

Australia's Magazine of Industrial & Narrow Gauge Railways

Light Railway Research Society of Australia Inc.



#### LIGHT RAILWAYS

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#### Conversions:

1 inch (in)	25.40 millimetres
1 foot (ft)	0.30 metre
1 yard (yd)	0.91 metre
1 chain	20.11 metre
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

Is *Light Railways* in danger of running out of material? As our magazine reaches its 151st issue, with a long, proud history of covering subjects within its particular sphere, one might wonder if most of the great stories have now been told.

No notion, however, could be further from the truth. For a start, much of *Light Railways*' subject matter is shrouded in varying degrees of mystery (hence the need for research), so telling the story generally becomes an ongoing exercise, as information and photographs continue to emerge over time. Many major articles that have appeared in this, and other, journals over past decades are now crying out to be brought up to date and published anew. And this is quite aside from the fact that more than a few of our members and readers would not have seen this material when it originally appeared – or may not have even been born then!

Of course, some eminently suitable subjects have never been comprehensively covered in the first place, such as (to name just two): Queensland's Mackay Harbour Board tramway (a steam-powered standard gauge operation, in the heart of 3ft 6in gauge territory), and the NSW Electricity Commission railway at Bunnerong (also steam-powered and standard gauge), which operated for half a century serving a power station and an oil refinery in the south-eastern suburbs of Sydney.

Finally, as a quick flip over to our News pages will confirm, 'light railway' history is still being created today, by such diverse organisations as Bundaberg Sugar, BHP Iron Ore, and the Puffing Billy Railway. Whilst the role of railways in industry, and heritage and tourism, has certainly changed over time, the industrial railway as a species is far from extinct, and should continue to provide interesting fodder for our pages for many years to come. Bruce Belbin

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

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

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

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

Material is accepted for publication in *Light Railways* on the 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.

**Cover:** In July 1957, the daily train from the Penang Sugar Mill to the wharf and storage sheds at Ellington, on Viti Levu, Fiji, was hauled by steam locomotive No.4 (Hudswell Clarke 1658 of 1935). Here, it is seen climbing up to the saddle through the low hills, between Three Mile Shunt and Raravatu loop. Not long after, No.4 stalled on the steep grade, and its train had to be split. The difficulties of the journey that day are recounted in Happy Valley, 1957, beginning on page 3. Photo: the late Peter Hodge, courtesy Peter Dyer



In July 1957, Penang No.4 takes water at the mill, prior to its departure for Ellington.

# Happy Valley, 1957

In June last year, we were saddened to hear of the passing of well known light railway enthusiast Peter Hodge. With his friend, Peter Dyer, he co-authored what are regarded as the definitive works on the cane tramways of Fiji: Balloon Stacks and Sugar Cane (NZRLS, 1961) and Cane Train (NZRLS, 1988).

Peter Hodge's favourite little corner of Fiji was the northeast tip of Viti Levu, where CSR's Penang Mill operated a relatively small, and most appealing, 2ft gauge tramway system, in a setting so picturesque that the locals referred to it as "Happy Valley".

No.4 on Penang's locomotive roster was a lightweight Hudswell Clarke 0-6-0 (1658 of 1935) which had been on the tramway since new. In 1957, it took over the daily 7<sup>1</sup>/<sub>2</sub>-mile run to Ellington wharf and, in July of that year, Peter Hodge and Peter Dyer enjoyed a memorable footplate ride, which they recorded for posterity in the pages of Balloon Stacks, and later reprised in Cane Train.

Many years have passed since these two fine books first appeared so, although Cane Train remains available (from the ARHS in Sydney, Australia, and the NZRLS in Wellington, NZ), it seems an opportune time to present an encore appearance of the two Peters' footplate tale, accompanied by some of Peter Hodge's Kodachromes of the day's events. Photos, map and text appear by kind permission of Peter Dyer.

When we visited Penang in 1957, we rode with the driver and fireman of the Hudswell Clarke 0-6-0 No.4 from Penang to Ellington. The load was six bogie flatcars of sugar in bags, one bogie tanker of molasses, and 15 empty cane trucks, totalling 50 tons. The cane inspector who, like his counterparts at other mills, controlled all train movements, predicted this load would be too much for the locomotive.

We left at 9.54 am (24 minutes late) with a Simplex tractor

banking at the rear. Even with this aid, the locomotive slipped four times on the bank from Stable Points to near Raki Raki. The tractor dropped off at the top, and we continued past the junction for the Vanuakoula branch, up a short gradient, and stopped on a short road-rail bridge for the fireman to clear stones from the grooves inside the rails where road and railway diverged on the far side. For a little way, the road was about 50 feet to our left and five to ten feet below. It swung across our bows at Chandra's Crossing, and veered off towards the saddle leading to Ellington. Our train ran along the shore with Malaki Island across the bay to the north and mangrove swamps on our right. At 10 am, we stopped at Three Mile Shunt, in the midst of the mangroves, for the driver to oil the motion while the fireman raked the fire.

Resuming at 10.16 am, No.4's limited power was severely taxed by the ensuing 1½-mile hill. Despite a run at the grade, No.4 was soon labouring painfully. Balanced precariously on the tender footplate, we were spattered with muck from the



Penang Sugar Mill's Ellington line, in 1957. Map by Peter Dyer



No.4 has assembled its train, and is now awaiting clearance from the mill office, at the right.

funnel. The locomotive rocked and rattled violently around frequent curves with the regulator wide open and maximum cut-off. Occasionally, the line flattened or dipped briefly, but No.4 gave up the ghost gradually and it became doubtful if the summit could be reached without stalling. Slipping began - at first singly and occasionally, then more frequently, then in two bursts of three. The sand pipe on the left-hand side was clogged and, although the fireman beat it mercilessly,

again. but No.4's pressure was now 138 pounds per square inch, having been 120 at Three mile Shunt, and although the sanding gear was still ineffective we did not make such heavy weather of this final climb. Breasting the summit, we began a seemingly steep and perilous descent.

With the regulator shut and the unbraked train nudging disquietingly at the rear, we crossed the main road. Despite favourable grades, the pressure was down to 100 pounds.

gave very little. Finally, No.4 lost footing altogether. Slipping twenty times in succession, it stalled only 100 yards from a break in the grade. Thirteen cane trucks were uncoupled and anchored by chocking the wheels of two with a steel block and a wooden wedge, and we pressed on with the rest of the load past the four-mile peg and the top of the climb, rapidly Raravatu Loop.



The fireman seemed inexperienced, for the driver frequently reminded him to put on more fire. Near the foot of the gradient the brake was eased and the regulator opened briefly, and we began to pull away.

Passing School Loop at 11.18 am, we rattled through the cane towards the sea at a fair bat. Then the driver slammed on the steam brake and almost knocked us off our perch on the tender. The

gathering speed to Rarayatu Loop. The port facilities at Ellington, No.4's destination, seen from the end of the wharf. The molasses storage tank is on the left, whilst adjacent is the large shed for storage of bagged sugar.

The train was left at the upper end of the loop with two wagons securely chocked while we returned for the trucks marooned on the hill. The train was reunited back at the loop by leaving the second installment at the facing points, running through to the other end, pushing the other half slowly backwards with the handbrake on, and coupling both lots together. The climb from Three mile Shunt to the four-mile peg had taken 26 minutes.

We resumed at 11.00 am, and the adverse gradient began

Simplex tractor from Ellington had intruded on to the main line, instead of waiting at the junction for the Lorry Hoist branch. It scuttled back on to the branch and we stopped alongside to drop our cane trucks.

The last stage began at 11.22 am. Our approach to Ellington was heralded by a jubilant whistle fanfare. Passing the triangle and rocking over the points on to the loop, we stopped in the cool and humid semi-darkness of the sugar shed at 11.30 am, exactly one hour late.

## An Introduction to the Timber Tramways of the New South Wales Far South Coast - Part 2

### by Jim Longworth

#### Introduction

Part 1 of this series of articles, in LR 128, described the timber tramways known to have operated on the NSW far south coast between Nowra and Ulladulla.<sup>1</sup> This Part 2 will describe what I know about the timber tramways between Ulladulla and the Victorian border. A future Part 3 will describe the network of timber tramways in the Bawley Point to Kiola (Kioloa) area.

#### 3. The Flat Rock Mill Syndicate Mill at Flat Rock

About 1918 A&E Ellis built a sawmill at Flat Rock, which operated until it closed down during the early years of the Great Depression. Sawn timber was taken from the Flat Rock mill to Termeil by horse hauled road jinkers. At Termeil the timber was transshipped onto tramline trolleys and then hauled by horses to the Bawley Point jetty, for shipping out on the coastal traders.

Later on during the Great Depression Mr Ernie Seymour, Mr Ernie Jarman, and Mr Lyne Jarman formed the Flat Rock Mill Syndicate, to operate the A&E Ellis mill, which had by then been abandoned. Ernie Jarman was the mill manager, with Norm Browning logging under contract.

#### **Incline and Trolley**

To gain access for logging the headwaters of an unnamed creek off Tumblebar Creek, Bob Robinson installed an inclined log haulage tramway about 1932. The incline saved having to go further out along the road which ran along the ridgeline, before being able to access the river flats where the better timber grew. Giving access to the area locally known as "Glasse's Estate", the incline was steep, nearly half a mile long, and descended into the valley from the ridgeline road that led to the mill [Note 1].

Bullock teams hauled logs out of the bush to the base of the incline, where they were loaded onto the incline trolley, for hauling up the incline to the road running along the top of the ridge, and thence to the mill.

Wheels of the trolley were set at 3ft gauge, were  $20^{1/2}$  in diameter, with a slightly dished tread  $6^{1/2}$  in wide. The wheels which were made up of eight, straight spokes, were mounted on  $2^{1/2}$  in diameter axles, and fitted with inside bearings.<sup>2</sup>

#### Winch

Norm Browning travelled to Sydney, where he purchased a big winch drum (probably once from a mine head or crane). The winch and two lengths of massive Rolled Steel Joists (RSJ) were shipped to Ulladulla by boat. The winch drum had a big chain cog wheel on it for chain drive, together with a hand operated brake. Fitted on top of the RSJs, the winch was mounted on the chassis of a 2-ton Whyte truck with solid tyres. The truck was parked across the top of the incline perpendicular to the line of the rails, to act as a winch base so providing power for the incline.

The truck tail-shaft was disconnected near where it would normally connect up with the differential on the rear axle. A big chain cog wheel was placed onto the differential end of



A loaded trolley at the top of the Flat Rock mill incline. LIGHT RAILWAYS 151 FEBRUARY 2000

Photo: J Wallace collection



The winch at the top of the Flat Rock mill incline.

the tail-shaft, and a bar was placed across the lower chassis members to support the tail-shaft. The tail-shaft and winch drum cog wheels were then connected up by a loop of large machine chain.

#### **Incline Operation**

A telephone line was run from the winch at the top of the incline, down hill to the log dump at the base of the incline which was at creek level in the valley bellow, where the logs were rolled onto the incline trolley. When a log was loaded onto the incline trolley, the winch driver (Mr Alf Watts) was phoned to tell him how big the log was that had been loaded onto the trolley. The winch was driven directly from the truck transmission, so the driver needed to select the appropriate gear to engage, depending on the size of the log that had to be hauled up the incline.

Photo: J Wallace collection

The winch was operated from the truck cab, via the normal cab controls. A splice in the wire haulage rope provided a visible sign to the winch driver that the trolley was approaching the top of the incline. Note that the incline dropped away very quickly from the winch site, preventing the winch driver seeing down the incline. After the trolley and log broached the crest of the incline, the driver shut off power by engaging the truck clutch. Quickly the driver had to get out of the truck cab, and scramble around onto the back of the truck. Once there he applied the hand-brake on the winch drum, so holding the trolley steady, and preventing it from free-wheeling back down the incline.<sup>3</sup>

#### Closure

The Flat Rock mill operated until the 18th of December 1948, when the mill was burnt down.



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#### 4. Pebbly Beach Timber Mills

#### Sawmill

Sometime shortly before the middle of 1910, Mr. George Guy and his son Frank Guy, erected a new sawmill on the sand dunes behind Pebbly Beach. The operation traded under the name of the "Pebbly Beach Timber Mills", with an office at Bateman's Bay. Spotted gum (specially selected for wheelwrights' work), ironbark, blackbutt, wollybutt, and other hardwoods were all milled from logs hauled in from the local forests.

During August 1926 the mill closed temporarily because of the then current unrest in the timber trade. On 15 July 1927, the mill manager assured the Department of Education that the mill would be "permanent for at least 12 years". Guy claimed that traction engines were about to be installed [presumably for bringing logs into the mill], with a resultant increase in the local population of sawmill workers and hence the need for a school at the isolated settlement. However, by 9 May 1929 the mill had permanently closed. Mill workers consequently shifted to other places. Guys' dismantled the mill and moved it to a new site at Mogo which is a few miles south of Bateman's Bay.<sup>4</sup>

#### Log tramway

During 1908, George and Frank Guy applied for a Miscellaneous Lease to build a tramway southeast from Portions 12 and 18 to the coast at Pebbly Beach. The proposed route followed straight along the ridge between Middle and Backhouse Creeks, and snaked down the steep slope behind the Pebbly Beach to a location about half way along the shore. <sup>5</sup> The route of the line is along the approximate line of the current Pebbly Beach Road [though I doubt if this line was ever built.]

#### Sawn timber tramway

Erected on the dunes behind and about half way along the sandy beach, the Pebbly Beach sawmill was connected to a boat loading stage at the northern end of the beach by a short timber export tramway. The loading stage was built on the flat rock platform which was fully exposed to the rigors of the South Pacific Ocean.

#### **Extant Remains**

Pieces of rusted light steel railway rail and other steel remnants, mark the sawmill site, which is now largely covered by shifting sand dunes. Occasionally after the right sort of storm, a set of wheels on their axle emerges from the sand, only to be covered up by a subsequent storm.

On the rock platform at the northern end of the beach, parallel rows of rusted-off holding down eye-bolts skip across the flat, wave swept, rock platform.<sup>6</sup> These, I believe, mark the northern end of the tramway, and were probably there to hold the timber sleepers and rails in place to prevent them from being washed away by the sea. A vertical timber stem of the timber loading derrick, marks the long gone location of the former loading stage.

Archaeological evidence suggests that Pebbly Beach may also have been the site of a land station for whaling and/or sealing [presumably prior to the sawmill].

#### 5. Durrus Lake Mill

#### Sawmill

Under the management of the genial and friendly Mr McMillan, the Durrus sawmill supported a small isolated



village, which was located between the main road and the western shore of Lake Durrus (now called Durrus Lake), during the 1880's and 1890's. The thick smoke emanating from the mill chimney was a local landmark in an otherwise remote and uninhabited area. The mill cut ordinary hardwoods for use in the building trade. In addition, the operation of a band saw enabled the mill to cut "felloes" for all sorts of vehicles. [Felloes are the curved pieces of wood, which when joined together form the exterior wooden rim of a spoked wheel<sup>7</sup>]. As at February 1893, twenty-four hands were employed at the mill, most of whom had worked there for some time. The mill paid seven to nine shillings per day for an ordinary workman.

#### Sawn Timber Tramway

A timber tramway conveyed sawn timber from the mill to the western shore of the lake, where the timber was loaded onto a punt.<sup>8</sup> The punt then carried the sawn timber from the lake shore out for transshipment onto the sea going vessels such as the small ketch *LENA LILIAN* or the larger vessel the *MAY HOWARD*, for conveyance to Sydney. On average 112,000 super feet of timber was removed from the mill each month by water.

#### Francis Guy's Mills around Bateman's Bay

Bateman's Bay provided an excellent harbour of refuge for coastal shipping, being sheltered from the southerly and westerly winds by two islands just out to sea. About 1878, Mr Francis Harrington Guy of Pyrmont Sydney, set up a large "head" sawmill on the southern bank of the Clyde River in the mouth of the bay.

As at July 1885, the works were under the charge of a Mr Stowe and Mr George Guy, as managers, and employed about thirty men. George Guy also operated a large store close to the mill. Three circular saw benches were driven by a 16 horse power engine, whilst a 12 horse power engine worked a vertical frame saw, the whole works turning out about 30,000 super feet per week. In addition to the saws, the works



was replete with all the necessary machinery, a lathe for metal turning, drilling machines, and blacksmith's and carpenter's shops.

A pier was set up on the riverbank alongside the mill so Mr Guy's vessels could come close up to the mill and take on their cargoes of sawn timber. About four vessels were kept busy sailing to and fro between Bateman's Bay and Sydney.

In addition to the "head" sawmill at Bateman's Bay, Mr Guy also owned two other mills on the opposite (northern) side of the bay [at Benandra and Cullendullah].

#### 6. Sawmill at Benandra (Benandarah)

One of Guy's other mills was located at Benandra, which was under the management of a Mr Chandler, where, as at July 1885, thirty men were employed. One vertical and two circular saws were in use.

A tramway was laid down from Guy's mill at Benandra to a wharf at Cullendullah<sup>o</sup> on the lower reaches of Cullendulla Creek, from where the timber was conveyed in punts across the bay to Guy's wharf on the opposite side of the bay. The tramway was covered by a Special Lease, fifty links wide, through Crown Lands, which was originally granted for a route "along the route occupied by the present tramway" [indicating that the tramway predated the lease]. The first advertisement calling for objections to the lease was on 2 December 1887.

The lease was granted from the 1st of July 1887 to 31 December 1891 at £25 per year. The lease was forfeited on 23 August 1889 for non payment of rent. In March 1892 objections were again called for in connection with granting another Special Lease [I believe for the same tramway], and the lease was granted from the 1st of January 1892 to 31 December 1906 at £15 per year.<sup>10</sup>

Mr Guy had spent over £1,000 of his own money on constructing his timber tramway. In return for having expended money on constructing the tramway, he was granted a concession of sole right (ie a monopoly) preventing sleeper getters from felling millable trees on his concession area.<sup>11</sup> [Note 2.]

By the middle of November 1927, the Benanderah sawmill was under the control of Mr Charlie Backhouse [Note 3]. Decreasing attendance at the local school was attributed to a slackening off of the trade at the local sawmill.<sup>12</sup>

#### 7. Ryan's Extension to East Lynne

Further north of Benandra, the area known as East Lynne had originally been settled by a Mr. George Ryan who had opened up an original eighty acre block there. George's cousin, Michael Ryan, started a sawmill at East Lynne, and later passed it on to his three sons Albert, Harry, and Mick. At some undetermined time Michael Ryan or his sons extended Guy's tramway northwards from Benandra to



The end of the line at Cullendulla Creek, April 1993.

Photo: Jim Longworth LIGHT RAILWAYS 151 FEBRUARY 2000

Michael Ryan's first sawmill at East Lynne. Unfortunately the mill at East Lynne caught fire. When Harry Ryan rebuilt the mill he chose to erect it on a new site a little south and to the west from the first site. Rather than using the tramway, Harry Ryan used road trucks to transport the sawn timber out from his second East Lynne mill.<sup>13</sup>

Remains of the track where the line crossed the creek flats at East Lynne, were finally pulled up in order to enable the flats to be cultivated for growing vegetables on.

#### 8. Guy's Sawmill at Cullendullah

Guy's other sawmill in the Batemans Bay area was at Cullendullah, which was as at July 1885 under the charge of a Mr Anderson, and employed ten men. Here a fourteen horse power engine drove a vertical frame and circular saw. The mill stood in the center of a forest of good timber. In February 1888, Mr. Guy erected a new mill there under the management of a Mr. John Lynne, and a small village was formed around the mill by mill employees.

A tramway was also constructed here from Guy's mill at Cullendullah down to Cullendulla Creek,<sup>14</sup> where once again timber was loaded onto punts for ferrying across the bay to Guy's wharf on the southern shore of Bateman's Bay. [Due to insufficient details on its location, I have been unable to plot this tramway on the accompanying map.]

By the middle of June 1895 there had been no work at Guy's mill for the previous twelve months. The machinery had been removed and there was no prospect of a renewal of milling operations. The residents were occasionally employed hauling logs to the mill at Benandarah. Expectations were that the place would soon be deserted.<sup>15</sup>

#### **Extant Remains**

The place on Cullendulla Creek where logs were transshipped from tramway wagons to punts, remains remarkably well preserved, even if difficult to access on foot.<sup>16</sup> Apparently the intermittently saline environment between the high and



Remains of stub point at Cullendulla Creek, April 1993. Photo: Jim Longworth

low tide marks has preserved the wooden sleepers and rails of the end section of the tramway including a set of points, very well. Unfortunately a mangrove tree growing right in the frog area of the point has destroyed any evidence of what its arrangement was. The accompanying sketches detail the



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remains from field measurements made during July 1993. Apparently the switch blades were moved independently of each other. Building up of the soil between the sleepers and topping it with tightly packed pieces of timber to form a corduroy surface was a typical requirement for horse haulage. [Unfortunately I am not sure which of Guy's two tramways to Cullendulla Creek these are the remains of.]

Further north along the western side of the Princess Highway at Benandarah, the unmistakable impressions of regular depressions from long rotted timber sleepers skip along through the bush along a raised mound of earth. A two metre deep cutting and tramway formation is to be found on the eastern side of the Highway, on the southern side of the saddle near the road into the rubbish tip. Bed logs from timber bridge abutments and squared off timber rails can still be found deep in the forest along the line of the tramway west of the highway, though usually the sleepers have rotted away long ago.

#### 9. Cox's Mill near Mogo

Mogo is a geographical location about twelve miles north of Moruya, well inland from the coast near Mogo Creek. The coastal country between Bateman's Bay and Moruya was once all heavily timbered in valuable hardwood trees, amongst which spotted gum, peppermint, black butt, and ironbark grew luxuriantly. Consequently the area was densely populated with sawmills. At least one sawmill is known to have been operating in the Mogo area, since before at least the last week of August 1882. Huge logs were brought in from the surrounding forests and reduced to planking and other marketable forms at any one of several mills in the area.

Two miles north of Mogo was a mill belonging to a Mr Cox, where twelve men plus teamsters were employed. A portable engine and two 16 horse power engines drove a vertical frame and two circular saws. The mill could saw up to about 26,000 super feet of timber a week, and kept two ketches running carrying timber to market.

By July 1885, about two miles of tramway had been laid down [presumably running out of the forest to the mill].<sup>17</sup>

#### 10. Messrs. A Johnson and Company Mill at Mogo

Messrs. A Johnson and Company's mill at Mogo employed between 30 and 40 men. These energetic proprietors had taken up a contract to supply sleepers and bridge timbers for the Government railway which was then being constructed between Bungendore and Michelago. Power was supplied from a 40 horse power tubular boiler, feeding a 20 horse power engine. By July 1885, about four miles of tramways had been laid down which greatly facilitated the carrying of timber<sup>18</sup> [presumably from the mill to a wharf on Mogo Creek]. Timber was also brought down Mogo Creek to the coast in punts.

On 4 September 1885, Edward George Rowan was accidentally killed at Johnson's mill. Johnson and his fellow worker William Mortimer, were removing timber from the saw bench to outside the mill shed. They lifted a piece of ironbark onto the (log) truck, with Mortimer beside the left-hand side of the truck and Rowan at the end of the log which was nearest to the saw bench. Together they forced the piece of timber so as to drive the (log) truck carrying the timber along the rails and so out of the sawmill shed. They were forcing it along steadily, when the leading or far end of the log from the saw came in contact with a rail at the end of the sawmill building, which caused the log to recoil, striking Rowan in the stomach.<sup>19</sup> The piece of timber was 16ft long, 9in wide, and 4<sup>1</sup>/<sub>2</sub> in deep. Rowan died that afternoon. No blame was attached to anyone.

## 11. Messrs Jennings, Pickering and Company Mills at Tomakin

Between Mogo and the coast, at the small sawmill settlement of Tomakin, were a group of several sawmills. In addition to several older operations at Tomakin, Messrs Jennings, Pickering and Company, and Messrs Curtis and Kelsey built their own mills there during the early months of 1883.

Following several months of consideration by Messrs Jennings, Pickering and Company, and Messrs Curtis and Kelsey, the decision was made in June 1883, to begin construction of a timber tramway for four or five miles back into the timber country.<sup>20</sup> Installation of the tramway, it was hoped, would result in a constant and reliable operation of the mills at Tomakin for many years to come. [Whether the line was ever built I do not know].

On the 11th of September 1883 Messrs Curtis and Kelsey opened their new sawmill. A Mr Atkins was the builder of the mill, and a Mr Patterson the chief engineer. The proprietors invited all of the neighbours to partake in the opening ceremony. After a successful trial of the machinery, opening remarks were followed by clapping, cheering, and drinking to the health of the Queen. The meeting followed with speeches about how the local timber was supposedly superior to other timber on the market. Mr Curtis exhorted the young men present to save their weekly earnings and not to waste their time and money on drinking and foolishness. Mr. Atkins spoke of the interdependence between capitalists and workers. The meeting terminated after distribution of cakes and lollies to the children who were present at the ceremony.

Mr Kelsey bestowed the name of "Black Diamond" on the new mill engine. The boiler, which had been made by the Atlas Foundry, Sydney, fed a 25 horse power engine, which drove two circular saws, a planing machine, and a vertical frame saw. By the time of opening, the cost of machinery and labour had already exceeded £4,000.

Around the middle of August 1885, Henry Thompson was accidentally killed at Jenning's mill, by a piece of timber being thrown from the smaller of the circular saws. He had been heading in the piece of timber when it caught the saw while the saw was in motion, throwing the timber at Thompson, striking him in the small of the stomach. Thompson died an hour later. The jury found that the saw bench was unsafe for want of a (log) truck or cross bar on which to balance the timber being fed into the saw.



Bodalla Estate: Timber mill near Stoney Creek and Whittakers Creek. The railway line was used to haul farm timber back to Bodalla. The timber used in Brow House was all milled here. Photo: Ted Mort

#### 12. The mill on TS Mort's Bodalla Estate

On the death of Mr TS Mort, the executors of his estate constructed a timber-railed tramway from the Bodalla Estate to a wharf on the shores of Mill Bay at Wagonga Heads. The tramway hauled dairy produce from Bodalla to the wharf.

Around May 1883, a sawmill was erected on the western bank of Stoney Creek to cut local timber for use on the estate. The mill was erected beside the tramway which hauled timber both north and southwards. The mill was run by a Mr Archer so became known as Archer's Mill. The line was horse-worked.

Accounting for the tramway appears to have started about August 1883, and the tramway ceased operating in December 1889.<sup>21</sup>

#### 13. Arthur Preddey's Mill on Brice's Bay

Brice's Bay is a small embayment off the southwestern side of Wagonga Inlet. While there have been many sawmills around the shores of Wagonga Inlet, only three are known to have used tramways.

Arthur Preddey's sawmill on the southern shore of Brice's Bay, was connected by a short tramway to a private wharf which projected out into the Wagonga River from the southeastern point of the bay.<sup>22</sup>. The tramway was used to carry timber from the mill to the wharf. The mill was burnt down in 1919.

#### 14. Clyde Sawmilling Company Mill at Wagonga

The Clyde Sawmilling Company mill was located beside a creek over the ridge from the Government Wharf on Brice's

Bay. Timber was taken from the mill across the ridge to the Government Wharf on the northern shore of Brice's Bay by a timber railed tramway.<sup>23</sup> The mill was burnt down in 1919.

#### 15. An unnamed mill on Brice's Bay

Another short export tramway for sawn timber ran from an as yet unidentified mill on the northern shore of Brice's Bay to the Government Wharf. The line operated prior to the 1920's.<sup>24</sup>



#### 16. Mount Darragh Mill

Rumor suggests that a timber tramway ran southwards out of the Tantawanglo State Forest, to a sawmill situated on the headwaters of Candelo Creek, east of the Mount Darragh settlement.<sup>25</sup> The tramway reportedly hauled logs out of the forest to the mill. The mill was on the intersection of what are now known as Darragh Road and Careys Fire Trail. No other details are known at this stage. The area was and still is very remote.

One sawmill is known to have been already established, and two more were in the process of putting down their plant at Mount Darragh as at 16 April 1924. During the middle of February 1926, reduced attendance at the local school, probably signified the closure of at least some of the mills there.<sup>26</sup>

#### 17. Eden to Timbillica proposal

In June 1919, when he visited Eden, local representations were made to the then Premier of NSW Mr. Holman to construct a 28 mile long, light railway line from Twofold Bay southwards into the densely timbered hinterland around Timbillica which is near the Victorian border. Surplus World War I (60 centimetre gauge) equipment was to be used on the railway. In July 1919 the Agent General in London, advised the Premier's Department that practically new locomotives were available for £1,775, turnouts for £16, steel sleepers for 4 shillings and 10 pence each, and 20 pound rail for 6 shillings and 8 pence per yard.<sup>27</sup>

The Timbillica area was well timbered with yellow stringy bark, wollybutt, grey box, and coast ash. Building the line was seen by the locals of the day as a Forestry Commission duty, in order to tap these rich timber reserves south of Twofold Bay.<sup>28</sup> Timber was to be brought down from near Timbillica to a port that was to be developed at Twofold Bay. The port was to be a world class port. Twofold Bay was and still is a deep water port, so would have allowed for the direct export of goods, so avoiding the cost of transshipping timber in Sydney.<sup>29</sup>

The possibility of extending the line (which was still at that stage only a proposal), to link up with a proposed extension of the Melbourne - Orbost line was also agitated for.<sup>30</sup> Construction was estimated as costing £1,000 per mile.

During 1920, the narrow gauge proposal was converted into a proposal for a standard gauge line, and was actually surveyed on the ground. Maximum grades were to have been 1:25 with the load, and 1:40 against the load. Curves were to have had a minimum radius of five chains. Earthworks were to involve moving 290,000 cubic yards of material. Four bridges over waterways were proposed. Surveying the line of the proposed standard gauge railway cost £935 19s 3d, of which the NSW Forestry Commission paid £700.

Apparently interest in the proposed line lapsed when Premier Holman went out of office. The line was never built.

#### Notes

1. Lane<sup>31</sup> ascribes a photo of an incline to Mitchell Brothers in either Termeil State Forest or Flat Rock State Forest. Jack Wallace considers the photo to be of the Flat Rock incline. On the other hand, Michael Tracey considers the photograph to be somewhere in the Termeil Forest (based on information held somewhere in the Noel Butlin Archives ANU).

2. The issue of granting explicit or implicit exclusive rights of access to timber concessions in return for the investing of private capital, was discussed greatly during the Commission's

inquires. No definitive conclusion was reached, and the Commissioners refrained from offering any advice or recommendation on the matter. The Commission doesn't seem to have resulted in any significant changes to forest management.

3. On page 213 of Grant (1989)<sup>32</sup>, there is photograph of a small side-tank steam locomotive on a timber tramway in a bush setting captioned: "C. Backhouse's mill, Benandra (1923)". I have been unable to corroborate that Mr C Backhouse ever operated a steam locomotive on the line at Benandra. The locomotive in the picture looks very much like the locomotive known as *BEN BULLEN* that worked at the Ben Bullen quarries, was then stored at Lithgow, and subsequently worked in the timber industry at Dorrigo. The forest in the background of the photograph looks more like a temperate rainforest than the hardwood forests of the far south coast. Therefore, I suggest that the photograph has been misidentified.

#### Acknowledgments

Thanks are extended to David Laidley for providing an indication of the potential wealth of timber tramways on the far south coast, David Hancock for showing me the tramway relics on Cullendulla Creek that he had discovered, Ian McNeil for providing the *Government Gazette* references, Alex McAndrew for providing photographs, Jack Wallace for graciously allowing me to publish his research on the Flat Rock incline, and Ian Barnes the District Forester at Batemans Bay [Ian is an ex-member of LRRSA].

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A 17 cwt steel skip being tipped at the new rotary tippler in September 1956. Material passed from here to a shaker screen and then to the picking belt. Photo: courtesy Acland Coal Mine Museum

## **The Acland Coal Mine**

by NL (Lawrie) Durant

#### Introduction

The Acland Coal Company operated on Queensland's Darling Downs from 1913 to 1984. When the mine finally closed it was the last, and the oldest continually-worked mine in this part of Queensland. The town of Acland (population 160), in Rosalie Shire, is approximately 18 kilometres north of Oakey, and roughly 50 kilometres west of Hampton, the site of Munro's logging tramway, which was featured in *Light Railways* 61 (July 1978). Most evidence of the past existence of other coal mines on the Darling Downs is disappearing with the passing of time.

At Acland however, thanks to the hard work and perseverance of John and Kath Greenhalgh, much of the mine equipment and buildings from the final era have been preserved and now form the Acland Coal Mine Museum. This article provides a brief history of the mining operations at Acland, with particular reference to its rail-based transport systems, and the efforts of the Greenhalghs to preserve its heritage.

The exploitation of the coal deposits around Acland was made possible by the construction of the Queensland Government Railways branch line between Oakey and Cooyar. Oakey lies about 30 km from Toowoomba on the main western line and the 78 km line to Cooyar opened in three stages between April 1912 and April 1913.<sup>1</sup> Coal was first mined at Acland, about 16 km from Oakey, in 1913. The original Acland mine, which operated until 1929, was at Beith Siding, about 1.5km south of the subsequent mine site that has been substantially preserved. Other mines nearby were:

- ♦ The Gowrie and Sugarloaf mines, Kingsthorpe, between Toowoomba and Oakey; both closed 1916
- ◆ The Federal and Milligan mines at Oakey; both closed 1943
- Willeroo No.1 at Balgowan, 6.9 km north of Acland, closed 1959
- ◆ Balgowan, 6.9 km north of Acland, closed 1960
- ◆ Willeroo No.2, 3.7 km south of Acland, closed 1969
- ◆ Sugarloaf, 2.7 km south of Acland, closed 1970<sup>2</sup>

In addition to Acland, at least Willeroo No.2 Colliery, and the second Sugarloaf Colliery, used diesel locomotives for underground haulage. Balgowan Colliery purchased a locomotive in 1952, but it seems doubtful if it was ever put into service.<sup>3</sup>

#### The Hand-mining Era

Acland was never a very large colliery and was generally one of the smallest operations in Queensland, based on the number of miners employed and the tonnage of coal produced. The bord and pillar method of extraction was used and miners worked under the contract system until mechanisation in 1956. The original mine dating from 1913 employed 40 men. When operations were relocated in 1929 this went up to 44, but by the middle of the Great Depression in 1935, manning levels were down to 18. In 1940, with increased demand for coal during World War II, there were 50 employees. This gradually decreased until in 1973 it was down to 10, and there were only 11 workers when operations finally ceased in 1984. The colliery had its origins when a local group floated the Acland Coal Company Ltd and had a shaft sunk just south of Acland in 1913, but the site proved unsuitable. In about 1916, the company's interests were acquired by Colonel King, whose Gowrie Mine was close to exhaustion. With the sinking of a new shaft, followed by the driving of a production tunnel in 1918, the mine was named the Beith Mine and a second tunnel was opened in 1923.<sup>4</sup>

Operations on a new site at Acland (Acland No.2) commenced in 1929 and, after subsequently working in an immediately adjacent location (Acland No.3), the mine finally closed on 9 November 1984. Mining from 1929 until 1956 was carried out by hand, and the 1ft 9in gauge wooden skips, each carrying seven hundredweight (354 kg) of coal, were pushed by the miners from the working coal face to the bottom of the haulage incline, distances which varied from 310 feet up to  $1\frac{1}{2}$  miles.

In 1950, some of the burden was taken from the miners with the introduction of pit ponies to pull the skips from the working coal face to pit bottom at the foot of the incline. From the pit bottom, the skips of coal were hauled, 12 at a time, 300ft up the incline by the steam-powered winding engine. The coal was then dumped at the pit head, directly into QGR four wheel "V" wagons without any further cleaning.

During the hand-mining era from 1913 to 1956, average coal production was about 6000 tons per year. All mining during this period was done by two-man teams working on a contract basis, and as their rate of coal production was not uniform, the men finished work at different times. Consequently the mine bathroom facilities provided were for use by only two men at a time. A two-man bath house of this era is preserved at the museum. New bathroom facilities were constructed in 1946 which later included a lamp room for the storage and charging of the miners' electric lamp batteries. Until 1949 carbide lamps had still been in use for underground work.



#### **Mechanical Coal Extraction**

Further modernisation came to the colliery with the introduction of diesel locomotive haulage and larger capacity steel skips in the 1950s. Two 1952-built Jenbach locomotives from Austria were purchased, apparently in new condition, and a new fleet of 17 hundredweight capacity skips were constructed on site. This equipment was of 2ft gauge, which probably indicates that the underground rail system needed



15hp Jenbach 4wDM 1137 of 1952, without any bonnet covers, was on the surface awaiting workshop attention when photographed on 13 November 1977. The flywheel is an obvious feature Photo: John Browning



A rake of steel skips and a pit prop wagon wait on the 1966 incline, 13 November 1977. Pit props are stored alongside ready for easy loading. The pit prop wagon seems to have been derailed as a deterrent to vandals. Photo: John Browning

to be replaced before locomotive haulage could be introduced. This being the case, there was merit in adopting a common industrial gauge rather than the more rarely seen 1ft 9in gauge. It is unclear just when locomotive haulage commenced but a "Bundaberg Jenbach" locomotive was purchased in 1955.

In 1956 a program of mechanisation was commenced. This included an improved pit-top building with the upper level right in line with the inclined drift. It incorporated new rotary skip tipplers, a hand stone picking belt, and a conveyor up to new coal loading hoppers. Coal was weighed to calculate the miners' payment prior to dumping. The generally cashstrapped Acland Coal Company was able to obtain a quantity



Two of the wooden 1ft 9in gauge 7 cwt capacity mine skips as used before 1956 preserved at the Acland Coal Mine Museum Photo: Lawrie Durrant

of second-hand mechanical coal extraction, loading and haulage equipment from Aberdare Extended Colliery near Ipswich and other sources.

The larger skips were only hauled up the incline 8 at a time instead of the previous 12. However with the increased capacity there was 6.8 tons in each rake compared to 4.2 tons for each rake of the older wooden skips. With mechanisation, production rose to between 10,000 and 12,000 tons per year. A new winder house was constructed and although the same winding drums were utilised, the power was changed from steam to electric motors.

As relaid, the tramway system consisted of approximately 2.4 km of underground haulage lines and incline, together with trackage at the pit top. The surface lines included a short branch used to dump waste material from the tunnel development and widening, on the southern side of the coal weighing and dumping building. The skips were pushed along this short track by hand. The points where it branched off had an unusual turnout arrangement consisting of a single point rail pivoting at a spot just ahead of where there would usually be a frog assembly, and pushed over by foot with no way of being locked in position. This system was referred to as a "Long Tom" by the miners; others have been known to call it "Kick Points".

The QGR closed the Cooyar branch beyond Acland on 1 April 1964. In 1966 a new pit (Acland No.3) was opened with an incline running south to north, at right angles to the existing west-east incline. This meant that at the top of the new incline the rail track had to make an abrupt turn of 90 degrees to gain access to the tipplers in the pit-top building. On the new incline, at a point about 18m below the top where the incline crossed the natural ground level, there was a branch line which allowed underground equipment to be placed on or removed from the incline. This allowed trucks



of supplies to be sent underground, and underground equipment to be removed to the workshops for service and repair.

During the life of the mine all production was stearing coal. Much of this went to QGR for the locomotives with Oakey-based locomotives commonly travelling to have the coal loaded directly into the tenders right at the mine.<sup>5</sup> With dieselisation of the railways, this market was lost and coal was sold to hospitals in Toowoomba, Dalby and Crows Nest for use in the boiler rooms. Some also went to Oakey abattoir, the Clayware Brick Company and the general public. QR closed the branch to Acland on 8 December 1969, so from this date all coal went out by road transport.

#### Locomotives and Rolling Stock

The underground mine locomotives were powered by a single-cylinder Jenbach diesel engine. Three of the locomotives were Model JW15 of 15hp, fully imported from Jenbacher Werke, Jenbach, Tyrol, Austria. It appears that two of these locomotives were purchased in new condition from a local agent, possibly Mining & Industrial Equipment Suppliers of Fortitude Valley, Brisbane. The date of purchase is not known, but they were built in 1952. The third was obtained from Burgowan No.13 Colliery near Torbanlea after it closed in 1976. They had an engine speed range between 800 and 1500 rpm, were fitted with a two-speed gearbox, and weighed 7000 lbs (approx 3 tons). The other locomotive was built

under license from Jenbacher Werke in 1955 by the Bundaberg Foundry, apparently for the Acland Coal Co. This loco carries a plate BJ20 which indicates that it was of 20 hp.<sup>6</sup> The locos appeared very much alike except that the Bundaberg-built unit was 200mm longer and had heavier and longer weight castings. The dimensions of the locomotives were: Length 2.4m or 2.6m; Width 900mm; Height 1230mm; Wheel diameter 300mm. The engine cowling on the Bundaberg Jenbach locomotive was 40mm longer than on the imported units. Each type was fitted with a 6 inch diameter mine safety light at each end. These locos had a simple drive system with the engine crankshaft being in a transverse alignment and geared to a transverse jackshaft which drove by means of a chain fore and aft to the axles.

Jenbach 1139 had been dismantled and was a bare frame lying on its side in a scrap area when noted in 1977, carrying number 1. Jenbach 1137 was still in use at this time but it too was dismantled before the mine closed. The remains of both are still at the mine, with the latter carrying the number 3. The two complete locomotives are on display at the museum.

The dimension of the steel skips were: 1900mm length overall; 1530mm body: 940mm wide; 675mm deep. They ran on spoked wheels, which were 260mm diameter at the tread.

#### **Operations and closure**

When visited by John Browning on 13 November 1977, four men were at work underground. One loco was in use to haul a rake of eight loaded skips from the working face to the bottom of the inclined drift, at that time a distance of 800m. On arrival at the incline bottom, the full skips, each said to carry 18 hundredweight of coal, were winched up and the empties let down for return to the face. The other working loco was used at the start and completion of each shift to haul the man riding train, which consisted of just one skip accommodating two miners.<sup>7</sup>

By the time of closure on 9 November 1984, the mine was claimed to be the last in Australia where coal was hauled to the surface in skips. An auction of equipment was due to be held on 23 November. <sup>8</sup>



The pit head building showing the end of the stone picking belt in the low-roofed structure on the left, the bucket elevator (centre) to the loadout hoppers on the right hand side, and the opening where rail wagons, and later road trucks, were loaded. Photo: Lawrie Durrant





Left: Builder's and model plates on the Bundaberg Jenbach 20hp. Above: "Bundaberg Jenbach" 4wDM 16 of 1955 with Jenbach 4wDM 1138 of 1952 behind. Photos: Lawrie Durrant. **Below:** Inside spread of a Jenbach brochure from the early 1950s. John Browning collection.

Locomotives of Acland Coal Mine and Acland Coal Mine Museum (all 2ft gauge 4wDM locomotives of Jenbach design)

Builder & No.	Date	Model	Details
Bundaberg F'dry 16	1955	BJ20	supplied new to Acland Coal Co.
Jenbach 1137	1952	JW15	believed supplied new to Acland Coal Co (engine number 5062) dismantled by 1984.
			Numbered 3.
Jenbach 1139	1952	JW15	believed supplied new to Acland Coal Co (engine number 5051) dismantled for
			spare parts and reduced to bare frame by 1978, numbered 1.
Jenbach 1138	1952	JW15	supplied new to Excell Colliery, Bluff, Qld. (engine number 5067) sold to Rhondda
			Colliery, Redbank, Qld., 1966 (never used) sold to Burgowan Coal Co., Burgowan
			No.13 Colliery, nr. Torbanlea, Qld., 1966 sold to Acland Coal Co., 1977

#### DIESEL LOCOMOTIVE JENBACH 15









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Three of the trucks used to send supplies underground. The ramp on the right was used in order to be able to work beneath the locomotives Photo: Lawrie Durrant

#### **Acland Coal Mine Museum**

This was not the end of the story. Kath and John Greenhalgh came to Acland in 1973 when they purchased the farm on which the Acland Coal Co was leasing the 10 acres occupied by its surface workings for the princely sum of \$2 per year. With the liquidation of the company in October 1984 came the opportunity to preserve a unique piece of Australia's industrial heritage. The first step was to obtain the buildings and other surface structures, which the



Looking down the 1966 incline to the mine portal. The level patch in the middle is where the line to the workshops branched to the right as the incline crossed the natural ground level. Photo: Lawrie Durrant

coal company was otherwise obligated to remove. The next was to buy whatever could be secured at the auction sale. Then there was the process of persuading the Minister for Mines, and Shell, the new mining leaseholder, to allow the use of the site as a museum. Finally, on 2 May 1986, the Acland Coal Mine Museum opened for the first time.<sup>9</sup>

Kath and John give tours of the museum for a very modest charge, including an underground simulation, an interesting and informative talk on the life and hardships at the mine, and a guided walk through the preserved buildings and works. John has recently restored a rubber tyred man transporter and rides on this are now available. Acland may be reached by travelling the Warrego Highway west from Toowoomba to Oakey, and then taking the Cooyar road north until the sign to Acland (5km) is seen on the left. Alternatively, travel on to Jondaryan, turn right at the sign Acland Coal Mine Museum and travel 11km north. The museum is open from 9am to 4pm Wednesday to Sunday plus public holidays, except during February.

The Walloon Basin coal reserves at Acland are still quite extensive with an average seam thickness of approximately 2.3m. Leases in areas adjacent to the museum site are held by the Shell Company and may be developed as an open cut mine in the future.

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#### **NEW SOUTH WALES**

BHP LTD, Newcastle

(see LR 150 p.22)

1435mm gauge

The sale of Goninan Bo-Bo DE BHP58 (058 of 1982) to Heggies at Port Kembla was confirmed by its arrival there in mid-November. Radio reports on 11 November implied that a further two locomotives had been sold, but no details of these are to hand. Goninan Bo-Bo DE BHP50 (014 of 1961) was reported sitting in the open towards Morandoo on 21 November and has seen some kind of use. It was suggested that this unit may have been sold. There were also a lot of flat cars lined up for sale. The other seven locos appeared to be stored in a shed. There has been a suggestion that Barclay Mowlem were interested in acquiring four for possible use on track construction or rehabilitation in south-east Asia. Another possible purchaser of one unit is Metalcorp. It is understood that a series of disposal auctions is being held right through until May and it is not clear what (if any) rail equipment was disposed of in November.

Goninan Bo-Bo DE BHP32 (1 of 1954), which was preserved at the steelworks, is expected to be moved to the Richmond Vale Railway Museum. Brad Peadon 10/99, 11/99, 12/99; ABC Radio *The World Today* 11/11/99

#### BHP LTD, Port Kembla

(see LR 150 p.

1435mm gauge

Preserved Clyde 0-6-0ST *BRONZEWING* (457 of 1937) ran a three hour tour around the steel-works and up to Kemira on 25 September.

During October, a mishap saw AE Goodwin Co-Co DE locomotives 102 (G-6048-13 of 1972) and 103 (84179 of 1963) derailed when they split the points while departing the wash bay and became jammed together. On 2 November, AE Goodwin Co-Co DE 101 (G-6048-09 of 1972) was noted in the depot. It had been out of service with engine trouble for some time. Brad Peadon 11/99



**Top:** One of two BHP Port Kembla locomotives still in the red livery, General Electric Co of Australia Bo-Bo DE D44 HAWKS - STEELERS - WOLVES (A.272 of 1975) shunts Port Kembla North yard on 30 October 1999. Photo: Brad Peadon **Centre:** Newly arrived at Heggies Siding, Port Kembla, on 20 November 1999 is ex-BHP Newcastle 58 (Goninan 058 of 1982). Photo: Brad Peadon **Above:** With contrasting styles of dazzle stripes, ex-Hambledon Mill Clyde 0-6-0DH locomotives 16 (56-96 of 1956) and 14 (56-86 of 1956) show off their unique radiator arrangement at Mulgrave Mill loco shed in October 1999. The mill's third locomotive of this type, 15 (58-190 of 1958) was repainted in the new Mulgrave livery but has since been dismantled and its cab sits ready for reuse. Photo: Andrew Webb

LIGHT RAILWAYS 151 FEBRUARY 2000

## Industrial NEWS Railway

## **PHOTO FEATURE**

### Mulgrave Mill's Redlynch low-level bridge

#### John Browning

with photographs by Andrew Webb

Back in 1922, the Freshwater Transport Co commenced a network of light 2ft gauge tramways in the flood plain of the Barron River in the Redlynch area, just west of Cairns. These lines brought cane to the QGR Kuranda line for transhipment to CSR's Hambledon Mill to the south of Cairns. They boasted light track, "Simplex" petrol locomotives, and small loadings.

In the 1930s, the mill built a tramway extension over the Brimsmead Gap to Redlynch so that it could tap directly the cane areas in the Barron Valley and the coastal areas beyond, and in so doing, absorbed the Transport Company's lines. A major barrier at Redlynch was the government railway, which was elevated above the flood plain on a low trestle. The 2ft gauge line had to drop down to pass under the QGR immediately after crossing a road. With clearance barely enough for a "Simplex" locomotive, desperate measures were needed to enable main line locomotives to pass beneath.

The solution adopted was lowered track and fold down cabs, first on at least one of the mill's Hudswell Clarke 0-6-0 locomotives, which also boasted a fold-down funnel. The visual effect was appalling. Clyde Engineering also fitted fold-down cabs to the 0-6-0DH locomotives it supplied from the 1950s.

A depot and sidings just on the mill side of the bridge enabled folding cab locomotives to shuttle cane from the lines beyond the bridge and place it in the loops. This cane could be picked up from Redlynch Depot by locomotives too tall to proceed any further. From 1980, low-profile cabs replaced the fold-down variety on three diesels so that they could be used on the line.

The low profile of these locomotives proved very useful when the tramline had also to be burrowed under the Captain Cook Highway at Smithfield during the 1980s in connection with road works to serve the booming residential development in the Cairns northern beaches area. Sadly, this development has been at the cost of nearly all of the cane lands beyond Redlynch, except those in the flood plain of the Barron.

In 1992, with the closure of Hambledon Mill, the line became part of the Mulgrave Mill system and Andrew Webb captured some workings beneath the Redlynch bridge on 28 July 1999.



**Top:** Clyde 0-6-0DH 19 (65-435 of 1965) heads empty cane bins under the bridge and towards the Barron River. The airconditioning unit has had to be mounted on the cab end rather than on the preferred position on the roof. **Centre:** Clyde 0-6-0DH 18 (64-379 of 1964) is flat out and about to pass under the bridge with a rake of full bins. Traffic waits at the flashing lights as the diesel will be making an all-out effort to climb the steep pinch to the road crossing. **Above:** The dip underneath the bridge is noticeable as 18 crosses the road and enters the yard at Redlynch depot where the rake may well be left in the loops to be picked up by another locomotive.

#### BLUE CIRCLE SOUTHERN LTD, Berrima

(see LRN 71 p.8)

1435mm gauge

A new industrial siding has been built from this 5km private railway to a feed mill being constructed for Inghams, about 4km from Berrima Junction. At the cement works a Goninan Bo-Bo DE centre-cab, believed to be D2 (024 of 1967), was noted at the entrance at 11.30 am on 13 November, but had gone by 5pm. Bob McKillop 11/99

#### HEGGIES BULKHAUL LTD, Port Kembla 1435mm gauge

Ex-BHP Newcastle Goninan Bo-Bo DE 58 (058 of 1982) was unloaded at the Heggies siding at Port Kembla on the morning of 15 November. Its buffers had been removed by 20 November and it had also lost its cabside BHP plates Chris Stratton (Aus loco discussion mailing list) via Brad Peadon 11/99; Brad Peadon 11/99

#### **COLIN REEVES TRANSPORT, Yennora**

(see LR 150 p.24)

1435mm gauge

It was reported in December that Walkers B-B DH locomotives 7322 (684 of 1972) and 7334 (696 of 1972) were receiving attention at DELEC in Sydney before being put into use at CRT depots, and it is believed that the locomotives have also been repainted. 7322 was forecast to be bound for Yennora by Christmas where it would displace 4wDH X209 (built NSWGR 1967), while 7334 was said to be due to go to Melbourne in the new year.

Brad Peadon 12/99; "Bob" 12/99; Greg Travers 12/99 (both Aus loco discussion mailing list)

#### QUEENSLAND

#### SUGAR INDUSTRY INFRASTRUCTURE REVIEW

It is reported that a infrastructure needs assessment is to be commissioned by the Department of State Development's Sugar Industry Transport Committee with a report to be presented during the first part of 2000. It is believed that this study has been necessitated by the demands made on local government infrastructure in particular by the opening up of new cane areas further and further away from the relevant sugar mills, partly as a result of industry deregulation.

Bob James 12/99

#### **BINGERA SUGAR LTD**

#### (see LR 148 p.17) BUNDABERG SUGAR LTD, Fairymead Mill (see LRN 149 p.19)

610mm gauge

At about the end of the crushing at Fairymead on 27 November, EM Baldwin B-B DH 80 (8988-1-6-80) was sent over to Bingera Mill to assist until the end of crushing at Bingera on 30 November. This was required because of a breakdown with Bingera's EM Baldwin B-B DH

GIVELDA (5800-2-6-75 of 1975). Such a transfer is easily accomplished because the two rail systems are linked at Meadowyale. The crossing of the OR here is a drawbridge type, installed for the introduction of the tilt train last year. The other connection across the QR, at Oakwood, was eliminated at about the same time and the Fairymead lines west of the QR at Oakwood have been transferred to Bingera.

Bingera Mill's Walkers B-B DH KOLAN (633 of 1969, rebuilt Bundaberg Foundry Engineers 1996) is not fitted for slave operations on the Wallaville line, as are the mill's bogie Baldwins. However, it is sometimes used to push another train up the steep grades towards the mill from . Wallaville.

Lincoln Driver 12/99; Editor

#### CSR LTD, Herbert River Mills

(see LR 150 p.25)

610mm gauge

The district's crushing season finished on 2 November with 500,000 tonnes having been transferred by rail from Victoria Mill to Macknade.

Thieves made off with over \$1700 worth of electrical equipment removed from a tamping machine parked on Victoria Mill's Capellari extension line overnight on 23 October. This line was completed in 1999 and runs south from the Kirkwood's Road line in the Blackrock area south of Ingham.

About 650 people took the opportunity to ride on the passenger trains hauled by Victoria Mill's preserved Hudswell Clarke 0-6-0 HOMEBUSH (1067 of 1914) as part of the annual Maraka Festival celebrations on 16 October. Trains ran from the mill to Sunnybank Road and return. Chris Hart 11/99; Herbert River Express 16/10/99 & 19/10/99 via Chris Hart

#### ISIS CENTRAL SUGAR MILL CO LTD

#### (see LR 150 p.25)

610mm gauge

A start has been made to the project to rebuild the ex-Cooks Construction Walkers B-B DH CC04 (610 of 1969). The locomotive had reportedly been dismantled by December.

The mill's 16 cane railway maintenance workers were greeted by the decision to terminate their employment when they reported for work on Monday 13 December. The mill had decided to outsource all tramway and rolling stock maintenance to Skilled Engineering with immediate effect. Workers were invited to apply for positions with the labour hire company although it was accepted that there would be some redundancies. Following reference to the Queensland Industrial Relations Commission, the workers were reinstated the following day, but not to their normal duties. On Thursday 16 December, the mill announced it had abandoned its outsourcing plan and the workers were formally re-employed.

Lincoln Driver 12/99; News-Mail (Bundaberg) 14/12/99, 15/12/99, 16/12/99 via Lincoln Driver

# Industrial NEWS Railway

#### MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD

(see LR 150 p.25)

610mm gauge

Although low sugar prices are limiting capital expenditure, significant slack season work will be put into rail bridges on the Farleigh and Racecourse Mill systems to raise load limits and remove speed limits. The three Farleigh bridges are at St Helen's Creek, Blackrock Creek and Victor Creek on the north coast line. At St Helen's Creek, the job is to replace nine timber spans with concrete piers and steel girders, similar to seven existing spans. At Blackrock Creek and Victor Creek, the main centre bridge span will be removed and reinforced by steel plating before being placed back into position. The Racecourse bridges to receive attention are Chelona, Running Creek and Harris' No.1. These require their concrete trestles to be strengthened to accommodate modern loads and speeds. Total cost of these works will be \$670,000. Work on Marian Mill's new \$6m road/rail bridge over Cattle Creek at Gargett had recommenced by mid-December following a halt to construction earlier in 1999 when the replacement of some faulty concrete girders was found to be necessary. Mackay Sugar Newsletter 12/99; Daily Mercury (Mackay) 11/12/99

#### MILLAQUIN SUGAR CO PTY LTD, Bundaberg (see LR 150 p.26)

610mm gauge

The traffic office at Millaguin is now responsible for all movements on the rail systems of the three local Bundaberg Sugar mills, Millaquin, Fairymead and Bingera. The sole Millaquin locomotive painted in the old lemon yellow paint scheme is Clyde 0-6-0DH 591 (65-441 of 1965) which is expected to be painted in the new darker yellow livery during the 2000 slack season. The concrete Gregory River bridge on the new Gregory line has the track bolted directly to the deck of the bridge, the sleepers consisting of slender galvanised tie bars. This type of construction takes into account that the bridge is designed to be overtopped in certain flood conditions. Lincoln Driver 12/99; Bob James 12/99

#### MOSSMAN CENTRAL MILL CO LTD

(see LR 148 p.19)

610mm gauge

The mill is reported to have acquired some redundant bridge girders from QR recently to enable some timber bridgework to be replaced. Bob James 12/99

#### THE MULGRAVE CENTRAL MILL CO LTD

(see LR 150 p.26) 610mm gauge During the 1999 slack season, Clyde 0-6-0DH 14

## Industrial NEWS Railway

(56-86 of 1956) received a new vertical radiator grille like that fitted to 16 (56-96 of 1956) a couple of years ago. Although at one time seeming likely to be surplus to requirements, and not repainted in the mill's new livery, these two locomotives have seen regular use on cane haulage in the Redbank / Greenhills area east of Edmonton during the 1999 season.

A new deviation on the Little Mulgrave line was opened in November. The new Peet's Bridge deviation cuts out two hazardous crossings of the Gillies Highway. Ballasting operations were noted with interest as rather than blue metal ballast being used, a mixture of fine ballast and soil was laid. This is believed to be because the area is regularly affected by flooding in the wet season. Andrew Webb 11/99

## PROSERPINE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD

(see LR 150 p.26)

610mm gauge

Construction of Stage 2 of the mill's \$7m southern tramline is proceeding. The entire scheme will replace 12km of current line which runs and east of the Bruce Highway south from Proserpine through swampy cattle country. The new line will run to the west of the highway through cane country that will be considerably opened up as a result of a better transport link to the mill. The 6km Stage 1 was completed for the 1998 season and extends towards the mill west from Yarraman (just south of where the present line crosses the Highway) to Gunyarra Road. It has taken 70,000 tonnes of cane transport from the Bruce Highway. Stage 2 will extend about 6km and will take 70,000 tonnes of cane from public roads to the west of Proserpine. It diverges from Waterson's line on the north-west side of the town and extends south to the new Fuller's Siding west of the QR. Civil construction work was let to Olsen's Engineering in July 1998 but a variety of delays, including bad weather, have meant that track laying by the mill will not be able to start until early 2000. No timetable has been announced for the construction of Stage 3, to link Stages 1 and 2, approximately 10km in length, running to the west of Proserpine Airport.

Daily Mercury (Mackay) 13/12/99

#### SOUTH AUSTRALIA

#### BHP LTD, Whyalla

It is understood that Australia Southern Railroad (ASR) and BHP signed a \$33m contract on 22 November for ASR to take over the Whyalla rail operations from 1 December. ASR was to obtain a five-year renewable lease over 190 kilometres of mainly narrow gauge track and a fleet of 113 ore wagons.

It was also to purchase outright BHP's existing fleet of eight diesel locomotives (presumably

seven Clyde Bo-Bo DE and one Walkers B-B DH). ASR has committed to a \$3.5 million track upgrading program over the period of the agreement and will also provide more powerful and reliable locomotives to operate the narrow gauge ore trains. The service agreement covers the operation of two narrow gauge rail lines from Whyalla to BHP's mines at Iron Duke and Iron Knob which supply the steelworks with up to 3m tonnes of iron ore per year. In addition, the agreement covers significant tonnages of pelletised ore, hot metal and finished steel products that are moved within the Whyalla Steelworks site.

Maintenance of the locomotive fleet will be subcontracted to Clyde Engineering, who also maintain ASR's mainline locomotive fleet, while track infrastructure will be maintained by ASR's infrastructure partner, Transfield.

Mark Carter 11/99 & 12/99; Peter Knife 11/99 (both Aus loco discussion mailing list); Arnold Lockyer 12/99; ASR press release 1/12/99 <www.users.on.net/rail2000/grms>

#### VICTORIA

#### BHP LTD, Long Island, Hastings

(see LRN 121 p.21)

1600mm gauge

Ex-VR Clyde Bo-Bo DE Y148 (65-414 of 1965) was noted dead attached in a train for Long Island departing National Rail's steel yard in Melbourne on 16 November. The locomotive had reportedly been in Melbourne for maintenance and arrived back at Long Island early on 17 November. Yuri J Sos 11/99; Michael Kurkowski 11/99; Steve

Dalton 11/99 (all Aus loco discussion mailing list)

#### COOKS CONSTRUCTION PTY LTD, Yallourn ENERGY BRIX AUSTRALIA CORPORATION PTY LTD

(see LR 149 p.21) 900mm gauge

Energy Brix seem to have bowed to the inevitable by purchasing the two remaining Walkers B-B DH locomotives CC01 and CC02 (586 and 587 of 1968 respectively) from Cooks Construction, who previously had the brown coal haulage contract. However, it is suggested

that this did not occur before enquiries had been made of Tully and Isis Mills about the possibility of leasing the units that they had purchased from Cooks at the start of 1999. The future of the five Gemco 4wDH locomotives which Energy Brix had been endeavouring to use on brown coal haulage is not known. The interconnecting railway line from Yallourn to Morwell is still under threat itself, with mining operations due to cut it in 2000. Road haulage on internal haul roads seems to be a preferred option after then.

Peter Newett 12/99; Bob James 12/99

### WESTERN AUSTRALIA

#### BHP IRON ORE, Mt Newman

(see LR 148 p.20)

1435mm gauge

Following the extreme cyclone in the Pilbara in mid-December, major disruption to iron ore traffic was restricted to BHP's Mount Newman - Port Hedland line. The line was cut at Yandicoogina, Ore Body 25, Jimbilbar and Newman, and the bridge at Yule River had a pile washed out. 3 kilometres of track were under water at the Fortescue River crossing, and a number of turnouts were washed out. Initial indications were that no trains would run south until the new vear. However, a train crossed the Yule River bridge on 24 December and a train was due to run through to Yandicoogina on 27 December. Normal practice for cyclone threats is for the trains to be parked with handbrakes applied, while locomotives at Port Hedland are shedded and handbrakes are applied to the wagon rakes. Richard Montgomery 12/99 (Aus loco discussion mailing list)

## SPECIALIZED CONTAINER TRANSPORT, Perth

(see LR 145 p.23)

1435mm gauge

Ex-Westrail English Electric (Australia) Co-Co DE K207 (A.136 of 1966) was noted in a train heading east to Adelaide at Port Augusta on 23 December. It is possibly to be used by SCT in Melbourne. Mark Carter 12/99 (Aus loco discussion mailing list)



"Ballasting" Mulgrave Mill's new Peets Bridge deviation in October 1999 was Com-Eng 0-6-0DM 4 (A1004 of 1955). Note the soil mixture being laid down. Photo: Andrew Webb



#### Vancouver Island Railroads By Robert D. Turner

186 pages, 215 x 280 mm, soft cover, 19 colour and 275 black and white photographs, 9 maps. Published by Sono Nis Press, Victoria, B.C., Canada, 1997. Available from LRRSA Sales, \$44.00 (\$39.60 for members), plus postage.

The island of Vancouver, off the west coast of the Canadian mainland, is approximately 300 miles long, and averages 70 miles wide. It is extremely rugged and mountainous, with peaks exceeding 2000m within 30km of the coast. Much of it was covered in first class softwood forests, including western hemlock, Sitka spruce, and western red cedar.

The island has an area about three-quarters that of Tasmania, and like Tasmania, it contained a wide variety of railway interest in a small area. This included three standard-gauge common carrier railways, an electric streetcar system in the city of Victoria, an interurban line, standard and narrow-gauge mining railways, narrow-gauge construction tramways, and a large number of highly developed logging railways. A map of one of the latter, at Menzies Bay, shows around 100 branch lines crammed into a small area.

The earliest railway was a standard gauge coal mining line built in 1863, using Manning Wardle 0-4-0STs. This was followed by other mining railways, the most remarkable being the eleven mile long Lenora Mt.Sicker Railway, which included one mile of 1 in 8 grade, and was operated by three small Shay locomotives. Passengers were carried on this railway.

The logging railways were worked by conventional and geared locomotives. These included a large number of Shays and Climaxes, and about ten Heislers. There are many excellent photographs of them, in magnificent scenery. Some of the logging lines passed into the diesel era, and two unusual locos were a Shay and a Climax converted to diesel power, but still retaining the geared drive.

Because of the terrain, there are many sensational bridge photographs in this book, including a large trestle on an "S" curve.

The book covers a very diverse subject, and it cannot provide an indepth history of each line. Those seeking builder's numbers of locomotives, for example, will be disappointed. But it does include an extended bibliography, good maps, and a detailed index. The first edition of this book was published in 1973 by Golden West Books. The new edition follows the same format as the first edition, with the addition of new material to bring the story up-to-date. As is usual with Sono Nis Press, the quality of production is excellent, including the printing of the colour photographs. *Frank Stamford* 

## The Skyline Limited

The Kaslo and Slocan Railway - Narrow Gauge Railroading and Sternwheelers in the Kootenays

#### By Robert D. Turner and David S. White

296 pages, 215 x 280 mm, hard cover. 11 colour and about 300 black and white photographs, maps, diagrams, drawings, references, bibliography, and index. Published by Sono Nis Press, Victoria, B.C., Canada. 1994. Available from LRRSA Sales, \$69.00 (\$62.10 for members), plus postage.

The Kaslo & Slocan railway was built in 1895 to provide transport for a silver, lead, zinc mine at Sandon, in the Slocan Mountains of British Columbia's West Kootenay district, about 75 miles north of the USA border. The country was extremely mountainous, with long narrow lakes providing the easiest form of transport, using majestic stern-wheelers, which provided a remarkable level of passenger comfort. These were owned by the Canadian Pacific Railway and subsidiaries of the Great Northern Railway of USA. The CPR and GNR competed with each other for traffic in this area. This competition provides an intriguing undercurrent throughout this well written history.

Most of the mines were in the mountains, so isolated railways were built to provide connections to the lakes. This book primarily describes the 3ft gauge railway which connected Kaslo, on the Kootenay Lake, with the mining towns of Sandon and Cody. It consisted of 33 miles of 3ft gauge, with the steepest grades being 1 in 30, and three chain radius curves. There were 30 bridges, with 17 in one 31/2 mile stretch.

Reading this book I saw some parallels with Victoria's Walhalla railway, for the K&S clung to the side of a mountain above a creek, with trestle bridges parallel to the creek. Both railways went through rugged country to get to remote mining towns. But, whereas the Walhalla railway was about 15ft above the creek, the K&S was 1000 ft above, providing opportunities for some spectacular photographs. The railway opened in 1895 with three secondhand locomotives, which provided a daily mixed train service. It was extremely expensive to operate, for there were frequent rock slides, mud slides, forest fires, and floods, as well as snow up to 12ft deep in winter! Bridges were frequently demolished by slides or fires, including the most spectacular bridge, which was 395ft long and 112ft high.

In 1904 when three slides occurred at one time, the three locos became isolated in different, and inconvenient, places. Improvisation is always a prime requirement in running such a railway, and the book describes the ingenious way a loco was moved from one end of the line to the other.

The K&S finally closed as a 3ft gauge line in 1912 and was replaced with a standard gauge CPR line which had 1 in 21 grades. The story of that line is only briefly covered in this book, which concentrates on the period 1895 to 1912. The range and quality of the photographs is amazing considering the remoteness of the location, and the period in which they were taken. Amongst the photographs are 34 pages illustrating the line from one end to the other. One of these shows an incline tramway which gained 2300ft in its 5500ft length, and which was partly protected by snow sheds.

As a railway history the book is a classic in every respect. It places the railway in its context with the surrounding towns, industries, the river steamers, and the competing and nearby railways. It was a small railway with a short life, but it is often the small railways that are the most interesting. That is certainly the case with the K&S.

The sternwheelers are an interesting subject in themselves, and they are very well illustrated and described. The maps are excellent, as are the track layouts. Scale drawings of station buildings, some rolling stock, and many of the river steamers are included.

The book is beautifully designed, and very well printed on heavy matt art paper. *Frank Stamford* 

The People's Forest:

#### A living history of the Australian Bush By Gregg Borschmann

280 pages, published by People's Forest Press, 1999; \$49.95 at major bookstores.

This is an impressive and important work. It is the product of eight-years work collecting the oral histories of 88 Australian men and women with a stake in our forests. This volume presents a selection of their stories: as forest rangers, tree fellers, contractors, locomotive drivers, sawmillers, bush regenerators and, above all, environmental activists. LRRSA Life Member and former editor of Light Railways, Norm Houghton, is there - as "The Sauna Suited Forest Historian". Norm highlights the work of the LRRSA in documenting our forest railways guided by Frank Stamford's philosophy that history needs to go beyond the locomotives and tracks to examine why a railway was built, its social and economic functions, and the people who depended on each line.

Gregg Borschmann has deliberately biased his history to portray those who harvest and manage the forest as exploiters who have created an ecological disaster. There is much nostalgia for the "good old days" when the "real people of the bush" apparently managed the forest in a sounder manner - and of course used logging railways to bring out their product!

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## **Book Reviews**

The real world is not so simple. To this reviewer, Borschmann's bias in selecting his subjects is disappointing and, at times, downright annoying. The knowledge that a number of Australia's professional foresters have established an international reputation for their work in the sustainable management of forests is not to be found in these pages.

Far more useful to researchers of timber tramways are essays in Part 1 of the book that provide fresh new insights into the ecology and history of Australia's forests. Those by Geoffrey Bolton, Kevin Frawley and Neil Byron are particularly recommended to LRRSA members as they provide important context to the forest management policies and practices that guided the operations of individual sawmillers at different times in our history.

Bob McKillop

### One for the Road by Andrew K Roberts

A4 portrait size, 157 pages, card colour cover, 30 colour and 55 black & white photographs, 24 maps, 6 diagrams, 156 cartoon illustrations. Published by the author, c/- Post Office, Eton 4741. Price \$47.50 including postage and handling (\$A 50.25 New Zealand; \$A 56.25 North America; \$A 58.50 Europe.)

Take an engagingly different rail enthusiast with the gift of the gab and indefatigable energy who has recently graduated to cane loco driving duties, his desire to produce another book showing the best features of the cane industry's railway systems, the co-operation of most mill companies, a collection of yarns well illustrated by a cartoonist loco driver, and some much better than average photographs, many in colour, and you have "One for the Road".

This book is a follow-up to Andy's previous book "Wheels in Motion", and like it is not a book designed purely for the railway enthusiast. It is predominantly a book for cane railwaymen by a cane railwayman. However, it will be purchased by many enthusiasts because of its excellent full-page colour photographs, the generally clear system maps, the useful information (especially valuable for likely photographic locations), and the sense it provides of the special culture of the cane railwayman. The general pattern for each mill is some essential information on the rail system, more details on specific lines and vantage points, and a collection of "tales of the footplate" with wellexecuted cartoons to illustrate them, together with a map and photographs. Some patchiness in quality and quantity of the material available for each mill is almost inevitable.

There are many things to admire about the book. It is attractively presented, and packed with valuable information that was collected in a very short time. Apart from the full page

colour photographs (from almost each mill featured) there is a selection of colour and black & white photographs of E M Baldwin locomotives taken from the Frank Baldwin collection, and a range of cane railway black & white photographs, some historical. The black and white photographs are much less "muddy" than those seen in the previous book and the maps are also largely an improvement. There is also some technical information on some of the main locomotive types used on the cane railways. The quality of text is high, with just a few names spelt in ways that might provoke disagreement.

Unfortunately, two mills (Babinda and Mourilyan) simply do not feature as main entries in the book and while it can be imagined that not all mills wished to contribute, to omit them without any mention or explanation could mislead the unwary reader.

The full-page colour photos would have benefitted from having their captions printed on the same page. Some photographic captions supplied to Andy might not escape scrutiny from the keen-eyed. For example on pp.50-1 the Clyde locomotive with *McDESME* nameplate has a different type of handrails from the locomotive identified as *McDESME* in adjoining photographs, and on p.51 the early-model Baldwin locomotive is *IONA* not *IYAH*.

There are also some erroneous captions for some of the Baldwin collection photographs. For example, the upper photo on p.77 is Goondi Mill's 4wDH built in 1978, while the lower one on p.80 appears to show a 1972 locomotive for Rarawai Mill. The upper photo on p.75 seems to show a locomotive that is too dirty to be in process of being loaded at Baldwin's works so is presumably being unloaded at the mill.

In some ways the book gives the impression of having its clear theme and purpose diluted through the addition of other valuable material which came along. Nevertheless, it can be thoroughly recommended as both enjoyable and informative. (The price compares with Andy's previous book as this time postage is included.) A worthwhile late Christmas present. John Browning

#### Welcome Back MARY ANN The story of the rebirth of a Queensland locomotive legend by Nancy Bates

A4 portrait size, 72 pages, card colour cover, 67 black & white photographs, one map. Published by Bates Quick Print, 251 Nerada Road, Maryborough 4650. Price \$28 including postage and handling. Fax enquiries (07) 4129 7447.

The first locomotive built in Queensland was *MARY ANN*, a vertical boiler machine on 3ft 3in gauge built by John Walker in Maryborough in 1873. (Its story featured in LR 57.) It was built to haul logs for sawmillers Pettigrew & Sim in the bush near Tin Can Bay, and it could also power a sawbench from its flywheel (as could George Raff's 1866 Aveling & Porter used at his Caboolture sugar mill - the similarity is surely

unlikely to be a coincidence). In 1999, a "replica" of *MARY ANNE* on 3ft 6in gauge, built by Olds Engineering in Maryborough, steamed out of Walkers works and along the tracks in Bowen Street as its predecessor had done 126 years before. The new *MARY ANNE* is now an important part of Maryborough's industrial heritage and is set to become a tourist attraction in her own right.

This well-produced book is the fascinating story of both locomotives, and of the men and women whose stories are intertwined with them. It is a story of pioneer endurance, local pride and the dreams of men of inventiveness and ingenuity, as well as of mystery and coincidence. It is well told by Nancy Bates, whose journalistic skills enhance the story.

The fact that there are only three known photographs of the first MARY ANNE, one of which was only rediscovered when the replica was substantially complete, makes the creation of the second locomotive a wonderful achievement. All three photographs are found in this book, but most of the pictures are painted in words. There is a comprehensive story of the origins and career of the first MARY ANNE as well as the full story of the creation of the second, and of the families which gave birth to each locomotive. There are also many photographs of the replica's construction which will give delight to all those railway modellers who hanker after some work in 12 inches to the foot scale. This book is highly recommended both for the

historian and for the practical engineer working in any scale, and it certainly whets my desire to see *MARY ANNE* in action before long. *John Browning* 

## Australian Railway Enthusiast, December 1999

Magazine published by the Association of Railway Enthusiasts Limited, Melbourne. 32 pp, A4, Colour cover, 39 photographs, 8 maps. Review copy courtesy ARE.

This special all-electric issue of the ARE's magazine should be on the bookshelves (after it's been read!) of all students of Australian railways and industrial history. Composed of eight articles dealing solely with electric railways, and principally industrial ones at that, every State is represented in this careful compilation from some of our foremost railway authors.

The subjects include BHP at Rapid Bay and Iron Knob, the Great Cobar, SEC of Victoria, East Perth power station, Skitube, City Electric Light's (Brisbane) Bulimba power station, Mt Bischoff Tin Mining (two gauges) and QR electrification update.

Maps are included to assist readers and the photographs are of good reproduction. The cover has a classic c.1960's colour shot, from the camera of the late Graham Evans, of a NSWGR 46-class and train on the Hawkesbury River bridge. The magazine's overall presentation is excellent and at \$4.95 (rrp) is a bargain. *Phil Rickard* 

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## Recommended reading from the LRRSA Sales Department ....

#### **Timber Tramways & Logging Railways:**

The Era of the Bush Tram in New Zealand by Paul Mahoney

Published by IPL Books, Wellington, NZ. Over 200 steam locos, and over 80 NZ built geared locos, as well as Climaxes and Heislers. Spectacular scenery, amazing bridges! It is irresistible.192 pages, hard cover, A4 size, 12 colour and 181 black & white photographs. \$60.00 (LRRSA members \$54.00) Weight 1000 gm

#### Logging by Rail - the British Columbia

Story by Robert D. Turner. Published by Sono Nis Press, Victoria B.C. Canada. Lots of geared locos, spectacular scenery, high lead logging, excellent photos. 342 pages, soft cover, 215 x 280mm, almost 500 photographs. \$55.00 (LRRSA members \$49.50) Weight 1300 gm

#### **Settlers and Sawmillers**

#### A History of West Gippsland Tramways and the Industries they Served 1875-1934 by Mike McCarthy. Published by LRRSA

Timber tramways serving over 100 sawmill sites from Beaconsfield to Trafalgar.

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

\$29.00 (LRRSA members \$21.75) Weight 700 gm. **Arsenic and Molasses** 

#### A Pictorial History of the Powelltown Tramway and Timber Milling Operations by Frank Stamford. Published by LRRSA

Companion volume to the book Powelltown, but with an emphasis on photographs. All the photographs are different to those in Powelltown. 88 pages, hard & soft covers, A4 size, over 100 photographs, 8 maps and diagrams, glossary and index.

\$33.00 Hard cover (LRRSA members \$24.75) Weight 650 gm.

\$22.00 Soft cover (LRRSA members \$16.80) Weight 470 gm.

Bellbrakes, Bullocks and Bushmen A Sawmilling and Tramway History of Gembrook 1885-1985 - by Mike McCarthy Published by LRRSA. A network of 3 ft and 3 ft 6 in gauge timber tramways, and timber mills. 104 pages, soft cover, A4 size, 71 photographs, 17 maps and diagrams, references and index. \$24.00 (LRRSA members \$18.00). Weight 500 gm

#### **Rails to Rubicon** A History of the Rubicon Forest

#### - by Peter Evans. Published by LRRSA 3 ft and 3 ft 6 in gauge timber tramways in rugged

mountainous terrain; the 2 ft gauge Alexandra-Rub icon steam tramway, and the 2 ft gauge State Electricity Commission tramways.

200 pages, hard cover, A4 size, over 175 photographs, 53 maps/diagrams, references and index. \$34.50 (LRRSA members \$25.90) Weight 1 kg.

#### Timber Mountain

#### A sawmilling history of the Murrindindi Forest from 1885 to 1950

by Norm Houghton. Published by LRRSA Timber tramways and mills in the area from Healesville to Yea. 106 pages, soft cover, 165 x 230 mm, 40 photographs, 8 maps/diagrams, 3-colour fold-out map.

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Other recommended books

drawings of all N.E.D.T locomotives.

The North East Dundas Tramway Articulated

"J" Class. by Geoff Murdoch, published by the

author. Detailed history and superb diagrams of the

unique Hagans 2-4-6-0T locomotive. Includes scale

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maps, 38 diagrams/drawings, references and

In the Beginning, The Story of the New

Zealand Locomotive 1863-1877. By Gerald

Petrie.Published by Locomotive Press, Christchurch,

New Zealand. The history of NZ's first locomotives.

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views of Double-Fairlies. 201 pages, hard cover,

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By Robert D. Turner. Published by Sono Nis

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mountainous terrain. Large number of Shay

Excellent photographs in magnificent scenery.

detailed index.186 pages, 215 x 280 mm, soft

cover, 19 colour and 275 black and white photo-

and Climax locos, and about ten Heislers.

Extended bibliography, good maps, and a

Many sensational bridge photographs.

Vancouver Island Railroads

vertical boiler locos used on timber tramwavs.

Tasmania's Hagans

bibliography

• If joining in April or May, pay \$6.00 (\$8.70 overseas) and receive 1 issue of Light Railways (No. 153).

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

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	LR 1999-2000



#### Dear Sir.

"A Question of Influence" (LR 150)

It was a pleasure to read Peter Evans' "A Question of Influence", and particularly the breadth of research he undertook to provide an understanding of the role of agencies for Krauss and Bochum Union.

I have little to add except to note that the Diercks advertisment in the Sugar Journal and Tropical Cultivator last appeared in January 1902; in the February issue the same advertisement appeared for Knox, Schlapp and Company at the same address. Diercks penetration of the sugar industry at the time of the building of many government-financed central mills in the late 1890s was not assisted by the 'long overdue' delivery of a locomotive for Mulgrave Mill and the directors' intention not to take delivery (Cairns Argus, 19 December 1896) which finally arrived in January 1897 and was stated by directors to be unsatisfactory (SJTC, June 1897, p.104).

D Diercks was reported as having visited the Mackay district in late 1893 as representative of Bloomfield Brothers (SJTC January 1894 p316). Diercks was acting in his own name by December 1895 as recorded by the Mackay Standard of 11 December 1895 in George Bond's notes on Plane Creek mill which records Diercks & Co. as successors to Bloomfield Brothers.

In the archives held by James Cook University Library in Townsville (CT/1/79 Box 7, Pioneer Mill Records), I observed a letter from Arthur Koppel, London, 21 September 1901, writing to Drysdale Brothers & Co. mentioning that O Granowski of Brisbane were their sole agents. In late 1905 Valentine Sachs visited North Queensland (Bamford and Emuford in particular) as representative of Blackwell, Sons & Co. of Liverpool and Messrs Lohmann of Sydney and Hamburg, accompanied by Alex Riddel or Riddell, their agent in North Queensland (Wild River Times 3 January 1906).

Finally the Australian Sugar Journal of December 1913 (p.555) records that the 2 foot gauge loco for Mount Bauple mill was supplied by Wilson & Burton (or Burtons) Ltd, Queensland sub-agents of Diercks & Co.

I trust these items (from surfing my database) add a small morsel to an illuminating and stimulating article.

John Kerr

St Lucia, Qld

Dear Sir.

In a "Question of Influence" (Light Railways 150, p.10), I mentioned that I found it surprising that I could not find a documented connection betwen German merchant Detlef Dierks and Lohman & Company (the Krauss and Bochum Union agents from 1902-1908). Given Dierks' links with the agency from 1891-1902 and 1909-1914, I felt sure he must have been involved with Lohman & Company, but was unable to find documentary proof.

This has now arisen, in the form of a communication on Lohman & Company letterhead signed by Detlef Dierks on 29 June 1906 and offering rails and trucks to the Victorian Public Works Department (VPRS 967 unit 42 serial 20/1123). The document is the only Lohman & Company letter in the file to be signed by Dierks, but he is mentioned elsewhere in the file as guaranteeing the performance of a certain Krauss locomotive. Other Lohman & Company letters in the file are signed by someone else (signature indecipherable, but certainly not Detlef Dierks). As a result, it would appear that Detlef Dierks' influence spanned almost the entire period that Krauss locomotives were on offer in Australia.

Peter Evans Mount Waverley, Vic

Dear Sir,

#### Coles Bay Railway (LR 150)

HJW Stokes (LR 150, Letters) has made an unfortunate slip, in an otherwise carefully researched letter, in attributing the tramway formation adjacent to the highway near Bicheno to the Dalmayne Coles Bay Railway.

This tramway was built in the early 1850s by the Douglas River Coal Company to transport coal from its mines, near what is now known as Old Mines Lagoon, to a wharf at Bicheno. some six kilometres to the south. [Reference - The Coal Resources of Tasmania, 1991, Bulletin 64 of the (former) Department of Mines, page 73.]

The Douglas River Company folded in 1855, and I am not aware of any further use of the tramway. No doubt the Dalmayne and/or Seymour companies might have re-used some of the old formation where practicable, had their plans succeeded.

Lindsav Whitham Mt Stuart, Tas

#### Dear Sir,

Crane Locomotive (LR 150, page 13) I am surprised and a little disappointed that the opening paragraph of this article showed little research.

1. The Sydney International Exhibition was held from 17 September 1879 to 20 April 1880 and was known as "Sydney International Exhibition 1879".

2. The building was constructed in 8 months, being mainly timber and iron.

3. The Exhibition Complex was known as the "Garden Palace" and was situated at the top end of the now Royal Botanic Gardens. 4. The Sydney Tramway system was developed to handle the anticipated crowds - sounds familiar - and ran from Redfern Station, the terminus, to the Exhibition site, by steam tram.

5. From 17 September to 27 September 1879 the visitors totaled only 3,000. The introduction of the "Shilling Day" saw crowds of 30,000. The gates opened 9am-7pm, 6 days per week - no Sunday.

6. The Garden Palace was destroyed by fire on the night of 22 September 1882. Most notable amongst the losses was the entire un-analysed 1881 census. Paintings. library and other documents lost totalled in value £300,000 - about \$60 million in today's money.

7. The total loss on the exhibition was £103,615/2/- or about \$21 million.

8. The only survivor of the whole exercise was what was expanded into the Sydney Tramway system, serving until 1961.

9. The museum has in its possession a 3hp Marshall Vertical engine - in sad condition - which won first prize at the exhibition.

#### JA Walker

Curator, Turon Technology Museum. Treasurer, Royal Australian Historical Society Sofala, NSW

#### Dear Sir,

#### "Men, Steel and Rails" (LR 150) - What's in a Name.

Thank you for your review of "Men, Steel and Rails" in LR 150. I was pleased to find my efforts were appreciated. However, there are a few points about its title and contents that need to be clarified. Firstly, the title is not of my making. As I point out in the book's introduction, it was chosen as part of a departmental competition. When I was told what the title was to be, I complained that it was far too close to Keith McDonald's book, and frankly lacked imagination. Sadly, by then the client's mind was made up.

Regarding the story of the men (and women) of the Steelworks rail system, this is actually the subject of the book "Reflections: Rail & Despatch" by Margaret Steinberger, which is 108 pages of nothing but the people of the department. My brief was to keep away from this area, which I did.

Readers may be interested to find out that the two books discussed here are only two of eighteen books produced for the works closure. Each book covers a different department, such as the drawing office, coke ovens, blast furnace, maintenance, etc. Sadly, all of these books were produced for internal consumption, and so not made available to the public.

David Jehan Sydney, NSW

#### Where is it?

A number of responses have been submitted to answer the query featured in LR 150. Both Mossman Sugar Mill and Warburton Timber Tramway Company have been suggested, but a majority of opinions suggest Babinda Sugar Mill and

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centre around a photograph taken of a spectacular accident there that seems to have been published extensively in 1925-6.

David Mewes points out that in the Brisbane *Courier* of 6 November 1925 a photograph attributed to Miss Todd was published which features what appears to be an identical Fowler 0-4-2T 2ft gauge locomotive, derailed at a precarious angle on a very similar trestle bridge with a cattle carcass pinned behind the right hand rear driving wheel and hanging down the side of the bridge.

Robert Alexander notes that the same photograph appears in the Australian Sugar Journal for July 1926. Jim Longworth has located a copy of it in The Staff magazine for 25 August 1926. Chris Hart points out that it also appeared in The Locomotive of 15 December 1926, together with one taken from the rear on the same side. A cutting submitted by Chris Hart and identified by David Mewes as coming from the Cairns Post of 10 February 1973 also features the photo. It appeared on the front of Sunshine Express in May 1976, and lastly, it features on an old postcard belonging to Peter MacDonald.

The 1925 Brisbane Courier story states: Last week, at a spot two miles out of Babinda, a cane train ran into a cow about 50 yards from a bridge. The 30 trucks were loaded with wood and the train could not be brought to a standstill until it was on the bridge. Fortunately, although partly derailed, as it is plainly shown in the photograph, the engine remained on the bridge. Both the driver and fireman pluckily stuck to their posts.

The 1926 account in *The Locomotive* stated the accident occurred while the Fowler locomotive was hauling a load of timber for the Babinda Central Mill. The engine, with a heavy load, was rounding a curve at a good speed at night, when a bullock was encountered on the line, with the result shown in the illustrations. There is a 30 foot drop from the trestle bridge and it would appear little short of miraculous that the engine did not topple over. After hitting the bullock, the carcass was carried fifty yards, bumping over the transoms of the bridge and finally coming to rest in the position shown. It remained in this position overnight and on the following morning the lashings were put on and the locomotive eventually righted.

The brief story in *The Staff* maintains that the accident was caused by a cow trespassing on the trestle bridge . . . *The bridge is an open deck one, with cattle stops at each end, and how the cow got to the point of collision remains a mystery.* 

The 1973 newspaper cutting from the *Cairns Post* states that the original photograph then hung in the cane inspectors' office at Babinda Mill. It claims that the beast concerned was a heifer and that the incident concerned took place in 1926 on the bridge near Schnitzerling's farm on the Boulders Road, Babinda. The driver was Bill Conkey and the fireman Sandy Briske. Conkey stopped his fireman from jumping out after hitting the heifer, possibly saving his life, and is said to have secured the locomotive by chaining it to the bridge after it was derailed.

The locomotive would be one of Babinda's identical Fowlers, 14173 of 1914, 14418 of 1915 and 14666 of 1916. The 1976 Sunshine Express item states that it was No.1 (14418) and that it almost came to grief when it encountered a grazing steer near Dr Knowles farm, Babinda, one day in 1925. It is not clear how the locomotive was identified.

The discrepancies in these stories are a salutary lesson in the problems of trying to ascertain what is historically accurate.

As can be seen, the photograph shows that the locomotive was fitted with a tender and was hauling a firewood train to the mill. The "mystery photo" in LR 150 would have been taken after the rake of trucks and the tender had been recovered from the bridge. It shows that the carcass (whatever the sex of the unfortunate beast) has been removed from the bridge and the locomotive is somewhat more vertical than it was immediately after the accident. Not only does the locomotive appear to be identical, but it appears to be in the same spot of the bridge, which seems to be of identical construction and of about the right height. The surrounding vegetation also seems very similar. A reasonably strong case? Thanks to all who responded with their

comments.



This widely published photograph of the incident appeared on page 503 of NSW magazine The Staff, August 25, 1926 under the heading "A Unique Accident".



#### ADELAIDE: "Arnold's Travels"

Arnold Lockyer will give a talk on his recent visits to England and Western Australia.

Location: 150 First Avenue, Royston Park. Date: Thursday 3 February at 8.00 pm. Contact Arnold Lockyer (08) 8296 9488.

#### BRISBANE: "Highlights of the 1999 Crushing"

Greg Stephenson will give a talk on various aspects of the 1999 crushing season.

**Location:** BCC Library, Garden City Shopping Centre, Mount Gravatt.

After hours entrance opposite Mega Theatre complex, next to Post Office.

**Date:** Friday 4 February at 7.30 pm. Entry from 7 pm.

Contact Bob Dow (07) 3375 1475

#### MELBOURNE: "To Be Confirmed"

Details were not available at the time of going to press but, as always, an entertaining evening is assured. **Location**: Ashburton Uniting Church Hall, Ashburn Grove, Ashburton.

Date: Thursday, 10 February at 8.00 pm.

#### SYDNEY: "Canadian and United States' Industrial Railways"

Ross Mainwaring, recently returned from another of his overseas sojourns, will discuss some of the industrial railways he visited in North America.

Location: Woodstock Community Centre, Church Street, Burwood, (five minutes walk from Burwood railway station). Date: Wednesday 23 February at 7.30 pm. Contact Jeff Moonie (02) 4753 6302.

#### ACTIVITIES

The SEQ group has been invited to mount a display in the library at Mt Gravatt Garden City from December 3rd for a month or so. It is the fashion here to have small displays in the libraries, in particular displays by groups with historical interests. We will have a number of suitable photographs representative of light railways in Queensland, placed on display boards with a map of Queensland indicating where they are from. We have printed some information material from the LRRSA web site. We will also have a cane tramway diaorama, and some models of the Mapleton and Innisfail tramways.



## RESEARCH

#### Hunslet Engine Company Records

The extensive records of the Hunslet Engine Company are housed at Armley Mills, an archive run by the Leeds City Council in England. Geoff Dunnett recently visited Armley Mills in search of original drawings of his 0-6-0T locomotive AIRDALE (Avonside 2043 of 1930).

Geoff reports that he was able to locate a general arrangement drawing of AIRDALE and a full set of detailed drawings of this loco are held. However, the drawings from Hunslet have not yet been catalogued and there is a lot of



Aveling & Porter B/N 807/1872 at the London Transport Museum, 12 May 1999.

#### Donaghy's Fairview Rope Works, Geelong

This rope works transferred to the premises at 95-103 Pakington Street, Geelong West in 1873. The site covered 7 acres and it once had the longest rope walk of any factory in the colony. A 400-metre section of the rope walk remains



Avonside 0-6-0T AIRDALE at work on the 3ft 6in gauge system of Pioneer Photo: Ken Rogers via George Bond Sugar Mill, Queensland.

work involved in locating specific drawings. While the staff were very friendly and helpful, the museum has limited resources and detailed procedures are required to obtain drawings. Geoff advises that visitors should allow plenty of time and to seek detailed drawings in small batches over an extended period. The process is to request drawings, then the museum will send a quote and a copyright agreement to be signed and returned. Drawings are then copied and dispatched after all the paperwork is processed.

in existence and continued to function with its original trolley with bobbins until recent years to draw large diameter rope.

An auction sale of the plant scheduled for 18 August 1999 listed two rail tracks, one of 3ft gauge and the other of 44in gauge, both 400m long and each equipped with an endless rope drive creel, 4-twist top cart, hydraulic traveller. However, the tracks are listed on the Heritage Register and these items were withdrawn from the sale. Norm Houghton

**Aveling & Porter Locomotives** Further to recent correspondence in Light Railways on Aveling & Porter locomotives (LR 146/147), Arnold Lockyer reports that A&P locomotive No. 807 of 1872 is on display at the London Transport Museum. It formerly worked on the Wotton Tramway.

#### **Darjeeling Himalayan Railway** Films

To mark the achievement of World Heritage Status of the DHR, a Darjeeling/Indian Narrow Gauge film night will be held in Melbourne on 1 September 2000 in conjunction with the Australian Railway Historical Society. For this event, Malcolm Dow is seeking film footage of the DHR or any other Indian narrow gauge railways. If any reader can assist, could they please contact Malcolm c/- the LRRSA (see p.2 for address) or by email at mdow@doi.vic.goc.au.

#### **Request for Information**

I have been very interested in recent articles in LR concerning Australia's industrial history. The BHP wire works article (LR 147) and the subsequent letter from Mr Gary Hughes (LR 149) have been particularly interesting, given the history and recent events confronting BHP Limited. It is, unfortunately, often the case that industrial histories go unheard, and it is pleasing to read about them in Light Railways.

I am presently engaged in academic studies tracing the history and development of flour mills in New South Wales. My first stage is to identify all flour mills in NSW by location, size and ownership from 1850 to the present. Any information and suggestions would be gratefully appreciated. I can be contacted at PO Box 296 Curtin ACT 2605 or by e-mail at twthink@spirit.com.au. All correspondence and material will be returned at my expense. Brad Hinton

#### Coming Events

#### FEBRUARY 2000 2 Puffing Billy Railway, Menzies Creek VIC. The Night Train - dine in style with a VIP trip on Puffing Billy. Also on 11, 14 (Valentine's Day), 18 Feb. Bookings (03) 9757 0712. 5-6 Redcliffs Historical Steam Railway, VIC. Steam train operations, first Sunday of each month. Phone: (03) 5024 2262

#### **MARCH 2000**

3 Puffing Billy Railway, Menzies Creek VIC. The Night Train - dine in style with a VIP trip on Puffing Billy. Also on 10, 17, 24 and 31 March. Bookings (03) 9757 0712 4-6 Redwater Creek Heritage Railway, Sheffield, TAS. Steamfest 2000 - 2ft gauge Krauss steam locomotive running throughout the 3 days. Six or more traction engines. Steam roller, Sentinel wagon, newly restored McLaren steam tractor, food and craft stalls. Phone (03) 6491 1613

18-19 Puffing Billy Railway, Menzies Creek VIC. Friends of Thomas the Tank Engine Weekend - Thomas comes to say hello to all his friends! Details (03) 9757 0712. Also on 25-26 March.

#### **APRIL 2000**

5 Puffing Billy Railway, Menzies Creek VIC. The Night Train - dine in style with a VIP trip on Puffing Billy. Also on 8, 14, 15, 21, 22 and 28 April. Bookings (03) 9757 0712 22-24 Alexandra Timber Tramway & Museum, VIC. Easter 2000 Rally. Ph: 015 509 988.



News items should be sent to the Editor, Bob McKillop, Facsimile (02) 9958 8687 or email, to <u>rfm@mail.enternet.com.au</u>; or by mail to PO Box 674, St Ives NSW 2075.

#### NEWS

#### Queensland

#### ARCHER PARK STATION MUSEUM, Rockhampton 1067mm gauge

Further to LR 150 (p.35), Archer Park Station and Steam Tram Museum was opened on 11 December, 100 years after it failed to be opened when first commencing operation. It is in the famous Denison Street, along which QR main line trains still traverse the city. The station has been restored by the City Council, assisted by the community

### THE MARY ANN REPLICA Maryborough Whistle Stop Inc.

The 1067mm gauge 0-4-0VB replica of *MARY ANN* - the first locomotive built by Walkers, in 1873 - constructed by Olds Engineering (see LR 144, p.22) was officially 'launched' by the Premier of Queensland, Peter Beattie, at the Trainfest '99 open day held at the Walkers works on 14 November 1999. The original *MARY ANN* was a vertical-boilered 0-4-0 built to 3ft 3in gauge for a timber company in the Tin Can Bay district. It was the first locomotive built entirely within Queensland, and operated over the Thannae-Cooloola Creek tramway, which grew from 3<sup>1</sup>/<sub>2</sub> miles long to 7 miles. *MARY ANN* was probably destroyed in a sawmill fire in 1893. Maryborough enthusiast Peter Olds had built a

model of *MARY ANN* and long held a desire to build a full-size replica. With the support of

and QR. Congratulations to Dennis Sheehan, whose dream this has been for 10 years, and who is now the manager of the site.

The museum houses the only operational Purrey steam tram in the world, built in Bordeaux, France. QR used some of these around Rockhampton, as did the Rockhampton City Council on its street tramways (see LR 143, p.21). The restored Billard 4wDM locomotive (T75P VM227 of c.1948, see LR 147, p.28) is at the Station. This was built at Tours, France.

The station contains a number of displays and there is a wonderful sound system which brings the station's past to life, including (of course) steam trains stopping at the station and then moving off. At the opening ceremony, QR CEO Vince O'Rourke announced that Archer Park's rail connection to the QR system will be restored in 2000. Following this, a QR heritage steam locomotive and carriages will be based at Archer Park for steam tours locally. During the opening week-end, the museum attracted 4000 visitors and the steam tram trips had people queuing up on the platform.

The museum is well worth a visit. It is open Tuesdays to Sundays and the steam tram should be running at weekends.

John Browning, 12/99; *The Morning Bulletin*, 13/12/99

#### WAR MEMORIAL PARK, Eton 610mm gauge

Ex-War Department Hunslet 4-6-0T No.4 (B/N 1239 of 1916) was placed on static display in Langford Memorial Park, Eton, in 1964.

The locomotive has been the subject of outside interest for restoration and display purposes, including from the Australian War Memorial. It was removed from the park at Eton and placed in storage at North Eton Mill site on 22 November 1999

Andy Roberts 11/99

#### New South Wales

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

The ILRMS has completed a longstanding project to construct a triangle for turning its locomotives. The last two lengths of rail and eight sleepers were inserted on the second leg of the triangle to complete the actual track laying on 4 December 1999. Some 50 sleepers were to be subsequently packed before the triangle was ready for heavy traffic. It has been laid with 42lb/yard rail on steel sleepers, fastened with Pandrol clips, with some 60lb rail on the straight apex leg.

Michael Milway, 12/99

### MARSDEN STEAM MUSEUM,

Goulburn 610mm gauge It is with a note of sadness that we report the demise of the narrow gauge railway at this location. The railway and locomotive collection was established by Bruce Macdonald following his restoration of the Appleby beam engine, and was officially opened in 1970 as the Marsden Museum of Historic Engines (LR 69, pp.10-22). Many of the locomotives were disposed of from 1976 and Bruce left the museum in January 1978 (LRN 3, 1978).

Railway operations continued on a reduced scale with periods of closure. A brief revival in 1997 resulted in the photograph that currently provides the header for this Heritage & Tourist section.

Following closure of the museum last year (LR 144, p.22), Goulburn City Council announced it was seeking a grant for a \$200,000 project to restore the complex. However, the project was criticised by a councillor as poorly conceived. On 1 December, Council announced that it was seeking quotations for the disposal of locomotives, rolling stock, steam engines and boilers from the museum.

Items listed for disposal include the 0-4-2T Fowler (16340 of 1924), 0-6-0T *STELLA* (Krauss 4323 of 1896, understood to be dismantled),



Walkers Limited, employees of Wm Olds & Sons Pty Ltd Engineering works and other Maryborough people, he has been able to fulfil his dream. An incorporated group, Maryborough Whistle Stop, has been formed to take responsibility for operating the *MARY ANN* replica on a section of QR track between Maryborough station and Walkers factory, where the Wharf Branch runs through Queens Park. For the official opening, the locomotive and matching passenger carriage operated along Bowen Street, outside Walkers works. The Minister for Transport, Steve Bredhauer, presented Whistle Stop with its Rail Accreditation certificate, at the open day. It is the first third part accreditation over QR 1067mm gauge tracks. *MARY ANN* is stabled in the Maryborough station goods shed, a lock-up facility with a through railway track. The construction of the *MARY ANN* replica has been a remarkable achievement for the workers and for the town, which can now benefit from a new tourist attraction. Brian Webber, 11/99; *Fraser Coast Chronicle*, 14 Nov 1999 *Photo: Brian Webber* 

## Heritage & Tourist

Planet 4wDM (FC Hibberd 2388 of 1954) and passenger carriages. The closing date for bids was 15 January 2000.

Editor: Goulburn Post of 1/11/.99 and 1/12/99, via Bruce Macdonald.

#### **RICHMOND VALE RAILWAY** MUSEUM 1435mm gauge **Richmond Vale Preservation Co-operative Society Ltd**

Further to LR 150 (p.36), ex-SMR 2-8-2T 25 is now out of service awaiting a major overhaul, while sister loco 30 (BP 6294 of 1925) requires further work before it can re-enter service. An initial hydrostatic test of 30's boiler revealed another 17 wall stays and three boiler tubes require replacement before the official hydrostatic test can be carried out.

Goninan Bo-Bo DE 34 was trialled on passenger trains on 5 September, but flashing problems reoccurred with No. 3 traction motor. Several double-header runs with 25 were then made, with No.3 traction motor cut out. Further work has been undertaken to replace this traction motor with a spare motor/gear box assembly. With these changes, 0-4-0ST MARJORIE (Clyde 462 of 1938) has been in charge of hauling open day trains to Pelaw Main and is reported to be doing an excellent job.

RVR Link Line, Nov/Dec 1999

#### Victoria

PUFFING BILLY RAILWAY, Belgrave 762mm gauge **Emerald Tourist Railway Board** The Year 2000 is an important one for the Puffing Billy Railway, with its 100th birthday celebrations scheduled for December. VIP dining aboard The Night Train will be a regular feature and Friends of Thomas the Tank Engine (FOTTE) Days will be held over six weekends in March (postponed from February), May and September. FOTTE activities will be held at Emerald station, with a shuttle ride from Emerald to Clematis.

In December a new station building was installed at Wright, about 900 metres east of Lakeside.

It is a replica of the original station building, a standard VR Mallee Shed, and is in the exact location of the original. The station was originally opened in 1904 and served the town of Avonsleigh, about a mile to the north. It is located in a beautiful setting in the Wright State Forest.

At Menzies Creek, an interlocking frame to replace the quadrant levers at each end of the yard was commissioned on 18 December 1999. It is a 14-lever rocker frame, of which six levers are used.

Puffing Billy Young Volunteers

#### **TACL Tractor Restoration**

On Saturday 18 December 1999 the TACL tractor moved under its own power for the first time in at least thirty years. With the help of two Fordson tractor experts, problems with the engine were diagnosed and corrected. There were still problems with fuel supply, but we think this will be fixed by cleaning out the petrol tank. The tractor made several trips up and down a siding outside the Emerald carshops, an amazing phenomenon witnessed by a number of startled onlookers! Frank Stamford 12/99



Clyde 0-4-0ST MARJORIE (462 of 1938), arrives at Richmond Main from the Mulbring Road terminus as Goninan Bo-Bo DE BHP 34 (3 of 1954) awaits with a Pelaw Main train. Richmond Vale Railway Museum, 21 November 1999. Photos: Brad Peadon



0-4-0T KIMBERLEY and ex-WAGR carriage AYE1714 on shed adjacent to Long Jetty, Carnarvon, WA, 29/9/99. Photo: Margaret Denton-Wright

provide an opportunity for young people, aged from 8 to 15, to become actively involved in heritage preservation activities. The group holds work days during school holidays, performing many jobs around the railway. Wood is collected and split, the Climax gets cleaned and polished, flags are sold along the platform, and conductors, guards and stationmasters are helped.

Frank Stamford, 12/99; AusRail New Group, 18/12/99; PBR Monthly News 12/99 and 1/00

#### WALHALLA GOLDFIELDS RAILWAY 762mm gauge Walhalla Tourist Railway **Committee of Management**

The feasibility of purchasing from Europe a 450hp MAN diesel locomotive and a Henschel 0-8-0 steam locomotive is being investigated. A decision is also about to be made on the practicality of using the WGR's Hudswell Clarke 0-6-0 locomotive. It requires major boiler work, or a new boiler, and is not expected to be able to haul more than two cars anyway. Hence

the search overseas for mechanically sound locomotives of suitable gauge, with the aim to have at least one working steam locomotive by May 2001.

Track laying has commenced in Walhalla station yard, with the track being laid on the original roadbed. Construction of bridge No.4 was expected to be finished in December. Work on bridge No.5 will then commence. This will use two 16m long bridge girders donated by the Puffing Billy Railway. These came from the Warburton railway where it crossed the highway at Lilydale. Dogspikes & Diesel November, December 1999, Frank Stamford 12/99

#### South Australia

#### SEMAPHORE-FORT GRANVILLE RAILWAY 457mm gauge Port Dock Station Railway Museum (SA) Inc.

The railway operated daily during the October school holidays, carrying almost 3000 passengers in 16 days. Just prior to this activity, emergency repairs were required for 2-4-0 BILL (Willis Eng. 43 of 1992) to replace worn bushes throughout its motion, plus worn axles and bearing boxes. However, BILL ran almost flawlessly throughout the school holiday period, and earnings exceeded the \$4000 repair cost.

Catchpoint, 11/99

#### Western Australia

#### BENNETT BROOK RAILWAY, Whiteman Park 610mm gauge WA Light Railway Preservation Association

The railway's new "pit shed" is now fully operational. Construction was funded by a Lotteries Commission grant. The shed is 19m x 8m, with a single track through the centre. A 9.5m x 4m pit, 1.2m deep, is provided at one end, with the track supported on stanchions. The pit is a major improvement to the railway's servicing facilities, all previous servicing requiring access to the underside having been carried out in the 3m x 3m ash pit, which was only 500mm deep, and frequently half full of ash! The new pit shed is long enough to accommodate one of the railway's NG15 2-8-2s on the pit and have the loco and tender completely within the shed,

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A Rottnest Island Tramway tram at Oliver Hill terminus, 13 August 1999.

Photo: A D Lockyer



*Ex-Wyndham Meat Works, WA, Hudswell Clarke 0-6-0ST* PRESTON (379 of 1891) and 0-6-0PM KAISER on display in a park near the port of Wyndham. 21/9/99. Photo: Harry Wright



Hotham Valley's Drewry built ex-State Electricity Commission locomotive SEC1 SOUTH FREMANTLE was back on the Dwellingup-Etmilyn tramway service during winter 1999. After some years of inactivity, it was resurrected with replacement final drive parts from Victoria's Puffing Billy Railway. Photo: Len Purcell

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and capable of being locked up. Alternatively, two of the line's 9m coaches can be accommodated. The loco shed and carriage shed at Mussel Pool have both been extended 10m, allowing three more carriages to live under cover, and giving much more room to work on the locos. Simon Mead 12/99

#### OLIVER HILL RAILWAY, Rottnest Island 1067mm gauge Rottnest Island Trust

This 8.5km tourist railway operates over the route of the former military railway from Kingstown to service coastal defence guns at Oliver Hill (see LRN 113, 1996). The train still comprises an ex-WAGR shunting tractor and passenger carriage built on an ex-WAGR wagon frame and equipped with vacuum brakes. Four trains operate daily from Settlement Station, via Kingstown to Oliver Hill. There are no turning facilities or run-round loop. The locomotive leads on journeys to Oliver Hill, and pushes the carriage on the return trip. During the return journey, the female conductor stands at the front end of the carriage and signals to the driver to blow the whistle at crossings, etc. Arnold Lockyer, 12/99

#### PRESERVED NORTH-WEST RAILWAYS

Harry Wright recently joined a Probus Club tour of the Top End and North-West of Western Australia, which included a number of sites of rail interest. At Wyndham, ex-WA Government Meatworks 0-6-0ST PRESTON (Huds. Clarke 379 of 1891), ex-Public Works New Century 0-6-0PM KAISER of 1912 (which was formerly displayed in a Kununurra park), 4wDM PW 26 (ComEng GB1046 of 1960) and an assortment of rolling stock are on static display in a park near the port (see LRN 105, June 1995).

At Carnarvon, the tour included the Long Jetty and the depot of the Carnarvon Light Railway Association (see LR 147, p.31). 0-4-0T *KIMBERLEY* (AB 1754 of 1922) with ex-WAGR carriage AYE 1714 was photographed outside the depot adjacent to the jetty.

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