LIGHT RAILWAYS

Number 127 January 1995

Tullah Tram Ride
Henry's Locos
Tommy's Gully Tram

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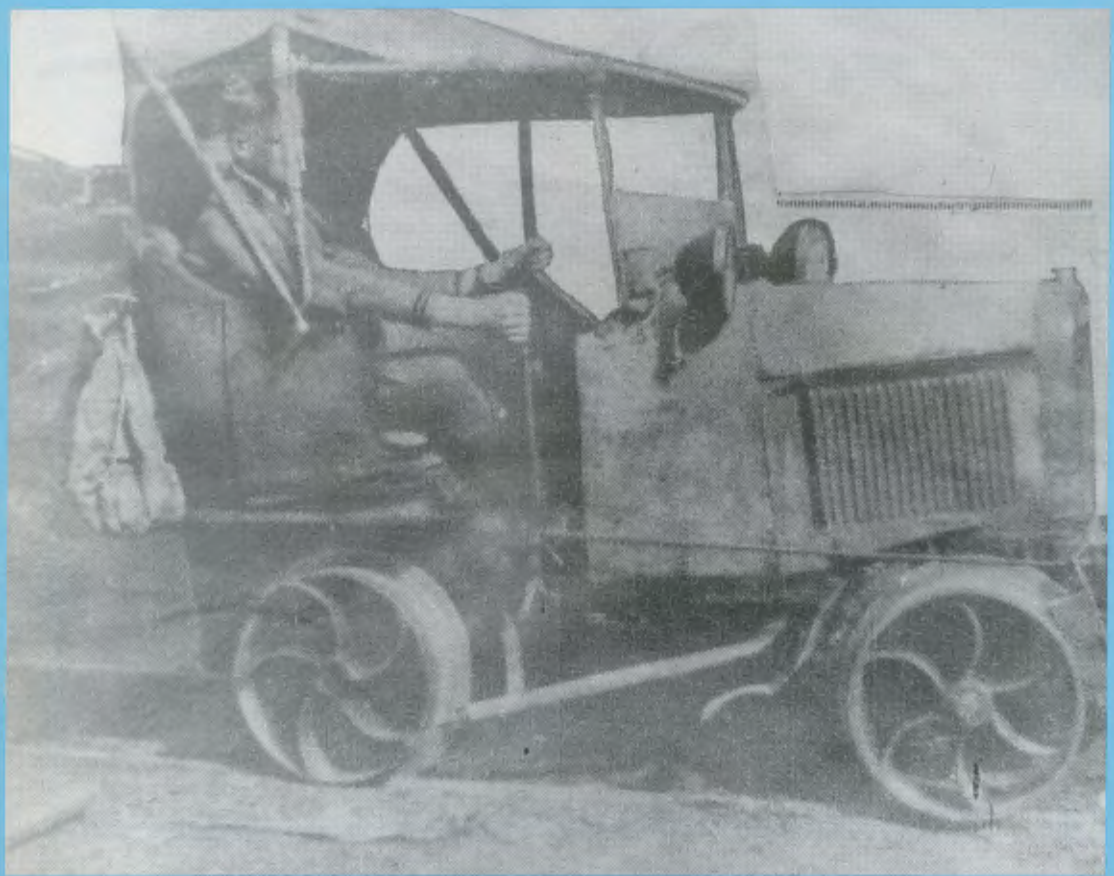

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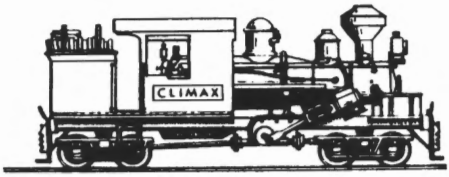

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Light Railways Editor: Norm Houghton, PO Box 1128, Geelong 3220. Phone (052) 21 7007 or Home (052) 29 4805. Articles, photographs and letters welcome.

Cover Photo:

The last word in sporty tramway locomotion. Don Richards' car, Warburton.

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EDITORIAL

The Editorial in LR 125 has raised interest by members and potential contributors on what constitutes an acceptable standard of article. The journal exists to provide a forum for exchange of ideas, discussion and information that ranges all the way from letters and comments to fully researched and referenced articles. The Society has always aimed to produce a scholarly and definitive output in print but this does not mean that every article must be the last word. In fact it cannot be.

Every topic has to start somewhere so the brief exploratory piece, the general, vague scribble and the lopsided expose has a place. It is up to the editor to knock these pieces into shape so contributors need not be shy or embarrassed about length, style, approach, spelling or grammar. The autocrat with the blue pencil will set it right.

The article herein on Tommy's Gully is an example. The authors have presented a research report format that is the first word on the topic rather than a definitive last word. Further contributions welcome. In a similar vein the article on Henry's locos takes another look in view of newly available sources of information. The arrival dates of the locos at Forrest can now be determined. The same sense of tidying loose ends pervades the short piece on the Munro loco tractor of Barwon Downs and Beetoomba and enables its life cycle to be arrived at with some degree of finality.

Norm Houghton

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TULLAH TRAM RIDE

by E.L. Monks

Deep in the mountains of Tasmania's west coast is the small mining town of Tullah, to which in 1954 I made my first visit, using its only link with the outside world, the Wee Georgie Wood. The following account is how I saw it at the time.

This stout little engine is named after the famous English comedian, Wee Georgie Wood. For sheer enjoyment and the thrill of the unexpected he can hold his own against all comers; and to train-lovers throughout Australia, such as those determined people who saved 'Puffing Billy' in Victoria's Dandenong Ranges or those in other states who have regretfully watched one narrow-gauge line after another closed, a journey on Wee Georgie would be a treasured experience. It was for me.

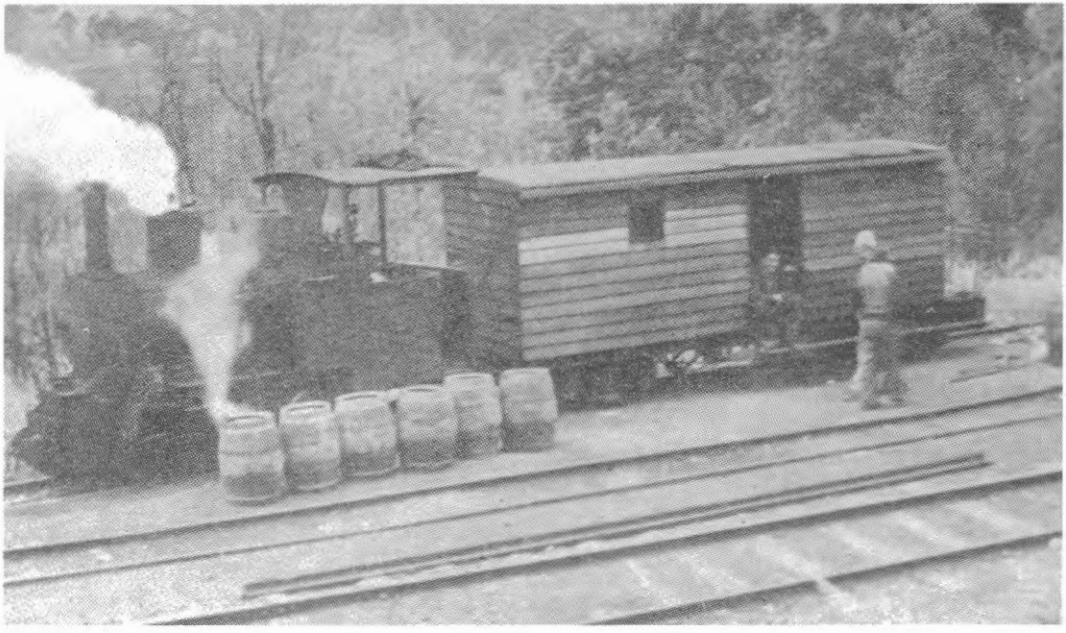
Wee Georgie himself was made in England, and weighs six tonnes. He is fired with coal and the return trip of 19 km uses about 50 kg. Water, of which he devours copious quantities, is put in through a plugged hole at the front of the engine, passes beneath the boiler, and is carried in a 400 litre tank on the main chassis.

Wee Georgie can go quite fast by Tasmanian standards, but his speed is governed by the condition of the two-foot (610 mm) track, which is not in first-class condition. The 9.5 km trip into Tullah usually takes forty-five minutes, including two stops for water. Everything which has come into or gone out of Tullah for very many years has been carried by Wee Georgie Wood. His burdens have included a billiard table, a motor truck and heavy machinery, not to mention the entire ore production of Mt Farrell, Tullah's source of wealth. This amounts to a monthly production of about eighty tonnes of silver-lead concentrates, which are exported to the United States.

'These three women', as our letter of introduction styled us, set off one lovely summer's morning from the silver-lead centre of Rosebery on the goods train for Farrell Siding, where Wee Georgie lies in wait for any passengers who may happen along for Tullah.

Just out of Rosebery one of the trucks ran off the line. Immediately the engine, true to the play-

Wee Georgie Wood at Farrell Siding. Photo: E. Monks.



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An unorthodox mode of travel on the Tullah tram. Photo: E. Monks.

ful habit engines seem to have on the West Coast, careered away up the line and left us to our fate. Visions of Wee Georgie and Tullah rapidly disappeared.

But on enquiry it usually transpires that there is good reason for these solo excursions. In this case, the engine frisked around with ore trucks from Rosebery mine at Primrose Junction (I never cease to wonder at such names in the middle of nowhere). Meanwhile, after a thorough and leisurely survey of the erring truck, and due consultation as to the method of its reinstatement the men succeeded in getting it back on to the line, our engine returning just in time to give the finishing push.

However, the hour spent in this whole operation upset the running of the entire Emu Bay line, and entailed an hour's wait at Farrell for the down train from Burnie. When at length it arrived, we found that practically the whole population of Tullah was aboard, returning home after holidays, and so the entire carriage accommodation on the waiting Wee Georgie was already taken up.

We decided to accept accommodation on an open truck, which was carrying to Tullah two comfortable lounge chairs which we were given permission to occupy. There we reclined, feeling like rajahs on an elephant. Needless to say, the tourist passengers on the main line adjoining did not neglect to take snapshots of us.

At last, Wee Georgie announced his departure with a shrill 'peep' and we were on our journey to Tullah. The weird cacophony of groans, shrieks and rattlings would, I remember thinking, have made perfect background sound effects for a radio ghost train.

It became apparent that Wee Georgie seemed to be in some difficulty about negotiating one of the sharp curves, of which there are many and which govern the load which the train can carry — about twenty tonnes all up. All the male passengers got out and gallantly rallied around Wee Georgie. After sundry pokes he was persuaded to start off again, but not without emitting a piercing shriek to show his hurt pride.

There came another stop for watering, and then we crossed the bridge near the junction of the Mackintosh and Murchison Rivers, tributaries of the mighty Pieman, which provides a beautiful approach to Tullah.

On arrival at the tiny township there was nothing resembling a station, no building, no platform and not even a footpath. One of our party got off to investigate. Before we could join her, Wee Georgie emitted a shrill blast from his whistle and pranced away into the bush, taking us with him on the open truck while our friend tagged along in pursuit. Bystanders told us later that our stately arrival reclining in lounge chairs under the open sky, had provided a spectacle for the inhabitants which amused them greatly.

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Tullah Loco Notes

by John Browning

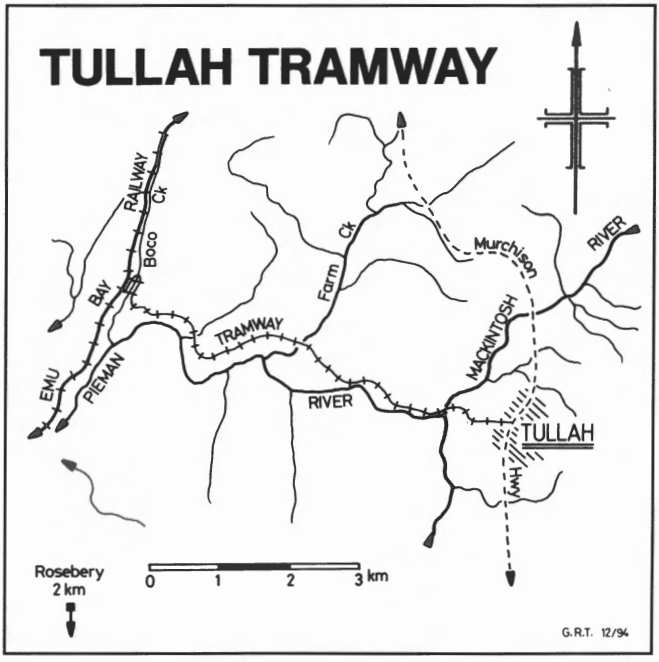
No.	Type	Maker	B/n	Year	Cylinders	Notes
	0-4-0WT	Krauss	2640	1892	(145 x 260?)	1
No. 2	0-4-0T	Orenstein & Koppel	718	1901	165 x 300	2
	0-4-0WT	John Fowler	16203	1924	7 x 12	3
	0-4-0WT	John Fowler	17732	1928	7 x 12	4
	0-4-0WT	Krauss	5988	1908	210 x 300?	5

North Mt. Farrell Co. Ltd. – leased and operated by Dunkley Brothers up to c.1921

All identifications from Rae (1983)

1. Supplied new to Bloomfield Brothers, Melbourne (Schmeiser et al, 1977). Ex Zeehan Tramway Co., owned by Dunkley Bros and used initially on construction from 1907. Transferred elsewhere c. 1921. (Known as PUPPY.) Rae, 1983).
2. Supplied new to 'The Central Railway, Sidnay' (Fricke et al, 1978). Ex Magnet Silver Mining Co., c. 19198. Scrapped. (Rae, 1983).
3. Supplied new to order of Welch Perrin & Co. (Jux, 1985).
4. Supplied new to order of Welch Perrin & Co. for North Mount Farrell Co. (Jux, 1985).
5. Supplied new to Lohmann & Co, Melbourne (Schmeiser et al, 1977). Ex Commonwealth Carbide, Ida Bay, 1949. Formerly ex Mt Lyell 9. (Rae, 1983). Out of use 1964. Van Diemen LRS, 1972.

After 1951, only Krauss 5988 and a Fowler named WEE GEORGIE WOOD operated on the line. Rae (1983) states that the first Fowler was originally WEE GEORGIE WOOD and that the second was WEE MARY WOOD. I have no problem with this. He also states that the latter was withdrawn about 1946 and used to repair WEE GEORGIE WOOD, which operated until closure in 1964 (and was later restored for the tourist railway). I have been led to understand that this is not as simple as it seems. If we are to follow the convention that a locomotive's identity is vested in its mainframe, then the loco presently preserved at Tullah may incorporate many parts including the nameplates of WEE GEORGIE WOOD, and yet have the mainframe from WEE MARY WOOD, and this is what I believe could well be the case. Unfortunately I cannot cite a reference to directly support this belief, although it is hinted at in Traction Publications (1972). However, the very fact that it has been perpetuated may give it some credence against the simpler version told by Lou Rae. No doubt research could uncover the truth, if it is not already established.



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HENRY'S LOCOS, FORREST, VICTORIA

By Norm Houghton

The firm of W.R. Henry & Sons operated a 3 ft 6 in (1067 mm) gauge timber tramway system south of Forrest from 1897 to 1948. Motive power employed was horse, winch, motorised rail tractors and two steam locos. This article will look at the history of the locos in the light of fresh evidence unearthed since previous mentions in LR and Sawdust & Steam.

Henry's main centre of operations from 1902 to 1927 was the No. 1 mill, 11 km from Forrest, and buried deep in the West Barwon Valley. Access to Forrest was provided by a well-built, iron rail tramway, using ex Victorian Railways 60 lb (30 kg/m) rails. A feature of this tramway was a tunnel through the range separating the Barwon River from the Noonday Creek. There were stiff grades on both approaches to the tunnel, in the tunnel itself (against the load) and another stiff grade near the Forrest railway station where the tram route rose up from river level to the railway yard.

Horse power was used on the access tram until 1911 when Henry decided to purchase a loco. A small loco 0-4-0WT.OC Beyer Peacock machine was advertised in a Cameron & Sutherland catalogue issued in May 1911 and it was this loco that Henry bought.

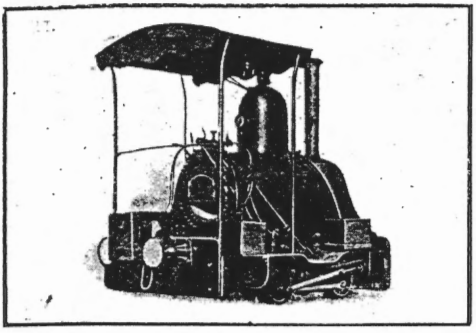
The loco was builder's number 3057 of 1889 for the Wallaroo and Moonta Mining & Smelting Co. This 2 ft 9 in (838 mm) gauge loco was originally used on the line to Richmans plant but was subsequently regauged to 3ft 6 in (1067 mm) and employed at the Moonta mines and the Wallaroo Smelting Works.

The photo in the Cameron & Sutherland catalogue was provided by the mining company and is identical to that shown in LR 58 p 6. A comparison of photographs of later vintage shows that Henry removed the ugly box coupler attached to the rear buffer beam and extended the footplate about 150 mm.

A qualified driver was required and through his Geelong contacts Henry acquired the services of Alex McLaws.

McLaws was friendly with Henry's Geelong residence housekeeper and later married her, but that is another story. McLaws had knocked around a bit, had served in the South African war and was working in New Zealand when he earned his steam ticket at Wellington in February 1910. Soon after this he returned to Australia and took up a position at Fletchers Freezing Works in Geelong. Henry recruited McLaws from here.

MELBOURNE, BALLARAT, BENDIGO AND SYDNEY. 29



SMALL LOCOMOTIVE. 4 wheels coupled: cylinders, 5in. dia. x 7in. stroke; rail gauge, 3ft. 6in.; weight, about 4 tons; makers, Beyer, Peacock & Co. Steam pressure, 120lbs. Fitted with steam and hand brakes. The wheel base is 3ft., the width of tread, 3½in. The wheels are coupled, and coupling rods fitted with brass bushes made secure in the rods with taper pins. The locomotive could work on a 2 chain curve. In good working order. (See illustration.)

Evasible (Melbourne). £

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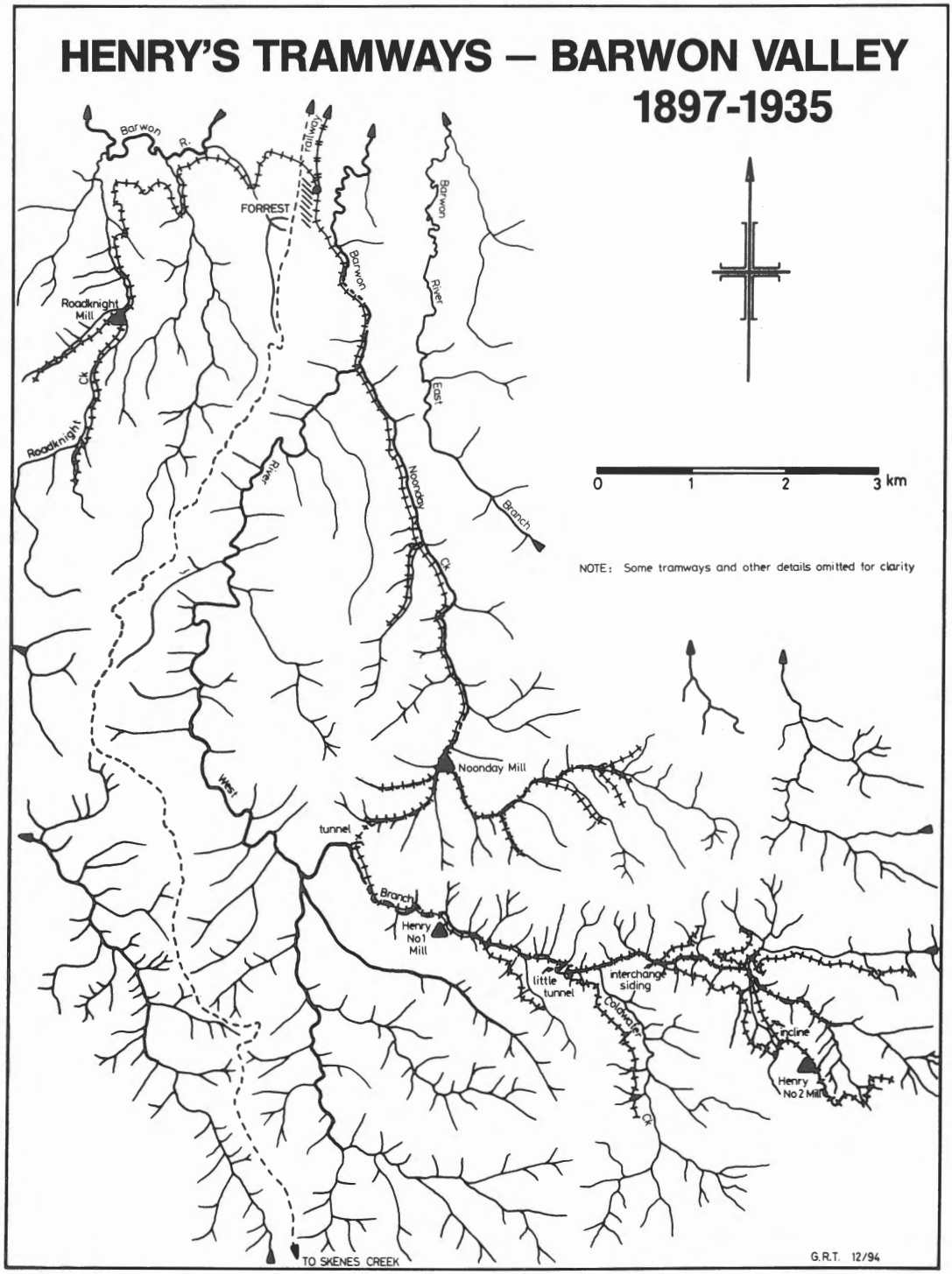

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It was soon evident to Henry and McLaws that the Beyer Peacock loco was grossly underpowered for work on the access tramline between Forrest and the No. 1 mill.

Accordingly the loco was restricted to running on the 3.5 km length of river level line between the tunnel, past the No. 1 mill and on to the three road interchange siding at the junction of the route to the No. 2 mill. This interchange route was reasonably level and graded with the load. The loco shuttled back and forth taking out empty trucks and bringing in sawn timber and logs delivered to that point by horse teams.

The route between the tunnel and the mill was graded against the load so the loco was able to haul logs to the mill from the landings along this section of track and cope with returning empty bogies.

Within a few months of acquiring the Beyer Peacock loco Henry began looking for a more suitable alternative and decided on a brand new machine from the Hunslet Engine Co at Leeds. A specification was prepared in October 1911 and a firm order placed in December 1911.

The specification called for a 0-4-0IC.ST loco with cylinders of seven inch (178 mm) diameter and 10 inch (254 mm) stroke. The inner fire box was to be of copper and the boiler tubes of drawn brass and the wheels 1 ft 10 ins (558 mm) diameter coupled at 4 ft (1220 mm) centre. It was proposed to have an iron trellis type fuel box placed over the saddle tank. The tractive effort was to be 2672 lbs at 120 lbs cylinder pressure with the loco capable of hauling 140 tons on the level, 68 tons on 1 in 100, 39 tons on 1 in 50 and 23 tons on 1 in 30. The weight was to be 7 tons 10 cwt in working order and with a maximum height overall of 6 ft 3 in (1905 mm) including the funnel, and a width of 5 ft (1524 mm). The colour, unless otherwise directed, was to be olive green.

The loco was completed in October 1912 and the only variation to the specification appears to be the deletion of the trellis fuel box. The loco was despatched from the works on 25 October 1912 and would have arrived at Forrest at some time late in 1912 or early 1913.

The archivist in charge of the Hunslet Co records indicated to the writer that his interpretation of the drawings shows that the loco was shipped as a 6 ft 3 in (1905 mm) maximum height loco. Somewhere along the way the funnel was altered and made taller. Photographic evidence clearly indicates this as well as the funnel not sitting straight and apparently lacking the workmanship of the factory built product. The modification was probably done at the engineering works of J.C. Brown at Geelong. Since the height of the tunnel on the line to the No. 1 mill was 8 ft (2440 mm) the funnel modification seems absurd if clearance was a factor in the original specification. There must have been a good reason for the alteration, possibly to give a better exhaust draught or

The Beyer Peacock loco, with driver Alex McLaws, at the interchange siding on the Barwon River tramline. Photo: Courtesy Don McLaws.

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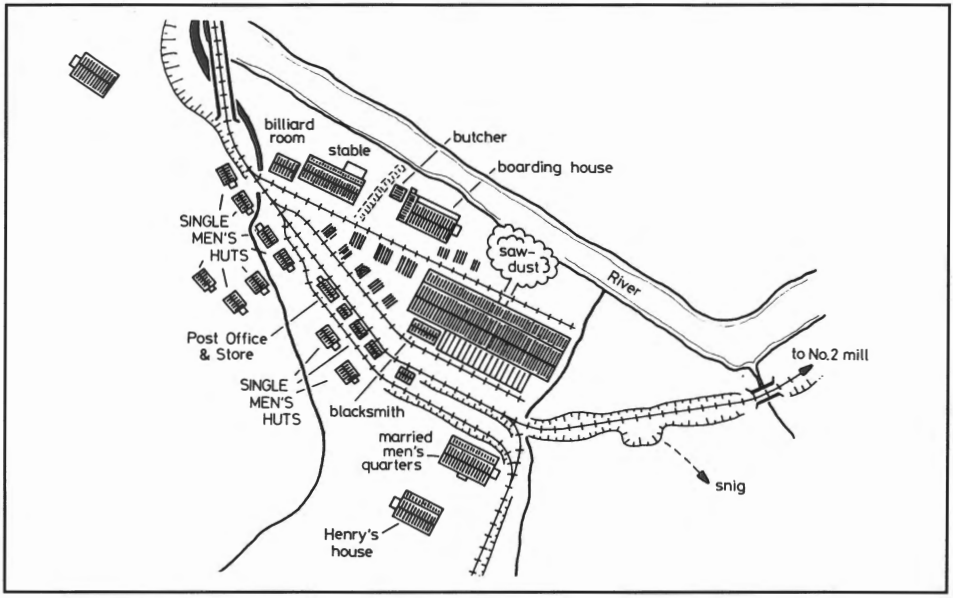
The Hunslet loco on the shunting tracks at the No. 1 mill c 1915. *Photo: Courtesy Apollo Bay Historical Society.*



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The Beyer Peacock loco bringing in a log to the No. 1 mill. The loco is trailing the load and pushing/coasting down the slight grade. The river is to the left. Photo: Courtesy Don McLaws.

to keep the exhaust smoke out of the driver's face, which was at about the same level as the top of the funnel when the driver was on the footplate.

The increased height of the funnel necessitated a hinge to give a reasonable margin of clearance inside the tunnel. The hinge was placed on the left hand side to allow the funnel to swing down the left side of the smoke box. A simple nut and bolt arrangement on the right hand side acted as a catch. In some photographs of the loco there can be seen a couple of vertical eyelets or loops on the boiler barrel and these may have been an attempt at raising and lowering the funnel by rope.

When the Hunslet arrived at Forrest the Beyer Peacock loco was retired to a shed at the No. 1 mill and scarcely turned a wheel afterwards. Its job was taken over by horse teams.

The Hunslet was based at the Forrest railway station and here was built a loco shed and water tank. The loco made one return trip a day to the No. 1 mill taking out empty trucks, supplies and passengers, doing the shunting at the mill and then bringing in the sawn timber to the rail head.

The Hunslet regularly worked the tramway to the No. 1 mill until October 1927 when the mill accidentally burnt down. Operations were then resumed at the old Noonday mill which was rebuilt and continued until 1929, when the entire Barwon Valley was abandoned.

The iron and steel rails that could be salvaged (and many had been damaged by fire in 1919 and flood in 1923) were retrieved and re-used at a new mill operation on Roadknight Creek to the east of Forrest. The Beyer Peacock loco was towed into Forrest at this time and abandoned in the railway yard.

The Roadknight Creek tramway was graded for loco haulage so the Hunslet remained in service. It was probably at this time that the hinge and the original funnel were removed and a stovepipe type funnel fitted to the stub by a sleeve. The Hunslet continued working until the Roadknight mill closed in 1935. Some tubes in the loco boiler had been damaged due to a low water level experienced on the loco's last trip so the Hunslet was stored out of service in the Forrest railway yard. Repairs were later made by a Geelong boilermaker who visited Forrest but the boiler was not fully reassembled by Henry's men and the loco never worked again. Obviously in the interim Henry had made the decision to work the new Mount Sabine tramline south of Forrest by means other than this loco so the loco was redundant. The Hunslet was parked in the railway yard, destined to remain there until scrapped in about 1951. The Beyer Peacock met a similar fate at the same time.

References:

LR 18, pp 12,14. LR 25, p 34.
LR 19, pp 20-22. LR 33, pp 27-28.
LR 20, p 27. LR 62, p 12.

N. Houghton, Sawdust & Steam, LRRSA, 1975.

Forests Commission File 29/474.

Information from Hunslet Engine Co records, the Leeds Industrial Museum.

Information from Don McLaws.

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Above: The Hunslet Loco halted at the southern entrance to the main tunnel with driver McLaws about to lower the funnel. Photo: Courtesy Don McLaws.

Below: The derelict Hunslet and Beyer Peacock locos at the Forrest Railway station 1951. Photo: Courtesy A.R.H.S. Vic Division.

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THE MUNRO LOCO ON DUMBRELL'S TRAMWAY

by Denis Steinhauser

The firm of Dumbrell established a sawmill on Reedy Creek, some 22 km south east of the Beetoomba railway station on the Wodonga to Cudgewa railway in north east Victoria about 1930. A 3 ft (914 mm) wooden tramline of the usual construction was built from the west side of the railway yard, and ran south under the Victorian Railways bridge and reached the mill by an incline. Horse teams worked this outlet line under contract.

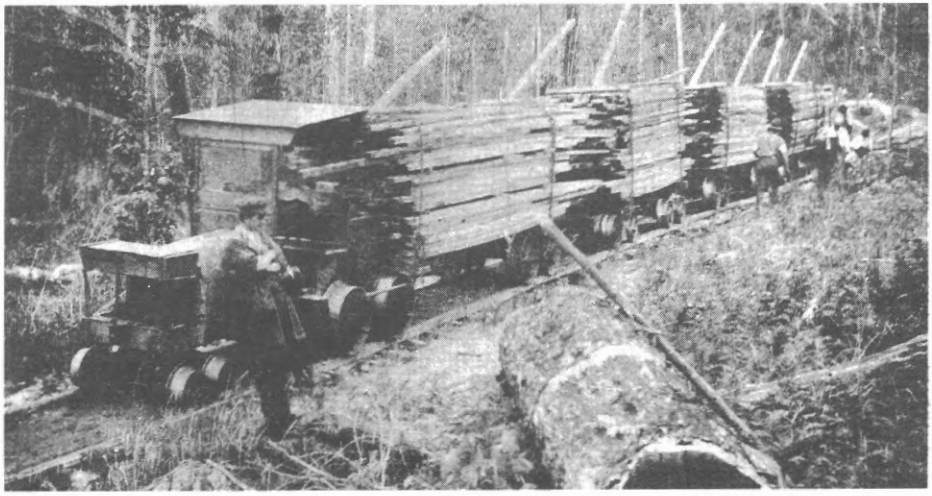
In 1932 a local engineer, Ernie Condon of Wodonga, saw an internal combustion tractor loco in a RY Waggon at Wodonga railway station on a Cudgewa bound goods train. Apparently the loco came from Hayden Bros tramway at Barwon Downs in Victoria's Otway Ranges and was en route to Dumbrell's tramway. According to an elderly resident of the Beetoomba area, the loco, as at Barwon Downs, only ran several trips before disintegrating. From 1933 to 1950 the loco was parked on a siding at the Beetoomba railway station. The loco was a 4-4 wheel arrangement with matching steel bogie, driven by tailshaft and differential drives. It was shifted to Shelley, a district on the top of the range between Beetoomba and Tallangatta North. It is thought to have been used on a very short line between a mill and a roadside transfer point. When the loco again failed the main frame and motor were used for a winch and finally the mill and gear was moved to a sawmill at Tallangatta.

At this time a large number of smaller mills were bought out by larger concerns in order to obtain log quotas and large amounts of machinery vehicles etc accumulated at the larger sites.

In 1978 the author viewed the remains of the loco, then consisting of the main frame, wheel sets and bogie. The reasons for its failure seemed to be the lack of springs on the driving wheel section, a very rigid frame and the front bogie being pivoted without lateral movement, which is vital on a 4-4 arrangement. The driving wheels were the simple curved spoke log bogie type, without a substantial boss for the connecting rod pins. These pins were only ¾ inch (19 mm) diameter and on examination it was revealed that all holes were torn out.

In all it was a very crude attempt with very rough castings to copy the successful Traill pattern tractor. The change of gauge was very apparent and the axles were stamped F.T. (Frank Traill?). Informants suggested the motor was either French or Italian make, the whole outfit was painted green and came with its own mechanic/driver. When shown the photograph in Sawdust and Steam informants said the loco was identical to the machine used at Barwon Downs.

Munro loco tractor working at Barwon Downs. Photo: Philip Ellis Collection.



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TOMMY'S GULLY TIMBER TRAMWAY (NSW)

by Jim Longworth and Grant Fleming

INTRODUCTION

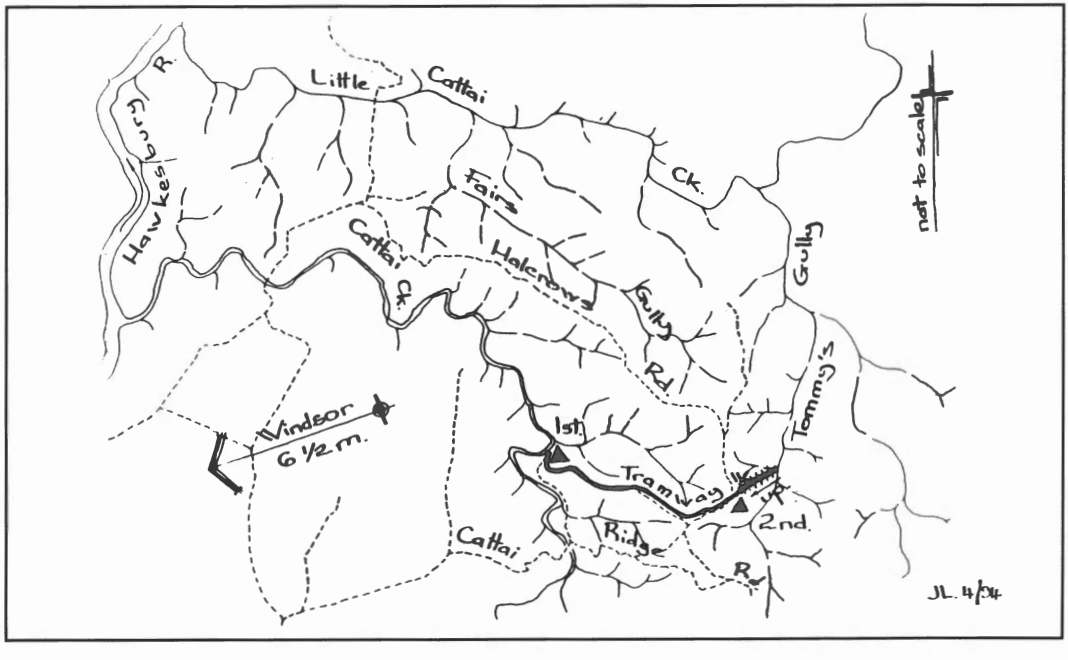
The geological structure of Sydney's northern region is characterised by horizontally bedded, coarsely jointed, Hawkesbury sandstone, overlying softer shales. The level sandstone plateau is heavily dissected by many steep walled valleys, with shales forming the lower valley slopes. Small alluvial deposits line wider parts of the valley floors.

Each geological parent material weathers to produce its own typical soil type and therefore its associated vegetation, supporting dry sclerophyll forest. The dominant trees are low growing and gnarled, yielding poor value timber. The valley floors support a mixed eucalypt wet sclerophyll forest. Tall straight trunks ascend considerable heights to the first (lowest) branches. In the moister valley environment, Turpentine, Blackbutt, Bluegum, Red Mahogany and Swamp Mahogany form the typical forest dominants. Ironbark grows on the free draining steep valley sides. All these were valuable construction timbers located close to a growing metropolis, such as was Sydney in the first quarter of this century.

THE TRAMWAY

During June 1919 Hardwood Timbers Limited of Woolwich (or the Hardwood Timber Company[1]) constructed a tramway to haul logs from the valley floor of Tommy's Gully, over the ridge, to their sawmill in the valley of Cattai Creek. Cattai Creek is a tributary of the Hawkesbury River and is about eight miles east-north-east of the town of Windsor. Windsor is a Macquarie Town on the banks of the Hawkesbury river, in Sydney's outer north-western suburbs. The tramway was about two miles long,[2] and took three months to construct. Logs were hauled up an incline out of Tommy's Gully, by a steam powered winch located beside the ridge-top road. The incline rose up the end slope of a ridge, from an elevation of about 24 metres above sea level at the creek flat, to just over 90 metres on top of the ridge. This would have given a total rise of about 55 metres over a distance of about 450 metres, as calculated from the 1925 Military map.

The two boilers for the operation were brought in to the site from Sydney via Rogans Hill, behind a team of twenty bullocks.[3] Wet weather at the



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time caused the local Cumberland clay soils to become very sticky and almost impassable. On Pitt Town Road near the cemetery at Pitt Town the wagon carrying the boiler destined for the mill became seriously bogged. Leaving the boiler there and relocating the proposed sawmill to the site of the bogged boiler was considered. This would have involved council re-routing the road.

For three weeks the boiler remained firmly bogged in the clay road. However the original plan prevailed. Another team of bullocks was brought in from Glossodia to assist and finally the boiler resumed its journey.[4] One boiler was installed at the winding engine at the top of the incline, the other at the sawmill near Cattai Creek.

PERMANENT WAY

The track is reported[5] to have consisted of lengths of a four inch by two inch (100 by 50 mm) hardwood base plate, lying flat, onto which lengths of three inch by two inch (75 by 50 mm) hardwood rail was attached, also lying flat (see detail). The smooth sawn rails were laid down in twelve to twenty feet (3.6 to 6.08 metre) long sections. Whether this construction was intended to form a flangeway is unknown. Trying to form some sort of one inch (25 mm) wide head on the lower timber with the upper timber forming an outer guide (for a flag headed wheel rim), would have required too tight a tolerance. Perhaps it was intended to ease maintenance or these timbers just happened to be on hand. Perhaps the arrangement was just someone's good idea at the time. If the hypothetical arrangement of rail as shown in the section is correct, then the line had a gauge of about 44 inches (1120 mm).

Sleepers were adzed flat top and bottom with their sides left round as split from the original logs. Sleepers were spaced on thirty inch (762 mm) centres, and laid with their tops flush to the ground surface. Metal spikes driven through the rails attached them to sleepers.

OPERATION

Logs cut in the deep valleys around Tommy's Gully were hauled to the tramline laid along the valley floor by the company's log hauler.[6] Other logs were snigged to the base of the incline by bullock teams[7] where they were loaded onto the four wheeled tramway trucks and pulled up the incline by the powerful steam winch. The winch was located at the top just off the ridge-top Halcrows Road. The winch held 300 metres of one inch (25 mm) diameter rope. A second winch is reported to have existed part way down the incline.[8] No evidence of a second winch site is discernible today. There hardly seems enough justification for such an additional installation anyway.

The extant incline sleepers show no obvious marks from the haul rope having rubbed on them. Remnants are now too few to be able to locate any marks from cable rollers.

From the head of the incline a three horse team then pulled the trucks to the sawmill. Trucks consisted of an eight inch by two inch (200 by 50 mm) rectangular wooden frame. Axles were on six foot (1830 mm) centres but the overall dimensions of the truck are unknown. Each truck could carry approximately 4,200 super feet (10 cubic metres) of timber. Operation was very slow.[9]

The sawmill is reported to have been some distance up the valley side, away from the wharf. At the mill logs were rough sawn into four inch (100 mm) by two inch (50 mm) and three inch (75 mm) by six inch (150 mm) sizes. Ironbark logs left in the round were reportedly used on Sydney's tramway system.[10] A Mr Neich worked at the mill and remembered someone losing a finger in this always hazardous workplace.[11]

A second short tramway ran downhill from the sawmill connecting it with the wharf on the bank of Cattai Creek.

Logs and sawn timber were loaded onto barges at the wharf and floated down Cattai Creek to the Hawkesbury River. From here the loads were hauled by river to Sydney. A two cylinder petrol engined launch known as the 'Erenguai' (probable spelling) hauled a string of four to five barges per load. Mr George Curl was the launch captain.

On one occasion two or three of the barges overturned after hitting a snag. Divers were brought in from Sydney to recover the barges and their cargo of timber. The divers wearing hard hats were supplied with air from a pump in a square wooden box. Men operated the pump by turning handles on each side. The recovery operation caused some local interest with the local boys wagging school to watch the unusual activity.[12] Cattai Creek is still clearly navigable right up to the mill site.

During March 1921 an employee of Allen Taylor Co (probably a company Superintendent or foreman) inspected the Tommy's Gully operation. Taylor's appear to have been interested in possibly acquiring an interest in the company. The timber is described as '. . . a very poor lot cut with a loss of 50%.' The mill is likewise described as the lowest grade the visitor had ever seen, '. . . no roof at all over the frame this proposition is not worth entertaining.'[13]

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CLOSURE

For reasons not clear to the authors, Hardwood Limited failed in 1922 after only three years operation. Probably the operation was only able to survive on timber prices that had been inflated by wartime and immediate post-wartime boom conditions.

Some time after the mill closed a young local girl (now Mrs Schwevel) and her girlfriend released the brake on the trolley and rode it down the second tramway from the mill to the wharf. After a brief but speedy ride the trolley and girls nearly ended up in the creek. The girls' parents gave them a severe scolding.[14]

The operation was taken over by an organisation unknown to the authors who bought the mill and rebuilt it at the top of the mountain beside the road. Perhaps they planned to use road rather than water transport for the mill output. Unfortunately there was not a reliable supply of sufficient water to operate the steam powered mill at this new location on the ridge line. Water would have to have been obtained either by pumping up from the creek or from a small spring near the road or brought up as back loads on the tramway. This company also failed after a short time.

On closure of the mill men who had cut the timber such as Bradley Brown and Jim Brown found other jobs in the timber industry cutting block wood for domestic fires and baker's wood for bread ovens. A Mr Frank McLimac was then employed as a caretaker at the mill for some time.

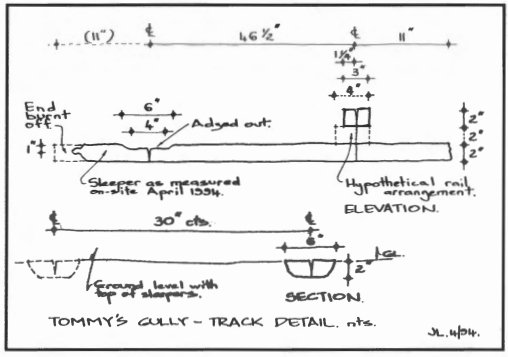
For some unknown reason the owners apparently burnt the tramway track at about the time of closure.

The company's launch was sold to a Mr More Mitchell who re-named it the 'CATTAI QUEEN', operating it as a pleasure vessel from Mitchell Park and Philip park, charging passengers 6 pence per ride.

EXTANT REMAINS

Rows of sleepers along the valley floor of Tommy's Gully were observed in 1992, some considerable distance downstream from the base of the incline[15] (not shown on the map). Rock faced batters clearly mark the full length of the incline up out of Tommy's Gully. While bush fires have burnt most of the timbers, occasionally a charred section of sleeper remains in situ. A few short sections of sawn timber presumably from the rail are also to be found on the incline.[16]

Footings for the winder remained buried under blackberry bushes until after 1959.[17] Through time



the twin square footing excavations and an adjacent well partially filled in with water. The depressions were filled in when the current occupants constructed their house on the site[18] in about 1990. The line has been obliterated by orchards and grazing along the top of the ridge line. The section of the formation down into Cattai Creek has been converted into a gently graded farm access road. No signs can be seen of the original mill.

ACKNOWLEDGMENT

Sincere thanks are extended to Mr Bruce Macdonald for pointing out the line and especially for his bringing the co-authors together.

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14. E. Halcrowe. Interview. October 1994.
15. Site visit by G. Fleming. September 1992.
16. Site visit by authors. April 1994.
17. Site visit by G. Fleming and C. Bartlet. c. 1959.
18. Interview with Brian Cromie. April 1994.

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HARRIET CREEK LOGGING BRANCHLINE – SIMSVILLE, NSW

by Ian McNeil

A history of Simsville and its timber tramways appeared in LR 113. The first logging lines at this site were built by Millars Timber & Trading Co during the period 1912-14. The company extended northeast from the sawmill into the valley of Winn Creek where the dense stands of high quality hardwoods kept the mill going for many years.

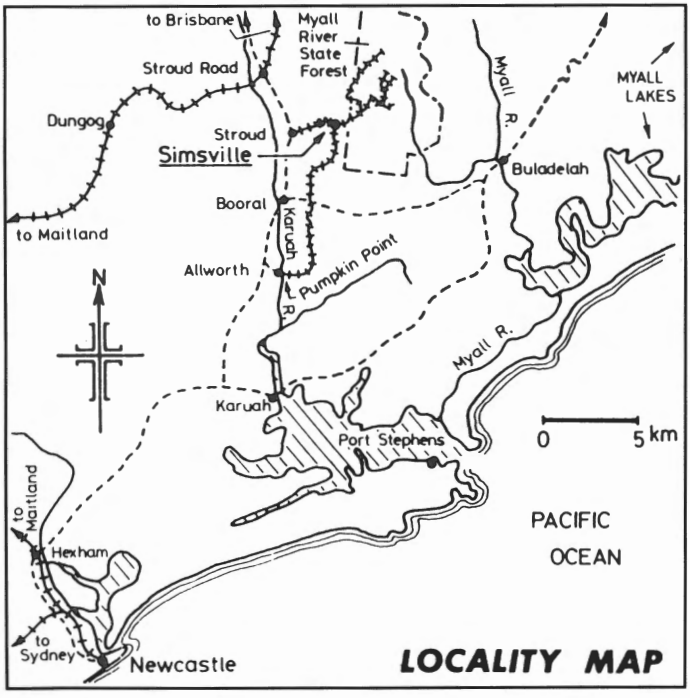
When first researching Simsville I was not satisfied that I had found the limits of Millars log lines along Harriet Creek and Winn Creek. Each line seemed to peter out amidst areas disturbed by timber harvesting and surrounded by dense undergrowth. Neither of these sites had looked like a logical terminus for a logging line. I subsequently came across an old sketch map, drawn in 1922, indicating that both branch lines could have been up to one km longer.

An opportunity presented itself in June 1994 to have another attempt to follow the Harriet Creek logging line and also to discover just where its junction with the Winn Creek branch line was located. In company with Colin and Mary Wear from the Bulahdelah Historical Society we made our way over the rugged forestry trails to the jump off point. This was located on the Winn Creek Forestry Trail where the old logging line diverges off northwards up Harriet Creek.

We had to search well ahead of the last trace of the tramway before finally hitting the jackpot. Buried in leaf litter were half a dozen lengths of corroded and twisted rail and a point frog. A low embankment seemed to lead northwards towards what night have been a shallow cutting. Following this led us straight into Harrier Creek with no sign of the tramway on the other side. We retraced our steps to check our bearings, reflecting that if one looks hard enough, every feature in the bush begins to look like an old tramway.

It took quite a while to find the answer to this puzzle. The embankment and cutting were the old tramway, but the creek was now flowing through what was once another tramway cutting. Originally the creek had described a half circle 50 metres across, with the tramway cutting across it. During some past flood, the creek had taken the path of least resistance and diverted itself through the cutting.

Once past this point, the tramway became easier to follow along a path bearing now up the narrow Harrier Creek valley, never more than 20 metres or so from the shallow waters of the creek. The formation climbed steadily and at times quite steeply mostly following a narrow ledge cut into the side of the creek. The tramway kept to a surprisingly straight route, crossing the creek several times in the process. Moss covered bridge timbers and sleepers, still held together by 50 cm long iron bolts, were seen at most bridge sites. Initially the bridges were long low structures stretching diagonally across the creek. Further



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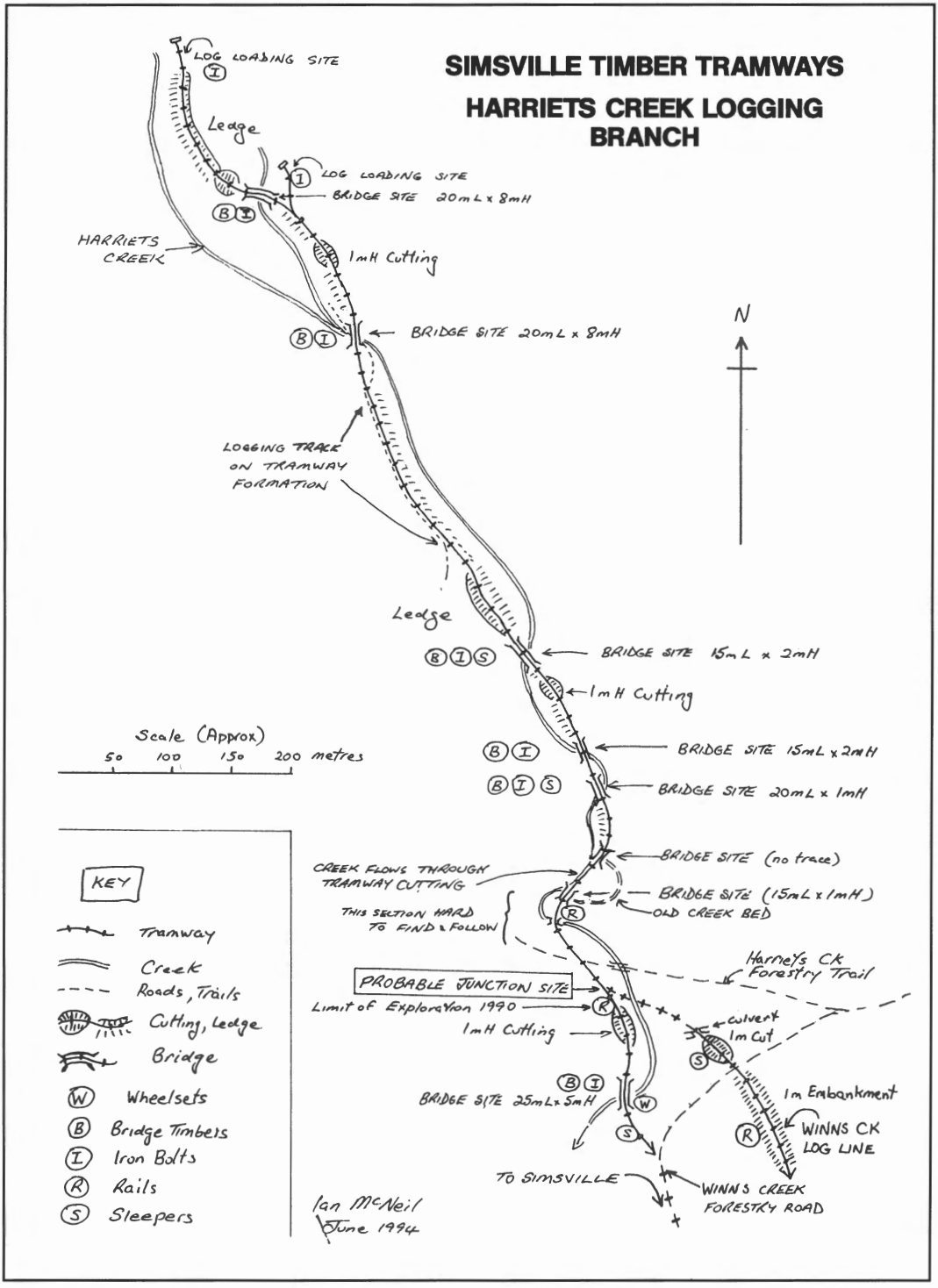

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up as the terrain became steeper, the bridges became taller and more substantial.

Old logging tracks frequently crossed the formation, each time destroying a small part of it. At one point a trail had been bulldozed along the formation for 100 metres or so. Generally the going was moderately easy. There were a few tangles of fallen trees and secondary growth to negotiate, but mostly the formation was relatively clear.

As we got further up the creek, the valley became narrower and the surrounding hillsides became taller and steeper. The tramway ledge became more pronounced with evidence of heavier earthworks having being required. The creek bed was now 10 to 15 metres below the level of the line. By now we had been exploring for over two hours and the tramway showed no signs of terminating. Indeed each new length seemed to show heavier earthworks than the last, indicative that line had quite a way still to go.

Finally about one km along the branch line we reached what we thought was the end of the line. Here, at the site of an old log loading bay, the line terminated against a hillside. A bed log was half buried along the side of the line, complete with long iron bolts protruding where the skid logs had been fastened down. After a rest for lunch we explored a bit before retracing our steps, and discovered another line branching off to the left and heading directly over the deeply entrenched creek. A short search and we discovered a cutting high up on the other side of the creek. Adjacent to the creek were bridge timbers, iron bolts and down in the creek bed were three large saw logs, looking like they had just fallen off their log bogies.

Over the creek the tramway turned sharply northwest, leading us steeply up another ledge for another hundred metres or so to the real terminus of the line. Here was another log loading point, better preserved than the first, with some of the skid logs still bolted in place onto a bed log. It was now clear that the first log loading bay represented an earlier terminus. There must have been some very good timber in this second locality to warrant the expense of extending the tramway such a short distance.

The find of the day, artifact wise, was a pair of 3 ft 6 in (1067 mm) gauge wheelsets in the first creek crossing, less than 100 metres from where we left the 4 wheel drive. These were the only wheel sets yet found on the Simsville tramways in six years of searching! They were almost completely covered by a tangle of old bridge timbers, gravel and debris. They had not been visible on earlier visits so must have been partly uncovered by a recent flood.

Fending off the friendly leeches in the creek we measured and photographed the wheel sets. Each wheel had eight 8 curved spokes, was 630 mm in diameter with a 135 mm wide tyre and a 50 mm high flange. The connecting axles were 100 mm in diameter and projected 120 mm out from each wheel hub. The inside bearing assemblies were still there, rusted permanently in place. The position of the wheel sets, complete with bearings and other miscellaneous iron bolts, suggested that this was the original resting place of a capsized log bogies, exactly where it fell over 70 years ago.

Returning to our starting point we began to search for the junction of the Winn Creek branch line with the Harriet Creek 'main line' (the Harriet Creek line was built first).

Fifty metres upstream from the wheel sets and on the opposite side of the creek was the entry cutting of the Winn Creek line coming up from the south. This formation petered out on the eroded creek bank heading north and on a converging course with the Harriet Creek line. The geometry suggested either a trailing junction or a reversing station. Both possibilities needed another bridge across Harriet Creek. We plodded up and down the creek bed, looking for likely sites, but came up with nothing. Both creek banks were fairly low in this vicinity and badly eroded by past floods. We carefully rechecked the Harriet Creek formation and 50 metres or so north of the wheel sets came upon what looked like the answer. Just north of a short cutting was an eroded ledge above the creek. Buried under a tangle of undergrowth were a couple of old rail lengths. One of them had a point flange base plate attached underneath. This site just about lined up with the direction of the Winn Creek line on the other side of the creek.

Though not conclusive we decided this was the most likely site of the junction. It must have been a trailing junction with a low level bridge diagonally crossing Harriet Creek to link up with the entry cutting of the Winn Creek line. Past floods had probably washed away both approaches and the bridge itself.

By now the light was failing and it was becoming hard to see under the gloomy canopy of the surrounding forest so we called it a day. Besides I had no wish to repeat an earlier experience of having to spend an unplanned night in the middle of the bush on an old tramway formation. It had been a most satisfying day, having achieved both aims of finding the rest of the Harriet Creek tramway and the likely site of its junction with the Winn Creek branch.

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MALABAR AMMUNITION TRAMWAY

by Jim Longworth

INTRODUCTION

When Australia was just a series of isolated coastal settlements, defence against enemy sea attack relied on building heavy forts to protect the entrances of inhabited inlets. The assumption was made that the land provided insufficient support to sustain an invasive force, so invasion was most likely to occur only at the points of habitation.

Traditional fortress design grouped a number of smooth bore guns in a single massively built armoured defensive structure (a fort). The enemy ships were to be allowed to enter the estuary heads, come in close and then be blasted by the fort's guns. However, these types of forts were extremely expensive to built.

The coastline near Sydney is characterised by a series of drowned river valleys on which the ports have developed. Between the two ports, the coastline is made up of sandstone cliffs (headlands) between which are isolated sandy beaches nestled in the embayments.

In the late 1890s and early 1900s, many coastal defence batteries were established between South Head (on Port Jackson) and Cape Banks (on Botany Bay). For WW2 some of these older batteries were re-organised and re-armed, some were disbanded. Between Port Jackson and Botany Bay batteries had been developed at Hornby; Signal Hill; Dover Heights (not completed); Bondi (from WW1); Coogee (from WW1); Malabar and Cape Banks. These formed the central section of Sydney's coastal defence system.

MALABAR GUN BATTERY

Even as late as WW2, the short section of coastline around Maroubra was somewhat underdeveloped. Landings would have been possible in calm weather on any of the beaches there. So as a defensive measure, gun batteries were built on the headlands of Malabar and Signal Hill.

On the headland at Malabar, a pair of 66 inch MKX11 guns were installed in two circular concrete bunkers. The northernmost gun had a trunnion height of 138.97 feet. A multistory observation post further south controlled by the operation. The guns were supplied with ammunition by a narrow gauge tramway. A recent inspection of this tramway revealed substantial remains.

AMMUNITION TRAMWAY

The 22 in (560 mm) gauge tramway snakes through a deep continuous cutting (trench) excavated through the headland sand dunes. The line links the battery with a safer point further inland on the back of the headland.

While most of the length of the line is excavated through soft unstable wind blown sand, considerable lengths were cut out of the underlying solid sandstone bedrock. Where in sand the trench walls were stabilised by grouted rock walling/facing. Vertical walling along the lower section of the trench is made up of stones all laid flat as in bookleaf masonry. The upper portion of the trench excavation is battered back at about 45 degrees until the natural ground surface is reached. There the stones are all laid flat on the slope as in rock paving. The upper stones act as a facing to the upper section of cutting rather than as a structural wall. Parallel steel rails are set flush in the concrete floor of the trench for the entire length of the line.

Apparently ammunition was brought to the head of the line by truck. A group of concrete footings there mark the location of generator house; staff accommodation and administrative buildings. Along the line and opening into the side of the trench by doorways and windows are two underground bunkers. Doors and windows are made of sheet steel. Both bunkers are in the seaward wall of the trench so their side walls are not directly exposed to enemy shelling. Presumably the rooms were used for magazine storage for supplying the guns as required. Some doors lead to toilet facilities. Another door in the seaward side of the trench leads to a flight of stairs rising up to the upper floors of the elevated observation post. Soldiers would have used the trench as a means of moving around the battery unobserved on foot as well.

Before reaching the guns the line enters a rectangular section concrete lined tunnel. A steel framed door with solid concrete panelling protects the entrance to the tunnel. Sand now covers the roof of the tunnel and supports the typical low growing coastal scrub. The sand was probably placed there as camouflage originally. The tunnel would have been built by cut and cover not underground boring.

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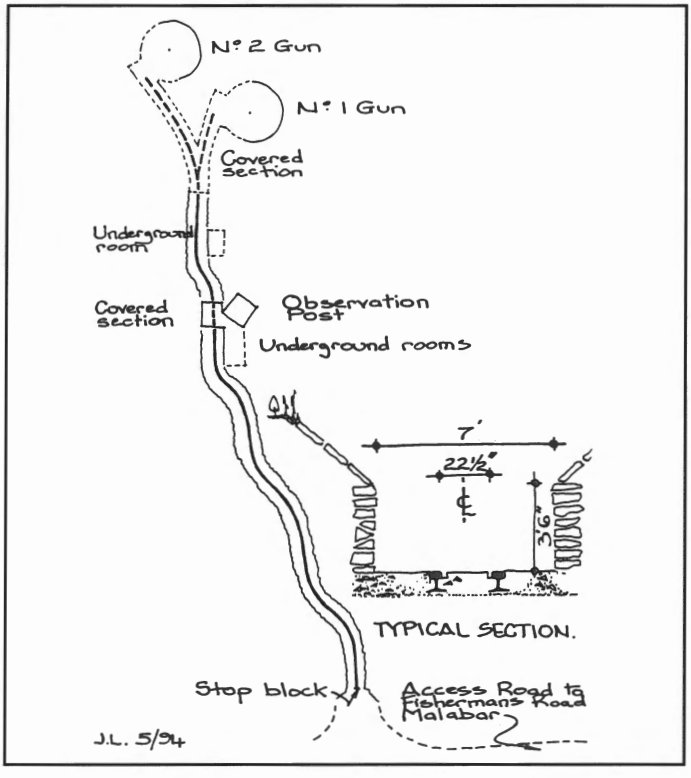

A fork just inside the tunnel and set of points in the line leads to each gun emplacement. The tunnel is 85 feet long from the doorway to the nearest gunk and 310 ft long from the doorway to the furthest. The sharp radius, left handed points, are of conventional design. They are complete with a fixed frog and check rails. The blades were apparently just kicked across individually to change direction. The points are made from a slightly heavier weight of rail than the remainder of the plain track. Several more underground rooms are passed leading off the tunnel, always on the seaward side.

At the rear centre of the gun emplacement between cupboards for ammunition storage a steel framed concrete panel door leads back into the headland. Through the door, a short flight of stairs leads to a square landing set below floor level. From the landing the stairs divide to the left and to the right. Both stairs lead down to the level to the tunnel and provide access to the tramway. A further flight of stairs to the right leads further down into a basement (probably for ammunition storage). The layout of both emplacements appears identical.

The serpentine nature of the line was probably to limit the effects of blast should the trench receive a direct hit or even were ammunition to explode on the tramway.

LATER DEVELOPMENTS

By the time of WW2 the whole of Sydney's coastline had become a fortress, in which each gun was independently sited. After WW2, radar, mobile long range guns and development of more sophisticated air attack, had spelled the end of the era of the traditional fixed coastal defence system.

The Malabar site is now abandoned, but provides mute testimony to a now passed era in military technology. An era of coastal defence in which light railways had a vital role to play.

ACKNOWLEDGEMENTS

Appreciation and thanks are given to: Mr Phillip Simpson for alerting the author to the line; Mr Grant Flemming for assistance with on-site survey and Mr Bruce Macdonald for bringing us together.

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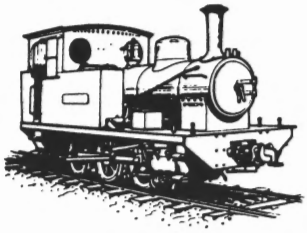

BOOK REVIEW

THE GOONDAH-BURRINJUCK RAILWAY

by John R. Newland

128 pages, A4 size, including 144 photographs, 12 rolling stock diagrams, and 20 maps and plans. Published by Australian Railway Historical Society New South Wales Division, P.O. Box E129, St James, 2000. Available from the publisher at $29.95 including postage and packing.

In 1907, construction began of the enormous Barren Jack (later Burrinjuck) Dam project on the Murrumbidgee River, an essential feature of the development of the Murrumbidgee Irrigation Area. Constructed in an isolated and inaccessible area of rugged country, the dam works required the development of a community of some 2000 people 42 km from the main Great Southern Railway, and the transportation of vast amounts of supplies for the township, for construction purposes, and for fuel, as well as passenger access for resident and visitors. The dam site was accessible only via a narrow, rocky gorge and it proved impossible to survey other than a narrow gauge railway to the site. thus came about the 2ft gauge Goondah-Burrinjuck Railway, which operated an extensive timetabled passenger service as well as service trains.

The railway lasted far longer than anticipated as the dam works were prolonged and did not close until 1929. Of its four Krauss locomotives, three still survive. A 5 km 2 ft tramway for sand transport was also built, at a lower level and on the opposite bank of the river to the main line, also with steam locomotive haulage.

This book's genesis was in the form of a series of articles in the *ARHS Bulletin* (596-8 & 604). The present soft cover work is an expanded version of this, featuring extensive photographic archive material, much of which is familiar, but which is outstanding in terms of scope and quality.

The reproduction of a few of the photographs leaves something to be desired and some could have benefitted from being printed to a larger size than they appear. These are minor blemishes, however, in a book which should be on the shelf of everyone interested in Australian light railways, and which would provide wonderful raw material for the modeller.

J.B.

FOWLER LOCOMOTIVES IN THE KINGDOM OF HAWAII

by Jesse C. Conde

Special Issue of THE NARROW GAUGE (No. 140). ISBN 09507 169 4 4. 48 pages, 223 mm by 178 mm, 26 photographs and 16 maps/diagrams. Published in 1994 by the Narrow Gauge Railway Society, England. Price £4.50.

In the 1870s, Hawaii became a booming centre for sugar plantations, more or less contemporaneously with similar developments in northern New South Wales and Queensland. Hawaii soon came under the American sphere of influence and was annexed by the USA in 1898, so its narrow gauge cane railways became predominantly American in character.

However, remarkably, it was John Fowler & Co of Leeds, England, that provided the major impetus to the introduction of rail transport to the Hawaiian sugar industry, with twelve locomotives being supplied to 10 different plantations in 1881-83, following a visit to the islands by Robert Fowler in early 1881. Nevertheless it should be noted that the Fowler locomotives were preceded by two steam locomotives supplied by Ransomes & Rapier of Ipswich, England in 1878/9.

The booklet outlines some background information about both Hawaii and the Fowler Company, and deals in detail with the development of the Decauville/Fowler portable railway concept and the Fowler 'Patent' locomotive (actually patented by Fowler employees Greig and Beadon) designed to run on such lines, together with associated rolling stock. An account of each plantation which operated Fowler (and Ransomes & Rapier) locomotives follows.

In addition there is information on the Libby, McNeil & Libby cannery and the Beretania Street Railroad, both of which operated Fowler locomotives. A postscript refers to the Queensland survivor of the 'Palant' type, initially preserved by Bruce Macdonald and currently at the Australian Sugar Museum, Mourilryan.

There has been a tendency in recent years for topics of interest which might make interesting journal articles to be expanded to book (or booklet) length. This usually involves an element of 'padding' and the reproduction (often verbatim) of

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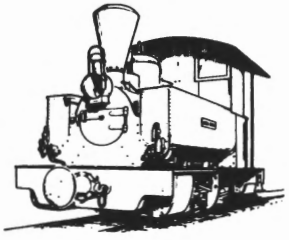
almost every scrap of information which appears to be remotely relevant. Perhaps this tendency can be explained by marketing considerations and in addition maybe some authors are finding it harder to find substantial subjects which have not already been extensively researched and written about. However, publications of this kind can often seem to be collections of information rather than works of historical analysis, and I fear that this is the case in relation to the booklet under review, which includes unnecessarily lengthy quotations from patent specifications and publicity catalogues.

However, this is not to decry the value of the essential information contained, the sources the author has brought forward and his own capacity and knowledge in the field. Jesse Conde has published a number of books on Hawaiian railways and this latest is his treatment of an era which has proved to be obscure and difficult to research, as those who have attempted to research Australian cane railways in the 1880s will know. Of very great value are the photographs of early Fowler locomotives in use on Hawaii, the well-reproduced Fowler builder's photographs and excellent drawings of two of the locomotives. In addition, some of the data provided is an advance on that provided in the published Fowler builder's list, which contains many question marks about locomotives built in this period.

To me the booklet is a delight for the gems to be found within it. for anyone interested in the history of the application of narrow gauge railways to industrial use, this publication is to be highly recommended and it hopefully will inspire more much-needed research into the equivalent period in Queensland. J.C.



LETTERS

Dear Sir,

Maud's Landing LR 119

Mrs Norma Robinson of Dalkeith (WA) and formerly of Meedo & Cardabia stations has pointed out to me the differences in the roof shape of the sheds shown in the photographs on pages 7 and 9 and said that she and her husband do not recall Mauds Landing shed area to be as clear and flat as that shown on page 9. From photographs taken in 1981 it appears that the location of the page 9 photograph is actually the old Gladstone jetty shed. Gladstone is located 150 km south of Carnavon at the entrance to Hamelin Pool and although the jetty was a long time in ruins, the shed survived into the 1980s.

Comments have also been received re the quoted distance from Carnarvon to Mauds in the opening paragraph of the article. The actual Year Book distance is 60 miles and the conversion to km is correct as far as the quote is concerned. However the actual distance (direct line) is approximately 200 km and not 90.

David Whiteford,
Kewdale, West Australia

Dear Sir,

Denton Park Loco

Encouraged by the response to the photo of the Barclay locomotive (LR 120 p 37), and my letter describing its alleged use on the Denton Park railway, I have done some superficial research on the latter subject, a summary of which follows. I am also indebted to Bruce Macdonald, whose private communications have helped me view some of the information in a clearer light.

1. Denton Park Colliery, operated by Messrs J. Russell & Co commenced production in 1891 with an annual output of 2,940 tons, increasing erratically to 26,000 tons for 1895, and dropping to 40 tons in 1897. The next mention of Denton Park in Department of Mines' Annual Reports is a notice of re-opening of the colliery in 1926, utilizing new tunnels. However, as described below, the Denton Park railway certainly saw some use in the intervening period.
2. To date, only one documented reference to the railway has emerged. In a paper published in 1907, the geologist Professor T.W. Edgeworth David (a memorial to whom is located just to

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the north of Farley station) states:[1] 'At about three-quarters of a mile north of the Great Northern Road is the Denton Park Colliery. This is connected by tramline, about one and a half miles in length, with the Great Northern Railway Line to the west of Farley.' This paper makes extensive reference to Denton Park, mainly in relation to strata and coal quality and it is quite clear that the great man had descended this mine during his legendary explorations of the Greta seam. After recording his observations he states: 'The coal here was only worked for about one year after the colliery was opened.' Considering this statement was made in a commercial rather than historical context, it is in reasonable agreement with the abovementioned production data which show that output in the initial phase peaked sharply in the 1894-96 period, then ceased rather abruptly.

3. An eyewitness (born c 1908) has confirmed my original suggestion that coal trains were running on the Denton park railway about the 1914-16 period. This gentleman has a sharp memory, but his failing eyesight precludes any recognition of the Barclay locomotive. He used to amuse himself by riding on these trains and recalls that they had to pause at boundary gates where the line traversed private properties. The siding at Farley was also entered via a gate at which point my informant would make himself scarce as the station staff at Farley did not approve of his activities. He readily recalled the name of the contemporary station master at Farley! As mentioned the usual sources make no mention of production at Denton Park during this period, although it may be mentioned that a number of other pits were working the Greta seam in the Rutherford environs at various times.
4. The original of the photograph of the Barclay locomotive is in the possession of the aforementioned Pitcairn family. The photographer was R. Snowball of Newcastle, which puts the location fairly reliably in the Hunter region. The photo has been accompanied by a clipping which has since been misplaced, so the story is recorded somewhere, possibly in the Mercury newspaper (Maitland). While I have no reason to doubt that the Barclay loco saw use on the Denton Park railway around the World War 1 period, I agree with John Browning's suggestion (LR 122 p 23) that the photo dates from an earlier period, probably the 1890.[2] As John has observed the loco is in rather pristine condition. All the ancillaries are intact and the driving wheels have a very generous tread in comparison with the worn condition of the wheels of AB 311 in 1918 (LR 114 p 6).

The actual location remains a mystery, but John Shoebridge's suggestion regarding Leconfield is not unreasonable (LR 125 p 25). The Leconfield railway was completed in December 1889 and closed in early 1893, just when production at Denton Park was beginning to escalate.[2] Might the loco have been used on both these railways, which shared a common gauge of 32 inches?

Finally if the loco is provisionally identified as AB 310 perhaps the bunker extension was added while the engine was in the Hunter Valley (see LR 122 p 23).

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2. J.W. Delaney, private communication.

R. Driver
Killara, N.S.W.

* * *

Dear Sir,

Sandersons Locos LR 125

With respect to the comment in LR 125 p.12 concerning the fitting of the overall roof to Baldwin 7556, the published photograph is one of a set of four. Three of the set show the loco in its roofed condition. The other two loco photographs are very poor quality and show the Baldwin on timber bridges; one of these is almost certainly the 'Craig' bridge at Mount Disappointment.

The photograph without the loco is definitely of the Bump incline near Wandong. I have also shown the published photograph to a botanist in the hope that the vegetation might decide the location one way or the other but this approach was also inconclusive.

Colin Harvey
Reservoir, Victoria

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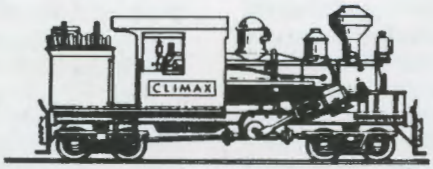

The Light Railway Research Society of Australia was formed in 1961 and caters for those interested in all facets of industrial railways in this country and its off-shore territories, past and present.

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.

Who knows what lies hidden in the forest? Members have uncovered tramway formations, sawmill sites, winches, steam boilers, bridges, log landings and more. The Society has been instrumental in preserving many sites through Heritage Classification so that future generations can enjoy glimpses of the past.

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The Society publishes two magazines: Light Railways (quarterly) and Light Railway news (bi-monthly).

Light Railway News includes new on current operations, rolling stock, field reports and members' researches and is forwarded to all members. In addition to the magazines, the Society publishes books, booklets and drawings and these, together with an extensive range of other publications, are available from LRRSA Sales, 21 Temple Road, Belgrave South, Victoria 3160. A Sales List will be gladly sent upon request.

Regular meetings are held in Sydney, Adelaide and Melbourne as follows –

- **Melbourne:** Second Thursday, every second month at 8.00 pm,
  Uniting Church Hall, Ashburn Grove, Ashburton.
- **Sydney:** Fourth Wednesday, every second month,
  Woodstock Community Centre, Church Street, Burwood at 7.30 pm.
- **Adelaide:** Fourth Thursday, every second month at 8.00 pm,
  150 First Avenue, Royston Park.
  Contact A. Lockyer for details (08) 296 9488.

Membership is open to all interested persons at a most reasonable rate. Enquire to Secretary, P.O. Box 21, Surrey Hills, Victoria 3127.

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