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Australia's Magazine of Industrial & Narrow Gauge Railways



Light Railway Research Society of Australia Inc.



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Conversions:

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

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Comment

Railway enthusiasts are sometimes accused of being interested only in the technical aspects of their chosen hobby, particularly locomotives and rolling stock. In a free society, of course, it is every man or woman's inalienable right to be interested or disinterested in whatever they choose, but one thing you can say for the technical side is that at least it's a world where truth or untruth is relatively easy to define. For example, Hudswell Clarke 1560 of 1925 weighed 8½ tons and had 7 x 12in cylinders, and it's fairly safe to assume that its owners were never moved, for whatever reason, to lie about its weight or cylinder dimensions to anyone.

To study the social aspects of light railway history, on the other hand, is to be faced with all the foibles that make us human. Investigating the story behind *why* locomotives were built and how the organisations that operated them came to exist in the first place can easily prove long and complex. Of course, it's the challenge of interpreting vague press reports, biased political statements and sometimes inaccurate reminiscences, then distilling the likely truth from these that makes researching the bigger picture so rewarding in the long run. *Bruce Belbin*

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

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

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

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

Front Cover: On Sunday 12 November 2006, a special photographic charter took restored 0-4-0+0-4-0 Garratt K1 (Beyer Peacock 5292 of 1909) on to a section of the Welsh Highland Railway not yet open to scheduled passenger trains. Here K1 is seen at Pitts Head Summit, south of Rhyd Ddu, with a consist not unlike those it hauled in Tasmania, on the North East Dundas Tramway. Photo: Martin Creese, www.martincreese.fotopic.net
Upper Back Cover: Marian Mill's EM Baldwin B-B DH LANGDON (9562.2 6.81 of 1981) heads west with empties on 4 August 2006 as it crosses the former QR bridge at Mirani, the main engineering feature of the former Netherdale branch. Photo: Brian Webber
Lower Back Cover: With the Mt Elliott Range as a backdrop, Invicta Mill's Walkers B-B DH SCOTT (669 of 1971 rebuilt Bundaberg Foundry 1995), with brake wagon in attendance, heads across the Haughton River bridge on 29 September 2006. The locomotive is crossing the demountable section of the bridge that is removed each slack season to reduce the risk of flood damage. Photo: Matt Green



Sporting British, Welsh and Tasmanian flags, K1 prepares to leave the Welsh Highland Railway's Caernarfon station on its first passenger carrying solo run, a K1 Supporters Train, on 8 September 2006.
Photo: ©Andy Rutter

K1 steams again

The Editors

The restoration of the former Tasmanian Government Railways 0-4-0+0-4-0 Garratt locomotive K1 for service on the Welsh Highland Railway has been recorded in our Heritage & Tourist section over recent years. Its formal return to service on 8 September 2006 is an event of special interest to our readers and to commemorate that event; we have prepared this brief item on the history of K1 and its restoration to service.

The Tasmanian context

The rugged West Coast of Tasmania presented major engineering challenges to those who sought to tap its rich mineral resources. The Tasmanian Government Railways (TGR) opened a 3ft 6in gauge line to provide the boom town of Zeehan with access to the port of Strahan on 4 February 1892 and a 3ft 6in gauge line was opened from Zeehan to Dundas (9 miles) two months later. A network of 2ft gauge tramways connected the various mines to the TGR at Zeehan. By 1895 there was considerable interest in the mountainous North East Dundas district, which had produced rich mineral assays, but the only access was by pack track. Parliament approved the construction of a 17-mile 2ft gauge railway to the area on 20 September 1895.

The line was officially opened on 18 June 1898. Two large 0-4-2T locomotives were ordered from the Scottish builder Sharp Stewart to operate the main line, but a fatal boiler explosion destroyed the first of these on 16 May 1899 and a

replacement locomotive was purchased. The extent of the traffic led to a search for more powerful locomotives to work the line with its 1 in 25 grades and 1½-chain curves. The first of these, the remarkable Hagans patent locomotive from Germany, was described in *Light Railways* 43. This locomotive, which weighed nearly 42 tons, was assembled in Zeehan and made its first test run on 15 August 1900. While it could haul 100-ton loads, more than twice that of the Sharp Stewart locomotives, it caused significant wear and tear on the line, while the ingenious driving linkages of the 2-6-4-0T locomotive also gave problems.

The TGR turned to the English builder Beyer Peacock for a more suitable locomotive for the special needs of the North East Dundas Tramway. In 1907, Beyer Peacock submitted proposals for a Mallet locomotive. However the design eventually accepted was for the world's first two articulated locomotives built to the patented design of HW Garratt, an English railway engineer.

Garratt and the birth of the concept

Herbert William Garratt was born in London on 8 June 1864. He was apprenticed at the Bow works of the North London Railway and later worked for a number of overseas railways. In 1907 he became an inspecting engineer in Britain for the New South Wales Government Railways, for whom Beyer Peacock were constructing locomotives. Discussions with Beyer Peacock about the ideas he had been developing for an articulated locomotive led to some interest being expressed by the manufacturer. The design concept was the subject of a patent application by Garratt in 1907.

The Garratt design involved front and rear power units carrying water and coal with a boiler frame pivoted between them and flexible steam connections from the boiler to the cylinders. This allowed the combination of a larger boiler diameter and larger diameter driving wheels than possible with conventional locomotives on the same gauge, while the articulation allowed the negotiation of tight curves. The arrangement allowed optimum boiler design – relatively short with a wide deep firebox.

As Beyer Peacock began to develop specific locomotive proposals, it was inevitable that much of the detailed design work for the type was done in-house at Gorton, their Manchester headquarters. A scheme for a 2ft gauge Garratt for the NSWGR was the first to be worked on, during 1907, and became the basis of the later design for TGR.

Through its evolution as a result of experience in service, HW Garratt's design became extremely successful for both Beyer Peacock and their customers, being used in many parts of the world. The inventor died in 1913 and did not live to profit financially from the royalties from his patent. His widow, however, was amply recompensed in the years from 1918 to patent expiry in 1928 by an increasing number of orders for Garratt locomotives.

The locomotive

Following the submission of a Mallet design to TGR, a heavier version of the Garratt design prepared for the NSWGR was put forward in 1908. This was to have four 10in cylinders but the TGR must have been attracted to the compounding on the Mallet design, and insisted on a compound with the same size cylinders as had been proposed for the Mallet. Steam exhausted from the high-pressure cylinders on the rear power unit would be used a second time in the low-pressure cylinders on the front unit. This required the cylinders to be inboard on the power units, not the usual arrangement for subsequent locomotives even though this feature had been

part of Garratt's original proposal. A special change valve was incorporated to allow both sets of cylinders to use high-pressure steam when starting. Design ideas for making the spherical joints steam tight were gleaned on a visit by Gorton staff to the Festiniog Railway where a Fairlie locomotive was inspected at work.

Within days of the revised design being received in Tasmania in January 1909, an initial order for one locomotive was placed, with a second being ordered in March. The two locomotives, Beyer Peacock builder's numbers 5292 and 5293 of 1909, entered service on the North East Dundas Tramway as No.1 K and No.2 K in 1910. They were known as K1 and K2 and were Beyer Peacock's first 2ft gauge locomotives. As delivered they were 32ft 2ins overall with high-pressure cylinders 11ins x 16ins and low pressure cylinders 17ins x 16ins. The boiler pressure was 195 pounds per square inch and the weight in working order was approximately 33.5 tons.

The unproven design was an immediate success. The locomotives hauled silver-lead ore from the Hercules Mine near Williamsford to Zeehan for the next twenty years. In service, the most obvious change in appearance was the mounting of large ugly external sandboxes on the power units in place of the headlights.

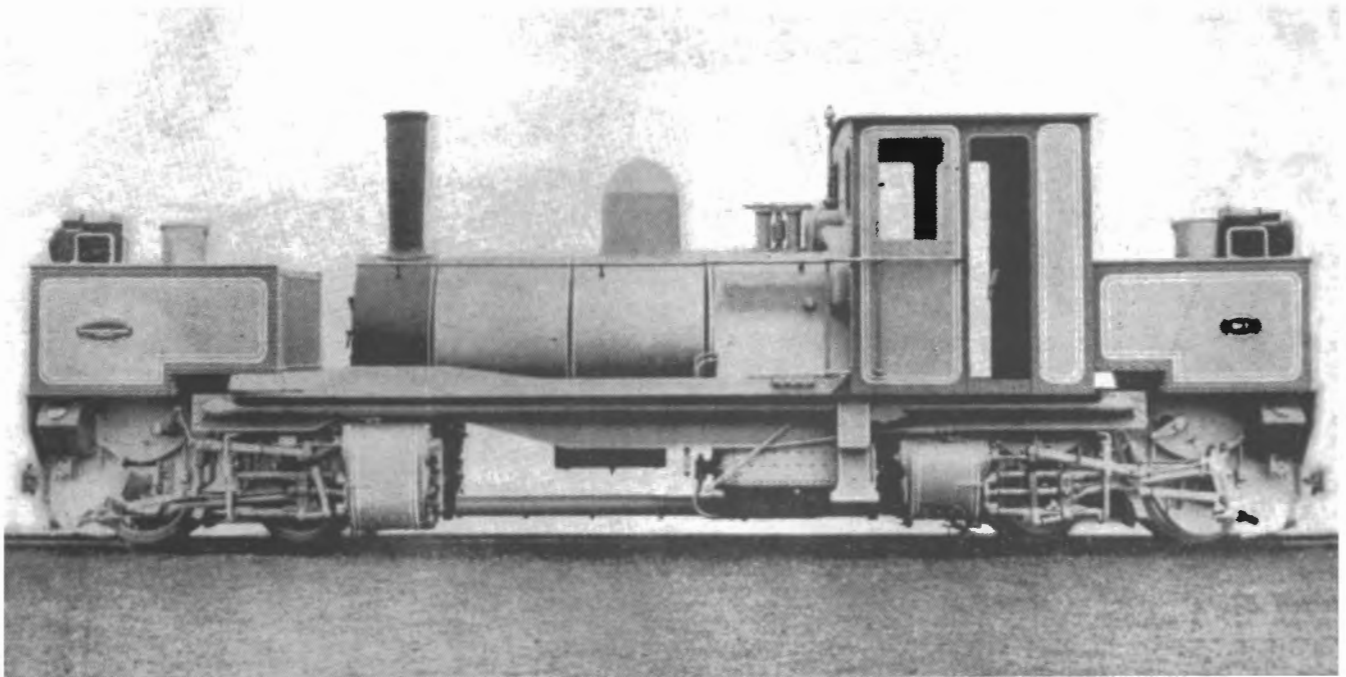
By the late 1920s, the railway's fortunes were waning and locomotive maintenance decreased accordingly. It was reported that K2's condition had deteriorated to a point where its driver was often unable to see the line ahead for leaking steam. The Hagans locomotive took over much of the heavy haulage, but was withdrawn in October 1928 due to poor boiler condition. By this time, only one Garratt locomotive remained serviceable and, at the end of the following month, railway operations were suspended for a brief period.

The cessation of ore transport by rail from Williamsford, at the end of June 1929 meant that the two intact Garratt locomotives were put into store at Zeehan. At some time prior to this, the boiler unit from K2 had been placed on the power units from



Bereft of builder's and number plates and painted in the flat black livery it carried during its trial period, K1 takes water at Caernarfon on Wednesday 1 December 2004, following a test run from Dinas hauling six empty carriages.

Photo: © Jon Marsh



K1 is seen painted in 'photographic grey' for its official builder's photo, in 1909.

Photo: Phil Belbin Collection

K1. George Sweetapple's photographs taken in 1947 have recently demonstrated as incorrect the previous assumption that K1's boiler had been removed by TGR in 1947 for resale as being in better condition.

The two Sharp Stewart 0-4-2T locomotives had been sold to Isis Mill in Queensland in 1935, but TGR's efforts to sell the Garratts were unsuccessful. Fairymead Mill made some serious inquiries in 1939, but then opted to purchase a Baldwin 2-6-2T from the Penrhyn Quarry in North Wales.¹ Other sugar mills must have been deterred by the Garratts' size and/or the costs involved because during the Second World War many of them were desperate for additional motive power.

The restoration saga

At the end of World War II, K1 remained in the loco shed at Zeehan with scrapping its likely fate. It was at this point that Beyer Peacock enquired about the pioneering locomotive's builder's plates, which they were interested in purchasing for the company museum. Charles S Smith, a young engineer who was later to rise to Chief Engineer of the TGR, saw this as an opportunity to save the locomotive. Smith and the chief draughtsman Douglas Wherett, persuaded the Chief Engineer George Mullens to write offering the loco to Beyer Peacock at scrap value, enclosing Smith's photographs to demonstrate its completeness. This far-sighted offer was accepted. K1 was dismantled and transported from Zeehan over the Emu Bay Railway to the port of Burnie. It was the first locomotive imported to the British Isles for preservation and was accompanied by a carved blackwood plaque presented by TGR, showing the shape of the island and a representation of the locomotive. On arrival in Manchester, K1 was reassembled, cosmetically restored, and put on display at Gorton Works. It is believed that steps were begun to restore the locomotive to working order for the company's centenary in 1955, but this did not proceed, possibly because of the poor state of the boiler.

With Beyer Peacock winding down to closure in 1965, the locomotive was offered for sale to the Festiniog Railway in North Wales.² Purchased by the Festiniog Railway Trust in 1966, it was initially displayed at Porthmadog Harbour station and then stored under a tarpaulin at the railway's Boston Lodge works for a number of years. Its height and its width across the low-pressure

cylinders meant that it could never be made to fit the Festiniog loading gauge, and its destiny seemed to be realised when it was put on loan to the National Railway Museum at York in 1976. It was repainted in "photographic grey" livery and placed on a well wagon as a central exhibit in the main exhibition hall of the museum, becoming a familiar sight to thousands of visitors.

The initiative of the Festiniog Railway in taking up plans to restore the Welsh Highland Railway south from Caernarfon to Porthmadog from the late 1980s led to an exciting new



One of the K class Garratts has just crossed the large trestle bridge below the majestic 104 metres high Montezuma Falls, and now skirts the edge of the gorge through a shallow rock cutting as it continues its journey to Zeehan. Photo: HJ King, Peter Ralph Collection



A pristine looking K1 (or K2) poses for the photographer at an unknown location while hauling a Zeehan bound train.

Photo: courtesy Dr. Richard Hills (HW Garratt Archive)

phase in the K1 story.³ The Welsh Highland Railway Society began fundraising with the goal of restoration to working order for use on the projected "new" line, with impressive results. The locomotive was removed from York in 1995 and was briefly displayed in Caernarfon and at Minffordd on the Ffestiniog Railway. It was then moved to Tyseley in Birmingham where it was dismantled by volunteers in the first phase of its restoration. Work began on the construction of a new boiler barrel but it became obvious that the state of the firebox was worse than expected and that an entire new welded boiler assembly would be required. Winson Engineering was commissioned to build the boiler and completed the major parts before encountering trading difficulties. Much work was done at Tyseley on refurbishing and replacing individual components of the locomotive. The wheelsets were turned down to accommodate the 597mm gauge of the Welsh Highland Railway, and in 1999 the power units received attention at ESCA Engineering in Wigan.

Early in 2000 the locomotive was moved to the Ffestiniog's Boston Lodge works so that restoration could proceed further. The major parts of the locomotive below footplate level were completed and the cab and tanks restored. The new boiler was assembled by Israel Newton & Sons in Bradford and arrived in 2002. Designed to operate at 210 pounds per square inch, it was steam tested and the boiler and cab were then placed on the frames. An enormous amount of work piping and lagging the boiler, and fitting many other components and fittings, ensued. The locomotive was intended to operate as an oil-burner, like the rest of the Welsh Highland fleet, and a special burner unit had to be designed (in Melbourne) because the pipe carrying steam from the high pressure to low pressure cylinders passes directly under the firebox.

By the end of 2002, the funds that had been raised for restoration work were almost exhausted and the use of paid staff at Boston Lodge could not continue. Work on the locomotive slowed greatly as a result, with only volunteer efforts possible during 2003. However by the beginning of 2004 enough

funding was available to re-engage paid labour, and work was resumed at full pace. Reassembly had reached the point in late July where a steam test could be carried out at Boston Lodge. K1 moved under its own power for the first time since 1929 on 22 August 2004. Further trials followed between Boston Lodge and Porthmadog. The locomotive operated well on all four cylinders in simple and compound modes. It is the only compound locomotive (apart from a couple of models) operating in Britain.

Return to service

On 2 October 2004, the locomotive was moved by road to Dinas, south of Caernarfon, the site of the depot for the Welsh Highland Railway. The requirement was for the locomotive to be a fully-functional workhorse available for strenuous daily operation on this heavily-graded line. This means that faults and issues possibly acceptable in a museum piece have received close attention, even at the cost of seemingly interminable delays in K1's return to service.

Painted predominantly black, with red counterweights, wheels and buffer beams, K1 ran trials during the first week of November 2004. It was passed by Her Majesty's Railway Inspectorate (HMRI) for use on test trains and double heading on service trains. However, on several test runs continuing issues with hot axlebox bearings dogged progress. In August 2005 the locomotive was lifted and all the axleboxes received remedial attention.

At this point, a K2 plate was fixed on one side of the hind engine, and a K1 plate on the other. This reflects the fact that the loco is a mix of parts from the two. Not only is the boiler frame from K2, its builder's number has also been found on some major motion components. In September 2005, the reassembled locomotive gained much publicity when it appeared at Crewe Works for a highly successful "Great Gathering".

On 12 November, K1 ran a photographers' train with ex South African Railways NGG16 143, a pairing of the first and last Garratts built by Beyer Peacock. Running in the Christmas

2005 period was curtailed with a reappearance of the hot axlebox problems as well as injector troubles.

Off its axles once again by May 2006, the bearing problem was diagnosed as being a misalignment issue. The opportunity was taken to attend to issues with the regulator valve, high pressure steam pipes and ball joint, and the blowdown valve. With trials going well in August and everything seemingly ready for an early return to service, further frustration was encountered when it was discovered that a cast iron crosshead slipper had cracked and needed to be replaced.

Finally, on 5 September 2006, testing by HMRI led to successful certification for solo passenger working. A long promised supporter's special marked the locomotive's official return to service on 8 September with K1 in a fresh coat of gloss black paint and sporting Tasmanian, British and Welsh flags. Workings on the subsequent "Super Power Weekend" revealed another hot axlebox problem, and a probable cause – a hidden leak in the front water tank. The tank was removed for attention.

On 20 September, it was announced that a Transport Trust Grant had been received to assist in creating replicas of the original headlights, although they will run on electricity, not acetylene. It was also announced that a final repainting of the locomotive will be undertaken by the Ffestiniog Railway Company. In November 2006, at Launceston in Tasmania, Charles Smith, whose actions in 1945 led to the saving of K1, inspected a commemorative plate noting its engineering and historical significance, presented by the Tasmanian Association of Tourist Railways for fitting to the locomotive.

K1 is expected to be returned to coal firing as part of the current program of conversions being undertaken by the FR in response to dramatic increase in fuel oil prices. Following this work, K1 hopefully will be used regularly on service trains in the 2007 season.

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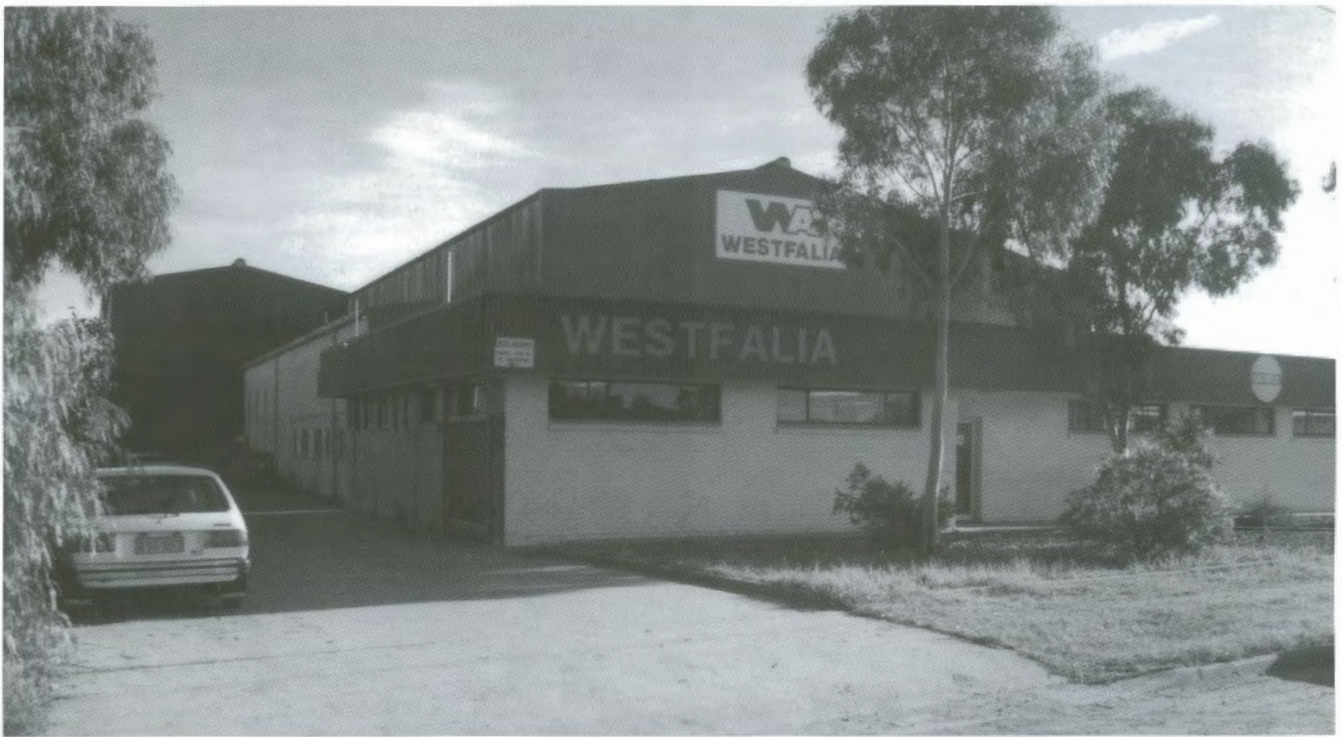
Notes

1. See *Light Railways* No.123, page 5.
2. "Ffestiniog Railway" is the statutory form and historical anglicised usage, dating back to 1832. "Ffestiniog Railway" is the trading name currently used, respecting the Welsh language. Other local anglicisations such as "Portmadoc" and "Carnarvon" have also been superseded in recent times.
3. The Welsh Highland Railway (WHR) had run between Porthmadog and Dinas from 1923 to 1937. Attempts to restore this spectacular line from the 1960s had been led by an independent preservation society, the WHR Ltd, which established an operating base adjacent to the trackbed in Porthmadog from 1973. The Ffestiniog Railway (FR) became involved in a rival preservation scheme from the late 1980s, and with success in prospect encouraged the formation of the WHR Society as a supporters' association in 1993. Although its intrusion was not welcomed by some, it was the FR that ultimately was successful in obtaining ownership of the entire WHR trackbed in 1999, together with a Light Railway Order. Included in its scheme was an extension of the WHR to Caernarfon using the trackbed of the former British Railways line from Dinas. Services now operate 15km from Caernarfon to Rhyd Ddu, thanks to substantial funding from the Millennium Commission and grants from other government bodies. Meanwhile, an amicable agreement has been reached with the Porthmadog-based group which has embarked on work to restore a section of the line from the south, on which it will operate trains, while funding has been secured by FR to restore the remaining 20km of line from Rhyd Ddu to Porthmadog.



K1 (or K2) poses on one of the North East Dundas Tramway's many trestle bridges while hauling a mixed train to Williamsford.

Photo: courtesy Dr. Richard Hills (HW Garratt Archive)



The Westfalia Pty Ltd Workshop at 49 Kialba Road, Campbelltown.

Photo: Craig Wilson Collection

A Dolly Car tender

Westfalia Pty Ltd at Kialba Road, Campbelltown

by Craig Wilson

Westfalia background

Westfalia was one of the founder manufacturing companies associated with German mining equipment, commencing operations in 1826 at Lunen in Germany. It was one of a number of German manufacturers that came to post-War Australia with their expertise in coal mining equipment.

Westfalia products were initially marketed in Australia through agencies. They had early sales success as part of a consortium which installed the first mechanised longwall over a 150-yard face at Coalcliff Colliery in February 1963. The longwall was withdrawn after nine months due to roof problems,¹ though it was not the end of interest in the longwall concept there. Coalcliff quickly replaced the equipment with a second unit which itself was withdrawn in 1965 for the same reason.

Following this success, Westfalia's Australian interests were incorporated into Multitech Industries Pty Ltd, another Australian company representing foreign principals. Meanwhile industry interest in longwalls continued despite their initial failures. In 1967 Kemira Colliery operated a longwall on two parallel headings with a limited degree of success but the equipment was again withdrawn on the completion of the panels. At South Bulli, where Westfalia chocks were installed, success followed though the Mines Department noted that output was not appreciably higher than with existing mining methods.

BHP was to persevere with longwalls and in 1968 moved to introduce them at their Appin and John Darling Collieries.² While the equipment at Appin operated successfully, once again the first panel did not result in higher production because of roof problems. However the third longwall face, commenced in 1974, finally saw what was considered successful operation.³ This marked the point of general acceptance for longwall technology in New South Wales. The first generation of equipment was being retired and new equipment purchased

incorporating advanced features. In that year, Corrimall Colliery took delivery of new Westfalia chocks for its shortwall, Bulli introduced a shortwall and Appin Colliery commenced evaluation of replacement equipment.⁴

It was this evaluation that led to the next development for Westfalia. BHP were keen to use Westfalia chocks at Appin, but like many customers were less interested in equipment with factory support located overseas. This resulted in the condition on the contract that Australian steel be used and that it be fabricated locally to ensure ongoing product support. On the other side, no supplier, especially one only represented through an agency, wanted to set up a production facility before having a contract. It was the trigger that set off the formation in 1974 of Westfalia Mining Equipment Pty Ltd to directly hold the interests of the German parent. While the office was located at St Leonards, the German holding company Chairman directly purchased a workshop building in Kialba Road, Campbelltown to undertake the BHP contracts.⁵ Located by the main southern railway, the workshop ultimately employed approximately 35 staff on the erection and overhaul of longwall equipment, principally longwall chocks.

While this was a good arrangement for the customer, who now had support facilities available, new equipment contracts arose only periodically. At the same time there was increasing pressure to reduce overhaul time on longwall components and so return them to service earlier. For the workshop manager it resulted in the ongoing problem of keeping their skilled workforce employed between contracts.

Hunslet and GMT

One way of retaining workforce skills was to build up a base of general engineering work that employees could switch over to in the gaps between contracts for mining equipment. It was even better if part of this base comprised work arising from other areas of the group activities. In the early eighties the German holding company had acquired Gyro Mining Transport Ltd (GMT) in the UK. GMT were the owners of Hunslet Engine Co., which gave them access to most remaining industrial railway design expertise in the UK.

Hunslet had come to Australia ostensibly through their South African division, Hunslet Taylor Consolidated, though the management direction still came from the UK. Operations in Australia were targeted toward the colliery industry and were under the control of resident manager, John Pemberton.⁶ In 1981 he had some initial success with AI&S, placing two diesel man cars on the Tower Colliery roster (AI&S numbers 124 and 125). Still being developed, the Colliery did not require the two cars and they were delivered to Bulli Colliery for evaluation. They were in service in 1983 but stored out of service in the following year.⁷ They were sold for scrap at the Bulli auction in 1987.⁸

Hunslet Taylor Consolidated tendered for other contracts as well, one being for sixteen man cars for the BHP Northern Collieries on which they were unsuccessful. They also tendered for the two rack locomotives at Ellalong Colliery⁹ which was then under development. In this they had a special interest, as Hunslet was a well-known builder of underground rack locomotives for the National Coal Board (NCB) in Britain, and GMT had built rack drive locomotives and man-riding cars. As well GMT offered their 'railhugger' equipment on non-powered rail equipment.¹⁰ Unhappily for the Hunslet Taylor offering, it faced failure due to the Colliery management already having travelled overseas to evaluate possible rack offerings. Robert Olsen, the Colliery's Chief Engineer, spent time in Switzerland talking to the staff at Schweizerische Lokomotiv- und Maschinenfabrik (SLM) before visiting the NCB facility and reviewing the operation of the Hunslet rack locomotives. On return, he was of the view that neither overseas supplier had the capacity to deliver an acceptable solution within the time constraints imposed by the colliery's development schedule. His choice would have to be between the local Australian manufacturers Fox Manufacturing Company and EM Baldwin & Sons Pty Ltd, both potential tenderers.¹¹

It was at this point Westfalia staff were alerted to the activities of GMT and Hunslet in Australia.



Inside the Kialba Road Workshop in 1986, the three BHP cars stand awaiting testing and delivery. Photo: Craig Wilson Collection

The BHP dolly cars

There was still at least one tender outstanding. BHP had two collieries with drift access in the Newcastle area that were to be part of their program of colliery modernisation, John Darling and Stockton Borehole.

AE Goodwin Pty Ltd had built dolly and drift man-transport cars for these two collieries in the early 1960s. They came in a combination. A dolly car was permanently tethered to the end of the rope wound out from the winder. This car had a limited man capacity of between fourteen and twenty men. Attached to the dolly car at times of shift change were drift man transport cars, up to a total of three, each with a capacity of forty men. Miners then joined conventional man-riding carriages at the base of the drift to continue the journey to their workplaces.

By 1980, these Goodwin dolly cars were in need of attention and upgrading to current safety standards. Tenders were called in 1982 for the purchase of two new dolly cars together with a drift man-transport car.¹² Two of the invited companies declined to tender, Fox Manufacturing Company Pty Ltd and A Goninan & Co Ltd.

There were three tenders lodged by 30 March 1982, the due date, from:

- Hexham Engineering Pty Ltd, Hexham NSW;
- AB Rea & Co Pty Ltd, Cockle Creek NSW;
- Dowty Wolleng Pty Ltd, Wollongong NSW.

One tender was lodged out of time, from Hunslet Taylor Consolidated, Chatswood NSW.

Brian Soiland at Steel Division Collieries Engineering Services did the initial evaluation of the three complying tenders and his evaluation survives. While the Hexham specification had the most features, it had the longest delivery time of the three and, importantly, the highest price. It was rejected on this basis. The Dowty tender for the dolly cars was the cheapest, though only marginally below the AB Rea tender. However the AB Rea tender for the drift man transport cars was considerably lower, offering a total lower price. This left AB Rea as the preferred tenderer at 3 May 1982.¹³

The Hunslet Taylor submission arrived shortly afterwards and was judged as worth consideration, if only because of the novel braking system,¹⁴ and at that point the tender process slowed. It may have been due to the realisation at BHP Corporate Headquarters in Melbourne that not only was the capital budget for the modernisation of the Northern Collieries likely to be exceeded, but that the favourable prices for export coal that had driven the project were coming under pressure. The conclusion was reached that the whole project should be quickly reined in. Even though judged critical for safety reasons, what transpired was the deferral of the purchases, now including a dolly car for Lambton Colliery, to the three years commencing with the 1984 capital budget.

With the re-authorisation of the dolly car purchase,¹⁵ the tender evaluation process restarted with telexes sent requesting clarification of the technical features of each of the proposals. There was also an additional tenderer with A Goninan re-joining the process.¹⁶

The Hunslet Taylor project was now being handled by Theo Lutterbeck, the Managing Director of Westfalia Pty Ltd, with construction of the equipment now to take place at their Campbelltown plant rather than being imported ex-UK. After a discussion with BHP staff at their Belmont offices on 22 March 1985, he was able to telex a revised quotation of \$35,055 each for the three dolly cars and \$36,910 for each of the man-transport cars.¹⁷ This quotation was accepted by telex on 29 June 1985.¹⁸



A completed drift man transport car on a test rig at Campbelltown.

Photo: Craig Wilson Collection

Hexham modifications

While not considered for the main contract, Hexham was involved through undertaking modifications to the existing AE Goodwin drift man-transport cars that were to continue in service with the new Westfalia cars.

In June 1986, BHP staff approached Hexham Engineering to upgrade two of the existing drift man-transport cars. The first car quoted upon was from John Darling¹⁹ and required Hexham to:

- fit the car with bogie axles in lieu of the existing fixed axles;
- maintain the existing brake linkage but have it now operate a Hexham approved dump brake system. (Approval of the system was to be obtained from the Mines Department.);
- clean and rehabilitate the cars including replacement of any plate work, repairs to mechanical and hydraulic equipment, and priming and finish painting;
- carry out any consequent changes required to the chassis, safety hooks and coupling boxes to receive approval at braking tests scheduled for 28 June 1985.

The brake tests, held at an abandoned open cut mine at Aberdare East Colliery, were ultimately deferred to 2 August 1985 when six tests were carried out. Here at the test facility, the car was dropped over the lip of the pit with the automatic overspeed device actuated as the car moved down the grade of 1 in 3.5. Tests were done with the car unweighted at 5.98 tonnes and with a simulated load of a further 4.5 tonnes (105 stone dust bags) and the overspeed device set to operate when the car reached a speed of 4.5 metres per second. The tests illustrated the effectiveness of the Hexham dump brake design, with the unweighted car reaching a top speed of 5.6 metres per second on being released but stopping, still on the downgrade, within 13 metres of the dump brakes being activated. The loaded tests were similar in result with the maximum speed achieved of 6 metres per second with the car stopping 21 metres from the point that the dump brakes were activated.²⁰

The braking tests successfully completed, BHP moved to modify a second John Darling drift man-transport car. This car differed to the first in being fitted with a Clay overspeed device and was able to operate as a dolly car. This car, once modified, could be authorised to operate at John Darling if the delivery of the Westfalia cars was unduly delayed.²¹ Additional work beyond that required on the first car was to:

- replace existing hydraulic and brake circuits with approved Hexham designs and the circuitry to enable the car to be used as a dolly car;
- modify the car to accept a compensating beam to pivot on the car chassis.

The testing on this car was undertaken in February 1986. It varied from the first cycle of tests with a small four wheel skip of 1.74 tonnes built by Hexham added to the load to simulate a steeper slope than the actual 1 in 3.5. Set with an overspeed trip speed of 4.5 metres per second it reached a maximum speed of 5.55 metres per second before being brought to a halt in 14.6 metres. The loaded tests with the skip and load of stone dust had varied criteria. With the overspeed trip device set this time to actuate at 3.2 metres per second, a maximum speed of 4.1 metres per second was achieved before the brake acted to bring the car to a halt in 30 metres.²² A further braking test was undertaken on 15 April 1986 to complete certification prior to the drift man-transporter being returned to enter service at John Darling Colliery²³ as the long awaited Mines Department Approvals had been received on 4 July 1986.

The Westfalia dolly cars

A general description of the cars was contained in the Westfalia re-tender document.²⁴ The drift dolly cars had a twenty man capacity and were to be fitted with imported GMT 'railhugger' articulated bogies with independent suspension. One bogie was to be fitted with caliper brakes as well as track brakes, which were fitted to both bogies.

The car body was made from heavy sheet steel fitted with benches made of either moulded plywood or hardwood slats. A removable side panel was provided for stretcher access. Total car weight was 5,000 kg. The drift man-transport cars had a seating capacity of forty men with a weight of 5,000 kg. Both vehicles were otherwise to comply with BHP tender specifications 88TB and 89TB.

Having now reached a decision on an acceptable tender, approval from Melbourne had to be gained to purchase the equipment in a single contract, (as envisaged by Westfalia and BHP Collieries) in contrast to the capital budget that anticipated purchase over a three-year period. Proposing the deferral of the purchase of the radio equipment that was to be supplied by Illawarra Communications solved this. The balance of the approved capital budget for the John Darling and Stockton Borehole purchases was then aggregated into a single year.²⁵ In June 1985 discussions commenced with Illawarra Communications for the supply of the radio communication equipment that had a total cost of \$73,877.²⁶

With the quotation now accepted by BHP, it might be imagined that Westfalia was clear to proceed with construction to meet the short eighteen-week delivery period that BHP now advised was *critical to colliery operations*.²⁷ However, with the addition of the Lambton order, the requirements for the cars had been revised and actually the discussions, changes and questions were just beginning.

Requested by telex on 22 July 1985 was:

- an increase in seating capacity from twenty to twenty five by installation of back to back seating at the cars' inbye end. This change also resulted in the deletion of the outbye-facing seat at the cars' outbye end;
- an equipment carry compartment to replace the outbye-facing seat, with a partition required to separate it from the man-riding section of the car;
- additional stretcher access for both the dolly cars and man-transport cars, to be provided by hinging the inbye end window outwards;
- the provision of access openings on both sides of the drift man-transport cars.

Not that all the surprises came from BHP. On 20 August, Westfalia advised a delivery date slippage of eight to ten weeks



A Westfalia dolly car standing at the top of the drift at the Northgate Drift (previously the Stockton Borehole Colliery drift) on 6 January 1990.
Photo: Craig Wilson

due to GMT, who were supplying the bogies, having accepted a priority NCB order. This resulted in BHP re-stating the projects' criticality to colliery operations. They were advised that the bogies for the first car were to be air freighted to Australia to allow testing of the first car in November 1985, with the remaining dolly cars delivered in December and the man-transport cars in January. However it was not until December that the first car was available for inspection at the Campbelltown Works and for subsequent testing at the Aberdare East test facility on 19 December 1985. On inspection, BHP advised twenty-three items requiring attention ranging from the mass of the car, (which was 500 kg too heavy), to incomplete spare parts manuals.²⁸ Additionally, the car failed the brake test.

Having delayed the purchase, BHP management was in danger of fulfilling their predictions. The Mines Department had given only interim approvals for the continued operation of drift transport and the John Darling headframe and these



Dolly car DT 23 and a drift man transport car.

Photo: Craig Wilson Collection



A Westfalia drift man transport car standing at the top of the Lambton Colliery drift on 22 April 1989.

Photo: Craig Wilson

approvals were due to expire on 30 June 1986. Now in March (with the re-built AE Goodwin car from Hexham still incomplete) there were no approved dolly cars at the colliery.²⁹

Not that the urge to tinker with the design by BHP engineers had ceased. In June changes were made to the operational voltage of the cars' electrical systems, foot entry steps added and the method of fixing the seats altered.³⁰

The brake tests were ultimately taken and passed with Mines Department approvals received in August 1986 and the delivery of the cars to the three collieries followed. With the cars on site, Illawarra Communications was able to install the radio drift control systems. This was done in the first two weeks of October 1986,³¹ so completing the project a year later than originally anticipated.

Both the dolly cars and the drift man-transports were numbered into the BHP man car numbering series.³² The numbers allocated were:

- DT 21 Lambton 20 man dolly car
- DT 22 Lambton 40 man drift man transport car
- DT 23 Stockton Borehole 20 man dolly car
- DT 24 John Darling 20 man dolly car
- DT 25 Stockton Borehole 40 man drift man transport car
- DT 26 John Darling 40 man drift man transport car

Subsequent developments

The BHP contract was to be the only rolling stock contract undertaken by Westfalia Pty Ltd at Campbelltown. In the time it had been undertaken, the core business of longwall equipment had expanded and the company was enjoying some success with its associated products of drilling rigs and water filtration equipment. The building at Kialba Street proved to be cramped and enquiries were made to find a larger building. It was by chance that the availability of a property at Kellogg Road, Rooty Hill, was brought to their attention. In October 1985, Theo Lutterbeck opened negotiations with the Receiver of EM Baldwin & Sons Pty Ltd to purchase the building and in September 1986 Mining Technology Corporation purchased the building. Westfalia Pty Ltd occupied the northern annex and offices, and leased the balance of the premises back to the Receiver for the Baldwin business.³³

References

1. *Coal Cliff Collieries, 100 Years of Mining.*
2. Longwall mining is where a long wall of coal, typically up to 400m in length, is continuously mined in a single slice. The "panel" or block of coal being mined is typically 3-4 km long and 250-400m wide. The coal is cut by a shearer that moves along the face, with the roof supported by chocks, removable hydraulic jacks that advance with the machine as mining progresses. Shortwall mining is a similar system but the panels of coal being mined are narrower and shorter.
3. Mines Department Annual Report 1967, page 70.
4. Mines Department Annual Report 1974, page 66.
5. Mines Department Annual Report 1975 page 53.
6. T. Lutterbeck interview 12/8/03
7. J. Garaty interview 3/10/97 and Hunslet Taylor letter to BHP dated 7/6/82.
8. Bulli Colliery JCB returns 1983-85.
9. C. Wilson observation 11/9/87
10. R. Olsen interview 6/12/85
11. 'Railhugger' was a spring loaded captive wheel acting upon the rail in non-powered applications such as drift dolly cars. In concept it followed the patents of Caldwell Vale taken out in the early years of last century. It lacked the flexibility of that system to act as an adhesion device and be flexible enough to be withdrawn when approaching point work which was inevitably found at the bottom of Australia colliery drifts.
12. R. Olsen interview 6/12/85
13. BHP Specification dated 25/1/82
14. BHP Tender Assessment Sheets & Report thereon BHP File 85500814
15. Hunslet Taylor Consolidated tender dated 7/6/82
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17. Goninan quotation dated 15/10/84
18. Westfalia telex to BHP dated 29/3/85. BHP file 85500814
19. BHP telex to Westfalia dated 29/6/85
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22. BHP memo dated 25/11/85 re Hexham modifications
23. Australian Coal Industry Research Laboratories Ltd (ACIRL) Chart recordings 7/2/86
24. ACIRL Report 02/5584 on brake test 15/4/86.
25. Westfalia letter to BHP dated 10/10/84. BHP file 85500814
26. BHP memo dated 29/4/85 on dolly car requirements
27. Illawarra Communications claim dated 16/10/86. BHP file 85500814
28. BHP telex to Westfalia dated 2/7/85.
29. BHP memo dated 25/11/85 detailing suggested inspection visit and telex dated 24/12/85 to Westfalia in respect of inspection at brake test. BHP file 854023
30. Memo dated 24/3/86 for meeting with Dept Mines on 2/4/86 and telex to Westfalia re progress on brake tests dated 25/3/86. BHP file 85500814
31. Westfalia letter dated 4/6/86. BHP file 854023
32. Illawarra Communications claim dated 16/10/86. BHP file 85500814
33. BHP Order COJ-194/1 for Lambton dolly car and drift man car. BHP File 854023
34. T. Lutterbeck interview 12/8/03

The Lonely Wheels

Morisset Point, Lake Macquarie, NSW

by John W Shoebridge

Major Morisset ruled Coal River convict outpost with a rod of iron. He is commemorated by a township bearing his name, south of Newcastle; as well as a lesser-known promontory on the eastern side of Lake Macquarie. Close to this point, are the remains of a small coalmine, including the footings of a pier where small vessels were once loaded.

Of especial interest to the railway historian is the presence of two standard-gauge wheelsets, partly buried by the hillside. With the lettering 'Ashbury Wagon Company' clearly discernable on the bosses, they remain in a reasonable state of preservation.

Until recently the original tunnels and airshaft were clearly accessible. These have been filled in, and with the whole area re-zoned for housing, the wheels may not remain in view much longer. Indeed streets have been formed within 200 metres of the site of Murrays' old mine and, in late 2006, a new residential subdivision there was being marketed under the name 'Murray's Beach'.

History

This was the Morisset Colliery, opened around 1863 by a syndicate of working miners, headed by brothers Patrick and David Murray. At that time only small vessels could cross the bar at Reid's Mistake, the entrance to Lake Macquarie, and the mine worked only intermittently. The mine was closed and reopened on a number of occasions and in 1883 it was recorded that over 400 tons of coal had been stacked on the waterfront for 14 years awaiting shipment.

By 1888, matters had improved. The bar was deepened, the stockpile had been sold to the Government dredges and



An unidentified steamer at one of the coal-loading jetties on Lake Macquarie. This is said to be Cardiff Colliery, Green Point, some time in the 1920s but the arrangements at Morisset Point would have been very similar.

Photo: Lake Macquarie City Library Local History Collection

when the steamships arrived, they not only took away larger loads, but were in themselves a market for the coal. Thus by 1890, trading as The Morisset Coal Mining Company, the brothers were said to own three small ships and a coal yard in Sydney. One of Patrick's sons, Robert, took charge of the mine and another managed the coal depot.

The mine was sold in 1903 to the Evans Brothers. In 1910 they drove a new tunnel, higher up the hillside and further from the shore. It appears the coal here was not as good as in the lower seam and the mine did not last much longer.



Loading coal in the 1920's at one of the several waterfront collieries on Lake Macquarie. The skip being tipped is just visible forward of the steamer's bridge.

Photo: Lake Macquarie City Library Local History Collection

Whys and Wherefores

Or rather, where from and what for? These are questions facing the industrial archaeologist when presented with the lonely wheels in the lantana.

The first is easy to answer. The wheels with their split spokes and inside journals are the same as those fitted to the wooden tip trucks, once used in their hundreds by contractors and Government departments on railway construction and harbour works throughout New South Wales. A number of these vehicles were in use by Messrs A and R Amos between 1877 and 1888, on their contract to construct the Swansea training walls. When work was suspended, or even before, there would have been no difficulty in loading one of these trucks off the Swansea Bridge onto a ketch, shipping it two miles and unloading it on the mine jetty.

Now... 'What For ?' At this stage this can only remain a supposition... and I have three:

First the easy answer. The wheels were proposed for use as moorings. Their condition indicates they have never been put to that use, but maybe that was the plan.

Second, to construct a rolling bin. At the original mine, the underground skip track ran directly from the tunnel mouth onto the wharf. The horse would bring the skips out in ones and twos and this would mean a lot of trips to load even a small vessel to catch the tide. So perhaps something on the lines of a wheeled storage was in use, which could be filled on shore and run out onto the wharf when the boat came in. Just a thought!

Third, as part of the new mine up in the scrub. Some maps of the area indicate a short railway between the new tunnel and the lake. On consideration, I believe that the wheels came from a vehicle used (or proposed) to bring the coal down from the new mine.



Author's Note:

I have not researched this area to any degree, but it appears there were three or four small mines in this vicinity that shipped their coal by water. Also I can recollect an acquaintance in the CMF (Army Reserve) telling me that he had exercised near here in the 1950s blowing up timber railway trestles, perhaps at this mine. If any reader has any further information, I would be most interested to hear it. I gratefully acknowledge the assistance of Mr Peter Murray, a descendant of the Murray Brothers and Mr Jim Williams who helped with site access.



The two wheelsets at the mouth of the now in-filled coal tunnel on Morisset Point.

Photo: Author



Mossman Mill's wood-burning 0-6-2T BUNDY (BFC 2 of 1952), with wooden tender, trundles down the main street of Mossman with a rake of empty cane trucks heading for the cane fields. This loco was sold to a Victorian enthusiast in 1970 but was later repurchased by the mill for use on the 'Ballyhooley' tourist train, which ran from Mossman to Port Douglas. When this operation ceased the loco was purchased by local businessman John Morris, and was overhauled for operation on the revived St Crispins to Port Douglas 'Ballyhooley' service (see H&T report, page 26).

North Queensland Ramblings during the late Fifties

by Peter Ralph (photos by the author)

I made two excursions up to North Queensland, both during the latter part of the fifties. On both occasions I was accompanied by a close friend – a well known and respected VR railwayman, the late Doug McLean, who was a train controller at Spencer Street at the time. Regrettably my shots of rail interest on both trips are limited to grab shots, taken on the run!

The main focus of our August 1957 trip was a week's holiday at South Molle Island, in the lovely Whitsunday Passage. Being a TAA employee, at the time, I had the advantage of an airline pass, which enabled me to fly to Mackay and connect with the Saturday afternoon steam passenger train, hauled by a QR PB15 loco to the terminus at Netherdale. I was met there and conveyed by service coach up a steep and winding road to the chalet at Dalrymple Heights – all on the same day! The Chalet is situated on the crest of the range and was ideally situated for use as a base for walks in the magnificent Eungella Ranges National Park rainforest.

I will never forget the spectacular views looking down to the Pioneer Valley, particularly from a vantage point called the 'Sky Window' and at night, you could see the lights of Finch

Hatton, Marian Sugar Mill and in the far distance the glow of Mackay. My mate Doug was travelling up to Mackay by train all the way from Melbourne, on his railway pass – which took him 3 days – hence the need for my stopover awaiting his arrival in Mackay on 'The Sunlander' on Tuesday morning, where we had agreed to meet and travel on the boat *The Crest* over to South Molle Island.

In July 1959 the majority of our time on this trip was spent at Dunk Island. A friend had recently acquired the resort and was seeking some photos for promotional purposes. On this occasion we both journeyed together all the way by train, from Spencer Street, over the three systems to Innisfail. I'll never forget the comfort on QR's 'The Sunlander' travelling at a leisurely pace and taking in the magnificent vistas of the sugar cane fields from our carriage window, and also the fabulous meals served in the dining car en route.

After staying at Dunk Island we flew to Townsville and hired a car and spent most of the time touring the Atherton Tableland. We also travelled up as far as Port Douglas and Mossman. The exception was an excursion on the famous Kuranda railway by railmotor, to capture a shot of it crossing of the famous Stoney Creek viaduct and to take in the splendour of the garden setting at Kuranda Station.

Regrettably we both had only three weeks annual leave, so it was our intention to see as many of the tourist attractions in the area as possible with the limited time available – we were bachelors at the time and our prime focus was on things other than steam sugar cane trams! I lament the fact to this day.

This article is dedicated to my close friend, of many years, professional VR railwayman, the late Doug McLean





Photos, clockwise from top left: Mossman's BFC 0-6-2T BUNDY (2 of 1952) and Fowler 0-4-2T MIALLO (20276 of 1934) enjoy a well earned rest between assignments, in the wood siding at the mill. □ Former Douglas Shire Tramway Perry 0-4-2T RD REX (7650.49.1 of 1949) shunts at the Mossman Mill. □ A hotel balcony provides the vantage point as we view Victoria Mill's Hudswell Clarke 0-6-0 TOWNSVILLE (1099 of 1915) about to cross the QR main line at Ingham while hauling a load of cane to the mill. This loco was donated by CSR to the Australian Sugar Museum at Mourilyan for preservation in 1977. □ Babinda Mill's Perry 0-6-2T No.7 (7967.50.3 of 1950) hauls a rake of fully laden whole-stick cane trucks to the mill.





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NEW SOUTH WALES

SCT LOGISTICS, Goobang Junction, Parkes
(see LR 192 p.16)
1435mm gauge

A backup locomotive for Clyde Bo-Bo DE T414 Georgia McKinnon (56-111 of 1956 rebuilt RTS Islington, 2006) is based at the new facility. This is 4wDH X107 (formerly X207) built at Chullora by NSWGR in 1967. It had been in store at Bandiana in Victoria and had been acquired by QR National with the other assets of CRT Bulk Haulage. The locomotive was noted at Parkes on 27 September and by early November it was in service painted in the black, white and red colours of SCT.
MotivePOWER 49

QUEENSLAND

BUNDABERG SUGAR LTD, Bingera Mill
(see LR 192 p.16)

610mm gauge
All the locos normally based at Wallaville and Fairymead were back at Bingera for slack season maintenance by the end of November with the exception of ex-Fairymead Clyde 0-6-0DH locomotives 55 (DHL.6 of 1954) and 56 HINKLER (56-89 of 1956).
John Browning 11/06

CSR SUGAR (HERBERT) PTY LTD, Herbert River Mills

(see LR 192 p.17)
610mm gauge
On 23 November, around a dozen full bins at the end of a rake being hauled across the Herbert River bridge to **Macknade** Mill by EM Baldwin B-B DH 20 (7070.4 4.77 of 1977) fell into the river and caused damage to the bridge. Two of the piers were moved by the impact and as a result, locomotives

were not permitted on the damaged section. Marooned on the south side was EM Baldwin B-B DH **BRISBANE** (5423.1 9.74 of 1974) and two or three 0-6-0DHs, as well as 20's brake wagon which was still at the south side at the end of the other half of the rake of fulls.

While temporary repairs were carried out, bins were lowered down the Cordelia (southern) side by a loco with the brake wagon and were pulled up the Macknade side by one of the locomotives over there. The bridge was opened to normal traffic during the early morning of 24 November, albeit with a speed limit. Shortly afterwards it was inspected by an engineer who ordered it completely closed until deflection tests were

carried out. This time 20 and **BRISBANE** were stuck on the southern side.

Following deflection tests on 25 November, it was deemed safe to go back to lowering bins down one side and pulling them up the other. EM Baldwin 0-6-0DH 14 (6/2490.1 7.68 of 1968) was tried in remote control so that nobody would be in it if the damaged section collapsed. It is understood that it worked bulk sugar trains like this. Temporary girders were placed in position to strengthen the bridge by 27 November, but it was found that the bogie locomotives did not have safe clearance over the steps. This meant that Clyde 0-6-0DH **CANBERRA** was despatched from **Victoria** Mill but when it crossed the bridge



Top: CSR personnel work to install temporary strengthening girders to support the damaged Herbert River bridge at Macknade on 25 November 2006. Photo: Brett Geraghty **Above:** Driverless EM Baldwin 0-6-0DH 14 (6/2490.1 7.68 of 1968) gingerly crosses the damaged Macknade Herbert River bridge in remote control mode on 25 November 2006. Photo: Brett Geraghty



Top: Tully Mill's EM Baldwin 0-4-0DH TULLY 1 (6/1082.3 2.65 of 1965) is the last of the mill's three small Baldwin locos to be comprehensively refurbished in recent years. Like its two companions, the loco has acquired a small name on the cab rear, in this case Charlotte. It is seen here outside the loco shed in July 2006. Photo: Ian Lynas **Centre:** The disastrous effects of fire can be seen in this shot of Invicta Mill's Walkers B-B DH CROMARTY (708 of 1973 rebuilt Bundaberg Foundry 1996) taken at the mill on 30 November 2006. The seriously damaged locomotive has been stripped of engine, transmission and bogies pending refurbishment. Photo: Jason Lee **Above:** It is very pleasing to see sugar industry navy locomotives having money spent on them and this is exemplified by Invicta Mill's unique Com-Eng 0-4-0DH INVICTA (A1513 of 1956) which is celebrating its half-century with a very smart repaint. 30 November 2006. Photo: Jason Lee

it was discovered that the Victoria 0-6-0DHs had had their steps modified some years ago and it also did not have safe clearance.

By 1 December, *BRISBANE*, was back at Macknade as it was able to cross the bridge with its steps shortened and so could resume direct Lower Stone River runs to Macknade. *CANBERRA* returned to Victoria the same day and 20 received a similar modification to its steps to enable it to return to Macknade on 2 December. On 27 November, the chassis of EM Baldwin 4wDH 'HAMBLEDON' (8002.1 8.78 of 1978) was taken from Victoria Mill to Corradini Engineering in Ingham to be fitted with electrical equipment in preparation for its use as a prototype brake wagon to be equipped with electro-dynamic brakes. It returned on 21 December.

Clyde 0-6-0DH *KALAMIA* (67-569 of 1967), transferred to Victoria Mill from Invicta Mill at the end of October, was only used for cane haulage when necessary, due to its severe oil leaks. It was sent back to Invicta by road transport on 18 December. Mossman Mill's hired EM Baldwin B-B DH *DAINTREE* (7307.1 7.77 of 1977) saw regular use up to 27 November. It spent the Christmas period parked in the Victoria Mill loco shed. Plane Creek Mill's Clyde 0-6-0DH D1 (56-101 of 1956) also remained over the Christmas period, allocated to the navvies at Victoria Mill. During November, Walkers B-B DH *JOURAMA* (680 of 1972 rebuilt Bundaberg Foundry 1996) was fitted with a converter loaned by Invicta Mill until the end of the season.

Victoria Mill's Clyde 0-6-0DHs *INGHAM* (64-382 of 1964) and *CENTENARY* (64-381 of 1964) are to receive new Mercedes engines during the slack season. *INGHAM* will also receive a new Niigata converter. A Walkers B-B DH, most likely *VICTORIA* (599 of 1968 rebuilt Tulk Goninan 1994) will receive a new GM Series 60 14-litre engine while it is believed that a new MTU 2000 series has been sourced for *JOURAMA*. Macknade Mill's EM Baldwin B-B DH 19 (7070.3 4.77 of 1977) will be receiving a new 6-cylinder Series 60 engine and *BRISBANE* will get a reconditioned one.

At least four new 8-ton four-wheeled bins were constructed in the Macknade truck shop in November. They are similar to the ones that have been created by joining together two 4-tonne bins. They have sides and ends made up from angle iron with the ends pushed out at the top, and are galvanised throughout. The sides and floor are of plastic mesh with the ends being the normal steel mesh. By early December, two were in service with sensors attached to them wired back to recording instrumentation carried on the locomotive. A press release indicated that along with 270 10-tonne bins to be supplied for next season, 200 4-tonne bins were to be converted to 100 8-tonne bins. It also indicated that four 'prototype new generation, large capacity bins' (the new 8t bins) were to be trialled.

All bin servicing for the two Herbert River mills,



Top: In recent years, EM Baldwin 0-6-0DH HOBART (4413.1 7.72 of 1972) has spent intermittent periods in service at Macknade Mill rather than at Victoria. Here is it in tropical north Queensland coastal surroundings as it brings empty bins through a small grove of pandanus near Mizzi Junction on 27 August 2006. Photo: Steven Allan **Right:** Built by the SECV at Rubicon just after World War II was the 2ft gauge battery-electric 'Jeep' inspection car. It was transferred to the 3ft gauge line at Bogong Creek in 2003 and was seen stored off the track there in December 2005. Photo: Phil Rickard Being eased out of the 10 level tunnel at Sambas Gold Mine in Victoria on 3 December 2006 is the "new" 2ft gauge battery electric locomotive. It appears to be a Mancha product and has been regauged from 1ft 6ins gauge after being salvaged from a closed mine at Inglewood. Photo: Phil Rickard



more than 7000 in all, was to be done at the Victoria Mill bin shop during the 2007 slack season. Macknade's bins were promptly moved to the south side following the end of crushing just before Christmas because of impending work to be done on the Herbert River bridge.
Chris Hart 11/06, 12/06; Steven Allan 11/06, 12/06

GCD ALLIANCE,

Gold Coast Desalination Project, Tugun

John Holland Pty Ltd is a member of this Alliance which also involved Veolia Water and the Gold Coast City Council. John Holland Construction will be responsible for building twin undersea tunnels for the intake and discharge pipelines for the project, both of which will be excavated concurrently by tunnel boring machine. Twin access shafts will be excavated at Betty Diamond Park, Tugun. John Holland was attempting to source 10km of 40lb rails for this project in November 2006.
http://www.johnholland.com.au/Resources/SiteDocuments/JH_ARReview.pdf;
http://www.goldcoastwater.com.au/t_gcw.asp?PID=3174; John Browning 11/06

HAUGHTON SUGAR CO PTY LTD,

Invicta Mill, Giru

(see LR 192 p.18)

610mm gauge

Walkers B-B DH *CROMARTY* (708 of 1973 rebuilt Bundaberg Foundry 1996) caught fire on 5 November near the Barratta Creek bridge. The fire brigade was called out and the damage was very serious, with aluminium engine parts melted. The locomotive was brought back to the mill and separated from its bogies with the engine compartment gutted, awaiting a major rebuild. Its torque converter was sent on loan to Victoria Mill.

Early on the morning of 27 November, Walkers B-B DH *SCOTT*, (669 of 1971 rebuilt Bundaberg Foundry 1995), heading home with a rake of 138 5-tonne bins, was diverted into a rake of empties at Upper Haughton 3 siding, derailing 112 of its rake and 20 of the empties. Of the bins derailed, it was believed that at least 80 would be written off. The locomotive was in driver-only operation and suffered serious damage to the front headstock and handrails. To replace it, EM Baldwin B-B DH *BOJACK* (7280.1.9.77 of 1977) was moved by road transport from Inkerman Mill to Kalamia and travelled from there to Invicta.

The unique Com-Eng 0-4-0DH *INVICTA* (CA1040 of 1960) has been repainted and looks very attractive indeed in safety yellow livery with red and white dazzle stripes on the headstocks and running board edges.

Jason Lee 11/06

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD

(see LR 192 p.19)

610mm gauge

Following the season's end, most locomotives from **Farleigh, Marian and Pleystowe** mills were sent to **Racecourse** Mill for slack season maintenance. Noted in the yard there on 7 December was Walkers B-B DH *BALBERRA* (657

of 1970 rebuilt Tulk Goninan 1994). Following its serious accident in September it has been fitted with hood components from one of the Cooks Construction locomotives that had been used on the 900mm gauge lines at Yallourn in Victoria before purchase by Mackay Sugar.

Editor 12/06

VICTORIA

AGL HYDRO PARTNERSHIP, Bogong Creek

(see LR 176 p.21)

915mm gauge

Early in December, the Ruston & Hornsby 4wDM (296070 of 1950) was outside the shed and the Motor Rail 4wDM (7366 of 1939) and Maximove 4wBE railcar inside. The battery-electric inspection car '*The Jeep*' that was brought from Rubicon and regauged after the last Alpine bushfire in January 2003 has been lying out of use, off-rail for the last two years. It is understood that this historic sixty-year-old item is protected by Victorian heritage legislation and should not have been removed from Rubicon.

It appears that re-sleepering and ballasting has been occurring on the line as stockpiles of these items at the depot were much depleted since a visit a year ago. It is thought that the line may have narrowly escaped the December 2006 fires.

The New Zealand state-owned Meridian Energy Limited sold its Australian subsidiary, Southern Hydro, to AGL on 30/11/2005.

Phil Rickard 12/06

JOHN HOLLAND PTY LTD,

Northern Sewerage Project

John Holland Construction has entered a form of collaborative relationship known as 'Cost Reimbursable Performance Incentive' with Melbourne Water and Yarra Valley Water for the construction of 13 kilometres of deep sewerage tunnels in the north-eastern suburbs of Melbourne, mostly in the City of Moreland. John Holland was attempting to source 30km of 40lb rail in November, presumably for this project. Stage 1 commenced in late 2006 and is being managed by Melbourne Water. A tunnel boring machine is being used and excavation shafts are being constructed at Bass Street, Vanberg Road, Brearley Reserve, Carr Street and De Chene Reserve. Stage 2 is being managed by Yarra Valley Water and will commence in 2007. There will be an additional three shafts for this stage.

http://www.johnholland.com.au/Resources/SiteDocuments/JH_ARReview.pdf;

<http://www.melbournewater.com.au>;

John Browning 11/06

Sambas Gold Mine, Harrierville

(see LRN 114 p.17)

610mm gauge

A visit to the mine in December 2006 found the Gemco 0-4-0BE 'trammer' (1959/207/74 of 1974) at work on 11-level. Stored on 10-level in working order (but not currently in use) is a second battery locomotive which appears to have some similarity with a Mancha 'little trammer'. This 2-2wBE loco (together with two "U-shaped" skips)

Industrial Railway NEWS

reportedly came from 'a recently closed mine at Inglewood about two-and-half years ago' (possibly Maxwell's — see LR 155 p.21). It is said to have been recovered from underwater! It was regauged from 457mm to 610mm by an engineering firm in Spotswood (Melbourne). The motor drives onto the rear wheels and the coupling rods have been removed. The hand brake operates by clamping onto the motor shaft rather than via brake shoes on the wheels, and the only markings found were on the wheel rims — "P123/10".
Phil Rickard 12/06

WESTERN AUSTRALIA

BHP BILLITON IRON ORE PTY LTD

(see LR 192 p.19)

1435mm gauge

On 18 December, a judge of the Federal Court ruled that the Mt Newman and Goldsworthy rail lines are not part of BHP Billiton's production process, opening the way for an appeal by Fortescue Minerals Group (FMG) to the Australian Competition Tribunal to allow access for its locomotives and rolling stock to the Mt Newman Railway. FMG has been fighting for access in order to develop its outlying Mindy Mindy iron ore joint venture with Consolidated Minerals. BHP Billiton has stated its willingness to negotiate a haulage agreement with FMG but states that an open access regime on its iron ore railways would be against the national interest.

ABC Online 18/12/06; *West Australian* 18/12/06; *The Age* 19/12/06; *Herald Sun* 19/12/06

THE PILBARA INFRASTRUCTURE PTY LTD

(see LR 192 p.19)

1435mm gauge

On 10 November, Fortescue Minerals Group announced that a conditional agreement had been signed with BHP Billiton to allow the new Fortescue Chichester Ranges iron ore railway to cross the BHP Billiton rail system at two locations. Two Alco locomotives have been obtained from Pilbara Rail for rebuilding for use on construction trains for the new railway during 2007, as noted below.

<http://www.transport.industry-news.net>;
Richard Montgomery 12/06

PILBARA RAIL

(see LR 192 p.19)

1435mm gauge

On 8 December, road transport left Dampier conveying two locomotive diesel engines to Perth, from Alco Co-Co DE locomotives 9426 and 9427 (3499-02 and 3499-03 of 1968). These were imported from the USA as cannibalized Penn Central units and rebuilt by Com-Eng in Perth in 1986 (WA 143/1 and WA 143/2). 9426 had gone from Seven Mile Yard by 8 December and 9427 was being readied for transport. It is

believed that these units have been sold to Fortescue-Metals Group and will be rebuilt in Perth for use on the construction of their new iron ore railway. It is possible that other 94 class units stored at Seven Mill Yard will follow.

Pilbara Rail's final order for ten Dash 9 locomotives from GE has been fulfilled with the units arriving from the USA at the start of December. These locomotives are numbered 7043 to 7050, 9435 and 9436 and it is believed that the builder's numbers are 57094 to 57103.

New wagons from Bradken were being unloaded on 8 December with around 190 more due the following week. It is understood that 2000 additional wagons are required for 2007 and that an order may be placed in China with local suppliers only able to deliver 1000.

Richard Montgomery 12/06

FIJI

FIJI SUGAR CORPORATION

(see LR 192 p.21)

610mm gauge

Although the recent coup has appeared to have little if any impact on crushing operations, the suspension of aid by donor countries could leave the industry facing collapse. Urgent reforms are needed to make the industry internationally competitive given the phasing out of preferential prices on the EU market. The EU had allocated a contribution of \$350m to assist reforms over the next seven years and the withdrawal of these funds could be disastrous.

Meanwhile, disputes symptomatic of the problems facing the industry continued to arise. The delivery of cane trucks to the eastern sectors serving Labasa Mill was to be cut off three days before a termination of crushing on 24 December with the Sugar Cane Growers Council estimating that 6000 tons of cane would be left unharvested as a result. The problem of cane left uncut at the end of the season is one factor that encourages the premature burning of cane by farmers earlier in the season. The Council also announced it would ban the conversion of any more rail harvesting gangs to lorry gangs until issues relating to the standard of rail transport are adequately addressed by FSC.

Fiji Review 11/12/06, 12/12/06, 14/12/06, 19/12/06, 24/12/06; *Fiji Times* 14/12/06, 17/12/06; *Fijilive* 17/12/06; all via Brad Peardon

ERRATUM

LR 192 p.21: Rarawai Mill 28 is Clyde 55-66 not 55-56. Thanks to Brian Bouchardt and Ted Flint.

The Gerry Verhoeven Website

www.users.tpg.com.au/adsliduwi

has a lot of information about Gerry's life

OBITUARY

Gerard Hendrik Verhoeven, 1925-2006

The sudden death of a figure larger than life came as a shock when, on Wednesday 13 December, Gerard H Verhoeven passed away after a brief illness.

Gerry was born in the Netherlands in 1925 and lived in Rotterdam. His father was a railwayman and became a Sub Inspector in what was then known as the Dutch East Indies, and Gerry spent much of his childhood there, before returning to Holland in July 1939. He was called up in 1943 and travelled to Germany and Poland. He worked in the wagon and bridge factory of Werkspoor in Utrecht and got a two-year contract to work for the firm in Curaçao. Gerry migrated to Australia in November 1953, worked at GMH in Sydney and took a delight in travelling on the Bondi trams. He visited Chinchilla, his future wife Joyce's home town, travelling up via Wallangarra and returning via Kyogle. He joined the NSW Government Railways, as an electrical linesman, then helped to string overhead line equipment as Sydney's electric rail system expanded. He transferred to the Traffic Branch and became a porter, then relief Station Assistant at North Sydney. In 1955, just a few months after he and Joyce married, he was appointed ASM at Bomen. Subsequently they transferred to Gurley, near Moree.

He left the NSWGR to settle in Queensland and, after working at Rocklea, he and Joyce shifted to Scarness in 1958. They bought a house at Apple Tree Creek near Childers and Gerry began as a 'points boy' (fireman) at Isis Central Mill. He left the mill to become a postal clerk in the PMG Department in 1962, and worked in post offices including Red Hill (Brisbane), Innisfail, Ingham and Aitkenvale (Townsville) and he remained in the postal service until his retirement. At numerous times he and Joyce played gracious hosts to rail enthusiasts visiting north Queensland. After Gerry retired, they shifted to Canberra where, unfortunately, Joyce contracted a debilitating illness that required considerable home care, which Gerry and his two daughters provided before her eventual decease.

I met Gerry more than forty-five years ago, when he joined the Queensland Division of the Australian Railway Historical Society. He was Secretary from 1963 to 1964 before work commitments took him north. In his lifetime, Gerry saw and travelled on a vast range of railways and tramways. He was a researcher and thorough interviewer and, in north Queensland, he spent a great deal of time talking to and recording information given by old railway identities. It was through his efforts that the first edition of *The Innisfail Tramway*, that we co-authored, was able to include a number of reminiscences of former tramway workers. Not only was he active in light railway research, but his own reminiscences of working the Isis cane trains is a truly fascinating study.

Following retirement, he set up an extensive garden railway at his Canberra residence, and one of his recent joys was to interest a grandson in the layout. Also during his retirement, he travelled overseas to Europe and, among other places, to China, where his elder daughter was residing. He helped other railway researchers and his ability to translate Dutch and German brought to them a deeper understanding of European light railways. He had many achievements during a full lifetime but one of the most pleasurable ones, judging by the enthusiastic way he described it to me, was how he circumnavigated Switzerland by rail in one day! Enthusiasm epitomised Gerry. He was always helpful and his many acquaintances will remember him as an active and exuberant friend.

The final chapter of his life closed after a short battle with cancer. Shortly before he died, he said he had no regrets as he had achieved the things in life he set out to do. His funeral service took place on Tuesday 19 December. Two daughters and their families survive him. To Christine and Alison I say, "You have been fortunate to have had such a wonderful father. We shall all miss him." To the family, on behalf of his many friends, I extend our condolences. We will cherish the memory of a great friend.

John Armstrong



Just six days before his death, daughter Christine photographed Gerry sharing a few yarns with old friends George Bond (left) and Bruce McDonald (right).

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

Furnace, Fire and Forge

Lithgow's Iron and Steel Industry 1874-1932
by Bob McKillop

The story of Australia's first and only inland heavy industrial centre, from its beginnings with the opening of New South Wales' Great Western Railway into the Lithgow Valley in 1869 and the establishment of the first blast furnace there in 1874, to the final closure of the iron and steel works in 1932. It covers the technical, commercial, industrial and political history of the operation.

G. & C. Hoskins and its predecessors used twenty locomotives at Lithgow steel works and associated plants. The works railways, and those of the limestone quarries, iron ore mines, and collieries which supplied the raw materials, are described and illustrated in the book.

320 pages, hard cover, A4 size, over 250 photographs, 80 maps, plans and diagrams

\$59.95 [LRRSA members \$44.96] Weight 1,600 gm.

Bellbrakes, Bullocks & Bushmen

A Sawmilling and Tramway History of
Gembrook 1885-1985 - by Mike McCarthy

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

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

Settlers and Sawmillers

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

by Mike McCarthy

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

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

The Golden City and its Tramways

Ballarat's tramway era

by Alan Bradley.

Published by Ballarat Tramway Museum Inc.

Using the wealth of the 1850s goldrushes, the founders of Ballarat built a magnificent provincial city. This book is not a dry technical history but describes how the citizens of Ballarat used the trams in their daily lives. It brings to life the difficulties experienced in the second world war, when lights were dimmed and petrol severely rationed. The book also addresses the technology, economics, politics, working conditions, and competition from other forms of transport. Many wonderful photos dating back to the 1880s. 144 pages, A4 size, hard cover, 119 photographs (15 in colour), 4 maps, bibliography, index.

\$43.95 (LRRSA members \$39.56) Weight 900 gm

The Mapleton Tramway

The line of the diminutive Shay locomotives

By John Knowles, published by the author

The Mapleton Tramway was an 18 km long 2 ft gauge railway, which climbed the steep ranges, west of Nambour, about 110 km north of Brisbane. In many places the line was located on shelves in the mountainsides with magnificent views over the coastal lands to the sea. It used steep gradients and very sharp curves, and reached 380 m. altitude. It was operated by two small Shay locomotives. It carried sugar cane, logs and sawn timber, fruit, cream, small livestock, as well as passengers and mail.

Includes seven scale drawings of the rolling stock and locomotives.

92 pages, A4 size, plus card cover, 81 illustrations, references, and index.

\$28.50 (LRRSA members \$25.65) Weight 480 gm

Laheys' Canungra Tramway

by Robert K. Morgan, revised by Frank Stamford.

Describes Queensland's largest timber tramway with one Climax locomotive and 3 Shay locos.

32 pages, soft cover, A4 size, 28 photographs, plus maps and diagrams, references and index.

\$9.95 (LRRSA members \$7.46) Weight 220 gm.

The Innisfail Tramway

The History and Development of the Geraldton Shire Tramway and the Mourilyan Harbour Tramway

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

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

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

Mountains of Ash

A History of the Sawmills and Tramways of Warburton - by Mike McCarthy

Describes a network of over 320 km of tramways which linked 66 major mills to the Warburton railway. 320 pages, A4 size, 280 photos, (incl. 52 duotones), 50 maps/diagrams, (incl. 14 four-colour maps).

\$59.95 Hard cover (LRRSA members \$44.96)

Built by Baldwin

The Story of E. M. Baldwin & Sons, Castle Hill, NSW - by Craig Wilson

The history of Australia's most successful and innovative builder of industrial diesel locomotives. E. M. Baldwin developed the B-B DH locomotive now widely used on Queensland's sugar railways, 160 pages, A4 size, 148 photos, 16 diagrams, construction listing.

\$44.00 Hard cover (LRRSA members \$33.00) Weight 1000 gm.

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

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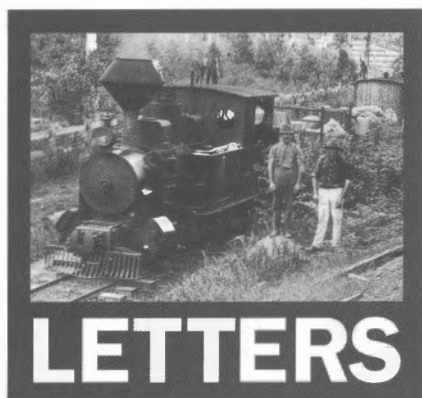
(occupation) _____

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

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Name on Card _____

Signature _____



LETTERS

"Where is it?" (LR 192)

Based on information contained in Museum Victoria photographs: MM004906; MM005246; MM004981; MM000215; MM005032, I suggest that the scene is of a grape drying operation. To the right is an orchard. Beyond the house is the vineyard. The two long narrow white roofed structures are grape drying racks. In front of the racks is an area for drying grapes on the ground.

Jim Longworth
Cheltenham, NSW

Dear Sir,

"Where is it?" (LR 192)

I write in response to Where is it? in issue No. 192. This is a topic on which I can offer information with some authority, having grown up with just such scenes. Without knowing exactly which property this is I can offer the following information. The scene is most probably taken in Renmark, and would be one seen from an Airlines of SA DC3 on the circuit to land at Renmark. I am suggesting Renmark rather than Mildura for reasons which I will state below.

First, the large shed in the left foreground is referred to as a 'cutting shed' and the two sheds with the turntable in front are in fact, 'sulphur boxes'. The box like structures on the drying green are actually stacks of trays for drying apricots, pears, peaches and nectarines. I would say there are well over 1000 trays in these stacks. As a point of interest, the two long shed like structures running across the foreground of the photo are racks for drying grapes, usually sultanas, currents and gordos.

Whether or not you had a railway to assist in the process, the production of these dried tree fruits involved cutting them, removing the stones and placing the two halves on a wooden tray, 3 foot x 2 foot in size. School children and women usually did this to earn some pocket money. A shed this size would probably have up to 50 people working it, picking the fruit, cutting and on the drying green. There would usually be a radio in the shed for the cricket.

In the 60's, when I was doing this work, the cutters were paid 3 pence per tray and were able to cut at a rate of four or five trays per hour. In this way, I made enough money to buy my first sailing boat, which in turn lead to paddle steamers, so you

could say that cutting apricots eventually lead me to being a steam nut.

After being filled with cut fruit, the trays were then stacked on trolleys and placed into the sulphur boxes. When the boxes were full, they were closed up and tins of burning powdered sulphur placed in them. The gas released by the burning sulphur is the preservative used to prevent the fruit from going bad when drying. The sulphur usually was burnt at night as it took many hours. Next morning the trays were laid out on a drying green for a day or so for the sun to start the drying process. After one or two days, the trays were stacked to complete the process by air-drying. Sunlight was necessary to start the process, but too much sun made the fruit go dark and it would then be downgraded.

The photo shows one of the larger dried fruit properties and it has the luxury of a railway to assist the process. The railway starts in the cutting shed so that the trays can be placed directly on the trolleys. The trolleys would then be pushed onto the turntable, and the trolleys pushed into the sulphur boxes. I would think the sulphur boxes in the photo would hold about 6 to 8 trolleys, each with 50 trays. Each tray holds about 7 kg of fresh fruit, which when dried reduces to about 1 kg of dried fruit.

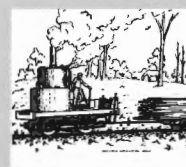
After sulphuring, the trolleys are pushed out onto the drying green and the trays spread out. This is a backbreaking task for two persons, as the trays would still have to be carried some distance from the railway. It was also an anxious time for the grower, as at the first sign of rain, it would be all hands to the pump to get the trays stacked up and covered. Whirlwinds were also a danger, as they could and did pick up many trays, spilling the fruit everywhere.

My reasons for saying this may be in the Renmark area are as follows. First the land looks like river flat, which is what most of the Renmark area is. Other areas in the Riverland and the Sunraysia are more undulating.

Next, most of the larger apricot growers were in the Renmark area. Third, in the very front of the photo is an irrigation channel, again a feature of the Renmark area, and finally, after the Cobdogla to Loveday railway was closed in 1922, the 20lb per yard railway panels and skip trucks were snapped up by apricot growers so they could build their drying green railways. Because there was a limited number of skip trucks and because they were a bit high for the purpose, the Renmark firm of GJ Dix & Sons produced many trolleys with about 6-inch diameter wheels. I am not sure if drying green railways were a feature of the Sunraysia area.

There are a few of these drying green railways left, but most apricot growers switched to wine grapes after the introduction of mechanical harvesting of the grapes and also because imported Turkish apricots are a lot cheaper at the supermarkets, but that's another story.

Denis Wasley
Berri, SA



LRRSA NEWS

MEETINGS

ADELAIDE: "Plans for 2007 + bring a favourite videotape."

There will be a discussion regarding plans for the coming year, and members are invited to bring along a favourite videotape.

Location: 150 First Avenue, Royston Park.

Date: Thursday 1 February at 7.45pm.

Contact Arnold Lockyer (08) 8296 9488

BRISBANE: "Indonesian railways"

David Rollins will show slides on Indonesian railways from his recent trip.

Location: BCC Library, Garden City Shopping Centre, Mount Gravatt. After hours entrance (rear of library) opposite Mega Theatre complex, next to Toys'R'Us.

Date: Friday 9 February at 7.30 pm. Entry from 7 pm.

MELBOURNE: "A Journey to the Sambas Gold Mine, via Ash Wednesday, Harietville, and Hartley Vale"

A consortium of eminent people using obsolete technology will be making a presentation on the above subject.

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

Date: Thursday, 8 February 2007 at 8.00 pm.

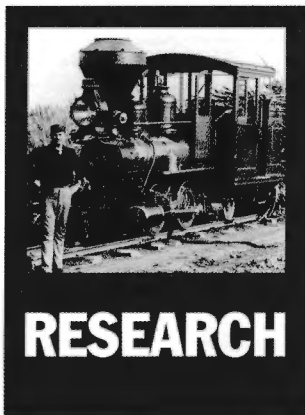
SYDNEY: "Shays, Heislars, Climaxes"

Shay, Heislars, Climaxes and other industrial railway systems in the USA and Canada will be the subject presented by Ross Mainwaring; from his more recent trips to North America, at the February meeting.

Location: Woodstock Community Centre, Church Street, Burwood, (five minutes walk from Burwood railway station).

Date: Wednesday 28 February at 7.30pm.

Please note that, with Anzac Day falling on the fourth Wednesday in April this year, the Sydney meeting that month may be moved to another day. Please consult LRRSA News in the April issue of Light Railways, or contact the Secretary for further information.



South Maitland Railway Heritage, NSW

The resumption of coal traffic over the South Maitland Railways line between East Greta Junction and Pelton from the re-opened Austar coal mine (formerly Southland) has revived interest in the heritage of this private railway. In particular, refurbishment work in Weston yard and vandalism to other structures raised concern among railway enthusiasts that the historic footbridge at Weston railway station and the fire-damaged brick Weston signalbox would be demolished.

A formal inquiry to Cessnock City Council has resulted in a detailed response that dispels these rumours. Council's letter states that: "the whole of the infrastructure of the South Maitland Railway is listed as a heritage item under both the Regional Environmental Plan (REP) and Local Environment Plan (LEP). It is listed under Schedule 2 as an item of 'regional significance'." Accordingly, any work impacting on the SMR, including demolition would require a development application. No such application has been submitted to Council.

The single span footbridge at Weston railway station was built by Coal & Allied Pty Ltd as part of the South Maitland Railway to give access to passenger platforms in 1909. In 1954 Council entered into an agreement with South Maitland Railways Pty Ltd (SMR) and Hebburn Limited to extend the existing footbridge. It, along with other SMR infrastructure, is still owned by South Maitland Railways Pty Ltd, but the letter notes that: "Council appears to have assumed responsibility for maintenance".

Cessnock Council has commissioned a number of reports on the footbridge, including one by consulting engineers which concludes that: "Although the

bridge can support the infrequent pedestrian loading which occurs at present, it is not capable of carrying the full design crowd loading." As pedestrians walk across the railway tracks in preference to the bridge, Council constructed an asphaltic concrete (AC) pedestrian footpath/cycleway in February 2006 that incorporates an at-grade crossing of the SMR properly signposted and line marked. Its completion allowed closure of the pedestrian footbridge over the South Maitland Railway tracks at Weston.

The signal box at Weston is currently unused and has suffered fire damage caused by vandals or vagrants. Council is unaware of any proposed demolition or repairs to this structure.

Brad Peardon and John Shoebridge

JL Gould Sawmills workshops, VIC

The demolition of the JL Gould Sawmills maintenance workshops in early December 2006 brought an end to the timber tramway era in the Ruok Timbers area of Victoria. These workshops were used to maintain the Kelly & Lewis diesel locomotives and a wide range of logging and sawmilling equipment. The rails were still in place in the floor of the shed during a visit in November. Bryan Slader of the Alexander Timber Tramway & Museum (ATT&M) photographed the building shortly before its demolition. The asbestos roof precluded its reconstruction for future use at Alexandria. With the permission of mill management, a thorough search was made of these workshops and a number of plans, including some for sawmill layouts and winch fire-refuge dugouts were located which will be added to the archival collection at the ATT&M. A number of surplus machine tools were also donated to the ATT&M.

Bryan Slader and Peter Evans

Google earth and light railways research

Following abandoned railways and tramways is a fascinating activity. Particularly enjoyable are the stages of planning the journey, identifying the remains and reviewing the adventure in retrospect. The bit in the middle, the actual walking along the formation, is not always felt to be so rewarding at the time.



The derelict signal box at Weston on the former South Maitland Railway, March 2006.
Photo Brad Peardon

This is where Google Earth comes in. Although in no way a substitute for reality, its satellite photography does go some way toward providing a simulation of the experience. (It also removes the temptation to take home a dogspike as a souvenir.) Ian Cutter has followed the Horseshoe line (dismantled 1923) north from Meekatharra, the Tarrawingee Tramway (closed 1931) north from Broken Hill, and found the tunnel on

the Wee Macgregor tramway south of Mary Kathleen.

The basic program can be downloaded free of charge from the Web, and works adequately on my laptop with its dial-up connection. The detail is sufficient to show individual trees and vehicles, but it is obviously more suited to arid regions than those with a forest canopy.

Ian Cutter

Coming Events

MARCH 2007

3-4 Wee Georgie Wood Railway, Tullah, TAS: narrow gauge steam train operates 10am-4pm. Also on 17-18 and 25 March. Phone: (03) 6230 8233.

3-4 Puffing Billy Railway, VIC: Day Out with Thomas, featuring *THOMAS* and *DANIELLE* in steam performing in Emerald yard and *THOMAS* hauling special steam trains to Nobelius or Clematis and return. Also on 17-18 and 24-25 March. Bookings (03) 9754 6800.

10-12 Redwater Creek Steam & Heritage Society, TAS: Steamfest 2007 with narrow-gauge steam railway rides, steam traction engines and rollers, vintage tractors, farm machinery and heritage displays. Information Chris Martin, Steamfest Coordinator, phone (03) 6334 8398 or 0429 418 739.

11-12 Alexandra Timber Tramway & Museum, VIC: Steam-hauled narrow gauge steam trains (1000-1545) and museum displays. Diesel-hauled trains on 25 March. Information: Bryan 0407 509 380 or Peter 0425 821 234.

11 Illawarra Light Railway Museum Society, Albion Park, NSW: Operating day with two narrow-gauge trains on mainline, plus the trolley-wire miners' tram and miniature railway 1030-1630. Phone: (02) 4256 4627 or www.ilrms.com.au

APRIL 2007

6-9 8th Australian Narrow Gauge Convention, Melbourne, VIC: Modelling the Australian Scene is the theme for the convention, to be held at Carwatha College, Noble Park North, 28km SE of Melbourne on the Monash Freeway. Registration: Laurie Green (03) 9744 5188 (AH) or check the website: <http://www.users.bigpond.com/nawlins/ngconv07.htm>

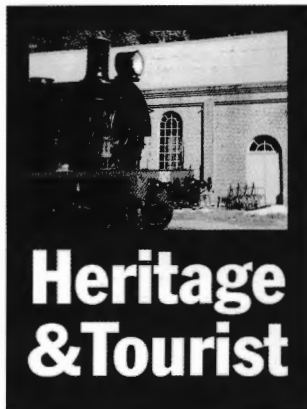
7-9 Alexandra Timber Tramway & Museum, VIC: Gala Steam Festival with steam-hauled narrow gauge steam trains (1000-1545), traction engines, stationary engines and museum displays. Information: Diesel-hauled trains operate on 22 April. Bryan 0407 509 380 or Peter 0425 821 234.

8 Illawarra Light Railway Museum Society, Albion Park, NSW: Operating day with two narrow-gauge trains on mainline, plus the trolley-wire miners' tram and miniature railway 1030-1630. Phone: (02) 4256 4627 or www.ilrms.com.au

8 Cobdogla Irrigation Museum, SA: Operating day with Humphrey Pump and narrow gauge steam train. Phone (08) 8588 2323.

8 Wee Georgie Wood Railway, Tullah, TAS: narrow gauge steam train operates 10am-4pm. Last operating day of the season. Phone: (03) 6230 8233.

Note: Please send information on coming events to Bob McKillop – rfmckillop@bigpond.com – or the Editor, Light Railways, PO Box 674, St Ives NSW 2070. The deadline for the April 2007 issue is 2 March.



Heritage & Tourist

and majestic mountain scenery or lush green fields to lure visitors to their railway attractions.

In contrast, many Australian operators find themselves in locations of limited appeal to tourists and having to cope with the extremes of the Australian environment. Drought and bushfires are constant companions. The summer of 2006-2007 is already emerging as one of the most challenging yet for our heritage railways.

Rail Heritage and the Australian environment

On returning to an Australian summer after visiting heritage and tourist railways in the United Kingdom and Europe, the additional challenges faced by preservation groups in our local environment are all too apparent. Overseas heritage and tourist railway operators are blessed with mild climates, large population bases to draw support from, effective public transport systems to get people to their lines,

Continuing drought, high fuel prices and terrorism fears have already caused a major slump in regional tourist numbers. In addition to total fire bans precluding the operation of steam locomotives, bushfires are now threatening our preserved railways. This issue contains reports on major bushfire losses for the Walhalla Goldfields Railway and the Bennett Brook Railway on opposite sides of the continent. The Zig Zag Railway also suffered losses from a bushfire on 29 November, including burnt track sleepers, damage to a platform, destruction of signalling and telephone cabling, damage to some rolling stock and the loss of plastic water pipes. The fire came to within a few metres of the main workshop and station building at Bottom Points, many trees close to the tracks were badly damaged and locomotive water supplies have been curtailed. Clearly, railway preservation groups need to give priority to strategies to minimise fire risks.

To preservation groups anticipating publication of the 8th edition of the *Guide to Australian Heritage Trains & Railway Museums*, I wish to advise that this has been held up due pending clarification of the future of key heritage operations in New South Wales. A publication date in the first half of 2007 is now anticipated.

Bob McKillop

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

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

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

NEWS

Queensland

BALLYHOOLEY STEAM RAILWAY, Port Douglas

610 mm gauge

The Ballyhooley Steam Railway (BSR) ceased operation in mid-November until 17 December 2006 to allow for planned maintenance. Operating days during the school holidays were scheduled for 17 and 31 December, and then on 7, 14, 21 and 28 January 2007. The BSR will then be shut down for maintenance, particularly track work, until the Easter weekend. 0-6-2T *BUNDY* (Bundaberg Foundry 2 of 1952) was moved from Port Douglas to Cairns for minor work to the boiler (replacement of tubes) and mechanical work on 15 November. The work is being undertaken at the Cairns Kuranda Steam Railway Depot as many of the BSR volunteers are based in Cairns.

These plans came astray when 0-6-2T *SPEEDY* (Bundaberg Foundry 6 of 1952) was failed, due to a broken regulator linkage sustained during the line inspection for the New Years Eve services. Without an

operational locomotive, services were suspended for at least two weeks.

www.ballyhooley.com.au, 22 Nov 2006

RAILCO, Ravenshoe

1067mm gauge

The former Mulgrave Mill 4wDM 'Simplex' (Motor Rail 4207 of 1928), now regauged to 1067mm, is on display at Ravenshoe. It is not in operational condition.

CN Sylvester 11/06

BRAMPTON ISLAND RAILWAY

762mm gauge

Voyages Hotels & Resorts Pty Ltd

Updating the report in LR 180 (p.27), this railway is still in operation and runs about 1.5km along the shore of the island from the jetty to the resort complex. There are two sidings and one loop, all disused. Of the two FC Hibberd diesels, 4wDH 3475 of 1950 (rebuilt Jenner Engineering 1986), is in operation while the other, 4wDM 3476 of 1950, is currently dismantled in the maintenance area. Four four-wheeled passenger cars are in regular use with some service wagons for moving luggage and supplies.

Track has been lifted from the jetty, leaving only about one train length in place. It is understood that this too will be removed in connection with a forthcoming refurbishment, and the railway will terminate just short of the jetty.

CN Sylvester 11/06

TONY GERMANOTTA, Mulei

610mm gauge

The second diesel locomotive purchased for possible tourist

railway use in 1984 (LR 186, p.26), an unusual 8-tonne Windhoff 4wDM (452 of 1940), was recently noted on the Germanotta farm. This locomotive was built for German World War II military use and was imported into Australia for a mining venture in northern NSW. It seems that repair work commenced on it some time ago but little has been done of late.

John Browning, 12/06

New South Wales

ILLAWARRA TRAIN PARK,

Albion Park 610mm gauge

Illawarra Light Railway

Museum Society

The restoration of major artefacts and buildings has continued and the ILRMS will start the New Year in a positive direction. Shellharbour City Council has formally signed off the newly built museum building, allowing the Society to begin the task of the internal fit out. A section of 20lb rail has been installed and the horse-drawn wagons from Dry Creek in South Australia have been placed on the rails as the first display items. External track works to begin early in the New Year will link the bay road operation to sidings into the new building.

Restoration of locomotives and rolling stock has brought the ex-Condong sugar mill 4wDM Ruston & Hornsby 40 DL Model (B/N 371959/1953) to the stage where it is waiting for injectors and a starter motor. All old paint was removed from the ex-Goondi mill 4wDM 'Simplex' (Motor Rail 10219/1950) by mid-December and under-coating

of the unit had commenced. Repainting this locomotive should be completed by February 2007. Restoration of the navy car from the CSR Condong mill is slowly nearing completion and it may commence passenger operations early in 2007. The ex-Inkerman sugar mill rail tamper has been placed inside the main shed.

The November running day saw 0-4-0ST *KIAMA* (Davenport 1596/1917) in charge of the steam ride and the faithful 4wDM 'Green Ruston' (Ruston & Hornsby 285298/1949) on the bay diesel road run. During the first Sunday in December, 0-6-0 *CAIRNS* (Hudswell Clarke 1706/1939) was the operating loco for the Oak Flats Bowling Club Christmas Party run, while 0-6-2T *TULLY 6* (Perry Eng. 7967/49/1 of 1949) operated the steam ride the following Sunday. This operating day also saw the ex-BHP Collieries Vernier man car making an appearance on the bay road run.

Brad Johns, 12/06

175th Anniversary of the AA Company Tramway Australian Agricultural Company/Newcastle Industrial Heritage Association

On Sunday, 10 December 2006, some sixty persons gathered on the Newcastle foreshore. Their purpose was to witness the unveiling of a plaque commemorating the opening of Australia's first railway in 1831. Often overlooked by historians, this significant event, a defining moment in the civilized history of the nation, took place 175 years ago to the day. The event was organised by

Heritage & Tourist



Bob Cook, president of the Newcastle Industrial Heritage Association, and John Tate, Lord Mayor of Newcastle, unveil the plaque on 19 December 2006 commemorating the 175th anniversary of the opening of Australia's first railway in 1831.

Photo: Graham Black

Newcastle Industrial Heritage Association (NIHA) and Engineers Australia, supported by the Australian Agricultural Company, the Australian Railway Historical Society (ARHS), Newcastle City Council and the Newcastle Port Corporation. Bob Cook, President of NIHA, welcomed guests and introduced the speakers, commencing with the Local Member Bryce Gaudry, who formally opened the event.

Peter Sherlock, representing the surveyors Monteath and Powys, then explained the methodology used to plot the exact location of the original mine shaft and rail track from archival plans and cadastral information. Dr Penny Pemberton, Australian National University Archivist and custodian of the 400 shelf-metres of AA Coy records followed. In a necessarily brief speech, she outlined in some detail, the events leading to the establishment of the coal mine, incline and wharf. Penny drew attention to copies of archival plans which she had brought from Canberra and invited guests to inspect them after the ceremony.

Keith Powell of the Newcastle Port Corporation contrasted the fifty tons of Newcastle coal shipped as Australia's first export cargo to Madras with the loads daily departing in mighty bulk carriers from what is now the world's largest coal port. Bob Cook then read a message from Tim Fischer, representing the Australian Agricultural Company. The previous week, Mr Fischer had in person delivered the plaque to Newcastle, travelling by steam train, but was

unable to attend the ceremony due to the bushfire emergency. He commended the commemoration of the occasion, extended the best wishes of the Company and apologised for his enforced absence.

Lastly, Alderman John Tate, Lord Mayor of Newcastle took up the microphone and spoke about the past and future of the coal industry. He shared with the audience his sense of excitement at the continuing place Newcastle occupies in the world of commerce based on its coal. Concluding, he inviting the gathering to offer three cheers for the AA Company's enterprise, as was done by the spectators on that far-off morning in 1831 when the twin coal trucks came rumbling down the gradient to open the coal mine railway.

The Lord Mayor, assisted by Bob Cook, then unveiled the plaque, which had been provided by the Australian Agricultural Company. Spencer Ross of the ARHS had organised the plaque, which was manufactured by Precision Patterns under the supervision of Greg Junk.

John Shoebridge, 12/06

LAKE MACQUARIE LIGHT RAILWAY

610mm gauge

Grahame Swanson

The second-last Lake Macquarie Light Railway running day for 2006 was held on 12 November. The temperature of 34 degrees made it hot work for the volunteer train crews and the shunter, but reports and smiles on peoples' faces indicate that everyone had a good day along with a few visitors adding to the enjoyment. The ex-

Fairymead Sugar Mill 0-4-2T loco No.1 (Baldwin LW 10533 of 1889) performed well again and now looks complete with the steam dome fairing being refitted after painting. The new fire-fighting unit was included in its consist along with the 'nearly round-wheeled pie cart'. The initial trials of the new fire-fighting appliance have exceeded expectation. It is a welcome addition to the LMLR rolling stock register and will provide added safety when operating in hot conditions. The 'pie cart' wheels had recently received attention on the wheel lathe in the workshop and the ride had improved accordingly.

As usual a gleaming ex-North Eton 0-6-2T No.7 (Perry Eng. 6634.52.1) was also in operation hauling the commissioner's car, which was occupied by members' wives enjoying the cool breeze and a chat. The property owner had done a nice job of mowing the extensive lawns and an afternoon of cricket could have taken place if the enthusiasts had become bored with train operations.

Former North Eton Perry No.6 (Perry Eng. 2382.41.1) was stored in the running shed awaiting rebuilding. TWIGGY No.4 the rebuilt Malcolm Moore 4wPM was stabled in the engine shed attached to the ballast train awaiting its next call to duty. Ex-Mourilyan Sugar Mill 0-4-2T No.7 (Perry Eng 2714/51/1 of 1951), stored in the engine shed, was being worked on by its owner, who was also noted to be carrying large sacks of coal from his car to the loco. Does this mean a light-up

is imminent? The day wound up at around 5pm with members assisting with shunting and loco stabling. Prior to the event some serious work had taken place at bottom points with the track being lifted along with the bridge, new ties installed to super elevate and level the road and all resting on new ballast. The rear wall of the locomotive shed has now been completed and is waiting for power to be connected. The workshop was in the final throws of completing the light standards for the soon to be erected Nomad Station. Kevin Waid, 11/06

STATE MINE HERITAGE PARK & RAILWAY, Lithgow

1435mm gauge

2006 has been a big year for the State Mine Heritage Park. As well as actively participating in the launch of the Furnace, Fire and Forge book launch the museum was heavily involved in the development of the multi-award winning Furnace Fire & Forge Heritage Trail. In addition a number of new mining-related museum displays have been developed. The May Day 1929 interpretive panels, funded by Museums & Galleries NSW, were installed in April and a new interactive display, featuring the mercury arc rectifier used as the backup unit for powering the underground railway at Kandos Colliery, has also been commissioned. The rectifier display will be joined in the near future by the two ex-Glen Davis electric underground locomotives. The museum was recently given a Gemco mine transporter by Angus Place Colliery, together with a spare battery pack and charger. Current plans are to place the Gemco on static display.

Visitation has increased with improving numbers of school and specialist tours. During Heritage Week in April the museum hosted a meeting of professionals from the Central West Heritage Network. In keeping with the 2006 Heritage Week theme of 'Industrial heritage: Our working lives', a 'high tea' style luncheon was arranged by volunteers with three 'industrial strength' high tea stands being manufactured

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by the blacksmith. State Mine Museum has confirmed its status as one of the top downhill mountain bike venues in Australia with large numbers of participants and spectators attending mountain bike events, a development that brings in much needed revenue. Plans are in train to set up a haulage display in the open section of the State Mine belt drift. This will feature reconstructed skips attached to a cable with haulage clips. Older collieries in the region are being contacted to source a suitable number of functional clips.

Ray Christison, 12/06

BERNIE BAKER, Parkes

610mm gauge

Bernie reportedly acquired the remains of Baguley 0-6-0DM *FISHERY* (3387 of 1954), together with a suitable engine, from Babinda Mill in late 2006, with the locomotive to be moved in 2007. It is understood that the sale of this historic unit to a southern collector had been negotiated in 2000 but it was never removed from the mill and so continued to deteriorate.

Brad Peardon, 12/06; John Browning

ARALUEN BRANCH LINE

RAILWAY

610mm gauge

Ian White

The guest speaker at the Sydney LRRSA meeting in October was Ian White who made a most informative and entertaining presentation on his private 610mm gauge bushland railway located in the Mudgee district. The railway, currently approximately one kilometre in length, has been lovingly created to evoke the atmosphere of a country branch line, with a 'Y' configuration. The main station, named Mongarlowe, a goods shed, loco and carriage sheds and turntable (not yet operational) are located at the junction. The right-hand branch goes to Araluen station, near the owner's residence, while the left-hand branch curves over a timber trestle bridge into bushland. It is fairly short at present, but will progressively be extended to offer a lengthy run. The base of the 'Y' is a short downhill run. Suvla and Nissoria are two wayside stations on these branches.

Motor Rail 4wDM *BUNDY* (10234 of 1951), acquired from Bingera Mill in Queensland in 1997 is the operating loco. Its partner, 10233 of 1951 has been dismantled to provide parts. Also available as back-up is the 4wPM Zinn 3 of 1975, built by Alwyn Zinn in Leichhardt, Ipswich, Queensland and acquired from Paul Simpson in 1999. There are currently two four-wheel carriages, one enclosed, the other an open timber-sided wagon. Several four-wheel skips have or are being restored and there is a push-pull trike.

On operating days, family and friends are decked out in railway uniforms, invited guests intending to ride must obtain tickets from the ticket window and the guard checks these. Strict safeworking principles are followed and everyone has a lot of fun. Additional images of this operation can be viewed on Lynn Zelmer's website at:

<http://www.zelmeroz.com/album-query/nsw.htm>

Jeff Moonie, 12/06; Peter Neve, Ray Graf; John Browning

Victoria

ALEXANDRA TIMBER TRAMWAY & MUSEUM

610mm gauge

The museum's development application to the Shire of Murrindindi for a 2km extension of the tramway to the UT Creek Road terminus (LR 191, p.28) has received "approval in principle .. on the basis that formal support will be required to be obtained from an identified stakeholder." This clears the way for the ATT&M to approach VicRoads regarding the use of the Goulburn Valley Highway road reserve and the Department of Sustainability & Environment on the use of the Lethbridge Street reservation. Approaches to these bodies and other stakeholders will be made in early 2007.

Restoration work on the small carriage continues, with the timberwork repaired and awaiting painting by late November 2006, when the bogies were ready for reassembly. The carriage is expected to return to service early in 2007.

Timberline 93, December 2006

Private preservation

610mm gauge

A group has obtained the carriages formerly used for the 'Mulgrave Rambler' train at the Mulgrave sugar

mill at Gordonvale in Queensland for private preservation at an undisclosed location in Victoria. The Rambler service ceased operation approximately 10 years ago and the vehicles had been stored mainly in the open at the mill since then. The three carriages arrived in Victoria by road in late November. Former Mourilyan Bulk Sugar Terminal 0-6-0DH Walkers 570 of 1956 (see LR188, p.32) shunted the carriages into the workshop for overhaul on 4 December 2006. Ex-Fairymead sugar mill 4wDM 72 (Com-Eng GA1148 of 1961; rebuilt Fairymead 1971) is also at this location.

Any readers in the Melbourne area interested in assisting with the restoration of the vehicles or the Com-Eng locomotive may make contact with the group through the editors. John Browning, 12/06

WALHALLA GOLDFIELDS

RAILWAY

762 mm gauge

Walhalla Tourist Railway Committee of Management

The huge bushfire that engulfed the Gippsland Region during December caused significant damage to the WGR and much anxiety for its volunteers. On advice from the State Department of Sustainability & Environment (DSE), the WGR announced on 7 December that it had suspended operations over the weekend of 16-17 December and WGR personnel carried out fire prevention works on site during the week commencing 11 December. On 14 December the WGR requested Puffing Billy's low loader to be on stand-by for the removal of some rolling stock and on the Saturday it was used to move the 0-6-0T steam locomotive *Spirit of Baw Baw* (Henschel 26427/1956) for safe storage elsewhere. The 4wDH locomotive *KASEY* (EM Baldwin 3225.4.2.70 of 1970) and the carriages were moved from Thomson to the Walhalla station yard, which was seen as a lower risk area. 0-6-0DM locomotive No. 14 (John Fowler 4210051/1951) remained at Thomson.

Crisis time for Walhalla came on 21-22 December. On Thursday 21st, firefighters saved the key infrastructure on the line from the bushfires, with the locomotive *KASEY* being used to fight spot fires on the track. The battle to save the bridges continued into the following day, with the skycrane *Malcolm* dumping water on the blaze. The fire burnt the eastern side of the line in the

Stringers Creek gorge through to the down end of the Thomson River railway bridge. Bridges 1 to 6 (the Stringers Creek trestles extending from Walhalla yard over a 800m section) were saved, while at Happy Creek station the fire also burnt to the platform itself and a stack of 150 new sleepers was saved following application of fire retardant. Unfortunately the main fire burnt out Bridge No. 7 while the air crane was on the ground re-fuelling. This is a small three-span timber bridge about halfway between Thomson and Walhalla, with spans about 15ft each. There is much relief in heritage circles that the only loss in the town of Walhalla – a sacred site to many – was a tent.

On 23 December the WGR issued an official statement on the bushfires and its losses. As a result of the fires the confirmed asset damage is as follows:

- Bridge No. 7 ('Three Span' or also known as 'Cascade Bridge'), 600m from Happy Creek station was severely damaged and will require a complete rebuild at an initial estimated commercial cost of \$250-300,000;
- Approximately 200 sleepers destroyed between Happy Creek and Thomson; and
- At ground internal telephone cable destroyed.

The WGR expressed its grateful thanks to the DSE and Country Fire Authority personnel who worked so hard to minimize its asset losses. The WGR resumed operations between Walhalla and Happy Creek on 31 December 2006. Shuttle trains departed from Walhalla on the hour from 1100 to 1600 daily until 28 January 2007. RailPage webpage; WGR webpage; *The Age*, 22 December 2006; Peter Ralph 1/07, Frank Stamford and John Browning LRRSA Yahoo Group.

Western Australia

BENNETT BROOK RAILWAY,

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

On 3 December 2006 a bushfire burnt out approximately 500 hectares of Whiteman Park, home of the Bennett Brook Railway. The fire started near the Mussel Pool Picnic Area and quickly spread to the northeast. Some 4000 visitors were evacuated from the park and three vehicles and

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The photographer caught this colourful image of the tourist train en route from the jetty to the resort on Brampton Island in November 2006. Photo: 'C N Sylvester'



The four-wheel miners' transport car newly restored under a Work for the Dole team supervised by retired coal miners Peter Skinner and Barry Noble. This is one of six recovered from the drift of the Lithgow Valley Colliery in 1996. They were drawn by the endless rope system and had been abandoned in the mine when it closed in 1978. The State Mine Blacksmith Phil Spark made new axle blocks for the restored vehicle. Photo: Ray Christison



With the restoration of non-air coal hopper wagon B1123, the Richmond Vale Railway reached the halfway mark in its program to restore 16 of these wagons to pristine condition. Graham Black photographed the eight restored wagons in December 2006.

some property damage was caused by the fire before it was brought under control about midnight. The park was closed until December 6. The duty locomotive, 0-6-0DM ROSALIE (John Fowler 411019 of 1950), was stranded with its consist at Whiteman Village Junction station. The railway was indeed lucky that damage to railway infrastructure was confined to the Mussel Pool Line with 18 sleepers over a 100-metre section damaged and two transoms on the 'Bridgewater' bridge burnt out.

Following re-opening of the park, the Mussel Pool line remained closed with BBR services being confined to the Bushland Loop. The Mussel Pool line was re-opened on 12 December after repairs were undertaken on the affected area. Further details of the fire together with images can be found on:

www.bennettbrookrailway.org/news.html Bob Baker, 12/06

Overseas

BREDGAR & WORMSHILL LIGHT RAILWAY, Kent, England

610mm gauge

Restoration work has almost been completed on Decauville 0-4-2T 246 of 1897, originally supplied to the old Invicta Mill on the Kolan River in Queensland, and later at Millaquin and Qunaba Mills. The locomotive has been totally rebuilt at this delightful privately owned preservation site. It has proved to be the most difficult and complex project undertaken by the Bredgar group, including fitting a new boiler. While the existing firebox has been reused, a dropped crown had to be rectified. The virtually new boiler was rebuilt using plans for the 1944 boiler that was fitted to the locomotive. This is smaller than the boiler originally fitted by Decauville. As can be seen from the photo of its first steaming in late October 2006, the results are very pleasing! An official inauguration is planned for 2007.

Australian guests are assured of a warm welcome at the BMLR, with open days on Easter Sunday and then on the first Sunday of each month from May to October.

John Browning, 12/06

Heritage & Tourist

Errata/Clarification LR 192

Due to a malfunction in our normal quality assurance procedures, the text of an uncorrected draft of "Heritage & Tourist" was printed in LR 192. Thanks to Richard Horne in London who receives the prize for being the first to point this out. Factual errors in what appeared follow below: In the 'Where is it?' item on p.23 the recipient of the print should be Dr R Radcliffe. Due to poor handwritten notes by the reporter, there are several corrections and some clarification regarding the report on the Penrhyn Castle Industrial Railway Museum (pp.30-31). The name of the Ruston & Hornsby 20DL 4wDM loco is *ACORN*, while the items relating to the Padarn Railway are in the Dinorwic Collection. *FIRE QUEEN* is a very long wheelbase 0-4-0 locomotive, not a 2-2-0. The builder of *WATKIN* should be De Winton, whose works were at Caernarvon right beside the WHR terminus and it ran at Penmaenmawr, not Penmaenmwawr. Robert Stephenson's 0-6-OT 2309 of 1879 ran on Richard Evans & Co's Haydock Railways system serving their collieries, not a foundry.



The sense of urgency is evident as volunteers dismount from the Walhalla Goldfields Railway fire train to tackle the bushfire at Happy Creek station on 22 December.
Photo: Rob Ashworth



The former Mourilyan Bulk Sugar terminal 0-6-0DH (Walkers 570 of 1956) shunts the 'Mulgrave Rambler' carriages into the workshop for overhaul at a private site in Victoria on 4 December 2006. The result of recent vandalism is evident on the loco compared with its pristine condition shown in the photo on p.32 of LR 188.

RARE RAILWAY RELIC RESCUED Puffing Billy Railway Preservation Society

Around 45 years ago, the PBPS acquired from the then Victorian Railways what was thought to be the last surviving example of the VR's narrow gauge NM-class livestock wagons.

Of the original fleet of 15 of these that had operated on Victoria's four isolated 2ft 6in gauge 'branch' lines, only 13NM was found stored in the 'graveyard' at Newport workshops after their closure. Two or three other NM bodies were seen in dilapidated condition on a farm near Colac but they have long since gone. 13NM was fully restored and has been used in service on the Puffing Billy Railway for 40 plus years for the transport of firewood to the loco depot at Belgrave. Only last year it was fully refurbished.

Early in November the PBPS received a surprise tip-off that another NM wagon body had been seen on a farm in central Victoria, five years ago! The informant emailed two photographs plus details as to its location. A visit to the site found that the body of 6NM is indeed another survivor of the class and, despite having stood in the weather on its underframe for nearly half a century, is in remarkably good condition. Most of the steelwork is intact, as are all the chains and securing devices for the doors and drop-down ramps. The original corrugated iron roof is intact, with little damage, and many of the timber boards are sound. The faded number '6NM' is still visible on the sides. Coincidentally, a VR photograph of this very wagon in near-new condition (c.1910) appears in Ted Downs' book, *Speed Limit 20*, as an example of this class of narrow gauge rolling stock.



Property owner Andrew McKinnon (left) and Puffing Billy Workshops Foreman Adam Black inspect the body of former livestock wagon 6NM on 22 November 2006.
Photo: John Thompson

On being made aware of the historical significance of the wagon, the property owners have very kindly offered to donate it to the Puffing Billy Railway for restoration as a running mate for 13NM, now not quite as 'unique' as thought for the past 40-odd years! Arrangements are now in hand for the recovery and transport of 6NM to Belgrave, where it will be a welcome addition to the list of PBPS restoration projects to be undertaken in due course.
John Thompson, President PBPS, 11/06



The fully restored Decauville 0-4-2T 246 of 1897, formerly used at the old Invicta, Millaquin and Qunaba Mills in Queensland, undergoes steam trials on the Bredgar & Wormshill Light Railway, in Kent, England, in late October 2006. Photo: Bill Bowman

Motor Rail 4wDMBUNDY (10234 of 1951) hauls a passenger train comprising the four-wheel open wagon and enclosed passenger car on Ian White's Araluen Branch Line Railway on 3 October 2005. Photo: Ray Graf

At the Lake Macquarie Light Railway's Christmas running day on Sunday 17 December, the opportunity was taken to photograph all four of the railway's steam locos with a group of LMLR members in a classic Kinseyesque pose inside the recently completed engine shed. Locomotives, from left to right, are 0-4-2T Fairymead 1 (Baldwin 10533 of 1889), 0-6-2T North Eton 6 (Perry 2382.41.1 of 1941), 0-6-2T North Eton 7 (Perry 6634.52.1 of 1952) and 0-4-2T Mourilyan 7 (Perry 2714/51/1 of 1951). Photo: Gaye Belbin



