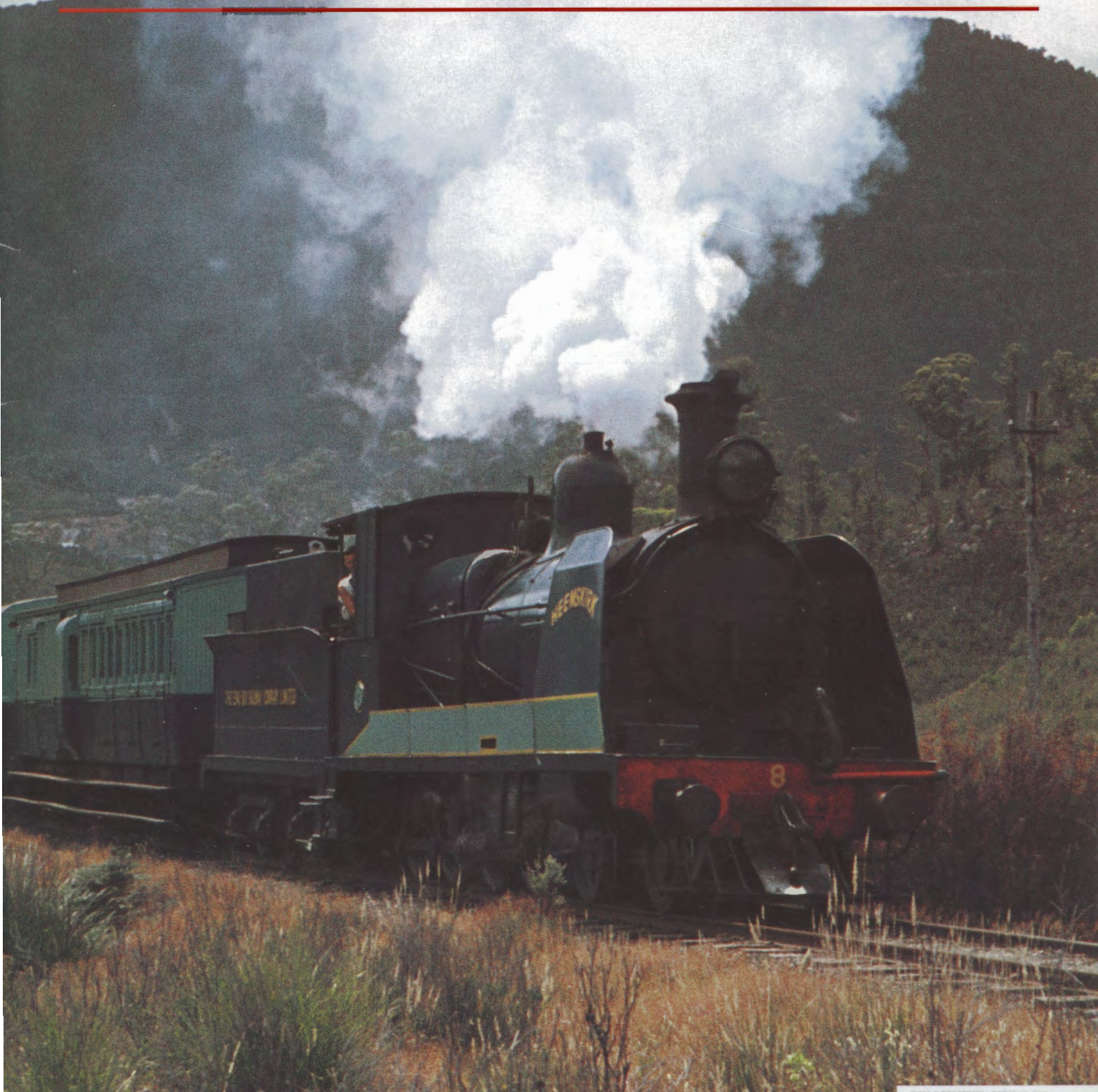


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Conversions:

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

Selling railway equipment to the rapidly developing colonial world of the 19th century was a highly competitive business. British, French, German and American manufacturers, in particular, sought markets for their products not only within their own national sphere of interest. The well-travelled Robert Fowler, nephew of John Fowler, is said to have sold equipment into the Kingdom of Hawaii with a deal struck during a poker game with Kalakaua, the reigning monarch.

Fowler's main European rival, the French firm Decauville, was keen to get a foothold in the Anglophile market of Australia. How they succeeded is told in John Browning's fascinating article, which begins opposite.

Ron Preston's piece on the locomotives of Corrimal Coal & Coke brought back many happy memories for me. As a young narrow-gauge enthusiast visiting there for the first time, in 1964, I felt as if I'd been transported to an enchanted kingdom! It's good to know that so many of CC&C's locomotives have survived. *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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Material is accepted for publication in *Light Railways* on the provision that the Society has the right to reprint, with acknowledgement, any material published in *Light Railways*, or include this material in other Society publications.

*The 3ft 6in gauge Emu Bay Railway, on Tasmania's west coast, effectively ceased to exist in May 1998, following its acquisition by 'main line' operator Tasrail Services Pty Ltd and subsequent integration into the larger Tasmanian system. Forty years ago, however, the EBR was fiercely independent and, although the 10-class diesels were by then on order, it was still mainly worked by steam power. In February 1963, eight months before steam bowed out, mainland enthusiast Peter Charrett visited the Apple Isle and recorded the following scenes: **Front Cover:** Blue-liveried 4-8-0 number 8 HEEMSKIRK (Dübs 3855 of 1900) is at the head of a short down West Coaster near Rosebery, 19 February 1963. **Upper Back Cover:** On the same day, PVH 21 (North British 27084 of 1954) is seen near Bulgobac with an ore train. The 530HP 0-8-0DH represented EBR's first foray into main line diesel power, but the experience was not a happy one. **Lower Back Cover:** The previous day, 4-8-2+2-8-4 Beyer-Garratt number 12 (Beyer Peacock 6580 of 1929), hauling an up goods train, has paused near 46-mile Siding to have its fire cleaned.*

ERRATUM LR 170: Several readers have pointed out that the crane locomotive shown on page 5 (lower) in LR 170, described as SHIFTER is in fact ESKBANK.



A raw sugar train at Baker's Creek, the railhead for Mackay, in 1883. PETIT BOURG is adjacent to the sugar shed and the debris of line construction is apparent. The paintwork of the Decauville tender still appears to be gleaming and the sugar has been carried on Decauville cane trucks. The locomotive's headlight is one "to kill for"! Photo: Noel Butlin Archives Centre, ANU. CSR Deposit 142/3649, p.66, Negative 6027

French Connection The CSR Decauville/Couillet Locomotives of 1883-5

by John Browning

Many visitors to the Paris *Exposition Universelle* in 1889 would have taken a ride on the 3.5km long 600mm gauge railway that ran along the banks of the River Seine from the main line railway station to the exhibition grounds. The line was installed and operated by the Decauville company, at the time the world's largest supplier of narrow gauge railway equipment. Five Mallet articulated locomotives operating on the line carried names publicising Decauville's most significant overseas exports, details of which were displayed prominently for visitors. One of the locomotives was *AUSTRALIE*, named for the company's success in supplying significant quantities of rail equipment to The Colonial Sugar Refining Company (CSR).¹ This article deals with the story of the six Decauville steam locomotives that were a significant part of the equipment supplied to CSR for use at its sugar mills in Queensland and Fiji between 1883 and 1885.

Origins

On 8 June, 1882, Edward Knox, the Sydney-based General Manager of CSR, wrote to Clement Van de Velde, the Australian representative of Société Decauville Aîné. Knox wished to order a complete set of tramline equipment - locomotives, rolling stock and track - from the Decauville company in France for the new sugar mill being planned for Homebush, near Mackay in Queensland. It was to be 2ft gauge because, as Knox stated, *we will have in another district in Queensland a tramway of the same gauge.*² This was clearly a reference to Victoria Mill, then under construction, for which Fowler equipment had been ordered. The first Fowler locomotive for Victoria Mill seems to have been despatched from Leeds the following month.³

Knox wanted the locomotives for Homebush to be the maximum weight possible for the 24lb/yard rail specified for the permanent tramline. Performance efficiency was a high priority because of the high wages paid to European locomotive drivers. He advised initially that two locomotives would be used in the first year of crushing, hauling 450 tons of cane each day to the mill during daylight hours. The locomotives would be used not only for cane haulage but also for the transport of bagged raw sugar from the mill to the railhead for Mackay at Bakers Creek. They would burn wood, and be fitted with spark arrestors. Only one tender was to be supplied, and it was emphasised that high speed running was not a requirement. The locomotives were to be completed by mid-December 1882 for delivery in Queensland by mid-April the following year, in plenty of time for the start of the mill's first crushing season.⁴

The initial order was subsequently increased to three 0-4-0T locomotives, still with only one tender. Later, an additional three Decauville locomotives were delivered to CSR for use at their Queensland and Fijian mills, apparently an order for two followed by an order for one. They all carried names, evidently engraved on rectangular brass plates: *PETIT BOURG* (the site of the Decauville works), *FIVES-LILLE* (a major French manufacturer of sugar mill machinery), *PANAMA* (where French engineers were using Decauville equipment in their efforts to build the trans-continental canal), *VAN DE VELDE* (Clement Van de Velde, agent for Decauville and Fives-Lille in Australia), *KIDD* (Hector Kidd, CSR's Inspecting Engineer) and *GENERAL GORDON* (hero of the British Empire killed in the Sudan at Khartoum, in January 1885).⁵ Van de Velde's choice of locomotive names to promote his agency products might have been acceptable to CSR, but his self-promotion was evidently not. *VAN DE VELDE* became *KNOX*, possibly on arrival and certainly by 1902. In addition to the names, numbers (3, 2, 4, 1, 5 & 6 respectively) appear in one version of the Decauville list, but these seem to make little sense and cannot be verified at present.⁶

Decauville B/n ⁷	Couillet B/n	Invoiced by Couillet	Type	Name as despatched
16	623	17/1/1883	0-4-0T	PETIT BOURG
17	624	17/1/1883	0-4-0T+T	FIVES-LILLE
18	686	2/5/1883	0-4-0T	PANAMA
24	737	7/5/1884	0-4-0T	VAN DE VELDE
25	736	7/5/1884	0-4-0T	KIDD
39	816	30/5/1885	0-4-0T	GENERAL GORDON

The remainder of the initial order for Homebush included ten miles of permanent line and seven miles of portable track, as well as 500 cane trucks and fifteen wagons of various kinds. Knox made it clear that *further orders would be placed in England or France according to the satisfaction afforded by the products concerned*.⁸ These were early days in the story of agricultural 2ft gauge railways, and in ordering locomotives from Decauville, Knox may have been concerned about the relatively small size of the Fowler locomotive with 5½ inch cylinders that was already on order for Victoria Mill.⁹ The Decauville locomotives, with 210mm diameter cylinders (approximately 8⅜ inches)¹⁰ were clearly of a size more suitable for the scale of operations Knox had in mind.

The order was clearly a most significant one for Decauville. The company had chosen 600mm gauge as its standard for narrow gauge locomotive haulage¹¹ but the large order of 610mm gauge equipment for Homebush was the first major one for the English-speaking world.¹² The initial order was so important that Emile, the brother of Paul Decauville, proprietor of the Decauville company, travelled to Mackay in 1883 to oversee its installation.¹³ Decauville was soon widely promoting its major sales, and with total purchases of 20 miles of permanent and 35 miles of portable track, CSR was one of its largest customers.¹⁴

Paul Decauville had recently pioneered the use of light railway equipment for agricultural and industrial use. He had established his workshops at Petit Bourg, just south of Paris,

and had become a prominent supplier of all kinds of narrow gauge railway equipment, licensing John Fowler to produce his design of portable railway track in 1878.¹⁵ Up until the late 1880s at least, all Decauville's locomotive construction appears to have been contracted out to established builders, mostly in Belgium.¹⁶ Between 1880 and 1887, the company commonly known as Couillet filled most of the orders, including the ones for CSR.¹⁷ The actual title of this builder was *Société Anonyme des Hautes Forneaux, Usines et Charbonnages de Marcinelle et Couillet*, situated just south of the city of Charleroi in the province of Hainault, southern Belgium.¹⁸ The locomotives were fitted with Decauville "builder's plates".

The very first Decauville locomotive was delivered for demonstration use in Paris in 1878. The first three for CSR were only the sixteenth, seventeenth and eighteenth on their list. At 6 tons empty (7½ tons in working order) they were the largest up to that time.¹⁹ Earlier, smaller, Decauville locomotives had been fitted with pannier-style side tanks that were mounted clear of the running plate and allowed ready access to the spring hangers and reversing gear. It appears that, to suit Knox's requirements, Decauville asked Couillet to prepare a larger and more powerful design. The result was a locomotive with full depth side tanks, similar to a 700mm gauge locomotive without a cab supplied by Couillet (622 of 1883) at about the same time to a mining company in Luxembourg. The four-wheeled tender supplied was also very similar to previous examples built by Couillet.²⁰ Dyer & Hodge describe the CSR locomotives as modified Decauville No.5 class with wheel diameter reduced to 600mm from 700mm to increase power.²¹

The locomotives gave good service to CSR. By reputation they were light on maintenance.²² Some at least received new boilers about 1900.²³ However, after about 30 years of service, problems began to emerge, to the evident surprise of the Head Office engineering staff.²⁴ Further new boilers extended the life of three of them, with the longest-lived notching up a total of 50 years in service, a remarkable achievement when



Couillet 622 of 1883 was a 700mm gauge locomotive supplied to an ironstone mine in Luxembourg and shared many similar features with the ones supplied to CSR for use in Queensland and Fiji. Photo: Emile Kreins collection courtesy Jean-Marie Otelé (<http://www.rail.lu/couillet.html>)



CSR records include this photograph of Decauville's eighth locomotive, PANGKA (Couillet 576 of 1882), a 5½ ton 600mm gauge locomotive, delivered to a sugar mill at Pangka in Java. Note that the locomotive has pannier-style tanks and that the cane is loaded on the trucks longitudinally. The neat building construction and manicured surroundings are in contrast with contemporary Queensland scenes.

Photo: Noel Butlin Archives Centre, ANU. CSR Deposit 142/3649, p.50, Negative 6018

considering the early stage of the development of 2ft gauge steam locomotives that they represented. It can confidently be said that they performed better and for longer than their Fowler contemporaries.

Some features of design and modification

A number of photographs taken at Homebush Mill show different locomotives running with the one Decauville tender, and others with small timber bodied tenders obviously converted from cane trucks. All these locomotives have conventional side tanks, not extending the full length of the smokebox, and with a slot just above the level of the running plate to provide clearance for part of the valve gear. It is reasonable to assume that this represents the design of at least the initial batch of three.²⁵

By contrast, in *Cane Train* Peter Dyer presented a drawing of KIDD showing a locomotive with pannier-type tanks, supported at the front by wing-like extensions to the smokebox front plate.²⁶ This type of tank was found on the two 761mm gauge locomotives supplied to the West Melbourne Gas Works in 1885 and 1890 (Decauville 43 & 90/Couillet 861 & 986). There is no doubt that this type of design was put to Knox for consideration because CSR records include a photograph of Decauville's eighth locomotive, a similar 5½ ton 600mm gauge locomotive (Couillet 576 of 1882) delivered to a sugar mill at Pangka in Java.²⁷

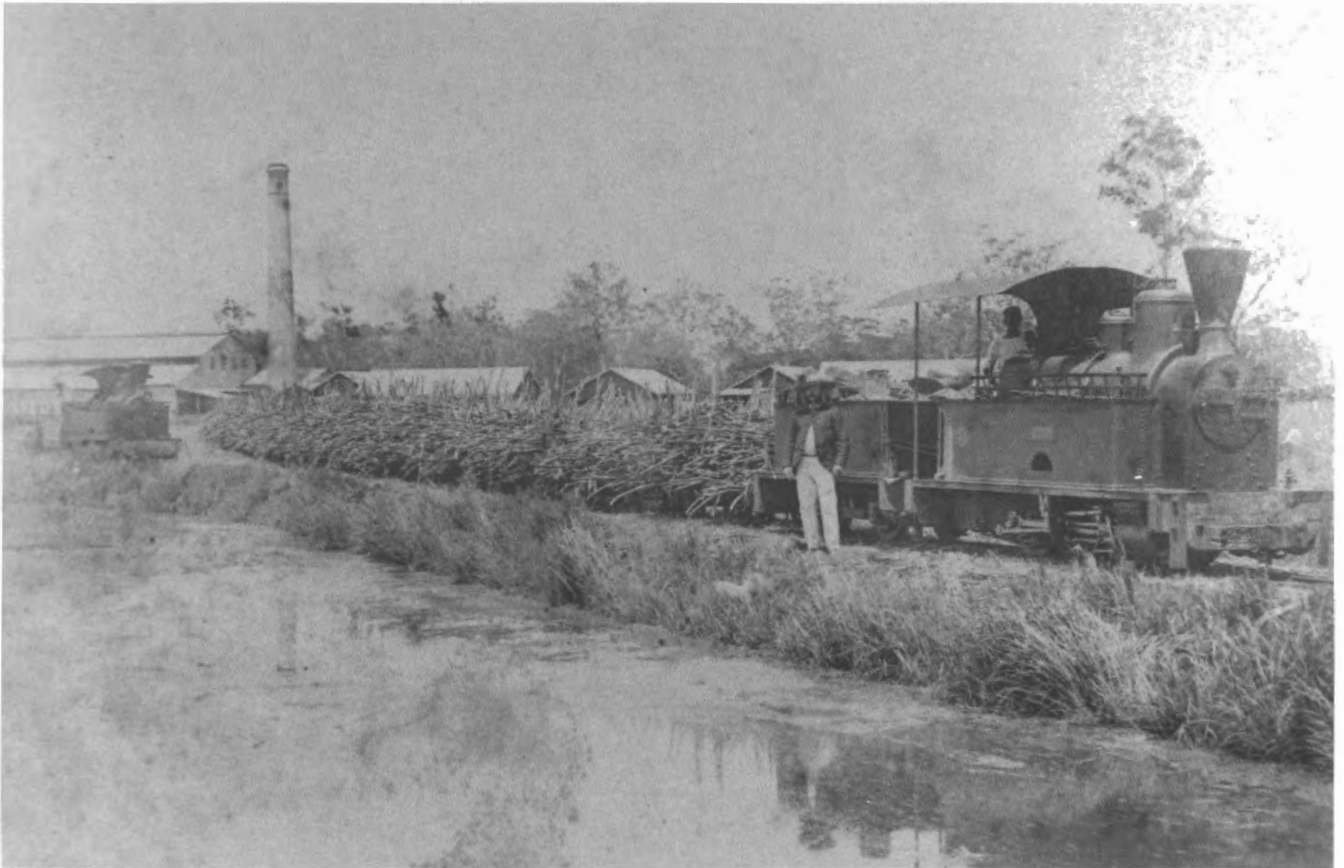
We could be excused for assuming that *VAN DE VELDE* (KNOX) was identical to KIDD, since the builder's numbers are consecutive, while Dyer & Hodge say that *GENERAL GORDON* was also identical.²⁸ However, I am not aware of any photograph of a CSR Decauville locomotive which shows the smaller side tanks. The photograph of *GENERAL GORDON* in *Cane Train*²⁹ does not allow one to say what design of tanks it had as built, although what can be seen is compatible with the tanks on the initial Homebush locomotives. Drawings for replacement side tanks for *GENERAL GORDON* were prepared at Lautoka Mill in 1905. These were certainly

of the full depth type including the valve gear opening, which strongly suggests that this locomotive always had full depth tanks.³⁰ It is conceivable that KIDD may have been ordered to a different design as a lighter locomotive for use at Baulevu in Fiji, but at this time all CSR track was light, and all the locomotives are recorded as being the same size.³¹

In the light of the available evidence, I am inclined to suggest that all six Decauvilles supplied to CSR were of identical design with full depth tanks. They were seemingly all of the same weight and, in spite of the drawing of KIDD in *Cane Train*, I have yet to see a photograph that shows any of the subsequent ones to be of a different design to the initial three. The jury is still out on this issue.

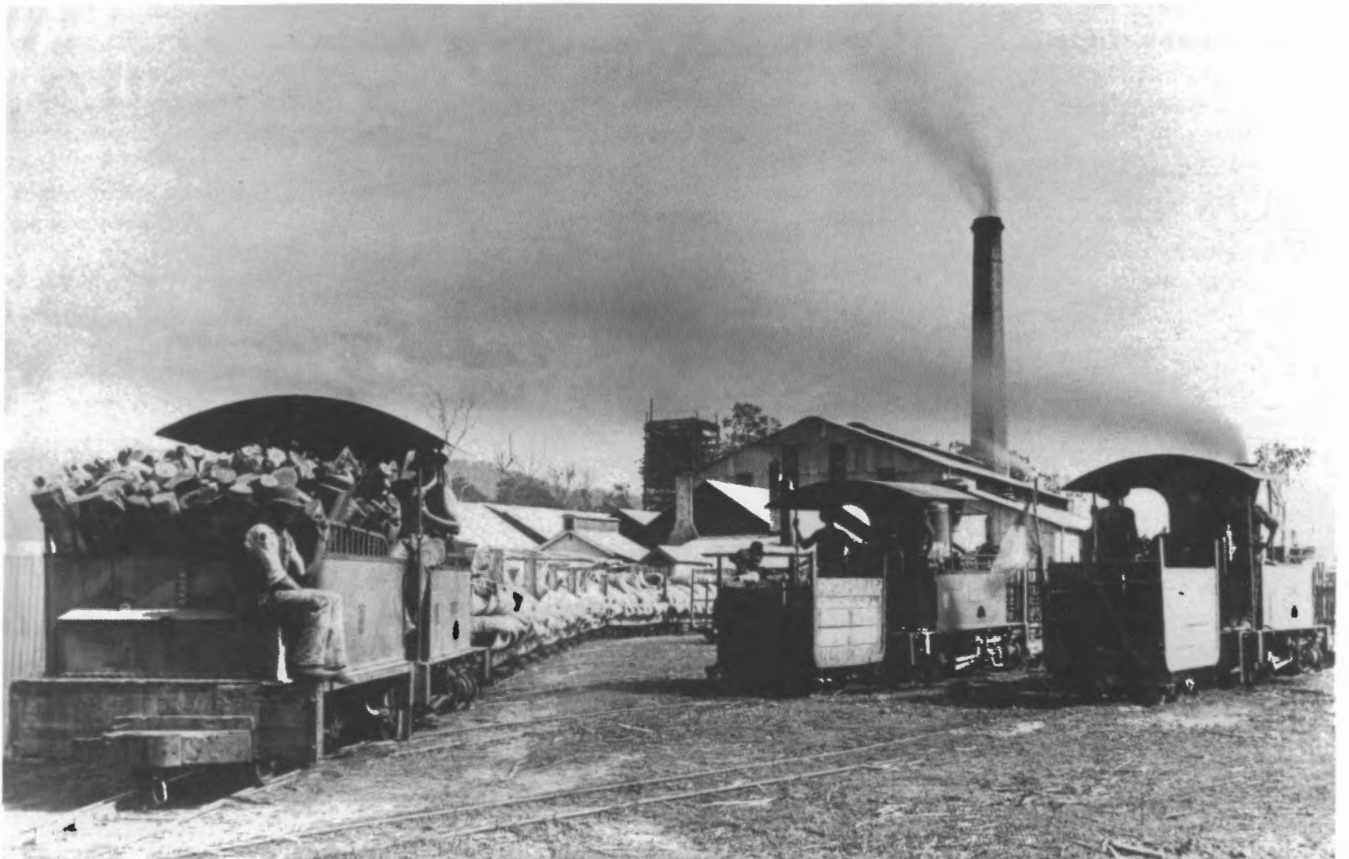
Two of the Homebush photographs at least are attributed to the chemist J.C. Brunnich, who arrived at the mill in 1887 and left in 1897.³² The photograph showing three locomotives is later than the pair showing two, as evidenced by the modifications carried out to the Decauville tender. This tender, which carries a Decauville plate, had by then been fitted with a timber covering of the rear buffer beam. A length of vertical angle iron below footplate level at the front corner of the tender suggests a device for facilitating the rerailling of the tender if necessary. In addition, all three locomotives appear to have had the steel sheet cylinder cladding removed and they also have the vertical derailment bars fitted front and rear.³³

Some of the locomotives photographed at Homebush Mill appear to have been fitted with a flat wire gauze spark arrestor cap on top of the chimney. In Fiji, *GENERAL GORDON* appears to have had a hinged chimney cap. The Homebush photographs also show that a variety of locomotives ran with the Decauville tender. A definite identification can be made of a photograph of *PETIT-BOURG* with the tender at Bakers Creek. Although the nameplates can be seen clearly on the other photographs, the names cannot. However, the nameplates vary in length according to the length of the name, and locomotives with long, intermediate and short nameplates are pictured running with the Decauville tender.³⁴



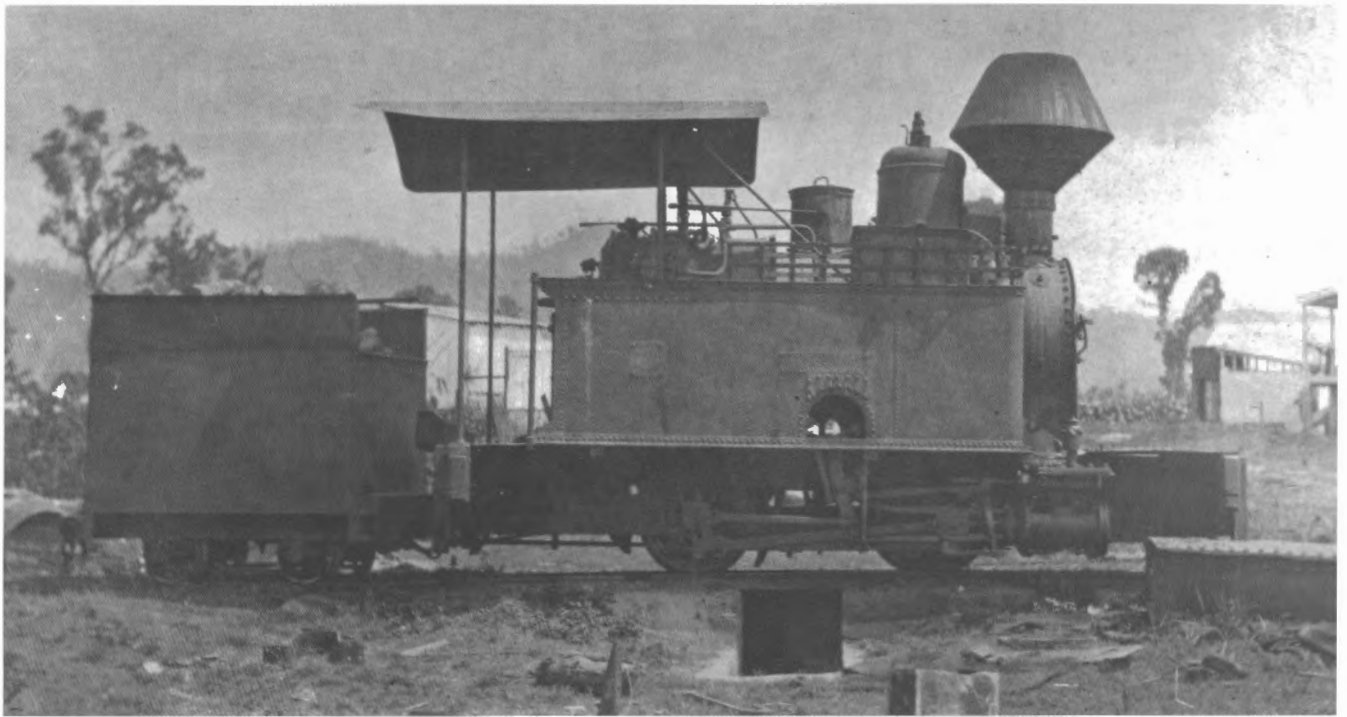
What may be KNOX (right) with the one tender supplied by Decauville by the lagoon at Homebush Mill. The locomotive is about to back its loaded train into the full yard while another Decauville locomotive (left) awaits to perform the same manoeuvre.

Photo: Canegrowers collection (attrib J.C.Brunnich)



Three Decauville locomotives at Homebush. Suspected identification is FIVES-LILLE with Decauville tender (left), PETIT BOURG (centre) and KNOX (right). The main line duty on the bagged sugar train about to depart the yard justifies the full size tender loaded with firewood. The other two locomotives about to leave with empty cane trucks have tenders made from converted cane trucks.

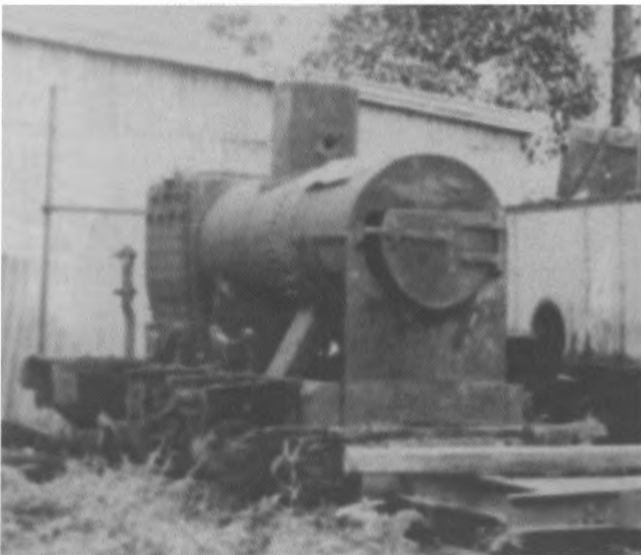
Photo: Canegrowers collection (attrib J.C.Brunnich)



FIVES-LILLE in its later years at Homebush Mill. The extended frame and rather primitive tender together with the spark arrestor and altered cab are among the changes that have been incorporated in more than 35 years in operation. Photo: Bob McKillop collection

A later photograph of *FIVES-LILLE* shows a definite and substantial forward frame extension, probably of around two feet, with the running plates removed from over the cylinders. The locomotive does not have an extended smokebox to require such a frame extension. Perhaps it was merely to allow the points boy to ride at the forward end. The full size of the slot in the side tank has been exposed because the plate which partially covered it has been removed down to the level of the running plate.³⁵ This photograph was taken before the locomotive was fitted with a new boiler that was drawn in 1920 showing an assembly approximately two feet longer than that originally supplied.³⁶

A photograph of the dismantled *PANAMA* taken at Goondi in 1942 shows it to have the smokebox front plate extending slightly beyond the front of the mainframe.³⁷ This would be associated with the new boiler and extended smokebox it received in 1913.³⁸



The remains of PANAMA at Goondi Mill in 1942. It can be seen that the smokebox front plate appears to be slightly in front of the original buffer beam. Photo: Bart Wiles, courtesy George Bond

Initial allocations

The first two locomotives were ordered for Homebush Mill as specified in Knox's detailed instructions to Van de Velde in June 1882.³⁹ They were rusted by leaking seawater on the voyage and had to be put in order at Decauville's expense.⁴⁰ It appears that this initial order of two locomotives was delivered to Homebush in mid 1883, followed by two more over the next year or so.⁴¹ However, it transpired that only three were needed there. By February 1885, Knox was able to state that although four locomotives had been received at various times for Homebush, only three were still on the plantation.⁴² Despite the clear implication that a total of four were delivered to Homebush, it is possible that one never arrived there, having been transhipped at a port for delivery elsewhere. Three of the locomotives, *PETIT BOURG*, *FIVES-LILLE* and *KNOX*, were at Homebush around the turn of the century and were then numbered 1, 2 & 3 respectively.⁴³

KIDD was shipped from Australia to Nausori Mill's Baulevu Tramway in Fiji, arriving to start work on 23 June 1884, having been invoiced by Couillet less than seven weeks before.⁴⁴ There can be little doubt that this means it was effectively brand new to Nausori and that it did not go there via Homebush. *GENERAL GORDON* was shipped directly to Rarawai Mill in Fiji in 1885.⁴⁵ As we have seen, of the remaining four locomotives, there were only three at Homebush in early 1885.

PANAMA went to Goondi Mill near Innisfail, but the date is not completely clear. Crushing commenced at Goondi in 1885.⁴⁶ The first Fowler locomotive known to have been there (5032) was ex works in February 1886,⁴⁷ so it seems possible that there was a locomotive at Goondi before then. It seems clear that *PANAMA* was at Goondi by 1890.⁴⁸ If a locomotive was needed at Goondi for construction purposes in 1884, then it seems quite feasible that it would have been sent there then.

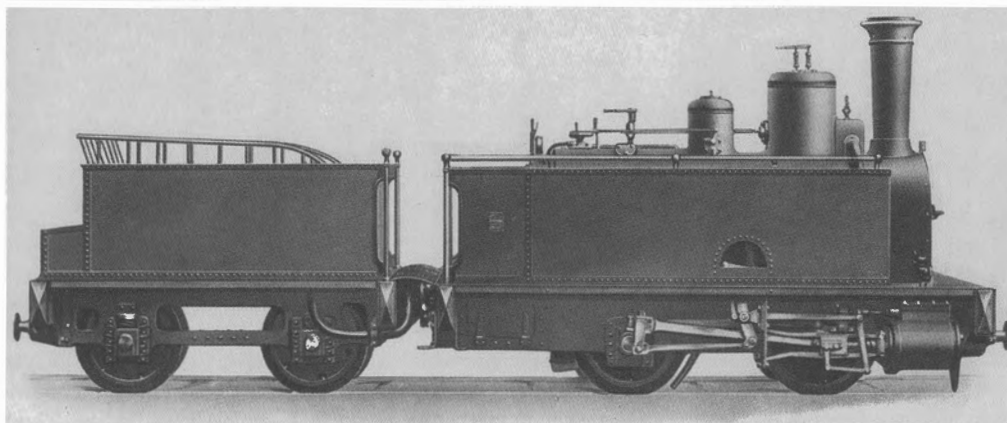
One possible difficulty about *PANAMA* going to Goondi in 1884 is that it was Goondi's number 3, and we have no record of an early number 2 there. However, it may be that it already had been numbered 3, possibly at Homebush, and simply kept this number at Goondi. This seems to be the simplest and

SOCIÉTÉ ANONYME DES HAUTES FORNEAUX, USINES ET CHARBONNAGES DE MARCINELLE ET COUILLET, Belgium

610mm gauge 0-4-0T locomotives to Decauville for Colonial Sugar Refining Co Ltd

623	1883	built for Decauville (B/n. 16 of 1883) Colonial Sugar Refining Co. Ltd., Homebush Mill, Qld. fitted with new Walkers boiler, 1900 out of use 1914; dismantled chassis believed made into tender frame for HC 1067 transferred to Victoria Mill, 1922 transferred to Macknade Mill, 1954 with Fowler 7979 believed scrapped after 1965	1 <i>PETIT BOURG</i>
624	1883	built for Decauville (B/n. 17 of 1883) Colonial Sugar Refining Co. Ltd., Homebush Mill, Qld. fitted with new Walkers boiler, 1901 fitted with new Walkers boiler, 1921 Colonial Sugar Refining Co. Ltd., Macknade Mill, Q, 1922 stationary use, 1927 dismantled; chassis believed sold 1937	2 <i>FIVES-LILLE</i>
686	1883	built for Decauville (B/n. 18 of 1883) ordered for Colonial Sugar Refining Co. Ltd., Homebush Mill, Qld. Colonial Sugar Refining Co. Ltd., Goondi Mill, Q., 1884 or 1889 * fitted with new boiler, 1913 out of use c.1933; dismantled by 1942 abandoned at Two Mile Swamp by 1949 believed recovered for scrap or buried	<i>PANAMA</i> 3 <i>PANAMA</i>
736	1883	built for Decauville (B/n. 25 of 1884) Colonial Sugar Refining Co. Ltd. Baulevu Tramway, Nausori Mill, Fiji fitted with new Decauville boiler, 1914 out of use 1934; scrapped	<i>KIDD</i> , 4
737	1883	built for Decauville (B/n. 24 of 1884) Colonial Sugar Refining Co. Ltd., Homebush Mill, Qld. fitted with new Walkers boiler, 1902 on loan to Macknade Mill, 1914 out of use, 1915; dismantled by 1918; scrapped	<i>VAN DE VELDE</i> , 3 <i>KNOX</i> <i>KNOX</i>
816	1885	built for Decauville (B/n. 39 of 1885) Colonial Sugar Refining Co. Ltd., Rarawai Mill, Fiji. used on isolated Ba River tramline, 1890-1902 Colonial Sugar Refining Co. Ltd., Lautoka Mill, Fiji, 1902 used on Lautoka Wharf until 1914 possibly based at Cuvu; believed condemned 1915 dumped in sea at Cuvu lagoon; remains visible until 1950s	<i>GENERAL GORDON</i> <i>GENERAL GORDON</i>

* It is probable that one of the other Homebush locomotives was loaned to Goondi Mill in 1889 and returned in 1890, or else transferred to Goondi Mill in 1884 and returned to Homebush in 1890.



This Couillet catalogue illustration shows many of the features subsequently used on the locomotives supplied to Decauville for CSR, including the distinctive tender design.

Photo: courtesy Jean-Marie Ottel  (http://www.rail.lu/couillet.html)

most obvious possibility, with *KNOX* subsequently becoming number 3 at Homebush.

There is an alternative theory on the arrival of *PANAMA* at Goondi, as the evidence suggests that a second Decauville probably went there (on loan) from Homebush for the 1889 season.⁴⁹ Let us suppose that a different locomotive had been sent to Goondi in 1884, and was number 2 there. *PANAMA* could have followed (ostensibly on loan) for the 1889 season, to become Goondi number 3. When Goondi had to send a locomotive back to Homebush, probably in 1890, they could have returned the one that they had received first, and kept the second. Either theory seems tenable in the absence of clear evidence to the contrary.

If we could be certain that it was *PANAMA* that went to Goondi in 1884, it would be possible to conclude that *VAN DE VELDE* was renamed *KNOX* on or shortly after delivery. The Homebush Mill photograph of three locomotives, apparently taken a few years after the mill began work, shows locomotives with long, intermediate and short nameplates. If *PANAMA* had gone to Goondi, then the locomotive with the short nameplate must be *KNOX*. Incidentally, its tanks are of identical design to the locomotives delivered earlier.

Subsequent histories

It seems that *PETTIT BOURG* received a new Walkers boiler in 1900⁵⁰ and was in use at Homebush up to 1911 at least.⁵¹ It was retained as a spare locomotive for the 1913 season.⁵² By 1914 it was permanently out of use. It was suggested that its chassis could be used as the basis for a tender for the mill's new Hudswell Clarke 0-6-0 locomotive (1067 of 1914).⁵³ It seems that this did happen and that the tender was transferred to Victoria Mill along with this locomotive in 1922. What appears to have been the same tender was transferred from Victoria to Macknade Mill in 1954 along with Fowler 0-6-0T *HOBART* (7979 of 1897).⁵⁴

FIVES-LILLE seems to have had a long and uneventful life at Homebush. In 1914, it was suggested that it be transferred to Condong Mill in NSW,⁵⁵ but this did not eventuate. It seems that by this time it had been reunited with the Decauville tender, whose water tank had apparently now rusted through after a life of 32 years.⁵⁶ It was decided to give the locomotive some attention before the 1916 season as its boiler was in better condition than the one on *KNOX*. Parts from *KNOX* were to be used if necessary.⁵⁷ The boiler was also retubed with steel tubes, leading to a big improvement in performance.⁵⁸ By 1919, discussions were under way regarding a new longer boiler for the locomotive and this was ordered from Walkers by the end of 1920.⁵⁹ By around this time, it was known to mill tramway employees as *Coffee Pot*.⁶⁰

On the closure of Homebush Mill at the end of the 1921 season, the locomotive was retained at the mill and used for transporting machinery to Rosella Siding for use elsewhere.⁶¹ It was transferred to Macknade Mill late in the 1922 season and was used for shunting traffic to and from the cable-worked low-level Herbert River bridge. The following year, construction of a new bridge eliminated this shuttle duty but the Decauville apparently continued in tramway use until 1927 when it was put to use on stationary duties, providing steam for the tarring plant for portable track. The following year it was no longer regarded as available for tramway use.⁶² It was still in use for tar boiling at the start of 1930, but it is not clear how long this continued.⁶³ In 1937, Head Office gave approval for the acceptance of an offer of £10 for the chassis, but the boiler was to be retained by the mill as a pressure vessel.⁶⁴

As mentioned previously, *PANAMA* was at Goondi by 1890.

Consideration to replacement side tanks was given in 1907⁶⁵ and it received a new, longer boiler assembly in 1913. Its smokebox extension was reportedly 30 inches, although this sounds more like the length of the extended smokebox.⁶⁶ Late in 1932, *PANAMA* was due to be replaced by a Fowler petrol locomotive transferred from the recently closed Childers Mill.⁶⁷ It may already have been dismantled for refurbishment as there had been consideration of fitting it with the side tanks from a discarded Fowler locomotive.⁶⁸ Photographed at the mill in a dismantled state in 1942,⁶⁹ it had been dumped at the Two Mile Swamp by 1949. It is unknown why the locomotive had been moved there unless it had been used for stationary pumping duties later in the war years. As the area was later drained and planted with cane, it can be assumed the remains were bulldozed away or scrapped.⁷⁰

KNOX was fitted with a new Walkers boiler at Homebush in 1902.⁷¹ The locomotive was apparently kept as a spare in 1913.⁷² The following year, it seems to have been on loan to Macknade Mill because the Government Boiler Inspector noted it there,⁷³ and a drawing of its smokebox door has been found in the Macknade drawing office.⁷⁴ In 1915 it was back at Homebush requiring firebox repairs. At the end of the 1915 season, it was put out of commission and parts were used to put *FIVES-LILLE* into good order.⁷⁶ The discarded boiler was sent to CSR's Pyrmont workshops in Sydney in 1918.⁷⁷

KIDD seems to have spent most of its life working peacefully on Nausori Mill's isolated Baulevu Tramway on the Rewa River in Fiji, possibly making occasional trips to the mill for major attention such as in 1914 when it received a new boiler, ordered from Decauville the previous year. With the arrival of a Barclay 0-4-0T (1456 of 1916) from Penang Mill in 1934, *KIDD* was placed out of use and was later scrapped.⁷⁸

GENERAL GORDON assisted with construction work at Rarawai Mill in Fiji until the first crushing in 1886 when it was used to haul cane in the Ba River valley. In 1890 it was transported across the river and put to use on an isolated tramway that connected with a pontoon ferry until a bridge to the mill was completed in 1902. It was then sent to Lautoka Mill for construction work in preparation for the commencement of crushing in 1903. Following the opening of Lautoka Mill, it was used for wharf duties, particularly hauling bagged raw sugar, as well as for general shunting work.⁷⁹ Following a boiler inspection, CSR's Head Office indicated to the manager at Lautoka in August 1913 that they intended to order a replacement locomotive from Decauville that would practically be a duplicate of the original.⁸⁰ This seems rather surprising as CSR had recently established a relationship with the locomotive builders Hudswell Clarke in Leeds, and in fact an order for *GENERAL GORDON*'s replacement was placed with them in October. Despatched by Hudswell Clarke in February the following year, this 0-4-0ST (1056 of 1914) was known for a while as *LADY GORDON*.⁸¹ *GENERAL GORDON* may have seen further use at Cuvu on the Sigatoka Extension but it was soon dumped in the lagoon there, possibly in 1915. Its remains could apparently be seen until the 1950s.⁸²

Acknowledgments

This paper was prepared following promptings from Bruce Macdonald, and would have been impossible without the efforts made over many years by people such as George Bond, David Mewes, John Kerr, Chris Hart, Peter Dyer, Gerry Verhoeven, Richard Horne, Bob McKillop, Bill Kerr (*Canegrowers*) and Bruce Macdonald himself. My sincere thanks are due to all of them, and to the Noel Butlin Archives Centre in Canberra, where the CSR Archives are to be found. Further research there will surely clarify and amplify the story.

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Yarra River Widening Trams

Norm Houghton

In 1897 the Yarra River was widened, straightened and deepened between Princes Bridge and Punt Road as a flood mitigation measure. Damaging floods in 1863 and 1891 had affected low lying areas of Richmond, South Yarra and South Melbourne, and the solution was thought to be to open out the river bed to allow a quicker escape of flood waters.

The specification called for the river bed to be widened to 300ft and deepened to 15ft.

Funds for the work were voted in the Yarra Floods Prevention Act 1896 and construction commenced in the following year. Part of the work involved excavating two cuttings through soil and rock at Anderson Street and near the Botanic Gardens, to eliminate an S bend in the original river course.

The accompanying illustration shows the excavations at the cuttings and the type of tramways employed to move the spoil.

When the excavation work was completed, the river was enclosed in walls, roadways made along each bank and trees were planted to provide the parks along Yarra Bank that we see today.





Built by Robert Stephenson and Co. in 1864, No.18 served the NSWGR as a member of the E-17 class until it was sold in 1897. The 0-6-0 moved to Corrimal in 1912 where it operated until 1964 and was withdrawn after an active life of some 78 years.. Polished and cleaned, the veteran brings another load of vertical-sided hoppers to the Corrimal coke ovens in 1955 Photo: Ron Preston

The locomotives of Corrimal

by Ron Preston

Along its often rugged but scenic length, the South Coast District of New South Wales featured an unusually high number of industrial railways. The narrow coastal plain, pounded by the surf of the Pacific Ocean to the east and restrained by the steep escarpment of the Great Dividing Range to the west, was found to be rich in coal. From this bounty, numerous mines developed, being within easy transport to a number of local ports and situated close to a main market, Sydney. Naturally, the Government was soon under pressure to serve the area by rail and the main line opened in several stages reaching Wollongong in 1887. The excellence of the local fuel brought other industries such as steel making and smelting where the coal was valuable as a primary energy source. Port Kembla was established as the major centre for such industries and the Government railway was extended to that centre in 1916.

Experience proved that the local coal had another virtue. It produced excellent coke, an essential ingredient in several of the production processes. At many places adjacent to the mines and generally alongside the railway, long lines of coke ovens were built, their fires lighting the evening skies, their smoke and fumes adding to the day-time haze.

An early company set out to exploit both the primal coal and its resultant product coke and was established at Corrimal, some 48 miles south of Sydney. At this mine, the main seam was found high on the mountain side in the general locality of a prominent geological feature known as Brokers Nose. The first tunnel to exploit the deposit had been opened in 1884 by a Mr Bertram and the business became known as the Broker's Nose Colliery Company in 1887.

Another enterprise, the Southern Coal Company, had set up its headquarters at Unanderra but, after a time, set out to benefit from the better quality coal deposit at Corrimal. The reason was survival, for the both the Southern Coal Company and its customers had become disenchanted with the quality of the coal from the Unanderra mine and, consequently, set out to forge an association with the Corrimal concern. From the subsequent union and agreement, reached in 1891, was born the Corrimal Coal Company. In time, some of the activities were vested in an associate, Corrimal Coal and Coke.

An incline was necessary to bring the coal from its lofty bore and the first railway at the lower level, a narrow gauge horse-operated track, had been built, its terminus being adjacent to Corrimal platform on the NSWGR line..

One of the first tasks undertaken by the new establishment was to replace the horses with a standard gauge railway approximately one mile in length, bull-head rail being used in much of the track work. It served a loading bin at the foot of the old incline and ran to a new yard behind and at the southern end of the Corrimal station. Significantly, the private line was connected to the Government system so that trains could run

south and deliver the mine output to Port Kembla, to the coke works at Mount Kembla Junction and to the jetties at Bulli and Bellambi. A running agreement was negotiated with the authorities so that the Corrimal locomotives could operate over the Government metals.

To work its trains, the Southern Coal Company had ordered two 0-6-0 side tanks from the Yorkshire Engine Co, of England who issued Builder's Numbers 428 and 429, both dated 1888. The pair featured solid driving wheels and Salter-type safety valves in the dome and they entered service at Unanderra in 1889.

Later, to assist the two tanks, the company also purchased Government E 17 class 0-6-0 tender engine No.18. This venerable machine had been manufactured by Robert Stephenson & Co. of Newcastle, England, B/No. 1542. It departed England in November 1864, but did not enter service at Sydney until September 1866. The NSWGR declared it surplus to their requirements in 1892 and it was purchased by the company in March 1897.

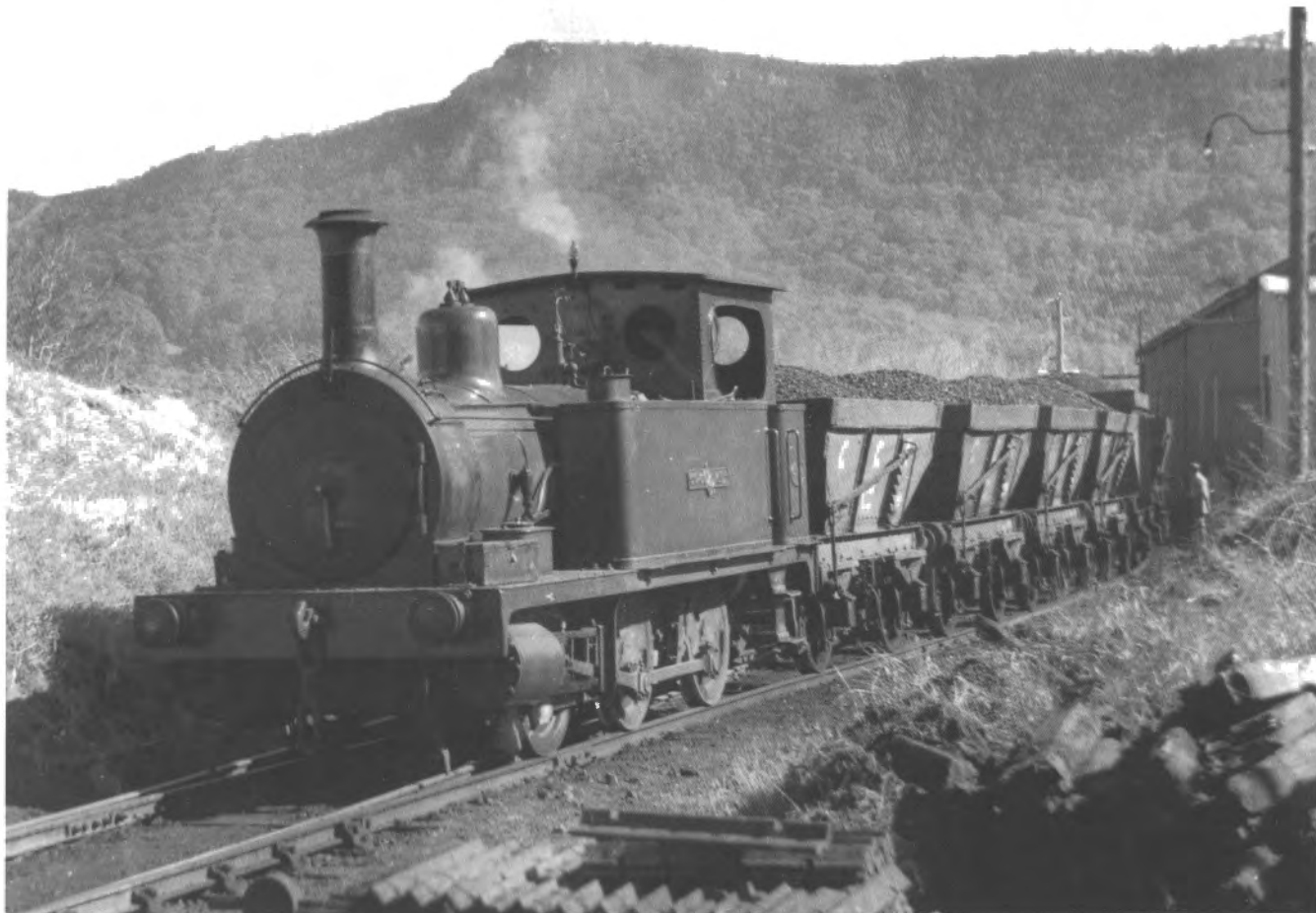
In 1912, a battery of coke ovens was constructed near the main line and a larger standard gauge yard built to service the facility. Following this development at Corrimal, the company concentrated all its railway operations there. In the yard, two sidings served the ovens and another two sidings provided for loading other vehicles using an elevated stage, while a weigh-bridge was incorporated in one of the through roads. Four storage sidings provided for the stowing of the coal hopper fleet, both loaded and empty. A two-road engine shed was provided for the three locomotives who continued to run coal trains south, even as far as Port Kembla, on the main line.

However, in October 1937, the Government reversed its

policy. From that time, the trio's outside activity was confined to the short run to Bellambi and, on this excursion, Nos 1 and 2 could haul trains of 410 tons while No.18 was allowed 450 tons. Any movement of the Company's hoppers south to Mt. Pleasant and the Federal Coke Company or to Port Kembla was to be hauled by Government locomotives, trains of 450 tons being approved in the Working Time-table of 1958. Instructions were also issued to allow the private engines to run on a limited number of sidings in Corrimal yard while their public cousins were banned from entering the private property.

Before coming to Corrimal, No.18 had been commandeered to assist on a private line near Wollongong to overcome a loco shortage. Here, the driver of the 0-6-0, unfamiliar with his different operating conditions, had travelled too far and the funnel had struck a low pipe above the track, breaking off the top portion. While it remained in service in this condition for a time, a replacement funnel was eventually obtained from the Government, a 32 class-type being the reputed replacement and the appearance of the veteran changed noticeably.

In the meantime, troubles developed at the Broker's Nose Mine when water entered the workings. This obstacle was overcome by boring a new tunnel into the escarpment, some one mile south along the ridge. The problem of how to move the coal to the original incline was solved when it was decided to maintain this vital and elaborate piece of infrastructure and to connect the two with a two foot gauge light railway. Earthworks were reasonably easy and the little line was carved across the face of the high range. On its slim rails ran small four-wheel box-like skips while pit props and other mine necessities were conveyed on flat top trolleys.



Corrimal hoppers varied in shape and size and had no air brakes. The first four in the loaded train being eased towards the coke ovens by No.2, are fitted with hand brakes which act on the leading wheel, the notched brackets and levers of the system being prominent on the hopper sides. In the background, the main range looms with Broker's Nose prominent above the locomotive.

Photo:Ron Preston



The tiny 0-4-0 saddle tank BURRA spent its entire working life on the isolated two foot gauge railway set high on the side of the escarpment above Corrimal. Built by Hawthorn Leslie & Co. Ltd in 1923, the little loco is shown fitted with the replacement boiler of 1943, built locally by Clyde Engineering, on which bureaucracy insisted that full size fittings be used.

Photo: Ron Preston

The decision was made that steam motive power was necessary to haul the small trains and, over time, a fleet of four locomotives was acquired. The first two were generally similar Krauss 0-4-0 well-tanks, B/Nos 2589 of 1892 (purchased from the Victorian Public Works Dept in 1908) and 6927 of 1914 (obtained new) The older machine had been abandoned by 1934, but the younger ran until the mid-1940s.

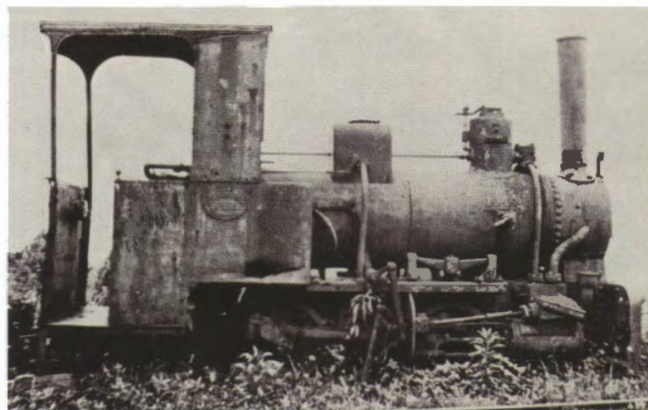
The mainstay of the line became an 0-4-0 saddle tank, built by Hawthorn Leslie & Co. of Newcastle-on-Tyne, B/No. 3574 of 1923. This diminutive locomotive arrived at Corrimal in November 1923 and was named *BURRA*, the letters being carried on cast brass plates attached to the saddle tank sides.

To further provide for the coal haulage, a fourth engine, an 0-4-0WT originally supplied by Robert Hudson, and built by Hudswell Clarke, B/No.1423 of 1922, joined the fleet. After a period at a cement plant on Maria Island in Tasmania, it was acquired for Corrimal in 1944. It carried no name or number and was known simply as "the Robert Hudson".

Trains on the narrow gauge were arranged in the yard outside the mine entrance. The skips were hauled out of the tunnel by cable and marshalled into trains to match the locomotive's capability. Cab-first the engine set off along the little line, the steep, tree-studded escarpment on one side and magnificent sweeping views over the coast on the other, the skips shuffling along behind, conga-fashion. The northern terminus was set in pleasant bushland with but two roads to cater for the important despatch of the loads down the mountain side. Running into the hill-side arrival track, the little engine would draw its loads forward through a set of points, reverse

and propel them onto the top platform of the self-acting incline. The principle was simple; the heavier loaded skips provided the energy necessary to operate the system. An endless cable passed around a large drum and a brake house controlled the speed of the long descent by applying braking forces to the drum as required.

Once it came to the head of the queue and the skip was positioned at the head of the incline, the little vehicle and its neighbour would be clipped as a pair onto the cable for the trip down the mountain. Similarly, once emptied, the same cable would return the now empty skips to the top of the incline. Once free of the cable, they would gravitate into the departure road.



Krauss 0-4-0WT 2589 of 1892 lies abandoned in the mine yard, circa 1934.

Photo: NSWRA



In the early 1930s when the narrow gauge was very busy, BURRA was assisted by a 10-ton 0-4-0WT Krauss (6927 of 1914), which remained in service from 1914 until 1944. At this time, BURRA was fitted with a diamond spark arrester funnel and still had its original British-style smokebox door. The pair is shown circa 1934 standing in the mine yard, adjacent to the engine shed. Photo: Author's Collection



The last member of the narrow gauge fleet was this 0-4-0 well tank, originally supplied by Robert Hudson to National Portland Cement Co. for their Maria Island plant, off the east coast of Tasmania, in 1922. The 5.6 ton engine came to Corrimal in 1944 to replace Krauss 6927 of 1914. The driver, taller than the diminutive cab, looks along his train of four-wheel skips before heading another load across the mountain to the incline.

Photo: Author's Collection

After the small loco had arranged the despatch of its loaded train, it could return along the now empty arrival road and run clear of the points. There it reversed and ran into the other road to collect a rake of empties which had been positioned for return to the mine. A water tank was set adjacent to the track and here the loco tanks would be replenished.

These workings were expensive to maintain and operate so, in 1956, a new incline was constructed from outside the mine mouth to a new unloader on the plain below. Laid with 3ft 6in gauge track, the new incline used two large hoppers linked by a cable and they alternated, loaded and empty up and down the hill. As before the loaded hopper provided the energy to haul the empty vehicle back up the hill.

With the new arrangements, the need for the narrow gauge railway passed. The track was retained for a while so that BURRA could bring dry sand to the mine from the plant at the top of the old incline and shunt pit props and other equipment.

Most locomotive maintenance was carried out in the company shed and, in later years, No. 18 was dismantled at Corrimal for a complete overhaul. As the staff worked on the cylinders, they found a fracture and decided to remove the casting. Once clear of the frame, it fell into five separate sections and the future of the old 0-6-0 looked grim. Undaunted, the Corrimal men set to work and, with skilful welding and machining, restored the cylinders to working order. In this condition, the old loco soldiered on.

Shunting of hoppers continued on the standard gauge system until, in 1964, the company was taken over by Australian Iron and Steel, operators of the Port Kembla steelworks. Under



A tiny engine shed was provided near the mine entrance and within the iron and timber structure, BURRA and the Robert Hudson loco were stabled. Beneath the rails, a small pit allowed the long-suffering maintenance staff access to the valve gear, ash pan, brakes and other complexities of the small locomotives. Photo: Ron Preston



In 1956, a new incline was built to take the coal from the mine to the screens on the coastal plain. Again working on the self acting principle where the descending loaded hopper hauled its empty colleague back to the top, the system used track of 3ft 6in gauge, thus introducing the third dimension used at Corrimal. The incline was single track with the hoppers passing at a mid-way loop. Photo: Ron Preston

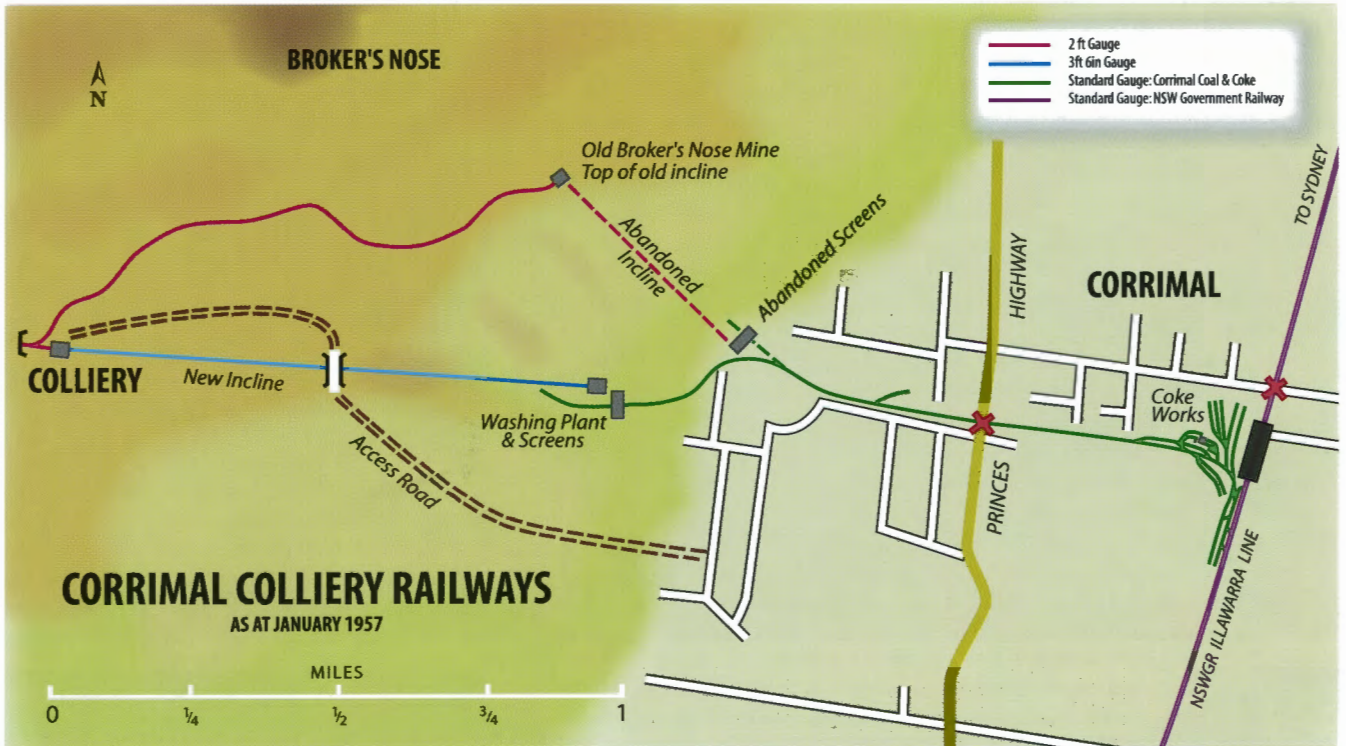
the new owners, railway activities at Corrimal were wound down and much of the equipment was taken for scrap.

In March 1961, with the original standard gauge locos well worn and assessed as beyond further use, ex-Government 2-6-0 2535, renumbered 25, moved in and shunted the remaining sidings until 1965 when the railway era of Corrimal Coal and Coke came to an end.

Fortunately, both *BURRA* and the Hudson are preserved.

BURRA has been returned to operating condition by the Illawarra Light Railway at Albion Park while the Hudson can be steamed at Menangle.

Similarly, old No.18, after a working life of some 97 years, has been preserved at the Rail Transport Museum at Thirlmere where it stands as a static exhibit, and No.25, after time spent working at Bulli Colliery, then on display at Port Kembla, is now in the hands of the Dorrigo Steam Railway and Museum.



CC&C 2-6-0 number 25 (formerly NSWGR 2535, Beyer Peacock 2322 of 1884) shunting loaded hoppers in the yard at Corrimal, 28 September 1962. The loco shed is on the left, while the power house chimney rises behind. Photo: Ted Skiller, courtesy ARHS (NSW) Railway Resource Centre



By September 1964, the Robert Hudson loco had been retired and was rusting away amongst the remains of the now dismantled engine shed. BURRA still found employment moving pit-props, sand and other useful items from the yard to the mine entrance and, here, it trundles past its less fortunate colleague on the way to collect another load. The Illawarra coastal plain and the Pacific Ocean stretch out below. Photo: Phil Belbin



On 18 October 1963, 0-6-0T number 1 (Yorkshire Engine Co. 428 of 1888) was engaged in the rather unusual task of hauling a large wooden pole. Photo: Peter Neve



Industrial Railway NEWS

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NEW SOUTH WALES

BHP STEEL LTD, Elouera Colliery

(see LR 163 p.18)

1067mm gauge

Vernier 4wDHR AIS 117 was noted recently behind the wire fence just inside the Nebo portal, which was closed in December 2001. It is not clear why it remains here, unless for possible emergency use. Brad Peardon 3/03

BHP STEEL LTD, Port Kembla

(see LR 170 p.18)

1435mm gauge

There are suggestions that the remaining ex-Goldsworthy Mining English Electric Australia Co-Co DE locomotives have been sold to South Spur Rail Services in Western Australia. These are D47 (A.146 of 1967) D49 (GEC Australia A.243 of 1972) and D51 (A.111 of 1965). D49 is said to be in the best shape while D51 is fitted with the faulty engine from D34 (A.197 of 1969). In early April, D51 was in front of the loco shop and D47 had been moved inside.

An unusual sight outside the steelworks on 10 April was English Electric Australia Bo-Bo DE D27 (A.040 of 1960) hauling empty flat wagons from Unanderra to Cringila

Industrial problems were affecting steelworks rail operations in early March with contested return-to-work orders and tension over the wastage of iron dumped because of industrial action. Flashpoints seemed to include a driver being stood down when he refused to take a drug test following a minor collision, and a driver dismissed for allegedly performing chin-ups outside the moving train.

A coke oven fire on 13 March is believed to have caused damage to a charge car which was caught when the power failed. The charger runs on rails along the oven tops and carries coal from the storage bin at the end of the battery to the next empty oven for charging. The charger works by feeding crushed coal down through chutes into the top of the oven. When the power fails it is impossible to raise the coal chutes and

move the charger out of the way. With a red hot oven below, the charged coal will flash ignite and come back up through the coal feeding path, probably setting off the rest of the coal still aboard - not nice. The result is cooked electric motors, controls, hydraulics etc.

Work in the Kemira Valley in preparation for the opening of the Dendrobium Mine is progressing. By April the rail load-out tunnel which will run under the coal pile had been built. The rail trackbed leading to the sidings has been graded and re-aligned to ease curvature, but no new track had been laid. A huge coal stockpile was being formed between the old and new rail formations.

Illawarra Mercury 5/3/03 via Brad Peardon; Brad Peardon 3/03; John Garaty 3/03; Roger Renton 4/03; Chris Stratton 4/03; (all Locoshed internet group)

COMMONWEALTH STEEL PTY LTD, Waratah

(see LR 152 p.18)

1435mm gauge

The unique Goninan 4wDE 030 of 1972 has reportedly been out of use for some time. It is suggested that it will be transferred to Palmer Tube Mills at Acacia Ridge in Brisbane (see LR 145 p.22) later this year.

Russell Watkins 3/03 (Locoshed internet group)

PASMINCO, Cockle Creek

(see LR 168 p.18)

1435mm gauge

The Cockle Creek lead and zinc smelter will now be closed earlier than expected in September 2003 as a result of financial losses. It is reported that



Top: Plane Creek Mill's Walkers B-B DH 4 CARMILA (676 of 1971 rebuilt Bundaberg Foundry Engineers 1996) heads a long train of full bins towards the mill at Yukon on 22 September 2002, showing little sign of its origins as a NSWGR 73-class standard gauge locomotive. Photo: Brad Peardon
Above: Fairymead Mill's EM Baldwin 0-6-ODH 70 (3406.1 7.70 of 1970) awaits its fate at Bingera Mill on 24 September 2002. This unit has a cracked frame and an uncertain future. Photo: Brad Peardon

the smelter's Goninan B-B DE (019 of 1964) has been at United Goninan's Broadmeadow works for some time.

Sydney Morning Herald 25/3/03 via Bruce Belbin; Brad Peadon 3/03

SILVERTON TRAMWAY CO

(see LR 167 p.19)

1435mm gauge

It has been announced that Perilya Mining is due to recommence mining at the North Broken Hill site. This means that the Silverton Tramway will once again be resuming its traditional task of taking ore across to the mill on the south side of town via the North Mine line and the railyards. Dick Holland 4/03 (Locoshed internet group)

QUEENSLAND

BUNDABERG SUGAR LTD, Bingera and Fairymead Mills MILLAQUIN SUGAR CO PTY LTD, Bundaberg

(see LR 170 p.19)

610mm gauge

Following damage dating back to when it hit a haulout near South Kolan in 2001, the "nose cone" on **Bingera** Mill's Walkers B-B DH *KOLAN* (633 of 1969 rebuilt Bundaberg Foundry, 1996) was recently repaired. Sent away to a contractor for sandblasting and painting, it returned in the new standard "golden yellow", which is a lot lighter than the rest of *KOLAN*.



Top: This crop spraying helicopter lost part of its rotor when it landed slightly foul of the track at Eubenangee on 19 September 2002. The cabside of Babinda Mill's Com-Eng 0-6-ODH 7 MORRISON (AD1239 of 1960) was punctured by the moving rotor just below the roofline as it passed with a rake of empty bins. The train's 6-tonne bins stand between the helicopter and the road vehicle from which the "chopper" was taking on chemicals shortly before the accident. Photos: Peter Lukey
Above: The very first Clyde canefields locomotive, Macknade Mill's 0-6-ODH 16 (DHI.1 of 1954) is at the Victoria Mill navy depot with a weed spray unit in tow, 11 December 2002. Photo: Chris Hart

Industrial Railway NEWS

The Givelda bridge, which crosses the Burnett River on the Bingera system, is still in use. It has a reverse on the northern bank. Last season, the only locomotives allowed to work across it were Com-Eng 0-6-ODH *THISTLE* (A1207 of 1955) and Clyde 0-6-ODH 55 (DHI.6 of 1954).

On 17 April, **Fairymead** Mill's EM Baldwin B-B DH locomotives *MIARA* (8988.1 6.80 of 1980) and *FAIRYDALE* (10048.1 6.82 of 1982) were returned from Bingera Mill. The trip took over 3½ hours. The line was completely covered with dirt in several places as a result of recent heavy rains and the crews had to dig their way through these washouts. The trip was further delayed at the Meadowvale drawbridge across the QGR. When the code number was punched into the keypad the drawbridge failed to operate several times and QR control had to be contacted to solve the problem. Following delivery of the locomotives to Fairymead, EM Baldwin 0-6-ODH *MANOO* (3875.1 7.71 of 1971) and Bundaberg Foundry Engineering B-B DH *BOOYAN* (001 of 1991) were taken back to Bingera for maintenance. It was noted that Clyde 0-6-ODH *HINKLER* (56-89 of 1956) and EM Baldwin 0-6-ODH *ST.KILDA* (6/2179.1 6.67 of 1967) were parked at Fairymead's Bush Paddock navy depot with ballast hoppers.

It is rumoured that **Millaquin** Mill may revert to continuous crushing this year, which means that all cane in the former Qunaba Mill area will be crushed at Millaquin. Normally, some Qunaba area cane is taken by tramway to the Burnett River for transport to Fairymead Mill by ferry. In previous years the ferry has been lifted out of the water so that maintenance can be done on it but this year it has been left in the river.

Lincoln Driver 3/03 & 4/03 (Canetrains internet group)

CSR LTD, Herbert River Mills

(see LR 170 p.20)

610mm gauge

It is reported that **Victoria** Mill will operate for as long as possible in the 2003 season, with **Macknade** likely to commence a few weeks after and finish a few weeks earlier. This is because of the substantial financial benefits that can now come from cogeneration with Victoria Mill feeding electricity into the grid. It is possible that Victoria may receive Macknade cane during the early and later part of the seasons, making traffic working likely to be interesting.

There have been persistent reports that Walkers B-B DH *CLEM H McCOMISKIE* (605 of 1969 rebuilt Walkers 1991) is to be fitted with a new modern cab built by an outside contractor, but it is unknown if this will definitely go ahead this year. It is suggested that Walkers B-B DH *CAIRNS* (Walkers 681 of 1972 rebuilt by Bundaberg Foundry Engineers 1997) will take over the bulk sugar train if 'Clem's' refurbishment goes ahead.

Industrial NEWS

A \$4 million rail maintenance budget was allocated for the 2003 slack season, with the major work being concentrated on reconstructing a 1km length of track at Lagoon Creek, on the Lucinda line. This involves replacement of the formation and the rehabilitation of the Lagoon Creek bridge. The bridge steelwork has been removed for sandblasting, painting, and the fitting of new headstocks.

A new siding at Fudriga's, is being constructed on Gosling's line off Taylor's Beach Road. It follows the construction of the new Balanzatgui / Rao loop siding on the Stone River line during the 2003 crushing season.

Chris Hart 3/03; Steve Allan 3/03 & 4/03 (Canetrains internet group); *Herbert River Express* via Chris Hart.

CSR PLANE CREEK PTY LTD

(see LR 168 p.21)

610mm gauge

Plasser KMX-08 ballast tamper 415 of 1995 was noted parked at Koumala at Easter. It seems to be stationed here in the slack season because the QR crossing at Koumala is usually lifted while the mill is not crushing.

It appears that the size of the forthcoming Plane Creek crop will be severely limited by drought and there has even been some speculation about the sufficiency of water supplies to operate the mill. Carl Millington 4/03; Peter Murray 4/03

HAUGHTON SUGAR CO PTY LTD, Invicta Mill, Giru

(see LR 170 p.21)

610mm gauge

All the bogie locomotives at Invicta have been fitted with 'ditch' lights at each end, another example of Invicta's 'main line' approach to cane railway operations. The mill is also placing a sign about 100-300 metres before each siding, crossing loop or junction (both ends) with the relevant name displayed.

Observed in the navy siding at Clare at Easter were the Plasser KMX-12T ballast tamper (255 of 1982), Com-Eng 0-4-0DH *INVICTA* (CA1040 of 1960) with ballast hoppers, the Tamper STM-XLC tamper (built 1994), Plasser KMX-06-16 tamper (133 of 1978) and a side tip wagon.

Carl Millington 4/03

ISIS CENTRAL SUGAR MILL CO LTD

(see LR 170 p.21)

610mm gauge

The weed spraying has been put out to a private contractor (who apparently also shunts the empty yard and mows the grass). Apparently a "Hi Rail" fitted road vehicle is being used for weed spraying.

New track on concrete sleepers has been laid between Taylors and Rowles near the junction of the Farnsfield and Goodwood lines. Ballasting work has been carried out in this area by EM

Baldwin B-B DH 10 (7267.1 6.77 of 1977). The timber trestle bridge at Cordalba has been rebuilt. Walkers B-B DH No.2 (598 of 1968 rebuilt Walkers 1994) has been fitted with a new transmission and went for some trial runs transferring empty bins to Childers and Farnsfield in mid April. Carl Millington 3/03 & 4/03

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD

(see LR 169 p.22)

610mm gauge

The severely reduced cane crop in the Mackay district caused by drought conditions has stimulated speculation that as few as two Mackay Sugar mills may crush in 2003. Three mills might crush if only one milling train is used at Marian Mill. Pleystowe Mill did not crush cane

in 2002 although it did process cane syrup from September. Mackay Sugar has set up a special task group including canegrowers and harvesting contractors to look at the situation and make recommendations to the Board. Detailed crop estimates using satellite imaging have yet to be completed.

Daily Mercury 1/5/03 via Tony Wells

PIONEER SUGAR MILLS PTY LTD, Inkerman Mill

(see LR 165 p.19)

Com-Eng ALMA (FE56110 of 1975) is still operating as a 2-4-0. It was noted in the navy yard at Easter but had been turned around since the same time a year before. Conquip KMX-06 ballast tamper 11 of 1971 was nearby.

Carl Millington 4/03



Top: The post-bushfire autumnal shades contrast with the sylvan green of the shed at the terminus of the 3ft gauge Bogong Creek tramway in Victoria. Photo: Vic Greensill **Above:** This passenger car, built on the chassis of a tip wagon, was burnt out in the bushfires that damaged the Bogong Creek tramway. The steel tip wagons behind fared a bit better. Photo: Colin Harvey

TULLY SUGAR LTD

(see LR 168 p.22)

610mm gauge

A new run around loop has been added at Birkalla terminus since the 2001 season. This means that it is no longer necessary to undertake the dangerous practice of pushing empties out over the QR crossing and the Bruce Highway. The QR signals for the Birkalla tramway crossing were noted out of service in February, something that normally happens in the slack season.

Rod Milne 3/03

SOUTH AUSTRALIA

BARLIN METALS, Wingfield

762 mm gauge

A Baldwin 4wDH underground locomotive is being offered for sale for \$15 000. It appears to be the one that was used by Codelfa for the Scenic Road tunnel construction in Geelong in the 1980s (see LR 159 p.18).

Plant and Equipment December 2002 via Ray Graf; <http://www.ihub.com.au/barlin>

TASMANIA

TASRAIL SERVICES PTY LTD,

Emu Bay Railway

(see LR 168 p.22)

1067mm gauge

On 30 March ex-Emu Bay Railway Walkers B-B DH 1101 (638 of 1970) was noted on a Melbourne road transport vehicle near Charters Towers in Queensland en route for its new home, the Kuranda Steam Railway at Cairns.

Scott Jesser 3/03

VICTORIA

INDUSTRIAL INDEX GROUP,

Victoria and NSW

narrow gauge

This broker's website contains details of several diesel and battery locomotives for sale. There are three EM Baldwin 4wDH locomotives. These, two 16-tonne (\$15 000 each) and one 4-tonne (\$5 000), together with two 4wDH Gemco-Funkeys (\$10 000) appear to be 2ft 6ins gauge locomotives ex Melbourne Metropolitan Board of Works and purchased at auction by Beak Industries in 1993 (see LR 145 p.18). They were initially put into open storage at Ballarat, Victoria.

There are also an unspecified number of 5-ton Gemco 4wBE locomotives advertised ex-NSW (\$35 000 each). No other details are known. (All prices shown are exclusive of GST.)

<http://www.indexgroup.com.au> via Ray Graf

SOUTHERN HYDRO, Bogong Creek Tramway

(see LRN 75 p.11)

915mm gauge

This isolated tramway is located above the Clover Power station in the Kiewa River valley. It runs next to, and sometimes on top of, the

raceway for about 15 kilometres. The area was badly ravaged by the January bushfires and unfortunately the tramway did not come out unscathed.

The fires have damaged most remaining wooden items at the terminus. A "new" green shed has replaced the galvanized iron structure that existed in 1987, when the line was visited by a LRRSA group. The only intact form of motive power left on site was locked inside - a four wheeled battery-electric personal carrier with canvas sides. This is "The Jeep", built at Rubicon 'A' power station after the Second World War, and altered from 2ft gauge for use at Bogong Creek. It is suspected that 'The Jeep' has run on the line since the fire. On 6 April a flat top truck (slightly singed) fitted with a portable spraying unit, and a truck frame were at the terminus.

A walk of approximately 1500 metres up the line, as far as the first maintenance siding, revealed extensive damage to nearly all of the wooden sleepers. Fortunately a program of replacement with concrete sleepers was undertaken in 1967 and of the distance walked, about half had been replaced in various sections, no doubt aiding in the prevention of track buckles. Of greater concern than the damaged sleepers was the burned out retaining wall located about 400 metres from the terminus that may lead to a major subsidence at some time in the future. At the works siding there were nine of the four-wheeled vehicles noted at the terminus in 1987: a burnt out workers "carriage", several ballast wagons, two water tanks on flat cars and the remains of a ballast wagon. This latter vehicle must have been of wooden construction, as there now only remains a pile of ballast over two wheel sets! All vehicles are fitted with auto-couplers.

Two bridges were inspected. The first bridge is all steel and concrete and has minimal damage. The second bridge has lost the wooden walkway and some sleepers. The bridges further out with wooden supports could be expected to have suffered considerable damage and may be untrafficable. It is possible that the locomotives and rolling stock usually based at the Clover terminus have been relocated to work from the outer end of the tramway. The following locomotives and line cars were viewed by the LRRSA visitors in 1987:

	4wDM	Motor Rail	7366	1939
26F/7	4wDM	Ruston & Hornsby	296070	1950
	4wPMR	Wickham	5860	1950
R1-10-E	26-B-11			
	4wBER	Maximove		1980s

Vic Greensill 4/03; Colin Harvey 4/03; Peter Evans 4/03

SOUTHERN HYDRO, Clover Power Station

1600mm gauge

This is the power station served by the Bogong Creek raceline. A 100 metre section of broad gauge line is used for moving heavy equipment (turbines etc) from the power station to the road access.

Vic Greensill 4/03

Industrial Railway NEWS

VICTORIAN GOVERNMENT DEPARTMENT OF SUSTAINABILITY & ENVIRONMENT, Rubicon

(see LRN 99 p.13)

610mm gauge

The former State Electricity Commission Rubicon hydro-electric scheme tramway is essentially intact but is currently disused, although it is hoped that the raceline section will become an active industrial railway once again. Consisting of the Rubicon haulage and the raceline tramway that runs from its top, it is protected by the Victorian Heritage Register and the Register of the National Estate. The Royston and Lubra Creek bridges have been replaced in the last ten years. The DSE has \$100,000 to replace the 15,000 Syphon and Beech Creek bridges, which are in a poor state, and \$10,000 per year for the ongoing maintenance of all four bridges. The money is coming from the lease of the hydro-electric scheme to Southern Hydro. Tenders for the 15,000 Syphon Bridge were called in early May.

Once the bridges are replaced, it is expected that running rights over the tramway will be allocated to Southern Hydro. Seeing the tramline is use again should give it a much better chance of survival. Incidentally, Alexandra Timber Tramway & Museum is currently working on repairs to the SEC sawmill, adjacent to the line near Royston Power Station. The small 4wBER "The Jeep", built at Rubicon "A" Power Station after the Second World War has been removed from its normal haunt at Royston Power Station and transferred to Southern Hydro's 3ft gauge Bogong Creek tramway. Peter Evans 4/03 & 5/03; Colin Harvey 5/03

WESTERN AUSTRALIA

BHP IRON ORE

(see LR 170 p.21)

1435mm gauge

Six rebuilt General Electric Co-Co DE locomotives from GE's lease fleet are reportedly on their way from the USA to the Pilbara for use by BHP. Details are:

Number	GE B/n	Date	Rebuilt by	Date
GECX 3000	38214	1972	Morrison Knudsen	1989
GECX 3001	38215	1972	Morrison Knudsen	1989
GECX 3005	39917	1974	GE Montreal	1990
GECX 3006	39916	1974	GE Montreal	1990
GECX 3008	39919	1974	GE Montreal	1990
GECX 3009	38390	1972	GE Montreal	1990

Scott Jesser 4/03 (Locoshed internet group)

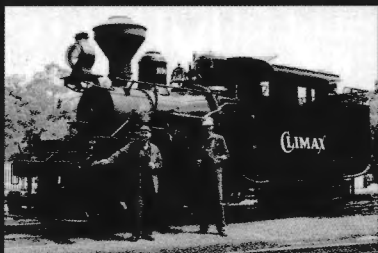
PILBARA RAIL

(see LR 170 p.21)

1435mm gauge

Ex-BHP Iron Ore Co-Co DE locomotives 5507 (Goodwin G-6035-02 of 1969 rebuilt Goninan 072 of 1987) and 5508 (Goodwin G-6041-02 of 1970 rebuilt Goninan 073 of 1987), owned by United Goninan, have been refurbished and leased to Pilbara Rail numbered 5051 and 5052.

Chris Walters 4/03



Book Reviews

The Aramac Tramway

by Peter Bell and John Kerr

48 pages, 297 mm x 210 mm, 48 photographs, 7 diagrams/maps. Published by the Light Railway Research Society of Australia. Available from LRRSA Sales Department. Recommended retail price \$15.00, price to LRRSA members \$11.25 plus postage and packing.

This is the story of a little 3ft 6ins gauge line that trundled its way north for 42 miles 'across a wide brown land', through large sheep and cattle properties, between Barcaldine (where a connection was made with Queensland Railways) and Aramac in central western Queensland. It had a relatively short life of just over 60 years – opening in 1913 and closing early in 1976. In effect it was a 'light railway' or branch line, but government law dictated that it be called a 'tramway', a term more often associated with lines of narrower gauges. It was built, owned and operated for all of its existence by the Aramac Shire Council, based in the country town of Aramac.

The Aramac Tramway was one of fifteen light railways built in Queensland by various local government Divisional Boards, or their successors, the Shire Councils. Most of them were

built to the 'standard' Queensland gauge of 3ft 6ins, but some were 2ft 6ins gauge and 2 ft gauge. These light railways were built to develop areas not served by rail, with the finance for their construction being generally by loan from the State Government. It is interesting to note that all except one of these lines were built on the Queensland coastal fringe. Aramac was the exception, being located some 360 miles from Rockhampton on the QR Central line, far and away out west. All of them had interesting histories, and it is indeed fortunate that the LRRSA has so far published books dealing with three of them (Beaudesert, Innisfail and Aramac). The Shire Councils no longer own any of them. Some (like Aramac and Beaudesert) were closed, some were taken over by Queensland Railways and became part of their vast system, whilst most of the narrow gauge became either part of QR (Innisfail), or were incorporated wholly in part into sugar mill tramway systems.

Co-author John Kerr is well known to us for his accurate and prolific recording of Queensland railway history in book, article and note form. His fellow author, Peter Bell, is not so well known. Peter is a consultant from Adelaide who was employed by the Shire Council to advise them on the establishment of the tramway museum now located in the line's good shed at Aramac. Along the way, Peter amassed a great deal of information on the line which he felt was of interest to a wider audience, and after John entered the picture, they collaborated to put together a most readable account of this fascinating line.

The authors narrate well the trials and tribulations which the Aramac Shire seems to have had in getting the line approved, financed, built and eventually operating. Plans for a line to serve Aramac were originally part of a much larger scheme to link parts of western Queensland, but in the event this did not come

to fruition, and undaunted, the shire pressed ahead to establish its own line. One can't help seeing a sort of 'Titfield Thunderbolt' in a Queensland setting slant to the story with, in this case, a tight fisted government and a sceptical state rail system forever hovering in the background. No doubt, when in December 1913, the ex QR B12 class 2-6-0 pulled its short train across the wooden trestle over Aramac Creek and up the short grade into town (see photo p.ii), there was much celebration of the shire's achievement.

The cheering was, however, short lived. War clouds were gathering in Europe, and in the year following the line's opening, much of the world was plunged into the 'war to end all wars' (WWI). Initially traffic was good, boosted by good times and the requirements of war, but soon the tramway was struggling financially as costs rose and traffic levels plummeted. It was regrettably a hand to mouth existence for the tramway and its management for the rest of its life. Sure, there were periods of prosperity (the requirement for wool in quantity for the Korean War, fought in bitter cold in the early 1950s, being one rather unusual example), but they were too far and few between to keep the shire council out of the red in its tramway operations. Maintenance suffered, speed restrictions were a given, and it was only due to the dogged persistence of its loyal employees, who struggled against all odds, fickle weather amongst other things included, that kept the line going. 'Dieselisation' in the form of a rail motor and two trailers, two diesel mechanical locomotives, with some track maintenance, did something to stem the rot, but it was too little too late. Whilst there had been a large crowd to witness the arrival of the first train behind steam in 1913, there were few who even knew, let alone cared, when the diesel brought the last tramway train home from the junction early in 1976.



A1 (Ipswich 103/1924) with a mixed train, ready to depart from Barcaldine, January 1957. Photo: Dick Tomkies, Ken Rogers Memorial Library, ARHS Qld Division



Com-Eng 0-6-ODM RR MAC (A1922/1958) shunting at Barcardine, March 1962.

Photo: Brian Webber

Peter and John explain the history and operations of the line through the decades in a readable style, and although there is much to tell, it never seems to develop into a litany of facts and figures. In the chapter 'Keeping the wheels turning', the authors celebrate the tramway staff over the years, and succeed in giving mention to just about everybody who ever served on the tramway, in whatever capacity, from driver, fireman, guard, clerk, foreman and ganger. It is interesting to see the magnetism life on the line had for these employees, with some remaining for years, and others who left returning later for yet another stint. Even the redoubtable George Phillips, of steel sleeper and Normanton railway fame, was involved with the establishment of the tramway in its early years, and gets more than a passing mention.

The tramway's facilities were never extensive, as shown in the station layout diagrams, but the layout of Aramac station (p.37), with two sets of double crossovers, between only two parallel tracks, within a quarter mile length of the yard, must be some sort of record!! No doubt they were there for a purpose, and it is features like this which gave such lines their charm. Aramac station also had the benefit of one of those strange Queensland institutions (as a concession to the stifling heat), an overall roof. It was short and covered only one track, but served its purpose, and on occasion also doubled as a carriage shed as well.

The tramway employed some interesting locomotives and rolling stock, some of which came second-hand from Queensland Railways. The first steamer, an ex B12 class 2-6-0, although British built, was fitted with a completely out of character Baldwin bogie tender from another loco class, that gave the engine a distinct appearance and longer operating range. The following loco, an ex B15Con class 4-6-0, was one of this workaday

class which found a happy operating ground on lightly laid lines throughout the state. The final steam engine was unusual. To all intents and purposes it was one of the ubiquitous PB15 class 4-6-0s, but this one was different. It was the only PB15 built at QR's Ipswich Workshops (in 1924 – the rest were built either overseas or by local contractors), it had Stephenson valve gear like the earliest PBs, at a time when QR was having Walschaerts valve gear PB15 versions built, and it was fitted with a much larger 2,500 gallon capacity tender. It had a capped chimney, white painted star on the smokebox door, white highlighted rivets on the smokebox, and white buffers, giving it a most distinctive look. The staff kept it clean and in good mechanical condition, with the only concession to its home being a 'missing' cowcatcher, which seems to have been removed permanently to facilitate re-railing on occasions when the loco decided to take itself 'off track' in places of rough permanent way.

Rolling stock consisted of a couple of louvred vans (ample for on-line traffic), a water gin for use when water was scarce, and a short brake composite, all ex QR, and a rather nice end platform composite carriage built new by Frost of Ipswich. It was similar in style to contemporary QR cars, but had no actual equivalent on the larger system. It saw little use as it had no guard's facilities, and was much bigger than the tramway's meagre passenger traffic needed anyway. These few cars were quite adequate for the tramway, with all other rolling stock being provided by the QR.

Dieselisation brought one of the famous 'red railmotors' from QR (in 1964), and two railmotor trailers, along with two diesels, the first, an 0-6-ODM, from Commonwealth Engineering (in 1958) and the second, an 0-6-ODH, from Walkers (in 1968). Despite official names or numbers, these units were affectionately

nicknamed *Aunt Emma, Pawpaw* and *Mango* respectively.

Once again the LRSSA has excelled with this A4 sized book, printed on good quality paper, with well presented clear illustrations. There are not many photos in existence of the tramway's early years, and most of the good ones are included here. It is pity that nothing more than an out of service shot can be included for the B15Con (there is at least one known). The text is free of annoying spelling errors which so often seem to plague some publications these days, and the layout, if conventional in style, is well done and entirely appropriate in this case. Some minor criticisms: the locality map (p.5) could have been larger and more detailed to show the other QR lines in the west, including the QR's Northern Line from Townsville, and the connecting line through Winton to the Central Line, the development of which played such an important part in the tramway's early plans. The two photos inside the back cover identify the loco remains as B13 – sorry, this should be B12.

All in all, this moderately priced book would be a welcome addition to any bookshelf, not only for Queensland enthusiasts, but also for our colleagues further afield with a penchant for something a bit different. As a parting comment, this reviewer has fond memories of his trip over the tramway with the ARHS Easter 1975 tour. A bonus was to find the DL in Aramac yard prior to its return to QR after a stint of relieving duty. The front cover photo (taken on this trip) illustrates well the gentle swaying of the red railmotor and its trailers as it rumbled along through the typical Queensland countryside. And, no, the ride wasn't as rough as we had been told to expect. However, there was no main line 'timetable' to press us, so we took our time and enjoyed the experience. I hope you do too when you read this book.

Ray Ellis



Dear Sir,

**A Visit to Huon Timber Mill
(LR 162)**

The train in the top photo page 5 of "A Visit to Huon Timber Mill" in LR 162 is travelling north along Main Street, Geeveston, hence the locomotive is hauling the train, not trailing. The elderly gentleman with walking stick and white beard is Geeveston pioneer, Osborne Geeves, whose sawmilling business and wooden-railed tramlines were bought by the Huon Timber Co.

The JW Beattie photograph accompanying this letter [below] came into my possession recently, and is captioned simply "Log train, Geeveston - Early 1900s". I have discussed

its location with Wayne Chynoweth, who has been making an exhaustive study of tramlines in the southern forests. He is convinced that the site is in the Kermadie River basin and believes it is almost certainly on the South Creek Branch line.

A former resident, Mrs Grace (Hammond) Elliott, who lives in Main Street, told me that when a fatality occurred in the bush, the engine crew would toll a bell as the train passed through the town. She recalls that she and her younger brother would race down to the front gate to see the corpse laid out on one of the logs!

Lindsay Whitham
Mt Stuart, Tas

Dear Sir,

Great Southern tin mine remains

On a recent visit to Irvinebank, North Queensland, the Loudon House Museum staff kindly directed us to the site of the 'Great Southern' tin mine, off the four-wheel drive track towards Mt Garnet.

Enclosed is a photograph [at right] of one of several adits located within this mine site. The entrance to this adit immediately divides into two drives. Both drives were serviced by a rail tramway, with a crude 'set of points' to divert skips into either drive. The track construction is similar to the



portable rail once used in sugar cane fields.

The sleepers are steel pressings with bolted clips to retain the rails. The gauge is 24 inches.

Unfortunately, there are no skips evident within the site.

Peter Lukey
Babinda, Qld



Dear Sir,

Two standard gauge Victorians (LR169)

I can add a little more on RH 279600 and RH 279601 and, according to the RH records I hold, I can confirm that both locos were ex-works from Lincoln on 13 March 1950. Both locos were fitted with Ruston 4VRH engines - 279600 engine number 272396 and 279601 engine number 272369. There is nothing in my records to give any clue as to where the locos were delivered - all my records show them as despatched to RH Australia.

However, the records do give a few additional details. The following notes are shown for both locos: "Flame starting, chain guards, overall width and height not to exceed 7' 0" x 9' 4", special arrangement of coupler etc."

Bob Darvill
Rugby, UK

Dear Sir,

World War 2 Light Railways

Recently, I received a letter and 11 'images' (their terminology) from the

Australian War Memorial, Canberra. This letter was in response to a query that I had made concerning another of their photographs. In the covering letter, I was advised that the AWM has 192 'images' with 'light railway' in the caption. Included in the 11 copies sent to me were six from World War 1 and five relating to World War 2, including these two [below].

As a former serviceman, who served in the north part of the Northern Territory up to the finish of hostilities, this was the first time that I had heard of the Allied Works Council's oil tunnel and railway. I would suspect that this was part of the work done in the Darwin area to replace the tanks destroyed by Japanese air raids in February 1942.

The second photograph, showing a party of officials being taken by light railway to inspect Hiroshima, shows what looks to be a Japanese light railway battery electric locomotive.

It would be appreciated if any readers could supply further information on either of these.

Arnold Lockyer
Dover Gardens, SA



"Darwin area, Northern Territory, Australia, 1944-07-02: Members of the Empire Parliamentary Delegation with army and navy officers aboard a light railway truck on their way to inspect an oil tunnel constructed by the Allied Works Council." Photo: Australian War Memorial, ID No.067272



"Ujima, Japan, 1946-09-10: Party proceeding to Hiroshima by light railway during the visit by United Nations (Security Council) Mission." Photo: Australian War Memorial, ID No.131843



LRRSA NEWS

MEETINGS

ADELAIDE: "Light Railways in Mining"

There will be a discussion about light railways used in connection with the mining industry in South Australia.

Location: 150 First Avenue, Royston Park.

Date: Thursday 5 June.

Contact Arnold Lockyer (08) 8296 9488

BRISBANE: "Narrow Gauge Light Rwy's"

Frank Savery will be showing videos of narrow gauge light railway operations.

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 13 June at 7.30 pm. Entry from 7 pm. Contact Bob Dow (07) 3375 1475

MELBOURNE: "Tramways of Woods Point"

Peter Evans will present a research report on his progress in mapping the firewood and ore tramways of the Woods Point goldfield. These tramways operated from about 1863 to 1936 and were constructed in extremely rugged country. Since very few contemporary maps existed, extensive fieldwork has been required to fill in the gaps in the documentary record.

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

Date: Thursday 12 June at 8.00 pm.

SYDNEY: "AGM & Members' Slide Night"

Members are invited to bring a small selection of slides (5-10) of a favourite light railway subject.

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

Date: Wednesday 25 June at 7.30pm.

GLORIA STEBBING

Gloria Stebbing, wife of long-time Victorian member Alan Stebbing (a former Sales Officer) died suddenly on 2 May. The society was represented at her funeral by Peter Evans and son Brett.

Gloria was for many, many years our "supper lady" at the bi-monthly Melbourne members' entertainment meetings and would be known by scores of members for the efficient way she handled the urn and wielded the teapot. She always put on a good supper for the December meeting, with a Christmassy flavour. In her earlier years, Gloria participated on society field excursions, helped on our stand at the annual Camberwell model railway exhibition and was a regular for many years at the magazine stuffing and mail-out nights. She is greatly missed.

Phil Rickard

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

New! Focus on Victoria's Narrow

Gauge Waihalla Line Photographs by Edward A. Downs and others, published by Puffing Billy Preservation Society. Very high-quality landscape format book of duotone photographs dating from circa 1940 to 1956, most never previously published, 48 pages, soft cover, A4 size. **\$35.95** (LRRSA members \$32.35) Weight 280 gm

New! Railways, Mines, Pubs and People and other historical research

by Lindsay Whitham published by Tasmanian Historical Research Association. Fascinating collection of 18 historical research projects, including tramways around Catamaran, Zeehan, Sandfly, Waddamana, Port Arthur and many others. Essential reading for anyone interested in Tasmanian tramways, 264 pages, soft cover, A5 size, 64 photos, 33 maps. See *Review in Light Railways No. 166* **\$25.00** (LRRSA members \$22.50) Weight 425 gm

Echoes through the Tall Timber

The Life and Times of a Steam Train 1895-1984 by Dorothy Owen, published by Brunel Gooch Publications Life story of Harry Matheson, who drove logging winches, and mill engines in the Warburton-Powelltown area. 176 pages, soft cover, A5 size, 48 illustrations. **\$22.95** (LRRSA members \$20.66) Weight 375 gm

The Bonanza Narrow Gauge Railway

The Story of the Klondike Mines Railway by Eric L. Johnson, published by Rusty Spike Publishing. History of a 3 ft gauge 31 mile long railway at Dawson City, Yukon Territory, near the Arctic Circle - Canada's most northerly public railway, which operated from 1906 to 1913. 164 pages, soft cover, near A4 size, 82 photographs, 13 maps, 34 drawings and other graphics. See *Review in Light Railways No. 166* **\$40.00** (LRRSA members \$36.00) Weight 560 gm

Rails to Rubicon

A History of the Rubicon Forest by Peter Evans
200 pages, A4 size, over 200 photos, many maps and diagrams. **\$37.95** Hard cover (LRRSA members \$28.46) Weight 1000 gm.

Powelltown

A History of its Timber Mills and Tramways by Frank Stamford, Ted Stuckey, and Geoff Maynard.
150 pages, soft cover, A4 size, 150 photographs, 22 maps and diagrams, references and index. **\$22.00** (LRRSA members \$16.50) Weight 550 gm.

The Innisfail Tramway

The History and Development of the Geraldton Shire Tramway and the Mourilyan Harbour Tramway by John Armstrong & G.H. Verhoeven
128 pages, A4 size, 99 photos, 22 maps/diagrams. **\$37.90** Hard cover (LRRSA members \$28.43) Weight 650 gm.
\$29.95 Soft cover (LRRSA members \$22.46) Weight 470 gm.

Modernising Underground Coal Haulage

BHP Newcastle Collieries' Electric Railways by Ross Mainwaring
60 pages, soft cover, A4 size, 18 photographs, 13 maps and diagrams, references and index. **\$16.50** (LRRSA members \$12.38) Weight 230 gm.

Tasmania's Hagans

The North East Dundas Tramway Articulated "J" Class by Geoff Murdoch, published by the author. 71 pages, soft cover, A4 size, 42 photographs, 2 maps, 38 diagrams/drawings, references and bibliography. **\$20.00** (LRRSA members \$18.00) Weight 300 gm

Mountains of Ash

A History of the Sawmills and Tramways of Warburton - by Mike McCarthy
Describes a complex network of over 320 km of tramways which linked 66 major mills to the Warburton railway.
320 pages, A4 size, 280 photos (incl. 52 duotones), 50 maps/diagrams, (incl. 14 four-colour maps). **\$59.95** Hard cover (LRRSA members \$44.96) Weight 1500 gm.

Settlers and Sawmillers

A History of West Gippsland Tramways and the Industries they Served 1875-1934 by Mike McCarthy
168 pages, soft cover, A4 size, 96 photographs, 17 maps and diagrams, 6 graphs, one loco diagram, references and index. **\$31.90** (LRRSA members \$23.93) Weight 700 gm.

Bellbrakes, Bullocks and Bushmen

A Sawmilling and Tramway History of Gembrook 1885-1985 - by Mike McCarthy
104 pages, soft cover, A4 size, 71 photographs, 17 maps and diagrams, references and index. **\$26.00** (LRRSA members \$19.50). Weight 500 gm.

Arsenic and Molasses

A Pictorial History of the Powelltown Tramway and Timber Milling Operations by Frank Stamford. All photographs are different to those in *Powelltown*. 88 pages, A4 size, over 100 photographs, 8 maps and diagrams, glossary and index. **\$36.00** Hard cover (LRRSA members \$27.00) Weight 650 gm.
\$24.00 Soft cover (LRRSA members \$18.00) Weight 470 gm.

Laheys' Canungra Tramway

by Robert K. Morgan, revised by Frank Stamford
Describes Queensland's largest timber tramway. 32 pages plus soft cover, A4 size, 28 photographs, plus maps/diagrams and index. **\$9.95** (LRRSA members \$7.46) Weight 220 gm.

Postage and packing: Within Australia, up to 500 gm: \$4.80; 501 gm to 3 kg \$9.00

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- If joining in October or November, pay \$28.00 (\$34.50/\$38.00 overseas) and receive 4 issues of *Light Railways* (Nos 168-171).
- If joining in December or January, pay \$21.00 (\$26.00/\$28.50 overseas) and receive 3 issues of *Light Railways* (Nos 169-171).

- If joining in February or March, pay \$14.00 (\$17.50/\$19.00 overseas) and receive 2 issues of *Light Railways* (Nos 170-171).
- If joining in April or May, pay \$49.00 (\$60.00/\$66.50 overseas) and receive 7 issues of *Light Railways* (Nos 171-177).

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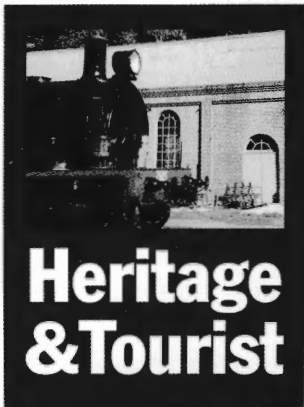
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LR 2002-2003



Heritage & Tourist

has emerged to be the consequence of corporate greed and unethical behaviour by those in whom the public placed its trust, has contributed to public anger over the situation.

A large number of preserved railways across Australia have had to close their operations to the public. Reports in this Heritage & Tourist section bring positive news that public operations have resumed at several locations, among them the Richmond Vale Railway and the Bennett Brook Railway, albeit with dramatic increases in the cost

Future of Railway Preservation

The future of preserved railways in Australia has been the subject of much lively debate over the past year or so. Many preservation groups are facing a crisis, brought on primarily by the difficulties of obtaining public liability insurance and the dramatic increases in insurance premiums for those who have obtained cover. That this crisis in the Australian context at least has largely been brought on by the HIH collapse, which in turn

of insurance premiums and much more arduous accreditation requirements. I understand also that the Carnarvon Jetty Railway in Western Australia has also resumed public operations. In Queensland, however, the situation remains bleak, with both the Durundur Railway and the Queensland Pioneer Steam Railway at Swanbank closing their doors on 28 February 2003.

As is often the case, opportunity can come out of adversity. It is therefore heartening to learn that the insurance crisis has brought a move by railway preservation groups in Queensland to get together with the intention of forming a Queensland Heritage Railway Group. Paul Rollason, Vice-President of the Australian Narrow Gauge Railway Museum Society, circulated the various preservation groups in that State in April to attend a meeting, scheduled for 10 May, to discuss public liability insurance problems and the formation of such a group. He was prompted by advice from insurance brokers that it is becoming increasingly necessary for like-minded groups to put aside rivalry and establish umbrella organisations if they are to tackle the problem of escalating insurance premiums. Evidently Paul has received a positive response and we wish the Queensland groups well in their endeavour to put tackle the problem in a constructive manner.

Bob McKillop

News items should be sent to the Editor, Bob McKillop, Facsimile (02) 9958 8687 or by mail to PO Box 674, St Ives NSW 2075. Note new email address for H&T reports is: rfmckillop@bigpond.com

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

NEWS

Queensland

ARCHER PARK STEAM & TRAM MUSEUM, Rockhampton

1067mm gauge

The Museum held its bimonthly *Carriage Capers* on Sunday 6 April with the Purrey steam tram, a speeder and several motor vehicles transporting visitors out parallel to the Northern Line. Attractions included a working blacksmith, several classic cars (almost all transformed into 'hot rods' rather than having been being restored as veteran cars) and static exhibits. Lynn Zelmer exhibited HO_n30 and On30 cane train models and a new 900 x 1200 mm poster promoting modelling of cane trains. Entry to this event is by gold coin. Meanwhile, the museum took delivery of English Electric branch line locomotive 1614 on 14 April 2003. It is on a 5-year loan from the ARHS (Queensland Division).

Lynn Zelmer, LocoShed E-group, 4/03; Dennis Sheehan, via John Browning, 4/04

DURUNDUR RAILWAY, Woodford

610mm gauge
Aust. Narrow Gauge Railway Museum Soc. Inc.

As noted in LR 170 (p.27), ANGRMS was forced to close the Durundur Railway to the public on 28 February with the expiry of its public liability insurance cover. The only available insurance cover was through QBE Mercantile at a cost of \$45,000 or a 900 per cent increase over the previous cover. Members are continuing restoration and maintenance tasks in the expectation that the problem will soon be resolved. The ex-Marian Mill 4wDH GEMCO (Geo Moss, 1965) was withdrawn from service for repairs shortly before the closure after becoming increasingly unreliable.

ANGRMS Home Page, 4/03

New South Wales

RICHMOND VALE RAILWAY

1435mm gauge

Richmond Vale Preservation Co-operative Society Ltd

Further to LR 170 (p.27), the RVR Museum reopened on 12-13 April for the Hunter Valley *Steamfest*, after being closed for 10 months due to insurance problems. Ex-SMR 2-8-2T No.30 (Beye Peacock 6294 of 1925) made its return to steam after extensive restoration to bring it back into operating condition, while the Planet 4wDM (F Hibberd 3715/1955) operated trains to Mulbring Road. Former BHP steelworks Bo-Bo DE No.34 (Goninan 2 of 1954) was the back-up

locomotive during the festival. The normal open day program of operations has resumed on the first three Sundays of each month. It is also reported that the non-air 4-wheel coal hopper wagon loaned to Sandgate Cemetery and restored there by a Work-for-the-Dole team has been returned to the RVR. It has been placed on a plinth at Pelaw Main for public display.

Jeff Mullier, LocoShed E-group, 6/04/03

ROTHBURY RIOT RAILWAY

1435mm gauge

Hunter Valley Railway Trust

During *Steamfest* on 12-13 April, ex-SMR 2-8-2T No. 23 (BP 6056/1920) was in steam and operated to Branxton railway station to join up with steam shuttle trips operated on the mainline by 4-6-4T 3112. Other SMR 10-class 2-8-2T locomotives observed at the depot during the Festival open days were Nos. 17, 20, 26-28 and 31.

Brad Coulter, LocoShed E-group, 12/4/03

STATE MINE HERITAGE PARK & RAILWAY, Lithgow

1435mm gauge

Lithgow's 4th Annual Ironfest, held in April, covered a series of project launches, exhibition openings, dramatic theatre and new vocations, particularly a series of workshops in fields such as blacksmithing, dance, singing, mask and lantern making and puppet making. The main event was held

at State Mine Heritage Park on 26-27 April and attracted large crowds. Visitors parked at Blast Furnace Park – the site of the former Sandford/Hoskins blast furnaces – and took shuttle buses to the State Mine site.

While the infrastructure has been completed for the commencement of passenger services, including the replacement carriage shed, trains had yet to be accredited. The three ex-AIS Port Kembla DE locomotives – newly restored D20, D21 (awaiting fitting of replacement cab roof) and D23 (awaiting restoration) were stored in the carriage shed, together with fire-damaged 2-6-2T 2605 (Dubs 2794/1892) and the museum's carriages. Eight former NSWGR mainline carriages belonging to George Milaras and intended for a new tourist train are being restored in the yard. The ex-Portland Cement 4-wheel hopper wagons represented the standard gauge industrial rolling stock on display.

Editor, 4/03

ZIG ZAG RAILWAY, Lithgow

1067mm gauge

Further to LR 168 (p.28), 19, the 40-tonne underground B-B DH (EM Baldwin 7741.1 9.78 of 1978) ex-Elouera Colliery, is used regularly on work trains and delivering loads and machines around the different sites on the ZZR. Most Zig Zag track is not accessible by road and 19 has proved to be extremely useful. It is planned to fit a high profile cab to this locomotive in the near future. Ex-Emu Bay B-B DH

Heritage & Tourist

1004 (TGR 9/1966) has been repainted in its original colours, while sister locomotive 1003 (Walkers 578/1963) remains in store at Burnie, Tasmania. About 1km of track has been completed on the Newnes Junction extension. This has been laid with 94lb rail, with welded lengths being prepared for use on curves.

Mark Watson, 04/03

Victoria

ALEXANDRA TIMBER TRAMWAY & MUSEUM

610mm gauge

A combination of mild, sunny weather and a large turn up of both volunteers and patrons ensured that the 2003 Alexandra Timber Tramway Easter *Steamfest* was a resounding success.

Good Friday was spent doing some last-minute maintenance on the site and in preparing the exhibits for the following three days. Boilers in steam included the 0-6-0T locomotive (John Fowler 11885 of 1909), a Bartram vertical boiler No. 2085 of 1911 driving a Tangye vertical pump, the 2nhp Marshall portable engine (45907 of 1904), and the 8nhp Marshall portable engine (47566 of 1906). The latter also provided steam to 8nhp Marshall portable engine (9710 of c1882) and a high-speed vertical steam engine ex-Maribyrong Explosive Factory.

Also in use over the Easter period were Kelly & Lewis 0-6-0DM (4271 of 1935), Motor Rail "Simplex" 4wDM (10058 of 1948), and Malcolm Moore 4wPM (1023 of 1943). Regular passenger trains were run both on the loop track and on the relaid section of tramway towards Rubicon. The cool sunny weather ensured that there was no shortage of passengers, and patronage was an improvement on last year's *Steamfest*. As usual, Sunday provided the largest number of passengers.

In addition to the railway, there were a large number of operational displays. The 2nhp Marshall portable drove an 1898 James Smith of Ballarat hay press, a New Record drag saw chewed away at a

length of Mountain Ash log keeping up a supply of boiler wood, and a number of petrol/kerosene engines popped away noisily. A popular display provided children with an opportunity to blow a range of steam whistles, and the sound of a Victorian Railways "five-chime" echoing around the Alexandra railway yards brought a smile to the face of those adults old enough to remember this distinctive sound. Given the success of the 2003 *Steamfest*, both financially and in promotional terms, the museum looks forward to an even bigger event next year.

Peter Evans, April 2003

NATIONAL VINTAGE MACHINERY RALLY, Heyfield

610mm gauge

The 9th National Rally held at Heyfield from 8-10 March was a most successful event despite rain on the Sunday. Over 6000 people went through the gates on the Saturday alone. Exhibited in the main paddock were steam wagons, rollers, portables, traction engines and road locos and a number of stationary steam engines, living vans and steam powered farm machinery exhibits. In a separate, long compound, about 100 metres of 610mm gauge railway line was provided for the ex-Babinda Sugar Mill and Sandhurst Town 0-6-2T Perry Eng. 7967-50-3 of 1950, together with a Malcolm Moore locomotive and a hand operated trolley from the PBR Menzies Creek Museum. The Malcolm Moore loco is ex-Inkerman Mill B/N 1013 fitted with the engine and gearbox from MM 1015. Also on display, but not operating, were the 762mm gauge TACL Fordson rail tractor restored by LRRSA volunteers at Menzies Creek (LR 168, p.3) and a Casey ganger's trolley (NK55).

A visit to Kevin Lord's property, home to the Perry locomotive, revealed that 600 metres of 610mm gauge track has been built in the forest. The line starts in the loco shed, crosses a small paddock and enters the forest on a rising grade around a hill. There are sufficient materials available to lay another 600 metres or so of track.

Denis Wasley, ASP No.70, 4/03; Bruce Paroissien, via John Browning, 4/03

PUFFING BILLY RAILWAY

762mm gauge

Emerald Tourist Railway Board

Coming Events

JUNE 2003

7-8 Redwater Creek Steam & Heritage Society, Sheffield, TAS. Operations with narrow gauge steam trains. Information (03) 6424 7348

8 Cobdogla Irrigation & Steam Museum, Barmera, SA. 15th birthday of the Cobdogla Steam Friends Society Inc. with launch of David Mack's book, *History of Irrigation in South Australia*. Open Day with steam train and traction engine rides, plus Humphrey Pump operating; 1100-1630. Phone (08) 8588 2323.

8-9 Alexandra Timber Tramway & Museum, VIC. Steam running day with narrow gauge steam trains, traction engines and other attractions; 1000-1545. Information Rowan Millard, 0409 941 884

9 NSW Steam Tram & Railway Preservation Society, Valley Heights NSW. 10th anniversary of the Parramatta Park Fire, with return to service of steam tram 103A and trailer 93B.

14-15 Richmond Vale Railway, Kurri Kurri, NSW. Coalfields Steam Weekend, steam train rides, traction engines, machinery displays and stalls. Phone: (02) 4937 5344.

15 Illawarra Train Park, Albion Park, NSW. Narrow gauge industrial steam and diesel locomotives operating, together with miniature train rides and restored steam engines, 1100-1630. Phone: (02) 4232 2488.

JULY 2003

5-6 Timbertown Steam Festival, Wauchope, NSW. A Friendly Rally in a great location, with regular 610mm gauge steam train operations, Saturday night dinner and steam train rides, steam and oil engines, steam mill and timber cutting, miniature railway, heritage machinery and open tours of the engine sheds. For information, contact Lance Wilson (02) 6581 1151.

5-6 Redwater Creek Steam & Heritage Society, Sheffield, TAS. Operations with narrow gauge steam trains. Information (03) 6424 7348.

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

13 Illawarra Train Park, Albion Park, NSW. Narrow gauge industrial steam and diesel locomotives operating, together with miniature train rides and restored steam engines, 1100-1630. Phone: (02) 4232 2488.

AUGUST 2003

2-3 Redwater Creek Steam & Heritage Society, Sheffield, TAS. Operations with narrow gauge steam trains. Information (03) 6424 7348.

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

16 Illawarra Train Park, Albion Park, NSW. Narrow gauge industrial steam and diesel locomotives operating, together with miniature train rides and restored steam engines, 1100-1630. Phone: (02) 4232 2488.

NOTE: Please send information on coming events to Bob McKillop - rmckillop@bigpond.com - or the Editor, *Light Railways*, PO Box 674, St Ives NSW 2070.

The PBR has announced that the marathon rebuild of ex-VR 2-6-0+0-6-2 Garratt G42 (BP 6268/1925) is nearing completion and that a target date for steaming trials has been set for early 2004.

An estimate of the likely restoration costs prepared in February 1977 suggested that a total expenditure of \$100,000 would see the return of G42 to operation and that the project would take about two years to complete. The project got underway in 1978. Twenty-five years later the end is in sight, but the total cost will be in the order of \$1.5 million and there is still a funding shortfall of \$130,000. In February 2003, tubing of the boiler had been completed along with the hydrostatic test.

On 21 February, the Governor of Victoria, Mr John Landy, travelled by special diesel-hauled train from Cockatoo to Gembrook.

Narrow Gauge 168, March 2003

WALHALLA GOLDFIELD

RAILWAY 762mm gauge

Walhalla Tourist Railway Committee of Management

Due to major works repairing the

landslip on the Main Road between Thomson and Walhalla (see LR 167, p.30), the WGR was again commissioned by VicRoads to operate trains on a seven-day a week basis for up to one month from 2 May 2003. Three standard return trips were operated by the WGR, departing Thomson at 1130, 1320 and 1510. No passenger fares applied during the VicRoads charter period. This time around, the works schedule allowed the road to be opened three times a day to let vehicles through. Rob Ashworth, Vic-rail News Group via Colin Harvey, 28/4/03

Tasmania

REDWATER CREEK, Sheffield

610mm gauge

Redwater Creek Steam & Heritage Society Inc.

Steam trains returned to the Society's Sheffield site on 14 February after an absence of 20 months. The boiler of composite Krauss 0-4-0WT (B/Ns 5800/5682) was removed on 14 June 2001. The following August it was

Heritage & Tourist



On 16 April, ex-QR 1614, owned by the ARHS Queensland Division, was placed on loan at the Archer Park Station Museum, in Rockhampton. Here, the museum's Billard 4wDM (T75P 227 of 1952) hauls 1614 to the station building. Photo: AC Lynn Zelmer



Warwick Rail Museum: ex-Mackay Harbour Board 3ft 6in gauge ComEng 0-6-0DH (F1018 of 1957) with Caterpillar engine, 10 April 2003. Photo: Brian Webber



Ex-Elouera Colliery EM Baldwin B-B DH 19 at the Bottom Points depot of the Zig Zag Railway, with a load of sleepers. Photo: Mark Watson

decided to remove the whole firebox and commence the construction of a new welded firebox. Colin Hooper, consulting engineer of Townsville, prepared the design and specifications for the firebox, while Don River Railway's Ray Howe served as expert boilermaker. Preparation and welding of the new firebox was done at Don River. Eric Howe provided assistance to insert the firebox into the boiler at his workshop near Latrobe, including riveting, tapping of stay holes, tube replacement, caulking, etc. Following a successful hydrostatic test to 1500kpa and a steam test on the frame, the boiler was reunited with the frames on 22 January 2003. Five test runs were made over the full length of track on 15 February and, following a final inspection by the Rail Accreditation Authority on 19 February, permission was given to recommence public operations. Steam rides were available throughout *SteamFest* on 1-2 March and again proved very popular. Normal running days are held on the first weekend of each month, with special runs available to groups by appointment. For further details, contact (03) 6424 7348 or Email vivmart@bigpond.com.

Peter Martin, 03/03

Western Australia

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

Recommencement of public operations on 2 March 2003 (LR 170, p.30). The steep increase in insurance costs has placed a challenge on the Society, although the new trading environment at Whiteman Park has encouraged more visitors to ride on the train. Accordingly, good ticket sales were experienced in the first weeks after reopening. On Marlow's Classic Car Day, trains hauled by 0-6-0 DM (J Fowler 4110019/1950) and the Gemco 4wDM **WYNDHAM** operated between Mussel Pool and Whiteman Village every 15 minutes with heavy passenger loadings.

Heritage & Tourist

The Park administration desires a wider range of attractions, particularly trains, trams and buses, operating each day. The Loop Line remained closed during March to permit maintenance work to be completed on the Mussel Pool branch. Restoration work continues on 2-8-2 NG123 (Franco-Belge 2670/1951), with the pistons, rings, valve piston and rings, valve spindles and extensions having been finished to a very high standard at Wallis Drilling. Work has also been undertaken on the valve gear, front end and steam chest of 0-4-2T BT1 (Perry Eng. 8967.39.1/1939). This loco suffers from a very severe blast that lifts the fire off the grate and results in high fuel use. Restoration work on the 0-4-4-0T Mallet (O&K 2609/1907) includes 'Pad Welding' the boiler barrel where the metal has been pitted by rust. Bob Hutt has donated a fully restored injector obtained from the Festiniog Railway to the Society and it is just the right size for the Mallet.

BBR Newsletter, April 2003

OLIVER HILL RAILWAY,

Rottnest Island 1067mm gauge
Further to LR 156 (p.31), the new railcar (or tram) for this tourist railway is being built by Gemco at Forrestfield in Perth. In April 2003 the body shell was complete and had been placed on its wheels. The 16.5m long tram was being fitted out with the mechanical and electrical equipment and the seating for 60 passengers. The side windows are fitted with roll-up heavy duty clear plastic blinds for weather protection while the end windows are safety glass. It is driven on one bogie only by a 90kW Perkins diesel, which is mounted in a frame forming a power pack that can easily be removed for servicing or maintenance. The current projection is for the tram to enter service on Rottnest Island in July or August 2003.

Simon Mead, 04/03

Northern Territory

ADELAIDE RIVER & SNAKE

CREEK RAILWAY 1067mm gauge
A local group is establishing a tourist railway at Adelaide River on the former North Australian Railway.



The Hunter Valley Steamfest saw the return to service of Richmond Vale Railway's ex-SMR 2-8-2T No.30 (Beyer Peacock 6294 of 1925) following an extensive restoration. On Saturday 12 April, the gleaming locomotive charges up the hill to Pelaw Main with three stainless steel carriages in tow.

Photo: Steven Saunderson



Prior to the big day, Richmond Vale Railway & Museum member Max Dixon is busy machining the blowdown valve from No.30.

Photo: Jeff Mullier

Heritage & Tourist



During the Alexandra Steamfest, Ray Graf refuels John Fowler 0-6-0T 11885 of 1909, while the Kelly & Lewis 0-6-0DM takes over main-line operations. Photo: Peter Evans



Back in action with a new welded firebox after a 20-month overhaul, the composite Krauss 0-4-0WT (5800/5682) shows its paces on the Redwater Creek track in February 2003. Photo: Peter Martin



The new railcar for the Oliver Hill Railway, Rottneest Island, nearing completion at Gemco, Forrestfield (in Perth WA), April 2003. Photo: Simon Mead

It will provide a 8km rail link to the World War 2 armaments depot at Snake Creek, which still has its railway sidings in place. A Fairmont gangers quad provided passenger rides at Adelaide River during a heritage festival in March 2002 to raise money for the AR&SCR.

Pichi Richi Platter, Summer 2003, via Arnold Lockyer

Overseas

CLONMACNOISE & WEST OFFALY RAILWAY, Ireland

914mm gauge

This unusual tourist railway offers a 9km rail trip through Blackwater Bog, near Shannonbridge Co. Offaly on one of the famous Bord na Mona industrial railway systems. While travelling learn about the formation of the peat and the industry that has built up around the bog. The train stops at the turf bank see a demonstration of the traditional method of turf cutting and the commentary during the journey highlights some of the more interesting archaeological finds in the bog! The journey provides an insight into the industrial operation at Blackwater, from the production of milled peat right through to its transport by rail to Shannonbridge Generating Station.

The Bord na Mona industrial railways continue to operate on a large scale, with some 2500 peat wagons, 1000 other vehicles and 250 locomotives operating over some 850km of permanent track and a further 500km of temporary track, which is re-laid up to 12 times a year. There are 90 bridges, including the Lanesboro' bridge at 116 metres and Garryduff Bridge over the Shannon River (160m). Over 400 locomotives have operated on the railway, Nos 389-411 entering service between 1994 and 1998. Bord na Mona was a major purchaser of Ruston & Hornsby locomotives from 1946 to 1958. They then lost the contract to the Hunslet Engine Company, which constructed 140 8-ton locomotives to a Bord na Mona design, which Hunslet called 'Wagonmasters'. Bord na Mona Web site, via Phil Rickard, 4/03



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