸ He and his estate continued to meet the lease payments on the land until 1909, two years after his death.²⁹

Knowledge of the existence of the Cape Paterson tramway soon faded from memories and essentially, it became forgotten. However, this was to change for a brief period in 1917 when the Melbourne *Herald* reported its rediscovery by none other than the Premier of the State, Sir Alexander Peacock. Under the banner 'Premier finds unused line', the article described how Peacock, when inspecting the recently opened Powlett coalfields and the newborn town of Wonthaggi, only a few kilometres from the tramway, stumbled across the rails whilst at Cape Paterson.³⁰

He wanted them removed and incorporated into railway extensions that were underway in Victoria at that time. One can only imagine the consternation of the Victorian Railways Commissioners of the day on being told to incorporate a mile of badly rusted Barlow rails into their system!

Subsequent to Peacock's request, E Webster, a Victorian Railways draughtsman, was despatched to the Cape to report on the rails. What he found confirmed that little had changed over the half century since all work on the tramway and mine had ceased other than the encroachment of sand that Higinbotham had predicted all those years ago. He found that 400 metres of the tramway remained relatively clear, while sand and scrub covered 966 metres with the depth varying between a metre and eight metres. Some cuttings had completely filled in to the extent that the rails seemed to disappear into the side of a hill. Corrosion had attacked the exposed rails from the waist down. Webster was able to report that they were of no use to the Railways Department and, subsequently, the tramway returned to its previous obscurity.³¹

Other remains still there at that time included a derelict shed housing a vertical boiler, probably associated with a pump, a windlass and the shaft with piping disappearing into its depths.

In the late 1950s and early 1960s, I can recall as a lad of around eight to ten visiting the Cape on family outings from Warragul. I have strong memories of clambering over the rails on the rock platform at what had been the company's boat harbour and can clearly recall the iron tie rods that kept the rails in gauge. I thought it odd that there were no wooden sleepers and can remember borrowing a ruler to measure the gauge (frightening really!). At that time, the rails followed their original alignment from beneath the sand to the rock edge but I can remember how twisted they were, most probably from wave action during storms. Other rails were scattered on the beach mostly buried in the sand while others lay in the water off the edge of the rock platform where the wooden jetty existed in earlier times. I wondered at the time where this railway had run from. Seeing it again was quite something to look forward to each time my family visited the Cape.

In 2005, over 140 years after tramway construction was complete, most metallic remnants have long gone. Even the rails at the boat harbour have disappeared, probably in the name of safety, as Cape Paterson is now a popular holiday location. The line of boltholes that originally secured the rails remain on the rock platform and off its edge, beneath the waves, are a number of the Barlow rails although some have very recently been removed.

Of the mine and the main tramway route, enough remnants remain to make it interesting. The mineshaft is no more; but an innocuous depression hidden in the scrub on the ocean side of the property fence marks its location. The tramway formation is evident 42 feet (13 metres) north of the shaft as Christopherson had reported in 1863! It actually commences around 200 metres west of the shaft in what is now freehold land. It curves past the shaft and angles away beneath the property fence to enter the beachfront reserve where it remains for the rest of the distance to the terminus. Anyone visiting this end of the line needs the permission of the property owner as the only access is through a farm at the end of the appropriately named 'Old Boiler Road'.

The embankments, over the next 500 metres or so, are evident in amongst the thick heath and coastal grasses but with no sign of rails. Scrub has now grown over the alignment and stabilized much of the formation but this is certainly not the case with respect to the cuttings in this section, of which there were several. No evidence of any of the cuts through the dunes remains. Nature has reclaimed its own!

At the bottom of Wilson's Road, a maintained walking track gives access to the beach. It crosses the tramway formation but you have to look hard to find it. The problem here is that the native heath covers everything and has blended the tramway formation into the surrounding landscape very effectively. Nevertheless, you can find it; you just have to venture bravely into the thick scrub, scratch around a bit and hope that you will be able to find your way out again!

Closer to the Cape Paterson terminus the tramway curved around a hill that marked the point of the Cape. The hill has protected a section of formation about 200 metres in length from the sand drifts that have obscured much of the remaining earthworks. In this section is a cutting approximately 4 metres in depth excavated on a curve. Coastal scrub disguises it today and at first glance, it seems like a gully amongst the sand dunes. However, the regularity of the curve and the vague remnants of a tramway formation leading in to it point to its true origins.³²

At the terminus, the point where the tramway reached the beach is now marked by a shed owned by the Cape Paterson Surf Life Saving Club. Interestingly, beside the shed and protruding from the sand bank are four Barlow rails! The tramway was in a deep cutting and on an incline at this location. However, along with most other cuttings along the way, sand had filled the excavation probably by 1900. The cutting held two sidings in addition to the mainline so was much wider than other cuts along the route. Consequently, a remnant remains in the form of an obvious deformity in the foreshore profile when viewed with your back to the sea, although much of the excavation has filled with sand. When first laid the tramway extended beyond the cutting onto the beach but sometime before 1950 locals removed the rails, again, probably for safety reasons. Recently rails have emerged again as the sand dune has eroded back from the shoreline. A tantalising thought is the likelihood that a set of Barlow rail points remain buried in the dunes near the beach



Up to the 1920s, the rails at the proposed terminus on the surf beach at Cape Paterson emerged from the dunes that had covered them over the previous 60 years. They sat in the sand pointing in the direction of the pier that was never built. Photo: Wonthaggi Historical Society



In the 1940s an enterprising farmer saw opportunity in the rails lying along the tramway formation and extracted approximately 12 lengths to use to build farm structures. A shed was built using the rails as upright supports and it remains in use today with the Barlow rails clearly evident at the front. Photo: Mike McCarthy

terminus. It is also likely that rails remain deep within the dunes above the beach along the route, as, over the years, scavengers have recovered only those visible. However, what is visible does change. A local farmer noticed rails protruding from the dunes in the mid-1940s. They had gradually emerged as the dune shifted. He attached a chain to the rails, hauled them clear of the sand, and eventually collected ten lengths to use as poles to construct a shed. In 2005, the shed was still in use with the rails in good condition.

It is ironic that only a few years after Levi's death the Victorian Government opened up the Powlett coalfields only a few kilometres away from the Victoria Coal mine. The Wonthaggi railway opened in 1909 to serve the mines. Although the small seams found at the Cape would probably have made the mine unprofitable in the end, there is no doubt Nathaniel Levi would have petitioned the government to extend the railway the short distance to his workings. Levi's persistence would have seen the line built, the mine made operational and, ultimately, his dream come to fruition. With his death, however, the drive to open the Cape coalfield also died and, with the exception of one or two minor efforts in later years, nothing further was done.

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32 M McCarthy Site inspections 2002 - 2005

LIGHT RAILWAYS 197 OCTOBER 2007

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NEW SOUTH WALES

BHP BILLITON ILLAWARRA COAL, Elouera Colliery

(see LR 171 p.18)

1067mm gauge

BHP Billiton has announced its intention to sell the colliery to Gujerat NRE, but the sale is currently on hold while Bluescope considers whether to exercise an option to purchase. Chris Stratton 8/07

QUEENSLAND

Sugar industry

Managed Investment Scheme (MIS) companies with a focus on tree growing are causing a reduction of cane land in many parts of Queensland. This phenomenon is being reported from a number of cane growing areas including Bundaberg, Proserpine, the Herbert and the Tully-Innisfail areas. Senator Ron Boswell states that MIS companies are paying up to \$10,000 per hectare for cane land previously valued at about \$3000. This is partly because they are backed by money pooled by investors who receive a significant tax break on their investment, a concession not available to a cane farmer. This loss of cane growing land could affect the viability of the industry in certain areas. *North Queensland Register* 29/7/07

BUNDABERG SUGAR LTD, Bingera Mill

(see LR 195 p.19)

610mm gauge

It was reported in July that a loco driver had been suspended following a disclosure to the media of safety concerns regarding visibility at the rail crossing at the intersection of Hoods Road and Moore Park Road. The company indicated that employees were encouraged to discuss safety issues with managers but could be suspended for failing to obey a lawful instruction.

In the early morning of 2 August, Walkers B-B DH *KOLAN* (633 of 1969 rebuilt Bundaberg Foundry 1996), was derailed when it collided with eight errant full bins that had become uncoupled from the previous train near the 'donkey farm' on the line from Fairymead to Bingera. Conditions were foggy and *KOLAN* was travelling at 22km/h hauling 58 6-tonne bins. The line was cleared and back into service late that afternoon and the locomotive returned to service a week later.

It seems that surplus ex-Fairymead 6-tonne bins fitted with Willison couplers that were stored on the Wallaville line have been carted back to Fairymead for dismantling. In late July, a semi trailer with about 15-20 bins was seen heading along Walker Street in Bundaberg, destination unknown. *NewsMail* 9/7/2007; Lincoln Driver 7/07; 'Sheepdog' 8/07

BUNDABERG SUGAR LTD, Millaquin Mill, Bundaberg

(see LR 195 p.19) 610mm gauge

The level crossing of Bargara Road near the intersection with Gahan's Road, forms the main line access to Millaquin Mill. It has recently seen a major upgrade in connection with future ring road plans. The crossing now has six sets of single lights, four sets of back-to-back lights and one set of pedestrian lights. Is this a record for a cane railway crossing? Lincoln Driver 7/07

BUNDABERG SUGAR LTD, Innisfail

(see LR 196 p.29) 610mm gauge

Cane traffic to **South Johnstone Mill** has been disrupted by the imposition of a 20-ton load limit for locos crossing the 'Silver Bridge' over the South Johnstone River. This means that the two bogie locomotives responsible for hauling cane up the Japoon Range, 32 *LIVERPOOL* (EM Baldwin 10385.1 8.82 of 1982) and 33 *NYLETA* (Prof Engineering P.S.L.25.01 of 1990, rebuilt South Johnstone Mill 1993) are unable to cross. They bring their loads to a temporary servicing point south of the bridge where Com-Eng 0-6-0DH 23 (AD1452 of 1961) takes over to haul the loads to the mill yard.

Traffic on the range has been reduced as much



The 2007 season has seen the return to regular cane haulage for Mackay Sugar's Com-Eng 0-6-0DH multi-units PIONEER (AI2358 of 1962) and CARLISLE (AI3271 of 1963). Here they throw up the dust as they haul cane out of Marian Mill's Desert 1 siding near Allandale on 9 July 2007. Photo: Carl Millington



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Top: Sixteen years after Hambledon Mill's closure, the 'Sugarworld' slogan still shows clear signs of its former ownership as Mulgrave Mill's Clyde 0-6-0DH 14 (56-86 of 1956) shunts bins from the truck shop on 5 July 2007. Photo: Chris Stratton **Above:** Isis Mill's EM Baldwin B-B DH 11 (10130.1 6.82 of 1982) sports a remodelled front radiator grille and tinted cab windows, August 2007. Photo: Brian Bouchardt

LIGHT RAILWAYS 197 OCTOBER 2007

Industrial NEWS Railway

cane from the Silkwood area is coming to the mill via the new link off the Kurrimine Beach line onto the former Mourilyan system.

The Queensland Bridge on the link from Mourilyan to South Johnstone also has a weight restriction on it, but the 24-tonne Baldwin bogie locomotives are allowed to cross it.

All this emphasises the urgent need for the new South Johnstone River bridge to replace these two, but it appears that construction work will not commence until 2008. Nevertheless, preparation work is under way. The upgraded crossing of the Bruce Highway noted being built in May is part of this as the Mourilyan No.2 Branch from Moresby to Ramlegh is to become part of the new link line. New construction will parallel the QR from Ramlegh to Boogan, where it is expected that the new line will turn onto the formation of the old QR Boogan to South Johnstone branch.

The Josephine Creek bridge on the **Babinda Mill** Bartle-Frere line south of Pawngilly has also had a 20-ton limit placed on it, meaning that double unit locomotives cannot cross.

With the closure of the out-depot at Goondi following Cyclone Larry, South Johnstone Mill has become the base for the motive power used to work the lines in the former Goondi Mill area for Babinda Mill. Currently this is double unit Com-Eng 0-6-0DH 1 *JOSEPHINE* (A1821 of 1957) and *RUSSELL* (A2027 of 1958).

A number of changes of Clyde 0-6-0DH locomotive allocations have occurred for the 2007 season, with double unit 2 *GOONDI* (55-56 of 1955) and 3 (56-90 of 1956) back at Babinda Mill. Single units 16 (56-93 of 1956) and 17 (55-57 of 1957) arealso at Babinda with 13 (59-203 of 1959) there as spare loco. 18 (56-83 of 1956 is now a South Johnstone locomotive normally stationed at Mourilyan. EM Baldwin B-B DH 25 (6470.1 1.76 of 1976) has also been transferred to Mourilyan. Shane Yore 8/07



CALEDON RESOURCES, Cook Colliery, South Blackwater

(see LR 164 p.22) 1067mm gauge

This colliery was acquired by Caledon resources from Xstrata Coal in December 2006. It is unknown whether rail transport using locomotive haulage of materials and personnel cars for man transport is still in operation.

Australia's Mining Monthly 2/07 via Ray Graf

CSR PLANE CREEK PTY LTD

(see LR 196 p.30)

610mm gauge

A shortage of cane in the Carmila area has meant that the locotrol slave train from the southern terminus at Karloo has not been in regular operation this season. This means that all four Walkers B-B DH locomotives have been operating as single units, allowing Com-Eng 0-6-0DH D8 (FC3777 of 1964) normally to be kept as spare.

The four-ton bins with tubular frame are the only ones that have not had the ends pushed out to increase capacity. They have been moved to storage behind the truck shop at the mill.

All three bogie brake wagons have had their package air compressors removed and replaced with small diesel engine units similar to recent practice at the Herbert River mills. The greaser wagon normally attached to brake wagon BV2 does not appear to be in use this year as it is stored off track beside the loco shed. Carl Millington 7/07, 8/07

CSR SUGAR (HERBERT) PTY LTD, Herbert River Mills

(see LR 196 p.30)

610mm gauge **Victoria** Mill's Clyde 0-6-0DH locomotives *CENTENARY* (64-381 of 1964) and *INGHAM* (64-382 of 1964), fitted with new Mercedes Benz diesel engines bad both re-entered service by

diesel engines, had both re-entered service by early August. Because the engines are smaller and lighter than the GM V8s fitted previously, additional ballast weight has been added. Prior to the completion of the two Clydes,

Macknade Mill's EM Baldwin 0-6-0DH HOBART



Top: One of the new Victoria Mill combination brake wagons, VICTORIA BV11, on the Palm Creek bridge on the Bambaroo line on 5 August 2007. The two EM Baldwin 6-wheel wagons (7065.1 6.77 & 7065.2 6.77 of 1977) have had the middle axle removed and share a single engine and air compressor. Photo: Steven Allan **Centre:** Two Clyde Model HG-3R 0-6-0DH locomotives outside the Victoria Mill loco shed on 3 September 2007 show a contrast in liveries and air-conditioning unit placement. INGHAM and CENTENARY (64-382 and 64-381 of 1964) have a new exhaust placement as a result of being newly fitted with Mercedes-Benz engines. Note that INGHAM is equipped for rope shunting. Photo: Brett Geraghty **Above:** Plane Creek Mill's Clyde 0-6-0DH D1 (56-101) returned to Victoria Mill in June, and on arrival promptly received a new paint job. It is pictured adjacent to the mill navvy compound on 3 September 2007. Photo: Brett Geraghty

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Top: Contrasting Mackay Sugar Clyde 0-6-0DH locomotives. Model HG-3R 8 PALMS (70-708 of 1970) and Model DHI-71 13 DEVEREAUX (67-568 of 1967) in the yard at Pleystowe Mill, 21 August 2006. Photo: Brian Webber **Centre:** Mossman Mill's Com-Eng 0-6-0DH multi-units FAUGH-A-BALAUGH (AL4190 of 1965) and DOUGLAS (AL2652 of 1963) in tropical surroundings in the mill yard, 3 July 2007. Photo: Chris Stratton **Above:** A Plymouth 6-tonne 4wDH locomotive supplied from the USA by Mining Equipment Inc awaits its descent underground at the Gold Coast desalination plant construction site on 14 July 2007. Photo: John Browning

LIGHT RAILWAYS 197 OCTOBER 2007

Industrial NEWS Railway

(4413.1 7.72 of 1972) frequently alternated between the two mills to cover locomotive shortages.

The two new bogie brake wagons were delivered to Victoria Mill by Corradini Engineering in mid-August but still require bogies and electronics to be fitted. Walkers B-B DH *JOURAMA* (680 of 1972, rebuilt Bundaberg Foundry 1996) has been operating without a brake wagon pending the completion of its new one, but *CAIRNS* (Walkers 681 of 1972, rebuilt Bundaberg Foundry 1997) has been using BV4, the Clyde Engineering 6-wheeled brake wagon from *DARWIN* (EM Baldwin B-B DH 6171.1 9.75 of 1975). This is to enable *CAIRNS* to operate in RSU mode while awaiting its new brake wagon.

Victoria Mill's Clyde 6-wheeled brake wagon BV6 WALLAMAN has had its middle axle removed like the mill's Com-Eng and EM Baldwin brake wagons.

11-tonne bogie bins are still being manufactured and are in wide use at Victoria Mill, while more than 50 of the 8-tonne bin conversions (two 4-tonne bins joined together) are now in use at Macknade, following deliveries by E & I Firmi Engineering Works. The heavier axle load with these bins when loaded suggests that track maintenance costs and derailment damage are both likely to rise. Chris Hart 7/07, 8/07; Steven Allan 8/07

GCD ALLIANCE,

Gold Coast Desalination Project, Tugun (see LR 196 p.30)

610mm gauge

This project is being pressed ahead at full speed in a response to the water crisis in south-east Queensland. Two parallel 3.4m diameter tunnels are being constructed simultaneously, from 70m deep circular shafts at the desalination plant site. The two German tunnel boring machines were installed in July 2007. Both tunnels are scheduled for completion in February 2008, with the intake tunnel being 1904m in length and the outlet tunnel 1739m. The ocean ends of the tunnels, 1400m and 1200m respectively from the beach, will connect with marine risers driven 43m below the seabed from a self-elevating platform barge.

On 14 July, a refurbished Plymouth 6-ton 4wDH locomotive in white paint was noted on the surface near to the tunnel shafts, and is believed to have been one of two on site at this time. It was not visible on 15 August as it was probably in use underground by then. Two more locomotives were seen being unloaded on 23 August, with a total of five expected in all. This will allow two locomotives to be in use in each tunnel, with one spare. The locomotives and rolling stock have been supplied by Mining Equipment Incorporated, Durango, Colorado, USA. The locomotives at least will be on lease from a fleet of more than 100 Plymouth units owned by this company. The rolling stock appears to be new build using designs derived from those of Moran and CS Card. The designs

Industrial NEWS Railway

of these companies were purchased by Mining Equipment about five years ago.

A large number of prefabricated track panels made with narrow steel sleepers are stacked on the work site for installation in the tunnels as they progress.

Editor 7/07, 8/07; Matt Pope 8/07; Peter Jones 8/07; http://www.desalinfo.com.au

HAUGHTON SUGAR CO PTY LTD

(see LR 195 p.21)

610mm gauge

Walkers B-B DH CROMARTY (708 of 1973, rebuilt Bundaberg Foundry 1996) was noted at Pioneer Mill in early July nearing completion of its repairs following fire damage. It has a new 12V2000 MTU Detroit engine, one new axle, new wheels, overhauled final drives, new driveline, new hydraulics and a fresh coat of paint. http://canetrains.net/

ISIS CENTRAL SUGAR MILL CO LTD

(see LR 195 p.21)

610mm gauge

Walkers B-B DH locomotives ISIS No.1 (602 of 1969 rebuilt Walkers 1991) and ISIS No.4 (656 of 1970 rebuilt Walkers 1994) have been fitted with Caterpillar V12 engines. EM Baldwin B-B DH 11 (10130.1 6.82 of 1982) has been fitted with tinted windows so that the driver can better see the digital dashboard. The front grille assembly has also been altered and extended forward slightly.

Brian Bouchardt 8/07

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD

(see LR 196 p.30)

610mm gauge

With the start of the new season, a number of changes of loco allocations from last year were noted as follows:

Racecourse Mill

HABANA & (MARIAN) ex Pleystowe	0-6-0DH 0-6-0DH	Clyde Clyde •	60-215 56-104	1960 1956	
Pleystowe M ALEXANDRA ex Farleigh MELBA ex Marian	Aill 0-6-0DH 0-6-0DH	Clyde EMB	61-235 12512.1 7.85	1965 1985	
LANGDON ex Marian CHELONA ex Marian	B-B DH 0-6-0DH	EMB Clyde	9562.2 6.81 59-201	1981 1959	
Marian Mill MIA MIA ex Pleystowe PIONEER & CARLISLE ex Farleigh	B-B DH 0-6-0DH 0-6-0DH	EMB Com-Eng Com-Eng	9815.1 10.81 Al2358 Al3271	1981 1962 1963	
Farleigh Mil SEAFORTH ex Pleystowe	I 0-6-0DH	Clyde	61-233	1961	

EM Baldwin B-B DH *NORTH ETON* (6780.1 8.76 of 1976) has not yet reappeared, so it is probably still undergoing rebuilding following a collision during the 2006 season. Farleigh Mill's Clyde 0-6-0DH *ST. HELENS* (61-234 of 1961) is based at Calen out-depot. Racecourse Mill's Clyde 0-6-0DH *RACECOURSE* (65-440 of 1965) has had a partial repaint and now has a yellow valance and red and white stripes on the headstocks.

An attempt to change Mackay Sugar from a growers co-operative to a company with shares on the open market has failed, with a vote in July failing to get the required 75% majority. The Mackay Sugar Board recommended the move as a way to access capital funds but some growers campaigned against the change out of fear of control being lost to corporate interests. A group of farmers in the Emerald area is trialling the growing of sugar beet, with the crop to be processed at one of Mackay Sugar's mills. Carl Millington 7/07, 8/07; ABC News 20/7/07, 25/7/07; *Queensland Country Life* 27/7/07

VICTORIA

McCONNELL-DOWELL CONSTRUCTORS, Bogong Hydro-Electric Scheme

This contracting firm is involved in tunnelling work for AGL Energy associated with the construction of Bogong Power Station. The project will augment the existing Kiewa hydro electric scheme, increasing its capacity from 250 Megawatts to 390 Megawatts. The two tunnels are a 6.5km 5m diameter Head Race tunnel from McKay Creek and a 1.2km, 3m diameter High Pressure tunnel connecting it with the new power station at Bogong Village. The High Pressure tunnel is being drilled and blasted for its entire length, and work began in April 2007. Construction time is expected to be about two years and by then it will have been completely lined in steel and grouted in with concrete.

Two Hagglund load out machines are in use for spoil removal from the High Pressure Tunnel. They are described as comprising 'a locomotive, several Hagglund conveyor cars and the loadout headers'. It appears likely that this is rail equipment and further details will be welcome. http://www.mbsc.vic.edu.au/power%20station %20development/index.html

MUTINY GOLD LTD, Cassilis Mine, Swift's Creek

610mm gauge

The Cassilis gold mine closed in 1916 but is being refurbished including installation of a rail transport system, with a view to production being resumed in 2008. At least one Gemco 3-tonne 4wBE locomotive is in use at the mine. *Australia's Mining Monthly* 7/07 via Ray Graf

WESTERN AUSTRALIA

THE PILBARA INFRASTRUCTURE PTY LTD (see LR 196 p.33)

1435mm gauge

A dispute has occurred about the rearrangement of construction contracts for the 260km Fortescue

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Iron Ore Railway, following the effects of Cyclone George at the start if the year. Prior to this, the work was to be the responsibility of BGC Contracting under a reimbursable contract, but under the revised arrangements, 190km is now to be constructed by NRW Civil Contracting and Brierty Contractors on fixed-price contracts. The dispute is about a claim for financial compensation to be paid to BGC as a result of these changes. Co-Co DE locomotive DR8403 Rachael (Alco 3499-02 of 1968, rebuilt Com-Eng 1986, rebuilt GTSA 2007) was delivered to Port Hedland on 27 June, being put directly on rail, with the engine fitted later the same day. Also on 27 June, DR8402 Margaret (AE Goodwin G-6011-02 of 1968, rebuilt Com-Eng, rebuilt GTSA 2007) was delivered from store at the Asset Kinetics vard, and the engine was fitted the following day. The Australian 15/8/07: MotivePOWER 8-9/07

PILBARA RAIL

(see LR 196 p.33) 1435mm gauge

As part of the campaign against allowing other mining companies access to Rio Tinto's iron ore railways, Chief Executive Sam Walsh has revealed that the company is proposing ultimately moving to driverless trains, stating that these are being tested on a 90-kilometre section of the Pilbara Rail network. He claimed that such technological innovation would prove impossible to achieve if 'you had Tom, Dick, Harry and Casey Jones all trying to run their gear down your rail'. *The Age* 23/8/07

OVERSEAS

FIJI SUGAR CORPORATION

(see LR 196 p.33)

610mm gauge

It is claimed that European Union sugar industry subsidies of around \$30m will be withheld in 2007 because of the lack of progress towards a return to democracy in the country, although other subsidies of \$5.5 for sugar research and the Sugar Cane Growers Council will be paid. Lack of EU support could have very serious consequences for the industry.

Meanwhile, farmers in the Natova and Sabeto sector between Lautoka Mill and Nadi have complained about the poor state of the tramlines and the lack of supply of cane trucks from the mill. Another concern, from the Lovu sector, was that too often cane trucks arrived without stanchions or steel cable for holding down the load.

On 12 August, a 41-year old man was killed when he was struck by a Rarawai Mill locomotive at Ba. It was believed that he was lying on the track at the time. On 22 August, five men were slightly injured when Labasa Mill Hunslet 4wDH 9 (9284 of 1987), in which they were riding towards Waiqele, came into collision with a bus at Sarwan Singh Street, Labasa. Fortunately the bus was empty and returning to the depot. The locomotive was knocked over on to its side by the force of the collision.

Radio Australia 21/8/2007, 22/8/2007; Fiji Times 30/8/07, 13/8/07, 16/8/07



Dear Sir,

Conserving industrial heritage items (LR 195)

The H&T editorial in LR 195 opens a most interesting topic and one that is full of challenges for Tourist and Heritage rail organizations, let alone the omnipresence of rail safety regulators.

The State Mine's current presentation of a Gemco battery miners' transport vehicle in its 'as received' condition rather than 'restoring' it to 'showroom condition' is only a short- to medium-term proposition. If it is to remain in an outdoor or hostile environment it will continue to deteriorate and possibly lose its cultural significance. It would then become like so many other rail heritage objects in outdoor storage/display. Had it been able to be placed in a controlled environment, then it would be a long-term proposition with little deterioration over time. The vehicle could then be shown for many years to tell its story and those of the workers who used it while mining. No doubt it has a few to tell.

The determination of cultural significance in the most important concept of any Conservation Management Plan (CMP) to conserve an object or place. It helps to make sound decisions by determining what is important and helping to understand its values and meanings. By knowing and understanding the history of an object, its life and the stories of those who travelled to work on it, it is possible to determine the most significant stage(s) of its life. This may not be its current state, but, for example, it may relate to an earlier state or form – which of course may not be showroom appearance either.

The preparation of a CMP takes into account the owner's requirements or feasible uses, external requirements (eg, rail safety), physical condition and the requirements of significance. This should achieve the balance required between making the item presentable and retaining cultural significance. If it cannot do this in a presentable (not necessarily useable) form, then it might as well be sent to the scrap yard because it will not attract the necessary funds (visitors) to preserve it. It could well be a piece of 'rusty stuff' that has no significance to anyone, unless it is used as a model for future reconstruction.

The Riga Charter (http://www.fedecrail. org/gn_riga_charter_en.html) is a document prepared by the Federation of European Museum & Tourist Railways to guide its members in their conservation activities. The charter helps to decode the process for rail heritage people and puts it into an appropriate context. For example, their definition of preservation is perhaps more friendly: the process of keeping an object safe from harm and decomposition by maintaining it properly so that its condition, quality and memory is retained.

The State Mine Heritage Park & Railway is on the right track by firstly considering and preparing assessment documents and knowing what they have, i.e. its significance. They are planning and managing their collection, given their resources for the future. To preserve the Gemco miners' transport car in the long-term, however, will require a better or more controlled environment that that depicted in LR 195. In order to achieve this, the museum must tell its stories in a way that connects with their community, that is by attracting visitors.

Warren Doubleday

Manager, Museum Services, Ballarat Tramway Museum, Vic

Dear Sir,

Smithfield Magazine railway (LR 196)

In the article of the Smithfield Magazine railway, Fig 1 shows one of the E&WS 'Dobbin' side tipping trucks. We have several examples the type here at the Cobdogla Irrigation & Steam Museum and have converted the chassis of some of them into the bogie units for our carriages. The conversion involves shortening the chassis and fitting a springing system very similar to that shown in Fig 3 of the Smithfield article.

I designed our system without having seen an example of the wagon shown in Fig 3. The main difference is that I used a section of channel fitted with a guide on each internal face of the webs to allow a conveyor belt bearing to slide up and down. We also fitted new axles and re-gauged the wheels to 610mm gauge. The photo below shows the arrangement. We also have a couple of side-tipping trucks of a different manufacture, but fairly similar in appearance. The article states that the E&WS placed orders for a sizable number of the side tipping units for use in the Lock and Weir construction programme in 1932 and 1935. However, our units were supposedly used on the Cobdogla Railway which closed in about 1923, so some of the units may have been acquired earlier than the 1930s.

Jeff Parish, a key player in setting up the Cobdogla Irrigation & Steam Museum, advises that two of our hoppers came from the Berri Brickworks railway which was set up with materials purchased from the Loveday railway auction and the balance probably came from the Loveday Pumping Station. These may or may not have been used on the Loveday Railway.

Denis Wasley

Cobdogla Steam Friends Society Inc., SA

Dear Sir,

The Beaconsfield Tramway (LR 196) Ken Milbourne's notes on the Beaconsfield Kerr Stuart (LR196) prompt me to pass on some information that I have recently come across. The closure year for the Beaconsfield Tramway is generally given as 1915, following the cessation of gold mining, but it appears that the liquidators of the mine may have used the line for several more years to salvage assets.

The Hobart Mercury of 29 October 1918 (p.3) reported a meeting of the Tasmania Gold Mine Ltd (in liquidation) in London on 26 July 1918. The liquidators reported that they had come to the end of the accumulation of concentrates and richer slimes, from which gold extraction had realised expectations. They still had 100,000 tons of lower value slimes at the mine to process. They also noted that 'Owing to a shortage of labour, the dismantling of machinery for removal by our tranway to Beauty Point ... for shipment to its destination, becomes at times a slow process'.

The Mercury of 22 November 1919 (p.3)



The modified axlebox arrangement on a former tipping truck chassis now used as a carriage bogie at the Cobdogla Irrigation & Steam Museum. Photo: Denis Wasley

reported the next annual meeting, which was held in London on 26 September 1919. Processing of the concentrates and richer slimes had been completed in May 1918 and the roasting and grinding plants had been closed. A plant had been designed to extract gold from the remaining 106,000 tons of raw slime, but this had proved unprofitable. The liquidators therefore proposed to sell the slime and with the war over they also hoped to dispose of the company's freehold land in the Auburn and Government Kiln estates.

On 16 October 1919 the Tasmanian Parliamentary Standing Committee on Public

Works reported on the need to repair and extend Beauty Point jetty, which was then the only berth on the Tamar for ships too large to get up to Launceston (Tasmanian Parliamentary Papers, vol 81, paper 37). The report included the statement '*The old portion of the jetty* [ie the section that linked the main wharf with the shore] is in a very bad state. Indeed, the position is so serious that the Marine Board has been compelled to forbid its use by the Tasmania Gold Mining Company's locomotive.'

Jim Stokes Curtin, ACT

OBITUARY

Lionel Rickard

We are very sorry to report the death of Lionel Rickard, at the age of 84, on 7 August. Lionel joined the LRRSA in 1967, and attended almost all its meetings in the 1960s and 1970s. He was also a regular attendee on LRRSA tours at that time, usually bringing his teenage sons Lindsay and Philip, who were also members. Lindsay subsequently became a volunteer loco driver on the Puffing Billy and other preserved railways, whilst Philip has been the Honorary Secretary of the LRRSA for many years.

Lionel was invited onto the Council of the LRRSA in June 1970 and accepted this invitation and remained on the Council for two years. At a time when the Society was developing rapidly and establishing its values, his contribution was important because of his sound common-sense, positive approach and his sense of humour.

Lionel was a member of a number of railway enthusiast societies, but the LRRSA membership was the only one he maintained to the end. He still had the membership card which we issued thirty years ago in his wallet.

He had a professional interest in the Australian timber industry, and was employed for a long time by Australian Furniture Timbers Ltd, where he was the Company Secretary for about twenty years. He did not retire until about the age of eighty.

To his family, on behalf of his many friends in the LRRSA, the LRRSA Council extends its condolences.

Frank Stamford

CORRECTION

In the article '150 years of continuous steam on the Richmond Vale Railway', which appeared in LR 195, June 2007, the top and bottom photographs on page 15 should have been credited to the photographer, Bruce Dawbin.

Bruce has supplied the following, more precise, captions from his records:

Top photo: A train hauled by ex British ROD 2-8-0 No.13 leaving Stockrington Colliery bound for Hexham during 1969. Bottom photo: J&A Brown No.26, former NSWGR 2013, being coaled by hand, Hexham sidings 17 May 1965.

We apologise to Bruce for this error.

COMING EVENTS

"Boxvale Colliery & Fitzroy Iron Works, Mittagong, Tour" Sunday 28th October, 2007 Josting at Mittagong spilway station at 9,00am for a 9,20 departur

Meeting at Mittagong railway station at 9-00am for a 9-30 departure.

We will be first guided by Leonie Knapman (Joadja Shale Works Historian) visiting the recently unearthed Fitzroy Iron Works site, undercover in a local supermarket car park, then to "Iron Miners Oval" what was thought to the site of the Iron Works, and off to explore part of the narrow gauge Mt Alexandria Coal Mine Tramway and tunnel which supplied coal to the iron works. Then back to where the standard gauge Boxvale Colliery Railway (Mittagong Coal Mining Co.) (and Joadja Tramway) junctioned from the G.S.Railway. Alan Smith (past resident) will show us where the line ran through the Mittagong township and we will walk part of the formation.

After lunch we will assemble in the car park for the 'Boxvale Walking Track', then proceed along the formation, through the tunnel, to its terminus overlooking Nattai River where the coal was loaded. Those fit enough will descend the colliery's narrow gauge incline tramway to explore the colliery site beside the Nattai River. Those not so inclined will return to the car park where the tour will end.

For further details contact Jeff Moonie (02)47536302 or Ross Mainwaring (02)94492738



LRRSA NEWS

MEETINGS

ADELAIDE: "Future Directions"

We will be having a discussion regarding future meetings of members and friends of the SA Group. Any and all suggestions will be most welcome.

Location: 150 First Avenue, Royston Park. Date: Thursday 27 September at 8.00pm. Contact Arnold Lockyer (08) 8296 9488

BRISBANE: "African Railways"

David Rollins wil show slides of his latest trip to Africa, in 2007.

Location: BCC Library, Garden City Shopping Centre, Mount Gravatt. After hours entrance (rear of library) opposite Mega Theatre complex, next to Toys'R'Us. Date: Friday 12 October at 7.30 pm. Entry from 7pm.

MELBOURNE: "AGM, and Stannary Hills and Irvinebank Tramways"

After the completion of the adjourned Annual General Meeting, John Dennis will be giving a presentation on the 2 ft gauge Stannary Hills and Irvinebank tramways which operated through rugged mountainous country in far north Queensland. They were interconnected, serving mining towns, and operated a passenger and freight service with an amazing variety of locomotives. John will also explore the modelling possibilities of these two tramways.

Location: Ashburton Uniting Church Hall, Ashburn Grove, Ashburton.

Date: Thursday, 11 October 2007 at 8.00 pm

SYDNEY: "Industrial Steam Railways in China"

Adrian Roberts, well travelled railway photographer and frequent visitor to China will present a DVD on his explorations of Chinese narrow gauge industrial steam systems, both large and small, extending from the north to the south of the country. **Location:** Woodstock Community Centre, Church Street, Burwood, (five minutes walk from Burwood railway station). **Date:** Wednesday 24 October at 7.30pm.

MEMBERS' ADS

WANTING TO BUY A copy of *Locomotives in the Tropics, Volume One* by John Armstrong. Published by ARHS Old. Bruce Belbin PO Box 674 St Ives 2075



AA Company fish-bellied rail, Newcastle NSW

The article 'First Rail ... Last Post' in LR 195 on the discovery of an original fish-bellied rail from the 1831 Australian Agricultural Company colliery tramway has generated considerable interest from readers. One respondent queried whether the rail shown on the photograph on page 13 was a fish-bellied rail, so colleagues from the Newcastle Industrial Heritage Association have provided additional information about this important discovery.

Rod Caldwell advises that the relic was found within a few metres of where the rails would have been laid for the AA Company 'C' Pit mine and it is believed that the rails from the 1831 tramway were used for the incline there. As depicted in the photo in LR, one end of the rail has been broken off - a common weakness of cast iron rails - and, with this piece, the rail would have originally been 4-feet in length. On initially viewing the photograph, John Shoebridge, the author of 'First Rail', questioned whether the item could be a firebox grate bar, but on personal inspection of the item he ruled this option out. Bob Cook advised us that he visited the Science Museum and the National Railway Museum in England during June 2007 where he observed various types of early cast iron rails and from this he concluded that the rail found at Newcastle (NSW) is similar to the types used in England prior to 1830.

For further clarification, we approached English historians who specialise in early permanent way and the rails used for these, via Grahame Boyes. Grahame circulated his group and advised the information about the Newcastle rail discovery had been received 'with considerable excitement.' Michael Lewis, the author of *Early* Wooden Railways, has provided a detailed response. He described the AA Company rail as an "extraordinary find" and concluded: 'there's not a shadow of doubt that your rail is a rail, and its design is entirely in keeping with a date of 1826.'

A subject of some contention was the scarfed or overlapping method of joining the rails. Michael notes that the most common method scarfing was the one patented by Losh and Stephenson in 1816, but by a decade later a variety of other methods were being tried. He advises that a specimen rather similar to the one found at Newcastle (NSW) had been on display in the Newcastle Museum of Science and Industry (UK). It was 4ft long with a vertical rib near each end to locate it in the chair, and it ended in a semicircular male lug to fit a corresponding female socket in the next rail. Thus, it seems highly plausible that the rails sent to Newcastle NSW



Scarfed ends of fish-bellied rails in an iron chair displayed at the Science Museum, in London. Photo: Bob Cook



The fish-bellied rail display at the Newcastle Museum of Science & Technology, with the rail on the left having scarfed ends that closely match those of the AA Company rail. Photo: Michael Lewis



Photograph by Rod Caldwell of the cleaned side of the fish-bellied rail discovered in Newcastle by David Campbell against a 30cm ruler. The scarf on the right-hand end has broken off.

in 1827 should have been supplied from, or at least designed at, Newcastle UK. The old Newcastle Museum closed years ago and its holdings went to the new Discovery Museum in Newcastle. Contact has been made with the curator at Discovery, who has offered to assist with establishing the provenance of the AA Company rail.

Tramways at Cape Inscription, WA

The Western Australian Museum's Department of Maritime Archaeology has recently released its Special Publication 10: Report on the 2006 Western Australian Museum, Department of Maritime Archaeology, Cape Inscription national heritage listing archaeological survey. A copy of this report is in the Battye Library (State Library of Western Australia). Cape Inscription is the northern tip of Dirk Hartog Island, a long island separating much of Shark Bay from the Indian Ocean. Two sites of light railway interest are featured, the most well known being the Turtle Bay to Cape Inscription Lighthouse tramway. Built in 1908 the tramline ran 4.8km from a jetty, up a horse powered winch incline, and along the crest of the island to the lighthouse. Much of it is still extant although very derelict and the Turtle Bay cliff-top car park access partly runs along the tram track. The report recommends that alternative vehicle access and parking is provided to protect the tramline remains. The lighthouse became unmanned in 1917 and the tramway became manpowered with the incline winder equipment operated by up to eight men (photographic evidence exists according to the report). Interesting operational and current photographs accompany the text.

The second site is known as Irwin Station and was a government outpost staffed by the 99th Regiment in 1850-51 to ensure that guano was not extracted from the island by any party who had not paid government fees. As well as accommodation buildings, a limestone base jetty approximately 100m long was constructed. There are a few pieces of light railway track in the vicinity and it is possible that a line was laid along the jetty for transporting supplies and equipment. No evidence has been found of tramways being built for the short lived guano extraction industry on the island.

David Whiteford



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

NEWS

Queensland

DURUNDUR RAILWAY,

Woodford 610mm gauge Australian Narrow Gauge Railway Museum Society

Work activities have concentrated on track improvements at the Woodford station and yard over recent months. Following the opening of the new section of mainline in June, the original mainline is being extended to the 'BLC' shed as a storage siding. Preparatory work has also been undertaken for a passing loop on the mainline. A number of trees and pine tree stumps have also been removed from the Woodford station precinct as part of a major cleanup.

With Level 5 water restrictions in place, water conservation measures have been put in place. These enabled steam operations to continue through the winter months and heavy un-seasonal rains in August have improved the prospects for continued operation.

Durundur Railway Bulletin 289; David Mewes, 08/07

MARYBOROUGH CITY WHISTLE

STOP 1067mm gauge The MCWS operated the 0-4-0VB replica of *MARY ANN* and two carriages on the Mary Valley Heritage Railway between 3 and 6 August 2006. On the Friday, Saturday and Sunday fare paying passengers were conveyed on shuttle services in Gympie yard from Gympie station to Amamoor and return. On the Monday the locomotive operated a special train for members of the MVHR and MCWS only on the journey to Amamoor and Dagan, then return to Gympie. Jerry Jirasek, via John Browning

08/07

New South Wales

BURRINJUCK WATERS STATE PARK 610mm gauge

On the weekend of 1 and 2 September 2007, a celebration was held in the Burrinjuck Waters State Park for the double commemoration of the centenary of the commencement of construction of the Goondah to Burrinjuck Railway (GBR) and for the Golden Jubilee of the establishment of the Burrinjuck Waters State Park by the NSW National Parks and Wildlife Service.

Pride of place was given to the former GBR Krauss 0-4-0WT JACK standing resplendent in its matt black livery on a length of original 610mm gauge track but enclosed in an obstructive security shelter. The Burrinjuck Dam staff of State Water (Corporation of NSW, previously the Department of Water Resources) undertook the restoration work to bring JACK to the standard necessary for static display and to construct the security shelter. Many descendants of former workers and retired workers at Burrinjuck were also present.

JACK served at Fairymead sugar mill, as their No.7, from 1929 to 1965, when it was purchased for preservation by the late EM Baldwin. It was on loan to the Museum of Historic Engines, Goulburn, from 1970 to 1978. Following a period of storage in Canberra, it was purchased by the Department of Water Resources for a heritage display at Burrinjuck Dam. The heritage display did not materialise and JACK was again stored away in a works shed for several years. Now the intention has finally been realised, although the security shelter makes it difficult to photograph.

The celebrations included displays by the Burrinjuck Waters State Park and the Yass Railway Museum showing early photographs of the dam's construction and activities of the early railway, models of the narrow gauge Krauss loco and rolling stock by the 7mm Narrow Gauge Association, other displays, refreshments, veteran motor vehicles (including a 1929 model Graham Paige) and historic farm machinery. Entertainment was provided on the Saturday afternoon and evening and Sunday morning (with lunch, dinner and breakfast respectively).

A plaque donated by the Murphy Family of Yass was unveiled to commemorate the Centenary of the Goondah to Burrinjuck Railway, to their father Bill Murphy and all the other people who worked on the line's construction. The plaque shows a map of the railway drawn by JRN, who will be remembered for the drafting of several diagrams over several years for ARHS *Bulletin*.

John R Newland, 09/07

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

Various projects at Albion Park made good progress during the winter months. The museum building has advanced to the stage where a number of artifacts have been put in place. These include the Malcolm Moore 'Fordson' 4wPM rail tractor ex-Fairymead sugar mill and several display cases. It is planned to open the museum in two stages: the building will be open for display in November 2007, with the new yard area to follow in early 2008. The new fettlers' shed is scheduled to be opened in October this year. Track works and memorabilia will be on display, together with the Lloyd Hartnett 4-wheel petrol rail inspection car used by ILRMS in Corrimal Colliery salvage operations. .

Refurbishment of the 1890 Yallah station building is well under way, with bench style seating installed in the waiting room and the roller door installed many years ago by the ILRMS replaced with traditionalstyle timber doors. Renovation and upgrading of the former NSWGR carriage saw the former souvenir end of the car converted to the new canteen and sales area, while the former canteen end was converted into a dining area.

All steam boilers were down throughout August for their annual inspection. The rebuilt Tully Mill 0-6-0DH No.8 (John Fowler 21912 of 1937) was having its much awaited torque converter fitted during August, together with associated works in preparation for its return to service. Electrical works have been completed on the ex Condong Mill Ruston & Hornsby No.6 (371959 of 1953).

The CSR Victoria Mill at Ingham

has donated 520 concrete sleepers to ILRMS, subject to the Society retrieving them and arranging transport. During July a team of ILRMS volunteers travelled to Ingham to retrieve and stack the sleepers, as well to arrange their transport back to Albion Park. The donation also included much needed point sets and two redundant ballast wagons. Thanks are extended to CSR for this most generous and most appreciated donation.

Brad Johns, 08/07

Victoria

ALEXANDRA TIMBER TRAMWAY & MUSEUM

610mm gauge

On 11 June the worn out tubes of John Fowler 0-6-0T (B/N 11885 of 1909) finally succumbed, with a rupture in the smokebox end as the locomotive was about to set out on another day of passenger train operations. Diesel traction has replaced the Fowler on a temporary basis while the boiler is removed from its frame and the tubes are replaced. New tubes have been sourced and funds are being raised to purchase them. The Fowler will be returned to service as soon as possible pending the return of the former Gin Gin Mill Hudswell Clarke 0-6-0 (1098 of 1915) to service. Restoration of this locomotive has made slow progress during the year and the society is hoping to mobilise more members to assist with this major task

The two Kelly & Lewis 0-6-0DM locomotives (4271 of 1935 and 5957 of 1936) have performed well during the year, as did Malcolm Moore 4wPM 1049 on its shunting and coach duties.

Timberline No.97; Peter Evans 08/07

PUFFING BILLY RAILWAY 762 mm gauge

Emerald Tourist Railway Board The second part of the Gasworks Trifecta was run on Sunday 22 July, with 0-4-0ST SIR JOHN GRICE (Peckett 1711 of 1926), having a rare outing without its THOMAS cladding. It was another wonderful experience: very cold to begin with (based on the frost and ice, surely sub-zero), but it cleared to a lovely sunny day. The little locomotive performed brilliantly, with not a trace of wheel slip on the long 1 in 30 grade to Gembrook, just dogged determination. Unfortunately the numbers travelling were again a little

disappointing. Of course, the good thing about the passenger loading was that there was plenty of room in the two NQRs, and plenty of room at the photo stops along the way.

Melbourne was experiencing an early spring for the part of the Gasworks Trifecta on Sunday 26 August and, despite an early shower and threatening grey clouds at Emerald in the morning, the participants enjoyed a day out on their 'special little train' on a brilliant day. Our trusty stead was the original West Melbourne Gasworks locomotive, JOHN BENN, built in Belgium as a 0-4-0T by Couillet in 1886 (B/N 861) and supplied new to the Metropolitan Gas Company by Decauville & Cie. of Paris. JOHN BENN and two other locomotives hauled coal over a 762mm line from the wharf to the gasworks until 1933, when the installation of a conveyor belt took over most of the haulage task. The three locomotives were offered free of charge to anyone who wanted them in 1948, but it was 1961 before Bill Ferris recovered the diminutive locomotives from the elevated shed at the gasworks.

Couillet 861 underwent some drastic 'kit-bashing' in the 1970s, being fitted with extended frames and a new smokebox, boiler, cab and saddle tank, emerging as an 'American-style' 2-4-2ST since named *J.C. REES*.

An experienced footplate crew was on duty, with the driver being Don Marshall, formerly Engineering & Operations Manager at the West Coast Wilderness Railway following 20 years as senior engineer on the PBR, and the fireman Keith Holmes. The little loco performed almost faultlessly, although a problem with the sanding gear resulted in a slight wheel slip on the steep climb from Cockatoo. The soft exhaust beat was countered by the throaty blast of its oversize whistle, while the large American loco bell was used sparingly. With the wattle in full bloom and majestic scenery along the route, the numerous photo stops enabled the passengers to enjoy the day to the full.

The Gembrook market was operating on both days, giving plenty for travellers to do during the stopover at the terminus. Many thanks and congratulations are extended to Frank Stamford (LRRSA) and John Conway (PBPS) for organising this trip, and to the crews who made the days so enjoyable. The proceeds go the Climax Restoration Fund, surely a worthy cause. John Dennis. 07/07: Editor 08/07

LORNE LOGGING TRAMWAY TRACK Great Ocean Road Coast

Committee

The GORCC has constructed a new walking track along the route of a former logging tramway from St Georges River to Queens Park in Lorne, bringing it into the southern end of town and closer to the pier from which timber was shipped in the early 1900s.

From 1904 valuable Otway timbers were transported from the St George River area to Lorne Pier; then 25 years old. Teams of horses hauled iron-wheeled bogies loaded with milled timber along a narrow track of wooden rails supported by sleepers. At the line's terminus at the Lorne Pier, the timber was loaded onto ships and the empty bogies were hauled back to the St George River mill. There were many such tramlines in the Otways, but they ceased operating in the 1930s as road transport took over.

When the Great Ocean Road was constructed, sections of the original tramway track were lost due to the cutting into the cliff walls, although other sections higher up the hill remained. Over time, the track was overgrown and largely forgotten. In early 2006, representatives of the Friends of Queens Park and the GORCC discovered it, confirmed by Lorne Historical Society as the old tramway track.

The GORCC, in conjunction with Friends of Queens Park, constructed the new tramway track in early 2007 along the historic route. The track commences at St Georges River and

Coming Events

OCTOBER 2007

2-4 Puffing Billy Railway, VIC. Wizards & Witches Express – experience magical madness at Emerald Town Station with trains to either Nobelius or Clematis and return. Bookings: (03) 9754 6800.

6-7 Redwater Creek Steam & Heritage Society, TAS. Operating weekend with narrow-gauge steam railway rides 1100-1600, and first weekend of each month. Information Chris Martin, phone (03) 6334 8398 or 0429 418 739.

7 Australian Sugar Cane Railway, QLD. Steam-hauled narrow gauge steam trains in Bundaberg Botanic Gardens (1000-1600) every Sunday, public holiday and Wednesdays during Queensland school holidays. Phone (07) 4152 6609.

13-14 Alexandra Timber Tramway & Museum, VIC. 'Woodcutters' Gala' weekend with diesel-hauled narrow gauge trains (1000-1545) and museum displays. Rail tractor-hauled trains also operate on 12 October (Market Day) and diesel-hauled trains on 26 October. Information: Bryan 0407 509 380 or Peter 0425 821 234.

13-14 Puffing Billy Railway, VIC. Day Out with Thomas, featuring THOMAS in steam and DOUGAL the Diesel performing in Emerald yard and THOMAS hauling special steam trains to Nobelius or Clematis and return. Also on 20-21 and 27-28 October and 10-11 November. Bookings (03) 9754 6800.
14 Illawarra Light Railway Museum Society, Albion Park, NSW. Olyoperating day with two narrow-gauge trains on mainline, plus the trolley-wire miners' tram and miniature railway 1030-1630. Phone: (02) 4256 4627 or www.ilrms.com.au Also on 2nd Sunday of November and December.
20-21 Campbelltown Steam & Machinery Museum, NSW. Oil, Steam & Kerosene Fields Days with narrow gauge Menangle Light Railway operations, traction engines, steam rollers, stationary and portable engines of all types and farm machinery. Phone: (02) 4626 3500; Email: big-trev@bigpond.com

NOVEMBER 2007

6 Alexandra Timber Tramway & Museum, VIC. Narrow gauge trains (steam, depending on loco availability, 1000-1545) and museum displays. Also on 9-10 and 24-26 November. Information: Bryan 0407 509 380 or Peter 0425 821 234 10-11 Puffing Billy Railway, VIC. Day Out with Thomas, featuring THOMAS in steam and DOUGAL the Diesel performing in Emerald yard and THOMAS hauling special steam trains to Nobelius or Clematis and return. Also on 20-21 and 27-28 October and 10-11 November. Bookings (03) 9754 6800.

DECEMBER 2007

1 Puffing Billy Railway, VIC. Santa Special train departs Belgrave at 1105 for Lakeside and return – also on 8 and 15 December, with Santa's Sunset Special departing Belgrave at 1710 on 8 December. Information (03) 9754 6800 or download booking form from: www.puffingbilly.com.au/info/specials/santa.htm

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 27 October.

Heritage &Tourist

connects with a lower section of the old Zig Zag track. It then follows the original tramway route through the lower sections of Queens Park to the old slaughterhouse site, and on to Hird Street. The track is approximately 1km long and offers fantastic views of St Georges River and the ocean. Interpretive signs have been installed to tell the story of the historic tramway track. GORC website via Phil Rickard, 07/07

Tasmania

WATER WHEEL CREEK TIMBER HERITAGE VILLAGE, Mawbanna 1067mm gauge

John and Sonya Cotton

Water Wheel Creek Timber Heritage Experience is a recently established tourist and heritage venture with Tasmania's only operating timber tramway. The proprietors, John and Sonya Cotton, come from a family that has worked in the Tasmanian timber industry for generations. The attraction at Water Wheel Creek, located at Mawbanna in North West Tasmania. 25 minutes from Stanley, offers an accessible forest walk and an indoor heritage museum showcasing restored machinery and other items essential to the bushman's trade in the early 1900s.

The working bush tramway features a log hauler powered by a 7hp Lister diesel engine. Visitors watch logs hauled to the tramway landing by wire rope and loaded onto log bogies which are then hauled along the track by the loco to another landing where they are off loaded. The locomotive is a 4wDM rail tractor built at the complex on a log bogie using a McCormick Deering W4 tractor engine, with guidance from photographs and information from local identities who worked with these logging tractors. There is a single track with a covered siding where the loco is stabled and displayed when not in use. Logs are returned to the bush via a new tramline extension.

The tramline represents the majority of logging trams used in North West Tasmania last century with examples of both wooden and steel rails, displayed in typical Tasmanian native forest. The Timber Heritage Village is open daily (10am-5pm) from 16 September to 14 June except Christmas Day, Boxing Day and Good Friday. Tours are held at (approx.) 10am, 12 noon 2pm and 4pm. Further details at www.waterwheelcreek.com.au Ray Graf, 06/07; John Cotton, 08/07

South Australia

COBDOGLA IRRIGATION & STEAM MUSEUM 610mm gauge

Cobdogla Steam Friends Society Inc.

A good crowd came to the Cobdogla Irrigation & Steam Museum on 15 July to celebrate the centenary of the Bagnall 0-4-0ST locomotive (1801 of 1907) now named *MARGARET*. The celebrations were timed to compliment a Humphrey Pump and steam operating day at the museum. Also on display was the National Australia Museum's travelling display celebrating 150 years of railways in Australia.

A short talk on the history of the locomotive was given by local identity Jeff Parish, one of the team from the E&WS who helped set up the museum in 1986. He also was the one who painted the locomotive after its restoration by apprentices at the E&WS workshops in Adelaide.

Briefly, the locomotive was imported into Victoria to work on the wood line for the Walhalla Extended Long Tunnel Gold mine, from where it went to Geelong for the sewage works outfall project, then to Glenelg for the breakwater project. Here it was washed into the sea during a big storm, salvaged, converted to 2ft gauge from 2ft 6in gauge and sent to Cobdogla to work on the Cobdogla to Loveday Railway, Following retirement in the early 1920's, it remained in the pumping station yard at Cobdogla until 1960 when it was taken to Barmera as a playground item. It remained there until about 1984 when it was sent to Adelaide for restoration and return to Cobdogla in April 1988. The loco has since been operated by the Cobdogla Steam Friends Society.

Following the cake cutting ceremony, the loco was put to work hauling up to 80 people at a time in four carriages. The local radio station made much of a 100 year old lady doing a good days work.

While on that subject, the recently fitted Lempaire exhaust combined with oil burning works extremely

well, with the big loads being no problem for the old girl.

Track work on the Loveday extension continues with the installation of a passing loop just short of the half way mark to Loveday. Work on the extension will temporarily halt at the next road crossing while land tenure issues are finalised for the proposed right of way for the balance of the track beyond the road crossing. Although this land still belongs to the SA Government, there has been a change of land use which needs to be sorted out.

Denis Wasley, 07/07

Western Australia

BENNETT BROOK RAILWAY,

Whiteman Park 610mm gauge WA Light Railway Preservation Assoc. Inc.

The Friday night crew were busy once again on 3 August to install the tender chassis from NG118 (Henschel 24476 of 1938), under the tender tank from NG123 (Anglo Franco Belge 2670 of 1950), (LR 196, pp. 38 and 40) using a mobile crane provided by the Perth Electric Tramway Society. During the week, the midweek crew had been over, under and through the chassis unit with a fine tooth comb checking the mechanics to make sure it was ready for installation. The underside of the tank had also been prepared with several coats of paint being applied. After a few difficulties with a shortage of fuel for the crane, it was positioned next to the tender tank and the lifting rig set up. About 5pm the tank was lifted into the air and the chassis was carefully positioned under the tank using the Ruston & Hornsby 4wDM No.3 (404981 of 1957) and then the tank was lowered into position. It is a neat fit with a few minor adjustments to be made to enable the tank to be secured to the chassis, but essentially all went as planned. Hopefully we will be running NG123 by the time this report is published.

In other restoration news, Barry Annetts has been busy working on the Dorman-engined 'Planet' 4wDM (Hibberd 3966 of 1962) with the reinstallation of the radiator core sections which had been removed and cleaned. Barry, along with a few other members, is steadily chipping away at the restoration of the locomotive. In late July, the Gemco-Funkey 4wDM locomotive PW27 WYNDHAM (built 1964) has had the damaged crown wheel repaired and machined and it has been reinstalled in the locomotive drive train. Work is ongoing towards returning the locomotive to active service.

In June, WALRPA received a certificate of classification for the 0-4-4-0T Mallet (0&K 2609 of 1907) from the National Trust of Australia (WA). It states: 'This Classification recognises the heritage significance of Magnet No.3, Mallet Steam Locomotive Whiteman Park - 14th May 2007.' The certificate is the culmination of the work done by Ross Parker and David Whiteford (WALRPA) in conjunction with Phillipa Rogers (ARHS) whose input has been invaluable. Classification of the Mallet locomotive will be instrumental in obtaining funds to complete its restoration.

BBR website news report; 08/07

MINERS HALL OF FAME,

Kalgoorlie 610mm gauge We reported that the surface railway at the Australian Prospectors and Miners Hall of Fame had ceased to operate in LR 188 (p. 31). Bob Mills visited this tourist attraction in March 2007 and photographed the GEMCO 4wBE locomotive and two tourist cars still standing in the open on the track at the 'station'. Bob also photographed the 610mm gauge FC Hibberd 0-4-0DM (2011 of 1937) and a 508mm gauge General Electric 4wBE on display in the Miners Hall of Fame. One of 12205 or 12206 of 1938. The latter is a rare locomotive in Australia.

Underground tours are conducted on the 36 metre level of the Hannans North Tourist Mine. The lease of the Hannans North Mine, last operated by BHP in 1952, was taken over in 1992 by Homestake Gold of Australia Ltd and Kalgoorlie Lake View Ltd to construct and operate a tourist mine to replace the old Hainault tourist mine. The Hannans North Lease was gifted to the Australian Prospectors & Miners Hall of Fame Ltd on 3rd May 2000.

Ray Graf, 06/07 and John Browning 08/07

RAILWAY HERITAGE SITES

The following two sites were placed on the permanent register of heritage places by the Heritage Council of Western Australia in June 2007: the Donnelly River mill and town site precinct (former Bunning Bros mill and town, linked by a company railway to Yornup on the Picton - Northcliffe railway); and the former Armadale Brickworks quarry, Bedfordale Hill Road, Armadale (the quarry had extraction tramways). Derby's tramway woolshed and the Vlamingh Head Lighthouse group (North West Cape) which had a supply tramway to a coastal landing site, were added to the list from 22 May. while submissions were called in that date for reasons why the Kojonup railway station group should not be placed in the permanent register.

David Whiteford, 07/07

Northern Territory

ADELAIDE RIVER & SNAKE CREEK RAILWAY 1067mm gauge Friends of the NAR Adelaide River Inc.

Updating our report on the restoration of ex-Mt Isa Mines Hudswell Clarke Hero Class 0-4-0ST (928 of 1910) in LR 195 (p. 30), good progress has been made in recent months. A small team of volunteers is working under Project Director Mike Bowman in Peter Connell's yard in the Darwin suburb of Berrimah. 'Bush ingenuity' has come up with some innovative solutions to problems of missing parts, etc. The chimney with its spark arrester and the fly roof were removed initially for restoration work and then the loco was sandblasted above the chassis (and water blasted below) before being given a coat of two-pack epoxy primer. The welds that had been applied at Mt Isa to prevent children getting in the firebox, smokebox, etc were ground off, rocks were emptied out of the sand boxes and all brake operating rods and links were progressively removed. The dome over the safety valves was removed - alas, no safety valves - the boiler plate cover was removed to facilitate inspection of the tubes and connecting rods were removed on both sides of the loco. Cylinder heads were removed and the cylinders inspected, cleaned and lubricated. Both are in good condition and the pistons move smoothly over the full stroke.

One problem was how to replace the many missing brass oilers from the locomotive. Mike Bowman found that Onga Pump non-return valves use a similar brass casting, so he has set about modifying them to fit the locomotive and to



David Mewes photographed the new passing loop under construction at Woodford Station on the Durundur Railway on 19 August 2007. A number of trees have been removed from this area as part of a general clean-up of the area.



The former Goondah-Burrinjuck Railway 0-4-0WT JACK on its display track at the Burrinjuck Waters State Park. Photo: courtesy the State Park



The ex-Fairymead mill Malcolm Moore 'Fordson' rail tractor on track in the new museum building at the ILRMS Albion Park in August 2007. Photo: Brad Johns

operate as oil dispensers. Mike was also able to convince Humpty Doo Hardware to donate the brass castings, as the non-return valves frequently get bunged up and binned if used on bore water systems. Work was in progress machining 18 brass oilers for the locomotive by late July. To assist with dismantling the Stephenson valve gear underneath the loco, Peter Cornell organised a large crane on fork fift on 2 August to lift the locomotive.

This enabled Owen Peake to disassemble the left hand reversing gear and to take the cover off the valve chest and start freeing the valve mechanism. Like the rest of the locomotive this all seems to be in reasonable condition. Mike Bowman has manufactured a steam whistle from brass castings, which works well and has a genuine locomotive sound.

Ron Redman, author of the original Hudswell Clarke locomotive book, has written to Mike with a photograph of the original stock model of the locomotive from the 1903 Hudswell Clarke catalogue. He indicated that the actual saddle tank extended from from the cabin to about 600mm short of the smokebox. An extension was later made to bring the tank profile up to flush with the smokebox door, but only an outer shell was constructed. In addition, Henry Noon, the archivist sorting out the Hunslet/Hudswell Clarke records, has provided some original 928 drawings to the FNAR from the archive and more are on the way. Mike Bowman made a lino cutting of the builder's plate of HC 928 and sent it to Adelaide where two brass plates have been made.

The fake tank extension was removed on 18 August to reveal the belled base of the original chimney and show that the front of the original saddle tank was painted green ('medium green' according to Hudswell Clarke records). The actual saddle tank is to be removed to allow the repair of a number of holes. Several options are being assessed for powering the restored locomotive, including a hydraulic drive, compressed air or even real steam. It is planned to build a replica of the original chimney to replace the ungainly spark arrestor version added in the locomotive's later life.

-Trevor Horman, 08/07

Overseas

OIGAWA RAILWAYS, Japan 1067mm gauge

Scott Jesser and his wife rode the 65km Oigawa Railways line from Kanaya to Ikawa in central Japan in August 2007. The 65km 1067mm gauge line follows the Oi River from a connection with the Tokaido main line at Kanaya through tea plantations, mountain forests and 75 tunnels to Ikawa. The first 39.5km of line between Kanava and Senzu is electrified at 1500V DC. Usually 19 passenger trains run in each direction daily, including a return service hauled by one of the five steam locomotives that the Oigawa Railway maintains in working order. The section from Senzu to Ikawa, known as the Ikawa line, was built in the early 1930s to 762mm gauge to supply construction material to several dam and hydro-electric projects on the Oi River. Within three years of its completion, the line had been reqauged to 1067mm to allow logs harvested in the surrounding forest country to be moved to the Japanese National Railways (now Central Japan Railway) system at Kanaya without trans-shipment at Senzu. To minimise reconstruction costs, the dimensions of the tunnels were not increased. so the Ikawa line retains its narrow gauge character with low-profile locomotives and carriages. The Kanava-Senzu and Senzu-Ikawa lines are operated as separate systems, with passengers changing trains at Senzu

In 1990 the Oigawa Railway completed a major deviation to replace the original alignment flooded by the construction of the Nagashima Dam on the Oi River. The deviation was built to a high standard, with increased clearances, several new tunnels and bridges, 50kg/m rail and Japan's only rack and pinion railway, a 1.5km Abt rack section with 9% grades. The rack section is electrified at 1500V DC. The Ikawa line is diesel-worked using six DD20 B-B diesel-hydraulic locomotives, built in 1982 by Nippon Sharyo Seizo Kaisha, and numbered DD201 to DD206. There are four return trains over the line daily, with an extra return service



Malcolm Moore 0-6-0DM No. 6 at Clarence Station on the Zig Zag Railway on 1 June 2007. This former underground colliery locomotive, built in 1948, is used for work trains on the track extension to Newnes Junction. Photo: Ray Graf



What is the next move? Fireman Keith Holmes confers with the Stationmaster at Gembrook station following the arrival of 2-4-2ST J.C. REES (Couillet 861 of 1886, rebuilt Kain 1974) at the heritage station with the final 'Gasworks Trifecta' outing on 26 August 2007. Photo: Bob McKillop



The rail tractor built by the Water Wheel Creek Timber Heritage Village in North West Tasmania for its bush tramway in action at the complex in 2007. Photo: John Cotton



The Cobdogla Irrigation Museum railway track crew ballasting a new section of track on the extension to Loveday. Photo: Denis Wasley



Project director Mike Bowman poses with the partly restored ex-Mount Isa Hudswell Clarke 0-4-0ST No. 3 in the Darwin suburb of Berrimah after the fairings (fake tanks) were removed on 18 August to reveal the belled base of the original chimney. Photo: Trevor Horman



Scott Jesser photographed a train on the rack section of Japan's Ikawa line in August 2007. The Hitachi ED90 electric locomotives at the head tower over the train.

Heritage &Tourist

during the summer holiday season, as well as local services from Senzu to Oku Izumi and Sessokyo Onsen.

All trains working over the rack section are assisted from the Senzu end by one or two of the railway's three 56-tonne ED90 Bo-Bo electric rack locomotives, built by Hitachi in 1989 and numbered ED901-ED903. Our visitors went up and back, and then got off at the bottom of the rack and walked up the hill to photograph additional trains before returning to Senzu. Scott Jesser, 08/07

WELSH HIGHLAND RAILWAY,

United Kingdom 597mm gauge Further to our last report on the ex-TGR Garratt locomotive K1 (LR 194, p.30), the WHR K1 Restoration Group received a Transport Trust Restoration Award for 2006. In his acceptance speech, Andy Rutter pointed out he was representing a lot of supporters who have given time, and money, to see this truly historic and significant engine restored to working order. The group are flattered that the restoration has attracted such attention.

In mid-July 2007 the coal firing conversion project was in its final stages. The distinctive headlights are in the process of manufacture, with the associated electrics, including the overhaul of the turbo generator, also in progress.

Over the week-end of 21-22 July, a working party were preparing K1's 'oven' for a coal fire by making six fire arch bricks using the existing moulds made from expanded polystyrene and expanding foam. Once the correct methodology was established these worked very well, rising from the mould like soufflés. These can be cut about as needed and the existing moulds can be used though one will need changes to reflect the method of support.

The new boiler is a faithful remake of the original, only departing in some detail, such as the tubes being swaged down the throat plate reducing the entry by a few inches. The work was completed in early September, and K1 returned to service as a coal bumer at Dinas on Friday 7 September 2007.

Andy Rutter, 07/07

LIGHT RAILWAYS 197 OCTOBER 2007

