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## NEW SOUTH WALES

### Equipment in transit

Seen at about 4pm on 3 February in Windsor Road, Kellyville, heading east (towards Sydney) was a semi-trailer carrying a Gemco 4wBE personnel carrier numbered 24. Any further details would be welcome.  
 Ray Graf 2/04

### BLUESCOPE STEEL, Port Kembla

(see LR175 p.18)  
 1435mm gauge

BHP Billiton Illawarra Coal is transferring the operation of coal trains from their collieries to Port Kembla from BlueScope rail operations to Pacific National's southern coal division. The operation will continue using the two 81 class locomotives that have been leased to BlueScope up until now, with contingency back-up by the Port Kembla intermodal 81 class shunter. Initially at least, the operation will not change greatly and will still be based on two trains in operation (two rakes with one 81 class each). The round sided BXLA wagons will remain in use, with ownership transferred to Pacific National. Four of these wagons had been repainted in Pacific National blue by 21 February, ready for the programmed transfer of operations on Monday 8 March. The straight sided BXLA wagons will be phased out, as they are only about 92 tonnes gross. The plan is to replace them with stored Pacific National NHVF wagons, which will make the Port Kembla coal fleet all 100 tonners.

BlueScope internal steelworks rail workings will still be handled by their own rail operations, so coal trains that terminate at Cringila will continue to be unloaded in the works by BlueScope crews and locos.

Preserved Clyde 0-6-OST BRONZEWING (457 of



*Top: The new coal stockpile and loading facility that will serve BHP Billiton's Dendrobium Colliery in the Kemira Valley. The old Kemira loader, with abandoned trackbed leading to it, is on the right, 2 November 2003. Photo: Chris Stratton* **Centre:** Broad gauge RT46 (Aresco Trak Chief, 1966), on the right, and RT35 (VR Newport, 1963) at the Deniliquin Associated Grain Storage Pty Ltd rail siding on 31 December 2003. RT35 was replaced by RT32 (VR, Newport, 1962) a few days later. Photo: Chris Stratton **Above:** On Sunday 26 October 2003, South Johnstone mill's B-B DH number 33 NYLETA (Prof Engineering P.S.L.25.01 of 1990, rebuilt Sth Johnstone 1993) crawls across the 5kph restricted Silver Bridge, over the South Johnstone River, with 94 loaded bins plus brake wagon 6. A bush fire on the Warrubullen Range has turned the background to a hazy blue. Photo: Scott Jesser

1937) was still in pieces at Port Kembla in February and its future running is said to be in doubt. It has been reported that the Ministry of Transport forced the cancellation of eight runs that were planned for December 2003 and that they have also questioned the accreditation of workers performing the repairs.

Chris M 2/04; Chris Walters 2/04; John Garaty 2/04; Chris Stratton 2/04

## A.GONINAN LTD, Broadmeadow

(see LR175 p.18)

1435mm gauge

The Trackmobile' shown in LR 175 is the larger of the two units at Broadmeadow. It carries the numerals 75 to celebrate the 75th anniversary of a major milestone in the company's history. The smaller Trackmobile' at Broadmeadow came from Goninan's Lansdowne Engineering plant near Taree after it was closed. It was certainly at Broadmeadow by mid to late 1997.

The diesel-electric Coles rail crane has been at Broadmeadow for some time (quite possibly from new). It was used as a yard crane when Goninans was more of a general engineering works. With the down turn of this work it was also used increasingly as a shunting tractor, as the larger Trackmobile' had difficulty shunting a 4-car Tangara set across Broadmeadow Road. After it was no longer used as a crane for a long period of time the jib was removed, sometime in the late 1990s.

Jeff Mullier 2/04

## DENILQUIN ASSOCIATED GRAIN STORAGE PTY LTD

1500mm gauge

This plant, on the former Victorian Railways network, operates leased 4wDM RT46 (Aresco Trak Chief, 1966) painted in a blue livery. This unique locomotive was originally purchased by Victorian Railways for use shunting briquette trains at Morwell. It seems likely that its current owner is El Zorro Generating Solutions of Melbourne. Also based at Denilquin for a period of time from 2000 to January 2004 was RT35 (VR Newport, 1963), recently replaced by RT32 (VR Newport, 1962). These are of the familiar 4wDM VR-built RT type, and are in Vicrail livery. They were previously noted with Freight Australia and Specialized Container Transport respectively, but their present ownership does not appear to be clear.

Chris Stratton 1/04; Brad Coulter 1/04; Dougie

Williams 1/04; Peter Knife 1/04; Tony Burgess 1/04; Chris Walters 1/04; Peter Medlin 2/04; MotivePOWER 2/04

## QUEENSLAND

### BUNDABERG SUGAR LTD, Moreton Mill

(see LR175 p.19)

610mm gauge

Friday 19 December 2003 saw the last movement for the year over the tramway system. EM Baldwin 0-6-ODH *PETRIE* (2300.1 6.68 of 1968) towed EM Baldwin 0-4-ODH *MAROOCHY* (6/1064.1 11.64 of 1964) back to the mill from Jamaica for storage over Christmas. Every other year the work train, including Malcolm Moore 4wDM *JIMPY*(1051 of 1943), had been brought back to the mill for Christmas, but on this occasion it was left out in the fields at Rickard Siding. The work train returned to the northern extremity of the system on 12 January accompanied by *PETRIE* and Clyde 0-6-ODH *MORETON* (63-289 of 1963). By late January, all track north of the Yandina Creek crossing, consisting of main line and the Benfer branch, had been removed.

No further locomotives had been transferred from the mill by late January. It is suggested that most of the 4 ton cane bins suitable for reuse will be going to Mourilyan mill. There is also a suggestion that outmoded bins from Mourilyan may come to Nambour for possible use transporting cane to the proposed dried animal feed plant to be established near Bli Bli, indicating that some portion of the tramway may remain in use. Meanwhile some Maroochy Shire Councillors are hoping that a tourist tramway between the beach and hinterland will be able to be retained using preserved locomotives and rolling stock.

Carl Millington 1/04; Shane Ferris 1/04; *Nambour & District News* 1/04

### MOSSMAN CENTRAL MILL CO LTD

(see LR170 p.21)

610mm gauge

Faced with the prospect of immediate mill closure, 93% of coastal and Julatten growers agreed just before Christmas to give up \$1.60 per tonne of cane in the 2004 season. This measure provides an extra \$900 000 of funds to the mill, saving it from bankruptcy, but unless returns improve, the future looks bleak.

*Port Douglas & Mossman Gazette* 15/1/2004 via Corey S

### SMORGMON STEEL, Acacia Ridge

(see LR175 p.22)

1435mm gauge

Goninan 4wDE 030 of 1972 was reported in January still painted yellow with red buffers, although the red lining has gone. It was expected that the buffers might be removed when it is finally commissioned.

Russell Watkins 1/04

### TULLY SUGAR LTD

(see LR172 p.22)

610mm gauge

The remains of Walkers B-B DH DH36 (618 of 1969) were noted passing on road transport through Townsville on 14 February, presumably for storage at the mill. The bogies appeared to be missing, and the cab has been partially removed. This locomotive was previously owned by Cooks Construction and had been stored for some years at the Moonaboola Industrial Estate, Maryborough. Meanwhile the former DH56, Walkers B-B DH CC03 (643 of 1970), also ex Cooks Construction, was also noted passing through Townsville on 25 February. It also had been stored at Maryborough and likewise appears to be without bogies.

Peter Murray 2/04; Carl Millington 2/04

## VICTORIA

### SOUTHERN HYDRO PARTNERSHIP, Bogong Creek raceline tramway, via Mount Beauty

914mm gauge

(see LR 171 p.21)

Some eight or so kilometres south-east of Mount Beauty township, at an elevation of about 560 metres, is the Clover Power Station, one of three in the Kiewa hydro-electricity scheme. It has the smallest output of the three and is the oldest, having become operational during the Second World War.

To augment the waters of the East Kiewa River, which supply Clover from Lake Guy, the Bogong Creek is tapped some three kilometres above its junction with the East Kiewa and routed via a nine-kilometre-long raceline which came into operation in late 1952. Running parallel with this aqueduct for most of its length is a 3ft gauge tramway, originally utilised for the construction of the raceline, and now functioning for inspection and repair purposes.

As detailed in LR 171, many kilometres of this tramway were burnt in January 2003 when the Victorian High Country bushfires swept towards Mount Beauty township, and the worst was feared for the tramway's future. On 17 December 2003 a visit was made to the tramway and - pleasing to note - extensive repair work was being carried out. On a very warm day your scribe walked (hobbled actually, due to a crook back!) out to the first siding, just



Moreton Mill's Clyde 0-6-ODH *MORETON* (63-289 of 1963) and EM Baldwin 0-6-ODH *PETRIE* (2300.1 6.68 of 1968) at the head of the demolition train at Yandina Creek on 23 January 2004. Malcolm Moore 4wDM *JIMPY* (1051 of 1943) is at the rear. Photo: Carl Millington

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over a kilometre. In that length alone, over 750 new steel sleepers have been laid and the burnt wooden ones tossed aside. The new sleepers are branded Traklok' and all are stamped '25/3/03'; Southern Hydro must have made a fairly prompt decision to rebuild. Maintenance-free Traklok rail clips are used instead of dogspikes. The overall impression is that the rebuilt tramway would seem to have a long life in front of it.

New ballast has been applied in various places, and a large heap is at the terminus awaiting distribution, together with several hundred more steel sleepers in bundles of fifteen. Judging from the pre-punched holes it appears that they may be 610mm gauge sleepers re-punched to suit 914mm. In several places steel sleepers have been used longitudinally beneath the track as packing to achieve the correct levels. They also make good retaining walls when embedded vertically into the ground. Very few wooden sleepers remain, but in a couple of places wooden, concrete, and steel sleepers may be found juxtaposed.

About a hundred metres from the new green shed at the terminus, the hillside above the raceline has slipped and, although now cleared, the large raw gash in the hillside indicates that the landslide must have buried both the raceline and tramway. New steel sleepers and ballast had already been laid on this section and the tramway, though now cleared, is covered up to rail level.

Approximately 600 metres from the terminus is the first bridge (about 16 metres long and four



*Bogong Creek tramway: Top: A picturesque section of the tramway with re-sleepered track. The aqueduct appears blue, but only from the sky's reflection as the water is still very dirty, eleven months after the fires. Centre: A section of repaired track showing concrete, timber and steel sleepers. Above: Bogong Creek tramway slumbers in the midday sun as Christine Rickard inspects Ruston & Hornsby 4wDM 296070 of 1950. The 'Maximove' 4wBE inspection railcar is on the right. 17 Dec 2003. Photos: Phil Rickard*



metres high) which seems to have been subject to some repairs. The burnt workers' carriage, two Hudson tippers (see picture in LR171) and some burnt truck frames have been brought back to the terminus whilst the two water tank cars and a burnt truck frame remain at the first siding. The raceline is flowing although the water is very dirty with a lot a debris and silt evident.

Outside the shed at the terminus was the works train comprising Ruston & Hornsby 4wDM 296070 of 1950 (when was it repainted from orange to yellow?) coupled to the "garden shed" carriage and flat trucks, and the 4wBE "Maximove" inspection railcar. In contrast to the LRRSA visits in the late 1980s, the Maximove now has automatic couplers and is fully "air-conditioned" - all windows have been removed! Whilst this may be satisfactory in summer I'm not sure it would be the vehicle of choice when the winter snows arrive.

Both the Ruston and the Maximove are undamaged by the fires, in contrast to the surrounding hillsides, where the regrowth is evident everywhere and makes for interesting photography as nature repairs itself.

PhilRickard 12/03

## WESTERN AUSTRALIA

**BHP BILLITON**  
(see LR175 p.22)  
1435mm gauge

A further consignment of second-hand GM EMD Co-Co DE locomotives from General Electric Transportation Systems arrived in port on 28 December 2003. They were numbered GECX 6407, 6417, 6419 and 6421. Of the previous batch, GECX 6401 has been renumbered 3078 and 6419 renumbered 3079.

Richard Montgomery 1/04; *MotivePOWER* 2/04

**KALGOORLIE CONSOLIDATED GOLD MINES PTY LTD**  
narrow gauge  
(se LRN 113 p.22)

The Chaffers headframe was removed in February to make way for the expanding super pit open cut. It closed the entrance to the Golden Mile's underground workings and ended more than 100 years of underground mining and access. At level 20, 666 metres beneath the surface, twice as deep as the Super Pit, ran a rail line built by KCGM when it consolidated the works. Known as the "subway", it was operated

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with battery locomotives and was used for ore and miner transport. It linked the Lake View, Perseverance, North and South Kalgurli, and other lesser known shafts. The original Chaffers shaft was sunk in about 1897. The 1959 headframe will be re-erected locally at the Australian Prospectors and Miners Hall of Fame. *Kalgoorlie Miner* 17/1/04 via David Whiteford; <http://www1.superpit.com.au>

**PILBARA RAIL**  
(see LR174 p.22)  
1435mm gauge

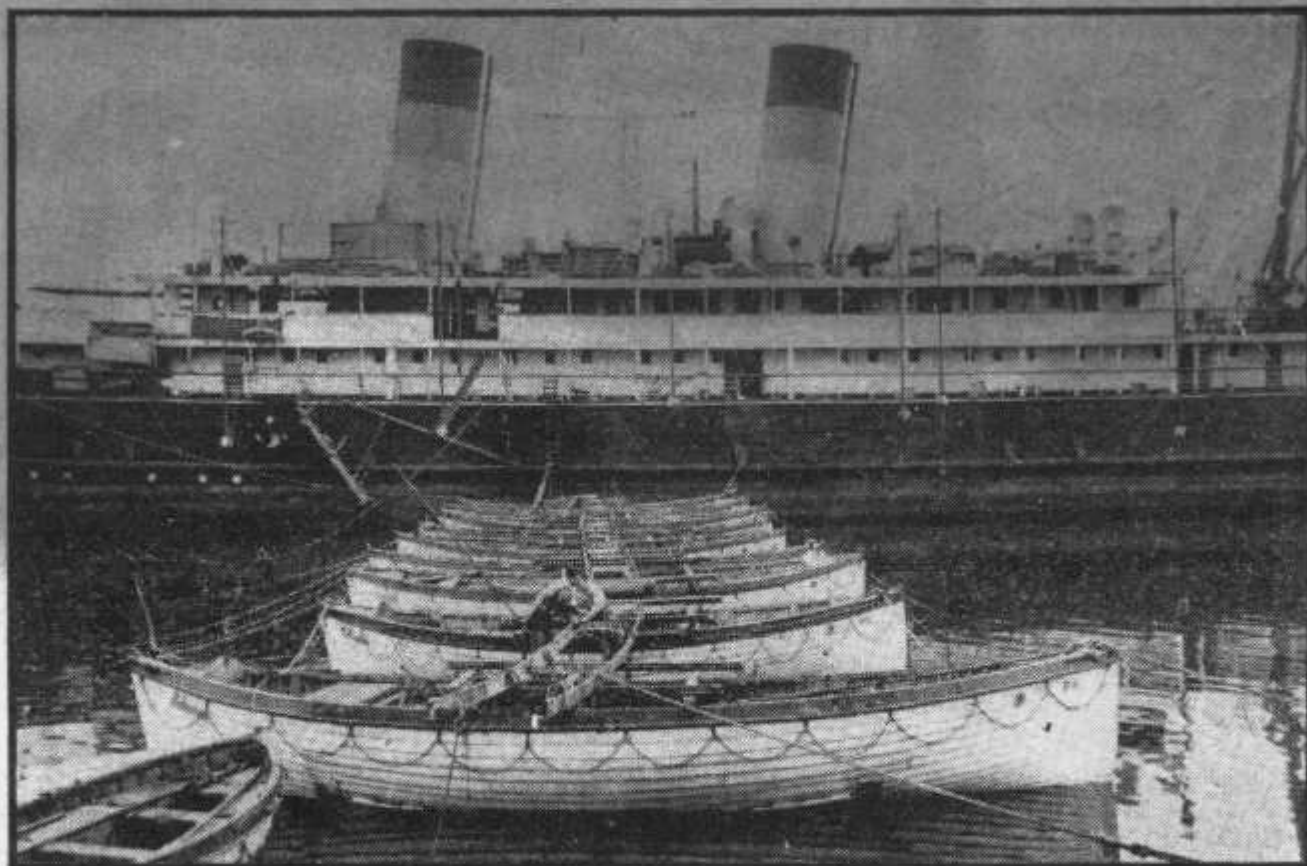
Four ex Robe Co-Co DE locomotives stored at Cape Lambert have been advertised for sale by expressions of interest by auctioneers Smith Broughton & Sons. The locomotives in question are:

9412	Goodwin	G-6060-03	1971
9413	Goodwin	G-6060-04	1971
9415	Com-Eng	G-6060-06	1973
9416	Goodwin	G-6046-16	1973

[www.smithbroughton.com](http://www.smithbroughton.com) 1/04

### FROM THE ARCHIVES

## Railway Line Floats on Top of Sea



**A SHIP-TO-SHORE steel trolley line is being built atop a pontoon of small boats out to the grounded, Nairana, near Princes Pier. The trolley line over the sea will be used to carry away dismantled parts of the vessel.**

*From The Age, Melbourne, Saturday June 23, 1951. Submitted by Norm Houghton.*