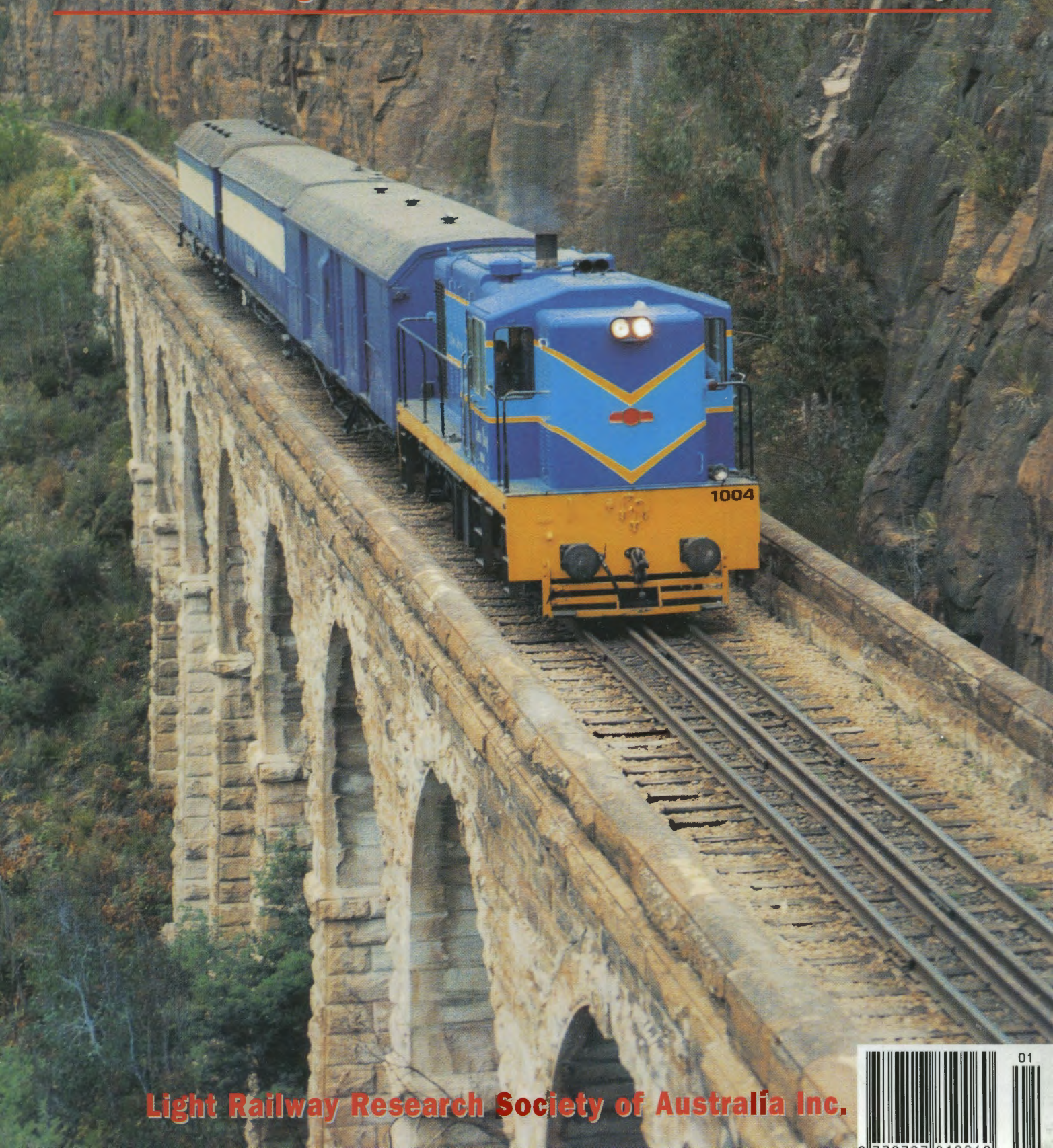


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Australia's Magazine of Industrial & Narrow Gauge Railways



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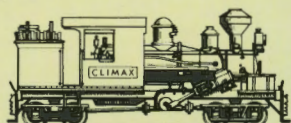
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Conversions:

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

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Comment

For my brother and me, one of the great pleasures of growing up was riding on my late father's 5½in gauge garden railway, which encircled our double block on Sydney's North Shore. Several times a year it would be 'open house', as neighbourhood kids, drawn by the sound of the whistle, flooded on to the property. Rides were always free - the pleasure that the little trains gave everyone was enough reward for Dad.

By the late 1990s, despite having an impeccable safety record, the railway became impossible to insure, and this Easter will mark five years since a loco was in steam.

During this time, we've resleepered and reballasted much of the track and continued maintaining the locos and rolling stock, hoping that one day the madness will end. I fear, though, that it's going to get even worse before it gets better. *Bruce Belbin*

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

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

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

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

*In August 1963, Tasmania's 3ft 6in gauge Emu Bay Railway took delivery of three 49-ton 690HP B-B-DH locomotives from Walkers Ltd of Maryborough, Queensland (B/Ns 576, 577 and 578 of 1963). The EBR had flirted with mainline diesel power a decade earlier, with the acquisition of a 530HP 0-8-0DH from North British (27084 of 1953), but the results had been disappointing, and steam power was given a lengthy reprieve. This time, however, was different. The Walkers machines, designated 10-class and numbered 1001-1003, were an immediate success and, by early November, all steam locos were out of use. In May 1966, a fourth member was added to the class. Numbered 1004, it was built in the Tasmanian Government Railways' Launceston workshops, utilising many spare parts (including bogies) that had come with the first three locos. In June 2000, following the closure of the Hellyer Mine, and a drop in traffic as a result, the four 10-class locos were withdrawn from service. **Front cover:** In March 2001, 1004 was purchased by the Zig Zag Railway, in the Blue Mountains west of Sydney. Steven Saunderson photographed the newly repainted locomotive crossing number 2 viaduct during the railway's 'Steam Up' Day on 16 November 2002. **Back cover:** 34 years earlier, then LRRSA Secretary Mark Plummer was on hand as two year-old 1004 crossed the EBR's Pieman Bridge at the head of a south-bound mixed train.*



Scott Driver on board Bundy Fowler number 3 in Bundaberg Botanical Gardens.

Photo: Bill Kerr

A Bundy Fowler Half Century

by Bill Kerr & John Browning

The glory days of steam haulage of sugar cane were recalled at Bundaberg on 19 October 2002 at the celebration of the 50th anniversary of the building of Bundaberg Foundry's first 2ft gauge steam locomotive.

A commemorative dinner at Bundaberg's Botanical Gardens was preceded by an inspection of locomotives awaiting restoration in the well-equipped loco shed that is home to the Bundaberg Steam Tramway Preservation Society (trading as the Botanical Gardens Railway).

Invited guests were conveyed to the loco shed in converted Binger 3-tonne cane bins hauled by Fowler 0-4-2T 3 of 1952 over the 1 km railway track. The Tramway Society, which celebrates its 25th birthday next year, conducts train rides through the park for the public every Sunday.

Magnificently restored, number 3 is one of eight steam locos built for Queensland's sugar industry by Bundaberg Foundry Co Ltd under licence to John Fowler and Co of Leeds, UK. All of them still exist, although some are in dismantled condition.

Bundaberg Fowler 3 was the only steam loco built by the foundry with an 0-4-2T wheel configuration; the others were 0-6-2T. It originally went to Mourilyan Mill where it was number 8 in that mill's fleet. It was later bought by the Millaquin Sugar Co Pty Ltd, which donated it to the Society in 1981 for restoration after a hard working life in the cane fields. It was restored to working order 14 years ago.

The Bundaberg Foundry did not manufacture steam locos for long. They were being delivered to their new owners at the same time as diesels were beginning to take over the vital role of cane transport workhorses for the sugar industry.

Gibson & Howes Ltd, Binger Mill, was an early supporter of the local locomotive building enterprise, placing an order for two in 1949. Subsequent orders came from Mossman, Pleystowe, Millaquin, Mourilyan, Mulgrave and Proserpine mills.

Bundaberg Steam Tramway Preservation Society's longtime President Bob Truscott, 75, missed the dinner, having suffered a heart attack the previous week requiring a quadruple bypass and pacemaker operation in Brisbane. He sent a message of welcome to guests and was well represented by family members.

His daughter Wendy Driver is Vice President and her husband Ross is Secretary. Like Bob, they have steam tickets (licences to operate steam locomotives) and their son Scott is also an avid steam buff. Mr Truscott received his steam ticket on a special trip to Mossman Mill after learning the necessary skills "after hours" on Bundaberg's tramway system.

Until their retirement, Bob and Dorothy Truscott grew sugarcane at Bundaberg. In 1951 Bob and his brother, the late Walter Truscott, invented an improved version of the Parry single-row whole stalk cane harvester. Mr and Mrs Truscott constructed a miniature railway system in their back yard and have hosted visits by thousands of pre-school children on the model steam trains which Mr Truscott built and operates.

Special dinner guest, former Canegrowers technical adviser Reg Price, was present for the steam trials of the first Fowlers which his father Tom Price helped build as the Foundry's foreman in charge of construction. His mother was invited to christen the first loco because her husband had sacrificed so much family time to build it! A diminutive woman, she had to stand on a door



Anti-clockwise, from above: Ron Atkinson (left) and Ross Driver with Bundaberg Fowler number 1, which is currently awaiting restoration by the BSTPS. Ron was the loco's last driver and Ross also drove it at Millaquin Mill - in fact, it was the first loco he drove. Photo: Bill Kerr □ Number 1 was working for Qunaba, as number 5 JUMBO, when Grant McCarthy photographed it at the mill on 24 September 1976. □ Number 4 spent its whole working life at Bingera Mill, where it was known as RALF. Robert Kingsford-Smith found it at the mill, on 9 September 1965, waiting for its next assignment. □ Number 2, seen here in 1958, went to Mossman Mill, as BUNDY. At Mossman, the steam locos were wood-fired, and the rear of BUNDY's cab had an open gangway, giving the crew access to a four-wheeled tender (built by the mill). Photo: Jim Longworth Collection



removed from the mill barracks, propped up on boxes. "May the locomotive be of very great service to the sugar industry and a credit to the manufacturers," she said as she shattered a bottle of Bundaberg Rum on it.

Foundry General Manager Lindsay George noted that it was the first loco built by the foundry and was part of a batch of eight. It had 10 inch by 14 inch cylinders and weighed about 20 tons. Two local boys, Brian Peake and Charles Barton (probably related to Assistant Manager Tom Barton) were given the opportunity to "drive" the loco to demonstrate its ease of operation.

Reg Price presented copies of photographs taken at the christening to the Steam Preservation Society. Other presentations were made by former Mayor Nita Cunningham and former Naval Apprentices School officer David Twiss.

While Bundaberg Fowler 3 performs every week for eager admirers, number 1 now languishes in the shed awaiting restoration. Ross Driver knows that restoring the machine to working order will be a major project – a new firebox alone could cost \$50 000 – but he hopes the work will be completed within a year. He has a close relationship with number 1 – it was the first loco he drove in his 10-year driving career at Millaquin Mill.

In 1952 Bundaberg Fowler 1 was dispatched to Mulgrave Mill where it was named *RIVERSTONE* after one of the original local farming areas. Three years later, Mulgrave was the first mill to convert entirely to diesels. In 1956, number 1 was sold to Millaquin Mill and later saw service at Qunaba where it was called *JUMBO*. It spent 20 years under cover at Millaquin Distillery before being donated to the Steam Preservation Society.

Society member Ron Atkinson was number 1's last driver in 1983. His driving career at Millaquin spanned 23 years and he later became the mill's head of tramway maintenance.

He also drove *INVICTA*, another of the Society's steam locos now awaiting restoration. It was built by the original John Fowler & Co, Leeds, UK (11277 of 1907), and spent time at the Navy's Apprenticeship Training School in New South Wales before returning home to Bundaberg where it will be restored.

The Society also owns Millaquin Mill's first steam loco *GERMANY*, an Orenstein & Koppel 0-4-0WT (6805 of 1914) built in Berlin and donated by the Rotary Club of Bundaberg East. It was recommissioned in 1990.

Bundaberg Foundry's Harvey Flanders, who devoted many hours to steam loco restoration while chief engineer at Mulgrave in 1975-94, said an examination of Bundaberg Foundry's records showed the following buyer order sequence and boiler serial numbers:

Mill	Ordered	Builder's No.	Boiler No.	Delivered
Bingera	1949	4	904	1952
Bingera	1949	7	911	1953
Mossman	1949	2	901	1952
Pleystowe	1949	5	906	1952
Millaquin	1950	6	?	1952
Mourilyan	1950	3	903	1952
Mulgrave	1950	1	898	1952
Proserpine	1952	8	910	1953

The locomotives were ordered in the postwar period when sugar mills were re-equipping and preparing for an expected expansion in production. Both diesel and steam locomotive designs were available from English manufacturers, but delivery dates were lengthy because British industry could not keep up with the demands of reconstruction, and materials and components were in short supply. In addition, John Fowler had ceased steam locomotive construction in 1935 and for many Australian sugar mills, Fowler was the design of choice.

This led to the Bundaberg Foundry negotiating a licence agreement with Fowlers to manufacture the "Bundaberg

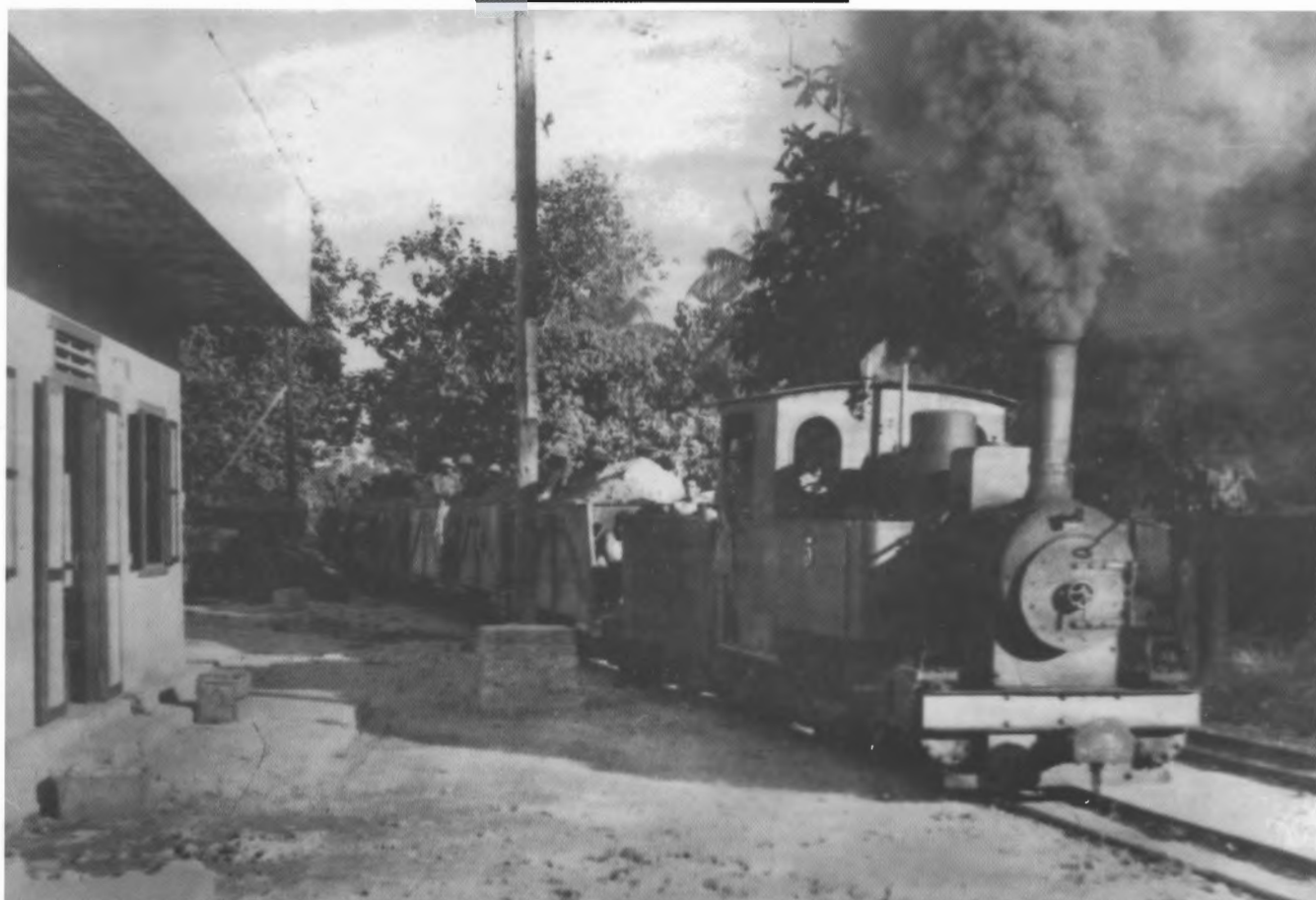
Fowler", which was a redesigned machine incorporating roller bearings and 10 inch x 14 inch cylinders. However, as can be noted, delivery times were still delayed a considerable period after ordering, and some of the mills concerned had diesel locomotives on order by the time the Bundy Fowlers arrived. All these mills had received diesels by 1957, and some of the Bundaberg Fowlers had short lives in service or were sold for further use elsewhere. Fortunately, a number of them can now be enjoyed running in preservation. Number 5 became a film star in 2001 when visiting many of the mills from Nambour to Cairns in "Bundy's Last Great Adventure", even visiting the Bundaberg Foundry on its journey.

It is said that a ninth Bundaberg Fowler steam locomotive was ordered, but that the order was subsequently cancelled. The locomotive was reportedly ordered by a Mr Anderson, possibly for the mining industry. Nothing more about it is known at present but the cane field design is unlikely to have been suitable for the light lines then used for surface haulage at a number of Queensland coal mines.

The locomotive carrying the Foundry's number 10 was the first of a series of eleven diesels for cane tramway and underground coal mining use built under licence from Jenbacher Werke of Austria between 1953 and 1956. The Foundry returned to locomotive construction in 1991 with a bogie diesel design produced in association with the Hunslet Engine Company and has since rebuilt and regauged nineteen ex-government railway Walkers bogie diesel hydraulic locomotives from Queensland, New South Wales and Western Australia.

BUNDABERG FOUNDRY CO LTD Steam locomotive list (all 2ft gauge)

1 1952 0-6-2T	Mulgrave Central Mill Co Ltd, Gordonvale, Q	10 <i>RIVERSTONE</i>
	Millaquin Sugar Co Pty Ltd, Millaquin Mill, Bundaberg, Q, 1955	1
	Millaquin Sugar Co Pty Ltd, Qunaba Mill, Q, 1975	4 <i>JUMBO</i>
	Millaquin Sugar Co Pty Ltd, Millaquin Mill, Bundaberg, Q, 1980	4 <i>JUMBO</i>
	out of use 1981	
	preserved in Millaquin Distillery area, 1987	
	Bundaberg Steam Tramway Preservation Society, North Bundaberg, 2002	
2 1952 0-6-2T*	Mossman Central Mill Co Ltd, Q	5 <i>BUNDY</i>
	Alan Robert, Wantirna, Vic, 1971	<i>BUNDY</i>
	Alan Robert, Bundaberg, Q, 1977	<i>BUNDY</i>
	Mossman Central Mill Co Ltd, Q, 1988	<i>BALLY HOOLEY, BUNDY</i>
	*Built to run with a four-wheeled tender supplied by the mill	
3 1952 0-4-2T	Australian Sugar Co Pty Ltd, Mourilyan Mill, Q	8
	Howard Smith Industries Pty Ltd, 1964 (with mill)	8
	Millaquin Sugar Co Pty Ltd, Millaquin Mill, Bundaberg, Q, 1966	8
	Millaquin Sugar Co Pty Ltd, Qunaba Mill, Q, 1978	6 <i>NIPPER</i>
	Bundaberg Steam Tramway Preservation Society, Q, 1981	3
4 1952 0-6-2T	Gibson & Howes Pty Ltd, Bingera Mill, Q	<i>RALF</i>
	Bruce Macdonald, Goulburn, NSW., 1973	<i>RALF</i>
	Britannia Steam Tramway, Lachlan Vintage Village, Forbes, NSW, 1974	2
	Warwick Turner, Echuca, Victoria, 1986	
5 1952 0-6-2T	Amalgamated Sugar Mills Pty Ltd, Pleystowe Mill, Q	5
	Australian Narrow Gauge Railway Museum Society, Eagle Farm, Q, 1973	
	ANGRMS, Ferny Grove, Q, 1975	
	ANGRMS, Durundur Railway, Woodford, Q, 1979	5
6 1952 0-6-2T	Millaquin Sugar Co Pty Ltd, Millaquin Mill, Bundaberg, Q	6
	Millaquin Sugar Co Pty Ltd, Qunaba Mill, Q, 1978	5 <i>DOBBIN</i>
	Mossman Central Mill Co Ltd, Q, 1981	<i>BALLY HOOLEY, SPEEDY</i>
7 1953 0-6-2T	Gibson & Howes Pty Ltd, Bingera Mill, Q	<i>KOLAN</i>
	Boyd's Antiquarium, Bundaberg, Q, 1975	<i>KOLAN</i>
	Coal Creek Historical Village, Koorumburra, Vic, 1997	No.2 <i>COUNT STRZELECKI</i>
8 1953 0-6-2T	Proserpine Co-operative Sugar Milling Association Ltd, Q	8, 6
	loaned to Joe Hawkes, Airlie Beach, Q, 1978-80	
	returned to mill and dismantled, 1980	
	Graham Chapman, Murrumba Downs, Q, 1986	



A steam hauled phosphate train passing through the village of Vaitepaua at the top of the island. The locomotive, No. 5, is an 0-8-0TT built by Orenstein & Koppel. The original batch of bogie hopper wagons also came from O&K, whilst some later additions were built to the same design by Kelly & Lewis Ltd of Melbourne.

Photo: Peter Dyer collection

Makatea

(About Half-way between Australia and South America)

by SG Martin

From Walkabout magazine, September 1st, 1948

Before the Pacific war Australia's supply of phosphate for the production of the fertilizer superphosphate came from Nauru, an equatorial island roughly north-east of Cairns. However, the destruction of the loading equipment there soon after the commencement of hostilities left Australia without a supply of this valuable commodity. Phosphate could have been obtained from North Africa, but this would have required a long haul under wartime conditions. New Zealand was independent of Nauru, its supply coming from Makatea, well outside the war arena, so part of this traffic was diverted to Australia.

The Tua Motus are a straggling group of French colonial islands north of Capricorn and about half-way between Australia and South America. They are all atolls with the exception of Makatea, which is the most eastern and lies about one hundred and fifty miles north-east of Tahiti. Unlike an atoll, which is never more than a few feet above water at high tide, Makatea's shores rise sheer from the sea, forming cliffs over two hundred feet high. It too was once an atoll like the rest, but it was raised from the sea bed countless years ago by a submarine disturbance and became a volcanic island. Its original nature is still apparent, the island being roughly circular with the

interior depressed into a wide basin which was originally the floor of the lagoon. The phosphate is the vast accumulation of decayed marine life which was deposited in the lagoon before its elevation from the sea.

The lagoon being now dry, there is consequently no harbour, ships having to moor off the leeward side of the island to load. There is, however, a small indentation in the shore protected by a reef and called the "port," providing safe anchorage for the launches that are used to tow the loading barges. To get these launches in and out of port requires that they cross this reef which the native boatmen negotiate with amazing skill by bouncing their craft across on the crest of a wave.

There is a small area of level ground around this little bay, and an electric tramway runs from the water's edge to an elevator system joining the main railway line at the top of the cliff above. This line runs between loco repair shops, an electric power station and administrative buildings, the whole resembling the heart of a big industrial city in miniature. The line continues on past the radio station, the hospital and labour camps inland to the phosphate deposits. The bungalows of the Company's officials are built around the edge of the cliffs in idyllic surroundings overlooking the Pacific.

To recover the phosphate a railway track is first laid to a selected site, which is then cleared of the intense vegetation. A team of carpenters move in and erect a staging with radiating ramps, so that the material may be wheeled up in hand barrows and conveniently tipped into railway trucks. Phosphate is like fine grey sand in appearance and is soft enough to be easily shovelled out of the pockets of the limestone structure in which it is deposited. After a field has been worked out it



*A diesel hauled phosphate train at a similar location in 1966. The locomotive, number B, is an 0-6-0DM built by Billard & Cie. in 1946.
Photo: P Knoepflin*



*A phosphate train being discharged at the top of the cliff, in 1966. The product is processed as it falls down through the building to the narrow coastal plain. The wagons are 4-wheeled side-tippers built by Decauville.
Photo: P Knoepflin*



Special passenger trains were run for the patrons of cruise ships when they visited the island.

Photo: Peter Dyer collection

resembles a giant graveyard with its symmetry of vertical white limestone pinnacles, and has a certain stark beauty in the glaring tropic sunshine.

The filled trucks are hauled to a siding on the edge of the cliff above the port and discharged into hoppers feeding drying ovens. The older locomotives are steam driven, but there are four modern diesel machines with a romantic history. During the war, with its increased demand for phosphate, production was stepped up, the rolling stock becoming inadequate to handle the desired output. Trucks were manufactured in Australia and sent up but no locomotives could be procured. Soon after the capitulation of France, four second-hand, scarcely used locomotives were provided by the mother country. They came from the fortifications of the Maginot Line.

Phosphate is dried to reduce its weight for economic transport, but after drying it is easily blown about, making it difficult and unpleasant to handle. The driers are rotating drums through which flue gases from a furnace are circulated. The phosphate is led in at one end and agitated and carried along by baffles inside the drum until discharged dry at the other end. From there it is conveyed by an endless belt to a large bunker ready for loading.

As there is no harbour at Makatea and the ocean is anything up to eight hundred fathoms deep right up to the water's edge, loading arrangements have presented a difficult problem. A cantilever arm bearing a conveyor has been erected out

over the sea, but as there is always a swell it is a hazard for ships to stand in close enough to be loaded directly by the conveyor. Barges built to hold eight two-ton capacity baskets are filled from a chute at the end of the loading arm and towed to the ship's side, the baskets being hauled aboard by the ship's gear. Ships are moored to large buoys each anchored to the ocean bottom by over a mile of cable.

Makatea exports about 300,000 tons of phosphate annually, but proposes to increase this output in the future. This may appear insignificant compared with the extensive production of Nauru; but with its limited resources it would not be a sound undertaking to erect the elaborate equipment necessary to handle a very large volume. At the present rate of recovery it is anticipated that Makatea will be worked out in about fifteen years' time.

But even with its limited export, Makatea's service to Australasia during the war was commendable.

Editor's Note:

LRRSA member Peter Dyer is currently gathering material for a comprehensive article, to appear in a future issue of Light Railways, on the history of the railways of Makatea. If any readers have any information or material that may be of assistance, would they please contact Peter, c/o Light Railways, PO Box 674, St Ives NSW 2075 Australia.



Two standard gauge Victorians

by John Browning

During 1948, the State Electricity Commission of Victoria (SEC) invited tenders to supply diesel locomotives for use on the Kiewa hydro-electric scheme in the north-east of the state. Apart from a number of 3ft gauge locomotives, two standard gauge diesels were required, for use in the construction of the projected Pretty Valley dam.

It was proposed to use the locomotives on a 200ft track laid in 60lb rail which was to run from a central concrete mixing plant to an aerial cableway for concrete distribution. It was planned for a single car to be hauled carrying two 4 cubic yard buckets, weighing approximately 17 tons. The locomotives were intended to weigh about 7 tons and be rated at approximately 75hp. Their maximum width would be 7 feet. The altitude of the projected construction railway was to be 5530 feet, some 1013 feet higher than the highest main line railway in Australia, situated at the summit near Ben Lomond on the Main North line of the New South Wales Government Railways.

The order for the two locomotives was eventually placed by the SEC on 11 January 1949. They were to be supplied by Ruston & Hornsby Ltd of Lincoln in England at a cost of £8000. Two flat top trucks for concrete skips and five 4 cubic yard skips were ordered at the same time.

The two locomotives supplied were Ruston & Hornsby 279600 & 279601, Model 48DS, despatched in September 1950. This was the smallest standard gauge design produced by the company, although examples were built from 3ft gauge upwards. They had a 48hp Ruston engine and weighed 7½ tons. The accompanying photograph of one of them was taken at Ruston & Hornsby's Boultham Works in Lincoln.

The date of despatch is interesting in that Eric Tonks' book on Ruston & Hornsby locomotives suggests they were ex works by March 1950. Some possible modifications from the normal design for their intended use can be noted. The low buffer plate with the slotted coupler suitable for construction stock was a non-standard item. The enclosed cab, no doubt specified because of the weather conditions that might be encountered in winter in the Australian Alps, would have been an optional feature. The high buffer beam with its attendant frame bracing is not an afterthought but was standard to the design. However, the lack of buffers and the small plate welded over the hole where the drawhook would normally be situated show that it was not intended to handle main line stock.

The eye bolts on the frame suggest that the locomotive was specified to be capable of being shifted by cranes, as one would expect if it was to be manoeuvred into position at a remote dam construction site. Note that sanding gear is fitted.

It seems that the locomotives never found their way to Pretty Valley as the dam, designed as a large concrete arch structure, was never built. It was possibly a victim of the agreement of the Victorian government to collaborate with the Commonwealth and New South Wales governments in the Snowy Mountains Scheme following the election of Menzies as Prime Minister in 1949.

What happened to the locomotives? It is believed that they were allocated SEC numbers 13-E-9 and 13-E-10 respectively, but is there any trace of their arrival in Australia? If so, is it known what use they were put to?

Acknowledgements & sources

David Hall and Ray Hooley (UK)

Ruston & Hornsby Locomotives, Eric S Tonks, 1974 (Industrial Railway Society)

Keith McDonald

Phil Rickard (*ARHS Bulletin* 130 August 1949 - J.L.Buckland item)

Colin Harvey (Kiewa Scheme Re-estimate of Costs 1951 - Part III - Job Estimates, Pretty Valley Dam, in VPRS 7675/P1, Unit 113)

Photo from Ray Hooley Ruston Collection, courtesy David Hall



ER&S No. 1 was positioned for photographs when a group visited the works in 1958. Hand rails on the front of the saddle tank and a taller funnel differentiated this loco from No. 2 while the two re-railing ramps in front of the smokebox shows that all does not always go to plan. In the background lurks No. 3, one of the company's rare electric locomotives

Photo: Ron Preston

The locomotives of ER&S

by Ron Preston

In the era when rail offered an on-demand point to point service, the need to move rail vehicles around an industrial plant or factory often taxed the ingenuity of managers. Usually, such movements were regarded as a secondary activity, the production processes being paramount in their thinking. In many cases, the company opted to shunt its own private sidings as a means of having complete control over the movements and not be at the mercy of the government railway who only made a locomotive available when it suited them. Also, the use of the larger railway's engine came at a cost. If the production process at the plant involved a number of truck movements spread over the day, it was often considered desirable for the company to operate its own small fleet of locomotives so that it could maintain such control while minimising the cost.

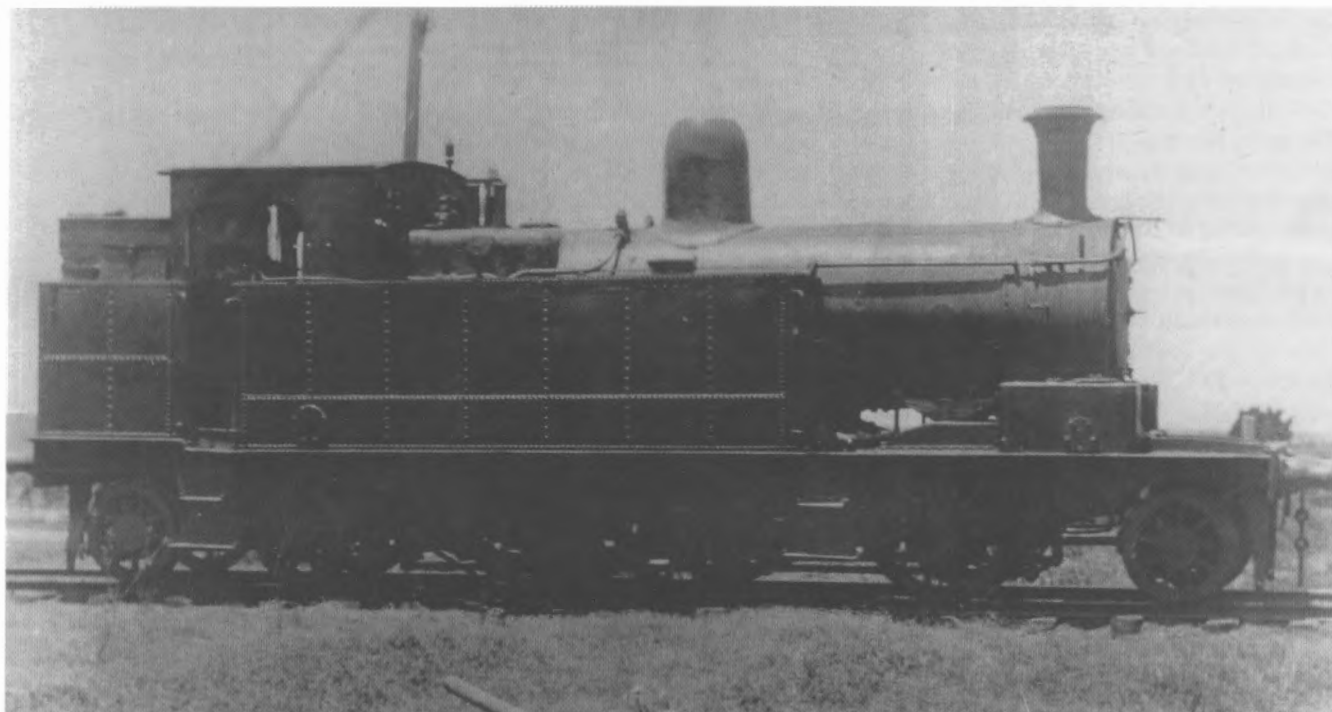
Consequently, it was not unusual to find second-hand locomotives being used in such circumstances, especially where the scope of such movements was not extensive or where the distance to be negotiated was not great.

The Electrolytic, Refining and Smelting Company, whose main plant was at Port Kembla, NSW, was such an organisation. The company had commenced operations at Dapto as the

Australian Smelting Company but had moved their operation to Port Kembla in 1907. Here the name changed to ER&S and the new enterprise was ready for the production of copper in 1909. To move vehicles around the many tracks that ran to the various production points, ER&S used an 0-6-0 saddle tank which had originally been supplied new to Mt. Kembla Colliery in 1897. Built by Andrew Barclay & Sons of Kilmarnock, Scotland, B/N 790 of 1897, the engine had proved unsuitable to its first owners and, in 1909, passed to the copper refinery where, carrying the number 1, it started its long career as works shunter.

By 1935, ER&S found the need for additional steam power and purchased ex-Government 2-6-4 tank 2008 which became the company's first number 2. This venerable engine had been built in 1880 by Beyer, Peacock of Manchester, B/No. 1898, as an 0-6-0 tender engine and had started its life on the then isolated Great Northern Railway operating out of Newcastle. There it had carried number 45N, becoming 434 of the A93 class when the northern and southern systems were united. In 1902, the need for tank engines saw the engine converted into a 2-6-4T configuration and it was grouped in the A/E class. The 1924 renumbering of the NSWGR fleet identified it as 2008 of the Z20 class. In 1933, the veteran was declared surplus by its owners and, like so many of its sisters, it was purchased by the private sector and commenced its service with ER&S in November 1935.

The Company's plant had been built east of Port Kembla station and was south of the harbour. It was connected to the Government railway, thus facilitating the bringing of that organisation's vehicles onto the site while a network of narrow



The first number 2 in 1935, shortly after its acquisition from the NSWGR. Photo: NJ Thorpe, courtesy ARHS (NSW) Railway Resource Centre

gauge lines was also installed for the internal movement of various products. On these tracks, a fleet of thirteen small four-wheel open cab electric locomotives was used to move material around the works.

However, at Port Kembla, the standard gauge shunting requirements were additionally complicated. Not only was there a network of tracks laid in the yards outside, but ER&S had assumed the responsibility of moving rail vehicles for their neighbours, Metal Manufacturers and Australian Fertilisers. Trips were also made through the industrial network to Nos 3 and 4 Jetties at the nearby harbour while, within the

plant buildings, there were sidings that served the various cranes and other loading and process points integral to the company's operations.

On all these rails, locomotives were needed to bring in empty trucks, manoeuvre them under cranes and then haul them back outside. These processes were carried out all day and, in the confined conditions within the plant, the use of steam engines would create any number of problems.

For a NSW company, ER&S took unusual steps to maintain the truck movements without introducing the problems of smoke and steam. One of the early classes of electric tram used



In the 1940s, the crew of 2ft gauge 4wE locomotive number 12 pose with their charge.

Photo:ILRMS Archives

on the streets of Sydney had been the four-wheel, single truck, Californian combination D class. In 1898 and 1899, twenty-five of the 34 seat saloon cars had been constructed by CG Hudson, its successor Clyde Engineering and by Ritchie Brothers. The cars had operated on both sides of Sydney Harbour being allocated to North Sydney as well as southern depots such as Ultimo.

Displaced by larger bogie trams, some of the D class were sold while others were converted into service trams for use in breakdown work and track scrubbing duties. Among those sold were numbers 111, 112 and 121, all three of which were acquired by ER&S in 1927. From the original trams, the company reclaimed the Peckham trucks and the electrical equipment and around these components company staff constructed small "steeple cab" electric locomotives. A central cab, with trolley pole mounted on the roof, was flanked by low hoods, the tops of which were gently curved towards standard railway buffers and hook draw gear which completed the ends. After the bodies were painted green, the trio soon acquired the nickname of "Green Frogs".

The copper production processes used electrical power in large quantities so the stringing of an overhead wiring system and organising a suitable voltage and power supply for the modified trams was easily accomplished. In operation, this wiring presented a few difficulties, especially for number 2, the 2-6-4 tank, which was fitted with a shorter funnel lest

the original touch the overhead wire and create a short circuit.

With its fleet of locomotives, ER&S was well suited to move the many trucks that entered the plant, load them and return them to the exchange sidings where the Government trains would haul them away.

In 1946, number 2 was found to have boiler problems which, coupled with the age of the loco, dictated that the best option was to scrap the veteran. In its need for a replacement, the company bowed to experience and turned to Andrew Barclay and ordered another 0-6-0ST, generally similar to its now fifty year old number 1. This was B/N 2256 of 1947.

While there were minor differences between the two in some dimensions, the second number 2 was an obvious relative of the company's first engine. The old ex-Government number 2 helped finance the purchase of its successor by providing scrap metal to the nearby steel works.

ER&S continued its shunting, the steam and electric locomotives sharing the duties as required and to meet the need. However, in a progressive world, all things change, company policy being one such variable. By 1961, developments in transport, production policies and other factors saw ER&S turn away from rail as the means of shipping its products. Without any need for its retention, ER&S decided to abandon its standard gauge railway, and the locos and much of the track passed into history. Again, the local steel works benefitted from their passing.

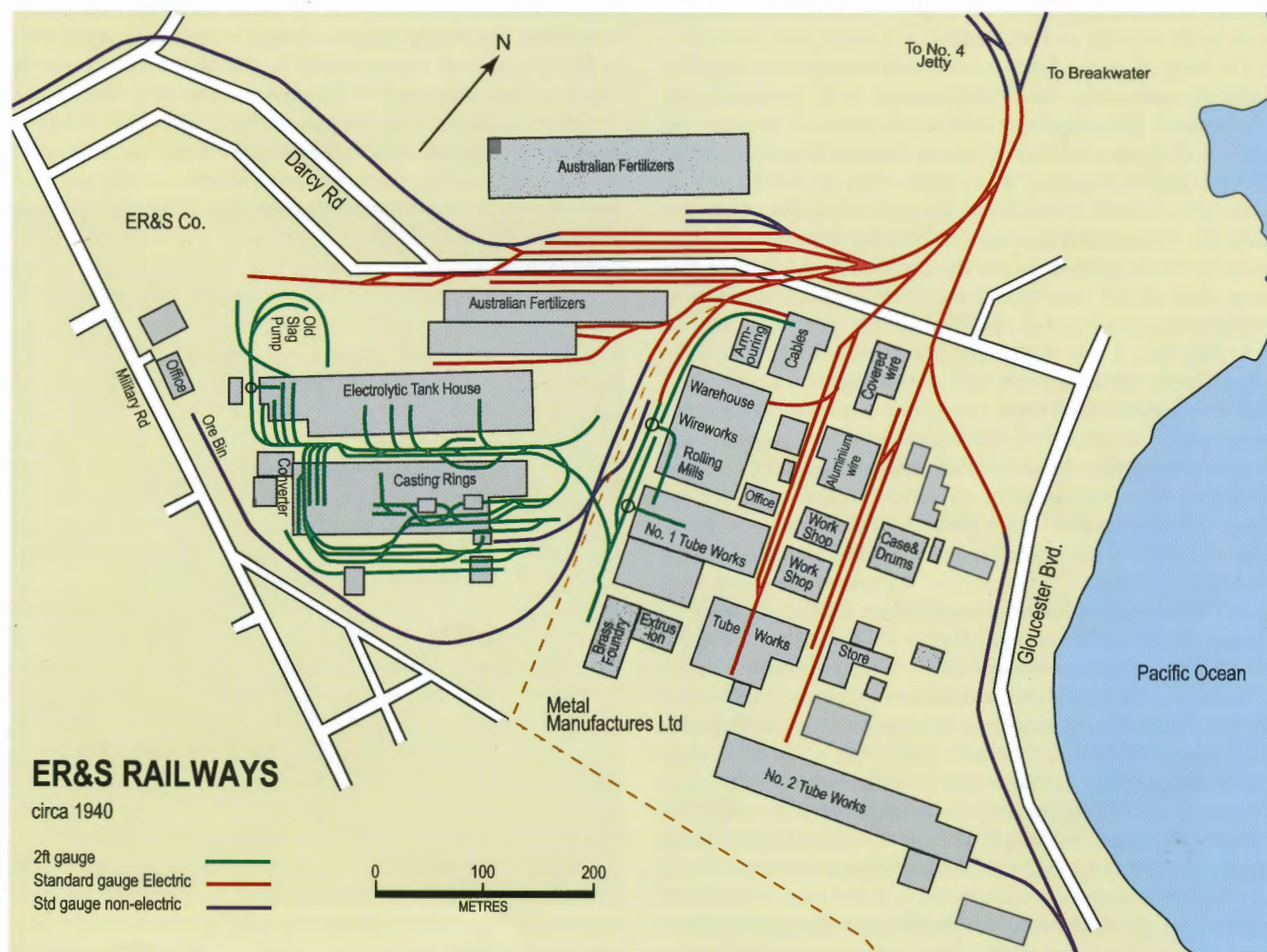


When ER&S required an additional locomotive in 1948, Andrew Barclay supplied another 0-6-0 saddle tank, builder's number 2256, generally similar to No.1. More conventional driving wheels were used, larger diameter cylinders were fitted and it became the second loco to carry No.2. In 1957, the shunter prepares to throw a set of points as No.2 heads into Port Kembla yard sidings. Photo: Ron Preston



In the transformation that turned the former D class tram to ER&S No.3, only the Peckham four-wheel truck and the trolley pole were visible evidence of its previous existence. Fitted with two types of draugear on its buffer beams, riveted "bull-nose" ends and a tall timber cab, the little electric locomotive was used to move vehicles around the sensitive areas of the smelting plant

Photo: Ron Preston



A Ride on the Federal Tram - 1948

by Jim Harvey

Mike McCarthy, in his excellent book *Mountains of Ash* which details the timber tramways in the Warburton area in Victoria, mentions an occasion when I and several companions made a journey on the Federal Mill tram from East Warburton to the mill beyond Starlings Gap. Since the publication of Mike's book, I have been asked to write down my recollections of the journey. At first this seemed a somewhat daunting task considering the ride took place 54 years ago and nobody took notes on the day. In the end, though, the task proved to be not so difficult because the story has been recounted many times in conversation over the years. This recycling had allowed me to retain vivid memories of certain aspects of the journey. In addition to myself, the party included Lois, my bride of just over 12 months, newlyweds Jack and Ena McLean and David Burke.

In 1948 the Federal Mill was the last of its kind in the Warburton area to be still using tractors (locomotives) to haul their product, out from a bush mill to the railhead at Warburton, known as La La Siding. From La La this 18-mile three-foot gauge tramway ran eastwards along the north bank of the Yarra River to East Warburton (where the company had a small depot) before turning south to cross the Yarra. It then ran south past the Seasoning Works at Big Pats Creek before commencing a seven mile climb up the side of the Mortimer Creek Gully to cross the watershed with the Latrobe River catchment at Starlings Gap. From the Gap the route took the line along the top of the range to the mill site, located at the headwaters of the Ada River. The track was laid with both wooden and steel rails.

The tractors were of the 0-6-0 wheel arrangement, built by Days Engineering, in Melbourne, and powered by McCormack Deering/International farm tractor engines.

We had been told that if we presented ourselves at the Federal Mill's depot at East Warburton at 8am on any Monday we could ride the tram up to the mill and return the same day. This weekly run was used to take the workers to the sawmill, where they stayed for the remainder of the week. We were assured the run would be made even if the chosen Monday happened to be a public holiday.

At the time I was the proud owner of a 1934 Chevrolet tourer motorcar complete with canvas hood and celluloid side curtains, thus making it possible to reach East Warburton before the tram departed. But it meant an early start. At the time, rumours abounded that the tramway was likely to close at short notice, necessitating an early decision to make the journey. We chose the King's Birthday holiday, 14 June 1948. The fact that June is Melbourne's coldest month did not deter us.

In 1948 Lois and I were living in East St Kilda so, suitably rugged up, at about five o'clock on a cold misty morning we set off to pick up our first companion, David Burke.

David and his mother had moved back to Melbourne during World War II at a time when no houses were being built. Accommodation was scarce, and the only place they could find was The Lodge at the St Kilda Cemetery.

So, in the pre-dawn darkness on a misty morning we stopped outside the gates to the cemetery, concerned that David might have slept in. Somehow, this did not seem to be the time or place to sound the car horn, but it wasn't necessary. Out of the gloom, to a backdrop of iron railings and marble monuments, David emerged, like us, suitably clad.



A youthful David Burke poses for the camera before joining Ena McLean and Lois Harvey on the Federal tram at East Warburton with the mist obscuring the nearby hills. Photo: Jim Harvey

With David ensconced in the back seat, it was time to turn the Chev towards our next stop, in Surrey Hills, to pick up Jack and Ena McLean. They also emerged wearing heavy winter gear. Before long, we were out on the Maroondah Highway, headed for East Warburton at restricted speed because of the light misty fog. Actual journey times are justifiably vague after so many years but one recollection is that we had to wait at the level crossing gates at Lilydale for the first Melbourne bound train of the day. This was a little after 6am. We then headed through the mist to Warburton on the old road with its winding stretches, some signposted, some not. It was daylight by the time we made it to the East Warburton Depot, with the mist still lingering around the surrounding hills.

After making ourselves known to the tram crew (tractor driver and brakeman) we were told that we were welcome to make the journey. By this time, supplies for the mill and its permanent inhabitants had been loaded onto the tram 'bogies' and all that was left to do was for the mill workers and ourselves to climb aboard for the journey up to the mill.

The tractor fired up and we were on our way, soon finding ourselves rattling over the spindly bridge spanning the icy waters of the upper Yarra River. Then it was over the Woods Point Road, past the seasoning works at Big Pats Creek and the location known as The Points, so called because in previous years a number of tramways intersected there.

This was the start of the climb up the side of the Mortimer Creek valley to Starlings Gap. Three recollections of this part of the journey remain vivid to this day: One was the quietness – instead of running over steel rails, as we had been up to this point, we were now running over lengths of hardwood, with only the chug chug chug of the tractor disturbing the bush. The second recollection is of the slow progress achieved as the tractor struggled to haul the train up the gradient. The speed was walking pace, and walk is what most of the mill workers did. They jumped from the bogies and strode alongside the labouring tractor. But not us, we had come for a ride and ride we would. This was a mistake, because my third recollection is of the extreme cold.

At Starlings Gap, the top of the grade, the mill workers rejoined the tram and we trundled along the top of the watershed to the mill site, arriving about midday. It was here I was confronted with the realisation of just how cold it was, and why it would have been better to have got off and walked. When jumping off the tram, instead of experiencing the feeling of landing on my feet, I felt the jar of touching the ground just below my knees. Due to the cold, my feet and shins had lost all sense of feeling. Had I walked up the hill with the mill workers, the blood would have been circulating in my lower legs and I would have felt the landing with my feet.

Another indication of the cold was the presence of a thick layer of frost still covering the sawdust heaps. We were told that the sky had been clear overnight, allowing frost to form, but before the sun could rise and melt the ice, fog settled over the area. The frost was still there at around 2.30pm when we rejoined the tram for our return journey.

The tram for the downhill run comprised the tractor and two bogies loaded with short lengths of cask stave timber. We would ride perched high on top of the staves. While the journey as far as Starlings Gap was uneventful, fixed in the memory is the journey down the Mortimer Creek valley.

At the start of the steep descent the tram stopped. The driver alighted, uncoupled the tractor from the rest of the tram, rejoined his machine and disappeared down the valley, leaving the two loaded bogies. We the passengers and the brakeman were to coast down the gradient unassisted. Our speed was to be controlled solely by the brakes on the bogies. These were what was known as bell brakes – large wedges fitted between the bogie wheels and activated by a system of ropes and pulleys.

We were told that we had to ride facing the uphill side of the valley during our descent. There was to be no looking at the views, and we were instructed to leap into the bush when the brakemen called “jump” if he thought the loading looked like toppling over. The reason for facing uphill was because if we jumped downhill, the timber would fall on top of us, with disastrous consequences. Needless to say, we made no attempt to look at the views.



The tractor 'locomotive' after arrival at the Federal Mill.

Photo: Jim Harvey



A section of wooden-rail track at the mill. Note the white frost on the sawdust heap to the left.

Photo: Jim Harvey

With the tractor completely out of sight, the brakemen released the brakes and the bogies began to roll down the gradient, but there was no headlong rush. Whenever the brakeman sensed that the speed was becoming excessive, snail-like as this may have been, he tugged at his ropes, forcing the brakes to retard our descent. As we slowed to a near stop, he then released the brakes, allowing us to roll down a few more yards before it was time to apply them again. In this manner we gently descended the steep Mortimer Creek valley.

My recollection of this part of the journey is of an eerie, silent descent. The wooden rails meant there were no track noises, and there was little or no conversation taking place among the passengers, as we spent the time sitting poised for an instant leap to safety. There were no dramas, however, the bogies being under control at all times. Perhaps the only sounds were those of the bush birds and animals.

At The Points, we found the tractor waiting, and the bogies were soon reattached, allowing us to run by the Seasoning Works, rattle over the rickety Yarra River Bridge for the last time and come to a halt at the depot.

All that was left was to say our thank yous and goodbyes to the driver and our tolerant and friendly brakeman, reboard the Chevrolet and head for home after a truly memorable journey. Still memorable after 54 years.

Before promulgating this account of my recollections, I referred it to David Burke, in case I had related something not relevant to the day (memories can be unreliable at times) or omitted something of significance.

In retrospect, David recalled the extreme chill in those parts of the line where it curved sharply in the shadow of overhanging trees – places where it seemed no sunlight had ever broken through to disturb the frigid air. Another of his memories was of the steel track sections laid in a 'back-to-front' fashion with ex-street tramway rail which (or so we assumed) had come from Melbourne's once remarkable cable tramway network. Another memory relates to the open bags of sand located on the buffer beam of our 0-6-0 'loco' within easy reach of the brakeman or driver to cast in our path when traction threatened to fail on the damp upgrade stretches. The icy grip, the sharp bends and the non-stop beat of the tractor engine as we laboured towards Starlings Gap are mutually shared experiences that none of us, despite the passing years, is likely to forget.



Industrial Railway NEWS

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NEW SOUTH WALES

BHP BILLITON LTD, Newcastle

(see LR 167 p.18)

1435mm gauge

Goninan Bo-Bo DE locomotives BHP 48 (012 of 1961) and BHP 51 (015 of 1961) were not removed from Newcastle to Junee as previously forecast. Rather, on 11 December they were transported to the Goninan plant for attention, including painting. They have reportedly been sold to the Manildra group, possibly for shunting at Manildra and Gunnedah.

Peter Cousins 12/02, Brad Peardon 12/02
(Locoshed internet group)

BHP STEEL LTD, Port Kembla

(see LR 167 p.19)

1067mm gauge

English Electric Australia Co-Co DE D34 (A.197 of 1969) has continued to see some use outside the steelworks complex in spite of its mufflers having been removed. It was noted working a pipe train for construction work to Mount Kembla on 4 December.

Ex- Goldsworthy English Electric Australia Co-Co DE locos D47 (A.146 of 1967) and D51 (A.111 of 1965) have been retained out of use in basically complete condition. D51 is being used to supply parts for D34. GEC Australia Co-Co DE D49 (A.243 of 1972) was last reported in use on 19 September

Brad Peardon 12/02; Chris Stratton 9/02 & 12/02
(both Locoshed internet group)

QUEENSLAND

BUNDABERG SUGAR LTD, Bingera and Fairymead Mills

(see LR 168 p.19)

610mm gauge

EM Baldwin 4w-2DH 4529.4 12.72 of 1972 (rebuilt EM Baldwin 8860.2 8.79 of 1979, rebuilt Millaquin 1980 & 1988) suffered a broken drive chain in early 2001 and has not seen use since. It is stored at **Bingera Mill's** Manoo depot.



Top: Hot metal being poured into "torpedo" 21 at the Port Kembla steelworks, 3 April 2002. **Above:** Clyde 0-6-0DH INGHAM (64-382 of 1964) awaits its next turn of duty at Victoria Mill, 19 September 2002. Motor Rail 4wDM THUNDERBOLT (11255 of 1964) and EM Baldwin 4wDH "Hambledon" (8002.1 8.78 of 1978) in the background seem less likely to be turning a wheel soon. Photos: Brad Peardon

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Top: 24. Tully Mill's Walkers B-B DH No.5 (650 of 1969) eases its train across a level crossing at Feluga, 14 July 2002. **Centre:** South Johnstone Mill's EM Baldwin B-B DH 32 LIVERPOOL (10385.1 8.82 of 1982) powers towards the mill through Austin's loop, 4 August 2002. **Above:** Victoria Mill's EM Baldwin 0-6-ODH HOBART (4413.1 7.72 of 1972) heads towards the mill at Helen's Hill, 14 July 2002. Photos: Scott Jessor

Bingera's ex-Babinda Mill Com-Eng 0-6-ODH 19 (AJ2359 of 1962) was retained at the mill as back-up in the 2002 season, but did not see use. **Fairymead Mill's** Clyde 0-6-ODH 55 (DHL6 of 1954) was on loan to Bingera in 2002. On the left hand side of the cab, its number appeared as '5' and the allocated name *TANTITHA* was not visible. EM Baldwin B-B DH *DELAN* (5800.3 7.75 of 1975) continued to be based at Fairymead in 2002 and worked the Bucca line. Recent media coverage has focussed on a need for mill rationalisation in the Bundaberg district with cane transport a key to economic operations. This issue was previously raised by possible long-term plans by Bundaberg Sugar to establish a "supermill" in the Fairymead area. Lincoln Driver 12/02; Bundaberg News-Mail 9/12/02 via Barry Blair (Locoshed internet group)

BUNDABERG SUGAR LTD, Moreton Mill

(see LR 168 p.19)

610mm gauge

Early in November, the future of the mill beyond 2002 was still not clear, in spite of sugar cane still being grown and the company showing no active signs of planning its immediate departure. The company reaffirmed its refusal to consider selling the mill to the growers at the price they were prepared to offer.

However, on 25 November, it was announced that the mill would crush for another season, with the growers agreeing to pay Bundaberg Sugar approximately \$2.30 per tonne of cane while a proposed ethanol plant is under construction at Yandina. This is expected to mean another season for the cane railway.

By the end of November, E.M.Baldwin 0-4-ODH twins *MAROOCHY* (6/1064.1 11.64 of 1964) and *VALDORA* (6/1258.1 6.65 of 1965) and 0-6-ODH *BLI-BLI* (6/1257.1 7.65 of 1965) were out of service with collision damage. Com-Eng 0-6-ODH *JAMAICA* (B1112 of 1956) was brought back into service as a result. Com-Eng 0-6-ODH *DUNETHIN* (H1022 of 1958) has also seen occasional use. Brad Peardon 11/02; Courier-Mail 26/11/02 via Bill Dunn; Carl Millington 11/02 & 12/02 (Locoshed internet group)

CSR LTD, Herbert River Mills

(see LR 168

610mm gauge

A tragic and traumatic even occurred in the early hours of 9 November when a man was killed in Ingham by a train of full bins hauled by Victoria Mill's EM Baldwin B-B DH *ADELAIDE* (7070.2 4.77 of 1977). From press reports, it seems possible that he was lying down on the line.

The KMX-12T ballast tamper (445 of 1998) was sent on loan to Plane Creek Mill, Sarina about mid November. About a week later it was later reported on its way from there to a Burdekin Mill, probably Kalamia. (continued on page 21)

HurriCaner's Odyssey 2002:

A railfan's tour of Queensland's sugar cane railways

by Chris Walters

A Sydneysider's first view of the tropics certainly leaves an impression, and although it had only been a few months since my first visit to the vast stretch of coast north from Brisbane to Cairns, I found myself in a hurry to repeat the experience. Yet, as much as the scenery and atmospherics tempted, for me it was the spider webs of two foot gauge sugar cane railways that would draw me back. My first foray north of the border saw me share driving duties with my brother as he moved to his new home in Cairns. Sadly the crushing season had ended a few weeks prior to our journey, and aside from rails slowly collecting rust, and sightings of locomotives held within the various mill grounds, a true appreciation of these rail operations was not to be forthcoming on this occasion. 2002 brought with it designs to return during the crush and see these wonderful little trains first hand. Operation Hurri-Cane, as we came to dub the adventure, eventually came to fruition in September of that year. Myself, Brad Peardon and Daven Walters (no relation) set ourselves the task of driving from the Cairns region to Brisbane over a twelve day period, with the intention of visiting all 23 sugar mill rail systems to be found on this route. Although we intended also to take in QR operations and a number of preservation groups, witnessing the commercial rail operations of sugar cane haulage was our first priority.

Having pursued separate agendas over the preceding weekend, the three of us departed Cairns before sunrise on Monday 16 September, with our first destination in fact lying to the north. Mossman Mill will always remain my favourite I suspect. Its spectacular tropical setting, isolation and collection of locomotives combined to form an impression that will be difficult to forget. With the assistance of mill liaison Wally Graham, myself, Brad, Daven and local railfan Rob Stanier managed shots of all eight of the mill's diesel locomotives, including the five Com-Eng 0-6-0DHs, Malcolm Moore 4wDM *STUMPY* (1042 of 1943), 'big gun' Baldwin B-B DH *DAINTREE* (7303.1 7.77 of 1977) and resident 'Bally Hooley' Baguley 0-6-0DM *MOWBRAY* (3378 of 1954). We found the best course of action here was to await train departures from the mill, follow them out into the field and hopefully track down an opposing movement. Indeed we used this approach to tackle the rail systems of most mills and found it quite successful in assisting us to obtain a good selection of shots from each system.

That said, Mulgrave provided a different challenge later that day. Following a hunch, and maps provided generously by John Browning, we followed the line south from Redlynch, around the western side of Cairns and onto Edmonton in search of a train, finally coming across Baldwin 0-6-0DH 11 (4413.2 8.72 of 1972) near Gray Creek. Following this train back to the Mohammed Access road where its train terminated allowed us to not only capture many images of 11 going about its business, but also Walkers B-B DH *MULGRAVE* (612 of 1969 rebuilt Bundaberg Foundry 1995) and Clyde low cab 0-6-0DH 18 (64-379 of 1964) on southbound trains, all of which were gradually followed south until we found ourselves at the entrance to the mill on the eastern side of Gordonvale. Mulgrave provided an interesting example of how, if we could find an appropriate mainline to follow into the mill, we stood a good chance of finding outbound trains, while basing ourselves at the yard, with its dramatic backdrop of Walsh's Pyramid proved that a single location with a good variety of locomotives would be a very easy and enjoyable method of achieving our aims of capturing as many sugar cane locomotives as possible. Over the next three days, we toured the rail systems of Babinda, Mourilyan, South Johnstone and Tully as we made our way south to Ingham. Babinda and Tully are both situated in surrounds not

dissimilar to Mossman or Mulgrave, with many lines skirting the feet of the ranges, and often penetrating the valleys that snake between the mountains. Meanwhile South Johnstone and Mourilyan offered a bit more variety in their settings, with South Johnstone in particular offering a system spread far and wide with so many differing views to be had of its operations. These mills also offered an amazingly diverse range of locomotives, and a interesting snapshot of the motive power operated within the sugar industry. The South Johnstone area also provided us with a chance to inspect some of the remains of the former 2ft gauge Innisfail Tramway and associated 3ft 6ins lines now mostly abandoned or unused.

Personally I had a 'shopping list' of locomotives I was particularly keen to point my camera at and among these were Mulgrave's pioneer Com-Eng 0-6-0DM units; ex-Innisfail Tramway 0-6-0DMs around the Innisfail district; South Johnstone's Prof B-B DH *NYLETA* (P.S.L.25.01 of 1990 rebuilt South Johnstone 1993); and Tully's Walkers B-B DH rebuilds, their first generation Baldwin 0-4-0DHs and Fowler 0-6-0DH 8 (21912 of 1936 rebuilt EM Baldwin 590.9 63 of 1963) later found at Albion Park in NSW. Many more entries on the 'shopping list' were picked up as we continued south.

Although we set ourselves the task of capturing shots of any and all locomotives we could find, I was particularly interested in a good spread of photographs of each locomotive type or design, of which there are dozens. Looking into it prior to leaving NSW, I had uncovered information detailing over 260 locomotives owned by various portions of sugar industry, although some of these are now stored, or rebuilt in the form of ballast ploughs or brake wagons. With representatives from Clyde, Com-Eng, Baldwin, Walkers, Motor Rail "Simplex", Malcolm Moore, Eimco, Bundaberg Foundry and others, here was a group of locomotives where obtaining photographs of each type almost required us to photograph the whole collection from Mossman to Moreton!!

Careful navigation through the areas around Babinda, Innisfail and Tully helped us catch many locomotives 'in their natural habitat',



Victoria Mill's Walkers B-B DH CLEM H McCOMISKIE (605 of 1969) at the head of its raw sugar train at the sugar loader in the mill grounds 19 September 2002. Photo: Brad Peardon



Isis Mill's Walkers B-B DH No.6 (610 of 1969) heads a train of empties up to the Cordalba Rd bridge, 25 September 2002. Photo: Daven Walters

while this same adherence to inspecting the system did not work so well further south at Kalamia, Inkerman, Fairymead and Millaquin where only a handful of trains at each were seen. South Johnstone was given particular attention, and although not many trains were seen in the ranges between the mill and Japoonvale, lines to the north and south of the junction yielded many operations. Conversely an attempt to track around the southern end of the system, and link up with the Mourilyan system before heading into the mill did not give us the same pay off, with only ex-Babinda 0-6-0DH 5 *BRAMSTON* (AH2460 of 1962) found during our forays into the Mourilyan Mill area on the afternoon of Tuesday 17 September. The mill did yield a few more trains, yet compared to the other mills encountered by that point, the 'haul' was somewhat disappointing.

We managed to get shots of all locomotives in the Tully collection, due to a careful search of the lines south from El Arish, where Walkers B-B DH *TULLY No.6* (653 of 1970 rebuilt Walkers 1993) was found, and to the mill staff whose hospitality and generosity pointed us in the right direction. The intensity of our Tully coverage meant that we did not arrive in Ingham until just shy of sunset, yet the web of lines spreading out from Macknade and Victoria mills seemed teeming with trains of all shapes and sizes. Such that we were able to scoop almost a dozen locomotives in the last hour before darkness. Thanks to Chris Hart we were able to gain access to Macknade to obtain time exposures of the fleet around the mill after dark, while his local knowledge paid many dividends the following day and we must offer again our gratitude. Much of our time in the Ingham area was spent debating the virtues of Victoria Mill's pioneer Walkers B-B DH rebuild, *CLEM H McCOMISKIE* (605 of 1969), converted by Walkers from former QR unit DH23 in 1991. I soon found myself in a minority as a fan of this locomotive's aesthetics. Its tall cab, large windows and original DH class short hood earned it little favour amongst the remainder of the Hurri-Cane crew.

Another locomotive that split us was Pioneer's Walkers centre cab 0-6-0DH 'Aramac' (583 of 1968), formerly 'Mango' of the Aramac tramway. It depends who you talk to I imagine. Again I found myself marching in a parade of one defending this loco, although at least the others admitted that its quaint, unique design was intriguing. Our tour of Pioneer's unique 1067mm gauge network yielded only

Walkers B-B DH *JARDINE* (592 of 1968) at Airdale loop, complete with a derailed bin, before a sit-in adjacent to the mill yard corrected the imbalance with the majority of the fleet shuttling past our viewfinders in a little over an hour approaching midday on Friday 20 September. But this time we had also taken on *Invicta*, with its large and diverse fleet being found in and around the mill within a couple of hours prior to the Pioneer assault. This was achieved mostly from following trains along the mainline to the south of the mill before chasing the occasional job along branchlines.

Kalamia and Inkerman saw us put in the hard yards as we searched the networks, but alas trains from both mills were few and far between. That night, and the following morning saw us team up with local Dave Rowe to tour Proserpine and the Mackay Sugar system. Here was the clearest example of how local knowledge was crucial in finding hidden branchlines and cane trains. Proserpine was an exercise in chasing a train out from the mill, returning to find another train and chasing it out as well, before returning yet again. Proserpine's Clyde 0-6-0DHs 7 and 8 (65-442 and 65-443 of 1965), Baldwin B-B DH 10 (9816.1 7.76 of 1976) and all three Walkers B-B DH rebuilds were chased in this manner and the superb weather only added to what was an excellent morning. Like Tully Mill, the locomotives seen here were spick-n-span and looked terrific, while Mackay's enormous collection, based at Racecourse, Marian, Pleystowe and Farleigh were a bit more of a mixed bag in appearance. That said, surely the mill systems around Mackay offer something of a snapshot of the whole industry. In so far as rail operations go, there are not many sugar cane locomotives types missing from this collection of over 50 locomotives.

Over the weekend of the 21 and 22 September we managed to catch the majority on film, with highlights being Marian's three big Eimco B-B DH units, the incredible assortment of tiny locos held for navy duties, Mackay's rather squat Walkers B-B DH rebuilds, and the 'graveyard' at North Eton. Stored on the site of the former mill are over fifteen diesel and steam locomotives in various states of disrepair, yet providing what is effectively a locomotive museum experience to any who would make the effort to inspect the collection. To those who would consider visiting the area to observe a cane railway in action, you could do a lot worse than to follow the line from



Fairymead Mill's EM Baldwin 0-6-0DH MANOO (3875.1 7.71 of 1971) heads a cane transfer to Bingera Mill out of the Fairymead Mill yard, 24 September 2002. Photo: Daven Walters

Marian out to Gargett and Finch Hatton - a very busy, picturesque and fascinating line that retains many of the hallmarks from its days as a QR 1067mm branch. The bigger locos such as the Eimcos and the Walkers rebuilds are very common on this line and some very large loads are often brought over the hills from the former Cattle Creek Mill system.

However, the longest cane trains in the state operate on CSR's nearby Plane Creek system, with a pair of Walkers B-B DH rebuilds used to bring huge loads north from Carmila to the mill at Sarina, with one of the locomotives coupled mid-train as a remote controlled helper. A desire to inspect the local QR operations saw us with very little time to spend on the Plane Creek system. Yet thanks to Tony Wells and an hour spent trackside at Yukan, where the 2ft line runs parallel to the QR north coast line and electrified QR Goonyella coal lines, we managed a good haul of Plane Creek action 'on the fly'. Day's end saw us capturing glint shots of the 'slave' train, as the Carmila service is referred to locally, before continuing on through Marlborough to Rockhampton, and two days without cane trains.

On Tuesday 24 September we approached the Bundaberg area mills via Wallaville. Like Marian Mill's Finch Hatton line, much of the Bingera-Wallaville line was formerly a QR branch, and some of the old lines leading into the junction at Wallaville are true pioneer cane lines. One of the most vivid memories I carry is of waiting to photograph Bingera's Com-Eng 0-6-0DH *INVICTA* (A1513 of 1956 rebuilt Bundaberg Foundry 2001) at the level crossing at Drinan Road east of Wallaville. Such was the condition of the line that the train took some four minutes to cover the 500 metre straight approaching the crossing. Brad and myself opted to photograph the train head on, standing on the track with telephoto lenses, safe in the knowledge that not only was there no risk, but we would have more than enough time to clear the line and search for another spot nearby to capture a more side on view two minutes after the initial shots were taken. *INVICTA* was ultimately bound for a rendezvous at Wallaville with Com-Eng 0-6-0DH *SHARON* (A1935 of 1959) with a load off an adjacent line and also the only Bundaberg based Walkers B-B DH rebuild *KOLAN* (633 of 1969

rebuilt Bundaberg Foundry 1996). The bigger unit was destined to return the loaded bins upgrade to the mill.

Our visit to Bingera Mill coincided with shift change, and it was amazing to be on hand as suddenly locomotives appeared from every direction not long before 3pm. Fairymead and Millaquin yielded few sightings in our search, so we eventually decided to concentrate on finding one of the two larger Bundaberg Foundry B-B DH locomotives, and not long before sunset we found *ELLIOTT* (002 of 1991) leading a loaded train through Hummock Road on its way to Millaquin. We set out to chase the train but dusk beat it to the mill, so we continued onto Cordalba envisaging a stay in the local pub, a railfan favourite from many reports. Sadly we arrived to find the hotel had recently changed hands and no record of my booking existed. Since the pub was booked out, we went on to a motel in Childers where we organised a visit with both John Browning and Carl Millington who were also in the area. Carl offered some train running information for services departing Isis Mill in the morning, and we felt we now had a real chance of getting the majority of the Isis fleet in under two hours. Indeed we did manage photos of most of Isis Mill's Walkers B-B DH rebuilds, as well as ex stored Mt Isa Mines Walkers B-B DH 5804/DH7 (589 of 1968) and Baldwin B-B DH 11 (10130.1 6.82 of 1982), although Clyde Qld 0-6-0DH 9 (75-812 of 1975) and Baldwin B-B DH 10 (7267.1 6.77 of 1977) were both shedbound and not willing to come out and play. A great location for watching Isis trains in action is located just over the hill from the mill, where a road overpass crosses the dual track mainline which sweeps around the incline in a large curve. We spent a good portion of our Isis time here and were rewarded with many trains, although Baldwin 11 with Carl at the helm failed to show on time and unfortunately we could not wait.

The grand finale was two days with Moreton Mill, which for my money is one of the most rewarding rail systems, if one of the most difficult to navigate and chase trains on. Moreton's collection of ten operational locomotives were all photographed over this period, however only 0-6-0DH units *PETRIE* (EM Baldwin 0-6-0DH 6/2300.1 6.68 of 1968), *MORETON* (Clyde 63-289 of 1963) and *BLI-BLI* (EM Baldwin 6/1257.1 7.65 of 1965) were running out into the fields, and despite one cameo run out of town, big Baldwin B-B DH *COOLUM* (5565.1 10.74 of 1974) remained at its regular duties of shuttling loads between Howard Street Yard and the mill. The remainder of the fleet exhibited little activity over the duration of our visit, and many of the mill's branch lines were either seeing little or no use, or were even being dismantled.

There are some truly wonderful locations around this Nambour-centred network. Among these are the eastern end of the Howard Street Yard, the car park roof top at the mill entrance, the lift span bridge crossing the Maroochy River, and Bli-Bli cutting. Thankfully trains were still using all of these locations very regularly during the 2002 crush, and it seems that despite there being changes in the wind, the mill will crush in 2003.

By the time we reached Brisbane on the afternoon of Friday 27 September, we had visited all 23 mills that operate their own rail system, photographed over 220 sugar cane locomotives and exposed dozens of rolls of films. The sheer effort and distance involved will probably not see this as a trip I will be in a hurry to repeat. However I'm already planning a return to the Cairns-Ingham mills in 2003 with hopefully a tour of Moreton on the way home.

The assistance provided us by many people, notably Rob Stanier from Cairns, Chris Hart at Cordelia, Dave Rowe at Proserpine, Rick Chappell of Tully Mill, Steve Allan at Townsville, and Tony Wells at Sarina, and the staff at Mulgrave, Babinda, Victoria, Plane Creek, Bingera, Isis and Moreton in particular saw us exceed our expectations. Particular thanks must also go to John Browning, David Mewes, Carl Millington and Ron Aubrey for the efforts they went to on our behalf in providing information, advice and chances to see trains we would have otherwise missed.

Industrial Railway NEWS



None of Victoria Mill's five Clyde 0-6-0DH locomotives is rostered on main line runs any more. Two are used on yard shunting and the others are spare locos, although they see use to cover breakdowns and servicing needs as well as navy duties. There are suggestions that in the future, a central locomotive servicing facility will be based at Victoria Mill, although locomotives would be stationed at each mill as now. Central servicing for cane bins is also being considered.

It is reported that two Hansen petrol line cars were refurbished at Victoria Mill this season. They were 3 (1920 of 1978) and 5 (34 of 1972-3). An error slipped through in LR 168, Macknade Mill's 20 was doing one trip per day to Stone River and *BRISBANE* one or two.

Chris Hart 11/02 & 12/02; ABC News Brisbane 9/11/02 via Barry Blair (both Locoshed internet group); Steven Allan 11/02 & 12/02; Brett Grant (11/02) (both Canetrains internet group)

ISIS CENTRAL SUGAR MILL CO LTD

(see LR 168 p.21)

610mm gauge

During the 2002 crush, the fleet of six rebuilt Walkers ex-QR B-B DH locos all suffered failures, mainly engine and transmission faults. New loco 6 (610 of 1969 rebuilt Isis 2002) failed the most, having to be towed home twice.

The two Baldwin B-B DH locos fared better than the DH class with spare loco 10 (7267.1 6.77 of 1977) overheating once due to a blocked radiator. 11 (10130.1 6.82 of 1982) only missed one day when its brakewagon was having an engine change and otherwise never missed a beat. Clyde Model HG-3R 0-6-0DH 9 (75-812 of 1975) operated for 3 days on ballasting duties when 10 was on cane haulage. There were three major incidents on the cane railway in 2002. The first was when Walkers B-B DH 2 (598 of 1968 rebuilt Walkers 1994) ran over split points, and a crane had to be brought from Bundaberg lift it back on. The second was when 11's brakewagon ended up sideways to the line and demolished a point because of a broken axlebox on the bin in front of it. The third was when the brakewagon attached to Walkers B-B DH 1 (602 of 1969 rebuilt Walkers 1991) rolled on to its side. This brakewagon was built in 1995 from the chassis of Walkers B-B DH 654 of 1970. There was only one report of a train hitting a car, with very little damage to the loco or the car (it was a Volvo).

There are no plans at this stage to rebuild ex Mt-Isa Mines Walkers B-B DH 5804 (589 of 1968). This loco is now only a shell with the engine and transmission having been removed shortly after it arrived. It appears that the mill will be looking into a new brakewagon in the near future. This will mean a brakewagon would be available for each of the six Walkers DH class locos and they will all be able to run at the same time enabling the elimination of Baldwin 11 from regular cane haulage. Carl Millington 11/02



Top: Mossman Mill's Com-Eng 0-6-0DH pairing of FAUGH-A-BALAUGH (AL4190 of 1965) and DOUGLAS (AL2562 of 1963) haul loaded canetainers at Syndicate Road, Miallo, 16 September 2002. **Centre:** Invicta Mill's Com-Eng 0-6-0DH HAUGHTON (AH3878 of 1964) is nearing the mill with its load at Upper Haughton, 20 September 2002. **Above:** Invicta Mill's Walkers B-B DH GIRU (539 of 1968) shunts its train at the ramped McLain Road No.6 siding, 20 September 2002. Photos: Brad Peardon

Industrial Railway NEWS

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD

(see LR 168 p.22)

610mm gauge

On 21 November, Mackay Sugar announced an Alliance partnership with Transfield Services following a frantic period of consultation and the preparation of documentation. Transfield will be responsible for all maintenance activities undertaken at Mackay Sugar's four factories and on its cane railway infrastructure and rolling stock along with the operation of the cane railway. The Alliance is scheduled to be in place by 1 March next year. It is claimed that the new arrangement will mean a cost saving to Mackay Sugar of \$10m per annum as well as an improved safety performance.

It is understood that trials of Locotrol with a pair of Walkers B-B DH rebuilds may have been undertaken at **Farleigh Mill** towards the end of the crushing season.

Mackay Sugar press release 21/12/02; Editor

VICTORIA

NLC HOLDINGS PTY LTD / GIPPSLAND INTERMODAL FREIGHT TERMINAL PTY LTD, Morwell

900mm gauge

Dovebid was to conduct an auction on 3 December at the intermodal freight depot at Morwell due to the liquidation of the above companies. Included in the sale were the five Gemco 4wDH locomotives, offered for sale at the Energy Brix auction in November 2001. These were numbered 1 to 5 and were builders numbers 66D50084/241/86, 66D50086/242/86, 66D50083/243/86 & 66D50085/244/86 of 1986 and 66D50087/245/87 of 1987.

John Garaty 11/02 (Locoshed internet group); <http://www.dovebid.com/Auctions>

WESTERN AUSTRALIA

HOPE DOWNS MANAGEMENT SERVICES PTY LTD

(see LR 161 p.22)

The Supreme Court of Western Australia has decided that the company is not entitled to access the BHP Iron Ore rail network in the Pilbara. In an apparent "Catch 22" decision, the court decided that Hope Downs is not a "third party" entitled to rail access until its mining operations near Newman begin.

ABC News Western Australia 30/10/02 via Barry Blair (Locoshed internet group)

PEMBERTON TRAMWAY CO

(see LR 161 p.22)

1067mm gauge

The Pemberton Tramway's steam train service to Lyall has not seen any log traffic since the beginning of 2002. Ownership changes have

seen the woodchip mill at Lambert (Lyall) and the Pemberton sawmill pass to different owners, where previously they had both been operated by Sotico (formerly Bunnings Forrest Products). An additional factor has been the changes in forest management and government policies that have seen the woodchip mill move largely to chipping plantation timber.

This has resulted in the amount of timber suitable for sawmilling arriving at the chip mill drop to virtually zero. The weekly steam hauled mixed train was always an attractive and unique part of PTCO's operations. With the changes in the timber industry it seems unlikely it will be seen again.

Simon Mead 11/02



Top: Macknade Mill's Clyde 0-6-0DH 12 (65-434 of 1965) passes through flood gates as it descends the bank of the Herbert River at Cordelia, 19 September 2002. Photo: Daven Walters
Above: Ex-Goldsworthy Mining 6 (GEC Australia Co-Co DE A.242 of 1972) was shipped to the Port Kembla Steelworks in NSW in 1992 but never put into service there as D48. Here it is back in Western Australia at South Spur Rail's Kewdale depot on 24 August, 2002. It will be returned to service as K 202. Photo: Kieran Wright



Mourilyan Mill's Clyde 0-6-0DH 12 (55-60 of 1955) heads out from the mill with empties, 17 September 2002. Photo: Brad Peadon

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South Johnstone Mill's Com-Eng 0-6-0DH pairing of 31 (C1125 of 1957) and 36 (A1102 of 1955) heading towards the mill near Currajah, 16 July 2002. Photo: Scott Jesser



Book Review

Built by Baldwin The Story of EM Baldwin & Sons, Castle Hill, New South Wales

by Craig Wilson

Published by LRRSA 2002. Hard Cover, 160 A4 pages, 148 photos, 16 diagrams. Available from LRRSA Sales, \$44.00 plus postage.

This well-produced and profusely illustrated book pleases for a number of reasons. Firstly, the author has produced what could have been dry, technical treatise as a thoroughly interesting and readable story (assuming, of course, that the reader had an interest in the subject!). Secondly, the sheer amount of detail relating to the development and production of individual locomotives (and other products of the firm) impresses, and the depth of research the author has undertaken over 25 years is apparent. Thirdly, through all of his technical history is constantly woven the human story of the Baldwin family and its employees, which illustrates not only how happy a firm was EM Baldwin Pty Ltd, but also how unique it was, and how amazing that was, in reality, a 'backyard operation' could be so progressive and versatile in its engineering outlook, and so prodigious in its output over some 22 years. Finally, it is graced by four appendices listing in detail all locomotives, man cars & rail cars (nearly 300); rolling stock; agricultural tractors and replacement cabs.

After tracing the development of the firm, the book is sensibly divided into 25 further chapters, that deal with different aspects of production from 1962, the major headings relating to the differing needs of collieries, canefields, flameproof locomotives, 'mainline' canefield locomotives, bogie locomotives, tunnelling locomotives, fairground locomotives, torque converters, agricultural tractors, etc: the diversity of rail products was (as many LR readers will know) impressive.

Ernest Mark Baldwin was born in Kent, England, in 1892 and emigrated to Australia in 1909. He became a member of the Seventh Day Adventist Church (as were, years later, many of his employees) and so, in 1914, met and married Rita Ford, a nurse at that Church's Wahroonga hospital on Sydney's North Shore. In 1928, Ernest purchased 7½ acres of land at 50 Showground Road, Castle Hill (a township some 35km NW of Sydney) with the intention of

farming it. Instead, he started egg production, as well as a small engineering business, its main asset being an electric welder mounted on a Ford Model T truck. This work developed and he specialised in the then new process of welding stainless steel, to becoming a leader in the manufacture of welded stainless steel food processing equipment. His three sons, Frank, Stan and Maurice (a fourth son died in 1930) joined the business, which prospered, especially with work in World War Two on aircraft and ship components. By the 1950s, new products were necessary and this led to entry into the field of railways.

This happened due to the intervention of LRRSA member Bruce Macdonald, who had been a friend of Ernest's since 1952 through their shared love of steam powered machinery. The Sydney engineering firm Tulloch Ltd had unsuccessfully entered the locomotive building business and Arthur Esgate, the locomotive engineer that it had recruited from South Africa, had been 'let go'. He had then set up a machinery business with Bruce: Transport & Industrial Index (Brokers) Pty Ltd, trading in refurbished locomotives. This firm found itself committed to providing a small 4wDM locomotive for the South Johnstone sugar mill in Queensland, but with no source of supply. Bruce thought that the Baldwins could build it, and this they did, using drawings of a similar locomotive that Tulloch had built for use in Tasmania. Delivery was in 1962.

The division of the book into chapters relating to particular types of locomotives is appropriate as, to a degree, each son was responsible for a different type of work. As the scale of operations increased, more sheds were built on the site, which always included the family bungalow and poultry sheds; a delightful and uniquely Australian operation if ever there was one!

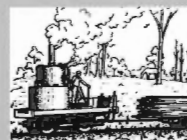
Without a doubt, the single most impressive 'first' for the firm was the introduction of bogie diesel locomotives to the 2ft gauge lines of the Queensland canefields. The advantages of increased productivity from more powerful locomotives, with no increase in axle load and, indeed, a decrease in wear on the track, compared to the rigid wheelbase 0-6-0 were obvious, but it still took the Baldwins eight years from initial concept to 'sell' the idea and produce the first, Kalamia sugar mill's *KILRAIE*, in 1972.

By 1984, there was little work on offer, large agricultural tractors having become the firm's major product, and a move was made to new premises in Kellogg Road, Rooty Hill. This proved financially disastrous and, in 1985, the firm's bank appointed a receiver manager. The rail business was sold to Hexham Engineering, who built a few locomotives, to Baldwin designs, over the next four years. Half of the new works was sold to Westfalia Pty Ltd (a subsidiary of a German mining equipment manufacturer) who, in 1989, purchased the goodwill of the now closed Hexham Engineering, along with the remaining Baldwin non-railway operation at Rooty Hill.

Some rail vehicles were built by the newly formed Westfalia Becorit Pty Ltd, still using Baldwin's job number series, until 1996. Meanwhile, Frank and Maurice had left Westfalia in 1992 and set up F&M Baldwin Engineering, building three tunnelling locomotives and some rolling stock in a workshop in Kings Park in 1994/95.

The hardback book is thoroughly recommended to all with an interest in Australian light railways over the past half-century. With 160 pages, 145 black & white photographs (plus three in colour on the dust jacket) and 16 drawings, it represents excellent value for \$44.

Richard Horne



LRRSA NEWS

MEETINGS

ALL FEBRUARY MEETINGS CANCELLED!!

At the time of going to press all LRRSA members' meetings scheduled for February (in Adelaide, Brisbane, Melbourne and Sydney) have been cancelled, due to a Public Liability insurance problem. It is possible that some may be re-instated. If so, this will be advised in a separate leaflet sent to members with this issue of *Light Railways*.

Our Public Liability insurance expired at the end of December, and late in December we were advised that our existing insurer was getting out of this type of business. We were offered an alternative policy at extremely high cost, which appeared to cover meetings only, and not site-visits (such as the visit to the Mapleton Tramway scheduled for this year).

The LRRSA Council is now exploring alternatives, and hopes to have the matter resolved in time for all April meetings to be held, and to allow the running of site visits, as in the past.

A selection of books from the LRRSA Sales Department ...

New! Focus on Victoria's Narrow

Gauge Walhalla Line Photographs by Edward A. Downs and others, published by Puffing Billy Preservation Society. Very high-quality landscape format book of duotone photographs dating from circa 1940 to 1956, most never previously published, 48 pages, soft cover, A4 size.

\$35.95 (LRRSA members \$32.35) Weight 280 gm

New! Railways, Mines, Pubs and People

and other historical research by Lindsay Whitham published by Tasmanian Historical Research Association. Fascinating collection of 18 historical research projects, including tramways around Catamaran, Zeelan, Sandfly, Waddamana, Port Arthur and many others. Essential reading for anyone interested in Tasmanian tramways, 264 pages, soft cover, A5 size, 64 photos, 33 maps. See Review in *Light Railways* No. 166

\$25.00 (LRRSA members \$22.50) Weight 425 gm

Echoes through the Tall Timber

The Life and Times of a Steam Man 1895-1984 by Dorothy Owen, published by Brunel Gooch Publications Life story of Harry Matheson, who drove logging winches, and mill engines in the Warburton-Powelltown area. 176 pages, soft cover, A5 size, 48 illustrations.

\$22.95 (LRRSA members \$20.66) Weight 375 gm

The Bonanza Narrow Gauge Railway

The Story of the Klondike Mines Railway by Eric L. Johnson, published by Rusty Spike Publishing. History of a 3 ft gauge 31 mile long railway at Dawson City, Yukon Territory, near the Arctic Circle - Canada's most northerly public railway, which operated from 1906 to 1913. 164 pages, soft cover, near A4 size, 82 photographs, 13 maps, 34 drawings and other graphics. See Review in *Light Railways* No. 166

\$40.00 (LRRSA members \$36.00) Weight 560 gm

Rails to Rubicon

A History of the Rubicon Forest

by Peter Evans
200 pages, A4 size, over 200 photos, many maps and diagrams.

\$37.95 Hard cover (LRRSA members \$28.46)
Weight 1000 gm.

Powelltown

A History of its Timber Mills and Tramways

by Frank Stamford, Ted Stuckey, and Geoff Maynard.

150 pages, soft cover, A4 size, 150 photographs, 22 maps and diagrams, references and index.

\$22.00 (LRRSA members \$16.50) Weight 550 gm.

The Innisfail Tramway

The History and Development of the

Geraldton Shire Tramway and the

Mourilyan Harbour Tramway

by John Armstrong & G.H. Verhoeven
128 pages, A4 size, 99 photos, 22 maps/diagrams.

\$37.90 Hard cover (LRRSA members \$28.43)
Weight 650 gm.

\$29.95 Soft cover (LRRSA members \$22.46)
Weight 470 gm.

Modernising Underground Coal Haulage

BHP Newcastle Collieries' Electric Railways

by Ross Mainwaring
60 pages, soft cover, A4 size, 18 photographs, 13 maps and diagrams, references and index.

\$16.50 (LRRSA members \$12.38) Weight 230 gm.

Tasmania's Hagans

The North East Dundas Tramway Articulated

"J" Class by Geoff Murdoch, published by the author. 71 pages, soft cover, A4 size, 42 photographs, 2 maps, 38 diagrams/drawings, references and bibliography.

\$20.00 (LRRSA members \$18.00) Weight 300 gm

Mountains of Ash

A History of the Sawmills and Tramways of

Warburton - by Mike McCarthy

Describes a complex network of over 320 km of tramways which linked 66 major mills to the Warburton railway.

320 pages, A4 size, 280 photos (incl. 52 duotones), 50 maps/diagrams, (incl. 14 four-colour maps).

\$59.95 Hard cover (LRRSA members \$44.96)
Weight 1500 gm.

Settlers and Sawmillers

A History of West Gippsland Tramways and the Industries they Served 1875-1934

by Mike McCarthy

168 pages, soft cover, A4 size, 96 photographs, 17 maps and diagrams, 6 graphs, one loco diagram, references and index.

\$31.90 (LRRSA members \$23.93) Weight 700 gm.

Bellbrakes, Bullocks and Bushmen

A Sawmilling and Tramway History of

Gembrook 1885-1985 - by Mike McCarthy

104 pages, soft cover, A4 size, 71 photographs, 17 maps and diagrams, references and index.

\$26.00 (LRRSA members \$19.50). Weight 500 gm.

Arsenic and Molasses

A Pictorial History of the Powelltown Tram-

way and Timber Milling Operations

by Frank Stamford. All photographs are different to those in *Powelltown*. 88 pages, A4 size, over 100 photographs, 8 maps and diagrams, glossary and index.

\$36.00 Hard cover (LRRSA members \$27.00)
Weight 650 gm.

\$24.00 Soft cover (LRRSA members \$18.00)
Weight 470 gm.

Laheys' Canungra Tramway

by Robert K. Morgan, revised by Frank Stamford

Describes Queensland's largest timber tramway. 32 pages plus soft cover, A4 size, 28 photographs, plus maps/diagrams and index.

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LR 2002-2003



Dear Sir,

Wonderland City, Tamarama (LR 168)

David Burke seeks information on cable trams at Wonderland City, Tamarama NSW. First it is necessary to get the nomenclature correct. Sydney had cable grip cars and trailers. The only NSW Government tramway vehicle called a dummy was the Balmain counterweight buffer car.

Chinn & McCarthy, in volume 2 of *New South Wales Tramcar Handbook*, give disposal details of the cable grip cars. Upon withdrawal of the North Sydney cable trams in February 1900, the 13 grip cars were transferred to the King Street cable line. Five were used to supplement the 28 grip cars in use on that line. The remaining 8 saw some use as summer trailers, being gradually supplemented by trailers that had been retained at North Sydney for use with the electric trams. Six of these former grip cars had been disposed of before the King Street cable stopped in January 1905, the remaining two being sold in 1905.

The 33 working grip cars were gradually disposed of over a three-year period, with twelve going to Tamarama in 1907. There was certainly none there in 1900, so the photo referred to is either later than this date or the object in question is not a grip car.

The trams were remembered by visitors to the area, even after Wonderland City closed. Some appeared to have ended up at Tennis Courts or in back yards. However, efforts to find any that still existed in the 1950s and later, looking from streets and parks, failed to yield any results.

Laurie Gordon
Berala, NSW

Dear Sir,

TACL Tractor Launch (LR 168)

Regarding the article in the December issue of *Light Railways*, 'TACL Tractor Launch 2002', I would like to point out that we have two TACL locomotives preserved here in South Australia. In addition to the one mentioned in the article, preserved in the National Trust Museum at Franklin Harbour, we have another at Port Price. Both of these locomotives were owned immediately prior to their retirement by the South Australian Harbors Board and used on jetty tramways.

The locomotive at Franklin Harbor was purchased by the Harbors Board from the Adelaide Cement Company at Klein Point

in 1954, and saw service on the jetty tramways at Port Price and Franklin Harbor, before being sold to the National Trust, in 1971, for their museum at Franklin Harbor.

The locomotive at Port Price originally worked on the South Australian Railway's Mundoorra to Port Broughton tramway and was purchased from them by the Harbors Board on 13 January 1951, for use at Port Price. It then worked at Tumby Bay and Franklin Harbor. By 1963, it had returned to Port Price where, in 1971, it was sold to Mr CF Zwar of Arthurton for a private museum. It is now (December 2002) in a museum on the foreshore at Port Price.

When I was in Cowell (the town on Franklin Harbor) on 7 September 1971, I saw the locomotive in the local District Council's yard and noted that it had Malcolm Moore builder's plates on the frame and TACL on the motor unit. On 30 January 1963, at Port Price, I noted that the loco there had, at the bottom of both end sections (containing the coupling slots) a small flat face on which was stamped '40', immediately following the cast letters 'T.A.C.L. Patent Locomotive No.'.

Arnold Lockyer
Dover Gardens, SA

Dear Sir,

Our First Light Railway (LR 167 & 168)

It is obvious that the correspondents on this subject have not read the article by my good friend the late Jim Webber and RF Wylie "Colliery Railways of the Australian Agricultural Company in the Newcastle District", *ARHS Bulletin* No.365, March 1968.

This fine article details the history of their collieries and the light railway in question and states that this became Australia's first "railed way".

An artist impression of the *Sophie Jane* being loaded at the location in question is also illustrated in the article.

Brian Andrews
Killingworth, NSW

Dear Sir,

Where is it? (LR 168)

The photo to be identified on page 26 of LR 168 is of a Gibson Battle battery locomotive at Kiewa, in Victoria. The distinctive timbering at the tunnel entrance indicates this.

Ross Mainwaring
St Ives, NSW

Dear Sir,

Narrow Gauge Locomotives of the NSW Railways (LR 165 & 166)

The twelve 2ft gauge Ruston & Hornsby locomotives listed by John Browning as for the Eastern Suburbs Railway construction project are shown in the builder's records as built with special features, namely:

- four-wheel brakes
- headlamps to swivel and dip
- coupling link 14 ≤ inches above rail.

Bob Darvill
Rugby, England

Dear Sir,

Re: Bunnerong (LR 165)

I enjoyed Ron Preston's offering on the works railways at Bunnerong Power Station.

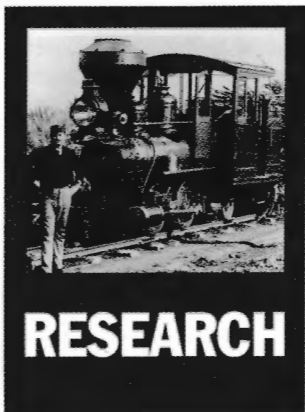
As a country boy, who was then living in Papua New Guinea, the industrial complex there was not familiar to me, but I did make a visit there in the 1960s on a visit to Sydney. I had heard that there were two ex-NSWGR locomotives operating there and I was able to get an interesting photograph of No.6 sitting on the bridge leading into the powerhouse yard. The tranquil rural scene brings home the enormity of the changes that have taken place in this area over the past 40 years.

As most of the photographs you ran with Ron's article featured 2-6-0 No.7, perhaps your readers will be interested in my photograph of No.6 at Bunnerong?

Unfortunately, I have not been able to locate my records of this photograph, so all I can say is that it was taken during the 1960s!

Bob McKillop,
Castlecrag, NSW





Australian Railway Memorial, Werris Creek

The Minister for Transport in New South Wales, Carl Scully, announced in late 2001 that the Australian Railway Memorial would be established at the railway town of Werris Creek. The monument is intended to acknowledge the major contribution made by the railway industry, its employees and contractors to Australia's development.

State Rail has announced that Rosemary Broomham has been appointed to undertake the historical research that will identify the people who will be honoured by the memorial. Rosemary and her team will document the names and details of railway men and women who lost their lives working on railways in New South Wales for incorporation into the Monument. It is expected that the honour roll will be extended to other states in future.

The contractor is to undertake research of historical publications and records to identify the employees of railway organisations or contractors in New South Wales, including industrial railway operators, killed on railway property and while being formally commissioned

for railway work. The research will document the personal details of the employee killed and the circumstances of the accident. For private and industrial railways, the definition of railway employee will apply to those who were specifically employed to carry out railway related duties, so small operations where miners or timber workers also operated trains for instance, would be excluded. The guiding principle of the historical interpretation will be to establish an understanding of the lives of the employees. Particular emphasis will be given to the risks that railway employees were subjected to as a result of the working conditions and practices of the time. The findings will also feed into the development of interpretative displays at the ARM on how the lessons learned from railway accidents have brought safer railway operations in Australia.

Light Railways is an important reference source for the research, as it has published material on accidents on industrial railways such as the Lithgow iron and steelworks and the Great Cobar mine. If any reader is able to provide any information that may assist the research, please contact Rosemary Broomham at 49 Darghan St, Glebe NSW 2037; phone (02) 9660 3107; Email: rbroomham@bigpond.com

History Victoria database

The first stage of the Royal Historical Society of Victoria's (RHSV) project to publish its catalogues on the Internet has been completed.

A link from the RHSV website (www.historyvictoria.com.au) connects with the History Victoria Database. This database is the result of the work of many dedicated volun-



Among the early photographs of the Eskbank Ironworks located in the Powerhouse Museum collection is this 1877 scene of the blast furnace being rebuilt. The brick wall for the new heating stove is evident at the base of the blast furnace, while a crude 'lean to' protects the winding apparatus that operated the wagon on the inclined charging tramway. The engine house and chimneystack are on the left.

Coming Events

Note: Due to the insurance crisis facing the preservation railways covered by *Light Railways*, many of the special events that would normally occur during this period of the year have been cancelled or their continuation is uncertain. Please contact the preservation group concerned to check if regular events will be held this year.

FEBRUARY 2003

2 Wee Georgie Wood Steam Railway, Tullah, TAS. Steam trains (610mm gauge) operating 1200-1600. Also on 15-16 February. Phone Anne Drake, (03) 2228 (W)/1229 (H).

9 Alexander Timber Tramway & Museum, VIC. Steam running day with narrow gauge trains, 1000-1545. Information Rowan Millard, 0409 941 884.

14 Puffing Billy Railway, Belgrave VIC. St Valentines Day Night Train operates. Information on (03) 9754 6800.

MARCH 2003

2 Wee Georgie Wood Steam Railway, Tullah, TAS. Steam trains (610mm gauge) operating 1200-1600. Also on 16, 29 and 30 March. Phone Anne Drake, (03) 2228 (W)/1229 (H).

9-10 Alexander Timber Tramway & Museum, VIC. Cultural Festival with narrow gauge steam trains, 1000-1545 (1445 on 10th). Information Rowan Millard, 0409 941 884.

14 Puffing Billy Railway, Belgrave VIC. Night Train operates - also on 21 March. Bookings on (03) 9754 6800.

23 Cobdogla Irrigation & Steam Museum, Barmera, SA. Steam Open Day with steam train and traction engine rides; 1100-1630. Phone (08) 8588 2323.

APRIL 2003

6 Wee Georgie Wood Steam Railway, Tullah, TAS. Steam trains (610mm gauge) operating 1200-1600. Also on 20 April (last run of the season). Phone Anne Drake, (03) 2228 (W)/1229 (H).

11-12 Puffing Billy Railway, Belgrave VIC. Night Train operates. Bookings on (03) 9754 6800.

19-20 Australian Narrow Gauge Convention, Parramatta, NSW. The 6th convention features narrow gauge modelling. Information, Peter Knife, (02) 9487 8881 (AH); Email: austnarrowgaugeconvention@yahoo.com.au

19-21 Alexander Timber Tramway & Museum, VIC. Easter Gala Event with narrow gauge steam trains, traction engines and other attractions; 1000-1545 (1445 on 21st). Steam running day also on 13 April. Information Rowan Millard, 0409 941 884.

20 Cobdogla Irrigation & Steam Museum, Barmera, SA. Steam Open Day with steam train and traction engine rides, plus Humphrey Pump operating; 1100-1630. Phone (08) 8588 2323.

26-27 Ironfest 2003, State Mine Museum, Lithgow, NSW. The 4th Ironfest is now recognised as a Regional Flagship Event by Tourism NSW and will feature metal art, supported by a wide range of heritage activities at various sites around Lithgow. Information on (02) 6352 1096 or Email: statemine@lisp.com.au

teers who have been working on the computer cataloguing projects since the mid-1990s. It currently contains 25,500 records, covering images as well as the manuscripts collection. *RHSV History News*, October 2002

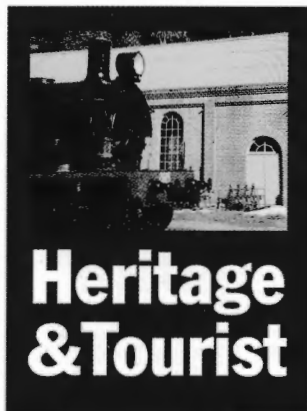
Lithgow Iron & Steelworks Project

Further to LR 156 (p.27), this research project has brought together a comprehensive history of the iron and steel industry at Lithgow from 1874 to 1932 and the manuscript is now with the LRRSA for desktop layout. It is hoped that the book, which carries the preliminary title of *Furnace, Fire & Forge: Lithgow's Iron and Steel Industry 1874-1932*, will be published in late 2003. It will be a well illustrated, quality book in A4 format similar to *Mountains of Ash*.

The research team have uncovered remarkable new material on the early years of the Eskbank Ironworks, including the key role played by a hitherto unknown player, Daniel

Williams, in founding the Australian iron industry. There are separate chapters on the industrial railways at the Lithgow works and the mines and quarries that supplied the raw materials, including the respective railways at these sites. The extensive industrial railway systems at Lithgow included both standard gauge lines and a network of narrow gauge tramways that moved coal and other materials around the old ironworks site. These were built to the unusual gauge of 2ft 2in, evidently because this was used for underground haulage at Thomas Brown's Esk Bank Colliery that initially supplied coal to the works. An excellent series of early photographs of the Eskbank Ironworks found in the Powerhouse Museum collection has been invaluable in locating the original tramway lines and the arrangements of the first blast furnace, foundry, puddling furnaces and rolling mills.

Editor



Heritage & Tourist

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

NEWS

New South Wales

CAMPBELLTOWN STEAM MUSEUM

610mm gauge
A visit to the Steam Rally at Menangle on 10 November provided much of interest to the visitor. However, a major problem became apparent as we paid our admission – there was no charge for children as, due to insurance restrictions, there would be no rides! This was certainly a disappointment though, to be fair, there was a lot of activity to observe. Several steam portable engines were driving various pumps, hay balers, etc; a couple of traction engines trundled around the site, lots of oil engines were putt-putt-putting, old tractors wandered about and there were plenty of old tractors for the children to play (and be photographed) on. There was even an impressive display of 1940s and 1950s motorcycles, including a magnificent Vincent 'Black Shadow'.

Outside the loco shed, two little Gemco 0-4-0BE 'Trammers', numbered 'Lot 60' and 'Lot 62' (presumably ex-Hillgrove) were on display, along with John Fowler 0-6-0DM 16830 of 1926. The Fowler, painted in unlined black, had lost the air cleaner from its bonnet top and, in its place, a chimney had been fitted, rather like the arrangement the loco had when new, though this new chimney was without a copper cap.

Unfortunately it was not easy to inspect these locos at close quarters as (presumably because of insurance requirements) wire fences blocked access to this and many other areas. Up at 'Pine Ridge' station, a double-headed passenger train was going nowhere fast. Simplex 4wDM 11023 of 1955 and Hudswell Clarke 0-4-0WT 1423 of 1922 were coupled together at the head of a two-car train, the patrons of which had to resort using their imaginations – and, strange to relate, our girls seemed to have fun doing just that. The HC was in 'light steam' but didn't move or blow its whistle or do anything other than just sit there during our visit.

On the loop next to the passenger train, was a 12in gauge (approx) 0-4-OST loco on a flatcar. The Baguley 4wDM was parked nearby and two incomplete Malcolm Moore 'War Department' 4wPMs were on the turntable. The track looked to be well constructed and in good order.

The next Steam Rally is scheduled for May 2003. We can only hope that the insurance debacle can be sorted by then, or a lot of little (and not so little) boys and girls are going to be disappointed.

Bruce Belbin, 12/02

ILLAWARRA TRAIN PARK, Albion Park 610mm gauge Illawarra Light Railway Museum Soc. Ltd

A Christmas gathering of the LocoShed Group at the regular Operating Day on 8 December brought railway enthusiasts through the smoke haze of the NSW bushfires for a taste of nostalgia at this thriving light railway museum. While the numbers of enthusiasts making the pilgrimage were small, a local gathering brought large numbers of eager passengers for the train rides. A Total Fire Ban kept the steamers in the shed and the recently revamped Arthur Moore Memorial Steam Engine Display also remained cold and motionless.

Nevertheless, diesel-hauled trains and the Gemco trolley wire electric tram provided sufficient entertainment to keep most of the visitors satisfied. The Gemco and its cross-bench 4-wheel 'man car' have been painted in a bright green and yellow livery. Ex-ER&S Hudson-Hunslet 4wDM No.2 (B/N 4578/1953) hauled an open car and end-loading saloon passenger car No.1

during the morning. Ex-Victoria Sugar Mill Drewry 0-6-0DM SEYMOUR (B/N 2392/1952) then took over the passenger train duties, hauling three 'large' carriages with good loadings.

The highlight of the day for the LocoShed group was a guided tour through the running sheds and workshop by ILRMS member John Garaty. We commenced with an inspection of the 4wPM loco NEWBOLD, constructed on the frames of Krauss 0-4-0WT 1024 of 1889. Given its depiction in that guise in LR 168 (p.27), it was particularly interesting to revisit this historic loco in its preserved state. Next to it, the ex-Victoria mill Drewry 4wPM inspection car was undergoing restoration work. Its petrol motor is a 'goer', but considerable work is required to provide it with functioning radiators, one of which was noted in the workshop. Tully Sugar Mill 0-6-0DH No.8, rebuilt by EM Baldwin in 1963, was noted with its smart new livery and recently fitted Rolls Royce engine – evidently the sixth that the loco has had since it entered service in 1937. It now carries the name SHELLHARBOUR, but an official return to service will not occur until transmission problems are ironed out. Behind this was the 'Fordson' 4wPM rail tractor, which has a Malcolm Moore chassis and a Day's gearbox. It has recently been painted in a smart blue livery with red headstocks.

John Fowler 0-4-OT 16089 of 1923 languishes at the back of the shed. Built to 1ft 11½in gauge for use at the State Metal Quarries, this locomotive requires attention to its gauge problem before it is likely to see regular use at the museum. The operating steam locomotives, BURRA, KIAMA, CAIRNS and Tully No.6 were also in the shed, each of them immaculately finished and presented. The cause of their banishment was symbolised by the shiny new and now fully Rural Fire Service accredited fire fighting rail-mounted tanker standing outside the shops coupled to the 'brown Ruston' 4wDM in readiness for any emergency.

Members of our group were also interested in the most recent arrivals at the Albion Park site, a Jeffrey 4wBE underground locomotive and AIS man-cars 112, 114 and 119, ex-Eloura Colliery. No.112 is being regauged to 2ft gauge for operation on the museum track, while 114,

the emergency evacuation car, will be used to display this function. The 4wBE locomotive is ex-South Bulli Colliery No.1, rebuilt by Electric Mining Engineering (B/No. MO-23-91C) in 1991. H&T Editor, 12/02

RICHMOND VALE RAILWAY

1435mm gauge

Richmond Vale Preservation Co-operative Society Ltd

Chris Cleary, Chairman of the RVR, has reported to members that there has been no real progress in securing public liability insurance (PLI) and the site remains closed to the public. The Board is continuing to negotiate with various companies to secure affordable PLI and hope is expressed that a suitable outcome will be achieved in the near future. In the interim, members have focused on cleaning up the site and restoration tasks.

A significant achievement has been the regrading and reconstruction of the former perway siding to provide a display area for rolling stock from the former BHP Newcastle steelworks, including the recently arrived Treadwell torpedo slag ladle wagon (LR 167, p.28).

Link Line, November 2002

STATE MINE HERITAGE PARK & RAILWAY, Lithgow

1435mm gauge

The Museums & Galleries Foundation (MGF) conducted a one-day workshop on 'New Technologies in Museums' at Lithgow on 25 October 2002. The event brought together people involved in community museums and galleries from all over New South Wales together. Topics covered included internet access, audio-visual presentations, hands-on interactive exhibits and museum lighting. Ray Christison gave a presentation on the development of the State Mine Heritage Park and Railway, while a dinner for participants was held that evening in the historic bathhouse at the museum.

The Gully Gazette, Nov/Dec 2002

Victoria

ALEXANDRA TIMBER TRAMWAY & MUSEUM

610mm gauge

The Shire of Murrindindi has placed the ATT site on its Heritage Overlay for planning purposes. Public liability insurance has been secured until 30 June 2003 with a deed of indemnity provided under new Victorian

Government legislation covering PLI for volunteer organisations and tourist railways. The indemnity requires the ATT to comply strictly with the requirements laid down under its accreditation as tourist railway. There is also a significant increase in the premium. Meanwhile, good progress has been made in construction of the new workshop building, with three walls scheduled to have their cladding completed by mid-December 2002.

Timberline 69, 12/02

SEC RUBICON FOREST TRAMWAY & SAWMILL

610mm gauge

The Historic Places Section of the Victorian Department of Natural Resources & Environment controls

several features of the Rubicon hydro-electric scheme that were not transferred to the new owners when the scheme was privatised. These include the four timber trestle bridges on the 2ft (610mm) gauge maintenance tramway and the former SEC sawmill near the Royston power station. This sawmill is the last still in situ in the Rubicon Forest and the machinery came from several of the Rubicon mills destroyed in the 1939 bushfires. The mill therefore has a high degree of historical significance.

Over the last decade, the sawmill building has deteriorated, and NRE has sought the assistance of the Alexandra Timber Tramway with labour for remedial work. Two working bees have since been

carried out with repairs to the roof and the replacement of the supports at the front of the mill shed completed. During the first working bee, a de-railed truck at the Syphon bridge was retrieved and pushed south along the line for about 500 metres by hand. This was the first rolling-stock movement over this part of the line for several years and, certainly, the first to be made on the former SEC tramway system by an accredited tourist railway organisation! Another two working bees will be required to replace the supports at the rear of the shed and reconstruct part of a lean-to. NRE has secured \$100,000 funding from the lease of the generating assets of the Rubicon scheme to reconstruct the 15,000

Heritage & Tourist

Syphon and Beech Creek tramway bridges as well as an ongoing amount of \$10,000 per year to fund maintenance of all four trestle bridges on the tramway system. Plans for the reconstruction of the 15,000 Syphon bridge have been drawn up and a contract is about to be let for the work, which it is hoped will be completed by winter 2003.

Peter Evans, 12/02

Tasmania

WEST COAST WILDERNESS RAILWAY, Queenstown

1067mm gauge

Federal Hotels & Resorts Ltd

A name change for the former Mt Lyell Mining & Railway Company Abt line by the new owners in September generated an outburst of local indignation. Federal Hotels stated that the change of name was part of a revised marketing push to promote the tourist attraction nationally. Although the name "Abt" would be dropped, the unusual rack-and-pinion mechanism would be explained in interpretive material.

The two 0-4-2T Abt locomotives withdrawn in August to correct uneven axle loading (LR 167, p.30) were returned to Queenstown by mid-September 2002. Through services between Queenstown and Regatta Point, Strahan commenced on 27 December.

There are two services per day out of each terminal, departing at 10am and 3.30pm. Fares for the 4½ hour journey are \$65 one way and \$95 return.

Hobart Mercury, 11 and 14 Sep 2002, via Mark Plummer; Steve Bromley, LocoShed E-Group, 12/02

South Australia

COBDOGLA STEAM RAILWAY

610mm gauge

Cobdogla Steam Friends Society Inc.

Further to LR166 (p.30), the Cobdogla Steam Friends have moved the rails from the broad gauge triangle at Riverton to Cobdogla and there are now sufficient materials to lay another 2km or so of track. Another set of points has been installed in the run around line at Mudge's Siding for the track to be extended



The recently accredited ILRMS fire tender on standby at Albion Park on 8 December.

Photo: Bob McKillop



John Garaty points out features of the new Shay bogie during the workshop tour of the ILRMS at Albion Park.

Photo: Bob McKillop

Heritage & Tourist

towards Loveday. The extension will provide a varied trip, passing on top of the old Humphrey Pump channel bank, through vineyards, alongside a wetlands area and across some river flats. The terminus will be at the former Loveday Pumping Station, which serves as a workshops and storage area for the museum.

Efforts to obtain good quality parts for the Dorman engine on the Simplex 4wDM (Motor Rail 7369) proved unsuccessful, so the decision was made to purchase and install a Perkins 3-cylinder engine. Drawings were obtained from Alan Keef and the engine came from a marine generating set that had seen only about 40 hours service. The engine is currently being installed and the target commissioning date is Easter 2003. Introduction of the Simplex will enable the Society to offer on demand services every Sunday, as well as the prospect of two-train running during our open days. Meanwhile, Bagnall 0-4-OST+T (B/N 1801/1907) was steamed for testing following its annual inspection on 8 December 2002.

Denis Wasley, 12/02

Western Australia

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

This society had to cease operations at the Whiteman Park site due to its inability to obtain affordable public liability insurance. Train operations on the BBR ceased at 4pm on 20 November 2002 with the expiration of the railway's public liability insurance. For the present, no movement of locomotives or rolling stock can occur on the BBR. Morale among members as a result of this crisis is described as "fragile".

The Work for the Dole project that undertook maintenance tasks on the railway ended in November and, due to the difficult financial position faced by the Association, a follow-up project could not be implemented. In the interim period, WALPRA members have given priority to maintenance of the railway and its equipment, together with



Thanks to the insurance crisis, the photographer's daughter, Zoe, has to use her imagination as she sits in the train behind Simplex 4wDM 11023/1955 and Hudswell Clarke 0-4-0WT 1423/1922 at Campbelltown Steam Museum, 10 November 2002.
Photo: Bruce Belbin



Fowler 0-6-0DM and two Gemco 'Trammers' at Campbelltown Steam Museum, 10 November 2002. Photo: Bruce Belbin



Volunteer workers install a sleeper at the Cobdogla steam railway. The 'site manager', Cody the dog, keeps a watchful eye on the proceedings. Note the SAR switch stand on the right.
Photo: Brian Grayson

Heritage & Tourist



Richmond Vale Railway: BHP Treadwell wagon No.8 with the ladle refitted, At Mulbring Road on 20 July 2002.

Photo: Jeff Mullier



The Baldwin electric locomotive (59540 of 1926), previously used on the now closed line of the Southern Electric Authority of Queensland at Murarrie, is now at the ARHS operating railway museum at Kunkala, near Rosewood. January 2002.

Photo: Brian Webber



Kerr Stuart 0-4-0ST 'Wren' class locos 3114/1917, 4256/1922 PETER PAN and 4260/1922 PIXIE at the 'Wren Gala' at Amerton, Staffordshire, 22 June 2002.

Photo: John Hill

strengthening its safety management systems. Work on the new level crossing on the Mussel Pool Line (LR 168, p.30) was completed and remedial work was carried out on the platform tracks at Whiteman Village Junction before the closure. An expression of appreciation has also been extended to Brian Wishart, a volunteer on the Welsh Highland Railway, for developing the design of the boring machine used to re-bore the chests of steam locomotive NG123 (see LR 164, p.31).

BBR Members Newsletter, Dec 2002

Overseas

Amerton Railway Stafford,

United Kingdom 610mm gauge

A two-day special event on 22-23 June 2002 saw the official opening of the Amerton Railway's completed circuit by the Chief Executive of the Stafford Railway Building Society, Mike Heenan. A feature of the event was the Kerr Stuart Wren Gala. This saw three of the four 0-4-0ST Wrens that survive in the United Kingdom in steam together. They were 3114/1917, newly restored by Allen Civil for the Rampton Trust (Vale of Rheidol Railway), Graham Morris' PETER PAN (4256/1922) and PIXIE (4260/1922) of the Leighton Buzzard Light Railway. The Wrens worked trains jointly with Bagnall 0-4-0ST ISABEL and 0-4-2ST PEARL. At the end of the day the locomotives were run around the circuit, then posed for photographers.

John Hill, 11/02

FESTINIOG RAILWAY,

United Kingdom 597mm gauge

A replica Lynton & Barnsapple Railway 2-6-2T steam locomotive, LYD, is being built by the Festiniog Railway at Boston Lodge. A new boiler for this locomotive, built at Israel Newton's works in Bradford, was hydraulically tested on 1 November 2002. It was then transported to Minffordd, where it was united with the chassis of LYD and hauled back to Boston Lodge by 0-4-0ST VELINHELLI (Hunslet 409/1886). The latter locomotive was visiting the FR from the Launceston Steam Railway in Cornwall.

John Hill, 12/02

