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LIGHT RAILWAYS

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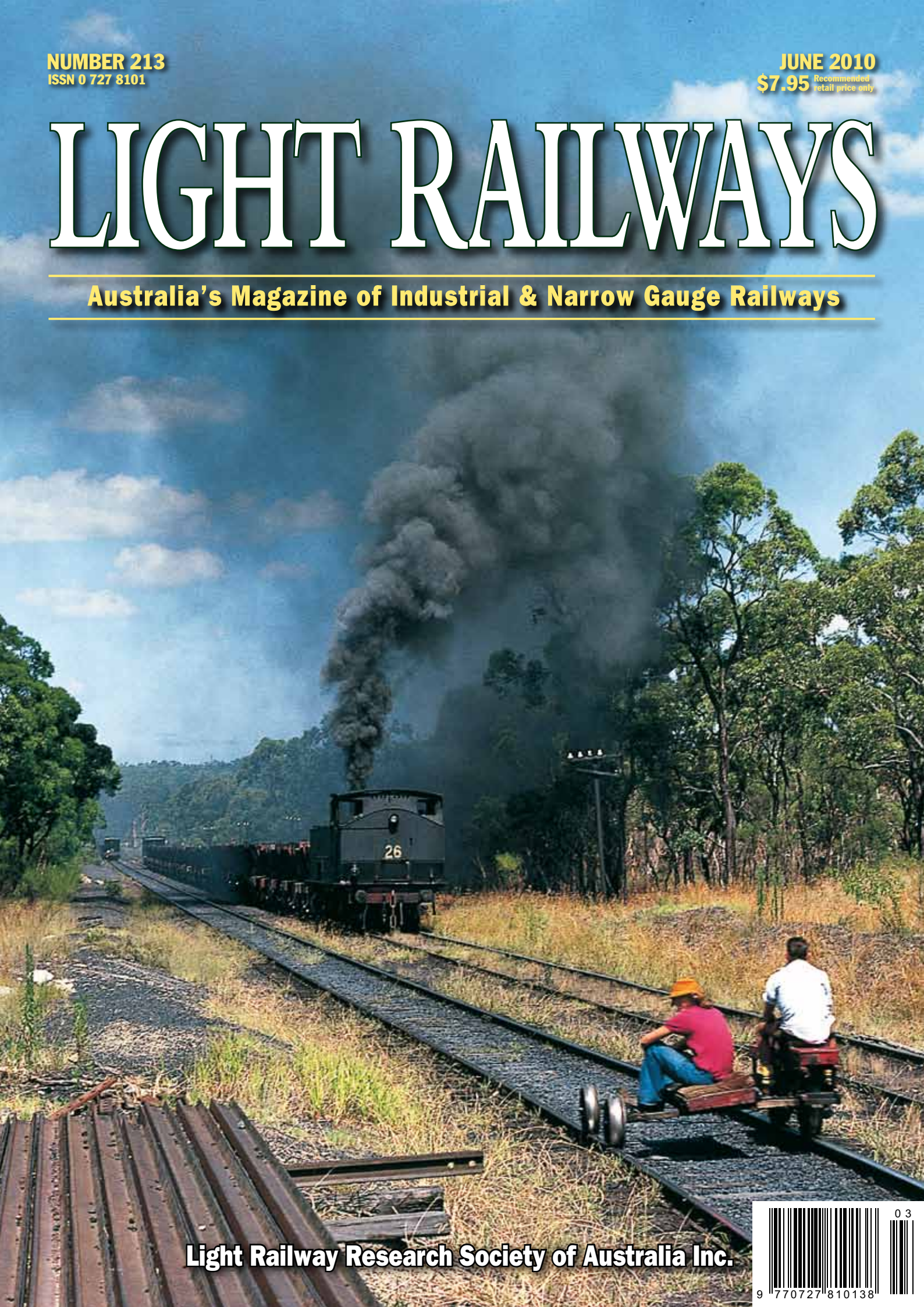

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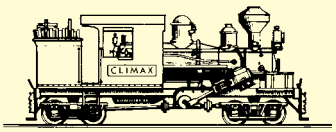

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Conversions:

1 inch (in)	25.40 millimetres
1 foot (ft)	0.30 metre
1 yard (yd)	0.91 metre
1 chain	20.11 metres
1 mile	1.60 kilometres
1 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
1 super foot (sawn timber)	0.00236 cubic metre

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Comment

I have a terrible confession to make. It probably won't be well-received, but it's been festering for over three decades and I just have to get it off my chest, especially since lately I keep seeing the subject of my ire nearly every time I open a railway magazine—the fact is, I don't like Puffing Billy's 861!

Nothing personal—it's quite a charming little engine—but I have a major problem with how it came to exist, which taints every encounter I have with it.

Back in the early 1970s, an historic Decauville/Couillet 0-4-0T named *JOHN BENN*, built in 1886, was callously used as a source of parts to help construct a crowd-pleasing Disneyesque 2-4-2ST for a planned tourist railway (which ultimately failed, anyway) and the end-result was the loco we know today as '861'.

Of course, the 70s was a time when such a thing could easily happen. Traumatised by the recent loss of main-line steam, we sought to recreate that golden age in any way we could, and 'historical integrity' was something only academics spoke of. 861 is, in many ways, a symbol of that age.

Still, I never had a problem with owners wanting to tart-up their locomotives, so long as the basic machine remained intact for posterity. For instance, Dreamworld's Baldwin 4-6-0 is dressed up in 'Wild West' garb in order to do a particular job, which it does very well. However, if at some time in the future it should retire from Showbiz and, say, go to the Australian War Memorial, it wouldn't take a whole lot of work to put it back to original World War One War Department condition.

With so much original fabric destroyed, poor *JOHN BENN* (or what's left of him) doesn't have these kinds of options. R.I.P. John. *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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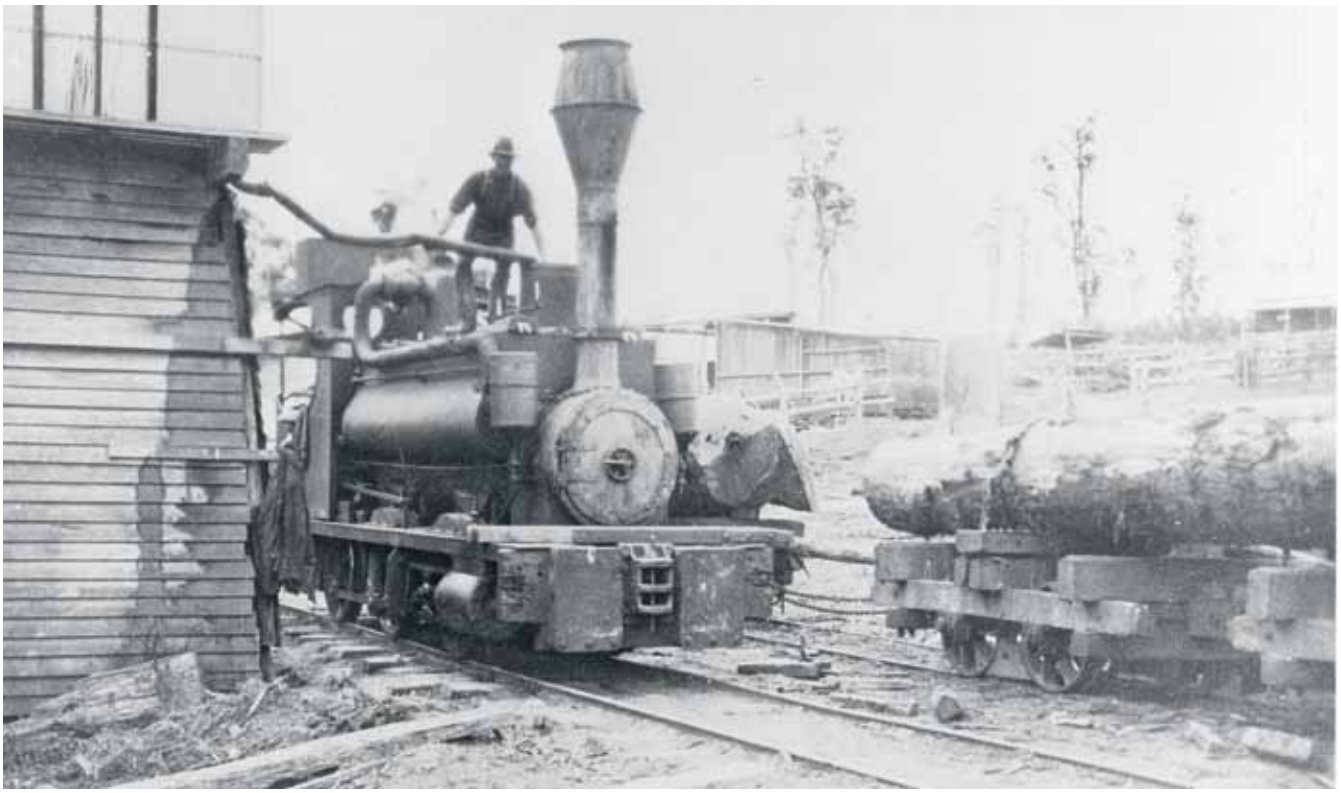
Articles, letters and photographs of historical and current interest are welcome. Contributions should be double spaced if typed or written. Electronic formats accepted in the common standards.

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 the South Maitland Railway between Abermain and Weston, in February 1975, a motorised quadricycle heads towards East Greta Junction, travelling in the wake of a loaded coal train, as an opposing train of empties, headed by 2-8-2T number 26 (Beyer Peacock 6127 of 1922), makes a smoky approach on the down line. Photo: Graeme Belbin*



Andrew Barclay 0-6-0ST Cameron *(253 of 1882) takes water at Wootton Depot, date unknown. At some stage prior to this, the internal regulator valve and main steam pipe of the loco had been replaced by a crude external arrangement, probably to avoid an expensive repair. The regulator is now a large globe valve bolted to the right-hand side of the steam dome and operated by a hand-wheel in the cab, with steam delivered to the cylinders by way of a lagged pipe running along the edge of the saddle tank.* *Photo: RF McKillop collection*

The Wootton-Mayers Point Tramway – Part two

by Ian McNeil

Foreword.

Part one of this history appeared in Light Railways *No. 211, February 2010. It covered the construction of the original wooden-railed horse line, its purchase and conversion into a steel-railed steam tramway by Allen Taylor & Co., and its operation by the Company's first Climax geared locomotive* Aleda.

Allen Taylor's second locomotive

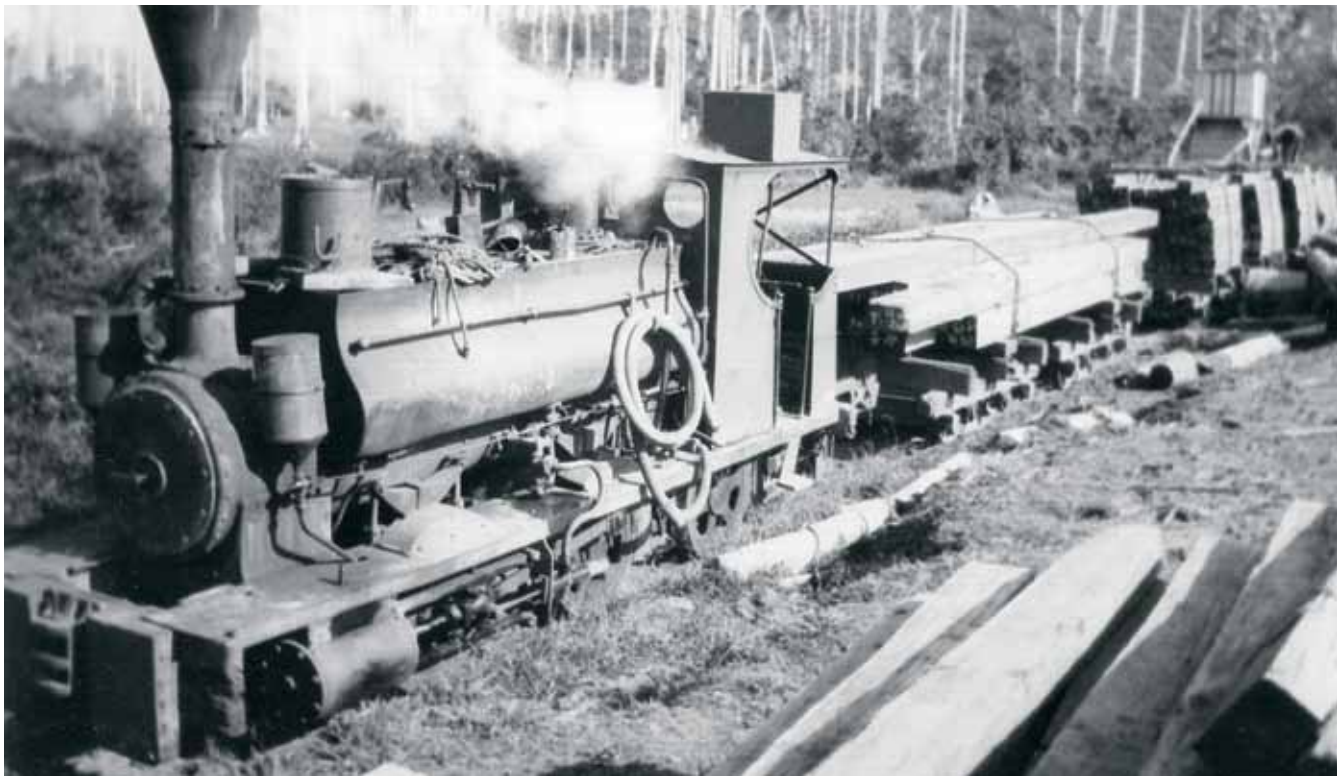
The company decided that an additional locomotive was needed. An unsuccessful approach was made in June 1916 to Millars Timber & Trading Company who had a 3ft 6in gauge A-Class Climax locomotive on their Simsville tramway near Stroud. As the Simsville sawmill and tramway had been mothballed since the start of World War 1, Millars were asked if they would either sell or lease their Climax loco, but they were not interested.

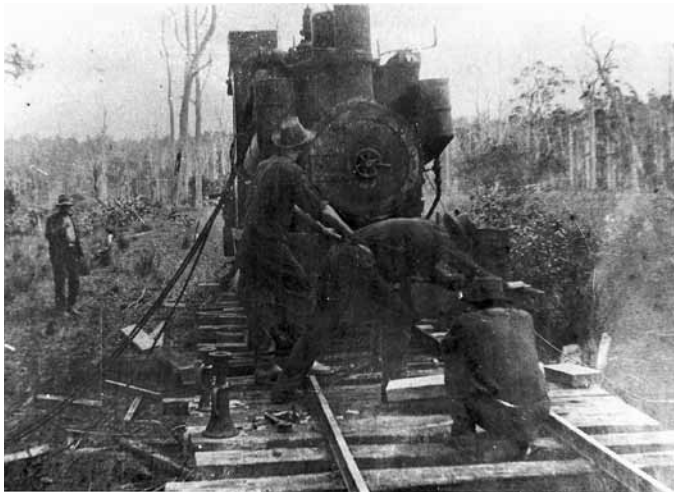
Shortly afterwards a second-hand locomotive was acquired from Sydney machinery dealers Cameron and Sutherland for the sum of £1000. This was an Andrew Barclay 0-6-0 saddle-tank locomotive, B/No. 253 of 1882, built in Kilmarnock, Scotland. It had been imported into NSW by the Australian Kerosine Oil and Mineral Company for service on their shale oil railway between Joadja and Mittagong. The Joadja works closed in 1903, and the AKOM property including the tramway with three locomotives and rolling stock was advertised for sale by auction on 20 April 1911.[1] The rails were recorded as stacked at the Mittagong sidings in January 1912, when they were sold to Cameron and Sutherland. It is believed that Andrew Barclay 253 was part of this sale, and remained in Cameron and Sutherland's Sydney yard until being sold on to Allen Taylor & Company in October 1916.

This locomotive was given the nickname of 'Fanny' by company employees, but was always referred to as *Cameron* by management. It was put into service on the Wootton tramway in October 1916. It was a small loco weighing in at 22 tons and was distinguished by a flat-topped saddle-tank with reverse-curved sides plus a tall funnel topped by an ugly spark arrestor. The driving wheels were 3ft 0½in diameter, and with a relatively long 0-6-0 wheel base measuring 9ft 6in, the centre pair were flangeless to allow the locomotive to better negotiate curves. The dimensions of the two outside cylinders were 11in x 18in. With boiler pressure set at a low 125psi the loco did not have a high tractive effort. Its driving wheels were already worn when it arrived at Mayers Point, and after 12 months service it had to be taken out of service due to 'dangerous tyres'. The wheels were shipped to Vale & Company in Auburn for attention, returning some two months later.

While *Cameron* was a welcome addition to the line, Sir Allen Taylor soon conceded that it was slow and could not haul enough over the heavy grades. The loco could only manage one round trip a day between Wootton and Mayers Point. 30 tons of timber was a full load, a little over half of what *Aleda* could haul. When *Aleda* was out of action for repairs and maintenance, *Cameron* was worked long into the night to make two round trips each day. Its relatively long wheel base was hard on the track and this factor, together with its lack of tractive effort shortened its service life. A series of company reports well illustrated the loco's shortcomings:

12 December 1918: The general condition of the line is fair. Plenty of short swallows and ugly kinks brought about by the long wheelbase of the Cameron. I am hopeful that the Clyde loco will run more smoothly and does not cause so much damage to the line as the Cameron has.





Cameron, *Andrew Barclay 253 of 1882, ready to leave Wootton Depot with a mixed train of bridge girders and railway sleepers. With small 11 inch diameter cylinders and maximum boiler pressure of 125 psi, the loco's haulage capacity was limited to 30 odd tons, less than half that of the A-Class Climax* Aleda. *Photo: HB Moyle*

❒ *This photo is believed to be the aftermath of a derailment involving* Cameron. *The loco had a 9ft 6in rigid wheelbase which tended to straighten out the Wootton tramway curves faster than the fettlers could re-align them. Track damage and low tractive effort saw* Cameron *little used after 1922. Photo: Harry Wright collection*

❒ Cameron, *Allen Taylor's second locomotive, was purchased in 1916 from machinery dealers Cameron & Sutherland. It was nicknamed 'Fanny' by the local workforce but was always referred to as* Cameron *by management. The reason for this over-crewed light engine is not known. Photo: John Kramer Collection*

1 January 1923: Loco Cameron idle. This plant is very severe on the line. Wheel base too long consequently she knocks the line about considerably especially the curves. Haulage capacity limited, say 25 to 30 tons. In future to be used in case of emergency.

17 January 1924: With capacity to lift only a decent hatful cannot be worked to advantage beyond Wootton, the 8 mile section, and as the bulk of supplies are beyond this point further comment is unnecessary.

26 April 1929: The Cameron is in fair order. This loco should never be used unless absolutely necessary, very severe on the track, chiefly caused by long wheel base 9'6" which has the effect of kicking the track to pieces, the rails being light it is impossible to keep in shape and further great tendency to spread the line. This means the loaded trucks might be derailed making the risk too great especially in the vicinity of the Long Hill and O'Brien's Gap.

The last report suggests that *Cameron* might have been pressed back into service as a stop-gap, perhaps following the bridge collapse in January 1929 which badly damaged 'Corry-Pa', Allen Taylor's second Climax locomotive. At any rate, head office was not amused!

Cameron's deficiencies saw the loco relegated to standby status in the Mayers Point loco shed from about 1923 onwards. She was only steamed when *Aleda* was out for repairs. After the second A-Class Climax loco arrived in late 1927 it is doubtful if *Cameron* saw any service at all. The loco was last recorded as being serviceable in October 1930:

Stowed away in shed but in fairly good condition and could be at work in a few hours if necessary, no repairs being necessary.

Allen Taylor's third locomotive

Sir Allen Taylor was not satisfied that the two locomotives employed on the Wootton line were up to the task of transporting the large quantities of timber that the company wanted to export from the Coolongolook Brush. In his November 1917 report to the Board he wrote:

We must obtain a capable locomotive with sufficient power to lift (per day of 10 hours) a minimum of 30,000 super feet, with a speed of not less than 15 m.p.h. This locomotive to work the extension to Mt. Grey, which is our objective within the next three years, will have to run 2 trips daily covering a mileage of 70 miles per day. The locomotive should be of a direct drive type of not more than 25 tons, with a short wheelbase that can negotiate sharp curves. I am quite convinced that the Climax is unsuitable; too slow and further the up keep is very heavy.

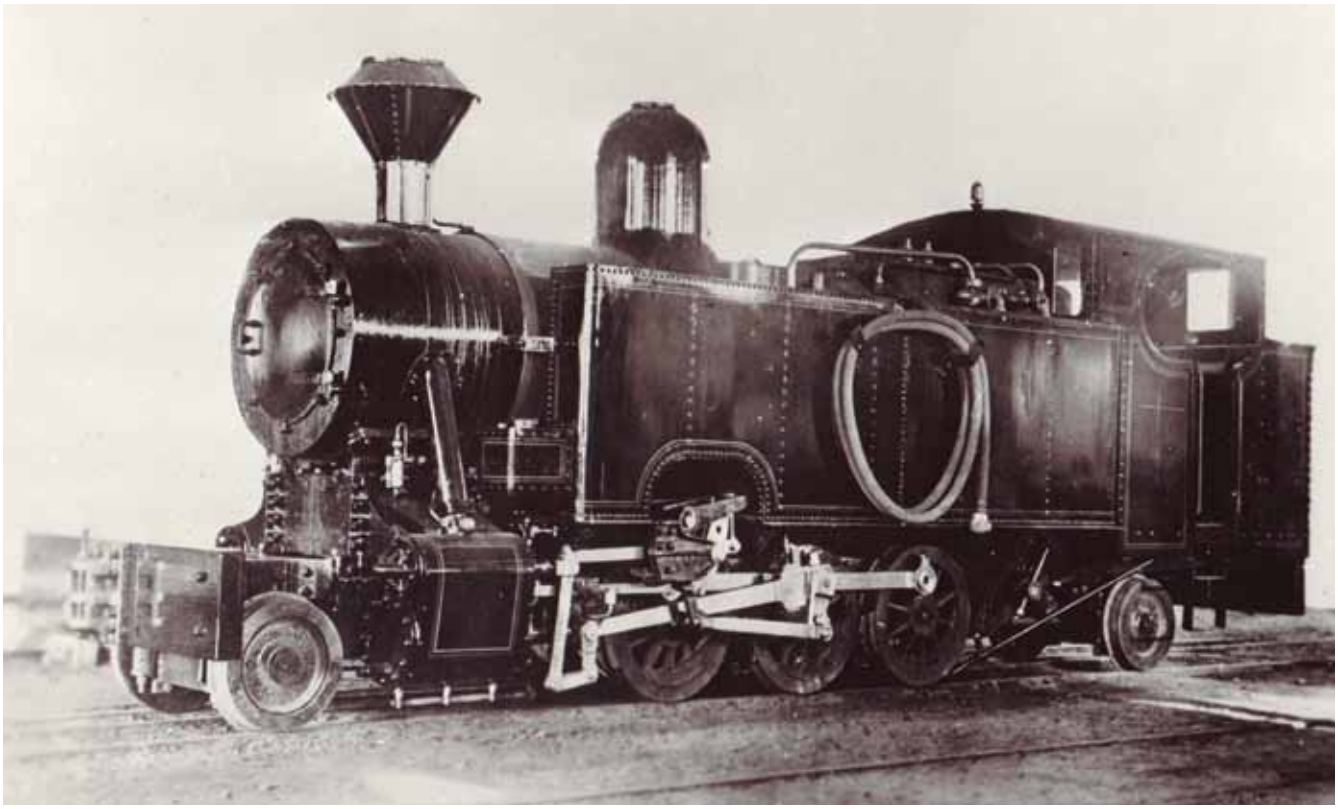
Specifications for a third locomotive were drawn up and sent to the Clyde Engineering Company, and by the end of January 1918 their quote for £3850 had been received. While Sir Allen thought this price was 'prohibitive' he went on to forecast that such a locomotive would do considerably more work than either the Climax or the Andrew Barclay locomotives, and would reduce the daily working expenses by nearly 50 per cent.

Further negotiations with the Clyde Engineering Company resulted in a slight price reduction for the locomotive and an extended time allowed for payment. Some guarantees were also given regarding the satisfactory performance of the locomotive. Finally an order was placed with Clyde Engineering, D/5122, in early 1919:[2]

D/5122 8/1918 Allen Taylor Ltd

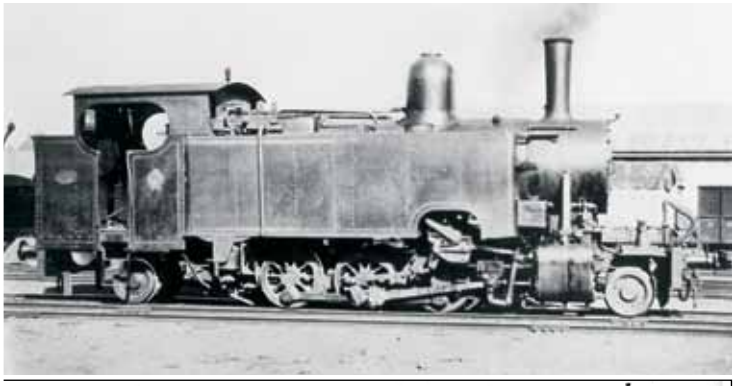
1 2-6-0 Locomotive for 3'6" gauge, cylinders 14" x 20", 175lbs per sq in, in accordance with drawings and specification. Dismantling, packing and re-erection at site of Loco ordered under D/5122. Also trials of same.

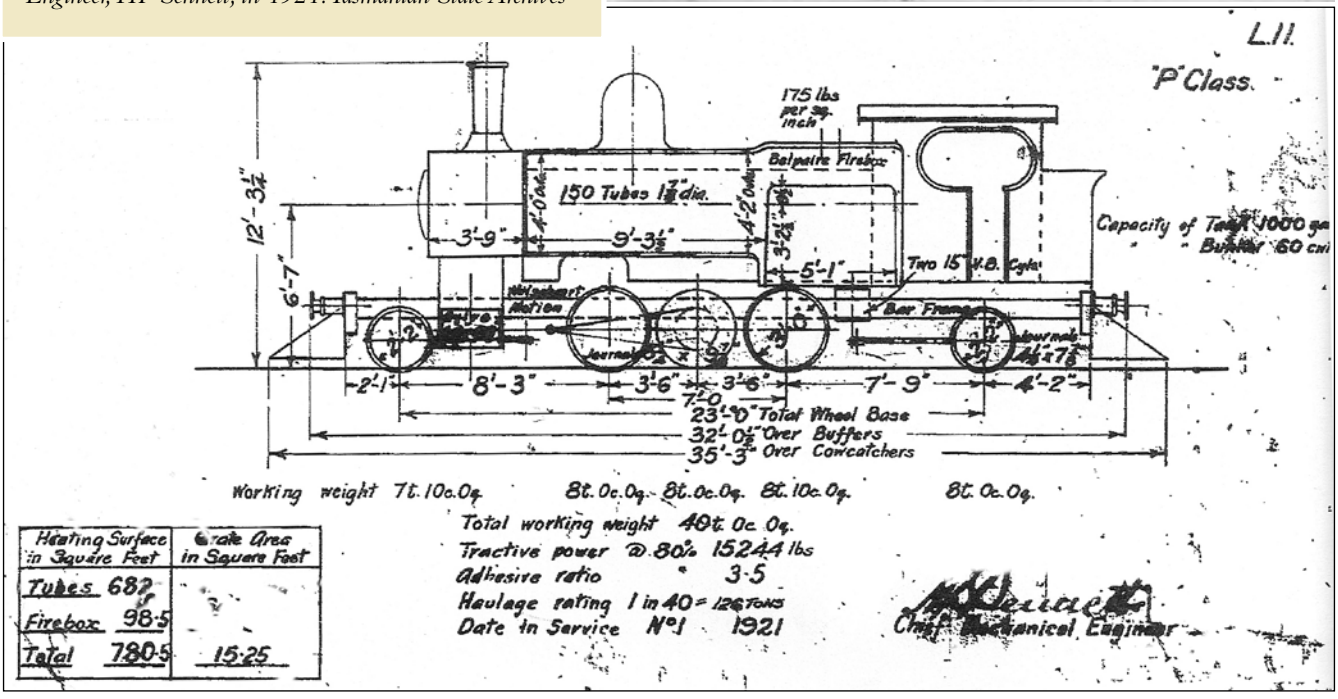
The final specifications were for a 2-6-2 side tank locomotive weighing 40 tons in working order (a lot heavier than Sir Allen's original specifications). With 175psi boiler pressure the tractive effort was rated at 15,200lbs, and the haulage capacity was stated to be 126 tons on a 1:40 grade. The loco featured Walschaerts valve gear, 14in diameter cylinders and 36in diameter driving wheels. Water capacity of the side tanks was 1000 gallons while the bunker had space for three tons of coal.



Allen Taylor's third locomotive was Clyde-built 2-6-2T Wootton *(241 of 1919). Although a powerful loco, her 40-ton weight and rigid wheelbase were too much for the light rails and sharp curves of the Wootton Tramway. Less than three months after purchase, the company began making plans to dispose of the locomotive.* *Photo: John Kramer Collection*

Clyde-built 2-6-2T Wootton *hauling a fully-loaded train of hardwood sleepers to Mayers Point. The two brakemen relaxing on top of the load will soon be fully occupied when the train begins the steep 1:20 descent down O'Brien's Hill. By Sir Allen Taylor's own admission, the loco was difficult to control on the big hills, especially when the rails were damp. Photo: Max Burdekin* ❐ Wootton *was sold to the Tasmanian Government Railways in November 1920 and was classified as their P-Class No. 1. The loco remained in service for 25 years before being scrapped in 1945. Photo: Late LG Poole Collection* ❐ *A schematic drawing of* Wootton's *specifications was prepared by TGR's Chief Mechanical Engineer, HP Sennett, in 1921. Tasmanian State Archives*





Prior to the placing of the order for the new loco, it was recognised that some upgrading of the line to handle the heavier axle loads was necessary. Commencing in July 1918 and under the capable supervision of bush carpenter and track foreman Harry Green, work was put in hand to strengthen the weaker bridges and to ease some of the sharper curves. The biggest task was strengthening the track by inserting extra sleepers. Sir Allen again:

It is proposed to put in an extra 10 sleepers per chain in the first 8 miles to carry this loco. This will be a difficult task because the space between the existing sleepers hardly allows sufficient room to allow the fettlers to pack when necessary. Looking at the road as now constructed, with a few minor improvements I think it will carry the Clyde loco safely because its weight, 30 [sic] tons, is well distributed over its length of 30 feet, whereas the Cameron has 22 tons of short chunky plant, and the wheelbase of the Clyde is 7' against Cameron 9' 6". I propose walking the line between Wootton and Mayers Point to thoroughly examine. It is quite impossible to do this when on the footplate of a loco.

The new locomotive was ready for inspection by the directors at the Clyde works on 8 September 1919. The inspection was satisfactory and arrangements were made to have it dismantled and dispatched to Port Stephens. Two months later it had been successfully unloaded off a steam punt at Mayers Point and assembled on the wharf line. In an ominous foretaste of the problems that lay ahead for this locomotive, it was found necessary to ease the curve in the wharf line at Mayers Point before the loco could be trialled. It then quickly became apparent that the purchase of the Clyde locomotive, now officially christened Wootton, was a mistake. At 40 tons it was too heavy for the light rails of the Wootton tramway, and its rigid wheel base was too long for the sharper curves. It was also difficult to control descending the steeper grades. According to the minutes of what must have been a tense Board Meeting on 26 February 1920:

The Chairman carefully explained to the Board that the New Loco from the Clyde Engineering Co. had not, up to date, given the results expected. Alterations (to the bogies) would be made, and if the further trials were not satisfactory, the question of disposing of the loco would have to be considered.

Some alterations were made to both leading and trailing pony trucks, on the advice of NSW Railways' Chief Mechanical Engineer Mr EE Lucy. These modifications apparently were successful in enabling *Wootton* to negotiate the tramway's curves without derailing itself. However, the basic facts remained—the loco was too big and too heavy for a light-railed timber tramway. As Sir Allen reported to his Board in April 1920:

Since alterations affected working much better, running smoothly and negotiating curves nicely. Haulage capacity is not up to guarantee with logs, but much closer with sleepers. Clyde Co. has made final adjustments and I see no alternative but to pay balance due on contract. Notwithstanding the great improvement, however I am of the opinion, if we could dispose of the Wootton at a price approaching cost we will be justified in procuring another loco of Aleda type with more traction power. I fear the upkeep of Wootton will be heavy, apart from this in wet and misty weather she will be difficult to control on the big hills.

Sir Allen's forecast was correct. He reported four months later, in August 1920:

Loco Wootton; With continuous showery conditions very severe [on the track] means that we must maintain large fettling gang to hold the line for reasonable running. Not doing anything approaching what was anticipated. The trouble is the light rails combined with the wet weather and her weight makes it impossible to drive her at a reasonable speed. I am satisfied that it would be to the Company's advantage to dispose of her with the least possible delay and place an order forthwith for another of the Aleda type with steel frame and 50% more traction power . . . .

After a brief and inglorious stay of just on 12 months *Wootton* was put up for sale, but as it turned out, the company was able to make a profit on the deal. Negotiations with the Tasmanian Railways Commissioner for its purchase got underway in October 1920. On 4 November the Tasmanian Government sent a telegram accepting the sale price of £6000 f.o.b. Newcastle. The loco was shipped to Tasmania in the bottom of the hold of the SS *Melbourne* in early December, but not without incident. It appears a cargo of slack coal was placed on top of the loco, damaging the lagging in places as well as some taps and bolts.[3] *Wootton* entered service as TGR's P-Class No.1, and ran on that system for another 25 years before finally being scrapped in 1945.

Extending the Wootton tramway

It was company practice to minimise logging costs by keeping their steam log haulers operating in virgin forest areas. This required the tramway to be periodically extended and between 1915 and 1931 another seven miles of main line were added. Two short branch lines were also constructed.

All of the Wootton tramway extensions were constructed under the supervision of track foreman Harry Green. He was a resourceful bush carpenter, highly regarded by Sir Allen for his competence and loyalty. Harry was responsible for all phases of tramway construction—earthworks, bridges and plate-laying—as well as line maintenance. For working in all seasons and all hours he was paid the princely sum of £4.10s per week. To minimise costs, construction was carried out by a small track gang assisted at times by other bush workers who could be spared from their regular jobs.

The costs of tramway extensions were classed as capital expenditure, and each required the approval of the Board of Directors. Granting an approval for a tramway extension depended on the prevailing market conditions as well as the amount of uncut forest remaining around the railhead. Generally one mile of line was approved every two years, this being the length of time it took the log haulers to cut out the forest along the new extension. Construction was usually a leisurely process that could take up to nine months to complete. Track laying was only required to keep pace with the steam log haulers as they were moved along the line.

Light-weight steel rails, preferably second hand and from 30lb to 40lb per yard were purchased from a variety of sources for tramway extensions. In the aftermath of World War I steel rails were expensive, and the company went to considerable lengths to try and source cheaper rails for their tramway extensions. Unsuccessful enquiries were initially made to see if 400 to 500 tons of rails could be purchased from the battlefields of France where it was thought they might be had for as little as £2 per ton. Another unsuccessful attempt involved a scheme to borrow a mile of steel rails from H Mackenzie Ltd. who had recovered them from the defunct Great Northern Timber Company's line at Woolgoolga. Had MacKenzie agreed, Sir Allen promised to replace them when they were needed for McKenzie's Fraser Island venture. When Sir Allen Taylor was in Scotland in 1924, he cabled his Board that he had purchased 100 tons of steel rails, plus dog spikes, fishplates and bolts which had been shipped aboard the SS *Persic*, due to arrive in Sydney on 8 September. On another occasion, 65 tons of light-weight tramway rails were purchased from Botany but were found to be unsuitable for the line. New rail

was purchased on two occasions from BHP Newcastle, but on cost grounds this was avoided if at all possible.

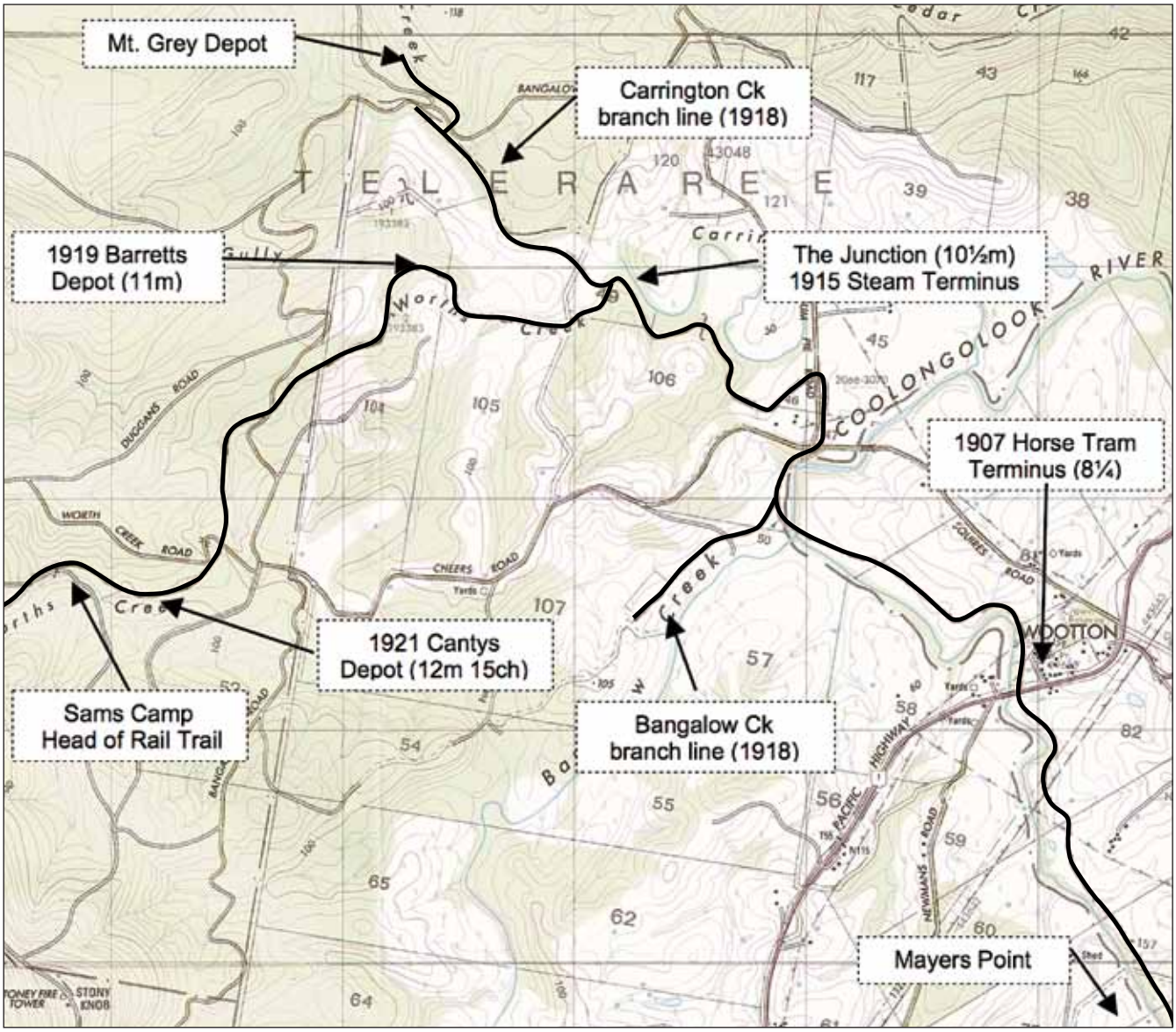
Following conversion to steam in 1915, the Wootton tramway was 11 miles long and terminated at the junction of Carrington and Worths Creeks where a timber depot had been established. After two years of intensive logging around this railhead, much of the prime timber had been cut out. Sir Allen Taylor wrote after his June 1917 inspection:

[Wootton manager Albert] *Dun reports that bearing ENE from the head of the Wootton line about 2 miles further, we would encounter virgin forest carrying very heavy supplies. Let us hope some day that we may reach this 'haven of rest'.*

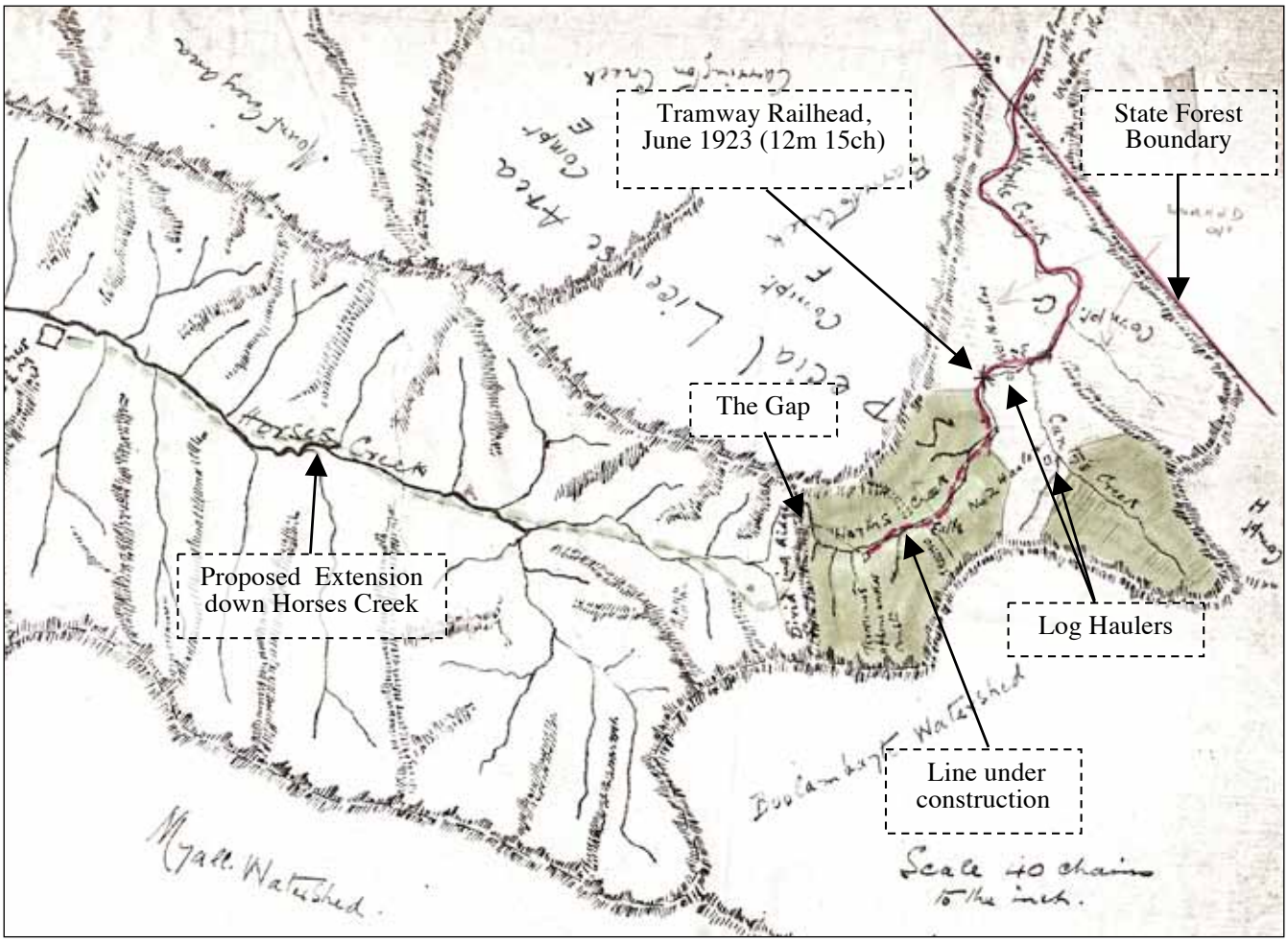
He was to get his wish. In November 1917 the Board approved 1½ miles of tramway extensions at an estimated cost of £2000. First to be constructed was a one-mile branch line that continued up Carrington Creek to a newly established timber depot called Mt. Grey. This became the company's main centre for railway sleepers and hundreds of thousands of them were railed out over the next few years. Sir Allen reported on this project in April 1918:

Tram construction: Foreman Harry Green, a capable and faithful worker doing excellent work under most trying conditions. It is hoped to have the line completed to No. 1 Hauler Mt. Grey extension sleeper depot on or about 21st May and the left hand branch of the main trunk line by 21st August. The total length of both spurs is about 1 mile 30 chains, cost including rails estimated £2,500. When completed these extensions will assist to increase our supplies very considerably. The length of the line to the water will be about 12 miles, and providing we are fortunate in getting a good loco from the Clyde, large supplies should be available from this centre.

The Carrington Creek branch line was ready for traffic in June 1918, and following that work was started on construction of the main line up Worths Creek. Progress on this section was a lot slower than Sir Allen had predicted. It was not until early 1919 that the first half-mile of new track was finished to the junction of Worths and Barretts Creeks. Lengthy sections of low-standing log trestles were needed to carry it over boggy areas along the banks of the creek. A steam log hauler was sited at the rail head which was called Farrell's Depot. A tool shed/driver's hut was built at the rail junction



As part of Allen Taylor's 1915 conversion of the Wootton horse tramway to a steel-railed steam-operation, the line was extended two miles west of Wootton village to a new terminus at the junction of Carrington and Worths Creeks. During the next eight years the tramway was pushed further into the Coolongolook Brush, following the course of Worths Creek upstream. Two short branch lines were constructed during this period. The first was a temporary wooden railed affair up Bangalow Creek. The Carrington Creek branch line terminated at Mt Grey Depot which was the Company's main railway sleeper depot. This depot remained in use right up until the tramway ceased operating in 1943. Countless thousands of sleepers were railed out over this branch line.



Wootton Manager Albert Dun forwarded this sketch map to the Directors of Allen Taylor & Company Ltd in June 1923. It was part of his report on the proposed Wootton Tramway extension into Horses Creek Valley. Dun's map also showed the extent of the Company's forestry licence and progress of timber cutting activities at the head of the line. The forest adjacent to the railhead, Compartment 'G', had taken two years to cut out. The area shaded green was virgin forest and Dun estimated it to contain another 2 years of cutting. The two steam log haulers were being 'fleeted', with No. 1 log hauler sited at the railhead and No. 2 hauler half a mile up Canty's Creek. It was 3 years before the Wootton Tramway crossed The Gap into Horses Creek valley, but unfortunately Albert Dun did not live to see it. He died as a result of a tramway accident in November 1925.

of the Worths and Carrington lines. It was equipped with a full set of tools for emergency repairs.

In May 1918 a temporary spur line known as the 'wood line' or the 'threepenny track' was put in at the 9½ mile peg to access a good stand of timber, estimated to contain over one million super-feet of saw logs. This was a 50 chain section of wooden-railed horse-line constructed up Bangalow Creek. The line was apparently put in because the ground was too soft to work satisfactorily otherwise. The Company was satisfied that the cost of the line, £200, would be repaid by not having to hire bullock teams to haul timber to the tramway.

The next extension of the main line up Worths Creek was approved in early 1921. Another 60 chains of track was to be built to a new timber depot site where Cantys Creek joined Worths Creek. This took the railhead to 12 miles 15 chains from Mayers Point. The ground to be covered was still fairly flat, so relatively few earthworks were required in this section. Low-lying areas adjacent to the creek were prone to flooding, so more long lengths of tree-log trestle-work were put in to carry the line over these areas. Construction proceeded at a slow pace, as illustrated in these two excerpts from Sir Allen's reports:

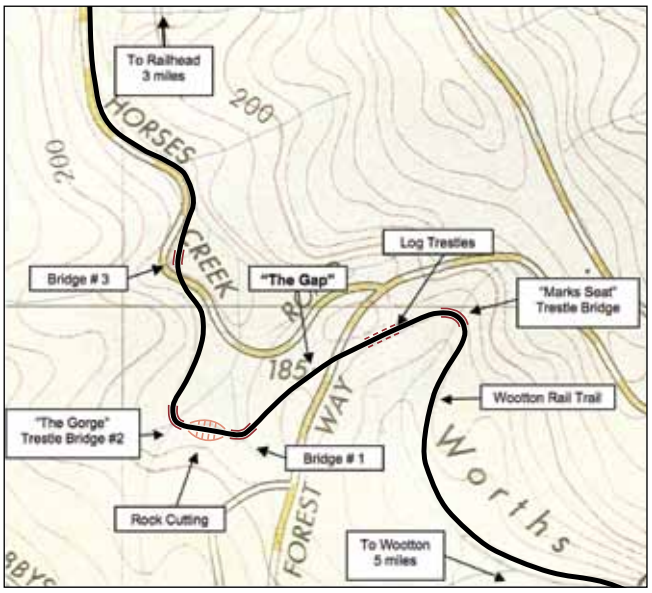
March 1921. Extension of Line: I propose with Harry Green to continue the line 60 chains to our main permanent depot Cantys Creek, and this work will take 6 or 9 months with a limited gang. We want to be on the lookout for sufficient rails and fastenings for laying by the end of the year.

February 1922. Wootton Tram Extension: Cantys Creek. Green finishing with his four men. Bridges and formation in about 4 weeks hence. Rails for this portion will not be needed before the end of the year. I understand 20 tons are on order from the Broken Hill Co. Newcastle. Perhaps it would be advisable to have this order cancelled or ask them to resell at a slight cost to us. It is quite clear that the material of this nature must be considerably cheaper during the next few months.

A plan to further extend the main line up Worths Creek was put to the Board in May 1923. The proposal was for 60 chains of track to extend the railhead to 13 miles 20 chains where the next timber depot was to be sited. The costs were estimated to be £1000 for the formation and £700 for 20 tons of rails. Once again, Sir Allen was the driving force behind this proposal:

This matter was fully discussed in all its bearings and further, as I was fully conversant with my co-directors' view on capital expenditure, I regret to say I could see no alternative but to issue instructions to Mr. Dunn to proceed with the work which will take, say, 6 months to complete.

This extension of 60 chains will provide a minimum of 3½ million feet of logs, exclusive of piles and sleepers, which will be very considerable. The quality is of the best, comprising a big percentage of tallow-wood, ironbark and blue-gum, but a reduced quantity of box. The whole of this area can be worked by the hauler at a much reduced cost. Mr. Dunn estimates that the hauler will easily pay for the extension, exclusive of the rails.



By 1924 the Wootton Tramway had been extended to the foot of Mayers Range, the ridge dividing the watersheds of Worths and Horses Creeks. Further extension was not an easy task given the steep hillsides and deeply incised creek gullies on both sides of the ridge.
The route selected followed a steep climb out of Worths Creek valley and incorporated a hairpin-curved trestle bridge at 'Marks Seat'. Substantial log trestles substituted for a lengthy embankment on the final approach to the summit of the ridge. On the other side of the ridge the descending grade, against the load, was not as steep. Crossing deep tributary creek gullies, however, required construction of the three largest trestle bridges on the line. The biggest of these was known as 'The Gorge' bridge, said to have been over 50 metres long and 20 metres high.
Today, this section is maintained by the NSW Forestry Commission as part of the Wootton Rail Trail.

The plan was approved and by February 1924 the line was well on the way to reaching the site selected for the next timber depot, 13 miles 20 chains from Mayers Point. Earthworks were heavier along this latter section as the line was now climbing steadily towards the headwaters of Worths Creek. Long stretches of tramway ledge were cut into the steep hillsides bordering the waterway, with larger log trestle constructions needed to cross tributary creeks.

Further tramway extension past this railhead meant crossing over Meyers Range, the ridge separating the eastwards-flowing Worths Creek from the northwards flowing Horses Creek. This would require steep gradients on both sides of the ridge as well a number of large bridges. The attraction was the abundant virgin timber in Horses Creek valley as Wootton manager, Albert Dun had described to the Board in June 1923:

The Horses Creek Area contains 3,600 acres of virgin forest from which no timber of any kind has been removed. The milling timber can be safely estimated at 20 million super feet, comprising Box 40%, Gum 30%, Tallowwood 25% and Ironbark 5%. The big percentage is prime quality. Turpentine piles exist in good number and there is a large quantity of sleeper and girder timber there. This timber can all be worked by haulers.

The line will follow the creek where good water is obtainable even in so dry a season as at present. The numerous side creeks and gullies make excellent hauling ground. Owing to the width of the area fleeting haulers would frequently have to be resorted to, and in 3 places possibly short spur lines of a temporary (nature?) would have to be built.

A direct continuation of the Worths Creek line is required for a distance of about 4½ miles from the terminus of the section now under construction. There are no apparent engineering difficulties to overcome, other than that of obtaining a suitable grade from the Horses Creek site over the ridge to the line on Worths Creek. Once across the divide the line would follow Horses Creek where an easy grade is obtainable. Estimating the cost of construction at £1,500 per mile, and rails at £1,000 per mile, the cost of 4½ miles of line would be £11,250. This would repay for possible engineering difficulties in line construction.

The scheme is a big one, but I think it worth your consideration. It will ensure that supplies for years to come will be available for two mills.

By mid 1924 the tramway had reached the 13 mile 20 chain railhead, a few chains short of the watershed of Worths Creek. In August 1924 the Board of Directors considered Dun's proposal to extend the tramway into Horses Creek Valley. Also under consideration was a cable from Sir Allen Taylor (who was in America at the time) advising that he could place an order for another locomotive from the Climax people while he was there. The Board decided to defer both proposals:

. . . in view of the Company's financial position and also the inadequate returns hitherto received from the Port Stephens investments, it could not proceed with further capital expenditure unless satisfactory results, financially, were assured.

Unfortunately Albert Dun did not live to see the Wootton Tramway extended as per his recommendation. He died on 7 November 1925 as a result of injuries sustained in a railway trike accident at Wootton. William Smedley was appointed as Wootton manager as his replacement.

The Horses Creek extension had to wait another two years before construction was approved in September 1926. The first 52 chains of line were constructed to bring the tramway over the ridge and down into the valley where a new railhead timber depot was established at the 14 mile peg. This was the most difficult section to date. There was a hairpin bend in the middle of the steep climb out of Worths Creek valley up to the summit of the Meyers Range which was known as 'The Gap'. Once past this point there was a difficult descent down to Horses Creek. The three largest bridges on the line were located in this short section—high curved wooden trestles over deeply incised side creeks. The largest of these bridges was known as 'The Gorge' bridge, and was reputed to have been 100 metres long and 30 metres high.

By comparison, the remainder of the planned route down Horses Creek passed through much easier country. It followed a gentle downhill grade alongside the creek, taking an almost straight line in a north-westerly direction. There were two further tramway extensions along this route approved during the late 1920s. The date of the first is uncertain, possibly during 1928, and it took the line to a railhead timber depot at the 15 mile 40 chain mark. This depot was very close to the present day site of the historic Horses Creek trestle bridge. The second was finished in October 1929—a 1 mile 10 chain length to another timber depot at 16 miles 47 chains. Costs for the final extensions came in at £1500 per mile for earthworks and £1350 per mile for secondhand 40lb rails.

William Smedley, the Wootton manager, wrote to the Board in December 1930 recommending that the tramway be extended a final half-mile down Horses Creek:

At the end of this week, 19th December, the hauler will have pulled all the logs within reach of the line. It was my intention to double-bank the haulers [but] owing to the continued dry weather this is not possible as there is no water available for the boiler. Another difficulty in doing this is the fact that it is not possible to make the haulers pay at the present time. The timber within reach of the 2nd hauler is not plentiful and under the conditions ruling in the timber trade today it is only logs of good quality that can be sent to the mill. This means that logs of inferior quality must be left, and there is not such a quantity of good logs on these particular areas that could be

hauled by the 2nd hauler. When logs are scattered it means so much making and changing of roads that with the reduced price of logs the haulers would be working at a loss.

There are only two places where the haulers can be double-banked and the supply from these two places would last about 2 months. I would suggest that double-banking of the haulers not be entertained for the following reasons:

a) Working two haulers means 3 extra employees, adding to the working expenses of £390 for the half year [and] a new wire costing £120 would have to be purchased.

b) The scarcity of good logs. These can be hauled later by teams at no loss to the Company.

I have only one alternative to offer, that is, extending the tramline for another ½ mile from 16m 47chns to 17m 7chns. Harry Green estimates the cost of construction to be about £360 to which the cost of rails must be added and the time necessary to complete the work would be two months. The hauler would have sufficient logs to haul for at least another 12 months.

There are only 12 teams working on the line today, and this number cannot draw sufficient logs to supply Birdwood Mill, consequently the Hauler is the only other source here [and] must be kept working to enable this to be done.

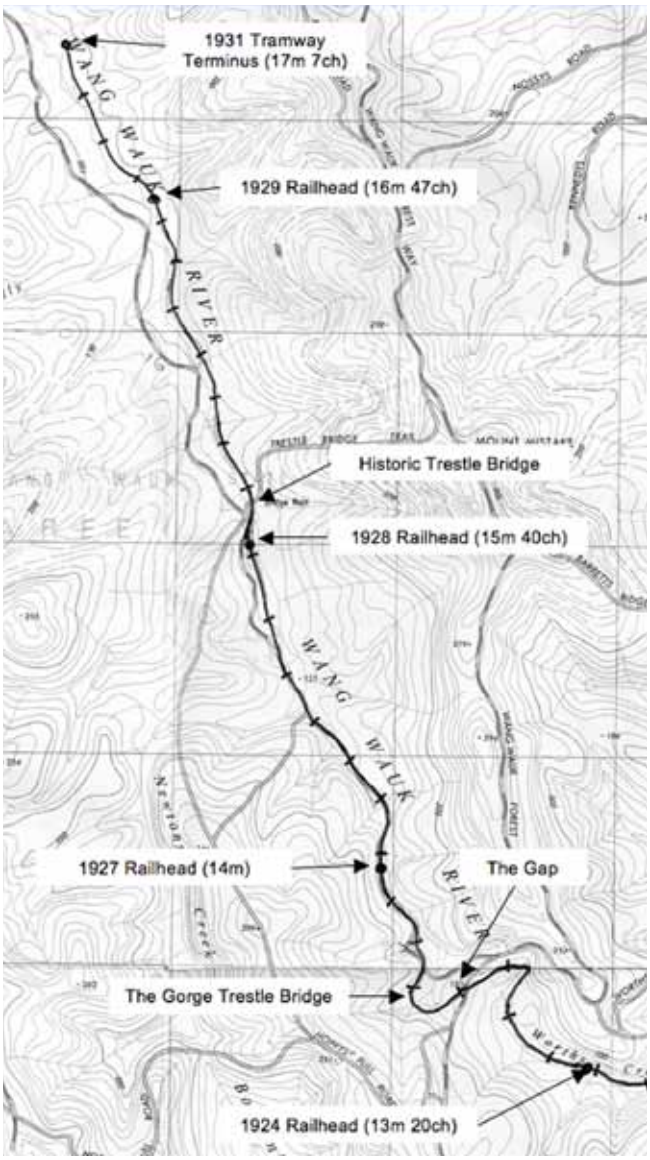
Smedley asserted that if the tramway was extended the half mile, it would enable the hauler to pull in an extra 1000 first-class mill logs, up to 1200 more turpentine piles, some thousands of hardwood poles and sufficient sleeper timber to last for many years. This extension of the Wootton tramway was approved and the last half mile length down Horses Creek was completed by late 1931. The final railhead now stood at 17 miles 7 chains from Mayers Point.

Allen Taylor's fourth locomotive

After selling the Clyde locomotive *Wootton* to the Tasmanian Railways in October 1920, Sir Allen Taylor wanted to purchase a replacement without delay. But the timber trade was much less profitable after the war and the Board decided that it could not afford one under the prevailing conditions. From time to time Sir Allen became enthused about other locomotives. First it was a Heisler locomotive recommended by an ex-New Zealand logger working at Langley Vale. Then a Vulcan locomotive caught his eye, this latter having been recommended by NSWGR Chief Mechanical Engineer EE Lucy.

The purchase of a new locomotive, however, remained in abeyance until 1926, when the company approved the extension of the tramway up over The Gap and down into Horses Creek. Additional motive power would be needed to cope with the timber traffic over the extended tramway, and it was decided to buy another Climax steam locomotive. The light rails, tight curves and steep grades of the Wootton Tramway precluded the use of conventional rod-driven locomotives, as experiences with *Cameron* and *Wootton* had shown. An order was placed with the Climax Manufacturing Co. in late 1926 for a 22-ton steel-framed A-class locomotive. Climax B/No. 1676 of 1926 duly arrived in Sydney in August 1927, and no time was wasted in shipping it to Mayers Point, assembling and commissioning it.

The new Climax was a welcome addition to the tramway's motive power pool. Reports from the time indicated that it could haul more than *Aleda* and was also faster. It was given the nickname 'Corry-Pa' (after its place of manufacture; Corry, Pennsylvania) by the local workforce, but was always referred to as *Climax* by the more sober-minded management. The boiler pressure was set at 160psi, the same as *Aleda*, but its greater tractive effort suggests it may have had the larger 9-inch diameter cylinders.



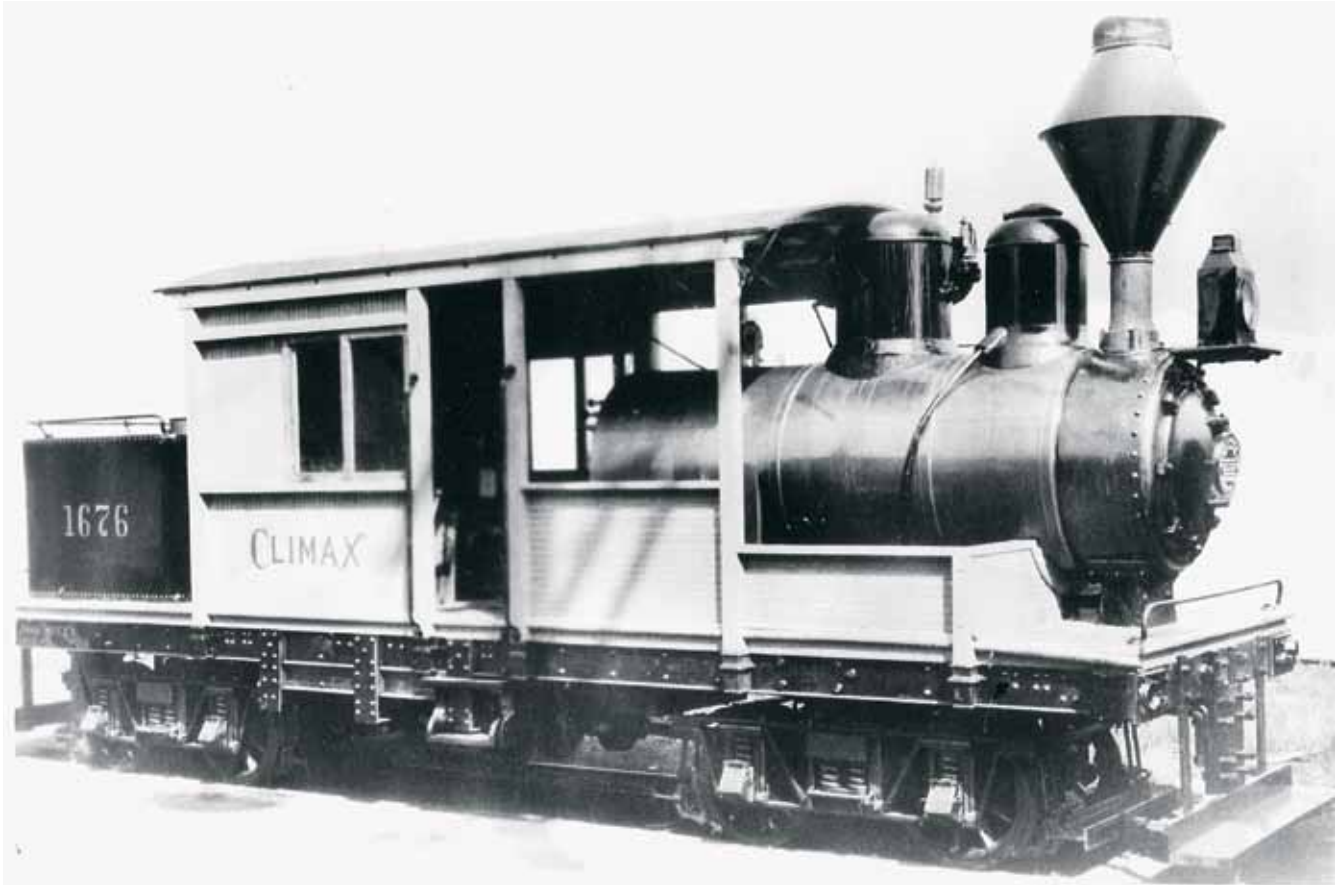
The Wootton Timber Tramway reached the headwaters of Worths Creek in 1924. Extending the tramway into Horses Creek valley began three years later. There were steep gradients on both sides of the dividing ridge, which was crossed at a point known as The Gap. Three large trestle bridges were constructed just north of this point. The final railhead was reached in late 1931.

'Corry-Pa' was involved in a bad accident on 31 January 1929, less than 18 months after being placed into service. Bushfires had caused £800 damage to trestle bridges on the Wootton line. The Climax loco was assisting with repairs to bush-fire damaged track, under the supervision of track foreman Harry Green. A temporarily repaired bridge collapsed under the Climax's weight while it was crossing, and the loco fell into the creek bed 12 feet below. The fireman Clarry Roebards, the only man on the footplate at the time, was slightly injured. Harry was reportedly devastated by the accident, for which he felt personally responsible, and wanted to resign forthwith. He was dissuaded after receiving an encouraging letter of support from Mr FA Sargeant, the managing director:

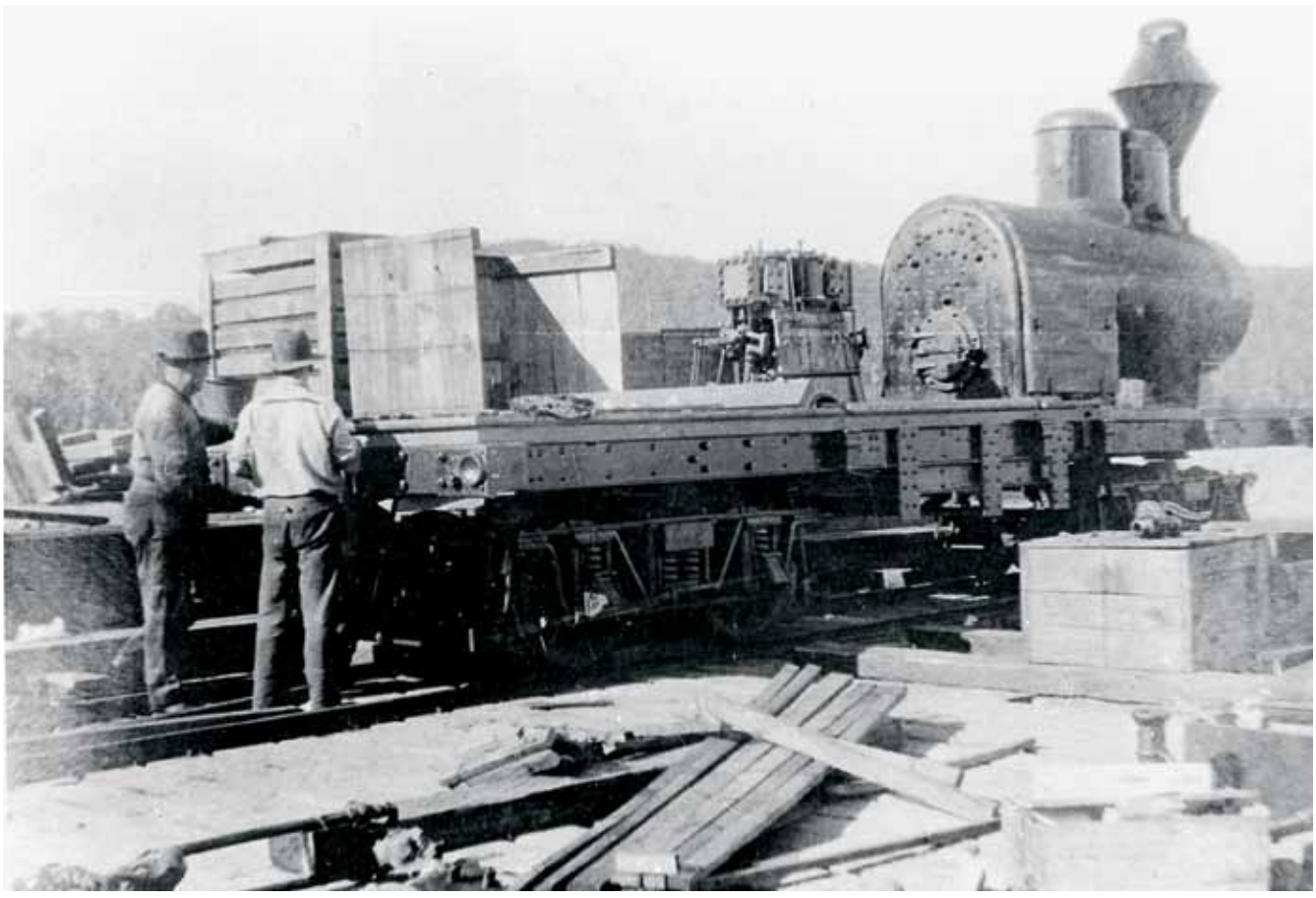
8th February 1929

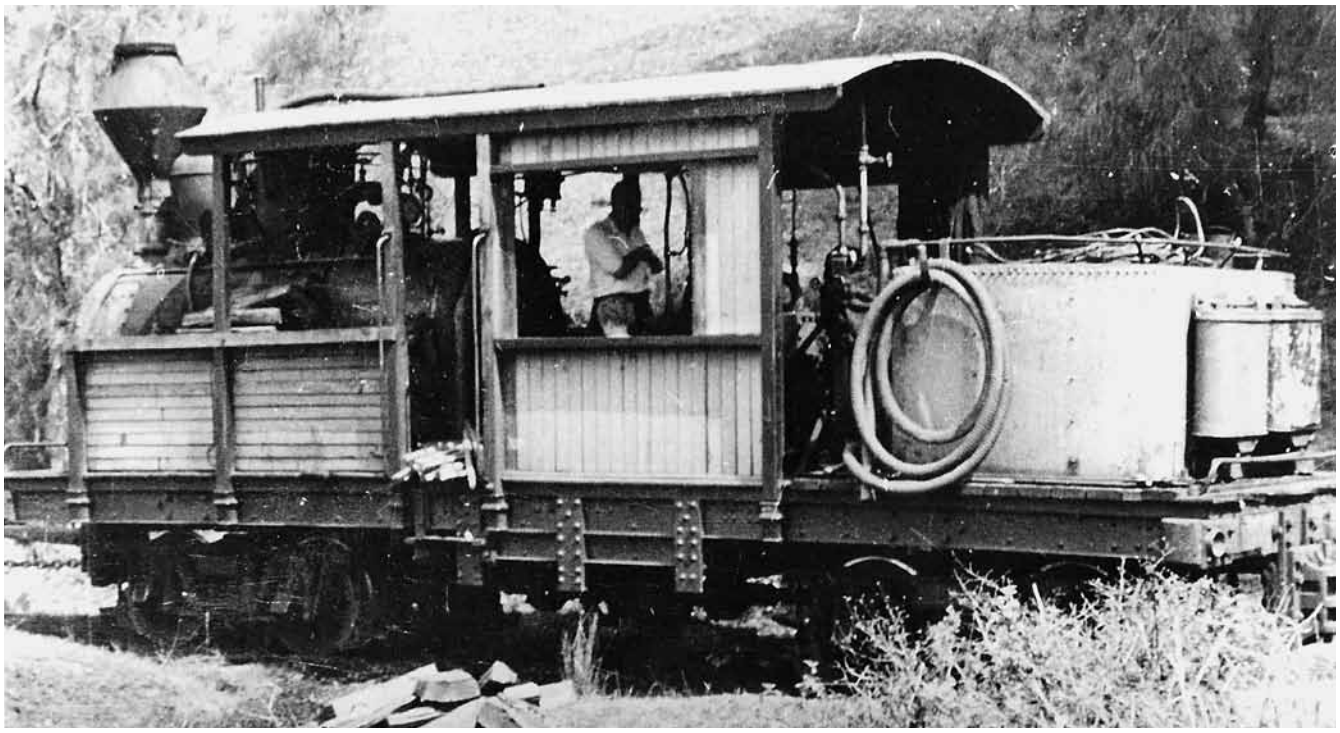
Dear Harry,

Sir Allen has instructed me to write and tell you that although we have suffered serious loss and dislocation by reason of the accident to the Climax we want to assure you that you have our utmost sympathy in the trouble because no doubt it has caused you a great deal of worry and anxiety, which, under the circumstances, is unavoidable.



Above: *Builder's photograph of A-Class Climax 1676 of 1926, which was made to order for Allen Taylor & Company Ltd. 1676 was a 22-ton steel-framed locomotive with a greater tractive effort and a better turn of speed than the lighter wooden-framed A-Class Climax* Aleda. *Photo: P Sellars collection* ***Below:*** *1676 arrived at Mayers Point in September 1927 on board one of the Company's steam punts as a wooden-crated kit of parts. Here Company engineer George Ellis and assistant Bill Gray are re-assembling the locomotive. Photo: Percy Arkely*





'Corry-Pa' (A-Class Climax 1676 of 1926) in service on the Wootton Tramway. The water hose coiled alongside the water tank was a standard feature on all of Allen Taylor's steam locos. It was attached to a lifting injector which enabled the loco crew to draw water up from any of the many creeks the tramway crossed. Photo: Clarry Roebard

❒ *On 31 January 1929, a bushfire-weakened trestle bridge in Dun's Paddock gave way underneath Allen Taylor's 2-year old A-class Climax 'Corry-Pa'. The only injury was to the fireman Clarry Roebards who suffered a broken ankle when he jumped clear of the capsising locomotive. Photo: HB Moyle*

❒ *'Corry-Pa' was badly damaged when it came off the bridge and, as this photo shows, the loco's steel frame has been bent. The burnt bridge timbers that caused the problem can be seen to the right of the seated men. Photo: HB Moyle*

You were exceedingly wise in taking some of the men off the loco. It would appear that you were not quite sure of the position although you felt confident that there was hardly any risk at all. We can quite understand how the accident has arisen but in view of the arduous circumstances and your faithful services to the Company we want you to accept this note of appreciation. We feel confident that when you consider that matters might have been considerably worse than they are we have a good deal to be thankful for.

Meantime we believe that you will not spare a single moment to get the loco down to Mayers Point. It cannot, of course, be taken until the bridges have been repaired. We have not interfered with your work in any way because we have the utmost confidence in you. The accident will probably mean considerable expense but you must think of what it might have been had you not acted so cautiously in taking some of the men off the engine. We are very glad that it has not resulted in serious injury to anyone . . .

We realize that if it had not been for your care and attention in the past, such trouble might have happened before, but you are constantly on the job and we appreciate your loyal service . . .

Harry Wright obtained a first hand account of the accident from fireman Clarry Roebards. He said that on 31 January 1929 he and driver Alex Arkely took the Climax and a water train to fight bush fires, and on their return found a large wooden bridge above The Junction (with the Carrington Creek branch line) in Duns Paddock to be again on fire at the bridge's base. Clarry had volunteered to take the locomotive across on his own, but the weight was too much for the weakened bridge. As the locomotive lurched to one side, he jumped the other way, breaking his ankle in the fall. He was off work for five weeks. The loco had to be completely stripped at the wreck site for removal to Mayer's Point. Damage to the Climax cost £700 to repair, as the steel frame needed to be sent to Sydney to be straightened and repaired. It was three months before the Mayers Point blacksmith, Bob MacKay, was able to have the loco re-assembled and back in service.

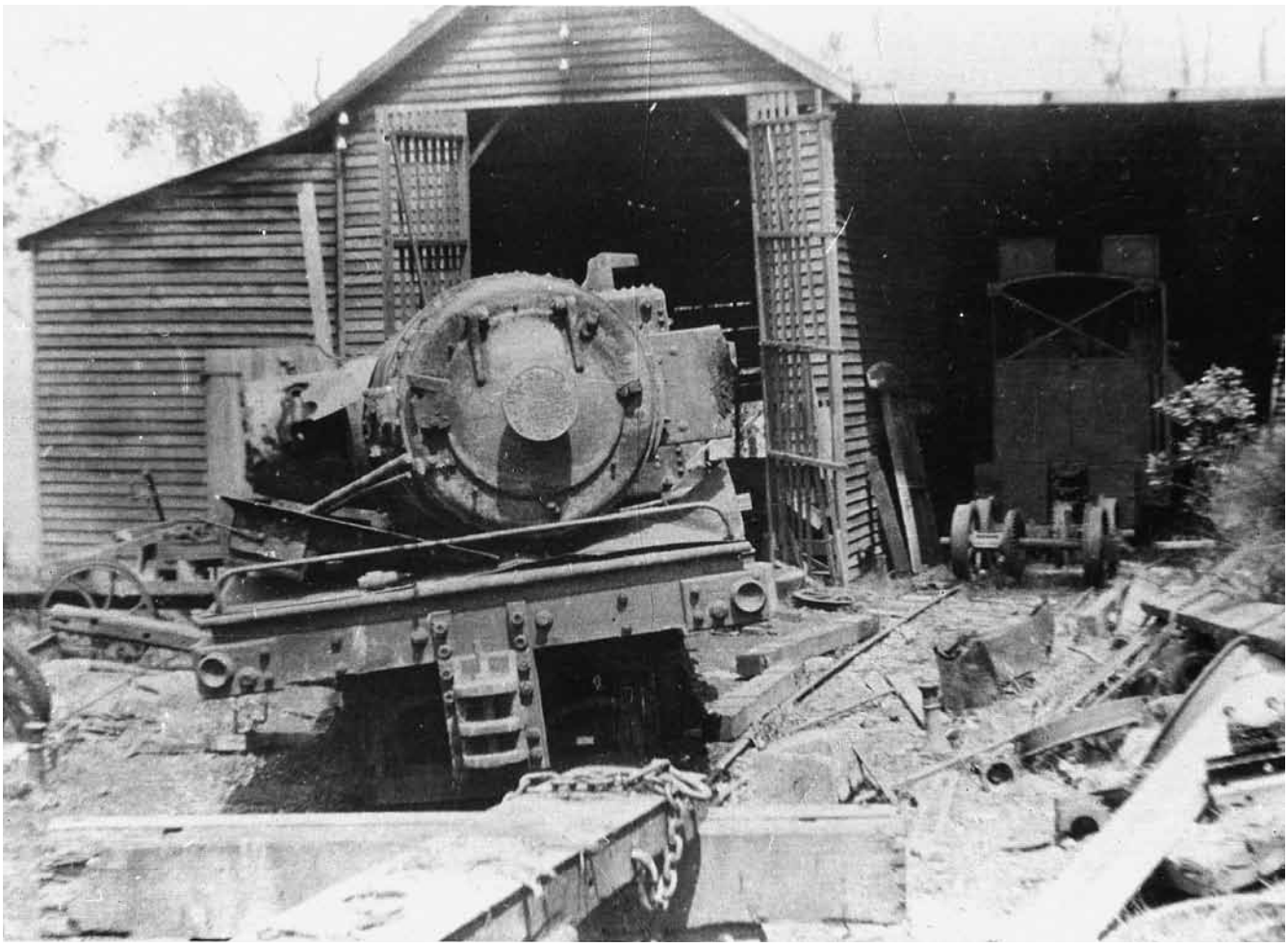
After this accident the company had check rails installed on the high side of all the bridges. They also issued instructions that the spark arrestors on all the locos must be maintained in good condition. Ironically, 30 inches of torrential rain fell one month later in February, causing extensive flood damage to long stretches of the line where it closely followed creek watercourses. A considerable amount of re-sleepering had to be carried out to effect repairs.

'Corry-Pa', being newer, faster and able to haul more, became the primary motive power of the tramway after being put into service in 1927. During the last few years of operations, the tramway was nominally a one locomotive line, with *Cameron* permanently relegated to the Mayers Point engine shed, and *Aleda* only steamed when there was an upturn in traffic. 'Corry-Pa' continued hauling timber right up until tramway closure in March 1943. Her final duties were during the demolition of the line, hauling the rails back to Mayers Point. She dropped her fire for the last time on the Wootton tramway on Wednesday 3 May 1944.

To be continued…

References

1. *Adelaide Advertiser*, 8 April 1911, p.24
2. Clyde Engineering Shop Order Book No. 20, p.355.
3. *TGR General Correspondence* 20/2398. Archives Office of Tasmania TC10/1/590



'Corry-Pa' was dismantled at the wreck site and taken to Mayers Point for repairs. The steel frame was sent to Sydney to be straightened. This scene shows the wreck in front of the Mayers Point engine shed and the Andrew Barclay steam loco Cameron *stored out of use but still serviceable.* *Photo: Percy Arkley*

This lovely posed photograph in a bushland setting where today bitumen, concrete and high rise dominate shows clearly the Model T front radiator on the petrol locomotive. Photo: WE Bevan, courtesy Noel West and ARHSQD Ken Rogers Memorial Library

The Southport-Burleigh road construction tramway

by John Browning

The government railway line from South Brisbane to Queensland's south-east corner reached Nerang, with a branch to Southport, in 1889, and Tweed Heads (just across the border in New South Wales) in 1903. Until reaching West Burleigh, the line south from Nerang ran several miles back from the coast, serving the flourishing farming settlements in the hinterland. By comparison the sandy and swampy coastal strip was considered useless dune country. The Nerang River, Tallebudgera Creek and Currumbin Creek cut through the coastal strip, and a number of rocky ridges combined with these waterways to hinder north-south communications. The beaches and bountiful fishing of what was to become the Gold Coast might be wonderful, but access to them was difficult and time-consuming over poorly-formed tracks from the inland route that led to the Tweed.

The coming of the age of the motor car after the First World War unlocked the potential for land and tourism development on the coast, and stimulated a demand for proper road access. With local government along the coast divided between Southport, Nerang and Coolangatta, parochial rivalries coloured all questions involving development of the area. Local government at Southport and Coolangatta supported the building of a coastal road, but the council at Nerang tended initially to be opposed to anything that would take traffic and trade away from the hinterland, and was particularly hostile to Coolangatta, which it believed had been unfairly excised from it in 1914.[1]

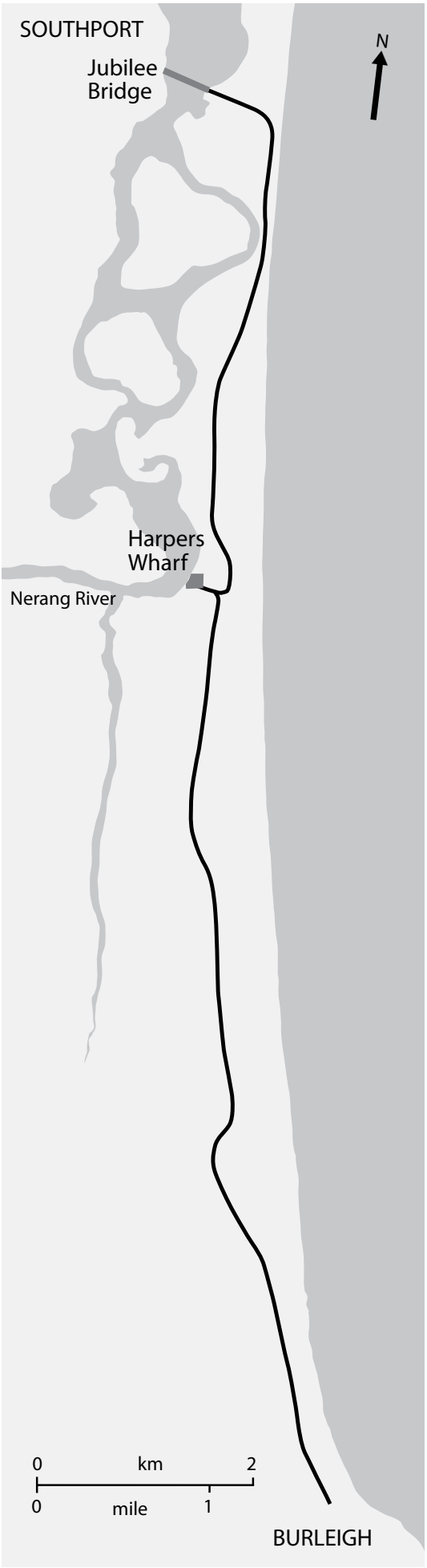
The setting up of the Queensland Main Roads Board in 1920 and the availability of Commonwealth financial assistance for such projects led to the planning of significant road development across the state. This included a road from Southport towards Coolangatta and by late 1922 work was already well under way on the construction at Southport of the long Jubilee Bridge across the Nerang River near its mouth, and road works to the south of it. The 490 yard bridge was to link Southport with Main Beach and had a humped-back section fitted with a lifting span. The road project from Southport to the south was planned to be carried out using day labour by the Public Estates Improvement Branch of the State Government's Lands Department, under the direction of Mr WE Bevan.[2] The work was eventually ratified in June 1923 when Southport Town Council and Nerang Shire signed an agreement with the Queensland Secretary for Public Lands to allow a Main Road to be built from the southern bank of the Nerang River to the northern boundary of the town area at Burleigh (but not beyond into Coolangatta Town Council territory).[3]

The tramway

From Main Beach to North Burleigh, the new road was to run approximately along the ridge of the coastal dune. A major requirement would be stone to provide a sound base and build up the road formation. It was decided to use a 2ft gauge railway with locomotive haulage to transport the stone, given the unstable conditions that would be experienced in the soft sand that lay just under the ground surface. The tramline built alongside the road formation could also be used to move sand excavated from cuttings to areas where fill was required. Five miles of track and a fleet of rail side tipping skips were available for use.

No suitable source of stone was available in the immediate area, so it was quarried at Molendinar, upstream on the Nerang River.

Top: *This 1920 photograph shows the conditions faced by motorists between Burleigh and Southport before the building of the road. Photo: Local Studies Library, Gold Coast City Council.* ***Centre:*** *A group of workers providing some mechanical attention to the petrol locomotive at a point said to be where Cavill Avenue now crosses the Southport-Burleigh road. The position of the rear radiator can be seen behind the cab while the front radiator has been removed and lies on the pile of timber front left. Photo: Local Studies Library, Gold Coast City Council.* ***Above:*** *An Aveling & Porter steam roller trundles along the bush route with the tramline running alongside. Photo: Author's collection.*



Tramlines were used at the quarry to bring rock to the crusher from where it was gravitated to a storage bin allowing river punts to be loaded with stone. An 'engine shed' was listed at the quarry in 1925, but no more details are known.

The stone was brought downstream to Harper's Wharf where a tramway loading point was established on Reserve 57. This place was also referred to as 'Woop Woop', possibly an indication of its then isolated location at what is now the southern end of Surfers Paradise. At Harper's Wharf, V-skip wagons were loaded from a storage bin close to the river bank, with the tramway climbing to gain the level of the road formation. From there the line was planned to be laid 3½ miles north to the Jubilee Bridge on the Nerang River and 5½ miles south to Burleigh. The initial task was to build the tramway north alongside the course of the future road to the new bridge, through what was to become Surfers Paradise. Two miles of track had already been laid by January 1923.[4]

14lbs/yard rail was used, quite possibly laid in portable sections, so the track was very light. This may have made sense in terms of the temporary nature of the line, but it put severe restrictions upon the axleload of any locomotive to be used.

The first locomotive

Mr Bevan had decided that a petrol locomotive would be most appropriate, but it is not known whether this was because of the light track to be used or whether the light track was selected in view of the anticipated size of the locomotive. Many returned servicemen would have experienced the use of 2ft gauge petrol locomotives on light track during the war on the Western Front in France.

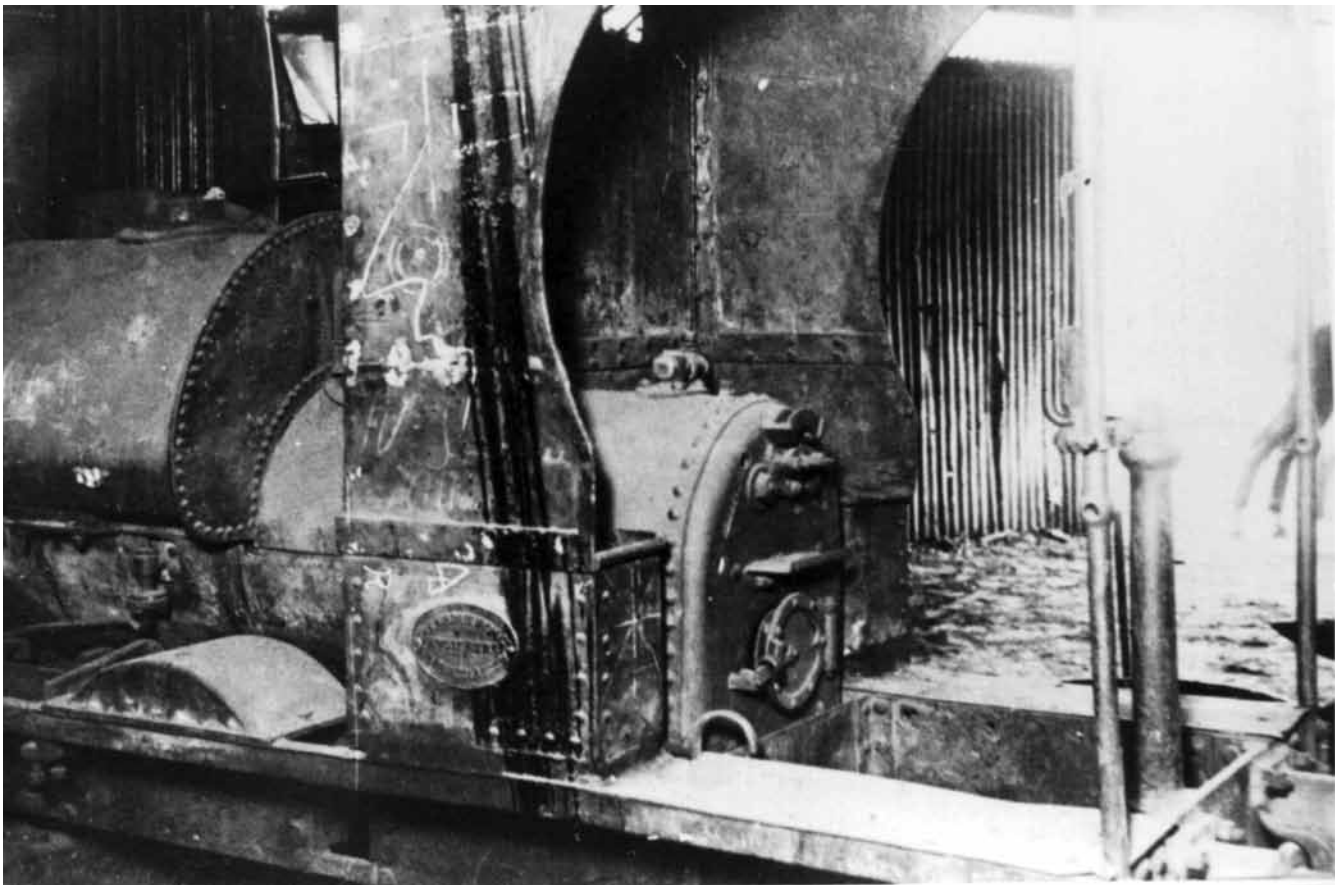
Reportedly, enquiries had revealed that the cost of a suitable imported 'oil engine' would be about £900, which was regarded as too expensive. As an alternative, Mr WJ Hooker of the Government Garage in Brisbane agreed to design and build one locally. It was completed and on the rails by 1 December 1922 at a cost of £629 3s 5d. The four-wheeled locomotive had a fabricated steel frame of 7 inch by 3 inch channel, and was 10 feet long. It had a driver's cab and was fitted with a standard 20hp Model T Ford engine low down in the chassis. A reversing box was fitted allowing two speeds in each direction. Power was transmitted to the rear axle by a worm gear assembly from a truck, and coupling rods were fitted to provide all-wheel drive. A Model T radiator was fitted at each end of the unit with fans driven by the front axle to allow for adequate cooling when travelling in either direction. The locomotive was claimed to be able to haul 15 tons up a 1 in 40 grade at 10mph. Top speed was about 17 mph and weight was around 2 tons.[5]

On 23 January 1923, it underwent tests with Mr W Steven (Senior Inspector of Machinery) and Mr GW Whatmore in attendance, along with Mr Bevan and the builder, Mr Hooker. The locomotive handled a load of over 11 tons and it was claimed it was capable of hauling 15 tons at a speed of 10 miles an hour. Running costs were stated to be less than 7s per 8-hour day, with obvious advantages over horse traction and steam haulage.[6]

Unfortunately, the honeymoon did not last long. Within a year the locomotive was regarded as unsatisfactory. It was worked heavily and the track conditions were not favourable. In addition, the fine sand was a constant menace and markedly increased maintenance requirements. These conditions meant that breakdowns were frequent. In February 1924, the locomotive was out of service and judged as 'unable to carry out the work'. Calculations on its running costs revealed that it used three tins of petrol per week, at a cost of £1 10s, and lubricants costing 8s 6d per week. The driver's wages were £1 5s 4d. Wear and tear was costed at £1 per week, and the average cost of overtime for a construction gang of eight men, presumably caused by inadequate performance of the locomotive, was calculated at £2 2s 8d per week. This made a total cost of £6 6s 6d or 1s 3d per cubic yard hauled, with a note that this would be 'if the loco doesn't break down'. Taking into account locomotive breakdowns increased the estimated costs to around 2s per cubic yard.

One recorded incident regarding the locomotive occurred when William Sutch, employed on the road works, was thrown from it onto the line in mid-July 1923. He struck his head on the rails resulting in an injury requiring the insertion of three stitches at the Southport Hospital.

The locomotive built at the Queensland Government Garage in 1922 hauls a train through the bush.
Photo: Local Studies Library, Gold Coast City Council



The Airdrie Iron Co locomotive laid up while still owned by the Mount Morgan Gold Mining Co. *Photo: Richard Horne collection*

In July 1923, an eye-witness account described the scene as the route passed through what is now central Surfers Paradise: 'The road now passes through a beautiful scrub where magnificent orchids, staghorns, elkhorns and ferns grow in profusion'. All trace of this pristine environment was to disappear within a few years.

With the haulage demands increasing as the road works extended, and with the need for materials to be hauled south from Harper's Wharf towards Burleigh as well as north, the single locomotive was unable to handle the work. By the end of March 1924, the line south extended for 1½ miles.[7]

The second locomotive

Haulage requirements meant that a second locomotive was needed, and this time, attention focussed on steam power. The Public Estates Improvement Branch already owned a narrow gauge steam locomotive, which was situated at the foundry of G & J Dowrie, South Brisbane. This was an 0 4 0ST built in Scotland at Airdrie Iron Works in about 1887 for the Mount Morgan Gold Mining Company. It is not known when it was obtained by the Queensland Government, but it was antiquated and in a dismantled condition. Worse still, it was built to 2ft 2in gauge, making gauge conversion necessary and probably prohibitively expensive.

In the meantime, in early 1924 the Brisbane carriers Banks Ltd of South Brisbane offered to take over the haulage of stone on the tramway, at a quoted price of 1s 6d per cubic yard using a steam locomotive. The powers-that-be within the Department were not favourably inclined towards this idea and instead organised the hire of a small steam locomotive from the government's Bureau of Central Sugar Mills in spite of the fact that engineer Bevan estimated its operating cost at 2s 1d per cubic yard. The costs would include inserting additional sleepers into the line to bear the increased axle loading.[8]

The locomotive was a small 0-4-0T, Hunslet 1199 of 1915, with 5in x 8in cylinders. This type was introduced in 1909 as a simple contractor's locomotive, to compete with the small designs of makers like Kerr Stuart and Bagnall, but very few were built. It weighed just less than five tons, although it was referred to as a 7½ ton locomotive by Mr Bevan. It had been supplied new to the government-owned Nerang Central Mill at Benowa on the river not far upstream from Harper's Wharf, and had been used on the tramway linking the mill with the government railway siding at Molendinar. Following the closure of Nerang Mill at the end of the 1917 season, it was sent to Proserpine Mill[9] and then to Gin Gin Mill in 1919. It was rather too small for useful cane haulage work.

The locomotive was despatched south from Gin Gin Mill at Wallaville on 7 February and arrived at Southport on 9 February. It was to be transported to the tramline on 11 February and presumably travelled the same way as a 10-ton steam roller the previous April – by road from Southport railway station and then punted across the river to the railhead.

On 14 March, Bevan reported that it was not satisfactory and could not cope with the work. He understood that it had performed adequately when new at Nerang but had later become erratic. He believed that at Gin Gin it had only been used for hauling small loads of firewood. Mr Bevan indicated that the Machinery Inspector had said that repairs would cost £200 and he was reluctant to recommend this expenditure if the locomotive had to be sent back north for the sugar crushing season before road construction was finished. In the meantime, the petrol locomotive had been repaired and was back in use.

The Chief Inspector of Machinery submitted a written report dated 28 March. The locomotive had been tested and was unable to haul 10 tons on a 3-chain curve up a grade of 1 in 66. This presumably was the task required in hauling skips up to the road from Harper's Wharf. It was found that the wheels were binding on the side frames as a result of defective

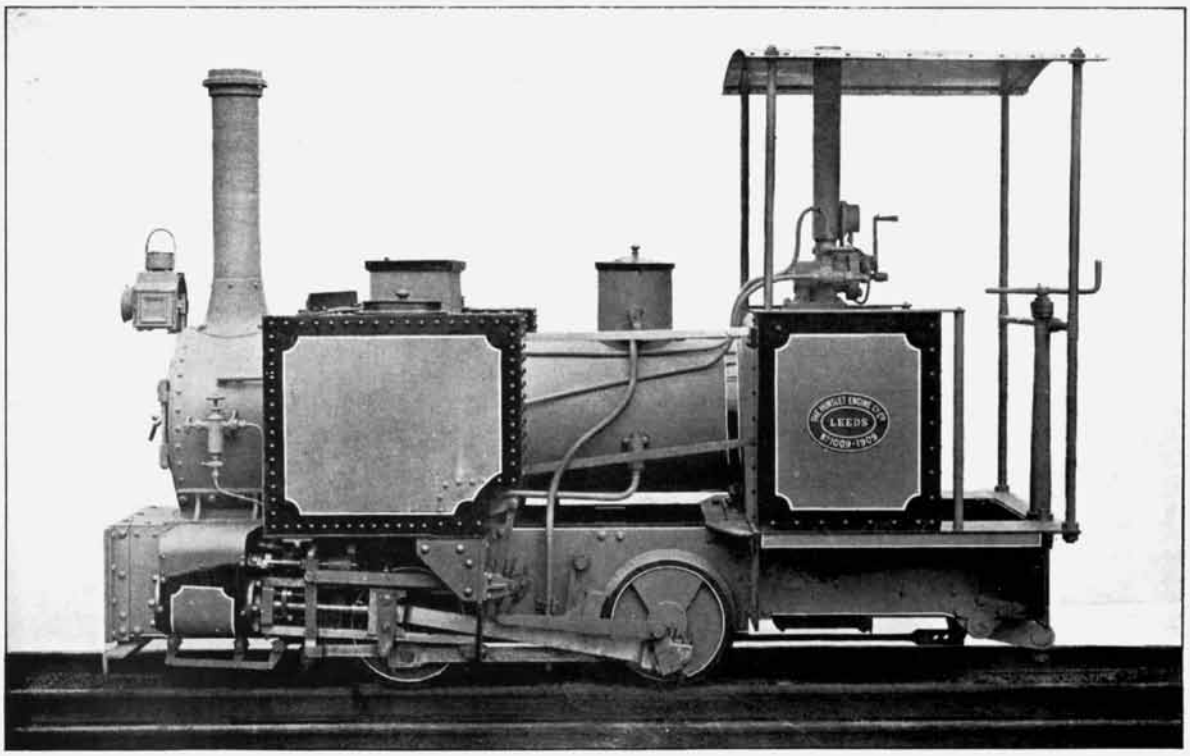
springs and worn thrust washers. The Chief Inspector recommended lifting the locomotive in order to overhaul and reset all the springs, overhaul the axleboxes and fit new thrust washers. This work was carried out and Bevan reported on 8 April that performance was now fairly satisfactory.[10]

William Hicks, who apparently had driven the locomotive at Nerang Central Mill, was engaged as locomotive driver for a few weeks in June 1924. At this stage it was hauling road metal in skips between Harper's Wharf and the Jubilee Bridge, a distance of 3½ miles. The petrol locomotive was in use on the line south towards Burleigh.[11]

Trials and tribulations

On 8 July 1924, Bevan reported once again that tramway operations were not satisfactory and that he was considering road haulage as an alternative. The steam locomotive was out of service because the bearings on the rods had suffered too much wear from sand and needed to be replaced. The petrol locomotive had broken down once again but had since been returned to work.

A further inspection for the Machinery Department was carried out by Joseph Ormesher. He reported on 26 August that all the holes in the Hunslet's motion were oval and the



0-4-0 TYPE

SIDE TANK ENGINE

Gauge of Railway		2 ft. 6 in.
Size of Cylinders		5 in. dia. × 8 in. stroke
Dia. of Coupled Wheels		1 ft. 6 in.
Rigid Wheelbase (Engine)		3 ,, 0 ,,
Height from Rail to Top of Chimney		7 ,, 2¼ ,,
Extreme Width		4 ,, 9 ,,
Heating Surface—Small Tubes	45 sq. ft.	
,, ,, Firebox	10 ,,	
Total	55 ,,	55 sq. ft.
Grate Area		2 ,,
Working Pressure		160 lbs. per sq. in.
Tank Capacity		65 gallons
Fuel Space (Coal)		3 cwts.
Weight Empty (Engine)		4 tons 0 cwts.
,, in Working Order (Engine)		4 ,, 14 ,,
Total Weight on Coupled Wheels		4 ,, 14 ,,
Maximum Axle Load		2 ,, 16 ,,
Tractive Effort at 75 per cent. of Boiler Pressure		1333 lbs.
Ratio Adhesive Weight ÷ Tractive Effort		7·8
Minimum Radius of Curve Engine will traverse with ease		20 ft.
Weight per Yard of Lightest Rail advisable		15 lbs.
Load Engine will haul on Level		70 tons
,, ,, ,, up Incline of 1 in 100		33 ,,
,, ,, ,, ,, ,, 1 in 50		18 ,,

Catalogue sheet for the Hunslet locomotive. Illustrated is the first of its type built, a 2ft 6in gauge example, 1009 of 1909. Author's collection

pins worn. There was 3/32in play in the very worn slidebars. The main rod brasses were worn out and the valves required resetting. One of the driving wheels was rubbing against the frame and it appeared that the locomotive was low on one side. The axles needed to be lined up correctly — there were signs of cutting in the flanges which indicated that the axles were either not parallel to each other or were not perpendicular to the frame. Also, the boiler mountings required overhaul.

It is not known how much, if any, of this work was carried out. At this point, there were hopes that the tramway would not be needed beyond mid-October. The steam loco was due to be returned to the Bureau of Central Sugar Mills in late September so 'slight repairs' were needed to the petrol locomotive on 25 September and by then it was believed it would be needed into November. The steam locomotive must still have been required, because at the end of September, the Bureau of Central Sugar Mills agreed for it to remain for another four weeks until 28 October.

In fact the Hunslet was sent away on 24 October. It was despatched to Tully Mill, then in course of construction. It is possible that questions about its condition were anticipated for on 27 October, the General Manager of Central Sugar Mills was informed that it had been pulling loads of 20 trucks, approximately 25 tons, and that with the exception of wear incurred before its arrival on the Gold Coast, it was working well. As return freight had only been agreed to Wallaville, the Bureau also received a bill for £87 11s representing the excess cost of freighting the locomotive to Tully.[12]

It is by no means sure that the construction tramway ever reached the Burleigh end of the route. Lack of suitable material from the quarry at Molendinar was blamed for delays and the cost of transporting the stone by river to Harper's Wharf was far greater than estimated. Mention was made of 'wet weather problems' affecting construction, presumably at the end of 1924. The use of day labour does not seem to have been effective and clearly the tramway was not the success that had been hoped for. The budget was very seriously exceeded and it seems that eventually the government accepted defeat and handed the project over to Banks Ltd to complete. Banks Ltd apparently took over the tramway, rolling stock and quarry in February 1925, having offered a sum of £1050. The inventory included the petrol locomotive, 24 ½-cubic yard side tipping trucks with white metal bearings, six 1-cubic yard side tipping trucks, four flat trucks and 124 tons of rails and fastenings. Banks may have continued to use the tramway for a while, but they also transported stone by motor truck from a new quarry at Burleigh. All road metal haulage from August 1925 was by road from Burleigh.[13] This coincided with the road being 'unofficially opened' through to Burleigh, even though it was hardly completed.[14] In any case, as the road works came to an end, the tramway was removed and the road builders had learned some valuable lessons.

Postscript

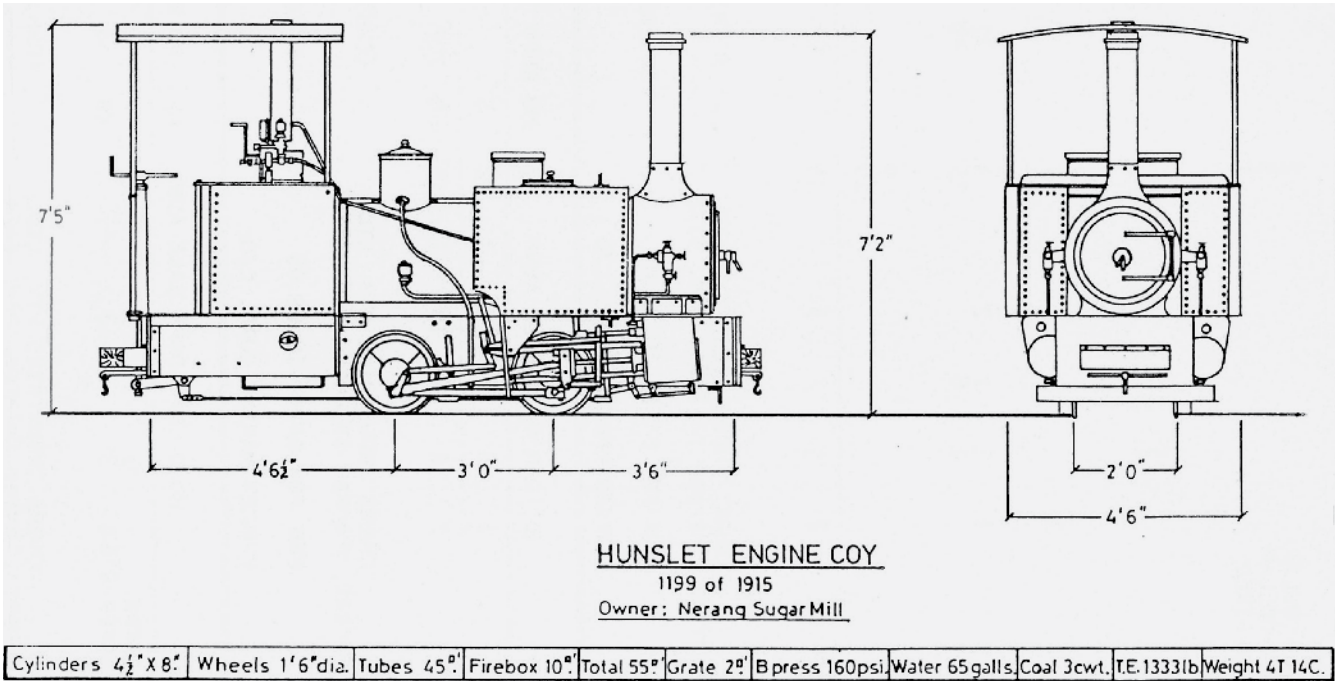
Bill Henderson recalls seeing a small steam locomotive with a train of side tipping skips on a short tramway associated with road construction work near Coolangatta during the Christmas holidays in 1928.[15] This would have been in connection with the completion of the road from Burleigh through to Coolangatta, which had been made possible by the bridging of Tallebudgera Creek and Currumbin Creek in 1926. Nothing further has been learned about this tramway but Banks Ltd did build the road from Burleigh to Coolangatta and it could be possible that they purchased the Airdrie Iron Works locomotive along with the other tramway equipment.

Acknowledgements

Thanks to those who have contributed to research into this topic over many years including George Bond, Keith McDonald, Bill Henderson, Ray Ellis, David Mewes, Noel West and Peter Jones. Thanks also to Brian Webber, Queensland State Archives, State Library of Queensland, Gold Coast City Council Local Studies Library and ARHS (Queensland Division) for their assistance.

End Notes

1. Longhurst, Robert , 1994. *Nerang Shire: A History to 1949.* Albert Shire Council. p.147
2. ibid. p.179
3. *The Week*, 2 February 1923
4. Queensland State Archives (QSA) Series ID 14043, Items 67149 & 67150; *The Week*, 2 February 1923
5. *The Week*, 2 February 1923; West, Noel, 1975. *The Southport to Burleigh Road* in *Sunshine Express* March 1975; QSA Series ID 14043, Items 67149 & 67150.
6. *The Week*, 2 February 1923
7. QSA Series ID 14043, Items 67149 & 67150
8. ibid.
9. *Australian Sugar Journal* 8/11/1917
10. QSA Series ID 14043, Items 67149 & 67150
11. Personal communication William Hicks to George Bond, date unknown
12. QSA Series ID 14043, Items 67149 & 67150.
13. Longhurst, Robert , 1994. *Nerang Shire: A History to 1949.* Albert Shire Council. p.192
14. QSA Series ID 14043, Items 67149 & 67150.
15. Personal communication from WW Henderson to the author 28/11/2000



Keith McDonald's drawing of the Hunslet locomotive. *Courtesy Keith McDonald*

G42 taking water at Gellibrand, on the return journey. The loco has still to haul its train up a further 197 mtrs (644 ft) over a 19 km (12 mile) length of mostly 1:37 gradients before coasting the last five miles down into Colac. *Photo: David Moyle*

A bit of gardening

Further reminiscences of the closing days of the Beech Forest line.

by David R Moyle

The third built of Victoria's quartet of narrow gauge railways was the last to close and seemingly brought an end to common carrier light lines within the State.

Regarding the four locations as four lines, however, is not entirely accurate, as the further extention of the Beech Forest line to Crowes, built some nine years later on, was in reality a new line.

Including the 5.2 kilometre Port Welshpool line (1905) brings the total of Victorian Railways narrow-gauge lines to six.

The Beech Forest-Crowes line was most adequately reviewed in Ron Preston's December 2003 article, 'A Journey to Beech Forest', in LR 174 and in the much earlier winter edition (LR 9) of 1962.[1]

'*You'll be wanting First Class, I s'pose*,' said the SM at Colac on the afternoon before our trip.

Hearing that the days of the Victorian narrow gauge line from Colac to Beech Forest were numbered, a friend and I journeyed down to take a trip on the weekly goods service. This was in May 1962.

The SM was joking of course, as the only accommodation was in the guard's van, for which a 2nd class ticket and indemnity were issued, the latter being to cover passengers riding on a non-passenger service.

We turned up in the dark of the early morning and found that there were perhaps nine other passengers, mostly school railway club members, it being term holidays.

Finding a pozzie in the van, we were off not long after, only to stop with a bang and squeal of iron shoes as a brake hose blew out.

Once the fireman had replaced this, on a defective NQR, we were on our way.

At Gellibrand, the first stop made, the guard disappeared down to the front of the train, coming back and calling my friend and I to go up to the loco, as the Railways Department had provided an Engineman Instructor to allow us to travel in the cab.

'*They told me there was a couple of old ladies I'd have to look after,*' he said. '*But the driver says it's two blokes on a photo job*'.

Funny thing that. Public Relations had indeed arranged for the EI—if we'd been prepared to pay his wages for the day—which we weren't, and there we thought the matter had ended, but it hadn't and no request ever came for payment.

From then on until somewhere near Dinmot we were enveloped in clouds of steam which seemed to leak from many parts of the two-engined Garratt loco, but as the morning warmed up, relatively speaking, we were able to take in the views of the countryside and gather some footage though still troubled for a time by fogged-up lenses.[2]

At Beech Forest we found that the train was to go on to Weeaproinah, the terminus since the line from Beech Forest to Crowes was truncated some years earlier. Crowes had been until then the southerly-most station on the Australian mainland.[3]

Cutting off, the Garratt shuffled down to 'Loco' for watering, returning shortly after at quite a smart pace as if to show that unencumbered by any loading, it was really a sprightly old chuffer.

Even though it was the sixties, there were still remnants of an even older age and certainly indicative of times when the arrival of the train was of much local moment.

Into the yard wheeled an elderly farmer in a horse-drawn jinker: '*Fine rabbits for sale!*' he called. Three pair of good-sized 'underground mutton' soon passed into the kit-bags of the train crew.

A wet and misty dawn at Gellibrand provides the first picture opportunity, as van goods from the NU van are unloaded. ❒ The 'D' of wooden-lettered 'McDevitt' had been replaced. A piece of the original letter found on the day before the trip was in the souvenir box for years. Rail on the 2-chain curve immediately by the waiting shed was noted to be severely degraded with railhead metal forced out into sharp slithers away from the flange side. ❒ A young family of locals are well rugged-up to meet the train. The youngest would be in his 40s now. One wonders whether the event is recalled. Photos: David Moyle

The staple of pine logs ready to go will have to wait for a 'special' on the Friday, as the full loading of bagged potatoes has taken precedence. The train could actually be considered an 'up' Beech Forest, being still on the Weeaproinah (Crowes) line. Once around the reversing circle, it will become an 'up' Colac movement. Beech Forest was unique in having two parallel main lines. *Photo: David Moyle*

The return trip hauled a massive load of potatoes from the yard at Weeaproinah, the loading precluding the transport of the usual truck loads of pine logs from Beech Forest, which had to be picked up then by a special goods run later in the week.[4]

Because of the announced closure of the line, local farmers had begun to send all their produce by rail in an effort to save the rail service, but such endeavour was too late, and the line was anyway, really in a sad state of repair. Poorly maintained Garratt locos are not kind to lighter rail.[5]

Halfway home, the driver called out: '*Look down there!*' pointing to a mob of kangaroos. '*I'll see if I can stir them up!*' The G's whistle, even though far from an NA's fuller note, set the mob of a dozen or so hopping away into the surrounding bush.

Just a bit further on, we pulled to a stop and the driver and fireman took the coal shovel, disappearing down a slope towards a creek.

The rest of us jumped down and stood around the loco, the instructor taking the chance to peer here and there into the workings and various pieces of the Walschaert's gear.

Stopped for a spot of 'gardening' (see text). The potato loading is clearly evident. *Photo: David Moyle*

We were soon joined by some of the earnest young train fans. '*What's the matter? Have we broken down?*'

'*Na!*' said the engineman. '*Bit of gardening!*'

'*Oh?*' Queried the puzzled enthusiasts.

'*Gone to get some maiden hair fern for the boss's missus. There's a heap down along the creek.*'

Being a train enthusiast is of course, a serious thing: I've often wondered what these folk wrote in their trip diaries and I wonder now and then, how the crew knew just where to find the ferns in the first place.

Life, it seems, on isolated country branch lines, could be comparatively, if not leisurely, then at least un-pressured.[6]

Back on the run again, I noted that whistle posts appeared to be honoured more in the non-observance rather than with a tug on the whistle cord. Though closer to Colac, a short 'pip' was sounded in the immediate approach to crossings.

I had also noticed though, that there was a fair bit of new crossing signage along the line. Some in fairly isolated spots and seemingly in places with no roads.

'Trouble is you see', explained our driver, '*They sent a gang out to replace all the signs, but they give 'em old maps, and I said to the foreman "What's the use of putting signs there?*"'

'*Didn't make no difference though; had to go by the plans, roads or no roads!*'

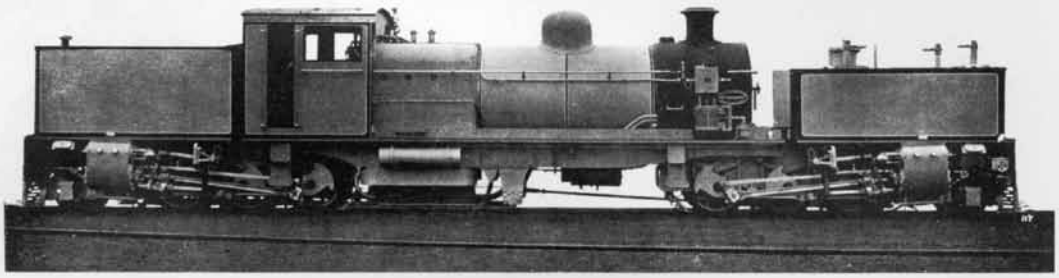
The line finally closed just on forty-eight years ago, on 30 June 1962.[7,8]

End Notes

1. *Narrow Gauge* (PBPS) various editions, and *Speed Limit 20*, AE Downes, provide basic information on the line. Other publications may be referenced from the LRRSA web site.
2. 16mm film of the trip was eventually edited in preparation for inclusion in a documentary entitled *A Victorian Quartet*, examining the building of the VR NG lines. The project was not completed, though the footage has been retained for posterity.
3. cf (1)
4. As with other impending closures, what had been local indifference and a preference for road transport turned to belated agitation and in this case renewed farmer patronage in an attempt keep the line open. The same community disquiet in the Gembrook area although too, if from slightly different reasons, non-productive, resulted in some early support in the later efforts to retain and re-open that line in part.
5. Whether or not the use of the Beyer-Garratt's was the prime cause of the deterioration of the rail itself may be open to argument. Certainly, the lines using NAs only, did not suffer the same damage, nor does the author recall seeing any similar structural impairment on the (then) remnants of the Platina (Walhalla) line.
6. Later on, a former local resident and as it happened, ex-VR man, inferred to the author that apart from the preceding point (5), responsibility for the parlous state of the track, or as now known 'Below Track Infrastructure' (BTI), lay largely with poor employee maintenance practices or effort. Given that both the said gentleman and the personnel concerned are unlikely to be still with us, it would be unfair to make more of the matter, except to say that in this day and age, the line would likely be classed as 'untrafficable' and/or booked out of use.
7. Similarly to the Gembrook railway, there was a move to re-open the line as a tourist service. Allegedly, then, VR 'heads' were reported as saying that "another 'Puffing Billy' was not going to happen!" There was too, the question of supporter availability, Colac not having any nearby metropolis to provide volunteers. As it happened though, the 'Beechie' proponents had secured an offer from an Australian manufacturer for a supply of a diesel rail car to operate the service. Cost £3000. In today's money, $42,000 - a remarkable offer indeed!
8. See 'The Beechy Battle', *Light Railways* 140, April 1998.

FROM THE ARCHIVES

"GARRATT" PATENT ARTICULATED LOCOMOTIVE — Victorian Government Railways. No. 117



TRACTIVE POWER AT 75% BOILER PRESSURE 23,690 lbs. — MAXIMUM AXLE LOAD 9·45 tons. — 2' 6" GAUGE.

Two of these engines have been built for the 2' 6" gauge sections of these railways: one is working between Colac and Crowes and the other between Moe and Valhalla. Prior to their introduction the traffic was worked by tank engines of the 2-6-2 type, which were as heavy as the track permitted, but the traffic requirements had outgrown their capacity, and, furthermore, the limited amount of water they carried necessitated stops at frequent intervals. The authorities therefore considered the purchase of a more powerful locomotive, the alternatives being:—

(*a*) Adhering to the wheel arrangement of the existing type but with a greater load per axle, so as to enable a larger boiler to be fitted; and

(*b*) An engine with more wheels, so avoiding the increase of the maximum weight on any axle.

The first proposition would have involved large capital expenditure in strengthening the track, whereas the latter only called for the purchase of a special type of engine which would give the required power without increasing the axle load and yet be capable of negotiating the two chain curves existing on the lines; the "Garratt" articulated locomotive was found to conform to these requirements. Their tractive power is 25,270 lbs. as against 12,168 lbs. of the 2-6-2 tanks, the respective weights being 69 tons and 35 tons.

Cylinders, outside	13½" × 18"	Wheel base of each unit	12' 3"	Boiler, heating surface, Superheater	180 sq. ft.
Valves, Piston		,, ,, rigid	6' 9"	,, grate area	22·6 ,,
Wheels diameter. Driving	3' 0"	,, ,, Engine. Total	44' 6"	Tank, water capacity	1,680 galls.
Tractive power in lbs. at 75% of boiler pressure	23,690	Boiler pressure in lbs. per sq. in	180	Fuel capacity	3½ tons of coal.
Tractive power in lbs. at 90% of boiler pressure	28,430	,, heating surface, Tubes	951 sq. ft.	Weight of engine, full	69 tons 0 cwts.
		,, ,, ,, Firebox	99 ,,	,, ,, adhesive full	55 tons 7 cwts.
		,, ,, ,, Total	1,050 ,,		

Factor of adhesion (full) at 75% of boiler pressure 5·2; at 90% 4·36

This description of the Victorian Railways' G class locomotives, featuring one of the twins photographed in 'works grey', appeared in the promotional book Garratt Locomotives, *published by Beyer Peacock. G41 spent its entire working life on the Beech Forest line, while G42 worked on the Walhalla line until its closure in 1954, after which it was overhauled then sent to Colac to join its sibling. Following the closure of the Beech Forest line, G41 was scrapped, but G42 survived and can be seen today on the Puffing Billy Railway at Belgrave, Victoria.*

LETTERS

Dear Sir,

Exhibition Buildings tramways, Melbourne (LR 212)

The interesting item on the Exhibition Building tramways in the last issue of LR mentions that construction of the grand Exhibition Building started in 1879 "under the auspices of David Mitchell, a well-known local contractor".

Worthy of mention is that David Mitchell was also the father of Nellie (Madam) Melba, Australia's famous opera singer. Likewise, was the owner of the Cave Hill tramway, at his lime works, near Lilydale.

My mother, who was in Melba's Opera Company, remembered hearing Nellie inviting her father to a first night performance. And adding "and for goord's sake, wear a clean shirt!".

David Burke
Burradoo, NSW

Dear Sir,

I found Phil Rickard's article quite fascinating and can add a little more to the story. Prior to the opening of the Melbourne Exhibition in October 1880, the Sydney International Exhibition had run from September 1879 to April 1880. The records of the Belgian locomotive builder Couillet show a 600mm gauge 0-4-0Toc, B/N 421 of 1879 for '*Austellung Sydney*' (i.e. Sydney Exhibition). *The Sydney Morning Herald* of 9 January 1880 reported that this Couillet locomotive was named *SYDNEY No.1*, had Walschaert's valve gear and was in the charge of a Mr. Lowidge *who had had it in steam . . . and will be happy to show it in motion to parties interested*.

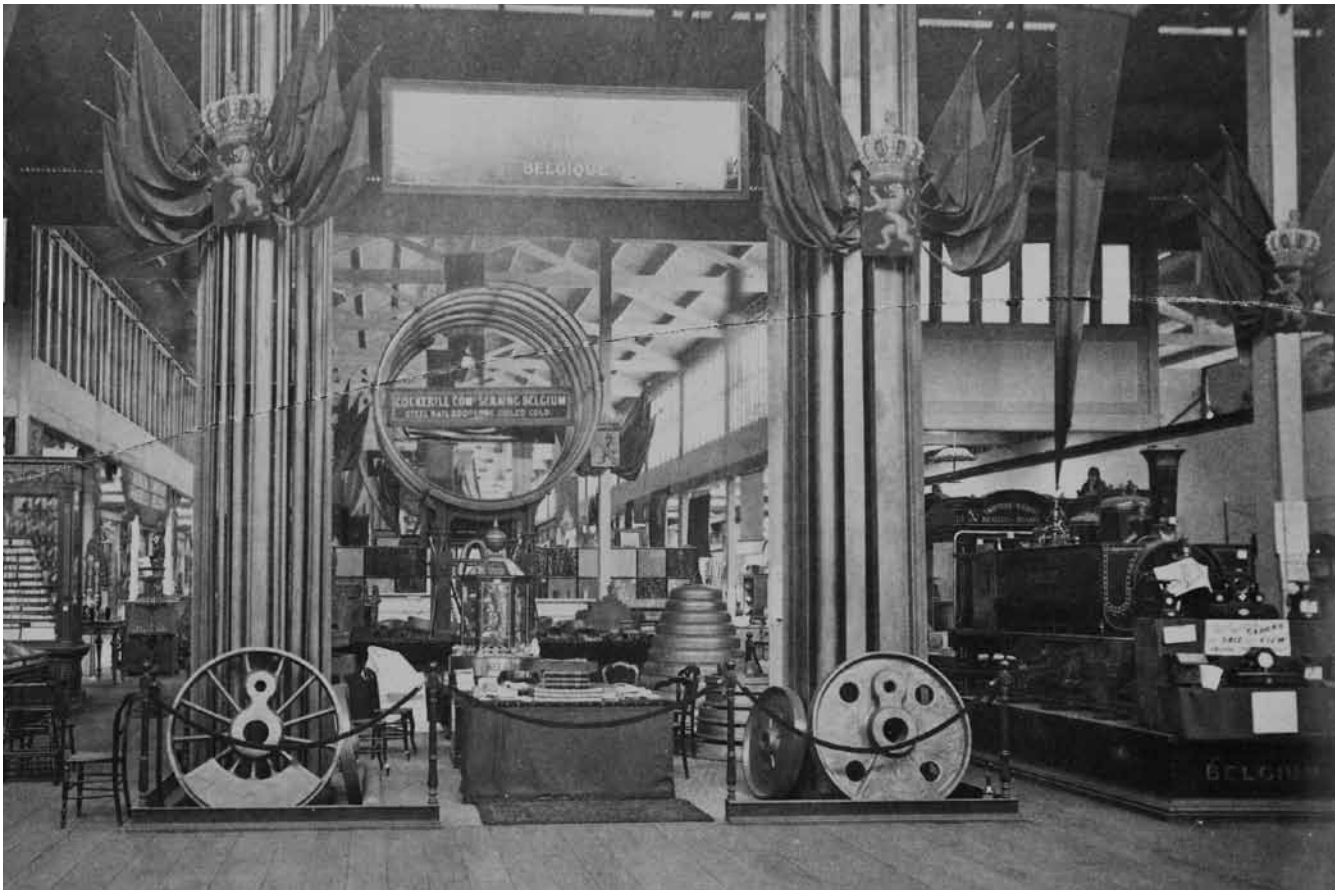
The Melbourne *Argus* of 28 October 1880 reported on a 1ft 11inch gauge Couillet locomotive on display in the Belgian Court of the Melbourne International Exhibition. Given the six months between the two exhibitions, it seems certain that this was also Couillet 421, transferred from Sydney. The Melbourne report stated that it also had a tender. Other Couillet records apparently show 421 as *Charbonnage Bonbier*, so whether it was ordered for this colliery, but diverted to Australia, or was sent to the colliery on its return from Australia, I do not know. Certainly, to date, there appears no record of its subsequent use in Australia. Fortunately, among the Victorian Government Printing Office photographs of the exhibition is one of the Belgian Court which shows this locomotive together with locomotive driving wheels etc. supplied by various Belgian manufacturers.

Also displayed at the 1880 Melbourne Exhibition were two Victorian Railways locomotives, No.129 (later O class), a 0-6-0ic built at the VR's Williamstown Workshops in 1879 and a Phoenix Foundry built 2-4-0ic, No.186 (later B class), Phoenix B/N 66 of 1880.

Phil mentioned that at the Melbourne Centennial Exhibition of 1888 to 1889, the Phoenix Foundry displayed B/N 219 of 1888, a light 4-4-0ic. This became Victorian Railways D-class No. 92. It should be added that also on display were Kitson B/N 3088 and 3089 of 1888, respectively a 2-4-2Tic named *TASMANIA* and a 0-6-0ic named *VICTORIA*. They subsequently became Victorian Railways E class 426 and Y class 445.

The 'heavy low wagon' referred to by Phil, which the Phoenix Foundry had built and used to deliver its locomotive from the Spencer Street yards to this Exhibition had also been used for the same purpose at the 1880 Exhibition. *The Argus* of 28th October 1880 described *the steam lorry belonging to the Phoenix Foundry* in some detail and considered that *it constitutes itself a most important and interesting exhibit*. It had a small locomotive-type boiler at the front, with a wrought iron frame approximately 30 feet long by 5 or 6 feet wide, on which was carried a pair of rails to 5ft 3in gauge. There was a winding drum and hydraulic presses, which allowed the end to be lowered, all powered by steam. I have read that it carried a Phoenix B/N, but have been unable to confirm this.

Finally, Phil also noted that the electric tramway that ran in the grounds of the 1888 Exhibition predated the Box Hill & Doncaster electric tramway. This was not surprising as the Box Hill & Doncaster line purchased the car and electrical equipment



This photo of the Belgian Court at the 1880 Melbourne International Exhibition clearly shows the Coulliet 600mm gauge 0-4-0T locomotive (B/N 421 of 1879) on the right. *Photo: Government Printing Office, State Library of Victoria image b29970.*

from the Exhibition, after closure of its line in January 1889, and commenced its own rural operation in the following October. After a spasmodic existence, the tramway closed in January 1896.

Richard Horne
South Croydon, UK

Dear Sir,

North East Dundas Tramway rolling stock (LR 212)

I suggest that the abreviated lettering on the axlebox depicted on page 33 of L.R.212 is "Zeehan & North Dundas Mineral Tram".

I had a pair of such bogies at Goulburn, which were subsequently sold to a venture at Echuca. The cast steel wheels of these bogies were usually in terrible condition due to the wagons being overloaded to the point that they were virtually 'unsprung' resulting in soft spots in the metal being depressed leaving hard spots raised.

In order to reduce the rough riding of the ex-cable trailer at Goulburn, I endeavoured to fill the hollows with weld and then grind it off somewhat level with the high spots as these hard spots defied attempts to machine them in the lathe, even with a tungsten tool.

Bruce Macdonald
Chapman, ACT

Dear Sir,

Brian Webber asked in LR212 about the meaning of the letters ML on the axle boxes of former North East Dundas bogies. I have always assumed that the letters stood for Mineral.

The North East Dundas was a new venture for the TGR in both gauge and purpose, since previous lines had been built to 1067 mm gauge to serve districts that were already settled. In contrast the North East Dundas was built to open up almost uninhabited country for mining development.

There is a summary of the later history of North East Dundas rolling stock in letters by Ralph Proctor and myself in LR 148 and LR 150.

Jim Stokes
Curtin, ACT

Dear Sir,

Tall Timber and Tramlines in Queensland

I thoroughly enjoyed the new LRRSA publication *Tall Timber and Tramlines in Queensland*. With his involvement in the Forestry Industry Heritage Places Study in south-east Queensland, his interest in all railways and tramways in Queensland, and his deep knowledge of the history of the State, John Kerr was the obvious author of a book on this subject, and we are all fortunate that his work on the subject was done before his untimely death. However, there are some additional points that I would like to make to round out John's story.

It was pleasing to see that John mentioned the role the QR played in hauling log timber and firewood, and the sugar mill tramlines in hauling firewood. Local authority owned lines also hauled log timber, certainly the Beaudesert and Mapleton Shire Tramways. The Pioneer Shire lines (McGregor Creek and Cattle Creek) also hauled timber before they were taken over by the QR to become part of the Mackay Railway. The same applied to the Nerada branch of the Geraldton Shire Tramways and the QR Innisfail Tramway, of which it became part. Some log timber was also conveyed on the Shire-owned tramway from Tannymorel on the Killarney branch near Warwick to the colliery four miles away.

I realise that John was particularly interested in tramways that brought log timber from the forests to sawmills, especially tall timber, or sawn timber from sawmills to the main line. But there were other lines involved in timber transport. One line that he does not mention was built solely to convey firewood from the QR to an ore crushing mill. It ran from Forsayth's Siding near Golden Gate on the Normanton to Croydon railway in north Queensland and was 550 metres long. It lasted from 1905 to 1922, and had its own locomotive. Details of it are given in my *Lonely Rails in the Gulf Country* (1993 edition). The several private railways in Charters Towers carried a lot of firewood inwards to crushing mills. Although they also carried a lot of ore, some might not have been built had it not been for the firewood, although I must admit that the firewood did not come from tall trees. At Ipswich, both Foote's and Hancock's sawmills had private lines to bring log timber in and take sawn timber out, the former with an internal-combustion locomotive now at the Rosewood Railway.

The QR sawmill associated with the Barakula Tramway closed in 1928, because the QR had other sleeper mills on public lines which could supply its needs for sleepers as the era of almost continuous construction of new lines was coming to an end. Trains ran occasionally on the tramway until 1933. As other areas of timber were cut out, the mill became attractive again, and both mill and line reopened in 1942 (see the many parts of QR Secretary's file 44.6438 in the Queensland State Archives). The last train ran on 1 May 1970. John states on page 85 that the line never appeared in the public timetable, and on page 87 that it was missing from the 1971 timetable. This will seem contradictory. The line did not appear in the tables in either the public or working timetables, although it appeared in QR engine load tables and General Appendix. But it appeared on the map of railways in the public timetable until the 1970 edition. What John meant in saying that it did not appear in the 1971 public timetable was that it was not shown on the map. As John says, public traffic was carried, but there was no through booking. In other words, goods and passengers and parcels were paid to Chinchilla and were then rebooked for destinations further afield.

The cableway of Charters Towers Water Board did not give access to the road to Charters Towers, but was used to take the firewood from the north bank of the Burdekin River to the pumping station on the south bank. While the cableway existed, the tramway brought the firewood from areas north of the Burdekin to the north bank opposite the pumping station. I was told in 1957 by the pumping station manager that the whole of the Board's tramway including the locomotive was sold to the Main Roads Department as a single lot. They wanted the rails not to operate a tramway but for reinforcing in the piers of the Burdekin Bridge. The Department sold the locomotive on. On these points, see my article in LR 173.

The photographs of horse-hauled wagons at Cootharaba (page 18) are very interesting. The wheels of the vehicles seem to be too small and narrow for road movement. A comparison with the photographs of road vehicles hauling timber on pages 16, 31 and 33 demonstrates this point. In addition the shine of flanges on the wheels seems to be visible in the lower photograph. I suggest these are tramway vehicles, even if working only in the mill environs.

Although the lack of feed for the horses or cattle that might have otherwise hauled the timber on Fraser Island was a consideration, so was the inability of those animals to make headway in the sand with timber jinkers in tow.

John claimed that the reason for the use of the 2ft gauge on the Neranwood Tramway was that the narrower the gauge, the sharper the curves that could be used. However, any curve radius can be used on any gauge, subject to the vehicles used being suitable to traverse the curves. Timber tramways of wider than two feet gauge provide excellent examples of sharp curves, using all bogie vehicles and bogie locomotives. I suggest that the sharpest curves on any railed way in Queensland were on the 4ft 8½ins gauge street tramways in Brisbane.

A few corrections to the maps should be pointed out. The top map on page 23 shows 'Theemine'. This should be Theebine, the junction of the Kingaroy branch, now closed, with the North Coast Line. The map on page 85 shows a railway from Kingaroy to Yarraman. A line was built south from Kingaroy to Nanango, but there was never a rail connection beyond there to Yarraman. On the right hand map on page 86, the railway running through Chinchilla is the Western Line. The Barakula Tramway was built to supply sleepers for the Great Western Railway, but as John explains on page 85, the Great Western Railway was to have been in the far west. The map on page 89 omits two QR branches, one from near Mareeba north to Mt Molloy and Rumula, and one from near Atherton south-east and south-west to Millaa Millaa. The latter is mentioned in the text on pages 89 and 91, and carried a lot of log and sawn timber. It was an area of tall timber.

John Knowles
New Malden, England

RESEARCH

Railways of Ocean Island and Nauru

LRRSA member David Jehan is currently researching material for the sequel to his book *Shays, Crabs & Phosphate*, which is to be on the tramways of Ocean Island and Nauru. Anyone who has some useful information on these locations is encouraged to contact David on (02) 9580 8564.

Border Loop timber tramways, NSW

Border Loop, located just 2-3km south of the border with Queensland, is best known for its association with the loop and tunnels on the standard gauge railway to Brisbane. It was also the centre of an active timber milling industry in the 1920s and 1930s, particularly at Long Creek and Findon. A large information board at Border Loop provides photographs and sketchy information on the timber getting era. It refers to a timber-railed logging tramway at one of the largest mills and there are photographs of this mill, a horse team hauling logs on the tramway and another image of an unusual 4-2-0 Fordson rail tractor hauling logs across a bridge. This photograph was published in LR 64 (April 1979, p. 10) where it was identified as the Linn tractor operated on Lever's timber tramway at Long Creek (LR 63). This 12km 3ft gauge tramway remained in operation until 1947. The board suggests there were other timber tramways in the area, so any further information from readers would be greatly appreciated.

Malcolm Dow

A mobile light railway!

The potential health impacts of coal dust have been in the news again lately, but this is hardly a new problem. A correspondent writing in *The Queenslander* of 23 February 1867 (p. 10) from the *SS Hero* at Bowen en route to Batavia states:

Those in the habit of travelling by ocean steamers are well acquainted with the coaling nuisance—of the sudden transformation to black, of all colors, and of the unpleasant sensation of having one's nostrils, mouth, and eyes filled with dust fine as rappee [snuff].

The correspondent goes on to describe how Captain Logan had 'invented a capital plan for conveying the coals' to the ship's bunkers. This was:

a portable tramway laid down from the forehold to the engine bunkers, a distance of about one hundred feet, and each truck contains a basket holding five hundred weight of coal. By the adoption of this plan a great deal of time is saved, and the wear and tear of the decks is lessened. In many steamers such a course would not be required, but our quarter deck is amidships. Some of the sailors seem to enjoy the fun of riding along on the trucks amazingly, and it is amusing to watch Jack manoeuvring to prevent a train going off the line. After sufficient coal is conveyed the tramways are taken up and stowed away, decks washed, and in a short time everything restored to its original color, including the men themselves.

Was Captain Logan's solution to the problem of coal on steamships widely adopted?

via John Browning

Tramway tracks on the jetty at Derby on Easter Sunday 2010. The road tanker is refueling the adjacent barge. Photo: Camille Geraghty

The short section of rail from the Whitfield narrow gauge line uncovered at Wangaratta station during earthworks on 13 April 2010. Photo: Ross Gorman

Derby Harbour Tramway [LR 57]

Ian Crellin and Frank Stamford covered the Harbour Tramway at Derby in *Light Railways* No. 57 of Spring 1978. A 1.6km 3ft 6in gauge tramway was constructed across a causeway from the town to the jetty in 1886 to serve a basic jetty. The original jetty was replaced by a L-shaped timber wharf in 1893 and by 1904 the tramway had been extended a further two kilometres to a quarry beyond the town proper. It was operated by horses for much of its life, with small diesel locomotives taking over at an unspecified date. A concrete wharf with 157 metres of bethage replaced the timber structure in 1965. It incorporated tramway facilities, but the tramway had fallen into disuse by 1975.

Camille Geraghty visited Derby over Easter 2010 and provided the photo published here showing the tramway track still in place on the 1965 jetty. The barge services Cockatoo and Koolan Islands. There are local reports that the jetty may be demolished and replaced by a larger structure to handle some form of mineral export. Any advice from readers on confirmed plans for this would be appreciated.

Brett Geraghty

Wangaratta-Whitfield railway [LR 147]

Light Railways No. 147 featured an article on the centenary of the opening of the Wangaratta to Whitfield 2ft 6in gauge railway, which was celebrated on 7 March 1999. There were few physical remains of the line that had then been closed for 45 years. The organisers had replaced many of the missing station name boards (moved to face the road) and repainted a number of original mile posts. At Moyhu a short section of track was installed in front of the station name board and 162 mile post, while the Whitfield loco shed then served as an industrial building, complete with inspection pits and smoke vents.

On 13 April 2010 further remnants of the line were uncovered during earthworks to resurface the Wangaratta station forecourt. These comprised one short section of rusted rail and a sleeper with a dog spike. *Bill Hanks*

LRRSA ONLINE DISCUSSION GROUP

Have you joined the LRRSA's email discussion group yet?
See: http://au.groups.yahoo.com/group/LRRSA/ and click on "Join This Group"!

Industrial Railway NEWS

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Special thanks to contributors to the Cane Trains & LRRSA e-groups and to Jim Bisdee's West Australian Railscene e-Mag

NEW SOUTH WALES

JOHN HOLLAND PTY LTD, Whittingham
1435mm gauge
JJohn Holland Pty Ltd is part of a consortium also including Australian Rail Track Corporation and GHD Pty Ltd (GHD) known as the Hunter 8 Alliance. The Alliance is designing and constructing a third track on the main northern railway between Whittingham and Maitland. The Whittingham–Minimbah section constitutes Stage 1, with the new track built on the eastern side of line between the New England Highway and the existing track.
At the beginning of March, a hi-rail fitted agricultural tractor was noted hauling two yellow-painted four-wheel ballast wagons on the newly-constructed track.
Carl Millington 3/10

QUEENSLAND

CSR sugar spinoff
(see LR 212 p.25)
CSR Ltd has been successful in appealing against a Federal Court decision that would have prevented it from putting to a shareholder vote the demerging of its Sugar and Energy division, now trading under the name Sucrogen. It would still be possible for opponents of the demerger to take action in the Federal Court following a successful demerger vote in the future.
Meanwhile CSR is in discussions with the Chinese company, Bright Foods, about its offer to buy the Sucrogen business.
Sydney Morning Herald 21/4/2010 & 24/4/2010

BUNDABERG SUGAR LTD, Innisfail district
THE MULGRAVE CENTRAL MILL CO LTD, Gordonvale
(see LR 212 p.25 & 27)
610mm gauge
Bundaberg Sugar and Maryborough Sugar Factory have entered into a joint venture to operate their Mulgrave, Babinda and South Johnstone Mills, together with Bundaberg Sugar's Tableland Mill, which does not have a cane railway. Maryborough Sugar Factory will pay Bundaberg Sugar $20m to establish the 50/50 enterprise and holds an option to purchase the entire operation for a further $50m. The Babinda and Mulgrave Mill cane railway networks are already linked by a rarely-used section of track at McDonnell Creek. This development marks the end of Maryborough's efforts to take over Tully Sugar.
Bundaberg News Mail 20/4/2010 & *Fraser Coast Chronicle* 20/4/2010 via Shane Yore; Editor

CSR SUGAR (HERBERT) PTY LTD, Herbert River Mills
(see LR 212 p.25)
610mm gauge
By mid-March the Plasser Model GWS-75 spot tamper (434 of 1997) had been returned to the Herbert from Plane Creek Mill. It was replaced on loan at Plane Creek by the Herbert mill's Plasser Model KMX-12T tamper *THE PACKER* (445 of 1998). At that stage, Plane Creek's Plasser Model KMX-08 tamper (415 of 1995) and Tamper Model BESM1 ballast regulator (1775577 of 1977) were still at the Herbert mills.
In late April, a new prototype model 8-ton bin was delivered to Dairy Siding on Macknade's Central line, probably built by Rinaudo's Engineering at Macknade. The sides and ends are of box section steel instead of angle, making them stronger and, as part of the load bearing structure of the bin, eliminating the need for longitudinal tie rods. The plastic mesh of the previous design has been replaced by expanded steel mesh. It is understood that thirty of these new bins are on order from China.
Hudswell Clarke 0-6-0 *HOMEBUSH* (1067 of 1914) has been in use on a number of occasions at Victoria Mill since mid-April for driver training purposes.
It has been reported that the North Queensland Bio-Energy Corporation (see LR 212 p.27) has applied to the National Competition Council for access to CSR's rail network in the Herbert River district.
Chris Hart 3/10, 4/10; Carl Millington 3/10; ABC News 29/3/2010

MACKAY SUGAR LTD
(see LR 212 p.27)
610mm gauge
Walkers B-B DH locomotives *CEDARS* (693 of 1972 rebuilt Walkers 1997) and *DULVERTON* (690 of 1972 rebuilt Walkers 1997) are being fitted with new MTU 2000 diesel engines at Racecourse Mill this slack season.
Walkers B-B DH *WALKERSTON* (672 of 1971 rebuilt Pleystowe 1994) has been used regularly for shuttling bins for maintenance this slack season. On 25 March, it was heading out from Pleystowe light engine towards North Eton to collect bins when it was discovered the drawbridge crossing of the QR at Wollingford could not be lowered because of lack of electricity following Cyclone Ului the previous weekend. It therefore returned to Pleystowe.
Scott Jesser 3/10; Hayden Quabba 4/10

CSR PLANE CREEK PTY LTD, Sarina
(see LR 212 p.27)
610mm gauge
With Cyclone Ului threatening on Friday 19 March, which had been scheduled as a rostered day off, all the mill's track machines and locomotives were brought back to the mill. To prevent any bins that may have been blown away from straying onto busy road crossings in Sarina, a brake wagon was placed at the entry to the mill full yard and another on the mill side of the Shannons Flat marshalling yard. Operations returned to normal on 23 March. The rail equipment was all returned to the mill again on 1 April for the Easter break.
The Herbert mill's Model GWS-75 spot tamper (434 of 1997), on loan to Plane Creek, returned north in mid-March to be replaced on loan by the Herbert mill's Plasser Model KMX-12T tamper *THE PACKER* (445 of 1998). This saw extensive work on the Plane Creek system, with many ballast trains being run to various parts of the mill's network. Other track jobs noted were rail welding near Yukan at the end of March, and concrete sleeper laying at Cliftonville in mid-April.
Carl Millington 3/10, 4/10; Scott Jesser 4/10

TULLY SUGAR LTD
(see LR 212 p.27)
610mm gauge
The involvement of Tully Sugar in takeover manoeuvrings appeared to have ended with the announcement in April of a joint venture between Maryborough Sugar Factory and Bundaberg Sugar (see elsewhere this issue). This had been preceded by an enhanced financial offer for Tully Sugar by Maryborough in early March and the positioning of Tully a week later to make a takeover offer for Bundaberg's northern assets.
Tully's Com-Eng 0-6-0DH multiple-unit pairings have always been arranged 'elephant style' but it is reported that the mill will trial *TULLY-11* (AD1347 of 1960) and *TULLY-16* (AD4484 of 1964) coupled back-to-back.
Two line bogies and two steel cane trucks have been restored and put on display as a historical display at the entrance to the mill.
Details of the proposed rail extension to Bilyana have been advertised for public comment under the Environment Protection and Biodiversity Conservation Act 1999.
ABC News 3/3/2010; *Cairns Post* 9/3/2010; Luke Horniblow 3/10, 4/10; Tully Sugar Ltd 4/10

WESTERN AUSTRALIA

BHP BILLITON IRON ORE PTY LTD
(see LR 212 p.28)
1435mm gauge
All ten of the locomotives from the 2008 order diverted from BNSF (Burlington Northern Santa Fé) had received the physical modifications necessary for them to lead trains by March and were awaiting the necessary software update.
In March, nameplates began to be applied to Electro-Motive Canada Model SD70ACe Co-Co DE locomotives. The following have been noted:

Above: *Above: Mackay Sugar's Walkers B-B DH* WALKERSTON *(671 of 1971 rebuilt Pleystowe 1971) heading off from Pleystowe Mill on 25 March on its abortive trip to collect bins for maintenance from the North Eton area. Photo: Scott Jesser* ***Left:*** *Crew training includes locomotive disposal and the crew engages in this activity after their session on Hudswell Clarke 0-6-0* HOMEBUSH *(1067 of 1914) at Victoria Mill on 23 April. Photo: Chris Hart* ***Below:*** *Heavy maintenance on locomotives and rolling stock is the norm during the off season at Queensland sugar mills. This scene in the Racecourse Mill loco shed on 16 March shows Mackay Sugar's Walkers B-B DH* CEDARS *(693 of 1972 rebuilt Walkers 1997) being fitted with a new MTU 2000 diesel engine. Its radiator fan is in the foreground. Photo: Hayden Quabba*

Above: *The rebuilding of a Walkers B-B DH locomotive was progressing well in the Tully Mill loco shed on 23 March with work on the QR's former DH36 (618 of 1969) having reached the stage of the engine being placed in position.* TULLY-11 *(Com-Eng 0-6-0DH Ad1347 of 1960) looks on. Photo: Luke Horniblow* ***Left:*** *Another project making good progress on 23 March was the refurbishment at Macknade Mill of EM Baldwin 0-6-0DH* HOBART *(4413.7 7.72 of 1972) with its new Mercedes-Benz engine fitted, a little over a month after the photo that appeared in LR 212. Photo: Luke Horniblow* ***Below:*** *Refurbished line bogies and cane trucks make up the new display at the entrance to Tully Mill yard on 2 April. Photo: Luke Horniblow*

4327 *HAMERSLEY* (20066862-056 of 2008), 4331 *WITHNELL* (20066862-060 of 2008) and 4341 *OROVILLE* (20078915-008 of 2008). The name plates are not the cast type applied previously but are stainless steel plates with the letters cut out, mounted over a black backing strip on the cab side between the window sill and the road number.

The next order of 18 new SD70ACe Co-Co DE locomotives from Electro-Motive Canada is expected to arrive in June.

Early in April five withdrawn GM EMD Model SD40-2 Co-Co DE locomotives were hauled back from storage at Finucane Island to the wash road at Nelson Point workshop. These were 3082 (786263-31 of 1979), 3083 (786170-2 of 1979), 3084 (786263-35 of 1979), 3085 (786170-25 of 1979) and 3092 (31498 of 1966).

Work on the Rapid Growth Project 5 track duplication of the Newman main line south of Bing reached a significant stage at the end of March when bridge beams were lifted onto the piers at Bore Creek about 38km south of Port Hedland. A total of ten bridges will be built between Bore Creek and south to Coonarie Creek about 204km out of Port Hedland over the next few months. Track laying will follow to complete the railway as a two track bi-directional line.

Brett Geraghty 3/10, 4/10; WA Railscene e-mag 74 & 75

FIJI

FIJI SUGAR CORPORATION

(see LR 212 p.29)

610mm gauge

Further to the report in LR 212, very little remained at the closed Cuvu depot when it was visited in January. A rebuilt Wickham 17A linecar was locked in the shed with the engine out. It seemed to be being rebuilt rather than scrapped. There was a small pile of portable track on site. Portable track sections are still used in the field for loading cane trucks even if these are going to be winched onto tractor-hauled trailers. Also left on site were also two old sleeping wagons and a tiny 4-wheel covered wagon. The small covered wagon appears to be the meat wagon pictured in many of the free train photos, and if so may be the last relic of this famous train. There were also a few cane

Top: *This Plane Creek Mill rail welding wagon is a very compact affair. It is here in the charge of Com-Eng 0-6-0DH D8 (FC3777 of 1964) at Koumala 5 siding, near Yukan, at the end of March. Photo: Carl Millington* ***Above:*** *4327, a BHP Billiton Iron Ore 'pumpkin' Electro-Motive Canada Co-Co DE (20066862-056 of 2008) shows off its new* HAMERSLEY *nameplate in late March. The number has been moved to make way for the name. Photo: Brett Geraghty*

Industrial Railway NEWS

trucks off the track. It appears that the depot area may be in the process of being sold for a resort site. Local train crews are out of work so the line closure has had an impact locally. Growers are given a $12 per ton subsidy to ship cane by road but it seems likely that most will opt to change crops.

According to a local report, one of the Clyde 0-6-0DH locomotives redeployed from Cuvu is now based at Lomawai, north of Batiri Point, as well as the units sent to Nasavusavu and Navo (south of Nadi). The remainder have gone back to Lautoka, with talk of one having been sent to Labasa Mill.

Locomotives lined up out of use next to the locoshed at Lautoka in January were Clyde Model DHI-71 0-6-0DH 4 (57-174 of 1957) and 7 (58-196 of 1958), Clyde Model HG-3R 0 6 0DH 13 (65-449 of 1965) and Hunslet 4wDH 17 (9267 of 1986).

John Peterson 3/10

Book Reviews

Sydney's Forgotten Industrial Railways

by John Oakes

B5 size, card cover with colour photos, 208 pages. Three colour and 204 B&W photographs, 23 diagrams and 14 maps. Published 2009 by the Australian Railway Historical Society, NSW Division, Sydney. RRP $28, from ARHS Sales, 67 Renwick Street, Redfern NSW 2016.

This is the seventh book in John Oakes' populist *Sydney's Forgotten Railways* series. It follows the same recipe, namely a potted history of various railway lines within the Greater Sydney Metropolitan area, backed by a heap of photographs, mainly from the author's own collection and the ARHS Rail Resource Centre.

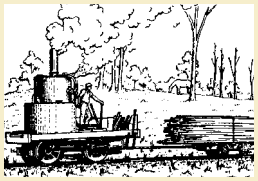
John states in his Preface that 'the distinguishing feature of the railways included in this volume from those of *Sydney's Forgotten Goods Railways* is that the latter are connected to the goods railway system that is separated from the passenger system (mainly) at Sefton, Lidcombe and Tempe.' Perhaps so, but are they industrial railways and has the author followed his own rules?

Nearly 40 per cent of the book is devoted to what John defines as the Sandown sidings, an interesting collection of sidings between Duck River and the south bank of the Parramatta River that served a range of industries in the Camellia area. The origin of this section of line was a private passenger-carrying railway built by John Bennett to service his racecourse at Rosehill. An extension, again privately owned, was constructed for Benjamin Simpson to service fruit growers. It opened to Carlingford in 1896, but both Bennett and Simpson got into financial difficulties during the 1890s depression and the government subsequently took over both lines.

The extensive text in this chapter covers the normal suburban passenger operations on the line and the safe working arrangement in great detail, but we learn little of the industries that utilised the various sidings in the Camellia area, the raw materials that were brought in, the products that were railed out and how the goods were handled.

The Metropolitan Board of Water Supply & Sewage construction railways used to build the Potts Hill water distribution reservoirs are covered in Chapter 2 and this section will be of interest to *Light Railways* readers. The rationale for including this operation in the book is obscure, however, for while government trains hauled coal to the Board's power station at Potts Hill, they did so over track covered in John's earlier work. Other operations covered in the book that come into light and industrial railway territory are the Botany Sewage Farm railway, the Water Board's West Ryde Pumping Station rail operations, and the Royal Australian Navy's Spectacle Island, Garden Island and Newington Armory railways. Some photographs of rail lines on Cockatoo Island are also included, but there is no text. Logically these RAN operations should have been covered in *Sydney's Forgotten Military Railways*.

Unless readers have a specific interest in detailed descriptions of safe working procedures on the NSW government railways, they will find much of the text of this book 'hard-going'. They may, however, find the excellent maps of the lines and, in some instances, the industrial complexes compensates for this challenge. *Bob McKillop*



LRRSA NEWS

MEETINGS

ADELAIDE: "Ida Bay Railway"
A video of Tasmania's Ida Bay Railway will be shown. Members are also invited to make contributions on any topic of light railway interest.
Location: 150 First Avenue, Royston Park.
Date: Thursday 3 June at 8.00pm.
Contact Arnold Lockyer on (08) 8296 9488.

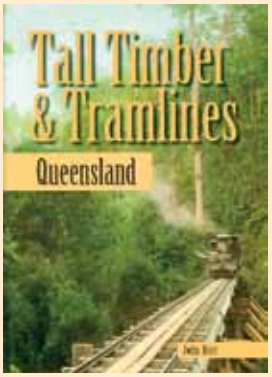
BRISBANE: 'Railways around the world"
For the April meeting, Dave Rollins will show 100 slides from around the World, all gauges.
Location: BCC Library, Garden City Shopping Centre, Mount Gravatt.
After hours entrance (rear of library) opposite Mega Theatre complex, next to Toys'R'Us.
Date: Friday 11 June at 7.30pm. Entry from 7pm.

MELBOURNE: "Back in the DDR"
Quality video (colour and black and white) of East German 750mm-gauge in the late 1960s and early 1970s, featuring several northern systems including Mügeln, Rügen and Oschatz and a variety of locomotives including 0-8-0Ts, 2-8-0Ts, 2-10-2T's and some 0-4-4-0 Saxon Meyers. Mother-pleasing scenery abounds everywhere but be warned the bucolic rural vistas are repeatedly obscured by smoke-belching steam engines.
Location: Ashburton Uniting Church Hall, Ashburn Grove, Ashburton.
Date: Thursday, 10 June at 8.00pm

SYDNEY: "Annual General Meeting and Mt Lyell Picnic Train."
Please come along to the AGM where after the formalities are completed the dedicated narrow gauge photographer, Mr. Joe van Ewijk, will present a movie on the occasion of the recreation of the annual running of the Mount Lyell Railway and Mining Company picnic train last Australia Day. The feature of this trip was the rare double heading of the Abt locos on the return trip from Strahan to Queenstown, Tasmania..
Location: Woodstock Community Centre, Church Street, Burwood, (five minutes walk from Burwood railway station).
Date: Wednesday 23 June at 7.30pm

New from LRRSA Sales ...

Tall Timber & Tramlines Queensland



By John Kerr

Published by the LRRSA.

Describes all Queensland timber tramways known to the author.

Soft cover, 104 pages, A4 size

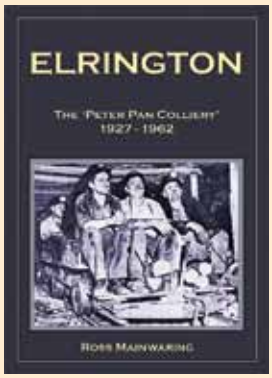
90 photographs, 28 maps and diagrams,

References, bibliography, and index.

Price $29.95 plus postage
($22.46 to LRRSA members)
Weight: 520 gm

Elrington

The 'Peter Pan Colliery' 1927 – 1962



By Ross Mainwaring

Published by the LRRSA.

A coalmine and its railways near Cessnock NSW, established by the BHP in 1927.

Soft cover, 96 pages, A4 size

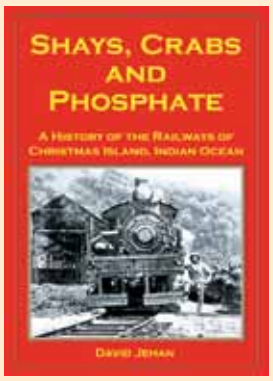
64 photographs, 9 maps and diagrams,

References, bibliography, and index.

Price $25.95 plus postage
($19.46 to LRRSA members)
Weight: 460 gm

Shays, Crabs and Phosphate

A History of the Railways of Christmas Island, Indian Ocean



By David Jehan

Published by the LRRSA.

Soft cover, 136 pages, A4 size

Over 160 photographs, 14 maps and diagrams,

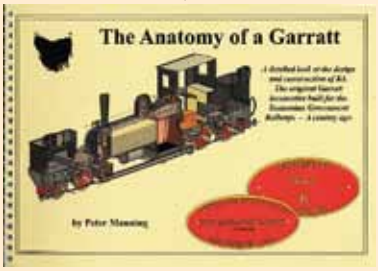
References, bibliography, and index.

Price $33.00 plus postage
($24.75 to LRRSA members)
Weight: 700 gm

The Anatomy of a Garratt

A detailed look at the design and construction of K1. The original Garratt locomotive

Published by Peter Manning Design & Drafting



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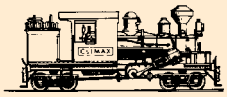

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Heritage & Tourist

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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

DREAMWORLD GOLD COAST RAILWAY, Coomera
610mm gauge
The ex-Bingera sugar mill 0-6-2T (Perry Eng. 5643/51/1 of 1951 - see LR 191, pp. 27 and 29) returned to service on Good Friday (2 April 2010) folowing repairs that put it out of service for six weeks. Peter Gough and Paul Jones reassembled the loco with the assistance of a fitter

Bob Gough, 04/10

SUNSHINE PLANTATION, Nambour 610mm gauge
Updating the report in LR 210 (p. 34), the land offered for sale achieved good prices that will assist the Big Pineapple tourist business to continue trading for the time being. Accordingly, the train continues to operate and will continue to do so until the new land owner decides what to do with its assets. Ownership of the buildings and the rail line is now with the land purchaser, while the locomotives and carriages remain with the business. In mid-March, the receiver advised that he had not received any instructions to liquidate the business.

Peter Newett, 03/10

LAHEY'S TUNNEL, Canungra
A visitor to this former timber tramway tunnel in March 2010 found it to be currently closed due to a small landslip on the access track from the car park on the main road. Neither the tunnel nor the railtrail on the old rail formation is affected. The Tourist Information Office advised that the local council had obtained a quotation for $30,000 to undertake the remedial works, but no action was expected to occur for some time.

Malcolm Dow, 04/10

TIMBEERWAH MOUNTAIN RAILWAY 610mm gauge
Russell Savage
The Tinbeerwah Mountain Railway was established in 1980 to gain access to the northern region of Mount Tinbeerwah. In 1990 this was achieved and in 2005 another branch over a significant watercourse was added (see LR 173, p.27). There has been further progress in recent years with the Red Hill Bush Depot Saw Mill becoming operational in February 2010. This is primarily used for sleeper cutting logs acquired off the property. In total, 185 metres of track, five turnouts and a new angle were installed as part of this complex. In May 2009 the TMR became the 35th railway in Queensland to be accredited under the Rail Safety Legislation and the only private system. Total trackage is 2.2 kilometres and a variety of purpose built and acquired rolling stock is utilised.

Russell Savage 05/10

BRAMPTON ISLAND RAILWAY
762mm gauge
Voyages Hotels & Restorts P/L
Updating the report in LR 193 (p. 26), a proposed sale of this island resort did not proceed due to the global financial crisis. The railway was badly eroded by storms in January 2010 and the owners decided to invest in rehabilitating

Malcolm Dow photographed the landslip blocking the access track from the car park to the tunnel on the former timber tramway Lahey brothers at Canungra in March 2010. The entrance to the tunnel is in the background. It was not affected by the landslip but had been closed to visitors at the time of Malcolm's visit.

4wPM (built by Russell Savage in 1983) H220 shunting a new log into the Tinbeerwah Mountain Railway's Bush Mill in April 2010. The Wingrove & Rogers battery-electric loco 2216 of 1942 (ex Smithfield Magazine, Adelaide, see LR 148, pp.10-15) is on sawdust removal duty. *Photo: Russell Savage*

the railway to ensure it is in good order pending any sale of the resort. By April some 500 sleepers had been replaced and some of the small timber bridges had been restored. The passing loop is to be be replaced and second-hand rail has been procured to replace badly rusted sections of track.

CN Sylvester, 04/10

New South Wales

WOOTTON HISTORICAL RAILWAY WALK
State Forests of NSW

Given the feature article in this issue (see p. 10), it is appropriate that we provide an update on this 6km Rail Trail over a section of the Wootton-Mayers Point logging line that was last reported in LR 140 (p.24). A recent visitor noted that there is signage in Wootton to the Rail Trail, but it was not particularly helpful. While the track may have been in good condition when first established, our reporter found that lack of maintenance had resulted in sections of the track now being indistinct in some places due to overgrown vegetation and long grass, so it is not recommended for people not familiar with finding their way in the bush.

In most places however, the track is quite clear underneath the forest canopy and alternately follows up the creeks (quite a few timber make-ups remaining) or is cut into the side of the valley. Remains of larger bridges across the creeks are still evident, and at one location, about half an hour from Sam's Camp, there are still steel rails in situ for about 30m. Apparently 'in situ', because the gauge was measured (by shoe length) as 4ft, compared with the 3ft 6in of the original line. Looking at the map of the line in LR 211 (p. 10), it is evident that the existing trail is but a very small part of the total line, and that the best parts are probably still further remote from Wootton, and may be inaccessible due to regrowth. Our reporter walked the first 3km of the track and return, which meant he did not reach the significant Horses Creek trestle bridge at the end of the track. That was just as well, as Ian McNeil has reported that this bridge collapsed into the creek in 2002 and there is little to be seen at this site. Ian also advises that the saddle tank of the ex-Joadja 0-6-0ST was abandoned in a paddock c1947. By 2009 that site had been covered by dense lake-side undergrowth.

Mal Down, 04/10; Ian McNeil, LRRSA Yahoo Group, 7 March.

John Fowler 0-6-0T (B/N 11885 of 1909) hals the passenger train around the loop at the Alexander Timber Tramway during its Easter Gala event. *Photo: Gerry Laws*

Malcolm Moore 4wDM No.2 (B/N 1039 of 1943) idles at Summit Points ready to descend the Kerrisdale Mountain Railway line to Bottom Points with the CILTA-PTA, VIC special train on a magnificent autumn day in April. *Photo: Malcolm Dow*

Victoria

ALEXANDRA TIMBER TRAMWAY 610mm gauge
Alexandra Timber Tramway & Museum Inc.

Perfect Autumn weather brought good crowds to the Alexandra Timber Tramway & Museum (ATTM) for its operations over the Easter holiday period. This year the 185 metre long main line was reinstated as part of the loop line train schedule. The John Fowler 0-6-0T (B/N 11885 of 1909) and the former Rubicon Tramway 0-6-0DM (Kelly & Lewis 5957 of 1936) took it in turns to operate the passenger train, with both locos running cab-first in an anti-clockwise direction around the loop on some runs.

A feature of the Easter running was a ceremony on the Sunday to mark the 50,000th passenger carried on the ATT. That passenger was Mrs Solveig Mueller, from Research in Melbourne's north-east suburbs, who was visiting the Murrindindi region with her husband, Martin, and their two children. To commemorate the occasion, President of the Alexandra Timber Tramway, Bryan Slader, presented Mrs Mueller with a special commemorative pack that included a family membership to the ATTM Inc., a certificate of achievement, a DVD highlighting the narrow gauge railway history of the region and local wine. Mrs Mueller was clearly elated with being selected and said the experience was definitely the highlight of her family's visit to the region.

A large number of steam and oil engines and farm machinery are displayed and operated during the Easter Gala event. This year the display, under the watchful eye of ATTM President Brian Slader, enthralled a large crowd throughout the operating period.

ATTM media release, 5 April 2010; Gerry Laws 04/10

Heritage & Tourist

KERRISDALE MOUNTAIN RAILWAY 610mm gauge
Andrew and Jennifer Forbes

On Saturday 17 April 2010, a party of 23 members and friends from the Chartered Institute of Transport, Passenger Transport Group, Victoria, visited the Kerrisdale Mountain Railway (KMR) in the Goulburn Valley, some 70 km north-east of Melbourne. Kerrisdale was previously a station on the broad gauge Victorian Railways branch line from Tallarook to Alexandra and Mansfield via Yea, which finally closed in 1978. As many readers of LR will be aware from previous reports, the KMR has been developed over a number of years by member Andrew Forbes, Andrew's wife Jennifer, and a small band of dedicated volunteers.

The railway received accreditation several years ago and has been open to the public since then. In addition to the railway experience, the KMR also operates a small museum with a wide variety of working exhibits, historical photographs covering the operating days of the Mansfield railway and local sawmilling and quarrying activities, and other interesting paraphernalia.

After arrival by coach, the group adjourned to the museum where Andrew described and demonstrated a number of the exhibits (all steam driven) including marine engines, a small ships winch, generator sets, and a 1906 White steam car engine. All the working exhibits are steamed from a Davey Paxman portable engine of 1912, which is in near original working condition. The fascination of the machinery was tempered by the call to lunch by Jennifer, as the group retired to picnic tables set up in the forecourt outside the museum to enjoy local gourmet sausages and the magnificent views over the Goulburn Valley to the mountains of the Victorian Alps in the distance.

Following lunch, we were ready for the highlight of the day—the trip on the railway from Bottom Points to the top of the hill at Summit Station, a climb of 38 metres. Our train, consisting of semi-open toast rack carriages 3 and 7 (built by the KMR), headed by the 4wDM locomotive No. 2 (Malcolm Moore, B/N 1039 of 1943), was waiting for the group at the Museum. The initial section of the line is quite steep, on a ruling gradient of 1 in 12.5 on a track contoured around the mountainside. At Strath View Siding, with views to the King Parrot Creek valley far below, the grade eases to level, then up again winding through tall trees to the Top Points where the train reverses for the final climb on the top road, through the loop at Summit Points to Summit Station. There is a small outdoor display on top of the knoll here including relics of the local mining and logging industry. On a good day, the 360 degree panorama from the summit is a magnificent sight.

A second train was run later in the day, headed this time by KMR No. 4 (Ruston and Hornsby, B/N 285301 of 1949, rebuilt KMR 2003). Originally built for the NSW Public Works Department, this locomotive was derelict when purchased by the KMR from the Illawarra Light Railway Museum Society. It has been totally rebuilt in the KMR workshops and has a 1949 Gardner 4LK diesel engine and a replica 'tropical style' body (LR 183, pp. 15-17). The carriages on this train were No. 5 and 6, ex-St Helena Island Tramway, Moreton Bay, which were fully rebuilt in the KMR workshops.

Malcolm Dow, 04/10

PUFFING BILLY RAILWAY, Belgrave 762mm gauge
Emerald Tourist Railway Board

A huge storm on Saturday 6 March 2010 caused severe hail dmaage and widespread flooding across Melbourne. The Puffing Billy Railway was not spared, with several trees brought down across the tracks while most trains were still out on the line. Passengers had to endure the conditions and sit patiently in the carriages of trains stuck mid-section. B-B DH DH31 hauled 16 cars back to Belgrave, but was then unable to reverse out of the platform, so the following train had to arrive at No. 2 road and its passengers alighted from there. The Night Train was cancelled and the last train did not make it back to Belgrave until 7.30pm. It took crews until 9.30pm to sort the trains out and get carriages into their correct positions for the next day's operations. Ceiling lining in the Nobelius packing shed and part of the old workshop was breached during the storm and required urgent repairs.

Narrow Gauge 195 contains a detailed articlde by Frank Stamford on the restoration of the Puffing Billy Railway's B-class Climax locomotive No. 1694. He notes that it is one of only 19 Climax locomotives to survive world-wide out of some 1035 that were built, largely for logging lines. Ten of them came to Australia (six A-class and four B-class), of which only two remain. Frank points out that 1694 is the only one known to have been built to the 2ft 6in gauge, which is believed to have contributed to its regular broken axle problems while in service. Unfortunately ultrasonic testing during restoration revealed significant cracks in the axles due to an inherent weakness in the design as the trucks were designed for 3ft gauge and the gauge required by the Forest Commission of Victoria was achieved by moving each wheel in three inches, thus increasing the distance between the axleboxes and wheels. Thus, correction of this design fault will require four new axles of the correct grade of steel, new wheels and a new gear wheel carrier, estimated to cost around $100,000. Minute cracks were also found in the crank disks, requiring the manufacture of two new ones.

The ERTB has agreed to transfer 2-6-2T NA 7A, which hauled the last train from Moe to Erica on 26 June 1954, to the Walhalla Goldfields Railway for the Moe-Walhalla Railway Centenary Celebrations during May. 7A will operate trains on the railway on 29 and 30 May, departing Walhalla at 11am, 1pm and 2pm each day.

Bill Hanks, 3/10; *Narrow Gauge* 195; PBR *Monthly News* 441, April 2010; WGR website

Tasmania

TASMANIAN TRANSPORT MUSEUM, Glenorchy
1067mm gauge
Tasmanian Transport Museum Society Inc.

As the name implies, this museum has a wide ambit with exhibits and information covering all forms of transport in the island state. Whilst most of the items are outside the scope of this publication, being locomotives and rolling stock of the Tasmanian Government Railways, former Hobart trams and trolleybuses or emergency vehicles, there are four former industrial locomotives of interest to *Light Railways* readers, namely:

• Ex-Pasminco Mining Ruston & Hornsby 4wDM locomotive (B/N 284836 of 1950) used for shunting

MT LYELL ABT RAILWAY SOCIETY INC.

It is with deep regret that we note the passing of Russell Holland, aged just 62, on 6 April 2010 after a period of illness in hospital with pneumonia. Russell, ably supported by his wife Helen, played an important role in establishing the Mt Lyell Railway Abt Society. Right from the outset a healthy membership base was established for the Society and Russell headed up an enthusiastic team of volunteers who undertook a variety of tasks ranging from maintaining the attractive gardens at railway stations, repairing carriage roofs, to setting up the museum at Queenstown Station. Russell also served as editor of the Society's magazine that regularly kept members well informed on all the activities around the railway and he established 'Relic and Regalia' video productions. Through this medium he captured valuable footage of the reconstruction phase of the railway and its rolling stock. These included an interview with a former Mt Lyell driver Malcolm Powell, who in his eighties was given the pleasure of driving the very first ABT loco to travel up the rack section of track between Halls Creek and Rinnadina in over 40 years. Russell also maintained and regularly updated a well illustrated web site on all activities around the railway.

Russell took over from Norm Bradshaw as Chairman in 2009 with Helen serving as Secretary. On Australia Day 2009, Russell, in conjunction with The West Coast Wilderness Railway, re-established the time-honored tradition of the Mt Lyell Company of running a Picnic Train between Queentown and Strahan. The popularity of the event required all three Abt locomotives and the Drewry diesel to cope with the volume of passengers It was a complete sell out and so successful it was repeated again this year.

Russell Holland will be sadly missed by all the many friends he made over the years and numerous volunteers in the Mt Lyell Abt Railway Society.

Peter Ralph, 04/10

duties at the Rosebery Mine up to 1983. It was acquired by the museum in 1998 (LR 142, p. 25) and is used to shunt locomotives and rolling stock around the site;

• The B-type Climax geared steam locomotive (B/N 1653 of 1923) formerly used and the Australian Newsprint Mills at Maydena in the Derwent Valley;

• Ex-Mt Lyell Mining and Railway Company 0-4-2T Abt rack steam locomotive No. 2 (Dübs 3594 of 1899); and

• A vertical boilered steam locomotive built by Oliver & Company, Chesterfield, UK, in 1889 for the logging line operated by Tyler & Company at Ida Bay (LR 175, pp. 3-5).

They are all very interesting examples of the genre and the three latter locos have been cosmetically restored for static display. The Museum is only open on Sunday afternoons, which makes a visit by 'north islanders' difficult to schedule in a Tasmanian tour itinerary. Our reporter also notes that photography is 'into' the sun or the darkness of a shed, making it challenging to obtain good results.

Brian Webber, 03/10

REDWATER CREEK STEAM RAILWAY, Sheffield

610mm gauge

Redwater Creek Steam & Heritage Society Inc.

SteamFest 2010 held over three days (6-8 March) again saw the Redwater Creek Steam Railway as a central attraction. The composite Krauss 0-4-0WT steam locomotive (B/N 5682 of 1906 and 5800 of 1910) and its train of three carriages pulled packed trains daily during this successful major annual event. Steamfest has received marvellous support from Eric Howe and his extended family since 1994. This year they again supplied most of the labour and steam power for threshing, chaff cutting and straw pressing. Several steam traction engines from Hagley, Evandale, Tarleton, Lower Barrington and Sheffield provided power wherever required. The Martin family Marshall steam roller was featured in a 'tug of war' between it and as many children as could pull on a very large rope which was attached to the roller draw bar.

Other attractions at SteamFest 2010 included tractor pulling and vintage machinery displays, a stone crusher driven by a traction engine from Evandale, restored horse-drawn carriages, and a bullock team of eight beautifully trained animals from Oatlands. Two draught horses worked on a nearby site demonstrating ploughing as it was done in the 'olden' days. The inaugural 'dummy spitting' competition was a crowd pleaser. Highland dancing and live music with many food and drink stalls, exhibits and sales outlets helped to keep the crowds interested.

Following the May running weekend the steam locomotive will undergo a major mechanical overhaul. The work to be undertaken includes cylinders rebored, pistons built up to fit, new rings, stainless steel piston rods, piston gland bushes, main axle bearings, side thrust bearings, crosshead and guidebar repairs. Consequently, TRAINS WILL NOT OPERATE during the normal first weekend in the month 'running days' in June and July.

Since November 2009 a team of RCSHS members has devoted considerable time to renovation work on passenger carriage PB1, including converting fixed windows to opening windows and an external and internal repaint. The ceiling is still to be repainted, doors to be stripped and varnished and minor upholstery work is to be done to complete the upgrade.

Peter Martin, 04/10

The ex-Pasminco Ruston & Hornsby 4wDM loco (284836 of 1950) that is used for shunting duties at the Tasmanian Transport Museum at Glenorchy in Hobart. *Photo: Brian Webber*

The Redwater Creek composite Krauss 0-4-0WT steam locomotive (B/N 5682 of 1906 and 5800 of 1910) crosses East Victoria Street with its train during the 2010 Steamfest at Sheffield. *Photo: Chris Martin*

WEST COAST PIONEERS MEMORIAL MUSEUM, Zeehan

610/1067mm gauges

West Coast Heritage Authority Ltd.

A visitor making a follow-up visit reports that this museum (previously visited in 2001 and located in the School of Mines building at Zeehan) has evolved since 1963 to provide a fine display of images and artifacts of the district and its mining and railway heritage. Zeehan was once a thriving town and centre of the mining district for 50 miles or so around. Since the cessation of mining in the 1920s, however, it has shrunk to a struggling township with a small population and houses spread over a considerable distance. Just a street or two remain on either side of the main street and there are several unoccupied groupings of former mine employees' accommodation.

In recent years the Pioneers' Memorial Museum has placed many more heritage items of mining and railway machinery on display, both in the workshop and the open area behind the building. For the visitor there is little to identify the origin of many of these items, but they are obviously from the underground, or near entrance, areas of mines. Restoration work is being undertaken on a number if items, but there is clearly an urgent need for an injection of resources

if the past is to be preserved for future visitors. Zeehan missed out when $35 million was injected into the other two towns in the local authority area for the re-building of the 'Rack Railway'. The museum displays have a 1970s look about them with many photos displayed at a smaller size than ideal.

Several large railway locomotives are under cover facing the street as they have been for many years. Former Emu Bay Railway 4-8-0 6 *MURCHISON* (Dübs 3854 of 1900) is exposed on one side to the weather and is showing evidence of deterioration, while the ex-Renison Tin Mines 0-4-0WT (Krauss 4087 of 1899) that came to the museum from Rotary Park in Devonport in 1983 has also deteriorated significantly over the years. Its sister, ex-Mt Lyell Mining & Railway Company No. 8 (Krauss 5480 of 1906) has been at the museum since 1963. Away from the Pioneers Museum there is almost no evidence in Zeehan of the many railways and tramways that once created a confusion of lines on a map. Much of the former railway area is now fenced off.

Anyone visiting the Tasmania's West Coast should allocate a couple of hours to visit this museum. Unless you have a good prior knowledge of the geography and mining activities of the area, however, you will probably not fully understand and appreciate where the various photos are taken but if you closely study each photo you will get a feel for how life was back in the days of horses and isolated steam railways.

In the writer's view there are two types of museums: those run by enthusiastic locals, mostly unpaid, and usually in buildings with poor ventilation and lighting due to minimal support from our three levels of government; and museums run by government agencies with extravagant buildings, often costing over $10 million, with several [or more] paid employees. It is a shame that some of the funding for the latter is not directed to the former.

One hundred years ago, Zeehan must have been an extraordinary place and the memory of the people who lived and worked there deserves to be preserved forever. As with cemeteries where the headstones are often fallen over among the weeds, it is easy for the people of the past and their exploits to be forgotten once those who knew them have also passed on.

Brian Webber, 03/10

SPRAY TUNNEL, ZEEHAN, Tasmania

Zeehan once had an amazing number of railways and tramways, yet a visitor today normally sees no evidence of this other than inside the Pioneer's Museum. Nevertheless, it is possible to visit a tangible aspect of a past railway if one knows where to look. This is the 'Spray Tunnel', an unlined tramway tunnel on a track [perhaps it could be called a road?] that passes through the golf course on the north-west edge of the town.

The tunnel had been cut through a hill to enable a 610mm gauge tramway to reach the Silver Spray Mine on the south side of the hill. It seems the tunnel was bored about 1901 after the Comstock Tramway had been opened using a crossing above the tunnel site. The Silver Spray line passed from the British Zeehan Silver Mining Company to the State Government in 1922 and was closed about 1929.

Today the Spray Tunnel can be driven through, though the surface is rough. A plaque was erected at the north end by the Australasian Institute of Mining and Metalurgy in 1992, which states that the Spray Mine was at one time the most important mine in the Zeehan area. There are only four other rail tunnels in Tasmania, all now owned by the recently re-purchased government railway. Only one remains in use.

Brian Webber, 03/10

Coming Events

JUNE 2010

1-2 Red Cliffs Historical Steam Railway, VIC. Narrow gauge train operations using Kerr Stuart steam and EM Baldwin diesel locomotives, 1100-1600 and the first weekend of following months. Enquiries: (03) 5024 1345.

1-2 Redwater Creek Steam Railway, Sheffield, TAS. NOTE: Due to mechanical overhaul of the Krauss 0-4-0WT steam locomotive, trains WILL NOT RUN on this weekend, or on 3-4 July.

1-3 Kerrisdale Mountain Railway & Museum, VIC. This scenic narrow gauge railway and steam museum is open to the public from 1000-1600 Thursday to Monday and public holidays. Steam engines run in the museum each Sunday. Information, phone (03) 5797 0227 or website: www.kerrisdalemtnrailway.com.au.

2 Durundur Railway, Woodford, QLD. Narrow gauge steam train rides on the first and third Sunday of the month between 10am and 4pm. Picnic and barbecue facilities on site. Information: (07) 5496 1976.

11 Cobdogla Irrigation Museum, SA. Poet's Breakfast for the South Australian Country Music Festival at 7am. A Steam Open Day will be held on Sunday 13th with the Humphrey pump operating and narrow gauge steam train operations. Phone (08) 8588 2323.

13-14 Richmond Vale Railway, Kurri Kurri, NSW. Coalfield Steam weekend with special steam and diesel-hauled passenger and demoonstration coal trains. Phone (02) 4937 5344 or (02) 4358 0190.

13-14 Alexandra Timber Tramway, VIC. Narrow gauge steam train operations. Also on 27th with diesel-hauled trains. Phone 0427 509 988 for information and bookings.

JULY 2010

11 Alexandra Timber Tramway, VIC. Narrow gauge steam train operations. Also on 25th with diesel-hauled trains. Phone 0427 509 988 for information and bookings.

17 Puffing Billy Railway, Belgrave, VIC. 'Murder on the Puffing Billy Express': an intriguing night of murder, mystery and suspense aborad the evening dinner train special. Departs Belgrave at 7.15 pm and returns approx. 11.45pm. Bookings: (03) 9657 0775.

AUGUST 2010

8 Alexandra Timber Tramway, VIC. Narrow gauge steam train operations. Also on 22nd with diesel-hauled trains as an early Fathers' Day event. Phone 0427 509 988 for information and bookings.

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 August issue is 4 July.

South Australia

COBDOGLA IRRIGATION MUSEUM 610mm gauge
Cobdogla Steam Friends Inc.

Cobdogla Steam Friends played a prominent role in Heritage Rail South Australia's (HRSA) 'State of Steam Promotion' in Rundle Mall from 15 to 18 April 2010 with the society's 0-4-0ST *MARGARET* (Bagnall 1801 of 1907) featured as the centre-stage exhibit. With the aid of the SA Water crane, the locomotive was lifted onto the pallet originally used to bring it to the museum in 1988 and loaded onto local earth mover Geoff Higgs' restored 1960s Dodge truck for transport to Adelaide. A large fork-lift was used to unload it in the Mall, where the various HRSA groups set up their booths around the locomotive for the promotion. The displays attracted large numbers of visitors over the four days and over 3000 promotional packs were handed out. A DVD promoting each of the HRSA rail and tram societies was continually shown throughout the event and various groups offered prizes for trips on their railway or tramway, or entry to their museum. Major prizes at a free raffle were trips on the *Ghan* and *Overland* trains.

MARGARET will be back in action at Cobdolga for a Poet's Breakfast and the South Australian Country Music Festival at the museum on Froday 11 June, followed by a Humphrey Pump and steam operating day on Sunday 13 June.

Denis Wasley, 04/10

Western Australia

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

The Classic Car Day at Whiteman Park on 21 March generated a busy train schedule for the BBR. Operations were hindered, however, by the failure of the safe working system between Mussel Pool and Whiteman Village Junction (WVJ) as the electric staff instruments were out of action.

This was traced to the theft of 4km of hard-drawn copper wire valued at some $4000 during the night. Staff and Ticket safe working was re-introduced on this key section of track.

The focus for the day was on Mussel Pool where a large variety

of classic cars were on display. Trains between there and WVJ were operated by 0-6-0DM *ROSALIE* (John Fowler 4110019 of 1950) working the 'summer' carriage set top-and-tail with ex-Lake View & Star 0-4-0DM *PLANET* (Hibberd 2150 of 1938), while 4wDH *ASHLEY* (Kless Emg. 1986) operated the 'little blue train' on the Bushland Loop. A visitor reported that the volunteers running the railway presented themselves 'in a most professional way, happy smiling and talking to the general public.'

BBR Newsletter, April 2010;

COURTHOUSE GALLERY,
Port Hedland 1435mm gauge

The former BHP Billiton Iron Ore carriage *SUNDOWNER* was moved from storage at Finacane Island in preparation for transfer to Perth It will be refurbished and returned to Port Hedland for installation in the Courthouse Gallery gardens as a café and restaurant venue. The refurbishment will see the interior transformed into a retro 1950s style diner, with decking, outdoor seating and gardens completing the exterior of the structure.

Originally named *SILVER STAR*, it is a classic American stainless-steel dining/loung/observation carriage with a rounded end. It was built by the Budd Company as in 1939 for the *General Pershing Zephyr*, the ninth of the Chicago, Burlington & Quincy Railroad's *Zephyr* streamliner trains. *SILVER STAR* was sold to AMAX Iron Ore Corporation in 1974 and donated to Mt Newman Mining (now BHP Billiton Iron Ore), where it was renamed *SUNDOWNER*. It was used for many years on the fortnightly supply trains from Port Hedland to the iron ore mines.

North West Telegraph, 3 March 2010, via Brett Geraghy; John Browning 3/10.

Overseas

TALYLLYN RAILWAY,
Wales 686mm gauge

A special gathering was held at Tywyn Wharf on Thursday 11 February 2010, 100 years after the birth of Tom Rolt, to celebrate his contribution to the railway preservation movement in Britain. Invited guests witnessed the opening of an exhibition in the Narrow Gauge Railway Museum by guest of honour, Tom's wife Sonia Rolt. The exhibition features aspects of Rolt's life and also displays some of his many books.

Tom Rolt was one of the pioneers of railway preservation, and in particular he was one of the driving forces which led to the Talyllyn Railway becoming the world's first preserved railway, thereby inspiring the preservation scene to become what it is today. His book *Railway Adventure* describes the first two years of the preservation society. Tom was also well known for his interest in canals and industrial machinery.

The special guests traveled on a special train and shared in a buffet lunch on their return. The train was hauled by 0-4-2ST 4 *EDWARD THOMAS* (Kerr Stuart 4047 of 1921), formerly of the Corris Railway, which and took the guests up to Nant Gwernol and back. For the event 0-4-2T 7 *TOM ROLT* (Talyllyn Railway 1991, using parts of Andrew Barclay 2263 of 1949) was in light steam down at Tywyn Wharf with 0-4-0T 2 *DOLGOCH* (Fletcher Jennings 63 of 1866) on display in a final appearance before being dismantled for repair and the fitting of a new bolier.

Talyllyn Railway website, 11 Feb 2010

ANDREW NEALE,
England 578mm gauge

The Penrhyn Quarry Railway was one of the world's first narrow gauge railways, laid to haul slate on a series of galleries from at least 1775. Locomotives began to replace horses from 1876, and from 1883 The Hunslet Engine Company of Leeds supplied 0-4-0STs to this, and later other, slate quarries in North Wales. The last example of the type built for Penrhyn was *EDWARD SHOLTO* (B/N 996 of 1909). It worked until 1954 and was then exported with several others to Canada in 1961, later being sold to a private collector in Illinois, USA, where it stood in the open for more than 20 years.

Andrew Neale, a well known publisher and bookseller in Leeds, was keen to repatriate one of the exported locomotives and finally secured *EDWARD SHOLTO*, which was returned to England in July 2006. A three year programme of restoration to the condition in which it last worked at Penrhyn was carried out by a small team of volunteers, retaining most of the original material including the boiler, copper firebox and most fittings. Many similar Hunslet 0-4-0STs have been preserved but most have been modified for operation on tourist lines. Unlike these, *EDWARD SHOLTO* is in original condition, and on 24 March 2010 it was demonstrated before a large crowd of invited guests at the Statfold Barn Railway in Staffordshire, prior to visiting a number of railways during the summer. It was steamed at the Moseley Railway Trust at Apedale on Saturday 24 April for the visit by members of the Industrial Railway Society for their annual general meeting.

Mike Swift, 04/10

The former Mt Newman Mining SUNDOWNER *carriage at BHP Billiton's Boonarie Workshop, Port Hedland, on 9 March 2010 awaiting transport to Perth for refurbishment. Photo: Brett Geraghty*

The former Penrhyn Quarry Railway Hunslet 0-4-0ST Quarry type loco EDWARD SHOLTO *(B/N 996 of 1909) at its first public demonstration following restoration at the Statfold Barn Railway on 24 March 2010. Photo: Mike Swift*

Slack season track maintenance finds an interesting selection of vehicles out and about on the Queensland cane railways and Scott Jesser captured some images in the Mackay district. ***Clockwise from below:*** *Farleigh Mill's gas bottle wagon also carries a variety of other equipment. Jukes line, 5 March.* ❏ *One variety of crew wagon is this Racecourse Mill version at Munbura on 6 March.* ❏ *A Farleigh Mill version on the Jukes line, 5 March.* ❏ *Farleigh Mill's Model KMX-12T tamper* TTAMP1 *(Plasser 246 of 1982) on the Jukes line on 5 March.* ❏ *This utilitarian steel open wagon from Farleigh Mill was also part of the collection of equipment on the Jukes line on 5 March.* ❏ *These 'garden sheds on wheels' on the Jukes line on 5 March make up the Farleigh Mill rail welding outfit.* ❏ *A simple ballast plough, weighed down by concrete blocks, is dwarfed by Plane Creek Mill's Walkers B-B DH* ALLAN PAGE *(594 of 1968 rebuilt Bundaberg Foundry 1995) as it heads back to Shannons Flat having just visited Kemps Line on 29 March.*