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LIGHT RAILWAYS

Australia's Magazine of Industrial & Narrow Gauge Railways

Light Railway Research Society of Australia Inc.



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Conversions:

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

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Comment

They say travel broadens the mind, and I have always felt that travelling by train, particular steam train, could have very positive effects on one's mental and spiritual state.

Not having travelled overseas in my youth, I've begun to make up for it in my old age and, as I write this, in Delhi, India, I'm engaged in an exercise to prolong my career by utilizing my talents, such as they are, on the international market.

Thanks to e-mail technology, the efforts of Bob, John, and my graphic designer wife Gaye, and the fact that I'm still based in Sydney, this should have no effect on the final product you see every two months. The only visible effect may, perhaps, be a very slight increase in the number of items sent to Bob for inclusion in H&T Overseas News. There won't be any articles forthcoming on subjects from here, however, because they'd be outside LR's territory and, as editor, I'd only have reject them!

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: Three works in the West Australian brick industry used British-inspired 2ft gauge rail systems to bring material from the clay pit, with small FC Hibberd 'Planet' petrol locomotives used for haulage. Rickety track was laid on the ground and needed to be shifted each time the working face advanced. Working in generally appalling conditions, including seas of mud on occasion, the locomotives and equipment had a hard life, and the brickmakers turned to their own ingenuity to develop locally-built locomotives as the British built ones wore out. One example of this was at Whiteman Brick at Middle Swan where Harold Ridley built two ingeniously-designed locomotives. These brickworks locations were not generally well known by rail enthusiasts, but Keith McDonald found RIDLEY No.1 hauling its train of three clay hoppers from the pit in February 1971, summing up so much of the charm of narrow gauge industrial railways.

Upper Back Cover: Ian Cutter photographed the 4wDM locomotive (Hudson-Hunslet 4582 of 1955) hauling a two carriage train at the Coal Creek Bush Tramway on Sunday 5 October 2008. **Lower Back Cover:** Isis Mill No1 departing the Mill with 60 bins for the Farnsfield line. The location is about 1 km from the Mill yard. Photo: Les Shepherd

Childers number 4

A brief history of Fowler 16830

by Bruce Belbin

Part one – Queensland

In June, 1926, the well known locomotive builder John Fowler & Co. of Leeds, England, turned out another 2ft gauge six-coupled plantation locomotive to the order of the Colonial Sugar Refining Company Ltd, Australia.

CSR had been an excellent customer of Fowler in the past, with 51 locomotives, and many other items, having been purchased since 1882, although the few orders received since 1912 had been only for replacement boilers, as CSR had become increasingly enamoured of the products of rival Leeds firm Hudswell Clarke & Co. Fowler was, no doubt, pleased to receive the order.

What made this particular locomotive (and its immediate predecessor) remarkable, however, was the fact that it was not powered by steam.

Internal combustion power

The success of petrol locomotives on the narrow-gauge 'trench' railways of World War 1 had allayed much of the suspicion that existed about the reliability of this form of motive power, and CSR was quick to see the potential. In 1920, it ordered several 20-horsepower Simplex 4wPM locos from

Motor Rail Ltd of Bedford, England, for use on shunting and other light duties at its mills. These simple but rugged machines proved successful and, over the following four and a half decades, many more Simplex products were purchased for use in Australia and Fiji.

In 1926, CSR invested in two larger and more powerful locomotives, this time from John Fowler & Co. The first, B/N 16541, was outshopped in March and, following a period on display at the Royal Show, was sent to Fiji, where it became Labasa Mill number 6. A 6-ton 0-4-0PM jackshaft-drive machine, it was powered by an American designed 30-horsepower 'Waukesha' petrol engine.

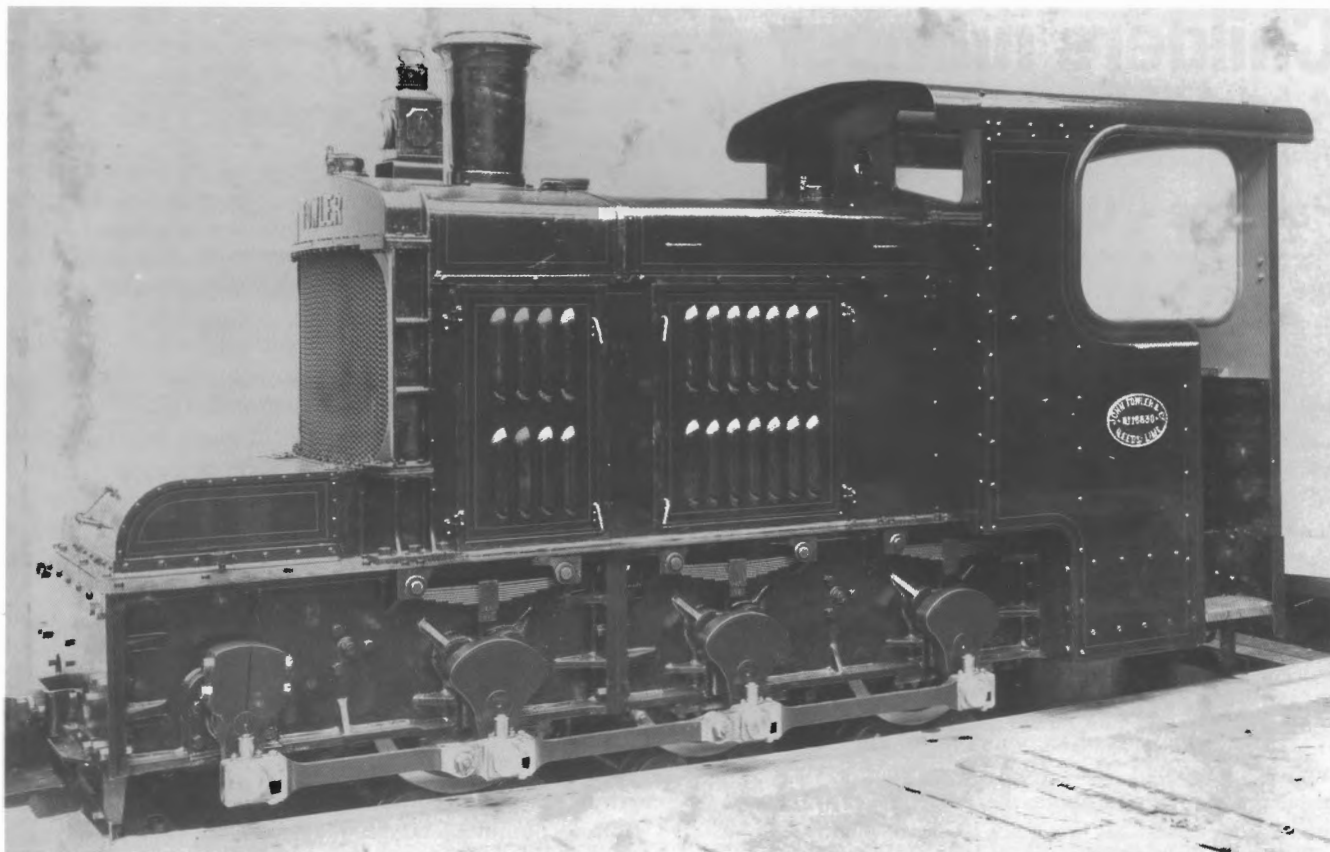
The second locomotive, and the subject of our story, was outshopped three months later, as B/N 16830, and delivered to Queensland, Australia to become Childers Mill number 4. Similar to, but larger than, its predecessor, it was a 10-ton 0-6-0PM, powered by a 50-horsepower Waukesha engine. Its three-speed manual gearbox gave a top speed (in third gear) of 9 mph (14.4 kph) and a starting tractive effort (in first gear) of 4685 lbs.

Whilst this tractive effort was comparable to that of a steam loco of similar size and weight, it could only be maintained up to a top speed of 3 mph (4.8 kph). A shift to second or third gear gave an increase in speed, but decreased the power considerably. Consequently, the usefulness of the petrol locomotive fell within clearly defined parameters, and its arrival certainly posed no threat to CSR's commitment to the steam locomotive, a commitment destined to continue for a further 26 years.



Childers Mill, circa 1910. Fowler 0-6-2T number 5 (11223 of 1907) arrives from the west with a trainload of wholestick cane, while in the background one of the second pair of Fowler 0-6-0Ts, number 2 (7606 of 1896) or number 3 (7607 of 1896) brings a loaded train in from the east. In the foreground, the other 1896 Fowler 0-6-0T brings a train of empties past the loco shed, while ex-Knockroe Mill Decauville 0-6-2T TORPEDO (245 of 1897) sits outside.

Photo: Noel Butlin Archives Centre



Photographed new at the works, fully lined out, Fowler 16830 looked very smart. Photo: Rural History Centre, University of Reading

Fowler Motor Locomotives

By the early 1920s, John Fowler & Co. was no stranger to the concept of internal combustion power. Prior to World War 1, it had produced a number of gasoline and paraffin powered road tractors, and it was a logical step to apply this knowledge to the design of a railway locomotive.

The war intervened, and it was not until October 1923 that the first petrol locomotive appeared. Builder's number 16038, a standard gauge 0-4-0 machine, powered by a 35-horsepower Mid West petrol engine, was supplied to the Nelson Corporation Gasworks in Lancashire. Despite some initial problems, it proved to be a useful locomotive, giving more than 60 years of service.

The next locos produced were narrow gauge, and their design established what then became 'the Fowler look' with jackshaft and gearbox at the front end, cutaway cab, and a chimney reminiscent of steam locomotive practice.

In February, 1925 two 30-horsepower 0-4-0PM machines of this style were shipped to "His Highness the Thakar Sahib of Rajkot, India", and in May, two large 17½ton, 80-horsepower 0-6-0PM locos, together with toastrack passenger coaches, were sent to a sugar plantation in Demerara, West Indies.

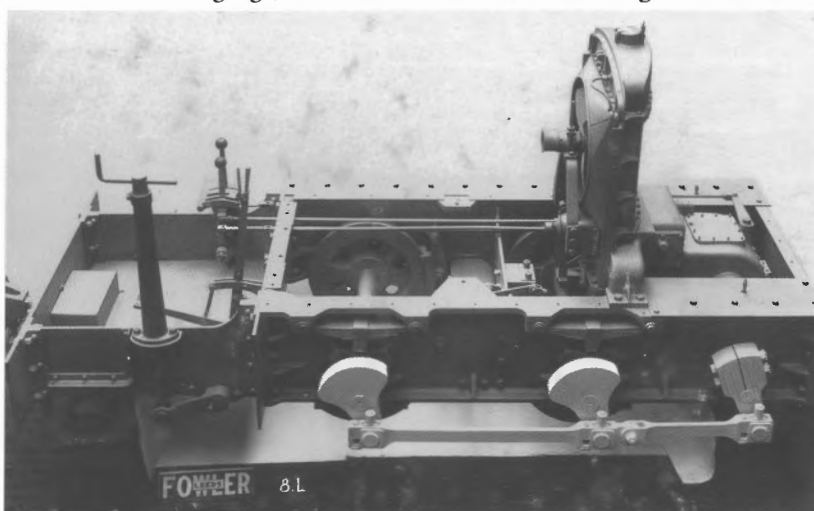
The engines used in these early locos were a varied lot. American designed Mid West and Waukesha and British made Dorman (which Motor Rail used in their Simplex locos) were all utilised in the early days.

In Fowler's 1926 Light Railway Machinery Catalogue, a four-page section was devoted to their range of Motor Locomotives, and its introduction began: *Motor Locomotives are more useful than Steam Locomotives for many kinds of work and although generally more expensive in running costs they are rapidly coming into favour for contractors' lines and other intermittent and temporary work.*

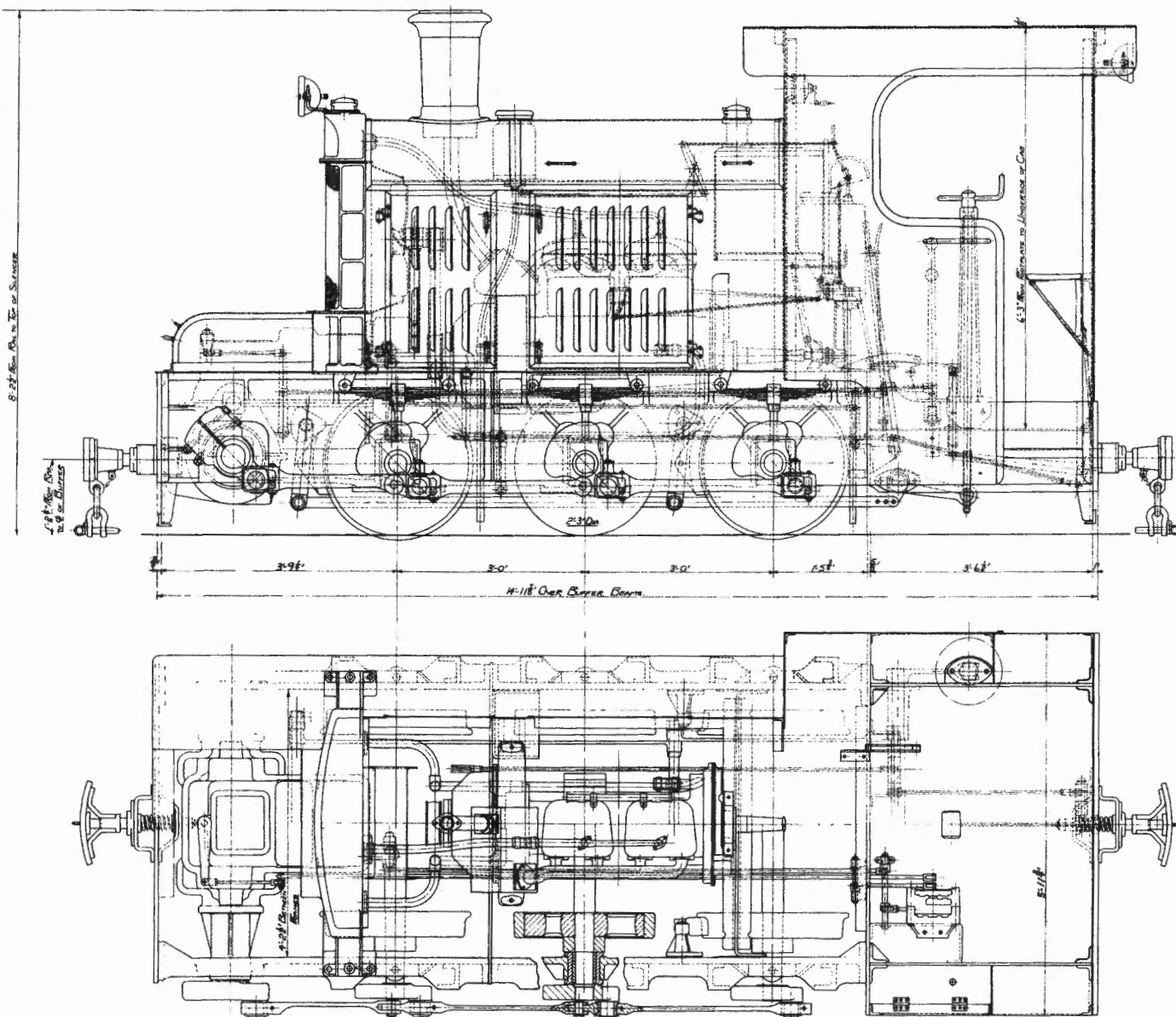
However, whilst proceeding to expound the many supposed advantages of the motor locomotive, the spiel concluded with some sobering advice: *When comparing the fuel costs of*

steam and motor locos due allowance must be made for the greater reliability and length of service of a steam engine.

The fact was that petrol powered locomotives were not particularly competitive with their steam counterparts in either purchase price or running costs, and it was not until the introduction of diesel power, from 1930, that the 'Fowler Motor Locomotive' became a serious contender in the motive power stakes.



The frame and transmission of an 0-4-0PM machine, possibly one of the Indian locos of 1925. The footbrake operated on the transmission gear, whilst the hand brake activated normal brake blocks. The two gear levers were forward-reverse and first-second-third, whilst the large lever controlled the clutch. Photo: Rural History Centre, University of Reading



Though the General Arrangement drawing for 16830 has not survived, this one, for classmates 18802 and 18803 of 1930 (ordered by A Moir & Co for Tucuyo Oilfields of Venezuela Ltd) shows most major features of the 50-horsepower motor locomotive of the period. Below: Various model specifications, in the 1926 'Light Railway Machinery' catalogue. Courtesy Rural History Centre, University of Reading

Code Word	...	...	...	...	YOCIL	YOCJA	YOCKE	YOCYP	YODEL	YODAK
Weight of Locomotive	...	...	...	...	4	6	8	10	12	16
Horse Power	...	...	...	...	18	30	40	50	60	80
Driving Wheels—Number and Diameter...	...	...	...	...	4—20"	4—24"	4—27"	6—27"	6—28"	6—30"
Wheel Base	...	...	...	...	3' 0"	3' 6"	4' 0"	6' 0"	6' 6"	6' 6"
Maximum Tractive Effort, in Slow Gear	lbs.				1680	2810	3750	4685	5625	7500
Minimum Weight of Rails	... lbs. per yard				14	16	20	18	20	28
Minimum Radius of Curves	... ft.				35	45	55	95	120	120
Speeds	... miles per hour				3—5—9	3—5—9	3—5—9	3—5—9	3—5—9	3—5—9
Gross Weight of Goods and Wagons hauled behind										
Locos in Tons of 2,240 lbs., at a speed of 3 m.p.h.					tons	tons	tons	tons	tons	tons
	On the level	...			80	134	179	224	269	359
Tracks in poor condition. 20 lbs. resistance per ton	Up 1 in 200	...			50	84	112	140	172	224
	Up 1 in 100	...			35	60	80	100	127	150
	Up 1 in 50	...			22	36	49	62	83	99
	Up 1 in 40	...			18	31	41	51	71	82
Tracks in good condition. 10 lbs. resistance per ton	On the level	...			160	269	359	448	538	718
	Up 1 in 200	...			75	126	168	211	254	338
	Up 1 in 100	...			50	83	110	138	166	221
	Up 1 in 40	...			30	48	65	81	98	131
	Up 1 in 40	...			24	40	54	68	82	109

Childers Mill

The area surrounding the sugar town of Childers, 53km south of Bundaberg, was the scene of several sugar-milling ventures during the late 19th century, and the grandest of all of these was CSR's Childers Mill, a state-of-the-art installation covering over 12 acres, which commenced crushing in July 1895.

Located at Huxley, 2km west of its namesake township, it was provided at the outset with 11km of 2ft gauge tramway, on which ran two brand new Fowler 60hp 0-6-0T locomotives (7244 & 7245 of 1894) of the latest design used at the company's mills in Queensland and Fiji. The tramway was constructed to a high standard with a ruling grade of 1 in 80, compensated on curves. A total of 6.4km of portable track was also provided, to allow cane wagons to be run out into the fields for loading. The Queensland Railways' line at Childers was linked to the mill by a dual (3ft 6in and 2ft) gauge line, which was worked by the Fowler locos, to bring in cane, and by former QR 2-4-2T No.131 (Dübs 1415 of 1880) to bring in coal, and mill machinery when required, and take out raw sugar. One Fowler loco was normally employed on the 2ft gauge lines to the west of the mill and the other on the lines to the east.

The mill crushed 32,521 tons in its first season, but this amount almost tripled the following year. Two more Fowler 0-6-0T locomotives (7606 & 7607 of 1896) were ordered from their maker and these arrived in time to assist with the mammoth 1896 crush. However, the following year must have been a lot quieter, as Fowler 7245 was transferred to Hambledon Mill, near Cairns, and No.131 was offered for sale.

The tramway soldiered on with the three remaining Fowlers until 1903 when, with the takeover of nearby Knockroe Mill and its attendant tramway system, a 12-ton Decauville 0-6-2T locomotive (245 of 1897) was acquired. With its 250mm x 320mm cylinders, 650mm diameter driving wheels and 170 psi boiler pressure, it was more powerful than the Fowler 0-6-0Ts. The Knockroe system was not as well laid out as that at Childers, with grades as steep as 1 in 19, so the Decauville's power was much appreciated.

During 1907 and 1908, Fowler supplied CSR with twelve locomotives of a new design, featuring an 0-6-2T wheel arrangement. Ten of these were for mills in Fiji but one (11080 of 1907) went to Macknade Mill at Ingham and another (11223 of 1907) came to Childers. Although they had the same tractive effort as the standard 0-6-0Ts previously supplied, they featured a larger boiler with a 35% greater heating surface and the trailing truck (and consequent longer overall wheelbase) gave them greater stability.

In 1911, CSR purchased two 0-6-0T locomotives from Hudswell Clarke & Co, one of which went to Victoria Mill at Ingham and the other to Lautoka Mill in Fiji. The following year, in something of a departure from previous practice, they purchased three 0-6-0 tender locomotives from the same maker. These went to Lautoka Mill, where they operated very successfully. However, no tender locomotives were ordered for Australian mills at this stage. What the company did, in fact, was to order two such locos from Fowler. Perhaps this was to compare the products of the two builders, although both the Fowler machines came to Australia - 13324 to Victoria Mill and 13325 to Childers. Contrary to instructions, they were delivered with an 0-6-2 wheel arrangement, and both ran only one season in their original form before emerging, the following year, with their trailing trucks removed.

Apparently, the Fowler twins failed to please as, over the next two years, a further nine Hudswell Clarke 0-6-0 locomotives were delivered to Fijian mills plus one to Homebush Mill in Australia and, in 1914, orders were placed for two more.

The first of these (1098 of 1915) was destined for use at Childers and the second (1099 of 1915) for Goondi Mill, near Innisfail, but their arrival was delayed by World War 1, and neither entered service until 1919.

The next motive power acquisitions were two of the Motor Rail 'Simplex' 4wPM rail tractors, which had proved so useful on the War Department 'trench' railways during the recent war.

In 1924, the financially troubled Doolbi Mill closed its doors for the last time. The mill plant and the tramway's single locomotive (a Fowler 0-6-0T) were purchased by Isis Central, which took over much of Doolbi's former cane allocation. However, part of the tramway and the canegrowers it served now fell within the sphere of Childers. To operate on the lightly-built Doolbi track, a 4-ton Hudson 4wPM locomotive, fitted with a Fordson 20hp engine, was purchased.

CHILDERS LOCOMOTIVE ROSTER

Gauge 2ft					
1	0-6-0T	Fowler	7244	1894	(a)
2	0-6-0T	Fowler	7245	1894	(b)
3	0-6-0T	Fowler	7607	1896	(c)
4	0-6-0T	Fowler	7606	1896	(d)
4	TORPEDO	0-6-2T	Decauville	245	1897 (e)
5	0-6-2T	Fowler	11223	1907	(f)
6	0-6-2	Fowler	13325	1912	(g)
1	0-6-0	Hudswell Clarke	1098	1915	(h)
	4wPM	Motor Rail	2117	1921	(i)
	4wPM	Motor Rail	3688	1924	(j)
	4wPM	Hudson		1924	(k)
4	0-6-0PM	Fowler	16830	1926	(l)
	4wPM	Motor Rail	4203	1928	(m)
(2?)	0-6-0PM	Hudswell Clarke	P262	1928	(n)
(5?)	0-6-0PM	Fowler	18260	1929	(o)
Gauge 3ft 6in					
No.131	2-4-2T	Dübs	1415	1880	(p)

(a) 8½in x 12in cylinders. Supplied new. New Henry Vale boiler fitted 1911. Transferred to Homebush Mill, 1913.

(b) 8½in x 12in cylinders. Supplied new. Transferred to Hambledon Mill, 1897.

(c) 8½in x 12in cylinders. Supplied new. Fowler boiler 13575 of 1912 fitted 1913. Sold to Isis Mill, 1933.

(d) 8½in x 12in cylinders. Supplied new. Numbered 2 by 1903. Fowler boiler 13574 of 1912 fitted 1913. Transferred to Victoria Mill, 1927.

(e) 250mm x 320mm cylinders. Transferred from Knockroe Mill, 1903. Transferred to Condong Mill (for Cudgen tramway), 1913.

(f) 8½in x 12in cylinders. Supplied new. Transferred to Macknade Mill, 1927.

(g) 9½in x 12in cylinders. Supplied new with bogie tender. Rebuilt as 0-6-0, Childers 1913. Sold to Isis Mill, 1933.

(h) 9½in x 12in cylinders. Supplied new with bogie tender. Shipping to Australia delayed by wartime conditions. Believed delivered in 1919. Sold to Isis Mill, 1933.

(i) Model 20hp. Dorman 2JO 20hp petrol engine. 2, tons. Supplied new through Frank Saunders Ltd. Transferred to Goondi Mill, 1933.

(j) Model 20hp. Dorman 2JO 20hp petrol engine. 2, tons. Supplied as new through Frank Saunders Ltd but most likely a reconditioned War Department locomotive. Transferred to Goondi Mill, 1933.

(k) Fordson 20hp petrol engine, 4 tons. Supplied new through Knox, Schlapp & Co. Sold to Isis Mill, 1933.

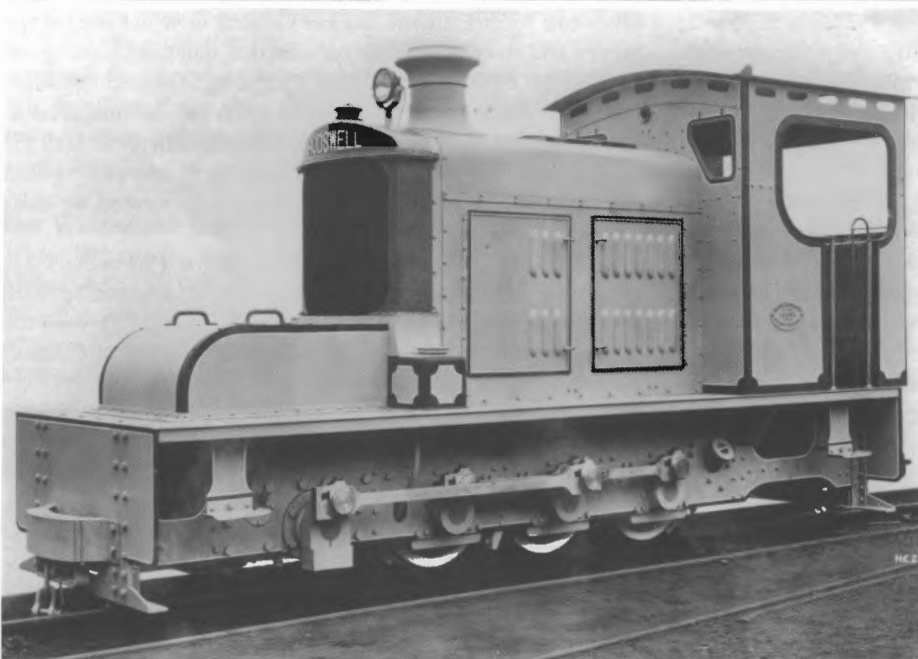
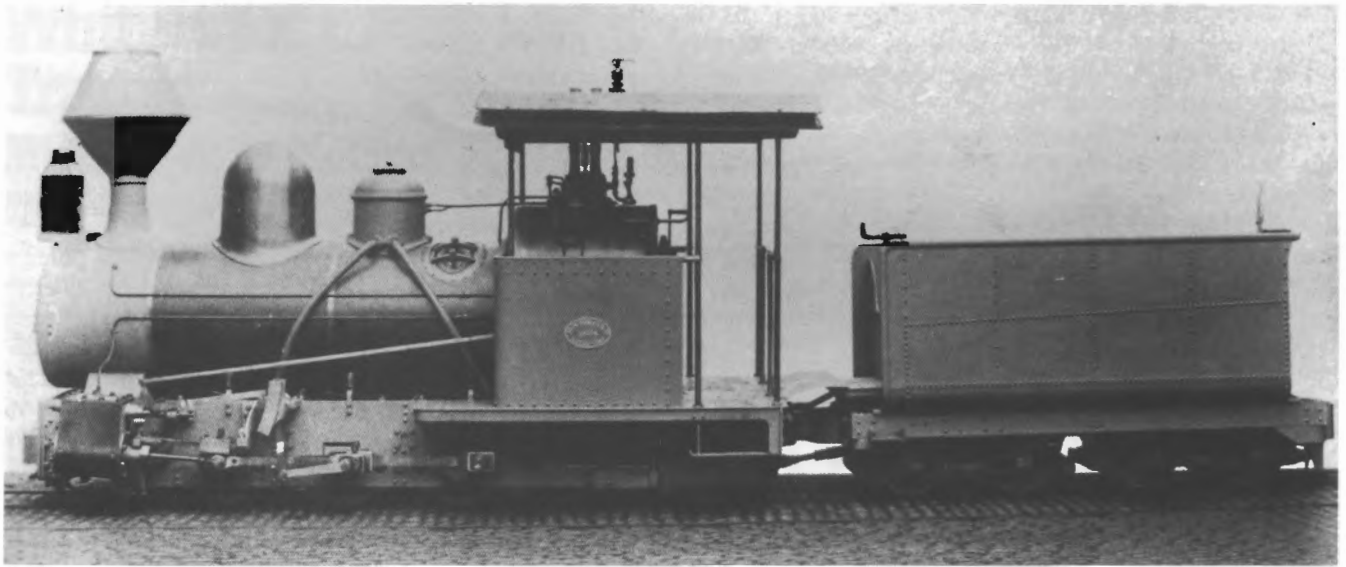
(l) Waukesha 50 hp petrol engine, 10 tons. Supplied new. Transferred to Condong Mill, 1933.

(m) Model 20hp. Dorman 2JO 20hp petrol engine, 4 tons. Supplied new through Frank Saunders Ltd. Retained at Childers for dismantling operations and transferred to Rarawai Mill, Fiji, 1934.

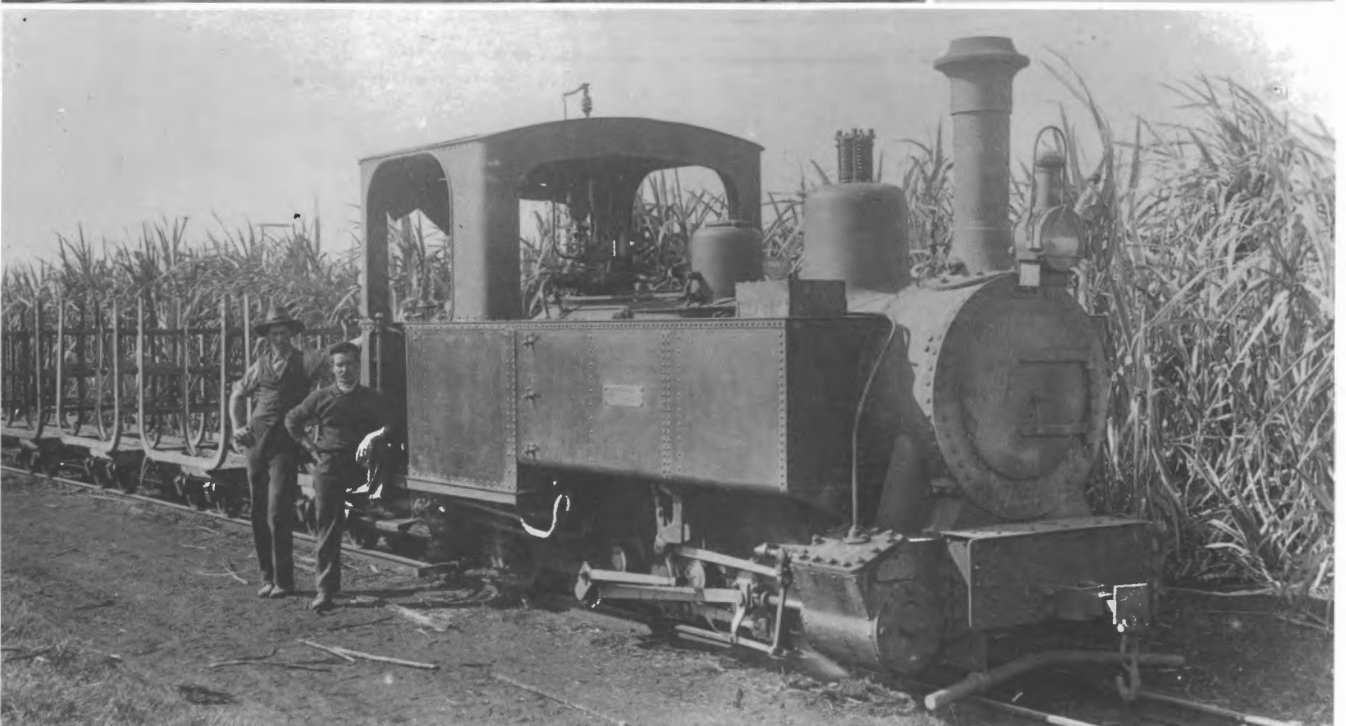
(n) National 72hp petrol engine. Transferred to Lucinda Point (Victoria Mill), 1933.

(o) Waukesha 50hp petrol engine, 10 tons. Transferred to Goondi Mill, 1933.

(p) 9in x 15in cylinders, Class 4D9. Purchased from QGR, 1894. Offered for sale, 1897. Sold to MC Langtree, for Macquarie Harbour Breakwater Construction, Tasmania, 1900 and despatched to Walkers, Maryborough for repairs.



In the early days, the 2ft gauge motive power roster at Childers could best be described as homogenous. From 1903, this began to change and over the next three decades, the mill acquired eleven locomotives of eight different types, three of which are shown here. □ Fowler 0-6-2 13324 of 1912 was the twin of 13325, which came to Childers. Although they were apparently useful locomotives, the order was not repeated. Photo: Rural History Centre, University of Reading □ 0-6-0PM P262 of 1928 represented a golden opportunity for Hudswell Clarke to virtually monopolise CSR's locomotive business, but it failed to enthuse its owners and remained an orphan all its life. □ Decauville 0-6-2T 245 of 1897 was one of only two of the firm's 'Type 10' locomotives to come to Australia, and the only one to be operated by CSR. Photos: Noel Butlin Archives Centre



It was the subsequent failure of this machine to perform its allotted task effectively that led to the purchase of the new number 4. In a letter dated 28 November 1925, the General Manager wrote to the Mill Manager: *A 10-ton oil loco will be supplied to replace the Hudson Fordson for the transport of cane and the Hudson Fordson would be used to haul full trucks to and empties from the carrier.*

Unfortunately, the Hudson had to soldier on for a bit longer than anticipated. In May 1926 the General Manager reported: *Some delay in construction of Fowler oil loco on order and with unsettled state in Britain now, cannot say when it will be delivered.*

Though its completion date is recorded in the works list as 6/1926, the exact date the Fowler locomotive finally arrived at Childers is not known. It was certainly in use by 16 September 1927, when the management commented on how the loco's performance had improved since its fuel was switched from power kerosene to 'Voco' petrol.

In 1928, a second 0-6-0PM locomotive joined the fleet, but this time Hudswell Clarke was the builder. Fitted with a 6-cylinder 72hp National engine, P262 of 1928 was designed to haul 400tons on the level. It was put to work on 'main line' cane haulage, in company with the remaining steam locomotives. The same year, a third Motor Rail 'Simplex' 4wPM machine also joined the Childers fleet.

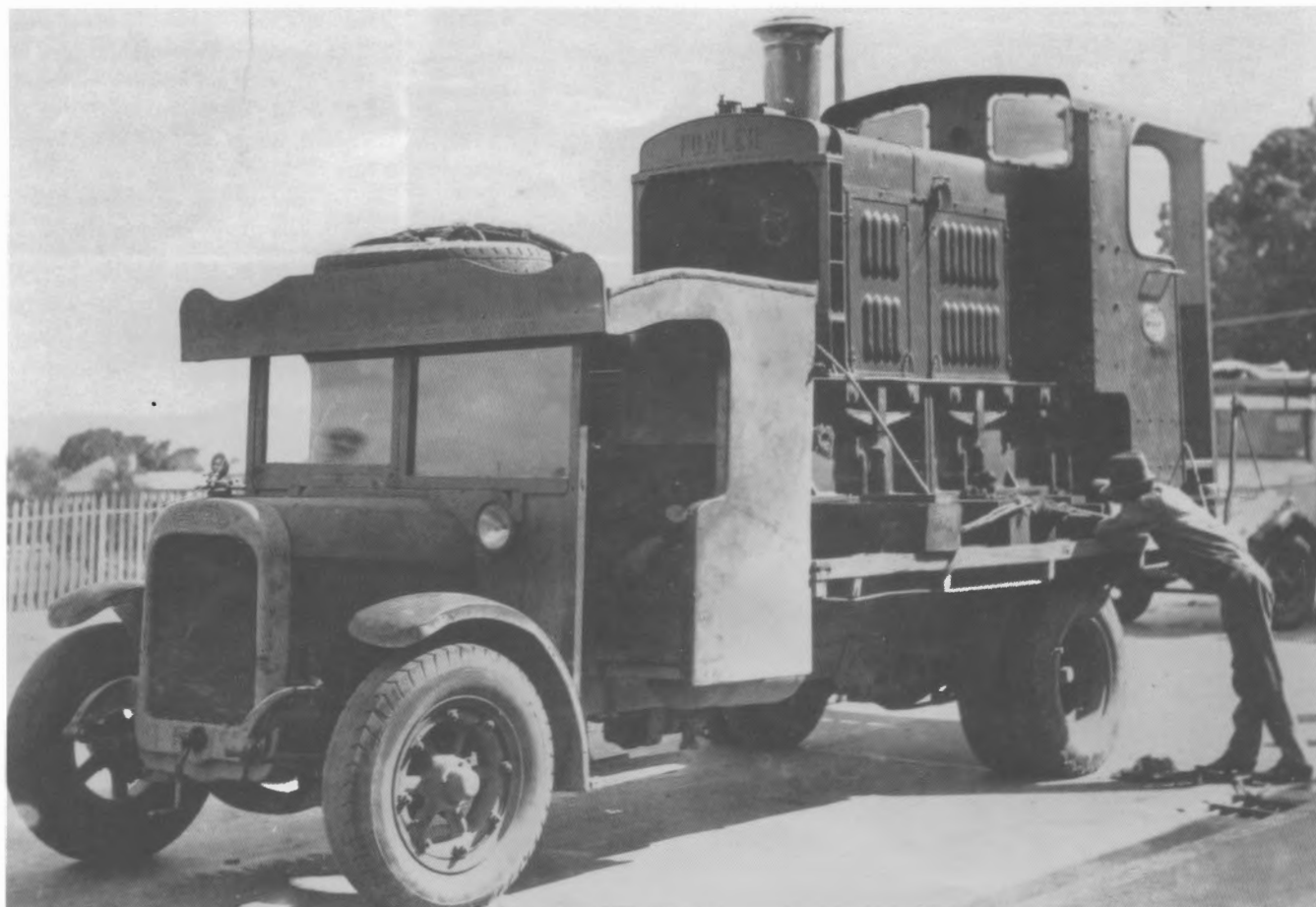
If Fowler harboured any fears that Hudswell Clarke had now taken CSR's locomotive business completely, these would have been allayed the following year, when they received an order for a second 0-6-0PM machine for Australia. Like its predecessor, it was fitted with a 50hp Waukesha engine, weighed 10 tons in working order and, although recorded in the works list as being for Goondi Mill, came straight to Childers, in time to assist with much of the 1929 crush.

The management seems to have been generally pleased with the performance of their new number 4, but the loco did appear to have an Achilles' Heel. In 1928, its crankshaft failed and was replaced with a new one made of high tensile chrome vanadium steel. However, only three years later, on 18 November 1932, the General Manager complained that: *the crank shaft of Fowler Motor loco No.16830 has now failed twice. Makers have increased diameter in later locos, obviously too light.*

Unfortunately, CSR found there was more to running a profitable mill than having competent management, efficient plant and a good transport system. For various reasons, Childers Mill was dogged by cane supply problems throughout the 1920s. In the post-war years from 1919 to 1931, in fact, the entire net profit of Childers only equalled what Macknade and Goondi had made together in 1931 and, in some of those years, Childers had even recorded a loss.

As 1932 dawned, it was apparent that something would have to give. A crop of less than 10,000 tons was predicted for the coming crush and the following year was looking even worse. Only two mills, Childers and Isis Central, now survived in the district and, to continue that survival, one mill was clearly going to have to buy out the other. Outgoing General Manager Edward William Knox was ready to reach for the chequebook, but new GM Phillip Goldfinch believed otherwise and the CSR Board found his arguments sufficiently compelling that, on 14 September 1932, they unanimously agreed to close Childers Mill.

The tramway locomotives were transferred to other CSR mills or sold. In the case of number 4, its association with Childers officially came to an end on 13 April 1933, with the issuing of Inter-mill Order No.636 for transferring to Condong the remaining 10 ton Fowler motor locomotive.



Although titled 'Single rear axle Federal truck transporting a cane train, 1925', the condition of the loco suggests that this photograph shows Fowler 16830 heading south to its new assignment in 1933.

Photo: State Library of Queensland. Image: 116175

Whiteman Brickworks Tramways

Middle Swan, Western Australia

by Lindsay Watson

For centuries, the winter floods have washed down clay from the Darling Range and deposited it on the meandering banks of the Swan and the Helena rivers around Midland. Whiteman Brick and its successors have been exploiting these deposits since 1886. The demand was buoyed by a preference by Western Australian homebuilders to have their homes built from brick, rather than timber. Perhaps this is because in the hot dry climate, brick homes were more able to retain the cool of the morning throughout the day whereas timber houses heated up quicker. That does not mean that there was a shortage of timber houses; rather those people who had experienced living in timber houses knew how they performed in hot weather, and buying brick was always seen as a way to escape the heat! From visiting numerous former brickworks sites around Midland it is obvious that many of them used skip rail and the ubiquitous clay hoppers from early on, although most of these rail operations were horse-drawn.

The Whiteman family

The Whiteman family, from Hove, Sussex, consisting of Arthur and Sarah Whiteman and six children, arrived in Western Australia on 4 June 1886 on board the Albion Shipping Co Ltd's 993-ton iron emigrant ship *Otago*, taking up residence at West Midland soon after. This was not the Whiteman family's first attempt at migration. They had tried to settle in Canada in 1871, but later returned to England. Arthur, by now 46 years old and an established builder, was perhaps looking for a better quality of life for his children or was possibly seeking a warmer climate because of ill health.¹

At that time West Midland was a camp located east of Guildford for the newly formed Midland Railway Company, and was largely a tent camp. Arthur soon built a house. With the signing of the contract for the second stage of the Eastern Railway between Guildford and Chidlow's Well, the Whiteman family found themselves on the move, their land being resumed for railway construction. This proved fortuitous as the new site of the Whiteman family home was two miles to the north at Middle Swan, at a location rich in clay soil of the kind ideal for making bricks. This may have escaped a lot of people's attention, but not that of Arthur Whiteman and his sons, Ernest and Lewis! Arthur was well versed in the process of brickmaking, which depended on finding and digging up a rich clay seam. Another reason for relocating to Middle Swan was that the Midland Railway Company passed through, and it was no accident that the first siding north of Midland Junction was eventually listed as Whiteman's. The rail siding at the 'three mile' underwent name changes throughout its history. Generally speaking, station names were changed when confusion with another destination arose. Originally named Jane Brook, the name was changed to Middle Swan in mid-1913. A final name change to Whiteman's took place in the 1920s. Until recently many of original Whiteman clay excavations were still to be seen around Midland; only the building of the Roe highway in the 1980's covered them up.

In 1887, Arthur's son Lewis commenced working for a brickmaker, Mr Turton of nearby Woodbridge. He left Turton's employment soon after the early death of Arthur Whiteman

in 1891 and started a business brickmaking partnership with his older brother Ernest, which was to last only two years. Ernest was not blessed with the best of health and was not able to keep up with the physical demands of brickmaking. In November 1894 Lewis married Elizabeth Barndon of Burswood, who was from a pioneering WA family. The brothers' partnership was dissolved in 1895. They bought adjacent lots of land at Jane Brook (Middle Swan) and commenced making bricks separately.²

Lewis and Elisabeth Whiteman had five children, four daughters and a son, Manton Lewis Cyril Whiteman, born in 1903. He was always referred to as Lewis or Lew, his father being Lewis Whiteman senior. Being the only boy, young Lewis was indentured into the brickmaking business from an early age.

The business of making bricks

The early days of the brick making business for Lewis Whiteman senior were not a bed of roses. From his own words we can gain an understanding of the perils of brick making in the first 20 years of the 20th century and of how he turned around the fortunes of his Middle Swan brickworks.

From the time I arrived in Western Australia bricks were burned in open ordinary kilns until 10 years later when the Hoffman kiln was brought into operation by Mr Lacy at Greenmount. Since then several others have been built.

Speaking generally up to about the year 1916 the business was fairly good. From 1916 the industry suffered considerably. There was little trade - also the cost of fuel and labour had increased. The competition by the Hoffman and Osmond manufacturers began to be felt seriously and those companies, including the State, which were running the Hoffman kiln, were gradually squeezing the smaller brick makers out of existence. Hoffman's process is more economical in so far as the method of burning is cheaper. This process requires big works and plenty of capital and was always outside the means of the smaller manufacturers.

By about the end of 1919, of the old established brick makers there were only about three left in business, myself, Heskett and Keely Bros. My own business was bad and it appeared to me that I would have to follow men like Todd Bros., Vincent and Walkingdon and a number of the smaller people who have been forced to scrap their works!

From this time particularly I began to look around for more economical methods of manufacturing bricks. Early in 1922 I considered experimenting on the lines of the old clamp system by mixing fuel with the clay and also by scattering fuel between and around the bricks but using the open kiln. After a year or two of experimenting I decided on a mixture of ashes and cinders obtained from the railways and powerhouse mixed with the clay and set in the open kilns. And, by firing with wood in a way similar to open kiln burning, was able to effect a saving of 8/6s per thousand. I found that instead of taking 60 hours to burn a kiln of 50,000 bricks, which was the usual time, I could burn a better brick in less than 24 hours!

There is not the same necessity in the open kiln system as to the clamp in having the bricks absolutely dry. The saving effected under the process, which I had worked out, was, in time alone 36 hours!

In addition to this the bricks were better burned. Before working on the process to burn a kiln of 50,000 bricks, 5 night shifts and 5 day shifts were employed. The day shift is 8 hours 40 minutes long and the night shift is 10 hours but covered the period of 24 hours. Discussing these times, the burner - under the old process - had to keep the fires continually fed about every two hours throughout the whole period, so that the savings of fuel was very considerable!³

During the 1920s Lewis Whiteman's business prospered. The spare cash enabled him to purchase a far better site, just to the west of his existing operation on the bank of the Swan River.

Mr Lew Whiteman, brick manufacturer, recently acquired 83 acres, portion of the Ashby Estate, situated on the west side of the Gingin road (later Great Northern Highway), bounded on the north by the main artery leading to West Swan and Caversham, on the West by the Swan River, to the south by the recreations reserve, and east by Gingin and Leslie roads. This land has been lying idle for the past 20 years except for a few head of cattle grazing. Mr Whiteman at present cannot cope with orders of bricks now being received daily. He has employment at present for 55 men at the old brickworks at Jane Brook on the east side of Gingin road. Consequently he is pushing with all haste to complete the new works now in the course of erection on the newly acquired property, and he expects the new and up to date plant will be in full operation in about 6 weeks time. Mr Whiteman is turning out about 30,000 bricks a day at Jane Brook at the present time, which means one and one quarter million bricks per annum. He expects to double that output next year. The additional output should help relieve the shortage of bricks throughout the State, and incidentally the unemployment in the district.

Immediately the new brickyard is in operation Mr Whiteman will commence to build another. The new works will cover 5½ acres between them. The remainder of the estate has already been cultivated and sown and should make excellent pastureland for stock in the district. Mr Whiteman claims to be the oldest brick manufacturer in the State.⁴

In a 1925 listing, Lewis Whiteman senior was registered as a brick manufacturer. In the same register, his son, Lew, now 22, was listed as an engine driver, most likely of the plant situated at the Middle Swan works.⁵ In 1927 Lewis Whiteman's (senior) older brother, Ernest, with whom he had been in partnership back in the 1890's, passed away. He was never as successful as his younger brother.

The following is a description of the Middle Swan brickworks during the prosperity of the 1930s.

To place your order with L. Whiteman's brickyard when contemplating building a home is to end your worries before they begin. For there you can be sure of nothing but the best, "Whiteman's for better bricks," that is as true today as it was ever before, for Whiteman has consistently maintained his policy of giving quality to customers and for him quality means the best and nothing less. Averaging an output of 14 million bricks a year he was solely responsible for the bricks supplied to Pearce Aerodrome. (Pearce airbase was officially granted station status on the 6th of February 1939.) Today there are many fine houses in Midland Junction that stand as a fitting tribute to the enterprise, the policy and organising ability of Mr. Lew Whiteman, who with the assistance of his son and fine staff is still carrying out the fine work of providing his town with better and stronger buildings. Only two miles out of Midland Junction, on the Middle Swan his brickyards stand as a hallmark of the advancement of the town.⁶

In 1938 Lew Whiteman junior purchased 3000 acres of land at Caversham as a wood lot to secure timber for the wood-fired brick kilns in Middle Swan. The land was originally owned by George Barrett-Lennard who then sold it to William Padbury. The land extended to within 4 miles of the Bayswater hotel! Unfortunately he incurred the wrath of the Whiteman Brick Company management as they considered it not to be good land or a good business venture. Lew then raised the money to pay for the block in his own right. To recoup some money he grazed Hereford cattle. This land would ultimately become Mussel Pool and later, Whiteman Park. The supply of firewood for the brick kilns did not become a long-term problem as within a few years they were converted to burn oil.

Lew Whiteman senior passed away on 12 of September 1941 at the Beaufort Hospital, West Midland. He was 69 years of age.

By this time Whiteman's Brick had become an incorporated company. By 1954, Manton Lewis Cyril Whiteman was a Company Director of Whiteman Brick Pty Limited. On 17 March that year, together with his mother, the widowed Elisabeth Margaret Whiteman, he purchased the well appointed Guildford residence of 34 Johnson Street. Mrs Whiteman passed away on 22 April 1959, and after the estate was settled, Lew Whiteman became the sole proprietor of 34 Johnson Street on 9 January 1961. Lew Whiteman was a collector, whose interests included ivory, the Vatican, mining equipment and jewellery. He had the cellar of the residence turned into a replica of an English pub where he entertained his friends.

The introduction of locomotives

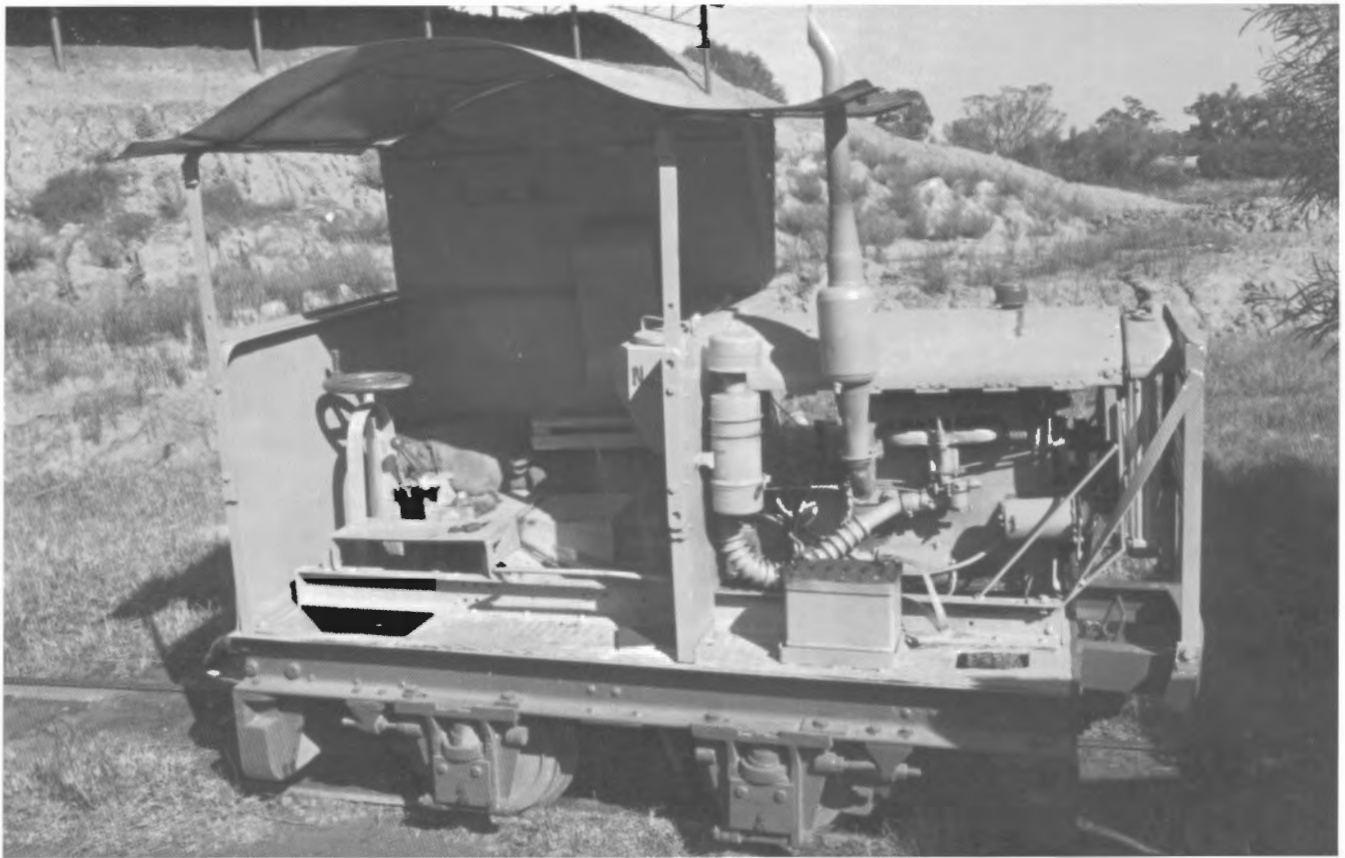
The importation of FC Hibbert built 'Planet' diesel and petrol locomotives can be attributed to two Western Australian men, the entrepreneur Claude de Bernales in the gold mining industry and Lewis Whiteman junior in the brickworks industry.

Lewis Whiteman junior, the Middle Swan brickworks engine driver, was fascinated by machinery and began purchasing collectables during the 1930s. He also experimented with the conversion of a vintage Chevrolet 'Peacock' truck for use on the 2ft gauge skip tramway in the original claypit. It may have been because of government spending, but the fact was that the Whiteman family and their employees could not get the clay out of the North Midland clay pit and transported to their brick kilns quick enough! No photographs survive of the converted truck in service but Lewis Whiteman was prompted by the promise of better output to invest in the purchase of a new purpose-built Planet locomotive from the Park Royal works of London NW10 in 1937.

Why a Planet petrol loco? The history of narrow gauge locomotive purchases in WA in the 1930s may offer an answer. The last narrow gauge steam locomotive to be ordered and built for West Australian operation was the Midland Workshops built MIDLAND, or KEN, of 1930 for the Sons of Gwalia mine. The fact that the Midland workshops product did not come cheap indicates how desperate Son of Gwalia were to procure a new locomotive.



Whiteman's first locomotive was this converted Chevrolet Peacock truck. It had clearly not been used for many years when Keith McDonald photographed it at the brickworks in February 1971.



The first Planet locomotive (Hibberd 2055 of 1937) at the brickworks in February 1971.

Photo: Keith McDonald

Western Australian industry had a history of buying existing locomotives from the East and reusing them in the West. With this source drying up and German-built locos out of favour after World War I, Lew Whiteman was prompted to look elsewhere for answers. The Western Machinery Co of Perth, Kalgoorlie and Collie indirectly provided the answer. They had imported internal combustion locomotives for use in the gold mining industry from the latter half of 1935 when Wiluna Gold Mines Ltd purchased the first of two 4-ton Planet locomotives fitted with National diesel engines. Western Machinery then advertised in the *West Australian Mining and Commercial Review* seeking orders for more Planet products. This prompted the Lake View & Star Goldmine Ltd to place an order for the first of two 12-ton Planet locomotives for their Fimiston operation. Another advertisement in 1937 may have convinced Lewis Whiteman to give Planet locomotives a try.

His purchase, a Y type Planet (FC Hibberd B/N 2055 of 1937), began its service life at the Whiteman Brickworks, Midland, in that year. The Y type Planets were small, weighing in at 1½ tons and with an overall length of 8 feet. Width was 3ft 6ins, height over the cab 4ft 6ins, and the wheelbase 2ft 6ins. They had a Ford 10 4-cylinder 8hp petrol engine and a 3-speed gearbox.

A result of the arrival of the locomotive was the rereiling of the Whiteman Brick operation with heavier, ex-government 45lb rail. This was not done for any other reason than economics. Any derailment on the lighter skip rail delayed production and cost money! This did not mean that the heavier railed tramway was now exempt from derailments, but they were fewer than on the lighter rail.

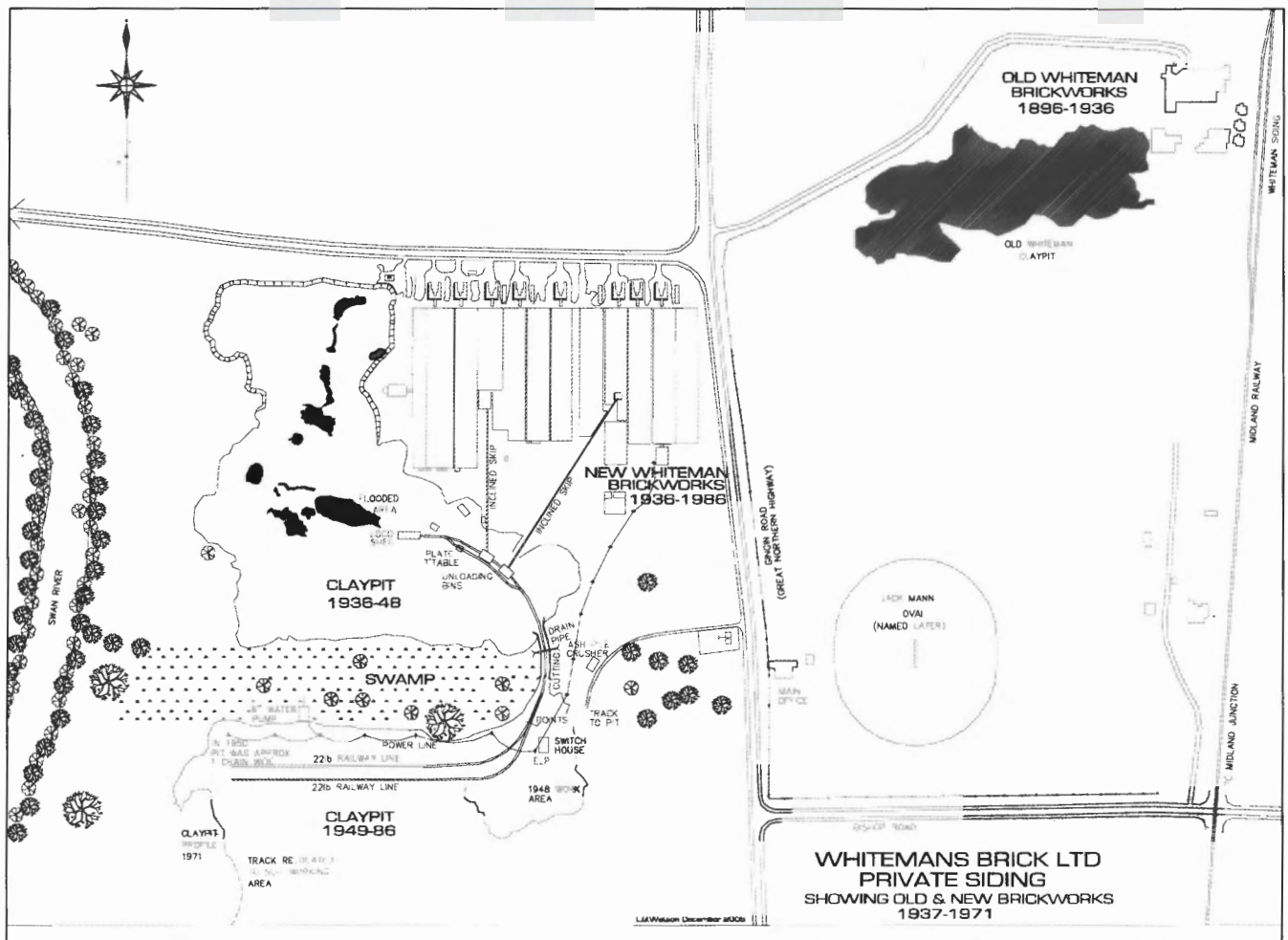
Locomotive production at the Planet works for commercial export was well and truly curtailed during the war and it was not until 1949 that Lewis Whiteman was able to buy his second and last Type Y Planet locomotive, builder's number 3428, this time updated to 10hp.

Operations

It is fortunate that former employees have been available to provide details of the operation of the brickworks and its tramway. Ron Howarth joined Whiteman Brick in 1948 at the age of 15 and rose to the position of foreman. Following its wartime closure, the works was back in operation with 130 men employed. Soon to come on board was Joe Hawser, who arrived in 1950 at the age of 20. Initially, like the bulk of the workforce, he was set to work pushing a wheel-barrow loaded with 40 green bricks removed by hand from the brick machine's wide travelling belt, and stacking them to enable them to dry out. He was soon to graduate to locomotive driver and later to excavator operator.

In 1950, Joe was given the job of driving one of the Planet locomotives. Both were in use at that time and he recalls that although generally similar there were some minor variations between them. Although one had been built in 1937 and the other in 1949, there was not much difference in the wear and tear each had been subjected to. This is because the Whiteman's Brick plant had been mothballed during the war years with the earlier locomotive safely stored away. During the early 1950s, the locomotives had not yet been named. Part of a driver's duties was to maintain the Ford 10 engine and adjust the chains of his assigned loco. Like a lot of Whiteman Brick employees, Joe undertook no formal apprenticeship, but he soon learnt a lot about the care and maintenance of the Ford 10 motor.⁷

The original claypit had been adjacent to the works, meaning that haulage distances on the tramway were quite short, but by 1948 this area had been worked out. Immediately to the south of it was a wet area not rich in clay that was used for grazing cattle and was referred to as 'the swamp'. Just to its south was the area to be opened up as the new pit. Running between the old pit and the site of the new, was a drain that carried stormwater from the Great Northern Highway to the Swan River, cutting the 380-acre Whiteman Brick property in two.



Whiteman's were not allowed to interfere with this drain and so rail access to the new pit was made by burrowing under it. This was by means of a rail cutting excavated through a belt of sandstone that separated the two areas. The cutting was 10 feet deep and brick lined, and the track could get a little boggy when wet as it was sitting on clay. The drain was carried over the top of the cutting by means of a 2ft diameter steel pipe.

Low Whiteman Junior often boasted to his employees that he had the first steam shovel in the district, but this was back in the pre-war era. Post-war, more modern mechanical shovels were in use and were referred to by the Whiteman Brick staff as 'navvies'. They were all manufactured by Ruston Bucyrus. The first of these navvies were 28hp electric units, later replaced by diesels.

To coincide with the development of the new pit, the second Planet locomotive was purchased in 1949 to assist with the longer hauls that were now required to the unloading facility. A quantity of 45lb rail had been purchased from a Collie coal mine for the heavy mainline track and it connected to panels of relocatable 22lb track used in the pit. Each time the face was worked out, the pit lines had to be adjusted to accommodate the new reach of the shovels. The track panels, each 22ft long and with five sleepers, were unbolted and 5 or so men would struggle to lift and relocate each to the required new position.

Two Ruston Bucyrus 10RB 28hp three-phase electric shovels initially worked in the ever-expanding new pit. One shovel worked at the face and created a heap of clay whilst the other was responsible for mixing the clay with ashes and loading the trains. It was up the skill of the shovel operator to blend the clay with black coal ash brought in by truck from the WAGR Midland Junction loco depot, where it accumulated as a waste product from the many steam locomotives based there. After

arrival at the brickworks by truck, the ash was fed through crushing rollers and laid out in the pit near the shovels by a Massey Ferguson tractor with a rear mounted plough. Prior to the arrival of each empty train, the shovel operator would mix a load of ash and clay together. Originally the excavator operators stockpiled the clay to allow it to dry out and become more manageable before mixing. However, in later years, due to manufacturing needs this practice stopped.

The haulage of clay from the new pit to the unloading facility involved the operation of two trains, each consisting of a Planet locomotive and two hoppers, allowing a steady supply of clay mixture to the unloaders. A turnout was situated just to the south of the sandstone cutting and close by was the switch room for the Ruston Bucyrus diggers. This was a shed situated next to a power pole, which the drivers and pit workers also used as a crib hut. The interior was basic, with reject sleepers used as chairs and as a table, and with nails in the wall provided for hanging coats. During the day, the driver of each loaded train would bring it to a stop short of the points near the switch room, and perhaps partake in a cup of tea while waiting for the empty train to clear before switching the points and heading to the unloader. At the end of each day the shovel operators would pull the switch and lock the switch room door.

There were two brick machine in use at the works, one with a rated output of 28000 bricks and the other 32000 bricks. Each brick machine was serviced by an incline tramway with a winch-hauled incline skip into which the contents of the tramway hoppers was tipped. Each incline tramway had its own unloader with a train allocated to each. The train locomotive would position each hopper above the incline skip, the pin was released and the clay would be tipped. Once unloading was completed, the unloader operator would

pull on a wire rope to ring a bell notifying the winch operator situated at the top of the incline, and the skip would be hauled up to provide feed for the brick machine. One 75hp electric belt driven winch was later replaced by a 150hp unit. The only way that the quota of bricks per machine would not be reached was if there was a derailment preventing the mixture of clay reaching the unloaders.

During the 1950s the electric shovels were phased out and replaced by no less than eleven Ruston Bucyrus diesel excavators. There were nine 10RBs, one 22RB and one 33RB (the number is thought to indicate the tonnage of the shovel). In 1953, having progressed from train driver to shovel operator, Joe Hawser was given the opportunity to operate the first diesel excavator on site at Whiteman Brick. He would spend the next twenty years digging the clay from the new pit and loading it into the two hoppers that made up each train, expanding his skills maintaining the Ruston diesel engines. Eventually he was appointed maintenance fitter on all the Ruston Bucyrus diggers and attained the status of foreman. The Whiteman's management structure was fairly loose and you held your job just as long as you could do your work.

Lew Whiteman would visit the brickworks and his arrival was easily recognised because of his liking for big American cars. Joe would go over and end up sitting in his car as they talked for hours about running Hereford cattle, the latest purchases in Lew's growing collection, and his love of horse-drawn vehicles. However, as soon as anybody started talking work, Lew would say, "Oh, got to go", and would leave them standing in the dust. His message was that it was up to his men to run the brickworks.⁸

After a long life, Lew Whiteman passed away in 1994. He bequeathed his collection to the WA Government. After considerable negotiation, the managers of Whiteman Park, now the WA Planning Commission, became the custodians of what has become known as The Whiteman Collection.



An aerial view of the Whiteman Brickworks in 1983.

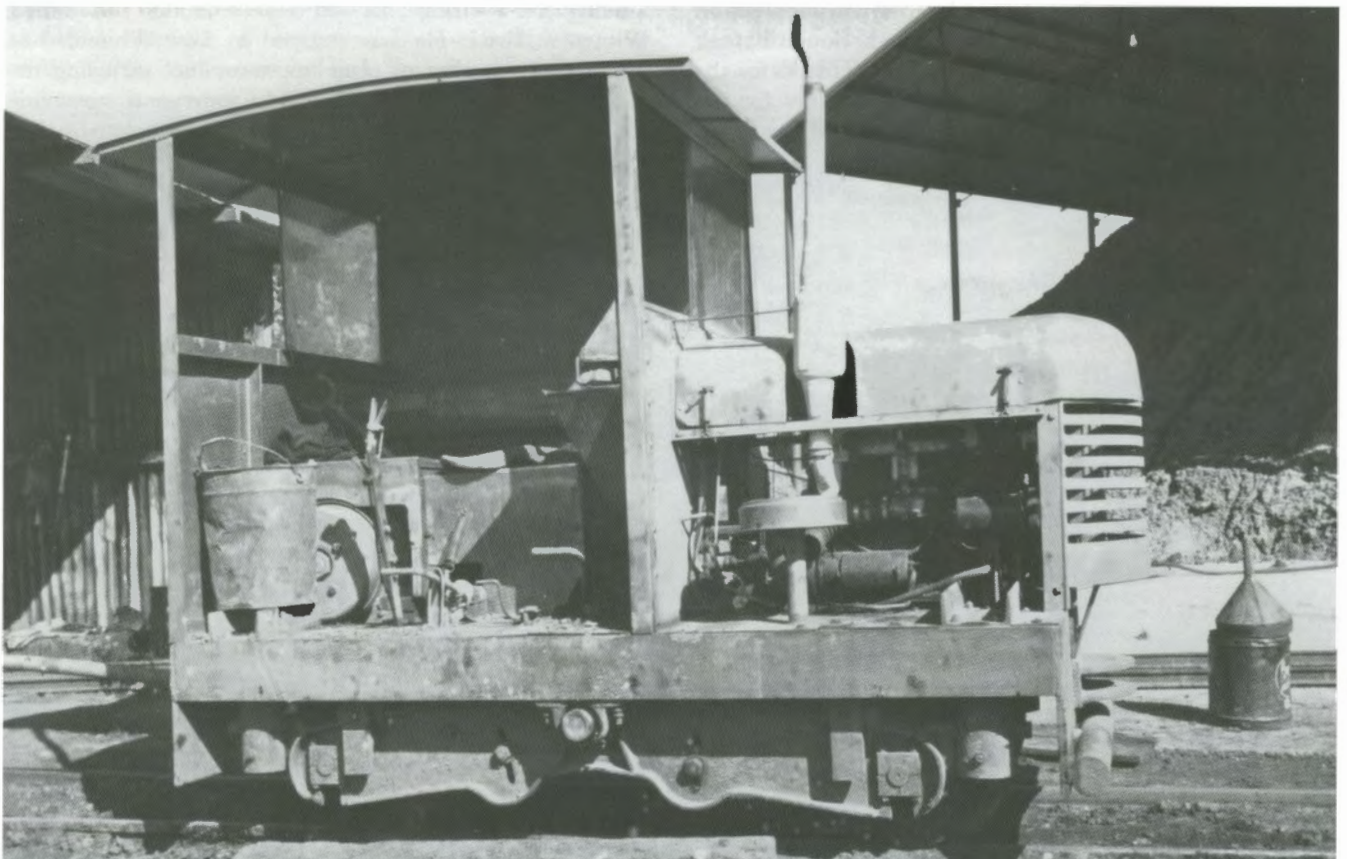
Photo: State Library of Western Australia

The Whitemans sell

The following appeared on page 32 of the *West Australian* newspaper of 16 December 1966.

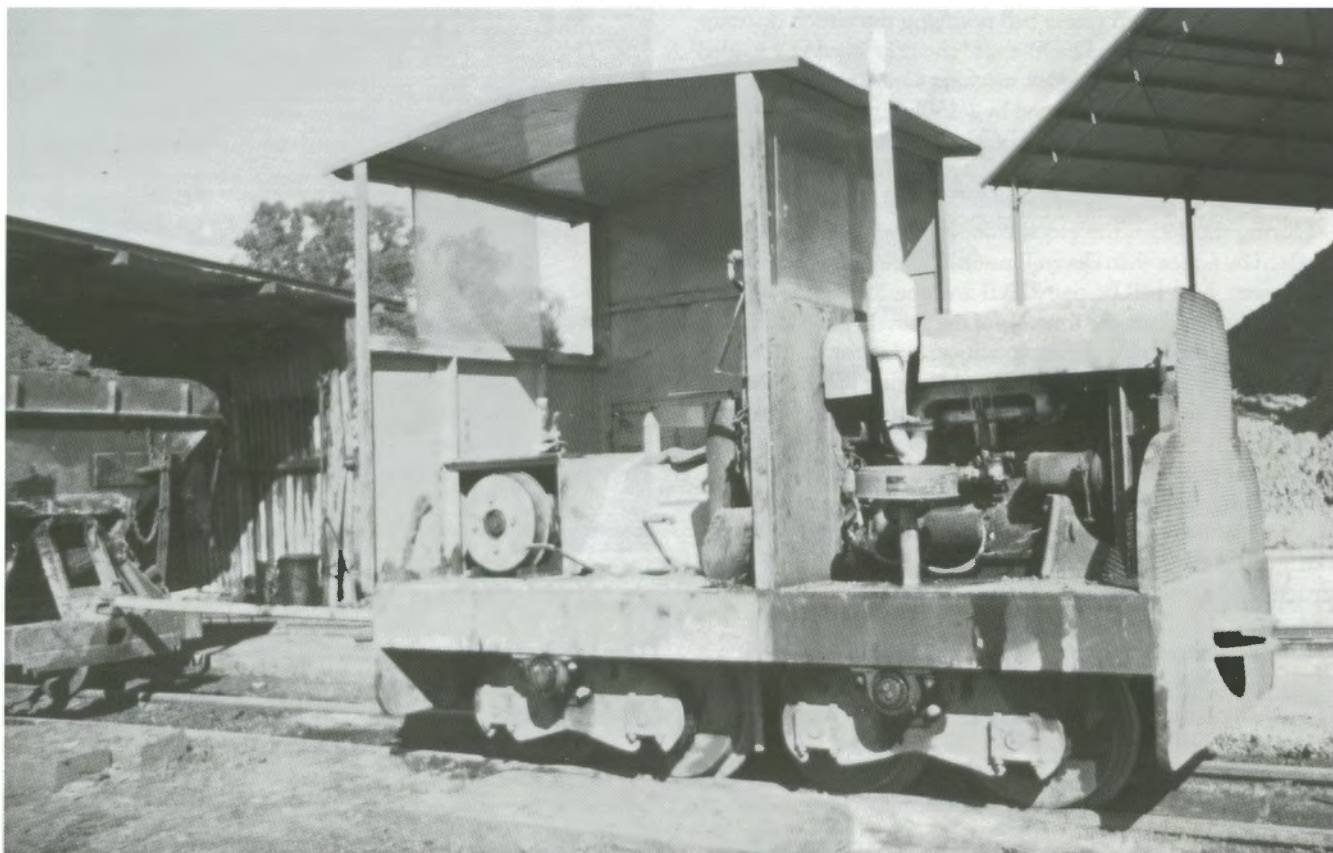
Alan Bond's Progress Development Organisation has bought Whiteman's Brickworks for \$350,000.00. Owned by Mr ML Whiteman, his sister, Mrs EF Haygarth and Mr Claude Hotchin (as a trustee), the brickworks were established in 1886 by Mr Whiteman's father. Mr Bond said that the works would continue in their present operations. A new plant from overseas would probably be installed soon.

The purchase was part of a plan to diversify into basic industries allied to property development, Mr Bond said. Included in the purchase were 100 acres of residential land and 79 acres of rural land.



Engineer Harold Ridley built two locomotives for use at the brickworks, the first of which was this 4wPM machine, dating from around 1968, and seen here at the works in February 1971.

Photo: Keith McDonald



Ridley's second locomotive was an unusual 4w+4wPM machine. Keith McDonald photographed it at the brickworks in February 1971.

Harold Ridley

Harold John Ridley was born on 13 October 1913 in Glenelg, South Australia. He did his schooling in his home state, finishing at Year 7. His family shifted to Kalgoorlie, Western Australia, seeking work, and then moved on to Perth. His first job was on a farm at Bolgart. Later, during the 1930s, he found himself on farms at Williams. Here he started driving trucks for the local farmers. He found he had a natural affinity for the mechanics of English-built trucks and developed that talent to become an accomplished self-taught engineer.

In 1937, the three Bell Brothers needed a mechanic for their fledgling trucking operation at Guildford and they chose Harold Ridley, then 24. It was at this time he made the acquaintance of Lew Whiteman, a local Shire councillor. They would remain friends until his death. The Ridley family lived in East Vic Park, on Shepperdon Road. Just after World War II there was a worldwide demand for manganese ore and Bell Brothers began carting manganese in from Peak Hill to Meekatharra. Harold Ridley found that the drivers were making good money and so he went to Meekatharra and began carting manganese.

Someone else who was driving trucks laden with manganese into Meekatharra was the Englishman Don Rhodes, who ran his own truck, and soon they became great mates. Harold left



The nameplate attached to the first locomotive built by Harold Ridley.
Photo: Lindsay Watson

Bells around 1950 to become Chief Mechanic at DFD Rhodes at Tait Street, Welshpool. Together they built the famous Rhodes Ridley truck, built for carting heavy loads around Port Hedland in the 1950s. Here he remained until 1965 when, looking for a change, he left DFD Rhodes and joined Whiteman Brick. He was engaged by Lew Whiteman to undertake a number of plant improvements, including the building of a new brick machine and a conveyor to streamline the stacking and palletising of bricks. The completed pallets of bricks were tallied up, and the tallies determined how much the men got paid.

Ridley rebuilt the original 1937 Planet in about 1966. It was re-engined with a Coventry Standard 'Vanguard' 4-cylinder petrol engine. The engine and gearbox were too long for the original 8ft long frame and the engine and radiator stuck out at the front.

Following this, around 1968-1969, the manager gave Harold Ridley approval to build two new petrol locomotives, which were given the titles *RIDLEY No.1* and *RIDLEY No.2*. Ridley chose not to copy the Planet layout, but rather incorporated a new design of chain drive, together with the Coventry Standard 'Vanguard' 4-cylinder petrol engine. With these engines fitted, the locomotives could handle three hoppers per train rather than two.⁹ *RIDLEY No.2* was initially built to a most unusual double bogie design although one bogie was later altered to carry a single axle only.

The Ridley locomotives were not fitted with conventional cast iron brake shoes on each wheel. Instead, a truck brake drum was fitted in the cab of the locomotive and appeared able to do the job. Two regular drivers of the Ridelys were the late Ron Shepherd and Gary Devereaux. The two Ridelys did not operate for long, ceasing work in the early to mid 1970s as the last two locomotives in use at the Whiteman Brickworks. Harold Ridley stayed with Whiteman Brick until he passed away on 22 May 1977, aged 63.

Locomotives of Whiteman Brick Pty Ltd, Middle Swan, WA ¹⁰

–	4wPM	Whiteman Brick	–	c.1934	(a)
PLANET No.1	4wPM	FC Hibberd	2055	1937	(b)
PLANET No.2	4wPM	FC Hibberd	3428	1949	(c)
RIDLEY No.1	4wPM	Whiteman Brick	–	c.1968	(d)
RIDLEY No.2	4w+4wPM	Whiteman Brick	–	c.1969	(e)

a) Built using components from a Chevrolet Peacock truck. Laid aside. Derelict by 1971.

b) Type Y 8HP Petrol loco. Ford engine 1.5 ton. Rebuilt with Vanguard petrol engine, 1966. Carried the name *YELLOW ROSE* inside the cab. To Western Australian Light Railway Preservation Association, Whiteman Park, 1983. Rebuilt with extended frame and Morris Major petrol engine, 1984. Rebuilt with Morris 1500 engine, 2005.

c) Type Y 10HP Petrol loco. Ford engine. Later used at Helena Vale Brickworks. To Lewis Whiteman, Guildford, by 1982. To Western Australian Light Railway Preservation Association Inc., Whiteman Park, 1995.

d) Designed and built by Harold Ridley. Vanguard engine. To Dizzy Lamb, Wanneroo by 1996. To Len Brakovich, Middle Swan, on closure of Dizzy Lamb. To Western Australian Light Railway Preservation Association, Whiteman Park, 2006.

e) Designed and built by Harold Ridley. Vanguard engine. Rebuilt as 2w+4wPM. To Western Australian Light Railway Preservation Association, Whiteman Park, 1983. Fitted with spare Vanguard engine, 1984. Adapted for use as ballast tamper power unit, 1990.

Locomotive preservation

When found in the long grass at Whiteman Brick, the original Planet carried the nameplate *PLANET No.1* and inscribed inside the cab was the name *YELLOW ROSE*. Together with *RIDLEY No.2*, it was recovered from the clay pit and transported to nearby Whiteman Park in 1983. The Park is appropriately named after Lewis Whiteman, who had continued collecting machinery and horse-drawn carriages until the 1980s. By then he had donated land known as Mussel Pool to the State Planning Commission (one of various names given to the State Land Management Authority during the 1970s to 1990s). The two locomotives were located at the Mussel Pool workshop of the Western Australian Light Railway Preservation Association Inc (WALRPA) in Whiteman Park during 1982 and 1983, when the officers responsible for the development of Whiteman Park requested a locomotive for use in the

construction of the 'Bennett Brook Railway'. The out of use *YELLOW ROSE* was offered.

The 1937 Planet was transferred to the State Planning workshop where various subcontractors were involved with the reactivation of the vintage loco. The Vanguard motor and gearbox were removed, to be replaced with a 1500cc Morris Major engine and transmission, and more importantly the frame was cut and extended by 300mm to accommodate the new motor and gearbox, a far more sensible approach than that undertaken by Whiteman Brick some years previously. The State Planning Commission now goes by the name of the Department of Planning & Infrastructure, a Government Department that now operates, under the title of the Public Transport Authority (PTA), the Perth Suburban electric rail network. Their first rail work was the rebuilding of *YELLOW ROSE* in 1983!



By February 1983, the pumps had been turned off and the claypit at Whiteman brick had become flooded with water. 2w+4wPM loco RIDLEY No.2, some rail and two derelict skip wagons lie abandoned. The Swan River flows behind the bank in the distance. Photo: Lindsay Watson

After completion of the Bennett Brook Railway in 1984-5, *YELLOW ROSE* commenced passenger operation as part of a 'top and tail' operation between Mussel Pool and Whiteman Village Junction. One of the passengers on the inaugural train on the Bennett Brook Railway was Lewis Whiteman, long since retired but still a prominent local identity. He was also a member of the WALRPA. By 1989, *YELLOW ROSE* was relegated to track works during an 18-month track upgrade. During this time it was damaged when it ran into the back of the tamping machine. The Morris Major engine was sheared off its engine mounts and pushed into the radiator. Needless to say its working days were curtailed once again and it was lifted off the track and placed in the long grass. It was refurbished and returned to service once again in 2005, fitted with a Morris 1500 engine and 3-speed gearbox, thanks to the efforts of Michael Watson, the author's son, and his cousin Andrew.

What of the 1949 Planet? On the closure of the Helena Vale Brickworks, Lew Whiteman had obtained a Planet locomotive with a Ford 10 motor and stowed at his Guildford stables with his horse-drawn carriage collection. It remained there until a storm blew the roof off the old building. It was then relocated to Mussel Pool workshops. On a recent visit to Whiteman Park, Joe Hawser recognised this locomotive because of the distinctive shape of its roof and gutters, and its mid-green paint scheme.¹¹ It seems that, still workable but underpowered for Whiteman Brick needs, it had been either lent or sold to the Helena Vale Brickworks before being retrieved by Lew Whiteman for his collection. Unfortunately the builder's plate was stolen whilst located at Bennett Brook Railway's Mussel Pool workshops. A sad but true indictment of some people in the hobby!

The author would like to acknowledge the assistance of Ron Howarth, Joe Hawser, City of Swan local studies librarian Ruth Andrew, David Whiteford from the State Reference Library, and John Browning for assistance in the preparation of this article.



The first Planet 4wPM locomotive YELLOW ROSE (Hibberd 2055 of 1937) rusts away in the long grass near the clay pit, February 1983.
Photo: Lindsay Watson

References

1. Papers held by Midland Local History Librarian
2. as above.
3. as above
4. *Swan Express* newspaper held by Midland Local History Librarian
5. as 1
6. as 4
7. Interview with Joe Hawser, 2007
8. Interviews with Ron Howarth and Joe Hawser, 2007
9. as 7
10. Includes information supplied by John Browning from Planet records
11. as above



At Whiteman Village Junction on the Bennett Brook Railway the restored YELLOW ROSE works 'top and tail' with ex-Metropolitan Brickworks 4wPM MAYLANDS on a Sunday afternoon passenger service in April 1985.
Photo: Lindsay Watson



Industrial Railway NEWS

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NEW SOUTH WALES

PACIFIC NATIONAL, Port Kembla Steelworks

(see LR 203 p.18)
 1435mm gauge

A second ex-VR RT-class 4wDM locomotive has arrived at the wagon shop and was observed on 2 September. It is RT52 (built Ballarat North, 1969). By early October, most of the working 1000hp locomotives had appeared with the Pacific National logo and a safety slogan added as follows;

- D36 GEC (Aus) A.237 1971 Be alert Safety first
 - D38 GEC (Aus) A.239 1972 Take 2. Stop, Plan, Act
 - D40 GEC (Aus) A.241 1972 Report All Hazards
 - D41 GEC (Aus) A.269 1974 Follow all procedures
 - D42 GEC (Aus) A.270 1974 Think Safety Go Home Safely
 - D45 GEC (Aus) A.273 1975 Manage fatigue stay safe
- Chris Stratton 9/08

QUEENSLAND

BUNDABERG SUGAR LTD, Bingera Mill

(see LR 203 p.18)
 610mm gauge

In the face of declining cane production, Bundaberg Sugar has indicated that it cannot guarantee to keep Bingera Mill open beyond the 2009 season. It would be hoped that should this happen a northside cane railway would remain in operation to bring cane to the Fairymead ferry. *News-Mail* 6/9/08; Editor

BUNDABERG SUGAR LTD, Innisfail District

(see LR 203 p.18)
 610mm gauge

Early in September Com-Eng multi-unit 1 JOSEPHINE (A1821 of 1957) and 10 RUSSELL (A2027 of 1958) were based at the **Babinda** depot at the old Goondi Mill site and were still working in the area in late October. Also by early



South Johnstone Mill's EM Baldwin B-B DH 24 (5477.1 8.74 of 1974) vies with early morning traffic as it heads a rake of empties up Hynes Street on 10 October 2008. Photo: Scott Jesser



The line under construction from the new South Johnstone River bridge curves around close to some mill residences. 24 September 2008. Photo: Chris Hart

September, Clyde 0-6-0DH 14 (63-288 of 1963) had been moved from **South Johnstone** to Babinda where it was up on blocks.

At the start of October, South Johnstone Mill's yard shunter Com-Eng 0-6-0DH 39 (AH4688 of 1965) was on cane haulage duties with the previously spare Com-Eng 0-6-0DH 3, officially numbered 23 (AD1452 of 1961) replacing it in the yard.

Clyde 0-6-0DH 16 (56-93 of 1956) re-entered service at Babinda following overhaul on 2 October, and at that point was a spare loco. It was seen working at Daradgee and South Johnstone on 22 October when crushing at Babinda was held up by wet weather.

As part of the work for the new South Johnstone River bridge, the old dual gauge bridge close by has been removed, with the last span coming down on 27 September. The bridge

is near the residences south-east of the mill and by late September the connection from the new bridge into the mill yard was almost complete. From the bridge, the line runs between two mill houses and curves sharply to the north, crossing the old QR branch alignment and running parallel to the main road. Near the northern end of the yard, opposite the container transfer station, the line swings across the road and enters the yard after a wide 180 degree turn, leaving several lines in the empty yard as dead ends.

Shane Yore 9/08, 10/08; Chris Hart 9/08; Scott Jesser 9/08; David Donald 10/08; 'blueyblab' 10/08

CSR PLANE CREEK PTY LTD, Sarina

(see LR 202 p.17)
 610mm gauge

Clyde 0-6-0DH D1 (56-101 of 1956) was returned

Industrial Railway NEWS

to Plane Creek Mill from Victoria Mill around the start of the crushing season and retains the all-over yellow livery it received in the Herbert district.

Carl Millington 9/08

CSR SUGAR (HERBERT) PTY LTD, Herbert River Mills

(see LR 203 p.18)

610mm gauge

The separating out of the 8-tonne bins at **Macknade** Mill as reported last issue, only lasted a few days, although transfer rakes to and from **Victoria** Mill are solely of 4-tonners. Macknade Mill's EM Baldwin 0-6-0DH HOBART (4413.1 7.72 of 1972) has been loaned to Victoria Mill on two occasions to cover failures, from 26 to 29 September and on 10 October for a day or so. Victoria Mill's Clyde 0-6-0DH PERTH (69-682 of 1969) had failed in the early part of October, requiring an engine removal.

Brake wagon problems still seem to be endemic at Victoria Mill, but one of the new Corradini bogie brake wagons finally entered service during the first week in September with Walkers B-B DH **CAIRNS** (681 of 1972 rebuilt Bundaberg Foundry 1997).

In a shunting accident, Victoria Mill's EM Baldwin B-B DH **MAITLAND** (7070.1 3.77 of 1977) collided with Solari bogie brake wagon

11 at McKell's depot on 25 September. Both vehicles were derailed, with the locomotive ending up almost on its side.

Victoria Mill's preserved Hudswell Clarke 0-6-0 **HOME BUSH** (1067 of 1914) was used for public rides for the annual Maraka Festival on 19 October.

Chris Hart 9/08, 10/08; Steven Allan 9/08; *Herbert River Express* 29/9/08

CSR SUGAR (KALAMIA) PTY LTD HAUGHTON SUGAR CO PTY LTD

(see LR 203 p.19)

610mm gauge

Invicta Mill's Expedition Pass Creek bridge was cleared for operation by crewed locomotives on 4 September, allowing the through haulage of cane from Dalbeg to the mill for the first time this season. The temporary repairs mean that



As part of temporary locomotive transfers in the Burdekin district associated with the consequences of bridge damage on **Invicta** Mill's Dalbeg line, **Kalamia** Mill's Clyde 0-6-0DH **KALAMIA** (67-569 of 1967) was sent to **Inkerman** Mill and is seen here ready for duty in the mill yard on 7 August.

Photo: Scott Jesser



Cleaning up after a little local difficulty in the Macknade Mill empty yard on 7 October 2008.

Photo: Chris Hart

both it and the Landers Creek bridge are limited to 26-tonne locomotives, so EM Baldwin bogie locomotives are being used, with **Kalamia** Mill's **NORHAM** (5383.1 7.74 of 1974) operating Dalbeg traffic in mid-September. It is believed that the other locomotives borrowed for use from local mills had been returned by this time. Invicta Mill's Walkers B-B DH **GIRU** (Walkers 593 of 1968 rebuilt Tulk Goninan 1994) has been re-powered with an MTU engine and a Voith turbo reversing transmission, greatly improving its performance.

Jason Lee 9/08; *Townsville Bulletin* 4/9/08; ABC News 4/9/08

MACKAY SUGAR LTD

(see LR 203 p.20)

610mm gauge

Discussions with Proserpine Co-operative Sugar Milling Association on a proposed merger have progressed well, although it will take some time to bring to fruition. If the merger goes through, the proposed interconnecting rail line is planned to run north from **Farleigh** Mill's terminus at Wagoora to the east of the QR and cross under the QR and Bruce Highway at Elaroo, using existing bridges, to meet up with the existing Proserpine line there

The last crushing at **Pleystowe** Mill took place

on 29 October, with the final bin being filled with cane of the same variety, now no longer grown commercially, as was first tipped for the initial crushing in 1869. The demise of Pleystowe means that 15-tonne bins cannot be tipped readily at any mill, and other flexibilities in case of wet weather or mill breakdown will also be lost, which suggests a possible reason why Pleystowe will be mothballed in 2009. It is possible that arrangements will be made at **Marian** Mill to enable 15-tonne bins to be tipped there from next season.

Plans for a more direct rail link between Pleystowe and Marian have been developed. One option sees the conversion to 2ft gauge of a section of the existing QR line between Wallingford and Marian, assuming that the transport of raw sugar from Marian is transferred to road next year, as seems likely.

Racecourse Mill's Com-Eng B-B DH **FINCH HATTON** (NA59112 of 1977) was noted on shop bogies at the mill on 11 September. It has been reported that it requires new final drives to be manufactured. Towards the end of September, Com-Eng 0-6-0DH **SEPTIMUS** (A2128 of 1958) was moved to Racecourse Mill and was used on cane haulage there.

The small Baldwin 4wDH loco (5/774.1 2.64 of 1964) is now based at Racecourse Mill, and is possibly being used as shop shunter there, while Baldwin 4wDM **ALLANDALE** (4/473.1 3.63 of 1963) is now stored in the old sugar



South Johnstone Mill's Com-Eng 0-6-0DH 4 HARVEY (AD1138 of 1960) is an ex-Babinda Mill loco currently based at the old Mourilyan Mill site. It is here seen on duties at Wangan in the former Goondi Mill area on 19 September 2008.

Photo: Scott Jesser



Kalamia Mill's Com-Eng 0-6-0DH CHIVERTON (C1030 of 1958) was sent to Dalbeg to operate what had become an isolated tramline of Invicta Mill as a result of the flood damage to Expedition Pass Creek bridge. Here it is handling a short rake of full bins on 7 August.

Photo: Scott Jesser

Industrial NEWS

room at North Eton. Com-Eng 0-6-0DH *CATTLE CREEK* (B1724 of 1957), stored at North Eton, is now without an engine.

It is suggested that a locomotive exchange is under consideration by Mackay Sugar and Tully



Ex Mt Isa Mines Gemco 4wBE 55 (6B/5691-6B/6101/66/68) at Charleston, on the west coast of New Zealand's South Island, 2 October 2008. The axle arrangement shows that it was built as a gauge convertible unit. Photo: Paul Napier

Sugar which would see Mackay Sugar's Walkers B-B DH *BALBERRA* (657 of 1970 rebuilt Tulk Goninan 1994) heading north and Tully's EM Baldwin B-B DH *TULLY* No.7 (10684.1 4.83 of 1983) going the opposite way. This is not the first time that this proposal has been looked at. About 50 ex-Bundaberg Sugar 5-tonne bins dismantled as flat packs are at North Eton, awaiting reassembly and conversion for reuse. Carl Millington 9/08, 10/08; Brian Millar 10/08;

Brett Geraghty 10/08; Tom Badger 10/08; Mackay Sugar/Proserpine CSMA circular 29/9/08; *Daily Mercury* 30/10/08

PIONEER SUGAR MILLS PTY LTD, Inkerman Mill

(see LR 203 p.20)

610mm gauge

A couple of slightly embarrassing mishaps were in the public eye in late August. On one day, in the yard right next to the Bruce Highway, just south of the Burdekin bridge, two EM Baldwin locomotives came into unintended side-on contact at a set of points. 0-6-0DH *CARSTAIRS* (6/2715.1 9.68 of 1968) and RSU-fitted B-B DH *IYAH* (6558.1 6.77 of 1976) were left leaning together at an undignified angle for some time before being retrieved.

At Deans Siding at the corner of Iona and Koolkuna Roads on 27 August, RSU-fitted EM Baldwin B-B DH *BOJACK* (7280.1 9.77 of 1977) ran off the end of a cane loading ramp when it was inadvertently run up the wrong line during RSU shunting operations.

Chris Hart 9/08; *Home Hill Observer* 28/8/08

TULLY SUGAR LTD

(see LR 203 p.21)

610mm gauge

A joint working party has been established to discuss a merger between Tully Sugar and Maryborough Sugar Factory, who now control Mulgrave Mill.

The Age 5/9/08



With the closure of Fairymead Mill at the end of 2005, locomotives continued to be based at the mill site to haul cane to the yard from where it is taken by shuttle train to Bingera Mill. One of the locomotives involved is EM Baldwin 0-6-0DH PERRY (6/1576.1 8.66 of 1966) shown here on Loeskow's line at Gooburrum. This was Baldwin's first completely new build locomotive that competed directly with the established builders, being in effect a Baldwin version of the Clyde Model DHI-71. 11 August 2008. Photo: Rod Milne

VICTORIA

JOHN HOLLAND PTY LTD, Northern Sewerage Project (see LR 203 p.21)

762mm gauge

On 21 September a tunnel boring machine and a shuttle car were noted at the Newlands Road site in Coburg North. At De Chene Reserve, three flat cars were seen, numbered FC04, FC05 and FC06, together with two spoil wagons and a grout or concrete transporter.

Colin Harvey 9/08



Tully Mill's new siding facilities at King's in El Arish are the jumping off point for future rail extension northwards into what was once South Johnstone Mill territory. 27 August 2008. Photo: Chris Hart

WESTERN AUSTRALIA

Pilbara iron ore rail access (see LR 200 p.31)

1435mm gauge

On 23 September, the High Court ruled in favour of Fortescue Metals Group in its attempt to obtain the right to negotiate third party access to BHP Billiton's iron ore lines. The High Court ruled that while the Mt Newman and Goldsworthy iron ore lines are integral to the production process, and part of it, FMG was not seeking to use the whole process and therefore

Industrial Railway NEWS

its proposed use of the railway lines "did not constitute use of BHP Billiton's production process".

On 27 October, Federal Treasurer Wayne Swan accepted the National Competition Council's recommendation and declared that the Hamersley and Robe (Rio) and Goldsworthy (BHP Billiton) lines should be subject to negotiation for third-party access from 19 November for 20 years. An appeal to the Australian Competition Tribunal (ACT) is likely. The ACT is currently considering an appeal from FMG following the failure of the former Treasurer to declare the Mt Newman (BHP Billiton) lines available for third-party access in 2006. Further litigation is likely before a variety of tribunals as the two main players continue to oppose any access to their lines.

The Australian 24/9/08; *The West Australian* 27 October 2008.

PILBARA RAIL Maiden Town, Walhalla

(see LR 203 p.21)

1435mm gauge

With driverless trains in prospect by 2012, protected industrial action by a group of 39 train drivers who are members of CFMEU affected operations during October. The action marks the expiration of Australian Workplace Agreements.



Bingera Mill's Walkers B-B DH KOLAN (633 of 1969 rebuilt Bundaberg Foundry 1996) powers a cane shuttle from Fairymead over the newly upgraded section at Chase's Hill, Meadowvale on 4 July 2008. Photo: Lincoln Driver

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The total number of train drivers is 314.
The Australian 7/10/08, 28/10/08; *The West Australian* 10/10/08

NEW ZEALAND

GEOTECH CONSULTING LTD, Charleston, South Island

610mm gauge

A former Australian industrial battery electric locomotive has been discovered at a roadside engineering workshop, along with a spare battery box. Marks on the locomotive allow it to be identified as a Gemco 8-tonne locomotive, built as gauge convertible (610mm and 1067mm) for Mt Isa Mines in 1968 (6B/5691-6B/6101/66/68), where it was numbered 55. In 1978, it was sold to contractors Barclay Brothers Pty Ltd, who numbered it 150 005. It was possibly used by them in the construction of the Mona Savu hydro-electric scheme in Fiji. It seems the locomotive was returned to Australia and may later have been in the hands of a dealer. In 1999, it was acquired by Downer Construction Ltd for use in the Vector Tunnel construction project in New Zealand, where it was numbered DM131.

Paul Napier 10/08; Editor

FIJI

FIJI SUGAR CORPORATION (see LR 203 p.21)

610mm gauge

The 2008 Annual Report of Fiji Sugar

Corporation indicates that a severe financial crisis faces the organisation, with current liabilities exceeding assets by \$10.3 million. Successive losses have been made and repayments to the Export Import Bank of India, for funds advanced to finance mill upgrading, are due to start in 2009. At the same time, cane production has declined and financial assistance from the EEC is in doubt.

On the other hand, the investment made by FSC appears to have brought about a definite improvement in rail operations in 2008. The commitment to have at least 51% of cane transported by rail has seen significant maintenance on the track with new ballast noticeable, especially on the **Lautoka** Mill system between Lautoka and Nadi, and an accompanying reduction in derailments.

The reopening of the bridge across the Teidamu River at Matawalu has seen the restoration of the Matawalu-Teidamu-Ravi Ravi section of the Lautoka-Ba connecting line. Loaded cane trucks were noted in sidings at Teidamu and over the range between Tuvu and Ravi Ravi. The trackbed had been cleared of growth and encroachments, and was certainly in use in September.

By September, Clyde 0-6-0DH 10 (64-384 of 1964) had joined the other two locomotives at **Rarawai** Mill's Tavua out-depot. The working from Tavua was quite regular. Empties were brought in the late evening to Lausa Loop at the foot of Maqere Range by Rarawai-based locos, and left there. Full trains brought there by Tavua crews were collected and taken back to Rarawai. A Tavua loco which had brought a full train down to Lausa took the empty trucks

back to Tavua and distributed them in the morning. All was then quiet until 3pm, when two locos headed out from Tavua depot onto the Drumasi branch, or one each to the Drumasi and Yaladro branches. If two went to Drumasi, they each brought a short load (ten trucks or so) from the terminal loading areas up a quite steep hill to Malele loop (about 1.5km), then one carried on with the combined load while the second went back for more. The 'Drumasi branch' as it is known by the crews these days is not the line to Drumasi marked on the map in 'Cane Train', but a more westerly branch that terminates in two separate loading areas, about 100m apart, against the Nadarivatu Road.

On the Yaladro branch, the loco picked up from the terminal area there, continued back past Tavua as a 'pick-up', and then worked the Matalevu branch en route to Tagi Tagi staging yard and Lausa loop. These workings were after sunset from about Tagi Tagi south, or even a little earlier.

In the Lautoka system, all the branches beyond Navo depot south of Nadi are still in use, with the possible exception of the Tunalia branch just south of Navo. However, the only branches still in use between Nadi and Lautoka are the Solovi branch off the Nadi Back Road near Weigunyah, the Namu branch from Meigunyah, and the Luvuci branch from Natova yard out past Sabeto. The Navakai/Narewa branches have been abandoned since 2007, and the Qeleloa branches have been pulled up since the new road bridge was built at Nadi a few years ago. Ian A. Dunn 9/08; *Fijilive* 18/9/08.



Rarawai Mill's Clyde 0-6-0DH 10 (64-384 of 1964) leaving the Drumasi loading area with the first half of a train bound for Rarawai on 7 October 2008. After reaching Lalele siding, about 2km away, it returned for the second half of the load. Photo: Ian A. Dunn

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

Furnace, Fire and Forge

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

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

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

320 pages, hard cover, A4 size, over 250 photographs, 80 maps, plans and diagrams
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A Sawmilling and Tramway History of Gembrook 1885-1985 - by Mike McCarthy
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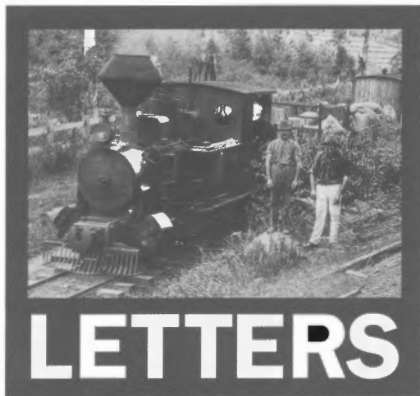
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Dear Sir,

The National Library of Australia database of on-line newspapers already shows some early promise for light railway researchers.

Krauss Locomotives in Australia (LR 153)

The *West Australian* of 11 October 1897 carried an advertisement from The West Australian Builders' Lime & Stone Co Ltd, notifying the public that its 3-mile private railway line from the quarries to Subiaco had been completed, allowing the conveyance of products by its own locomotive and railway trucks. This appears to provide an earlier date for the arrival of Krauss 1824.

The *Argus* of 25 June 1921 featured an advertisement from Cameron & Sutherland for a Krauss locomotive, cylinders 5½ ins x 9ins, overhauled and ready for immediate delivery. Such a small locomotive must have been narrow gauge and I'm not sure if there is a suitable candidate in the Krauss listing. However, Cattle Creek Mill in Queensland obtained a 10hp Orenstein & Koppel from Cameron & Sutherland in 1923.

Aveling & Porter Locomotives (LR 146, 147, 148, 149, 150)

The Charters Towers Water Board Tramway (LR 173, 177)

In mid-August 1896 (for example on 15 August), the *West Australian* carried advertisements placed by Herbert T. Wright, Merchant, of Perth, for a new Aveling & Porter locomotive he had for sale. Its gauge was described as "2ft. x 9in. gauge", which I think we can presume to be 2ft 9ins. With so few examples of locomotives by this maker known to have come to Australia, there would seem to be a fair chance that it is the same as the 2ft 8½ins locomotive offered for sale "nearly new" by Mr C Walker in Charters Towers, Queensland, in 1900.

Mt Bischoff

Lou Rae's book *A History of Railways and Tramways on Tasmania's West Coast* showed, on p.179, a photo of an internal-combustion locomotive in use on the 3ft gauge line at Mt Bischoff, then operated by the Minerals Production Division of the Commonwealth Department of Supply and Shipping. Lou said it was imported, weighed 6 tons, and had a 30hp International petrol engine. I have not yet discovered who the maker was, but it carried a rectangular maker's plate that should be legible on the original print. Previously used

at Mt Bischoff had been a 3ft gauge Baldwin-Westinghouse trolley-wire electric locomotive (Baldwin 27824 of 1906), which Lou thought may have gone to a mining concern in Queensland prior to the Second World War.

An advertisement from John Hood Pty Ltd of Hobart in *The Argus* of 23 June 1945, listed for sale a "Baldwin-Westinghouse Electric Loco., 4-wheel driven, 2 40-h.p. d.c. Traction Motors. 500 v., 14 tons, complete with A.C.-D.C. Generator Set" and a "80-h.p. 8-10-ton Diesel Locomotive". It seems certain that the Baldwin-Westinghouse would be the Mt Bischoff locomotive, so could the diesel locomotive have come from the same source?

John Browning
Annerley, Qld

Dear Sir,

Burrinjuck Dam rail tractor

I visited to Burrinjuck Dam on 4 November 2008 to view a small industrial rail tractor that I knew existed there. The last time that I had seen this loco was in the early 1970s when it was down at the dam wall and, at that time, was accessible to the public. I also recall seeing some track in place near the spillway.

I had contacted the Officer in Charge of State Water at Burrinjuck who agreed to provide access to inspect the loco. It has been relocated to the State Water works compound, which is located near Barren Jack Creek and is hidden away there amongst some old timber flooring, street lights and interestingly a pile of concrete standard gauge sleepers. I was informed that they are used for a cable way which is located at the dam.

I was able to inspect and photograph the 0-4-0PM rail tractor. Unfortunately there is no maker's plate visible. The gauge is 3ft, the same as a hopper which has been on display at the Burrinjuck State Waters Recreation Area for many years.

Bob McKillop has kindly advised me that the Water Conservation & Irrigation Commission purchased four 3ft gauge petrol-powered rail tractors built by

Armstrong-Holland for the construction of Wyangla Dam in 1930. Three of these were transferred to Burrinjuck Dam circa 1938 for use on the remedial works that were carried out there. This work was suspended in 1941 due to war time restrictions and did not resume until 1947. The remedial works were officially opened by the Premier, JJ Cahill, on 23 March 1957.

On completion of the works the three rail tractors at Burrinjuck were sold. One of these was purchased by the Electricity Commission for use at its hydro-power station and this is most probably the one that is presently stored at Burrinjuck. It is currently in a much neglected state, but the OIC of State Water Park at Burrinjuck would like to see it cosmetically restored and placed on display in the State Waters Park.

There is to be celebrations next October to mark the centenary of the commencement of construction of main Burrinjuck Dam wall. Hopefully the rail tractor might be on display for this event.

Alf Atkin
Canberra ACT

Dear Sir,

Living without Thomas (LR 203)

I read with interest your H&T editorial, *Living without Thomas?* and agree with your thinking that *Sandy the Cane Train* would have more relevance to Australian heritage railways. Many operate ex-sugar industry steam locos similar to the ones depicted in *Sandy's* adventure and quite a few operate Malcolm Moores just like *Sandy*. I think a good start would be to see if the publishers can be persuaded to reprint *Sandy the Cane Train* so that a new generation of children can appreciate a true Australian train story. I am sure that this book would sell well at any heritage or tourist railway and I know we would like to have some to sell at the Nambour Museum which is the home of *Sandy*. I would like to suggest that the LRRSA gauge support from our heritage & tourist railways and make representations to the publishers to do a reprint of this book. If



4wPM locomotive at the State Water storage compound, Burrinjuck, 4 November 2008.

Photo: Alf Atkin

we could get this story out to more children it would start to grow the acceptance and demand for *Sandy* themed days. If we could get a reprint arranged I would like to see the back cover updated with a picture of the real *Sandy* with a short history including the origin of the name, all of which I would be happy to assist the publisher with.

Clive Plater
Eudlo, Qld

Dear Sir,

**Tommy's Gully Timber Tramway
(LR 127)**

In LR 127 (January 1995) Jim Longworth and Grant Fleming recorded the history of Hardwood Ltd's short-lived sawmill and horse tramway at Cattai Creek, near Windsor NSW. This venture operated between 1919 and 1922, and featured a steam winch to haul saw-logs out of Tommy's Gully up to a ridge top horse tramway for haulage to a saw mill on Cattai Creek.

In the article, reference was made to an inspection by one of Allen Taylor & Co.'s officers to the effect that the timber was poor quality, the mill a disgrace, and the venture was not worth investing in. The full text of this report has been located in the Allen Taylor business archives, and is reproduced below. It sheds a little more light on the method of saw-log transport and confirms the existence of a valley-floor tramway connecting the log hauler to the base of the incline. An additional page (not included) records that Hardwoods Ltd. were also cutting timber at other locations along the Hawkesbury River, including Wright's Creek, Webbs Creek and the Colo River, in each case hauling the logs to timber wharves by bullock team, although no mention is made of where these logs were being cut.

The original report is unsigned and the identity of the writer is a bit of a mystery. It was certainly not Sir Allen Taylor, nor his managing director Mr FA Sargeant, both of whom had a far better command of English grammar. A possible candidate was William Ringland, their Port Stephens superintendent, who also travelled from time to time on the Company's behalf. In the interests of legibility, additional punctuation has been inserted as well as the occasional preposition.

31st March 1921

Inspection of Hardwoods Ltd's Timber Interests on the Hawkesbury River.

"Next day we left Windsor for Cattai Creek in company with the mill manager. We dropped down off the hill into [the] valley [of] Kelly's Arm and walked about a mile along to meet their log hauler and tramline. Thence along the line to the foot of the incline where the log are hauled up the face of the hill 1,200 feet by powerful steam winch at the top. They are then hauled into the mill at Cattai Creek 1½ miles by horse tramway. Logs are turpentine, red and swamp mahogany and blue gum – a very poor lot cut with a loss of 50%. The saw mill – save the name!! I thought Dee's mill at Glenreagh was the lowest grade I had seen. This one is below it, no roof at all over the frame. This proposition is not

worth entertaining. Under war conditions of the timber trade I can understand [it] with the timber at ferment prices."

Taking this letter at face value it is not hard to see why this enterprise folded within a year. Prices obtained for hardwood timber in the early 1920's were down in the doldrums, and there was also stiff competition from imports of American Oregon timber, which was not only cheaper but also much easier to work with than Australian hardwoods.

Ian McNeil
East Maitland, NSW

Dear Sir,

Wittenoom diesel locomotive (LR 200)

A report, *The Wittenoom Disaster* (bizline.docep.wa.gov.au/Safetyline/media/Wittenoom_disaster_r.pdf) refers to the Australian Workers Union asking for an inspection at Wittenoom in May 1948. A diesel engine was stopped because of diesel emissions in the mine. It was subsequently found the air filter on the engine was clogged with dust. It is not clear whether this diesel engine was fitted to a locomotive.

In 1950 the Wittenoom mine was a small operation, producing only 21,000 tons of ore for the year. The ore transport in 1951 is described in *Mining Methods in Australia* (AusIMM, 1953, pp 121-129):

The ore is loaded through arc doors at the chutes into 66 cu ft bottom dump cars and transferred to the treatment plant ore bin by 7 ton battery locomotives. The dumping doors on the trucks are automatically opened and closed by trips arranged over the bin. Locomotives are charged at a locomotive stall within the mine.

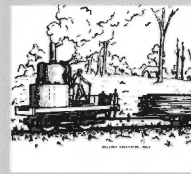
There is no reference to a diesel locomotive. The operator at this time was Australian Blue Asbestos Ltd, which I understand was a subsidiary of the Colonial Sugar Refining Co Ltd.

The Batty Library photograph 003891D published in *Light Railways* is part of photographic collection BA 875 (BA 875/69), taken to publicise Western Australia and West Australian products. A hard copy of the collection shows the period covered is 1950 to the 1960s. Another photo from Wittenoom (BA 875/70) shows two persons underground in a scene that appears to be from the 1960s rather than the 1950s.

A cursory search of the Reports of the Department of Mines WA annual reports from 1950 to 1966 did not show any reference to a diesel locomotive. The 1966 report showed that the Wittenoom mine produced 235,289 tons of ore for 11,465 tons of asbestos fibre in that year. Ore breaking ceased on 7 December 1966; the mine closed at the end of the year and was sold to Hancock and Wright.

It is possible that the photo of the diesel locomotive may have been taken at a later date than 1950, and a locomotive of this apparent size may have been required for the mine production rate in 1950.

Tony Weston
Victoria



LRRSA NEWS

MEETINGS

ADELAIDE: "Christmas Film Show"

The 2008 Christmas Meeting will be a Film Evening at the Oaks Theatre.

Please bring a plate of supper and a bottle of drink.

Location: Contact Arnold Lockyer on (08) 8296 9488 for details.

Date: Thursday 4 December at 7.30pm.

BRISBANE: Mike Loveday Trophy

Photo/slide Competition, 3x of each per person for the Mike Loveday Trophy.

Bring a plate of Christmas goodies for our breakup.

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 12 December at 7.30pm. Entry from 7pm.

MELBOURNE: Puffing Billy Locomotive Workshops visit

For this meeting only we will not be at Ashburton, but at the Puffing Billy Locomotive Workshops at Belgrave. If you can get there by 6.30 pm join us in a barbecue provided by the workshops.

At 7.30 pm an inspection of the workshops will commence, where amongst other things there is much to see on the restoration of Climax locomotive No.1694.

Location: Puffing Billy Locomotive Workshops, Ferguson Street, Belgrave, (Parking is available in Volunteers and Members carpark in Old Monbulk Road).

Date: Thursday, 11 December 2008 at 6.30 pm (for barbecue) 7.30 pm (workshops inspection)

SYDNEY:

The NSW Division's next meeting will take place in February 2009.

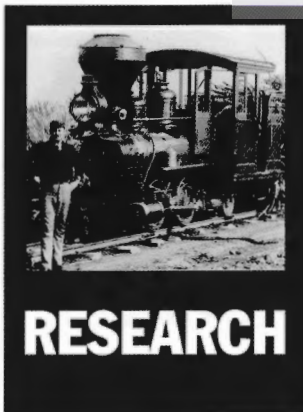
See the February issue of *Light Railways* for details, or contact Jeff Moonie, on (02) 4753 6302.

MEMBERS' ADS

Correction to advertisement on page 30 of LR 203 October 2008.

The correct web address for Photo Xplorer photo cataloguing software is:

http://people.mail2me.com.au/~bob_emson



National Library of Australia newspaper digitisation

The NLA project to digitise major newspaper from each state and territory reported in LR 200 (p.33) is making good progress and a number of our readers have reported interesting finds of material in old newspapers relating to light railways. The website <http://ndpbeta.nla.gov.au> – is well laid out and provides access to at least one major newspaper in each state and territory. A neat graph on the reference page for each newspaper provides the periods for which issues of that paper are available on line. Scans of each page of a particular issue can be directly accessed and zoomed up to a convenient reading size, while a left-hand tab highlights the articles on that page in a summarised form that links to a full electronically translated text. The valuable text search function is constrained by the accuracy of the electronic translation, which may jumble text on faded pages, so patience and persistence are needed when searching for items that feature your favourite railway subject. The articles can be printed out, saved as a PDF or saved as an image. There is also a facility to tag articles of particular interest to yourself and others with similar interests. Note, the separate project to digitise the *Sydney Morning Herald* and make it available on line is not available on the website listed above.

By late October, John Browning and Phil Rickard had tagged 152 items of interest to *Light Railways* readers with 'LRRSA' being used as a generic marker, plus some other experimental tags. Their intention is to make it much easier for anyone to find articles that have already been identified as of relevance to others. Feedback

from readers on this process and possible improvements to the identification is welcome, and anyone researching the site is invited to add tags to items they consider of to be relevance to other light railway researchers.

Hynde Family Photograph Collection

The Lithgow Library Learning Centre is the new home for the 'Hynde Family Photograph Collection' of approximately 200 historical photographs depicting various shale mining communities, including those in the Lithgow area. These photographs have been in the safe care of Sarah and Paul Szacsavay and the Hornsby Kuring-gai Family History Society for the past 20 years.

Few of the photos carried identification and while many were of people and groups, a substantial number were of places identifiable as shale mining communities and Lithgow. Sarah therefore contacted Leonie Knapman, the local historian who has undertaken extensive research into shale mining communities in New South Wales. Leonie was able to identify many of the people and places and scanned all the images so they could be used for exhibition.

Sarah resolved that the collection should be archived in a place where their value would be appreciated and where they will be preserved and made freely available for future research. Based on these criteria, she selected the Lithgow Library Learning Centre as the perfect home for the Hynde Family Photograph Collection. The photos will be displayed in the Library and everyone is invited to take a look at these wonderful reminders of Lithgow's history.

Lithgow Mercury, 20 September 2008, via Barry Blair

Coming Events

DECEMBER 2008

4-8 Kerrisdale Mountain Railway & Museum, VIC. This scenic narrow gauge railway and steam museum is open to the public from 1000-1700 Thursday to Monday and public holidays (see Page 28). Information, phone (03) 5797 0227 or website: www.kerrisdalemtnrailway.com.au.

6 Puffing Billy Railway, Belgrave, VIC. Santa Special train departing Belgrave at 11.05am. Also on 13 and 20 December, together with Santa's Sunset Special train departing Belgrave at 5.10pm on 13 December. Bookings: (03) 9757 0700.

6-7 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.

7 Wee Georgie Wood Steam Railway, Tullah, TAS: Narrow gauge steam train operations with locomotive *WEE GEORGIE WOOD*, 1000-1600. Also on 13-14, 27-28 December. Information, Graham and Nancy on (03) 6473 1372 or 0417 142 724.

7 Australian Sugar Cane Railway, Bundaberg, QLD: The ASCR operates narrow gauge trains in the Botanic Gardens every Sunday, public holidays and Wednesdays during school holidays from 1000-1600. Sunday services are normally operated with steam locomotives, although services may be diesel-hauled for operational reasons. Information: (07) 4152 6609 on operating days.

13-14 Alexandra Timber Tramway, VIC. Narrow gauge train operations with market and diesel trains on Saturday and steam on Sunday 1000-1545. Note: no services on 28 December. Information: Bryan 0407 509 380 or Peter 0407 537 837.

20 Cobdogla Irrigation Museum, SA. Experience a twilight narrow gauge train ride behind a diesel locomotive. The Humphrey steam pump will be operating and a sausage sizzle, drinks, ice creams and souvineers are available. Phone (08) 8588 2323.

JANUARY 2009

10-11 Alexandra Timber Tramway, VIC. Narrow gauge train operations with petrol-powered locomotives for the Saturday Market and steam on Sunday, 1000-1545. Also steam trains on 25-26 January. Information: Bryan 0407 509 380 or Peter 0407 537 837.

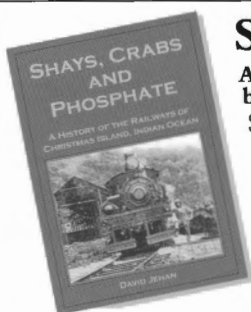
24-25 Wee Georgie Wood Steam Railway, Tullah, TAS: Narrow gauge steam train operations with locomotive *WEE GEORGIE WOOD*, 1000-1600. Information, Graham and Nancy on (03) 6473 1372 or 0417 142 724.

FEBRUARY 2009

1 Wee Georgie Wood Steam Railway, Tullah, TAS: Narrow gauge steam train operations with locomotive *WEE GEORGIE WOOD*, 1000-1600. Also on **21-22 and 28 February-1 March.** Information, Graham and Nancy on (03) 6473 1372 or 0417 142 724.

7-8 Alexandra Timber Tramway, VIC. Narrow gauge train operations with petrol-powered locomotives for the Saturday Market and steam on Sunday, 1000-1545. Also diesel hauled trains on 22 February. Information: Bryan 0407 509 380 or Peter 0407 537 837.

Note: Please send information on coming events to Bob McKillop – rfmckillop@bigpond.com - or the Editor, *Light Railways*, PO Box 674, St Ives NSW 2075. The deadline for the February issue is 31 December.



ISBN 978-0-909340-45-2

Shays, Crabs and Phosphate

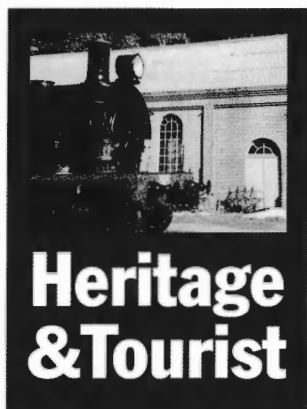
A History of the Railways of Christmas Island, Indian Ocean by David Jehan

Shays, Crabs and Phosphate is the latest book to be published by the Light Railway Research Society of Australia. It describes the 2ft and standard gauge railways of Christmas Island, which had an amazing variety of steam and internal-combustion locos from five countries.

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.

May be purchased on line at <http://www.lrrsa.org.au> or write to LRRSA Sales, PO Box 21, SURREY HILLS 3127



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

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

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

NEWS

Queensland

DURUNDUR RAILWAY, Woodford 610mm gauge **Australian Narrow Gauge Railway Museum Society**

With its annual boiler inspection scheduled for August, work was undertaken mid-year to replace the studs for the water gauge fittings on the backhead of the boiler of Bundaberg Foundry 0-6-2T *BUNDY 5* (5 of 1952) in response to a recommendation by the boiler inspector following the 2007 inspection. During lightup for the running day on 17 August a leak was found around the seal weld in one of the stays on the back of the firebox. Contact was made with the inspector, who recommended that the steam loco be shut down, and the ex-Marian Mill 4wDM *GEMCO* (George Moss 1965) was used instead. The annual boiler inspection was made the following weekend, which found the boiler to be in good conditions and procedures were laid down to repair the weld leak. With two groups visiting the Durundur Railway on 17 August, it had one of its busiest days of recent years, so there was some disappointment that steam was not available, but everyone agreed that safety came first. As with other groups, ANGRMS report that high fuel prices, coupled with

school holidays and rainy days, have reduced patronage on the railway during normal running days, although special charters and bus groups have helped to maintain average income. With the centenary of the opening of the Caboolture to Woodford section of the former QR branch line scheduled in December 2009, ANGRMS has a goal of opening the new Storybook Station to coincide with this event.

Durundur Railway Bulletin,
No. 294, September 2008

New South Wales

BROADMEADOW ROUNDHOUSE, Newcastle 1435mm gauge **Broadmeadow Locomotive Depot Inc.**

This group promotes the conservation, education and reuse of this major NSW Railways locomotive depot site, which incorporates the 1948 roundhouse. As reported below, the former J&A Brown Richmond Vale Railway 0-6-0ST No. 4 (Kitson 1620 of 1870) was among a train of locomotives and rolling stock transferred from the Thirlmere Rail Heritage Centre to the Broadmeadow Locomotive Depot on Sunday 31 August. The locomotive was originally imported by J Alger & Son, the contractor for the Wingen-Murrurundi section of the Great Northern Railway. Following completion of this work, it became 20N on the GNR in 1872 where it worked until 1891, when it was sold to J&A Brown for their Richmond Vale Railway (see LR 173 cover). It is the oldest remaining locomotive that worked on the GNR and the plan is for it to be placed on permanent loan with the Newcastle Regional Museum, which is scheduled to reopen at its new home in the former Honeysuckle Railway Workshops in 2010. No. 4 had been recently painted by volunteers at the museum and its good condition stood out as it was pushed back onto its storage road at the depot.

Rod Caldwell, 09/08; Editor

LAKE MACQUARIE LIGHT RAIL, Toronto 610mm gauge **Grahame Swanson**

As reported below, the former Goondah-Burrinjuck Railway 0-4-0T locomotive *JACK* (Krauss 6063 of

1908) arrived at the LMLR from the NSW RTM Thirlmere on Wednesday 24 September. Because the loco's axles and wheels had not operated for decades, the track was greased to allow the locomotive, once placed on the rail by a mobile crane, to be slid into the shed using volunteer labour and a chain block connected to a heavy object, the ex-Mourilyan Mill 0-4-2T No. 7 (Perry Eng. 2714.51.1 of 1951) standing at the rear of shed road 1. It was noted on arrival that both of the driver's side Stephenson lifting links are stamped with the builder's number '5870', indicating that they were originally fitted to the locomotive *ROBIN*. It is understood that these markings had been noted when *JACK* was at Farleigh sugar mill in Queensland. The major restoration task of returning it to working order commenced the following Tuesday, with the initial task being to jack the loco up, drop the wheels and remove the coupling rods in order to rehabilitate them to free-running condition. Work will then commence on removal of the side-tanks and boiler cladding to determine the external condition of the boiler barrel. In recognition of the affection with which the locomotive is held, the group is also committed to making *JACK* available for special NSWRTM members' events at the railway.

Two well-known British narrow gauge and industrial railway enthusiasts, Mike Swift (former editor of *Narrow Gauge*) and Ken Plant (former editor of *Industrial Railway Record*), were guests at the members' running day on Sunday 26 October. In addition to an inspection of the locomotive shed and *JACK*, and enjoyed rides with two trains operating on the mainline: ex-Fairymead Sugar Mill 0-4-2T No. 1 (Baldwin LW 10533 of 1889) hauling the 'Megalong' carriage, fire unit and the 'pie cart' guard's van, while ex-North Eton Mill 0-6-2T No. 7 (Perry Eng. 6634.52.1 of 1952) was in charge of the 'Commissioner's Carriage'. LMLR is a group of narrow-gauge enthusiasts and experienced steam engineers who are financing the restoration of *JACK* to operating condition. It is home to its own and visiting locomotives and rollingstock that are maintained and operated by

volunteer members. The LMLR welcomes new volunteers. For further information, including updates on *JACK's* restoration, please check the LMLR website at: <http://www.lmlr.org.au>

Colin McDonald, 10/08; Editor

THIRLMERE RAIL HERITAGE CENTRE

NSW Rail Transport Museum

The major reconstruction and upgrading program for the museum and workshop area at Thirlmere has resulted in a number of heritage locomotives and rolling stock items being moved off site to make room for the construction work. These movements have involved two locomotives of relevance to *Light Railways*. The first was the inclusion of the former J&A Brown Richmond Vale Railway 0-6-0ST No. 4 in a train of locomotives and rolling stock moved from Thirlmere to Chullora (and subsequently to Broadmeadow, see above) on 29 August.

The second movement involved the former Goondah-Burrinjuck Railway 610mm gauge 0-4-0T locomotive *JACK*. As reported in LR 198 (p. 25), this loco which had been on display at the museum entrance with the nameplate *ARCHIE* but is in fact *JACK* (Krauss 6063 of 1908), while the loco on display at the Burrinjuck State Waters Park is the real *ARCHIE*, (Krauss 5945 of 1907).

JACK had been plinthed outdoors at Enfield for two years and subsequently at Thirlmere for another 33 years. In 2006 the RTM Exhibits Management Group (EMG) was approached by the Lake Macquarie Light Rail (LMLR) group with an informal proposal for the locomotive to be loaned to the LMLR with a view to restoring it to operating condition for use on their 610mm gauge line. The LMLR group was invited to carry out a thorough examination of the locomotive at Thirlmere in 2007, which showed that while *JACK* had deteriorated from extended exposure to the elements, a 'ground up' operational restoration would be achievable. In addition, redevelopment of the Thirlmere site meant that the locomotive would have to be moved and placed in storage to allow construction of the major exhibits building.

Accordingly, the EMG recommended

Heritage & Tourist

to the RTM board that *JACK* be loaned to the LMLR for a period of 20 years, with the proviso that the condition and operation of the locomotive will be reviewed after 10 years for the loan to proceed for a further five years when a second review will be undertaken for the loan to continue for the final five years. The loan agreement also covers two 610mm gauge mine skips recovered from the former Corrimal Colliery that will be restored by the LMLR.

NSWRM Roundhouse,
August 2008, p.24.

WOLGAN VALLEY RAILWAY RAIL TRAIL

Friends of the Wolgan Valley Railway

While an 11km section of the former Wolgan Valley Railway (WVR) from Newnes Junction to the oil shale works at Newnes has been promoted for some time as a Heritage Trail, a more ambitious project to preserve the WVR corridor by opening up the whole of the 51km right of way as a cycling and walking trail was scheduled to be launched at the 'Celebrate Lithgow' event on 29-30 November 2008. A working party has been set up as a committee of Lithgow City Council, with membership comprising the Friends of the Wolgan Valley Railway, NSW State Forests, NSW Parks & Wildlife, the Zig Zag Railway and Hanson Sand Mining, to work through the issues and develop a concept plan for the Rail Trail. Strong interest has been expressed by Federal and State politicians.

The proposal seeks to reclaim various sidings and points of interest along the rail corridor, establish picnic and camping areas at appropriate locations, undertake major repairs to embankments and tunnels and to establish an interpretative centre around the area of Newnes station to tell the story of the oil shale works and the railway, including its giant Shay locomotives. This would ensure that the trackbed, items of rolling stock and the remnants of the Shay locomotives are collected, conserved and

protected. *Light Railways* will bring you further information on this project as it comes to hand.

Michael Wilson, 10/08

Victoria

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

After fourteen months out of service with failed boiler tubes, John Fowler 11885 of 1909 was finally ready for a steam test on Saturday 13 September 2008. A fire was lit in the boiler just before 4 pm and by 7 pm the pressure was sitting on 75psi and the boiler was steam tight – not a trace of even a slight fizzle from one of the seventy-seven new tubes. The locomotive was then oiled around and, to the delight of the assembled volunteers, the old girl moved backwards and forwards a few yards under her own steam. On Sunday morning the fire was re-lit, steam was raised, and lubrication checked. By 10.30 am, the Fowler was at her appointed place at the head of the train for an 'in-service' test for the remainder of the day.

For the occasion, the locomotive was fitted with a temporary 'stove-pipe; funnel while the decorative brass cap was turned from the casting delivered by the foundry. During the re-build the locomotive was turned to face in the same direction as the internal combustion locomotives, which will save re-marshalling the train so often. The safety valves had been set at 75psi for some years because of the poor condition of the tubes, but they have now been reset for 100psi (the boiler is certified for 150psi).

Peter Evans, 9/08

COAL CREEK BUSH TRAMWAY 610mm gauge

South Gippsland Shire Council
This narrow gauge steam railway, which closed in 2006 for refurbishment of the site (LR 195, p. 28), reopened in early 2008 as part of the Coal Creek Community Park and Museum, a community park that showcases the fascinating history and priceless memorabilia of the area in its museum. Ex-Queensland canefield 0-6-2T *COUNT STRZELECKI* (Bundaberg Foundry 7 of 1952) was reported to be operating in

mid-February 2008. By March 2008 the park was open 5 days a week (closed Tuesday and Wednesday) from 10am to 4.30pm with free entry. The Bush Tramway operates on weekends and public holidays and the train fare is \$5 per passenger.

A visitor on Sunday 5 October found the train operating at around 20 minute intervals with the Hudson Hunslet 4wDM (B/N 4582 of 1955) obtained from the Illawarra Light Railway Museum Society as the operating locomotive. The steam locomotive *COUNT STRZELECKI* shares these duties, but there is no fixed schedule for steam and diesel operating days. Additional information can be obtained on (03) 5655 1811.

Editor; Ian Cutter, 10/08

KERRISDALE MOUNTAIN RAILWAY 610mm gauge Kerrisdale Mountain Railway Inc.

Updating the report in LR 199 (p. 27), the KMR notched up 12 months of public operation in October 2008. Andrew and Jennifer Forbes have been delighted in the response to their little tourist railway by all sectors of the community. The Summit Station precinct now features a passing loop, station platform and shelter, with a 'Darjeelingsque curve'. It has been laid out with an open air museum and native garden, with the artefacts on display relating to local railway history and/or rail-type vehicles used in mining or tunnelling in the local area from the 1870s. They include a MMBW 'Tumbling Tom' used on what must have been their first tunnelling project, which has been preserved and displayed on 'original rails'.

In response to bookings by larger groups, the KMR is currently building a semi-open toastrack carriage to augment capacity. This carriage follows the same design as the earlier open toastrack car, but features independent Timken roller-bearing axle hubs to minimise curve friction and flange/rail wear. The new carriage, to be No 7 on the KMR roster, will feature a canvas roof with quick-attach weather blinds available when necessary. The existing toastrack car (OTR 802) will be retro-fitted with the same canvas roof and blinds so as to

make both carriages readily available in all weather. They will operate as a consist behind 4wDM KMR No. 2 (Malcolm Moore 1039 of 1943). Andrew Forbes, 10/08

**RED CLIFFS HISTORICAL
STEAM RAILWAY** 610mm gauge
Our last report on the RCHS since February 2006 (LR 187, p. 28) highlighted the enthusiastic and welcoming team that has kept this volunteer heritage railway running smoothly. Unfortunately the railway was recently in the news for the wrong reasons when thieves prevented the line's star attraction, Kerr Stuart 0-4-2T *LUKEE* (B/N 742 of 1901), from operating the first train on Sunday 5 October. Mel Hopkins, the society president, arrived at the depot at the Calder Highway and Millewa Road junction at 7.15am to find that thieves had stolen the two pressure pumps that supply water for the locomotive, toilets and other facilities.

The ex-Racecourse Mill 2-2wDM (EM Baldwin 6/2612.1.11.68 of 1968), now named *HARRY*, was used to operate the first train of the day while other arrangements were put in place to water *LUKEE* and fire the locomotive for subsequent runs. The local newspaper reported the story under the heading 'Train runs out of puff', quoting Mel Hopkins and society secretary Chandler as being 'fired up' over the incident. Mel stated that the society had also been subjected to a similar theft a few years ago.

Sunrasia Daily, 6 October
2008, via Barry Blair

PUFFING BILLY RAILWAY

762mm gauge

Emerald Tourist Railway Board

The PBR has introduced a 'Steam & Cuisine' luncheon train over the full length of the line from Belgrave to Gembrook, departing at 11.30am and arriving at Gembrook at 1.30pm. A three-course meal is served on the train and a liquor service featuring local wines is available. A complimentary bus departs Gembrook at 2pm to return passengers to Belgrave by 2.30pm. The return 'Devonshire Journey' train departs Gembrook at 2.45pm and arrives back at Belgrave at 4.37pm. The complimentary bus to meet this train departs Belgrave at 1.30pm. PBR website

Tasmania

IDA BAY RAILWAY

610mm gauge
Adding to the report in LR 203 (p. 29), steady progress continues to be made with restoration of the former Ida Bay Railway 4wPM rail motor by John and Terry Donnelly. This unusual vehicle, which comprised a drivers cab and small trailer, was used for transporting workers to the quarry and for carrying bush walkers to Mount Primrose. In mid-October 2008, the reconditioned motor had been fitted into the frame, the chain sprockets and chains had been fitted together with the radiator and front windscreen, and the fuel tank and lines were connected. Following running of the motor and testing in forward and reverse, final fitout was to commence. It is hoped to complete restoration of the rail motor by the end of the year. James Shugg, 10/08

WEE GEORGE WOOD RAILWAY, Tullah 610mm gauge Wee George Wood Steam Railway Inc.

This small preservation group experienced a number of challenges during the 2008 winter off-season, including mechanical

problems with their steam locomotive, completion of rail regulation compliance documentation and the demise of its website provider. The Tullah community responded to the cause, enabling the mechanical problems with 0-4-0WT *WEE GEORGIE WOOD* (J Fowler 16203 of 1924) to be rectified and rail accreditation to be finalised. Steam operations resumed on 28 September and the 2008-2009 steam operating season has been extended to late May 2009. A temporary webpage with contact details was established at <http://www.tullah.org/wgw/> pending new arrangements with an alternative service provider. Editor, 10/08

South Australia

NATIONAL RAILWAY MUSEUM, Port Adelaide

Various gauges
Former Port Pirie smelters industrial 0-6-0T locomotive *PERRONE* (Andrew Barclay 1545 of 1919), back in action after an overhaul, clocked up 200km hauling trains with some 8500 passengers on the 1067mm gauge track over the 9 days of the Thomas event at the museum in

July. On the 457mm gauge miniature railway, steam locomotives *BUB* and *BILL* were busy hauling some 12,000 passengers during the event. Former Qunaba Sugar Mill 0-6-2T *SKIPPER* (Perry Engineering 1850.46.1 of 1946) was noted freshly painted and standing on a section of 610/1067mm dual gauge track. This locomotive had been displayed on the former SAR locomotive transporter wagon WL8200 for most of the period since its transfer to the Port Adelaide museum site in January 1989.

Catch Point, No. 187,
September 2008

Western Australia

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

Ex-South African Railways NG15 Class 2-8-2 No. 123 (Anglo Franco Belge 2670 of 1951) undertook its first run over the entire BBR track for 13 years hauling a special charter for the Hornby Collectors Association of Australia on the evening of Friday 19 September. The Association was holding its first ever AGM in Perth and the

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opportunity to run over the loop track was made possible by the massive track upgrading program undertaken during 2008. Unfortunately repairs to a blown superheater made 123 unavailable for service on the big FOTTE event on Sunday 21 September, although it eventually made a run to Whiteman Village Junction station, where it was admired by visitors on platform 2.

That was a minor problem compared with the impact of atrocious weather on the Thomas day. The heavens opened around 10.30am and conditions remained bleak all day – a fire was even lit in the ticket office to keep people warm. Trains were operated by 4wDM PW 27 (Gemco-Funkey 1963) and 4wDM Planet No. 1 (FC Hibberd 2150 of 1938) top-and-tail between Whiteman Village Junction and Mussel Pool, while 0-6-0DM *ROSALIE* (John Fowler 411019/1950) and 4wDH *ASHLEY* (Kless Engineering 1986) operated trains on the Bushland Loop. *ASHLEY* blew a front transmission

RICHMOND MAIN HERITAGE PARK, Kurri Kurri 1435mm gauge

Richmond Vale Preservation Cooperative Society Ltd

The latest non-air coal hopper wagon to be restored by the RVR team is No.1080, a timber underframe wagon built for the Australian Agricultural Company (AACo) sometime around 1913 for use by their Hebburn Colliery at Weston. As built it was painted in red oxide and carried 'A.A. Co. Hebburn' markings along with a Maltese cross which designated it was a 10-ton capacity wagon. With the formation of Hebburn Ltd in 1918 the AACo markings were slowly phased out as the wagons were repaired and repainted with 'Hebburn' markings. As the timber in the hopper was badly rotted, the first step in the restoration was the replacement of the two top boards before the hopper was removed from the frame. The hopper was then lifted and placed on the ground to allow work to proceed on both hopper and frame. Although the frame was generally in sound condition, most of the bolts were either loose or badly rusted, resulting in sagging on the springs and at the headstocks and buffers. The frame was jacked and levelled, then all the bolts were tightened up or replaced. A rotted section of the frame was then cut and out and a new section spliced in prior to painting. The hopper was painted and then a long disappeared identifying code was painted on, 'A.A. Co Hebburn' with the Maltese Cross.

The restoration, completed on 13 September, took over 50 litres of paint, 90 metres of 260mm by 60mm boards, 248 90mm by 12mm bolts, 31 bolts ranging from 150 to 400mm long by up to 40mm thick, and over 310 man hours of volunteer labour. Graham Black, 10/08



Above left: The AA Coy non-air coal hopper wagon at the commencement of the restoration project. Above right: The finished wagon painted and lettered, ready for service. Photos: Graham Black

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hose around midday and was taken out of service. While attendance was down due to the weather, some 900 people braved the elements and WALPRA was able to cover its costs for the day. During the October school holidays trains operated every day, with PW 27 WYNDHAM hauling a four-carriage set. Work continues to return 0-4-2T BT1 (Perry Eng 8967.39.1 of 1939) to service for the 2009 steam season and NG15 123 has been withdrawn from service in order to make an early start on its summer maintenance schedule.

BBR Newsletter,
October 2008; BBR website

KAMBALDA TOURIST INFORMATION CENTRE

762mm gauge

A display of a narrow gauge underground mine train outside this centre has not previously been reported in *Light Railways*. The well-presented train comprised a 4wBE locomotive (believed to be a 3½ ton unit by Clayton Equipment, probably supplied to Western Mining), Gramby car and EIMCO 12B bogger.

Bill Hanks, 10/08; Bob Davill, 10/08

Overseas

WELSH HIGHLAND RAILWAY,

United Kingdom 597mm gauge Garratt locomotives of all shapes and sizes were on show at the WHR Garratt Fifty Gala event on 5-7 September 2008. The event was a celebration of WHR ex-SAR Garratt locomotives 138, 140 and 143, with the focus on 143 as the only one in service, but all up some 65 intact Garratt loco-motives were counted at the gala.

The world's first Garratt locomotive, the 0-4-0+0-4-0 K1 built for the Tasmanian Government Railways (Beyer Peacock 5292 of 1909) was in action along with 143 and there were replicas operating on smaller gauge tracks in Dinas yard, including the ex-Bush Mill 457mm gauge replica (see below) and a 184mm gauge live steam K1 model built by John Milner and based at the Kyre Valley Railway. The latter track



Graeme Belbin's ex-Fairymead Sugar Mill 0-4-2T No. 1 (Baldwin LW 10533 of 1889) and the 'Megalong' carriage take a breather during the Lake Macquarie Light Rail members' day on Sunday 26 October 2008. Photo: Bob McKillop



The former Goondah-Burrinjuck locomotive JACK departs Thirlmere for its new home at the Lake Macquarie Light Rail at Toronto on 29 August. Photo: Colin McDonald



0-6-0T John Fowler 11885 of 1909 undertakes its successful in-service test run at the Alexandra Timber Tramway on Sunday 14 September 2008. Note the temporary 'stove-pipe' funnel. Photo: Peter Evans

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also featuring a model of an East African 4-8-2+2-8-4 59 Class Garratt. Garratts also operated on the 16mm Garratt Owners & Operators Association's live steam layout, while a marquee featured model and miniature Garratts in gauges from 00 to 184mm.

Ben Fisher, WHR webpage

PRESTON SERVICES,

Preston, Kent, UK 457mm gauge
The ex-Bush Mill replica of the TGR 0-4-0+0-4-0 Garratt locomotive K1 previously reported as being at the Perrygrove Railway where it was fully overhauled (LR 196, p. 39) was noted as advertised for sale on the Preston Services website in October 2008. This firm, which supplies steam engines, spares and services, lists an amazing array of steam engines and spares on its website, including a number of narrow gauge steam locomotives. The K1 listing notes that it has a new boiler certificate.

via Bruce Belbin, 10/08

TACOT DES LACS, Grez-sur-

Loing, France 600mm gauge
The former Fairymead Sugar Mill (and ex-Penrhyn Quarry) 2-6-2T locomotive *FELIN-HEN* (Baldwin Locomotive Works 46828 of 1917) was steam tested in early September 2008 following an extensive restoration on its return to France from Australia. It was built by the famous Philadelphia firm for service in France during the First World War. Following the war, *FELIN-HEN* became one of three such locomotives purchased by Penrhyn Quarry in 1924, but was withdrawn after just three years service. The locomotive was exported to Australia in 1940 and worked at the Fairymead Sugar Mill until 1965. *FELIN-HEN* was placed on static display in South Bundaberg in 1969, then went to the Bundaberg Tramway Preservation Society (now the Australian Sugar Cane Railway) for restoration in 1978. It was purchased by Patrick Mourot, the owner of the *Tacot des Lacs* railway, and exported to France in July 2002.

Penrhyn Quarry website via John Browning, 5 Sep 2008



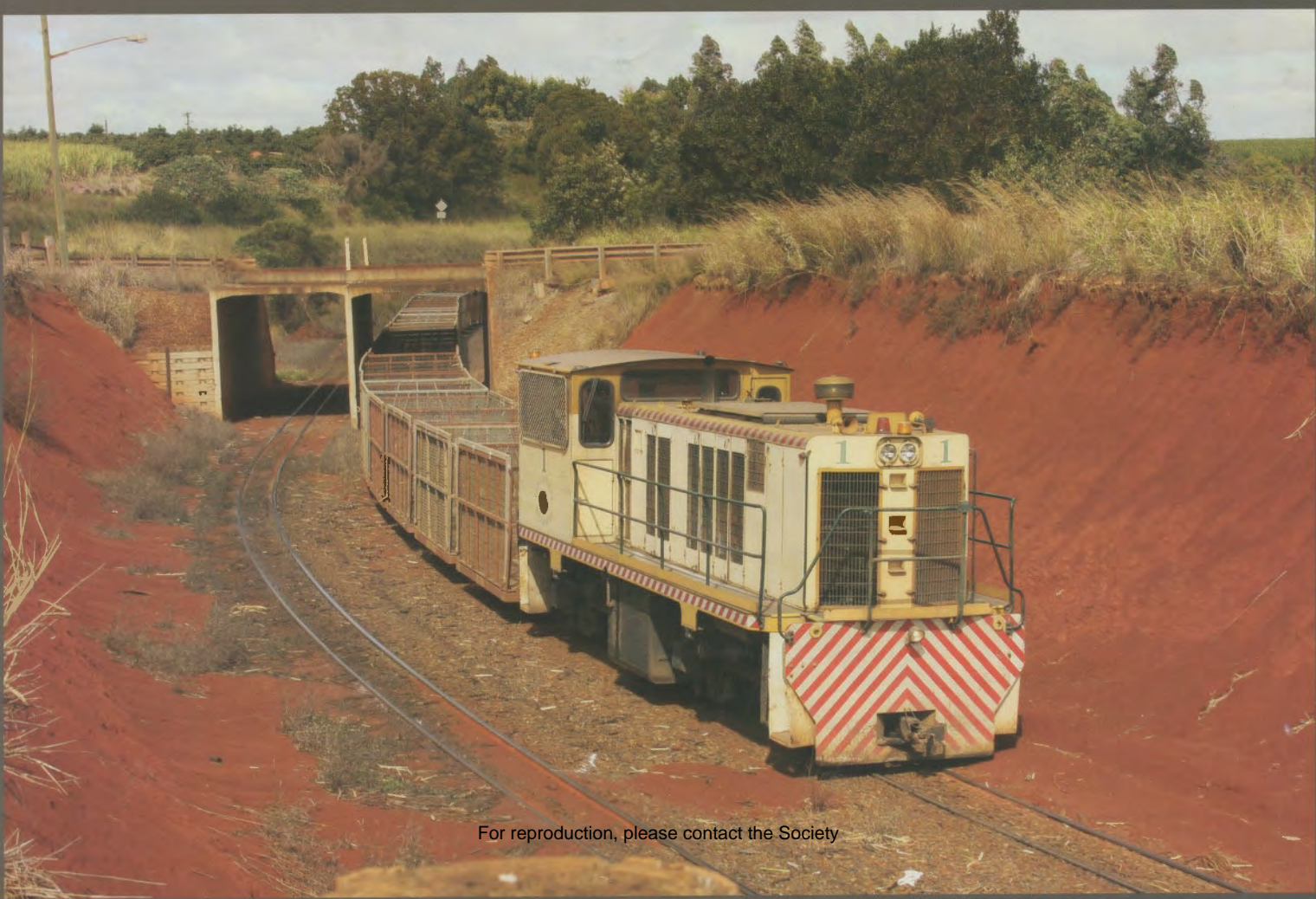
Bill Hanks photographed this display of underground mining railway items on static display at the Kambalda Tourist Information Centre in October 2008. The 762mm gauge Clayton 4wBE locomotive, Gramby car and EIMCO 12B bogger are believed to have come from the Western Mining Corporation.



The former Lune River Railway rail motor being restored by John and Terry Donnelly had reached this stage when photographed by John in October 2008.



NG15 2-8-2 No. 123 (Anglo Franco Belge 2670 of 1951) hauled a special charter train over the Bennett Brook Railway on 19 September. Neil Blinco photographed the train in evening light at Whiteman Village Junction.



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