



The BATCo's timber tramway at Macauleys Headland, Coffs Harbor c1910. The line climbed up from the coastal plain on the right by means of a substantial embankment and a deep cutting. The embankment is long gone but the cutting could still be found (in 2012) amidst trees on the southern face of Macauleys Headland Reserve. Photo: Coffs Harbour Regional Museum

Bucca Bucca Creek. No traces are evident here and the formation is most likely buried under Bruxner Park Road.

At the Gap itself, a marked walking trail heads due south. This narrow trail is on the formation of a 1 km branch line which went up into the headwaters of Bucca Bucca Creek. The trail descends fairly steeply at first to reach the creek itself, then follows the hillside contours to remain some 20 metres or so above water level. After the first 500m the trail becomes progressively overgrown and little used – probably most casual walkers turn back at this stage. Pushing on however, with some judicious assistance of a machete, two fairly substantial bridge sites over side creeks were found. Both have the decayed remnants of some fairly massive bridge timbers partly in situ.

The formation was heavily overgrown after the second bridge, and not being adequately attired for heavy bush work, I turned back after a brief struggle. (It's also prime leech territory and I wasn't sufficiently protected against them either.) Marrying up GPS readings with the topographical map back at the motel, it seemed unlikely the line could have continued much further up the creek which begins to climb very steeply a short distance past my turn-back point. Also, as BAT operated a steam log hauler, they should have been able to log the rest of the way upstream without needing to extend the tramway.

It is tempting to speculate the reasons for the substantial earthworks on Macauleys Headland, much heavier than would be expected for a logging tramway. BAT did have deep pockets – they were set up by the giant pastoral company Dalgety & Co – and they went into Coffs Harbour in a big way. So initial expense was probably not an issue.

But curiously this largesse didn't seem to

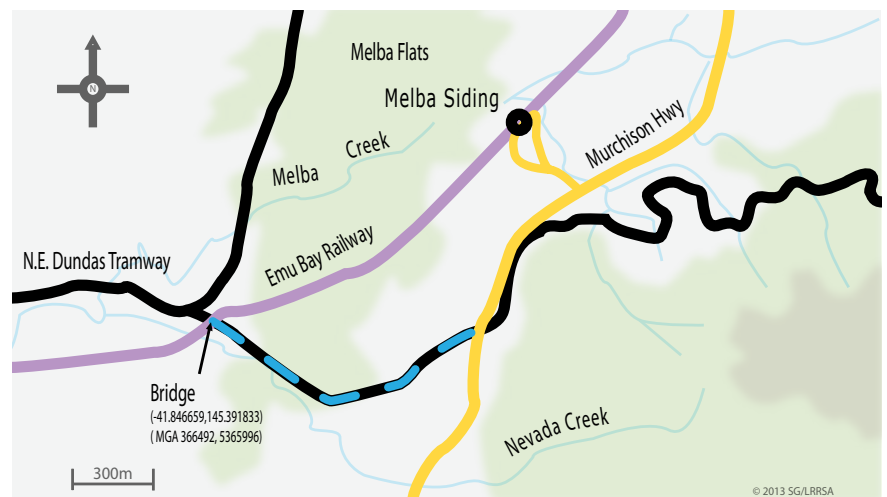
extend to their initial choice of motive power. An elderly Hunslet 4-6-0T ex the Tasmanian Main Line Railway Company, converted to a 4-4-0 wheel arrangement, was landed on Coffs Harbour Jetty in January 1908. This was TMLR No 6 (HE 117/1874). Its prior conversion to a 4-4-0 probably enabled the loco to navigate tighter curves, but at the expense of increased axle weight. According to contemporary local newspaper reports the loco was cumbersome and spread the rails on several occasions. Within 18 months it had been replaced by the new A-class Shay, reported to be "half the weight of the Hunslet."

The Bruxner Park Road and Bruxner Gap extension of BAT tramway feature less prominent earthworks, steeper gradients and sharper curves than the earlier Macauleys Headland section, and appear to reflect the upgrade in motive power from the old Hunslet to the new A-class Shay.

Ian McNeil

North East Dundas Tram / Emu Bay Railway, Melba Flats, Tas (LR 91, 128, 146, 148, 150, 158) 610 & 1067mm gauges

On 14 April 2013 while travelling from Launceston to Strahan, I stopped to walk to the bridge where the Emu Bay railway crossed over the North East Dundas Tram using Geoff Thorpe's map published in LR 128 as a guide. The NEDT opened from Zeehan to Williamsford in 1898, while the EBR line was extended from Roseberry to Zeehan in December 1900. The bridge is a small single opening with one concrete abutment, spanned by girders with decking and ballast on top. There is very little to show that the line beneath the bridge ever existed – the roadbed has been cleared to form a logging road, although I did find one dogspike. The EBR line is still relatively intact, despite the last train having run from Zeehan on August 13 1965. A short length of track has been lifted over the bridge, but resumes immediately after. The lightly constructed line with 61lb rail and spartan ballast sharply contrasts with the



line north of Melba Flats to Roseberry which was upgraded with heavier rail and well ballasted when that section of line was reopened in 1970. Approximately 40 metres further on towards Zeehan, the timber bridge once spanning Nevada Creek has been burnt out, leaving the rails suspended across the gap.

Access to the site is easy; when heading south from Rosebery on the Murchison Highway, approximately 600m beyond the Melba Flats siding access road, a dirt track leads off to the right hand side (west) of the highway. There is a locked gate approximately 100m further on, so don't worry about driving too far. Following this logging track, (the former NEDT which is shown as the blue dashed line on the map) for 950m, ignoring the side roads will bring you to the bridge at MGA reference 366492/5365996 or -41.846659,145.391833. The area beyond the bridge has been logged and replanted with the road deviating off the formation making it hard to follow any further.

S. Gould

North East Dundas Tram / Emu Bay Railway, Zeehan, Tas (LR 27, 35, 90, 93, 189) 610 & 1067mm gauges

On the same day Zeehan was also visited, and although the station yard has been built over for many years, the site of the Emu Bay Railway triangle is still clearly visible. Most of the rail has been lifted, but a row of spiky bushes marks the legs of the triangle. The broader EBR formation is clearly visible, with the line from Melba Flats still intact to within 500m of the triangle. The narrower NEDT formation now forms a driveway with no hint of its former use.

Both lines, and the former Dundas line can be seen clearly on Google Earth. The triangle coordinates are: -41.884635,145.346342 or MGA 362802,5361724.

S. Gould



The bridge that took the Emu Bay Railway across the North East Dundas Tramway remains relatively intact, despite not having carried a train for nearly half a century. Photo: Scott Gould

Institute of Foresters of Australia Field Day – Batemans Bay, NSW

On Saturday 23 March 2013 the Institute of Foresters (IFA) held a Field Day in the Batemans Bay area to inspect the remains of two of the early timber tramways which served the NSW South Coast timber industry in the late 1800s and early 1900s.

The event was organised by IFA and LRRSA member Ian Barnes, a retired forester with a wealth of experience derived from his long career with the NSW Forestry Commission. Some 24 people attended, the majority IFA members plus attendees from the Australian Forest History Society, Macquarie University and LRRSA.

The morning was spent inspecting remains along the 16km Bawley Point horse tramway that once hauled logs from the Brooman State Forest to a seafront sawmill at Bawley Point. The line and sawmill date back to the early 1890s and were constructed by Francis Guy, a prominent local businessman and timber merchant.

The tramway was a wooden railed line with a nominal track gauge of 985mm. Preserved rail lengths up to 8 metres long have been found with cross-sections measuring 95mm wide by 80mm deep. Surviving sleepers 2200mm long are spaced 880mm apart. Hand-forged iron nails, 200mm long by 10mm diameter, spiked the wooden rails – mostly turpentine – to sleepers. The light earthworks are indistinct in many areas but are more clearly seen on some of the steeper side slopes. Elsewhere larger timber artefacts including bed logs and key logs mark old bridge sites.

A highlight of the morning's inspection was the old zig-zag formation that elevated the tramway out of Cockwhy Creek valley to climb the low Murramarang coastal range on the way back to Guy's sawmill at Bawley Point. Remnants here

included wooden rails, sleepers, iron rail spikes and a rare find of part of a wooden rail frog.

The group enjoyed a well-catered bush lunch near "Old Blotchy", a magnificent spotted gum of enormous proportions in the Kioloa State Forest. The writer was assured by a knowledgeable forester that it was the largest tree of its species in the known universe and was exactly 457 years old. [Memo to LRRSA tour organisers – request the IFA handle your catering – they do a magnificent job!] The afternoon's inspections focussed on the 10km Benandarah Tramway a little further south. This was also a wooden-railed horse line which was used to haul sawn timber from Francis Guy's sawmills at Benandarah and later at East Lynne down to a wharf on Cullendulla Creek near Batemans Bay.

Less is known of this line but it appears to have been one of the earliest in the area and is known to have been operating by 1887. At the shallow tidal inlet of Cullendulla Creek, sawn timber was loaded onto punts for the short journey to the mouth of the Clyde River at Batemans Bay where it was transferred to coastal steamers. Parts of the line are believed to have remained in use as late as 1951, when the Illawarra Steam Navigation Company (the Pig and Whistle Line) went into liquidation and regular shipping services to Batemans Bay ceased.

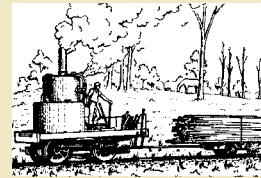
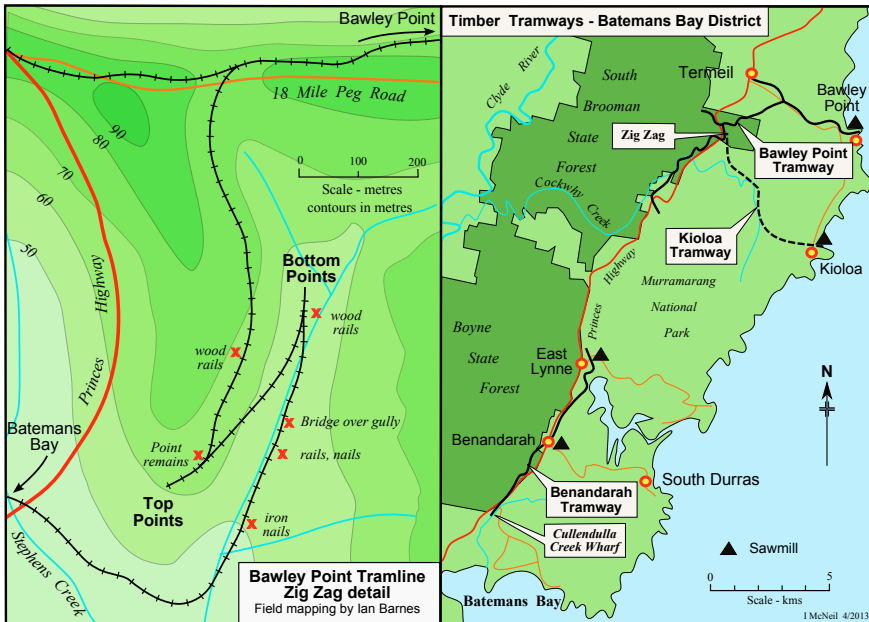
The Princes Highway parallels the old tramway and consequently sections of it have disappeared under the highway. But enough has survived to enable the route to be followed and mapped. The highlight of the afternoon's inspections was the old wharf site on Cullendulla Creek where salt water has preserved the logs used to keep wooden tramway rails above high-water level. Fragmentary wooden rails and the formation of a turnout to a storage siding were also in evidence. The field day concluded with a formal dinner at a local restaurant complete with tramway audio-visuals and a couple of short timber tramway films from the 1920s. Truly, light railway heaven.

Local LRRSA members Ian Barnes and Ian Bevege are mapping and researching these and other early timber tramways in the Batemans Bay area with an eye to publishing their findings at a later date.

Ian McNeil

Right above: Cullendulla Wharf terminus on the Benandarah Tramway. The log formation held wooden tramway rails above high tide level. Sawn timber was off-loaded from tramway trucks onto punts for the short trip down the creek to the mouth of the Clyde River at Batemans Bay then trans-shipped to coastal steamers bound for Sydney. Photo: Ian Barnes

Right: Ian Bevege inspecting turpentine wooden rail remnants in situ on the 985mm gauge Bawley Point Tramway formation. Rails with cross-sections of 95mm x 80mm and up to 8 metres long have survived on some stretches of the line. Hand-forged iron track nails 200mm long x 10mm diameter have also been found. Photo: Ian Barnes



LRRSA NEWS

MEETINGS

ADELAIDE: "A year in Canada"

John Meredith will present video from his recent year in Canada and sites en route. Bring along an item of light rail interest. We would like to hear from any member who can supply current information on heritage or tourist light rail sites in South Australia..

Location: 150 First Avenue, Royston Park.

Date: Thursday 6 June at 8.00pm.

Contact Les Howard on (08) 8278 3082

BRISBANE: "Sandstone Estate"

We will be showing a DVD of operations on the 610mm gauge railway at Sandstone Estate, South Africa, in 2012, provided by David Rollins.

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 21 June at 7.30pm.

MELBOURNE: "Austrian narrow gauge in the 1960s and 1970s"

Phil Rickard will be presenting a DVD featuring the Waldviertalbahn, Steyrtalbahn, Vellachtalbahn, Zillertalbahn, Radmer forestry line, Murtalbahn, Pöstlingbergbahn and the Feistritzalbahn. Mostly 760mm gauge, mainly steam with minimal diesel.

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

Date: Thursday 13 June at 8.00pm

SYDNEY: "AGM and In the Shadow of Emperor Meiji"

The NSW Division's AGM will occupy a short space of time, after which David Jehan will be presenting photos of various railway interest including the Oigawa Rack Railway, the Kyoto Steam Roundhouse, the Japanese National Railway Museum and the superb Meiji Mura outdoor museum. Attendees will be surprised to find how much British and American steam is on display in Japan.

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

Date: Wednesday 26 June at 7.30pm