RESEARCH

Send contributions to fieldreports@lrrsa.org.au or to P.O. Box 21, Surrey Hills, Vic 3127.

Early i/c locos in Australia

From the LRRSA Yahoo group:

John Browning wrote (with regard to early internal combustion locomotives in Australia):

I'm wondering how much we know about this topic. I'm particularly interested in the period up to 1912, (ie before the first Caldwell Vale loco appeared). I know there was a variety of linecars early on but I'm concentrating on locos just now.

What I know of at present (all from Queensland and Victoria):

- 1903 – 2ft gauge 3-ton loco built by Wilson in Brisbane with Tangye 8hp kerosene engine in use on construction of Dulong tramline, Moreton Mill. Loco may have been a 4-4-0. Most likely dismantled in 1904.
- 1904 – 2ft gauge or thereabouts steam outline petrol loco built by the Tarrant Motor Company for Melbourne Zoo. There were initial mechanical problems but it was operating successfully by 1905. The Tarrant Motor Co was operated by Captain Harley Tarrant who had built the first motor car in Australia in Melbourne in 1901. Did the loco last until the arrival of the "Here she Comes" locomotive in 1922?
- 1907 – 2ft gauge loco with oil engine for cane haulage in Finch Hatton area by Vidulich & Co, contractors. Unsuccessful.
- 1909 – Two 2ft gauge locos with oil engines (8hp and 4hp) from Union Engine Co (Michigan) in use by contractor Innes in Plane Creek Mill area. These seem to have been moderately successful.
- 1910 – 2ft gauge 15hp 1¾ ton loco by Britannia Engineering, Colchester, England, for Pleystowe Mill. Other than that it arrived, nothing further is known.
- 1910 – Mercedes petrol electric locomotive in use at Gladstone meatworks, Queensland. Presumably 3ft 6in gauge.
- 1911 – 3ft gauge 20hp petrol/kerosene loco built by AH McDonald & Co, Imperial Engine Works, Burnley, Victoria for E A Robinson, Warburton, Victoria for timber haulage. Unsuccessful. Subsequently rebuilt to 3ft 6in gauge and sold to Dalgety & Co Ltd for use on Kingston Jetty in South Australia.

Is there any other information out there of internal-combustion locos in use on any gauge railway in Australia before 1912?

John Browning, additional information provided by Mike McCarthy, Richard Horne and Peter Medlin.

Barlow & Bridge rails

Following on from the Field reports by Chris Wurr in LR 227 featuring both Barlow and bridge rails, there were several posts on the LRRSA Yahoo group discussing the different types and uses of these rails. An email from John Shoebridge covers off the key points of the topic:

It is important to distinguish between 'bridge' and 'Barlow' rail. Whilst Barlow rail was long extinct for actual railway purposes, bridge rail remained in common use in underground coal mines well into the 1950s. Bridge rail required timber sleepers, Barlow rail was intended to be laid directly on the ballast, maintained in gauge by connecting ties.

To confuse the issue, there was also a similar rail section, 'crane rail', designed for overhead gantries and used on the surface at some NSW coal mines, where its low profile reduced the risk of workmen tripping. I have seen it similarly used on wharf tramways.

Whilst I have, of course, no experience with the use of Barlow rail, I can vouch from experience, that bridge rail was less that suitable for structural purposes.

During my 1968 investigation of the Great Cobar Copper Smelters, (see ARHS *Bulletin* Sept 1969) lengths of Barlow Rail were apparent as reinforcing in many of the furnace bases. Around the same era, I came upon numerous intact lengths of Barlow rail used to construct the hill-side flue for a mercury roasting furnace at Fine Flower Creek near Grafton NSW. It is a remote location and they may well be there to this day. I can also recall short lengths of the rail driven as piles to retain earthen loading banks at several NSWGR country stations, their specific locations today escape my memory.

On a similar vein, may I ask if anyone has seen an illustration of Barlow road pointwork? To me this has been an enduring mystery.

In LR 197, Mike McCarthy quotes a report that a quantity of Barlow rail from the Melbourne to Geelong railway was purchased for use at Cape Paterson Vic, and that "this included 12 sets of points and crossings, thrown out of Geelong yard, all Barlow rail." This implies to me that this type of track utilised special points and crossings, rather than making do with a transition connection to normal pointwork, as was the practice on Brunel's GWR baulk roads.

The attached photo (below) may be of interest. It shows the track on Nobbys Breakwater at Newcastle when it was operated by the NSW Department Public Works. The date is uncertain, and indeed I am unsure if the rails are indeed Barlow or a form of large bridge rails.

Further reading on the topic can be found in the following publications:

Sydney Railway 1848-1857 by Don Hagarty, published by ARHS NSW Div in 2005, Chapter 20.

The Origin and Development of the Railway Rail – English & American Wood, Iron and Steel by GP Raidabaugh, published by The Pennsylvania Steel Company in 1915. Available for download on the weblink http://archive.org/details/origindevelopmen-00raidrich which will be of interest to this discussion. It specifically mentions the origins of "bridge rail".

A History of the South Australian Railways Volume 1: The Early Years ISBN 9780858490475 from ARHS Vic Div. has a good article on the development of rail and the SA use of Barlow Rail.

Stephen Larcombe, Bruce Rankin

Jarosite mine, Torquay, Vic.

Has any history been documented, or are there any known photographs of the Jarosite mine and its tramway, which was located at the Ironbark basin, near Torquay, Victoria? I do recall visiting the site some years back and observing the obvious signs of an apparent incline tram, which can also be seen with Google; Jarosite mine. It had the appearance of heading out to a non-existent wharf.

Despite current evidence of vertical mine shafts in the "works" area, a recent reference indicated that the mine was actually on the shore line cliff face. This would suggest that the incline was to bring the raw material back to the works, which were located further inland.

Geoff Winkler

Little Yarra Sawmilling Co., Reid's tramway, Powelltown Vic.

An Enquiry from Bill Hanks regarding the popular walking track along Reid's tramway and its operation has led to an interesting response from Frank Stamford:

During the time the tramway was owned by Reid I believe it was worked by horses, I don't know of any evidence of him using a rail tractor on that line. As for the earlier period when it was owned by Little Yarra Sawmilling Co. well that is a little more complicated.

The Little Yarra Sawmilling Co was a subsidiary of the Victorian Hardwood Co. and I think the LYS Co operations were pretty closely integrated with the VHC operations. The manager of LYS Co was John Ingram, the younger brother of the manager of the VHC, Chris Ingram. I suspect the only reason it was set up as a separate company was to get access to more timber leases. The VHC already had access to a larger area than was normal, and probably would not have been allowed to get more.

None of the people who the authors

of *Powelltown* spoke to ever mentioned the Little Yarra Sawmilling Co having used locomotives, but they may not have been asked the right questions! Certainly in my case at the time I was doing interviews I did not know the LYS Co's tramway had steel rails. Nor is there any photographic evidence to prove they used locomotives. And at the time *Powelltown* was written there was no written evidence of locomotives being used.

However the tramway is well graded and the loads from the sawmill go downhill – not very taxing for a small locomotive. And since the LYS Co had used steel rails, they presumably could have used a locomotive if one was available.

It was early last year that I became aware the Upper Yarra Valley Historical Society had the account books of the Little Yarra Sawmilling Co. I have not studied them in detail (yet) and on the whole they are not very exciting documents. But in a very brief perusal I picked up some interesting items of expense: hire of locomotive, and repairs to locomotive. This was around 1924. Almost certainly these were payments to VHC. So which locomotive would have been surplus to VHC requirements at the time, and which would be most suitable for this line? There is no evidence that *Squirt*, the Andrew Barclay 0-4-2ST, had any other gainful employment at this time, all the other locos were fully occupied. And I think it would have been within *Squirt*'s limited capabilities to operate that line. I think it would have been easier than its previous assignment working along the Latrobe River east of the The Bump - which required hauling loads up hill. So during the Little Yarra Sawmilling Co.'s ownership of the line it would seem that a locomotive was used, and I believe the locomotive must have been *Squirt*.

Frank Stamford

Bauple Central Mill, Bauple, Qld.

A recent trip to the Bauple Historical Society has led to Garry Allen sending in a copy of a five page report dated 13 November 1900 to the shareholders of the Bauple Central Mill Co outlining a proposal to construct a link from the mill's tramway system to the QGR North Coast line at Gundiah. The proposal for the 2ft gauge line gives full estimates for construction and operation of five miles of tramway, with provision for regauging at a later date. The proposal was never undertaken, and a 1067mm gauge line was opened in 1907.

Field Reports

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POINT NEPEAN QUARANTINE STATION TRAMWAY

661mm gauge

Point Nepean is the western most extremity of the Mornington Peninsula, culminating in the treacherous rip, the narrow entrance to Port Philip with Point Lonsdale on the western side forming 'the heads'.

The colonial government of Victoria established a new temporary quarantine station at this location in 1852 with the arrival of the ship the *Ticonderoga*, which had set sail from Liverpool with in excess of 400 souls on board, one hundred of whom had died of disease on the way and had been consigned to the deep.

On the third of November 1852 she arrived at Port Phillip Bay with 300 very ill passengers, and was flying the yellow flag according to maritime rules. The yellow flag is universally recognized as a sign of quarantine, and dates back to the 14th Century.

Ships arriving at their destination with suspected disease on board had to remain at anchor for 40 days, before attempting to land their passengers. The Ticonderoga was ordered to drop anchor in the bay that now bears its' name and wait for the disease to run its' course. The word quarantine is derived from the Italian 'quaranta giorni' which means 40 days.

Building of the impressive complex of hospital accommodation, administration and disinfecting facilities were started soon after the Ticonderoga incident. Once completed, the former facilities at Point Ormond (Elwood) were then shut down.

These new buildings consisted of five two storey barracks made of local limestone, a boiler house with disinfecting equipment, a foul luggage receiving store and a bath house complex.

Tramway

A jetty was constructed in 1858-1860 and was located some 200 metres east of the three main buildings with a 2ft 2in gauge tramway for the movement of luggage from the jetty to the foul luggage receiving store, disinfecting and bath house complex. The tramway for the early part of the history of the quarantine station (pre-1910) was a single line system utilizing a turntable and a short sharp 'U' turn through the original autoclave. In 1910 a decision was made to upgrade the disinfecting and boiler house facilities in the centre of this complex.

The tramway system is very interesting and worthy of note. The up-grading and augmentation to facilities has created a mixture of rail weights and sections still extant including 12lb, 18lb & 20lb, whilst the rail used on the jetty could have been 30lb. The jetty was demolished in 1973 after being damaged in severe storms.

The remaining rail system described is all set in concrete – a little hard to scrap! The photo below clearly shows men pushing a loaded trolley through a reverse curve at the end of the jetty, diverging to the eastern (leeward) side of the passenger waiting room.

Tramway operations

The tramway was a man pushed system utilising at least three coach built flat top baggage trolleys. These still exist in good and operable condition. The wooden frame chassis with wooden pedestals for the axle bearings is 2133mm by 1219mm and 457mm off the ground, the axles and wheels (355mm), run in cast iron saddle bearings.

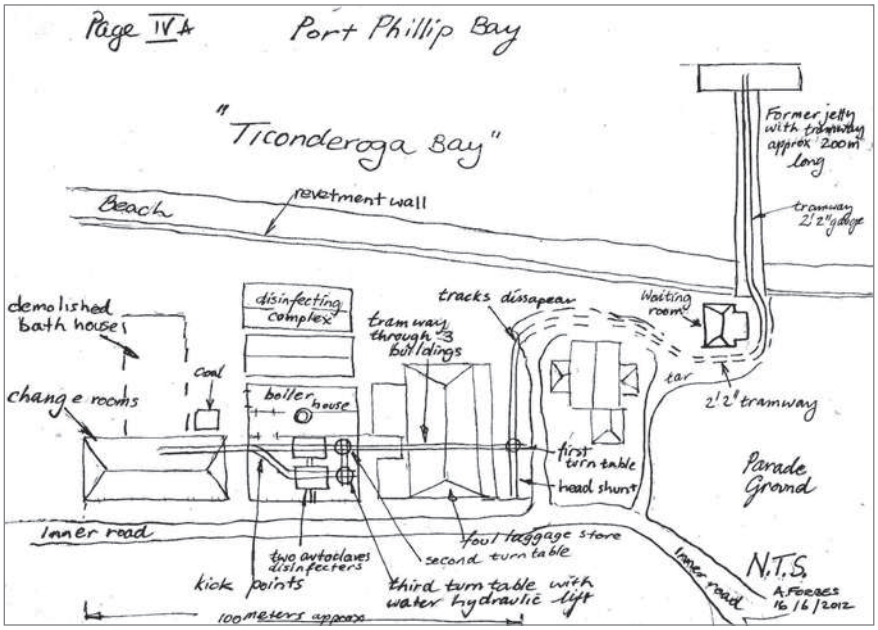
The baggage was manhandled onto the trolleys and pushed to the foul luggage receiving store for sorting. To gain access to this building with the loaded trolley the men would use a turntable to turn 90 degrees with a short sharp push up into this building. There also exists a short headshunt beyond this turntable; the rails disappear into concrete and may continue under the roadway. Other plans viewed on site show track layouts to adjacent buildings that are now covered over by roadway. Some more research on this would probably uncover more details.

The site layout (see page 30) shows what is or was where the tracks disappear under the tar.

From the foul luggage store the trolleys as described could be pushed further on through two sets of double wooden doors into the disinfecting house. This is the newer layout (post 1910) and was worked in a very inteersting way.

Immediately inside the doors the through line passes over a turntable, then continues, passing through the newer autoclave via a set of points through two sets of wooden doors and into the bath house.

An early view of Port Nepean jetty, on the historical information board. Photo: Nepean Historic Society



A sketch map of the site layout at Port Nepean

The main buildings, with the foul luggage store in the foreground *Photo: Andrew Forbes*

The two autoclaves. A small wooden-framed trolley sits inside the circular unit *Photo: Andrew Forbes*

From the turntable, a branch line 3.6m long at right angle to the left of the through line leads to a second turntable (which is pretty special as not only does it turn the trolley 90 degrees, it raises it on a water hydraulic ram by 0.6m to the elevated tramway leading to sorting and reloading onto a special autoclave trolley).

The display as set up shows the wooden trolleys being used in the autoclave. This could not have been the case, as at 180 degrees C the wooden frames would not last very long, not to mention the impregnation of formaldehyde!

I believe that the gallery area in front of the two autoclaves was a sorting and loading area onto the special all-steel trolleys; a low trolley to suit the circular autoclave and a large rivetted box shaped unit to suit the newer French autoclave.

The smaller low trolley is 1829mm x 1219mm with 150mm flanged wheels, whilst the box shape unit measures 2438mm x 1219mm x 1829mm high. The logistics of loading from the ship to these facilities is mind boggling. New arrivals were generally immigrants and therefore, one could assume they would have all their worldly possessions with them. These trolleys, having been checked in the 'foul luggage house', were now un-loaded again onto the autoclave trolleys. Then all your possessions, if they had not been incinerated by the treatment thay had received, were handed back in the change rooms of the bath house.

The trolleys exited the autoclave through either the level and on into the 'Bath House' or down an interesting piece of track work traversing a right hand curve with cant, down and through a set of self acting kick points.

The steam supply is possibly the second installation (there were two vertical boilers before this). The boiler is a 'Trevor' wrought iron front of 135 horse power at 120 pounds per square inch – there is said to be 11,365 litres of water at this pressure.

The boiler house is complete in every detail and is a wonderful piece in itself to peruse. While the coal bunker is easily accessible today, access would have been difficult until the bath house buildings were demolished, prompting the thought that a tramway accessed coaling system would be needed, assuming the coal would come by ship to the jetty, as land transport to this relatively remote area would have been problematic.

Andrew Forbes

Hells Gates breakwater, Strahan, Tas.

While holidaying in Tasmania, we went on a boat cruise around Macquarie Harbour at Strahan and from the boat it was possible to see some of the old light railway tracks rusting away on the breakwater at Hells Gates, which is the entrance of Macquarie Harbour. The breakwater was built during 1900 and 1901 as part of the dredging of the shallow entrance. It was made by backing a narrow gauge train along its length which tipped its load of rocks into the channel with more rails being added as the breakwater increased in length. The channel was dredged so that large vessels could anchor at Strahan to pick up timber which was logged in the area. There is a legend

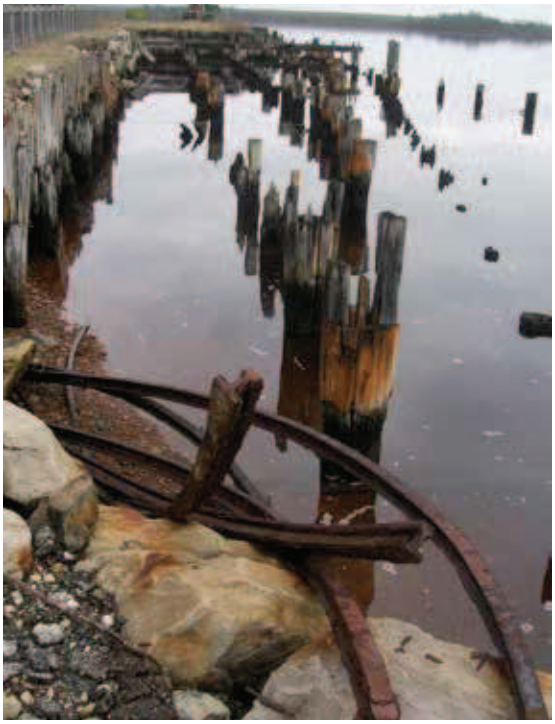
that when the breakwater was completed the train was left at the end to rot, but I cannot find evidence to prove this. The breakwater has been damaged over the years by storms and is no longer usable. Also noted in the district were the remains of the wharf at Regatta Point, now little more than piers and rusting rail.
Peter Jones

An extract from a contemporary report of the breakwater and training wall construction:

MACQUARIE HARBOUR WORKS.
***Hobart Mercury* Monday 21 October 1901**
The party were conveyed to the works in trucks drawn by one of the contractor's locomotives. The visitors were much impressed with the gigantic character of the operations, which were explained by Mr. Barrowman and the contractor, Mr. Langtree. The breakwater is now out about half a mile, in the direction of the bar, passing on into deeper water, 19ft. having been reached, and already thousands of tons of sand have been washed up into the little bay to the left that was formerly deposited on the bar and about the fairway. It was officially stated that vessels had recently crossed the bar without touching, which before could not have entered. In constructing the breakwater great blocks of white quartzite are being used for the lower parts, which weigh 15 to 20 tons, the stability of the whole thing depending on the free use of these, the breakwater having the same effect on the waves as a rocky headland on the coast. Whilst standing on the breakwater the visitors had an opportunity of seeing some of these great blocks of rock, octagonal, hexagonal, pentagonal, and some of no "agonal" at all, conveyed to the nose of the structure from the quarry, on trucks, tipped out, and by means of a long pole driven by the locomotive, pushed into the deep going down with a great splash roar, and reverberation. Each of these blocks passes over a weighbridge and has to be paid for according to weight. As a 20-ton piece of rock went into the depths, it was said – "Down goes four pounds worth!"

Spray Tunnel, Zeehan, Tas.
(LR 213 & 214)
The former British Zeehan Silver Mining Co. Spray tunnel at Zeehan which passes under the alignment of the TGR's Comstock tramway has been closed to road traffic. Formerly part of a scenic drive, the tunnel has been fitted with a boardwalk for easy pedestrian access, with bright yellow steel bollards barring access to cars.
Peter Jones

Coffs Harbour breakwater, NSW
(LR 74, 76, 86 & 142)
A recent visit to the Coffs Harbour breakwater revealed some remaining rails and the imprint of the sleepers as well as a deviation (possibly points) where the rail line ran from the quarry (and other points west I believe) out to the end of the southern breakwater.
The sleeper imprints can be seen most of the way to the end of the breakwater, and in many places the sleepers still exist. However, the sea is playing havoc with the remaining portions, particularly where the waves break over the breakwater and are dislodging the rocks and embankment. From the concrete elements stacked in the nearby quarry, it appears that some remedial work is about to commence which may wipe out many traces of the old line. (*A two-year project to raise and reinforce the breakwater is scheduled to commence this year, and will bury the remains of the tramway by 800mm – Editor.*)
Ken Littlefair



The remains of the Regatta Point wharf, seen on 12 August 2012
Photo: Peter Jones

Hells Gates breakwater, showing the remains of the construction railway *Photo: Peter Jones*

The remains of the Coffs Harbour breakwater tramway, last used in 1974 and soon to be covered forever as reconstruction works raise the wall level, seen on 25 August 2012 *Photo: Ken Littlefair*

Q STATION (formerly Manly Quarantine Station) and its light railway

(LR 198)

The former Quarantine Station at Manly, with its narrow gauge railway, was the subject of an article by Jim Longworth in *Light Railways* 198, December 2007. As the author readily admitted, his short (five-page) article was basically an update of the original notes prepared by the late Paul Simpson for a site inspection tour by LRRSA NSW Division members that took place on 6 December 1987.

Manly Quarantine Station operated between 1837 and 1984. Originally managed by the State, control was passed to the Federal Government in 1911. By the late 1970s, smallpox had been eradicated, and there had been dramatic advances in the control and management of infectious diseases, as well as major changes to patterns of travel and trade. This led to a Federal Government decision to close the individual quarantine stations around the country and to establish a high-security unit at the Fairfield Infectious Diseases Hospital in Melbourne. The Manly Quarantine Station was the last to close in early 1984, the land reverting to State Ownership on 16 March 1984 in accordance with the 1911 Agreement. As covered in the *Light Railways* article, a light railway served the site which is located on the side of a substantial hill, from 1914 until, presumably, the early 1950s as the sole locomotive in use was sold in 1956/7. By this time, use of the quarantine facility had dramatically reduced and the site in general had become run down.

In the years following the station's return to the NSW State Government, some conservation works were undertaken by the National Parks and Wildlife Service. However, owing the size and complexity of the works required together with the lack of sufficient finance, the condition of the buildings and associated access road deteriorated, such that public access had to be restricted.

Following many years of public consultation about site conservation and adaptation, along with a Commission of Inquiry, government approval was received for a 21-years lease, together with two options to extend for a further 15 and 9 years, to be granted to the Mawland Group, commencing on 25 October 2006. There had been considerable misconceptions that leasing of the site would result in commercial redevelopment, but this is not, and cannot be, the case. The Mawland Group had proposed to adapt the site for the operation of a retreat and conference centre, waterfront restaurant, theatre, interactive tours and education centre. Q Station, as the site is now called, was opened on 25 April 2008.

Two hour guided public tours of the site are operated every Saturday and Sunday afternoon as are evening "ghost" tours. However, by their very nature, they do not allow for specialist inspections by individuals.

Apparently, however, as part of the overall arrangements, Q Station facilitates a total inspection opportunity for the whole site by holding an annual "Community Open Day" with free admission. One such day took place on Sunday 16 September 2012 when your reporter took this rare opportunity to undertake a unrestricted and detailed inspection, with the specific aim of discovering what remains today of the light railway that formerly serviced the Quarantine Station.

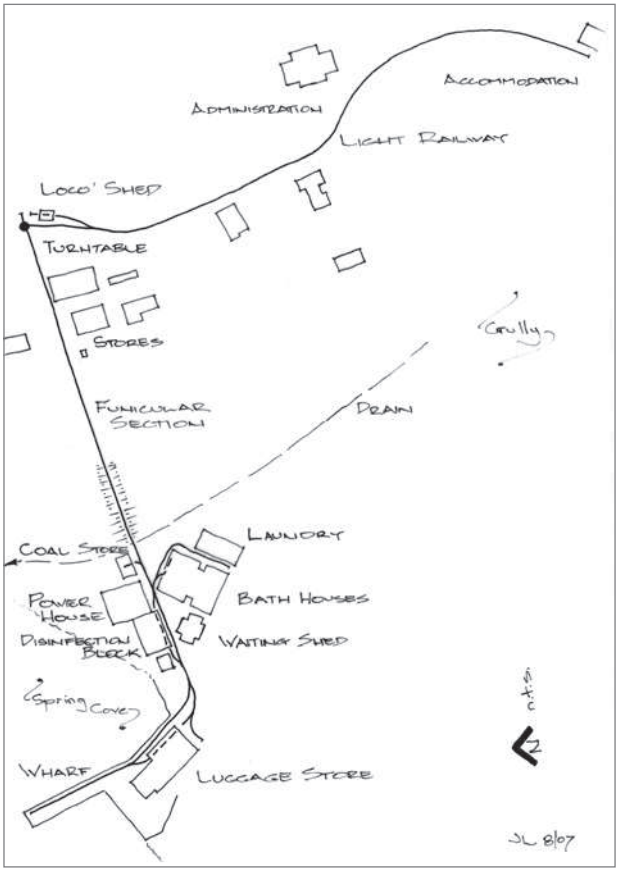
The wharf and incline precincts can be viewed on nearmap.com as at 6/9/2012 at: http://www.nearmap.com/?ll=-33.815521,151.287003&z=19&t=h&nmd=20120906

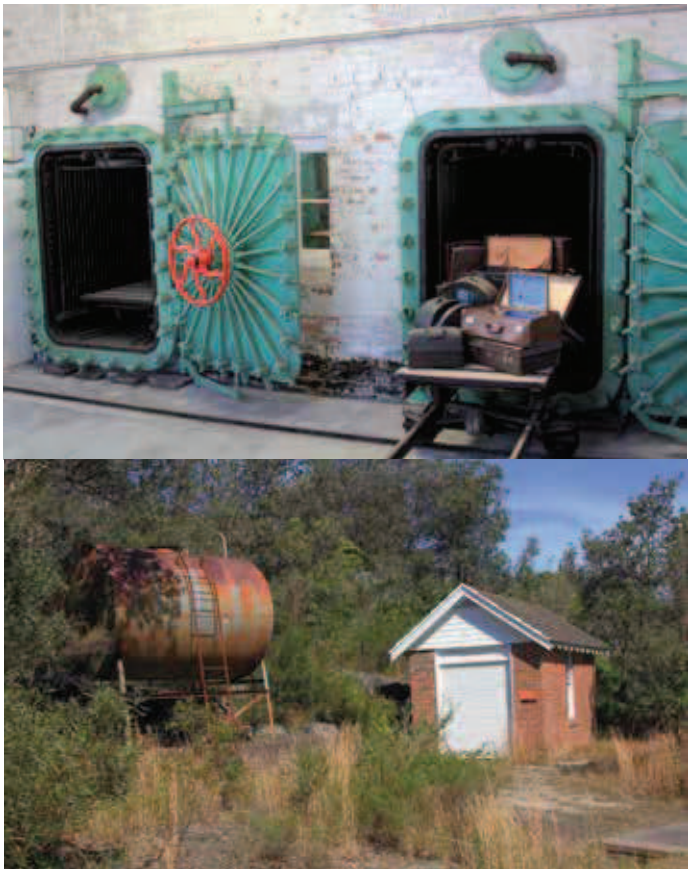
Official Reports all give the track gauge as 2ft 4in. However, the 1987 tour notes quote the gauge as being one inch less. I regret that I did not note this discrepancy at the time of the inspection and so the gauge was not remeasured. The rail is of an extremely light weight, possibly only 15lbs per yard.

The wharf area

The stub track on the timber wharf has all been removed. If not removed beforehand, this would have been necessary during major conservation maintenance when all the decking was dismantled to allow replacement of the piers and other deteriorated sub-structures.

The track remains embedded in the concrete wharf approach, with the loop siding on the right serving the Luggage Store. Not shown on the original sketch was a small wagon turntable, serving the doorway near the Q Station banner on the nearest building. Part of the former luggage store is now a small kiosk and souvenir shop.





Clockwise from above left: *Sketch map, by Jim Longworth, of the light railway at Manly Quarantine Station (first published in LR 198).* • *The two steam autoclaves within the Disinfection Bock, showing a manually pushed trolley loaded with suitcases, etc. Just visible in the foreground is the traverser serving the two autoclaves. The trolleys were loaded at the Luggage Store and hand-pushed the approximately, 50 metres over level ground to the Disinfection Block for treating.* • *The "Locomotion Shed" located at the top of the incline is surprisingly intact, with rail emerging from under the doorways at the front and rear of the building. The overhead fuel tank was possibly a later addition.. Both photos: Peter Neve*

Some of the "main line and siding" track is just visible through the gravel pathway area leading to the disinfection block Within this building itself, the track is fully intact, including those into the autoclaves (where the passengers' suitcases were fumigated). The "foul end" was open for public inspection.

Various types of rolling stock are on display inside the building. No two seem to be of the same design! Of interest is that most of the rolling stock in the disinfection block does not have any type of coupling, while on the right hand side of the traverser pit and traverser is a more substantial item of rolling stock which does have a small hook coupling. If this was one of the vehicles to be hauled up the incline, it is surprising that there are no side walls to prevent luggage etc falling off. The interpretive sign outside the building includes a photograph taken in 1919 of one of the autoclaves being loaded. The vehicle being used is nothing like those in the current display, the only other indication of the type of rolling stock that may have been used on the "main line"

In the wharf area images on an interpretive sign show the power house building in 1920, while another shows the interior including the electric generator. The most tantalising, however, is a general view of the luggage store building – in front of which can just be discerned a single box-shaped rail wagon!

On the opposite side of the railway to the disinfectant block are the bath houses and laundry. No sign of the former sidings exist, except for a small portion laid in concrete outside the bath house.

Adjacent to the disinfectant block is the power house building. The former boiler/s and power generating equipment that were inside this building have been removed (possibly in 1965, when two gas-fired economic boilers were installed at one end of the substantial building). These two boilers presumably supplied low pressure steam as required around the site, not only for room heating purposes in winter, but also for the autoclaves and laundry, as well as hot water for the bath houses The Power House building is now used as an up-market restaurant – one end, around the economic boilers, has been converted to a bar.

The outside area, formerly occupied by a coal store, has been cleared and is now used for open-air seating for the restaurant. The railway diagram shows that the coal store was served by a very short siding – however there is no indication or photograph on an information board to show what type of rolling stock was used to bring in the coal, presumably by water to the wharf.

The funicular

All signs of the railway funicular have been obliterated by the recent construction of a substantial elevated stairway which extends for approximately two-thirds of the ascent (see the Nearmap link earlier in this report). The top portion of the funicular is now a tar-sealed footpath.

The locomotive shed precinct

The former locomotive shed (or 'Locomotion Shed' as it has been signposted), located at the top of the funicular, has been fully restored and looks as good as, if not better than, when originally constructed. The shed is located at 90 degrees to the funicular. While the original style double opening outwards doors remain at the rear of the building, those at the funicular end have been replaced by a single roller-type door. The original rail extends outwards from the doors at each end of the building.

The overhead fuel tank appears to be a later addition, as the rail track emerging from the 'locomotion shed' seems to pass under one side of the structure to the foundations of the horizontal pulleys. This track appears to remain under the current surface soils. The adjacent bypass track, and the funicular turntable, no longer exist.

While it was not possible to see inside the 'locomotion shed', it is apparent that the track has been covered by approximately 25mm of concrete – possibly there used to be a pit for locomotive servicing purposes and this has subsequently been filled in, so as to allow the shed to the used for fuel storage in conjunction with the external elevated tank.

The trackage away from the rear of the 'locomotion shed' is no longer visible (except for an extremely short section outside the doorway), having been covered by soil and 60-or-so years of vegetation growth.

The top rail track:

Apart from that immediately outside the 'locomotion shed', no track remains on the several-hundred metres route to the third class accommodation buildings. From the original track drawing, it is apparent that the wagon/s off the funicular were hauled to the unloading point and then propelled back, as no sidings or run-round facility seems to have been provided at either end of the line.

Incidentally, this third class accommodation was almost entirely destroyed by an arson attack in October 2001 but was subsequently reconstructed to the original plans.

Midway, the right-of-way passed behind the administration area of both the former Quarantine Station and the current Q Station. From this point, the line made a sweeping quarter curve towards the Third Party Accommodation, passing through a lengthy section of scrub. Recently, this formation has been cleared by scrub-bashing, with many saplings cut down. The purpose of this work is not obvious, unless to construct a direct pathway between the two precincts. Some very minor earthworks have been revealed, rock-cutting and drainage culverts being evident.

Conclusion

A most interesting three hours or so was spent undertaking this inspection, including into areas to which casual visitors are normally not permitted. This 'Community Open Day' certainly allowed one to wander at will, unhindered by officialdom. Many of the restored buildings were open for inspection, with Q Station staff on hand at the various locations to provide additional information – not only about the former Quarantine Station but also (of course!) about the adaptive re-use of the overall site.

In conjunction with the 2008 re-opening, Mawland Quarantine Station has produced an excellent soft-card-cover A4 size 96 page book *From Quarantine to Q Station*. Profusely illustrated and written by Jennifer Cornwall & Simon McArthur, it tells not only a detailed history of the former quarantine station, but also the difficulties (including political!) of the subsequent conservation and adaptive re-use of the site. Retailing for only $19.95, it is certainly a great record of the continuing history of the site. I purchased my copy from the luggage room kiosk at the wharf.

Peter Neve

View from the wharf, with the 'main line' leading to the former incline of the left. The loop siding on the right passes through the former luggage store, now a small kiosk and souvenir store. Above the luggage store is the hospital and (out-of-sight) the medical/nursing quarters and the isolation buildings. These were remote from the accommodation facilities for those quarantined at the station. Photo: Peter Neve