

Please send contributions to [research@lrrsa.org.au](mailto:research@lrrsa.org.au) or to P.O. Box 21, Williamstown, Vic 3016.

### Assisting new researchers

At the LRRSA 50th anniversary conference held in May 2011, encouraging new research was seen as one way to both grow the organisation and the future submission of articles to *Light Railways*. Thus, we have been looking at ways to assist new researchers enter the field. The editors are keen to identify subjects for new researchers where little or no research has been done.

The editors are well placed to identify potential subjects, not previously published in *Light Railways*, but cannot guarantee subjects are not being actively researched or published elsewhere. We can assist in identifying potential sources of material for the subject.

Subjects will be sourced from material identified by the editors or from correspondence with active researchers. Individuals who provide information that the editors may note as useful for future research will be given the first opportunity to research that subject. If more than one person is interested in the subject, we will seek to assist in planning how collaboration may benefit the research.

Once a new researcher takes on a project, we

will endeavour to direct any queries they may have, but strongly recommend the LRRSA Yahoo group as a source of knowledge. There is an extensive collective knowledge on the site, which has in the past shown a great willingness to share and assist their fellow researcher.

Interestingly, while doing a search of existing literature for this month's research project, I came across a similar article encouraging research, offering the assistance of the then editor, Frank Stamford, and Geoff Maynard. The date was 1967, it was published in LR 21.

### Research subject – Lauriston Reservoir

A postcard image of the Lauriston Reservoir in Central Victoria was published in LR232, sparking a number of curious researchers to look through online photographic archives which held a considerable number of images. These images reveal an extensive switchback tramway system zigzagging its way down both sides of the valley, plus a spur line to aid in the construction of an earthen wing wall. A Malcolm Moore 4wPM locomotive can be seen in a number of the photos and an aerial ropeway was installed to deliver material direct to the dam wall. The reservoir was constructed by the State Rivers and Water Supply Commission of Victoria (SR&WSC).

Information researched and collated by Peter Medlin revealed that the SR&WSC used at least three Malcolm Moore locomotives on different construction projects in Victoria during the 1930's and 1940's. It is likely that at least one of these locomotives was used at Lauriston. A review by the editor has found an impressive collection of related images held by the State Library of Victoria, the Public Record Office Victoria and Coliban Water.

Lauriston Reservoir has not appeared in any previous *Light Railways* publications. Some articles and letters on the SR&WSC have been published over the years, most notably Peter Charrett's article in LR23 on the rail operations

at the Hume Reservoir construction project. There are also some publications on Lauriston Reservoir published by the SR&WSC and the Rural Water Commission of Victoria.

This subject would be a great opportunity for further investigation by a new researcher; there appears to be a significant amount of material, plus many magnificent images that the editors would love to be able to use in *Light Railways*. For more information, contact the Research Editor.

### Eresources

Many *Light Railways* researchers would be familiar with Trove<sup>1</sup>, but there are many more electronic resources (eresources) available for members of their State Library. Joining your State Library (or the National Library of Australia) is free and can be easily done online. The eresources, give access to online journals, newspapers, magazines and websites, company information and Australian standards, legislation, music scores and recordings and encyclopedias<sup>2</sup>. All of these eresources can be accessed from home.

While the layout and content of eresources vary state by state, they all offer access to significant amounts of information, including many research databases, which normally charge for access. Of particular use to *Light Railways* researchers may be business databases (e.g. Company 360), history databases, both Australian and international (e.g. Australian Heritage bibliography), biographical indexes, nonfiction ebook collections, historical journals (e.g. Victorian Historical Journal) and magazines. In coming issues we will be providing more information on some of these eresources, but face-to-face and online tutorials are also available through the libraries' webpages.

1. <http://trove.nla.gov.au/> Accessed 26 August 2013

2. <http://www.slq.qld.gov.au/search/eresources> Accessed 23 August 2013



*The Ketch Cicada at Geelong's Customs jetty, captioned by the photographer as "Laden with steel rails for the cement Co."*  
Photo: Alan Maggs Collection

### The ketch *Cicada* and Sorrento Tramway rail disposal

While scanning a collection of glass plate negatives recently, Alan Maggs found one of the auxiliary ketch *Cicada* captioned 'Lying at Customs Jetty laden with steel rails for the Cement Co. from Sorrento Wednesday 23rd Feb 1921'. While it is believed that sleepers from the Sorrento tramway went to Fyansford, this now raises questions about the distribution of the rails once the tramway closed.

The two Baldwin locomotives 9086 of 1888 and 12007 of 1891 and rails were purchased by the Loch Valley Timber Co., Mike McCarthy's search of Forests Commission Victoria records show that the ex-Sorrento rails were 60lb/yd and were deemed to be beyond what was needed on the Loch Valley line at Noojee. The Loch Valley Timber Co and the Goodwood Timber and Tramway Co, also at Noojee, arranged an exchange of the 60lb/yd rails, with Goodwood receiving the heavy rails in return for 20lb/yd rails ex Mullungdung, near Yarram, but no quantities are mentioned.<sup>1</sup>

A search of Trove produced some interesting results:  
*WANTED, 30 tons of Secondhand Tram Rails, about 40lb to the yard; also Points and Crossing, 3ft 6in gauge. W.B. McCann, Manager, Cement Company, Geelong.*

*The Argus, Thursday 7 October 1920*

*RAILS FOR SALE, 50lb and 60lb, about 2¼ miles track, including points and crossings; also Baldwin Locomotive, 3ft. 6in. gauge, good condition; immediate delivery.*

*Particulars from M. MULLINS, 39 Station street. Malvern.*

*The Argus Saturday 16 October 1920*

*ENGINE-DRIVER, Baldwin locomotive, country; permanent position capable man. By letter, references, L.V.T. Coy., 39 Station st, Malvern.*

*The Argus Saturday 14 January 1922*

So where does this leave us? We know that both Baldwins ended up at Noojee,<sup>2</sup> despite one of them being advertised for sale with a quantity of rail almost identical to that which was available from Sorrento, which would weigh approximately

220 tons. We know that the Australian Portland Cement Company in Geelong was after only a small amount of rail, well within the amount available from just across the Bay which was advertised for sale nine days later. The photographer recorded *Cicada* with a load of steel rails from Sorrento tied up at the Customs Pier at Geelong, one of several piers that did not have a rail connection to the Victorian Railways network. The *Cicada* had a capacity of 71 tons, so 30 tons of rail were well within its capacity. From the evidence presented it would seem reasonable to assume that some of the rails went to Fyansford, but this has not been confirmed, can any readers provide more information?

*A. Maggs, C. Harvey, M. McCarthy, P. Rickard, N. Houghton, S. Gould*

1. FCV File : 22/0384

2. J.L. Buckland, 'The Saga of 'Sandfly' and the lost tribe', *Light Railways* No 65 Light Railway Research Society July 1979 p. 20,27

### ERRATA

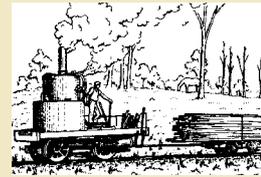
The caption for the photograph on page 21 of LR 232, August 2013, of Mackay Sugar's *SHANNON* should refer to four wheeled ballast hoppers, not fur wheeled hoppers. The photograph on page 25 was taken by Chris Wurr.

The Caribbean Gardens report on page 37 was written by Steven (not Stephen) Haby. We apologize to the authors for these errors and omissions.

### OBITUARY

Long time LRRSA member Eric Sibley passed away recently while on holiday in South Australia.

Eric was one of the co-authors of the Lal Lal iron tramway article in LR34, and was research assistant to Keith Bowden for his book on Victoria's Great Southern Railway.



## LRRSA NEWS

### MEETINGS

#### ADELAIDE: "Smithfield explosives compound railways."

John Meredith's video of our visit, with copies available of Arnold's article from LR148, a large scale map presented by Peter Barry, and any other photos of that day which members bring. Bring along items of light rail interest, including news of industrial, heritage or tourist light rail in SA.

**Location:** 150 First Avenue, Royston Park.

**Date:** Thursday 7 November at 8.00pm

#### BRISBANE: "Cane lines and ANGRMS rail recovery."

Greg Stephenson has offered to show photos and speak on his August 2013 trip to North Qld and rail, sleeper & track bolt recovery for the ANGRMS Woodford Museum Project.

**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 18 October at 7:30pm

#### MELBOURNE: "The Lumber Barons of Algonquin Park, Ontario, Canada"

Peter Evans will be presenting a slide show followed by a DVD of logging in Algonquin Park in Ontario, Canada. Logging methods were vastly different from those in Australia, but both countries relied heavily on railways for transport. Locomotives used in Algonquin Park included conventional side-rod types as well as Shays.

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

**Date:** Thursday 10 October at 8:00pm

#### SYDNEY: "Tramways and inclines of the Blue Mountains"

Jeff Moonie will share with you the results of his research into some of the varied railways, tramways and inclines that were once to be found above and below the Blue Mountains between the Nepean River and Lithgow.

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

**Date:** Wednesday 23 October at 7.30pm