

Book Reviews

The real world is not so simple. To this reviewer, Borschmann's bias in selecting his subjects is disappointing and, at times, downright annoying. The knowledge that a number of Australia's professional foresters have established an international reputation for their work in the sustainable management of forests is not to be found in these pages.

Far more useful to researchers of timber tramways are essays in Part 1 of the book that provide fresh new insights into the ecology and history of Australia's forests. Those by Geoffrey Bolton, Kevin Frawley and Neil Byron are particularly recommended to LRRSA members as they provide important context to the forest management policies and practices that guided the operations of individual sawmillers at different times in our history.

Bob McKillop

One for the Road

by Andrew K Roberts

A4 portrait size, 157 pages, card colour cover, 30 colour and 55 black & white photographs, 24 maps, 6 diagrams, 156 cartoon illustrations. Published by the author, c/- Post Office, Eton 4741. Price \$47.50 including postage and handling (\$A 50.25 New Zealand; \$A 56.25 North America; \$A 58.50 Europe.)

Take an engagingly different rail enthusiast with the gift of the gab and indefatigable energy who has recently graduated to cane loco driving duties, his desire to produce another book showing the best features of the cane industry's railway systems, the co-operation of most mill companies, a collection of yarns well illustrated by a cartoonist loco driver, and some much better than average photographs, many in colour, and you have "One for the Road".

This book is a follow-up to Andy's previous book "Wheels in Motion", and like it is not a book designed purely for the railway enthusiast. It is predominantly a book for cane railwaymen by a cane railwayman. However, it will be purchased by many enthusiasts because of its excellent full-page colour photographs, the generally clear system maps, the useful information (especially valuable for likely photographic locations), and the sense it provides of the special culture of the cane railwayman. The general pattern for each mill is some essential information on the rail system, more details on specific lines and vantage points, and a collection of "tales of the footplate" with well-executed cartoons to illustrate them, together with a map and photographs. Some patchiness in quality and quantity of the material available for each mill is almost inevitable.

There are many things to admire about the book. It is attractively presented, and packed with valuable information that was collected in a very short time. Apart from the full page

colour photographs (from almost each mill featured) there is a selection of colour and black & white photographs of E M Baldwin locomotives taken from the Frank Baldwin collection, and a range of cane railway black & white photographs, some historical. The black and white photographs are much less "muddy" than those seen in the previous book and the maps are also largely an improvement. There is also some technical information on some of the main locomotive types used on the cane railways. The quality of text is high, with just a few names spelt in ways that might provoke disagreement.

Unfortunately, two mills (Babinda and Mourilyan) simply do not feature as main entries in the book and while it can be imagined that not all mills wished to contribute, to omit them without any mention or explanation could mislead the unwary reader.

The full-page colour photos would have benefitted from having their captions printed on the same page. Some photographic captions supplied to Andy might not escape scrutiny from the keen-eyed. For example on pp.50-1 the Clyde locomotive with *McDESME* nameplate has a different type of handrails from the locomotive identified as *McDESME* in adjoining photographs, and on p.51 the early-model Baldwin locomotive is *IONA* not *IYAH*.

There are also some erroneous captions for some of the Baldwin collection photographs. For example, the upper photo on p.77 is Goondi Mill's 4wDH built in 1978, while the lower one on p.80 appears to show a 1972 locomotive for Rarawai Mill. The upper photo on p.75 seems to show a locomotive that is too dirty to be in process of being loaded at Baldwin's works so is presumably being unloaded at the mill.

In some ways the book gives the impression of having its clear theme and purpose diluted through the addition of other valuable material which came along. Nevertheless, it can be thoroughly recommended as both enjoyable and informative. (The price compares with Andy's previous book as this time postage is included.) A worthwhile late Christmas present.

John Browning

Welcome Back MARY ANN

The story of the rebirth of a Queensland locomotive legend

by Nancy Bates

A4 portrait size, 72 pages, card colour cover, 67 black & white photographs, one map.

Published by Bates Quick Print, 251 Nerada Road, Maryborough 4650. Price \$28 including postage and handling. Fax enquiries (07) 4129 7447.

The first locomotive built in Queensland was *MARY ANN*, a vertical boiler machine on 3ft 3in gauge built by John Walker in Maryborough in 1873. (Its story featured in LR 57.) It was built to haul logs for sawmillers Pettigrew & Sim in the bush near Tin Can Bay, and it could also power a sawbench from its flywheel (as could George Raff's 1866 Aveling & Porter used at his Caboolture sugar mill - the similarity is surely

unlikely to be a coincidence). In 1999, a "replica" of *MARY ANN* on 3ft 6in gauge, built by Olds Engineering in Maryborough, steamed out of Walkers works and along the tracks in Bowen Street as its predecessor had done 126 years before. The new *MARY ANN* is now an important part of Maryborough's industrial heritage and is set to become a tourist attraction in her own right.

This well-produced book is the fascinating story of both locomotives, and of the men and women whose stories are intertwined with them. It is a story of pioneer endurance, local pride and the dreams of men of inventiveness and ingenuity, as well as of mystery and coincidence. It is well told by Nancy Bates, whose journalistic skills enhance the story.

The fact that there are only three known photographs of the first *MARY ANN*, one of which was only rediscovered when the replica was substantially complete, makes the creation of the second locomotive a wonderful achievement. All three photographs are found in this book, but most of the pictures are painted in words. There is a comprehensive story of the origins and career of the first *MARY ANN* as well as the full story of the creation of the second, and of the families which gave birth to each locomotive. There are also many photographs of the replica's construction which will give delight to all those railway modellers who hanker after some work in 12 inches to the foot scale.

This book is highly recommended both for the historian and for the practical engineer working in any scale, and it certainly whets my desire to see *MARY ANN* in action before long.

John Browning

Australian Railway Enthusiast, December 1999

Magazine published by the Association of Railway Enthusiasts Limited, Melbourne. 32 pp, A4, Colour cover, 39 photographs, 8 maps. Review copy courtesy ARE.

This special all-electric issue of the ARE's magazine should be on the bookshelves (after it's been read!) of all students of Australian railways and industrial history. Composed of eight articles dealing solely with electric railways, and principally industrial ones at that, every State is represented in this careful compilation from some of our foremost railway authors.

The subjects include BHP at Rapid Bay and Iron Knob, the Great Cobar, SEC of Victoria, East Perth power station, Skitube, City Electric Light's (Brisbane) Bulimba power station, Mt Bischoff Tin Mining (two gauges) and QR electrification update.

Maps are included to assist readers and the photographs are of good reproduction. The cover has a classic c.1960's colour shot, from the camera of the late Graham Evans, of a NSWGR 46-class and train on the Hawkesbury River bridge. The magazine's overall presentation is excellent and at \$4.95 (rrp) is a bargain.

Phil Rickard