



RESEARCH

Please send any field reports or research questions to fieldreports@lrrsa.org.au or to P.O. Box 21, Surrey Hills, Vic 3127.

Thank you to everyone who has contributed, either directly, or via the Yahoo group. Scott Gould

Bundaberg Foundry

When researching for the book 'Built by Bundaberg Foundry' early last year, I visited the Bundaberg Foundry and was fortunate enough to be given access to records in the strong room used for the storage of engineering drawings and other files. The strong room is situated under the drawing office and housed an extensive and priceless record of work done over much of the Foundry's 125 year history. Locomotive drawings generally dated from the early 1950s but there were many other older ones of rolling stock and sugar mill machinery. These were housed in wooden plan drawers arranged along the walls of the strong room. There was also a collection of drawing office correspondence files including ones that dealt with the story of the Bundaberg Jenbach diesel locomotives and other matters relating to diesel locomotives in the 1950s and 1960s. Unfortunately, many other files, including the correspondence on the Bundaberg Fowler steam locomotives, had been moved out and could not readily be located. They were thought to have been placed in storage elsewhere on the site.

The disastrous and unprecedented floods of January 2013 caused mayhem on the Foundry site with at least a metre of water through most of the workshop areas leaving thick deposits of stinking silt everywhere. Floods in 1890, 1892 and 1942 had slightly affected the site, but this flood was half a metre higher than the previous highest recorded one in 1890. Because there was such short notice of the size of the flood, there was no time to move anything upstairs to

the drawing office. About 800mm of water went through the strong room, meaning that more than a third of the plan drawers were inundated, affecting up to 15 000 drawings. Some drawings were beyond saving. What was able to be salvaged has gone into cold storage but with the priority on restoring operational capacity and attempting to complete urgent work on hand for many sugar mills before the start of the 2013 crushing season, any attempts to recover the drawings will be on hold for many months to come.

Fortunately, most of the Bundaberg Fowler drawings had been copied by modellers in years past and exist in pdf form, while I was able to photograph most of the Bundaberg Jenbach drawings and correspondence. However, the survival of any of the correspondence files relating to the Bundaberg Fowlers must now be extremely doubtful, as would be the survival of the extensive sugar industry records of Walkers Ltd, most of which are believed to have been housed inside shipping containers on the site. A sad story highlighting the fragility of documentary records. I am very grateful that I got there 'just in time' to record much of the story of the Bundaberg Jenbach locomotives which otherwise would have gone untold.

John Browning

BHP Newcastle

Bill Pearce has sent through copies of pages from a booklet published by BHP in 1924 showing shunting operations on the wharf, at the Benzol plant, and a map of the steelworks.

Cooloola tramway – Possible heritage listing

Heritage officers from the Department of Environment and Heritage Protection (EHP) and rangers from the Queensland Parks and Wildlife Service (QPWS) surveyed the Cooloola Section of Great Sandy National Park in early December 2012 looking for remnants of the tramway and jetty. Local historian Dr Elaine Brown and other volunteers joined the search to help assess whether the remnants were of state heritage significance.

"What the recent survey found is exciting, but so far no sleepers or rails have been identified. Being cypress pine and spotted gum, they were subject to termites, fires and other natural forces so may not have survived."

More details can be found at: <http://statements.qld.gov.au/Statement/2013/2/21/possible-heritage-listing-for-historic-cooloola-tramway>

From the Yahoo Group

More on tramways of the Mornington Peninsula

A few years back I researched the Shoreham Pier and found it was built in 1870. I have a couple of photos of it but there is no sign of a tramway. A couple of years ago at the Flinders and District Annual Meeting a local gave a talk on the early days of Shoreham, and circa 1860 there was a tramway on an early map with a mill on Stony Creek and jetty. Dromana had a tramway where

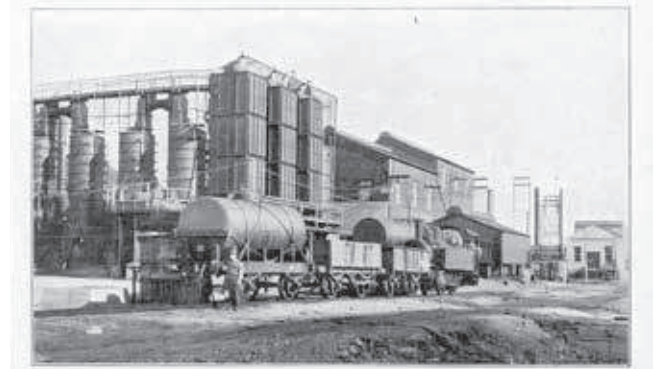
Latrobe Parade is, at the top end it runs into the walking track to Arthurs Seat. A short way up is where the gravel was quarried and a tramway constructed to Anthony's Nose - the old quarry is still there. The gravel was railed down-hill and tipped into the drays below. A Mr Allnutt was the contractor and had the contract for the road towards Sorrento.

Keith Holmes

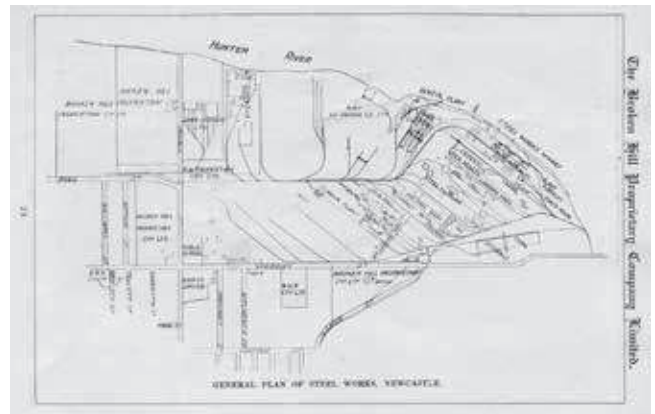
My father dug out a copy of a Broadbents guide to the Mornington Peninsula from around the 1960's. It shows a quarry on Latrobe Parade above Anthony's Nose. As well, the current Bunurong Track (the 'back route' between Dromana and McCrae) is labelled as 'Quarry Road'.
John Cleverdon



SHIPPING PRODUCTS FROM STEEL WORKS, NEWCASTLE



BENZOL PLANT, NEWCASTLE



GENERAL PLAN OF STEEL WORKS, NEWCASTLE

Above: Three pages from a booklet published by BHP in 1924 show shunting operations on the wharf, shunting at the Benzol plant, and a map of the railway system at the Newcastle steelworks.

The Argus, 26 Feb 1924:

TENDERS Wanted for PURCHASE of No.4 CHAMPION CRUSHER, 8-horse Jelbart engine 70 chains of 14lb. Rails, with Trucks, Quarrying Tools and all Fittings on the plant with the right to crush 2000 c. yards of granite screening and metal.

Apply G.T. Allnut Dromana

I am also looking for anything that may be known of tramways over Shoreham way.

Phil Rickard

Loxton Monorail

Way back in LR112 there was a report on the Loxton Farming Monorail, SA. The rebuilt remains of the Caillet monorail wagons used was shown at a museum there.

Has anyone been there recently? Does the museum and/or the wagon still exist?

I'm looking for a good photo of the wagon for a possible article in LR.

John Peterson

Fairlie locomotives in Australia

In response to a request for information on Fairlie locomotives in Australia, the following information was received:

Adrian Gunzburg's book *A History of W.A.G.R. Steam Locomotives* gives details of two classes of Fairlies in WA: The E class, 2-4-4-2T Double Fairlie. There were two in the class, built by Avonside in 1879 and out of service by 1896. One was sold to the Canning Jarrah Timber Company who used it on their line from Midland Junction to Canning Mills until February 1897 when it was withdrawn and presumably scrapped. The I class, 0-6-4T Single Fairlie. There were three of these, all purchased from the New Zealand Railways in 1891, where they had been the NZR S class. They were built by Avonside in 1880. They were withdrawn in 1900 and scrapped. In New Zealand the remaining four members of the S class gave good service until well into the 1920s. Queensland and WA were the only Australian colonies to use Fairlies. While the fate of the West Australian and Queensland locomotives is well documented, the story of a double Fairlie allegedly ordered for the NSWGR is more of a mystery.

According to Dr Robert Lee, in his book *Colonial Engineer – John Whitton 1819–1898 and the Building of Australia's Railways* a double Fairlie was ordered by

James Thomas Henry, Engineer for Existing Lines, for the New South Wales Railways to be used on the soon to be completed line over the Blue Mountains, in late 1867 or early 1868 when John Whitton was on leave in England.

The locomotive was built by the Fairlie Patent Engine Company, works number 20 in 1869. It was the first articulated locomotive delivered to the NSWGR and was named *MOUNTAINEER*. When it landed in Sydney, Whitton refused to accept it and it was shipped back to England, possibly without ever turning a wheel here. It was also sold to the Burry Port and Gwendreath Railway.

The story relies on an unreferenced story published 57 years ago, MA Park 'Fairlie Locomotives in Australia', *ARHS Bulletin* No.94 (August 1945). Park does not give a reference for this account, but possibly heard it from an elderly railway official. With so much research that has taken place since that time, both in the UK and Australia, it would have been expected some documentary evidence from the time to have surfaced.

It certainly seems plausible that the Blue Mountains line would have been an excellent place for Fairlie locomotives (if they worked properly) and it seems likely that Robert Fairlie would have tried to sell them to the NSWGR. Perhaps the real truth is that James Thomas Henry placed an order or at least expressed interest, and the locomotive was built with the Blue Mountains line in mind, but the order was never finalised and Fairlie had to find a new customer.

At first he found one in Sweden (as recorded in a previous post), but that fell through and he found a new customer in old South Wales. If the loco was sent to Australia it would almost certainly have been mentioned in the newspapers somewhere. Fairlie was big news, he was an expert in publicity. A brief search on Trove of Australian newspaper references to Fairlie between 1 Jan 1868 and 31 Dec 1870 and found about 140. Looking quickly through them there does not seem to be any reference to this incident.

Locomotive Magazine #208, 15 December 1909 contains an article titled: 'The Burry Port & Gwendraeth Valley Ry'.

*"The first locomotives were supplied by Thomas Hughes of Loughborough via the contractors who had built the line. These were 0-4-0STs Lizzie and Gwendraeth. The first had 2ft 9in coupled wheels, the second 3ft 9in. Gwendraeth became No. 2 in 1899 and was sold to Avonside in 1906. A Fairlie 0-4-4-0 Mountaineer (illustrated) was acquired *which had been intended for use in New South Wales*.*

This had 3ft 6in coupled wheels and four 10in x 18in cylinders. In 1877 it was tried on the GWR Pantyffynon to Rhos line."

The Fairlie Locomotive by Rowland AS Abbot (1970) version is that the locomotive was the first of two ordered by the Nassjo-Oscarshamn Railway in Sweden. After being completed in December 1869 it was sold to the Burry Port and Gwendraeth Valley Railway in South Wales. It apparently carried

a plate reading 'FAIRLIE ENGINE AND STEAM CARRIAGE CO. LONDON. 1870.'

I note that in Wiener's *Articulated Locomotives* (1930) it says that *MOUNTAINEER* was built in 1870 for NSW.

It is known *MOUNTAINEER* had a plate saying 1870, but Lowe in *British Steam Locomotive Builders* gives the building date as 1869.

Wiener also shows a horizontal section drawing of an 'old Fairlie locomotive' for the 'Nassjo & Osearshamn Railway' which he says was in Norway. In fact, Nässjö and Oscarshamn are both in Sweden. Incidentally, a 2004 report said that the boilers of both *MOUNTAINEER* and *VICTORIA* (the ex Queensland machine) had been discovered near the old Burry Port & Gwendreath Valley Railway in South Wales on which they both operated.

Any further information to clarify the history of this locomotive would be appreciated.

'Hunslet', 'Dopeydimwit', Michael Marczan, Bill Bolton, Frank Stamford & John Browning

Nerang Central Sugar Mill

Peter Cokely has posted an impressive research project on the Nerang Central sugar mill directly to the Yahoo group as a message, with links to maps and images. It can be found at:

<http://au.groups.yahoo.com/group/LRRSA/message/6132>

To participate in these or other interesting discussions join the LRRSA Yahoo group at:

<http://au.groups.yahoo.com/group/LRRSA/>



MOUNTAINEER (Fairlie Patent Engine Company 20 of 1869) at work on the Barry Port and Gwendreath Railway in Wales, in 1890.
Photo: National Railway Museum Collection