

Adventures in Paradise

EM Loveday, reproduced from the Ted Ward Collection, 2011



General view of the Port Douglas Station with loco shed (rails removed) on left and carriage shed just faintly discernible among bushes beyond loaded wagons. 'Douglas' loco boiler in foreground, 'R D Rex' on line to wharf, 'Faugh-a-Ballaugh in front of workshop. Photo: E M Loveday.

I arrived in Mossman in the midst of the Second World War after a three day trip from Brisbane in company with a crowd of Australian and Yankee servicemen on the 'Sunshine Express' to Cairns and fifty miles service car drive on to Mossman. The war was at a critical stage, both Darwin and Port Moresby had been heavily bombed by the Japanese and the physical invasion of the Queensland coast was a distinct probability.

Being country bred I was plucked out of the armed services and assigned to rural work to feed and clothe the troops, not exactly my idea of having to fight a war. It soon became clear to me that I would be more useful in the defense of this country by being where the action was most likely to be and somewhere where my pre war engineering training could be given more scope. So, when the chance came to serve in a civilian capacity in far North Queensland I did not hesitate.

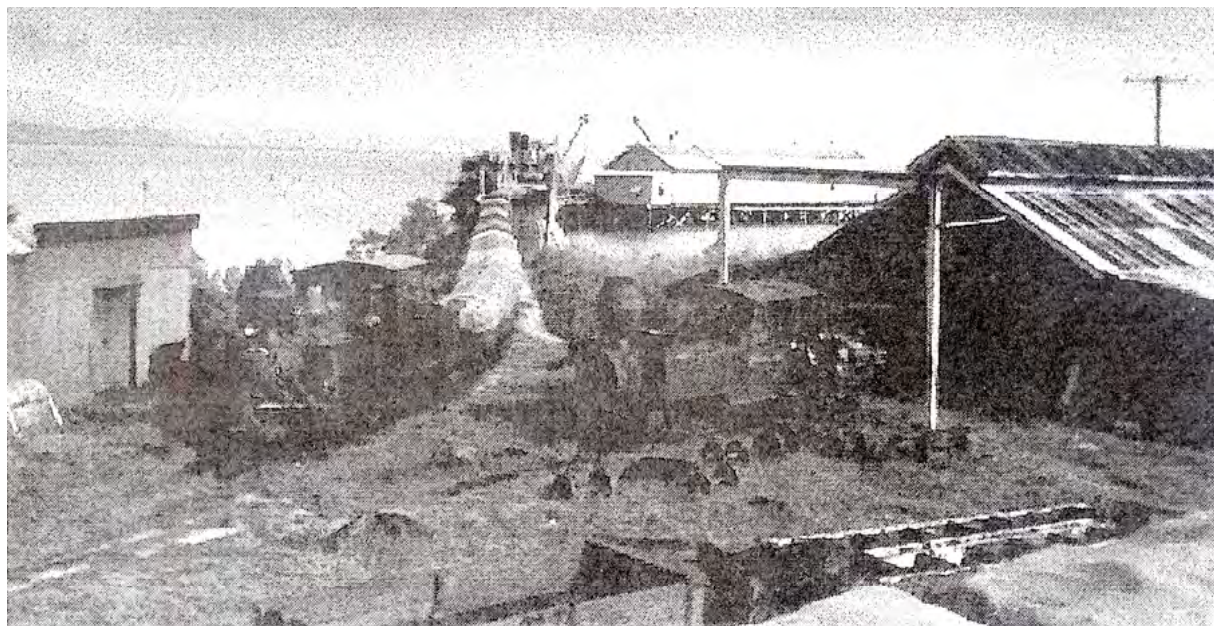
Furthermore, I suspected that as I had been trying to get away to enlist for some time, off and on, the Victoria Barracks bods in Brisbane took the opportunity to get me off their hands. No doubt, in their opinion as men were wanted to go north, should the

Japanese have landed, people like me would be eminently expendable.

I was first sent to Mossman and then later to first the Mulgrave Mill at Gordonvale and then to South Johnstone where I fell in with some good blokes who were mostly drivers and firemen, on their extensive tramway, who gave one the impression they suffered from a form of high speed dementia and a mania for being somewhere else in the shortest possible time. However, for most of the war period and for many years afterwards, I remained in the Mossman and Port Douglas area.

The set up in the Douglas Shire was the Mossman Central Sugar Mill owned the trackage from South Mossman to the northern end of rail and the shire council line from Port Douglas to South Mossman Junction together with the Mowbray and Cassowary Valley branches were owned by the Douglas Shire Council. The Council also owned the wharf installations at Port Douglas, the shunting yard there, as well as the workshops, tramway station, engine and carriage sheds.

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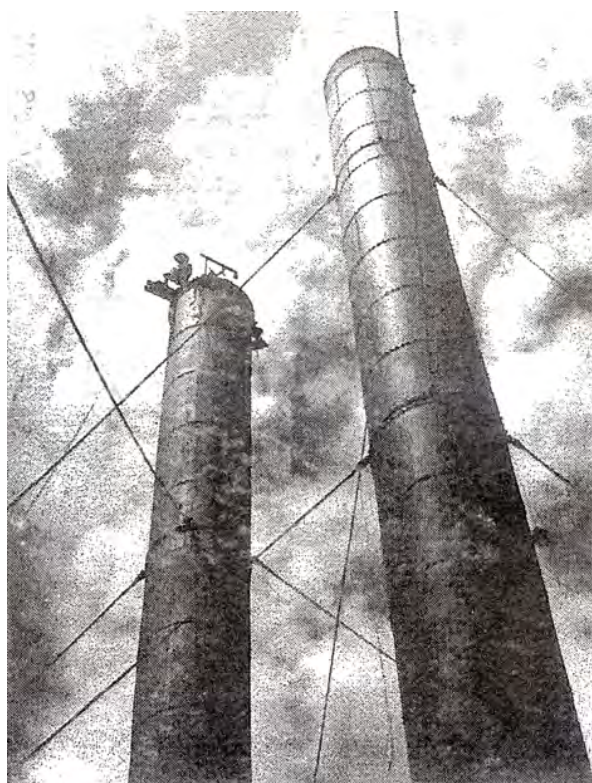
View from station roof showing new council wharf with S.S. Carroo loading. Loco shed on left, 'R D Rex' loco shunting loaded wagons on to wharf. 'Faugh-a-Ballaugh' in front of workshop. Remains of old Irvinebank tramway passenger coach frame just visible behind loaded wagons in foreground, 1957. Photo: E M Loveday.



Mossman 1946. The photograph on the left was taken from the mill stacks (photo next page) and shows the council station in Mill Street and the trackwork. The rear of a council train with loaded tarped wagons can be seen heading out of the yard. Loco smoke is drifting back over the train. Photographs: E M Loveday Collection.

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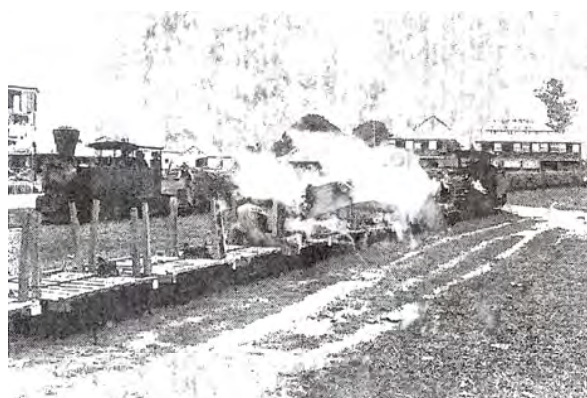
The sugar mill also had a fairly extensive shunting yard in Mossman, but little else outside the town. The shire council had loop lines, a station and goods shed I Mill Street and exercised running rights over the mill-owned track from South Mossman Junction into the town. The mill was charged one shilling a ton to haul their cane over the shire council tracks and the shire council charged freight on goods traffic, mostly raw sugar and parcels rates for small items, groceries, orders from the butcher, bread and other household supplies etc.



At that time the council ran two trains a day to and from Mossman and Port Douglas, and during the slack season, January to June, only one service was run. Each Wednesday the tram ran a service that took in a run up the Mowbray branch to the terminus at Ballyhooley to the head of that valley for the convenience of the farmers in that neighbourhood, then return to Ferndale to pick up loading left on the main line there to take on to Port Douglas. During a rush of shipping due at the port an extra train was run in the evenings.

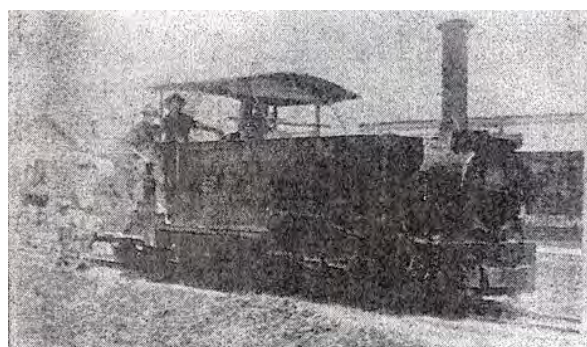
The shire council at one time ran a service for children from the Cassowary Valley also

but that had ceased before my time when the Cassowary State School was opened.

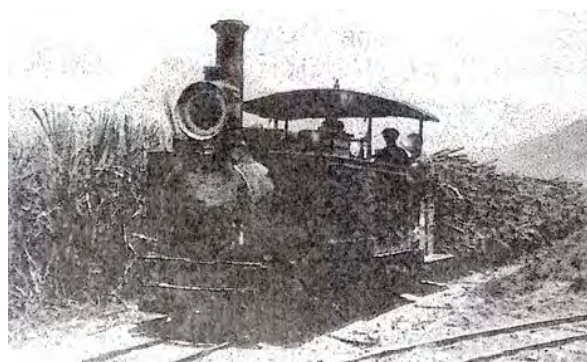


Mossman Mill Street crossing fulls and empties
Photo: E M Loveday collection.

In the mid nineteen thirties the Mossman Mill ceased running their service out to Saltwater Junction in conjunction with a local contractor, William Aubrey Frost, who ran the Wyanbeel and Bamboo Creek branches for some years before confining its traffic to cane haulage; Bill Frost then only contracting to haul cane into Saltwater Junction for the mill loco to pick up.



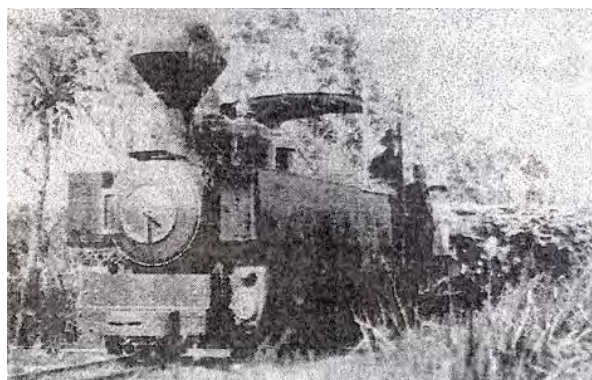
'Faugh-a-Ballaugh' in Mossman c. 1909.
Fireman, Charlie Gregory, Driver unknown.
Small boys Phil May and Norton Buchanan.
Photo: E M Loveday collection.



'Pioneer' on the Mango Park Branch, c. 1925.
Photo: E M Loveday collection.

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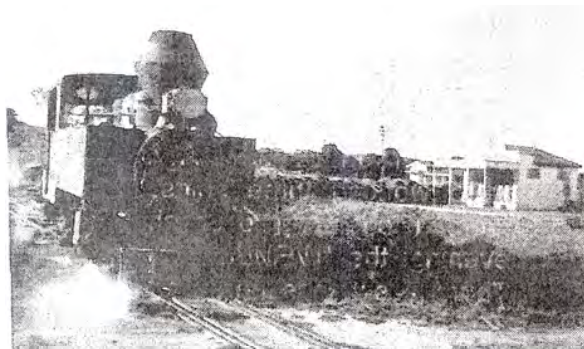
When I came to Mossman there were four mill owned locomotives, all built by the John Fowler foundry in Leeds, England. The 'MIALLO' was the mill's newest and biggest engine. It normally ran the Saltwater Syndicate run and picked up the cane left by Bill Frost at Saltwater Junction also, except on Mondays when 'MIALLO' was 'on shed'. The Cassowary Valley and Mowbray branches were run by the 'PIONEER' loco except on Tuesdays, 'PIONEER's shed days, and the third, the yard loco, 'IVY' went into shed on Wednesdays. The 'MIALLO' did shed on Mondays, the lightest day of the week when the light weekend loading could be left to 'WEMBLEY', the loading was becoming stale, being loaded the previous Saturday morning needed to be crushed early on the Monday morning so 'WEMBLEY' the yard pilot did the Saltwater run that day. At that time the locos were working three shifts, the drivers and firemen changing over shift each Sunday evening; the 'WEMBLEY' went into shed on Thursdays unless there was some interruption in the routine.



'Wembly' on Mowbray branch May 1925. Photo: E M Loveday collection.

The oldest loco at the mill was the 'PIONEER', dating from 1899. She was a 0-6-0T with side tanks, 24 inch drivers and 8 1/2 by 12 inches cylinders and carried Fowlers' builder's number 8047. An earlier engine of the same make and class, the 'MOSSMAN' lay in pieces down the creek bank behind the mill and had builder's number 7980. Like all engines in the Douglas Shire, the 'PIONEER' was a wood burner and had a short four-wheel tender.

The 'MOSSMAN' and 'PIONEER' were side tank locomotives. The next engine, named 'IVY' was acquired in 1922. Like the other pre-World War II locos, she had pannier tanks. 'IVY' was a 0-4-2T and the first loco to be acquired after World War I. The next engine bought by the Mossman mill was the 'WEMBLEY', the John Fowler exhibit in the Wembley Exhibition in London in 1925. She, like the 'IVY', also had 8 1/2 by 12 inches cylinders and 24 inches driving wheels.



'Miallo' in Miallo township 1944. Photo: E M Loveday.

In 1934 the Mossman Mill bought its final Fowler locomotive. This came in 1934 and was considerably heavier and more powerful than the mill's previous locomotives. It carried builder's number 20276, was a 0-4-2T, had 9 1/2 by 14 inches cylinders and 28 inches driving wheels. The Mossman Central named her 'MIALLO'. This design was popular in Queensland prior to World War II and proved to be economical in fuel and water, excellent steamers, very easy to maintain and were fast and long lasting. They were rated at 90 horsepower as against Fowler's rating of 60 horsepower for the smaller engines. One might mention that this 'rating' should be taken with a grain of salt as very conservative.

The next Mossman Central locomotive acquisition was from the Bundaberg Foundry, builder's number 2 of 1952, named 'BUNDY', was a 0-6-2T with 28 inches wheels and 10 by 14 inches cylinders. The Bundaberg Foundry company obtained a licence to build locomotives to Fowler design in about 1950.

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'Bundy' and four wheel tender arriving at Mossman Central Mill c. 1958. Photo: E M Loveday collection.

Another Bundaberg Fowler locomotive of the same class, builders number 6 and a Hudswell Clarke 0-6-0 tender engine, builders number 1838 were acquired second hand for the planned extension of the tourist passenger services but this was eventually not to be. The managerial guiding hand of the venture depended on relinquished control with a change of corporate policy.

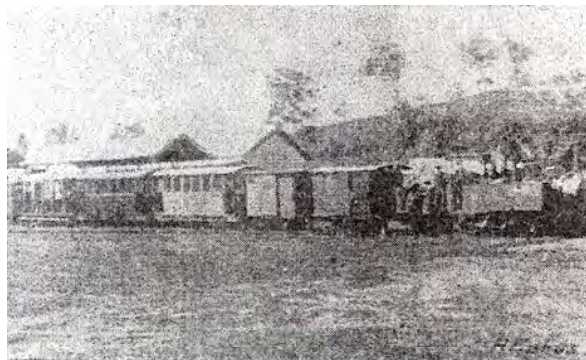
On the shire council at the time the tramway ran two locomotives. The oldest bought new in 1901 from the Fowler works was 0-6-0T with 8 1/2 by 12 inches cylinders and 24 inches driving wheels, was builders number 8733 and was a sister engine to the two previous locos owned by the sugar mill and carried the Gaelic name 'FAUGH-A-BALLAUGH'. Like the two sugar mill Fowlers she weighed about 12 tons. The name was bestowed by Mr Andrew Jack, the then shire chairman.

The other locomotive was an articulated compound on the mallet principle that came from the German works of Orenstein and Koppel. She was a 0-4-4-0T wheel arrangement and came new to Port Douglas in 1903. She had 8 3/8 and 12 by 12 inches cylinders and 24 inches driving wheels and was named 'DOUGLAS'. These two locomotives ran the council services until 1949.

In that year the 'DOUGLAS' compound was being given a general overhaul when a change of council policy decided a new locomotive should be purchased; one from the Perry works in Adelaide indented for and purchased. The compound engine was then

laid aside after being repaired and ready for re-assembly. It lay in the carriage shed in pieces until the line closed in 1958.

The new engine, Perry works number 7650-49-1, although well built was never as economical with fuel nor as generally efficient as the Fowler design from either Leeds or Bundaberg. Unlike the Fowler with balanced 'D' valves this Perry loco had piston valves. This would have been advantageous had the piston valves been, say, 5 inches in diameter instead of the 4 inches they actually were, much too small for the 9 1/2 inches cylinders. In addition the piston valves themselves were not provided with piston rings. This resulted in the valves developing serious leaks in a few thousand miles of running. The boiler itself could have been rather bigger in the barrel and this coupled with the engine refusing to run with a short cut-off, the exhaust was not as free at speed unlike the equivalent Fowler design which had moderately long valve travel, with ample steam and exhaust passages and ports, albeit with only plain 'D' valves. The Perry product would not steam well when notched up and was heavy on fuel and water compared with the Fowler engines from Leeds.



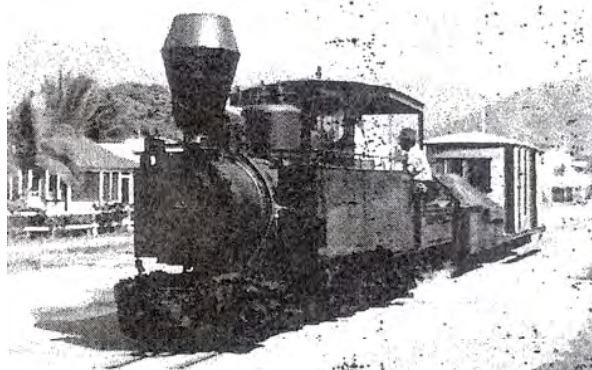
'Douglas' at Port Douglas with passenger train about to leave for Mossman 1909. Photo: Henry Euhus.

This was an unfortunate case of spoiling the locomotive 'for a ha'worth of tar'. The engines were fairly common on two feet gauge Queensland tracks until tramway operators found the Bundaberg Fowler machines, coming out in 1952, so much more economical, but the Bundaberg engines appearing right in the closing years of steam

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locomotive production, were overtaken by the diesel 'invasion'. Rather obviously the Perry works had designed a machine for pottering around industrial plants rather than to suit the long distance, long haul duties called for in the Queensland cane country.

I had remained over long in the sugar mill employ in Mossman apart from locomotive driving I had at different times been in charge of the crushing engines, the three heavy Bellis and Morcom vertical compound engines driving the big DC generators that supplied the power to the auxiliaries and lights; and been water tender in charge of the boilers. During slack seasons I was rigger, steeplejack and general handyman. I was on the lookout for a better job as I could see the sugar mill would not be providing any advancement and when the chance came, I moved over to the shire council tramway to assist the tramway engineer and to do any extra driving when required.

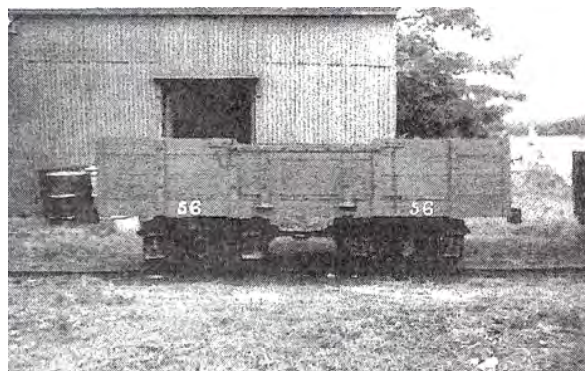


Mowbray Trams headed by 'Douglas', Mill St Mossman, 1947. Photo: E M Loveday.

The shire council no longer ran passenger trains by that time, so my work was mostly repairing wagons and building new stocks with occasional days hauling extra loading into Port Douglas or track maintenance requirements, ballast, sleepers, rails, and bridge timbers. Then each locomotive was, as soon as the sugar traffic was indeed over for the year, pretty thoroughly overhauled, boilers checked and new tubes put in when required, safety and other auxiliary valves ground in, the smokeboxes and ashpans checked over for air leaks, the wheels dropped out, the horn cheeks and 'brasses' renewed. The tyres would require building

up, remachining and reprofiling and the big end brasses renewed and the valve gear repined. The brakes, couplings, both tender and engine and front and back would be made good and the injectors and sanders looked at. The fusible plugs should be renewed each year. Finally, the stuffing boxes were repacked with packing soaked in cylinder oil and the glands adjusted.

Building new four wheel wagons was mainly routine, bogie wagons less so because of the extra work on the bogies, although on each bogie wagon only the same ends and couplings as a four wheeler, so there was some gain there. Supposing a four wheeler was to be built, Jack Wolfe, the wagon carpenter took the timber from the stack and cut it to size while I sorted over the scrapheap to pick out suitable steel, making up any shortfall from the steel rack. Having stacked the steel beside the power hacksaw and cut up the components for angle brackets gussets, hinges, stanchions and the rest of the steel fittings, there are at least 125 steel fittings in a four wheel 4 tons capacity wagon. I know, I have counted them.

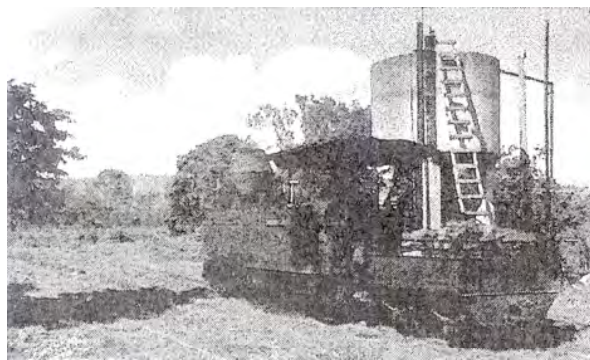


'Grover' bogie wagon, built at the tramway workshops Port Douglas. Photo: E M Loveday.

The pieces were cut out from various odd pieces of scrap and stacked beside the welding bench. Flats like coupler faces and axle guards would be oxy cut from heavy plate. When I had everything ready I would set to and fabricate the components by arc-welding. This would take a good several days work. When the components were ready they were handed to the carpenter who had completed preparation of the underframe and given all the woodwork two coats of red

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oxide mixed with boiled oil. The steel parts would then be painted with bitumatistic paint and bolted on to the underframe which was resting upside down on horses. The axle guards and draft gear were put on then, or if this was not ready from the blacksmith the draft gear brackets were mounted and the springs and draw bars left to later.



'Faugh-a-Ballaugh' at water tank, Port Douglas. On the retirement of 'Douglas' the O & K tender from 'Douglas' was attached to 'Faugh-a-Ballaugh' 1957. Photo E M Loveday.

While the carpenter was doing all this I had sorted out suitable wheels from the heap outside and choosing matching wheels and checking the size of the bores turn axles to suit on the small lathe. Jack Wolfe and I would heat the wheels on a fire outside the shop and drop on their axles. The axle diameters and the bores of the wheels varied from 3 to 3 1/3 inches. On a 3 inch axle we allowed .003 inch shrink it, .001 inch per inch of diameter. On a 3 1/3 inches axle we allowed rather less of a shrink fit pro rata. We did not allow any guess work; we were not that good. Every wheel bore and every wheel seal were carefully 'milked' to the intended shrink fit and we never had any loose wheels. After the first heated wheel of a set was dropped onto its axle and was cooling, the first wheel of the next wheel set was in turn dropped o its axle. By then the first wheel will have cooled sufficiently for the first axle to receive its second wheel and so on depending on the number of wheelsets required.

Then the process of 'buttering' to build up the wheel treads, flanges and fillets was taken in hand. This done, I'd machine the wheels to profile and diameter on the big lathe. We

really needed a proper wheel welding machine like other tramway shops but we did not run to that extravagance so the time wasting use of a welding hand piece was resorted to.

While I was machining the wheel profiles Jack Wolfe cleaned the axle boxes and brasses and tinning the latter to take the antifriction white metal. By then the blacksmith had the axlebox springs ready, also the drawgear, springs and couplers, but if not the drawgear could be put on later. The axleboxes were put on the journals and the wheelsets lifted by a 'handy billy' rope tackle and the axle boxes dropped into the horn slots after the springs were put in place. The axle guards were then put on.

When the wagon frame had been lifted off the 'horses' by the overhead gantry and turned over right side up on its wheels, the end posts, pockets for the door staunchons and hinges were bolted on and hung. If the blacksmith had not done so before, he would have finished the drawgear, springs, couplings etc., and the draft assembly put on and the floor boards put down. The door staunchons were dropped into their pockets, the doors bolted on to their hinges, the final painting done and the wagon numbered.

Driving and firing a wood burning locomotive differed considerably from a coal burner. With coal the fire is carried much thinner and you fired more often. Different classes of boilers on different locomotives were best fired according to experience, boilers with long narrow fireboxes often steamed best with pitches along each side. I found a Yankee engine with a wide Wooten type of firebox was best fired with alternate pitches, one each side and one each back and front on the first firing and the next pitches being one each corner and one in the middle of the grate. Locomotives like the Fowler design, with moderate grate area were bet with the coal spread evenly over the fire.

With wood firing one kept a full fire well up to the crown sheet. Wood had only about a quarter of the heat that coal has so requires a thicker fire as you fire less often but kept a

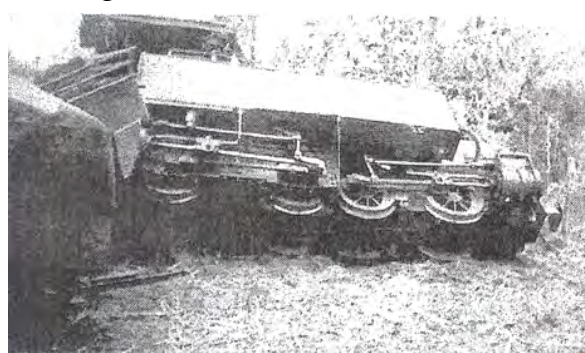
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thicker fire. On an undulating road one tries to fire going down hill while the injector is working, putting the blower on and the dampers closed and as soon as the fire is built up the dampers are opened and the fire door is closed. Unless the steam is high the blower is kept on until the next rise is approached. You try not to fire more than necessary on banks.

To keep a stack coupled rake buffered up from the top of a long bank the summit is approached fairly smartly as the couplings are light. As the engine comes over the top the brakes are applied, lightly at first then with increasing pressure as the rake buffered up. The trick is to have the trucks or wagons have their slack run in one at a time as the rake comes over the summit. The slack is allowed to run out again as the rake reaches the bottom of the bank. To prevent any jerk or a coupling breaking, the rake is allowed to stretch out just before the bottom of a bank. Unless a downgrade is very short, when it is permissible to approach the summit slowly and pull the rake down with light couplings, a bank should always be taken down with rake buffered up right from the top of the grade.

One has one's moments of excitement when driving over a long period of time as one might expect. Once during World War II, I was taking the 'IVY' locomotive out towards Saltwater and coming up the street from the mill I was flagged down by a couple of soldiers who had obviously spend the day in the 'Queens' bar. They asked to ride on the engine. I was not keen about that as riding on the mill trams was not permissible and anyway these chaps were a bit drunk and might fall off the loco. However, against my better judgement I allowed them on. We went out about as far as Saltwater Junction, running different branches and spur lines. With the to and fro-ing and backing and filling the passengers became quite confused. A couple of miles from home I had the rake made up with 50 or 55 loaded cane trucks. As I oiled around the engine and the fireman walked back along the rake to check the load

for loose chains I mentioned to our passengers that we were set to go home. One of the soldiers said he thought we were facing the wrong way. We had turned the engine around at different triangular junctions and he and his mate had lost their sense of direction. I said I thought I was rather familiar with the road and said 'All right, which way is the direction for home?' The soldier pointed past the rake towards the way we had come. 'That's the way home! You're lost, mate! Come on Bill' and with that the pair began walking back towards the rear end of the rake. So we came home without our passengers. I don't know how far they walked until the truth dawned on them or how far they went before they turned back or if they were in time for roll call next morning.



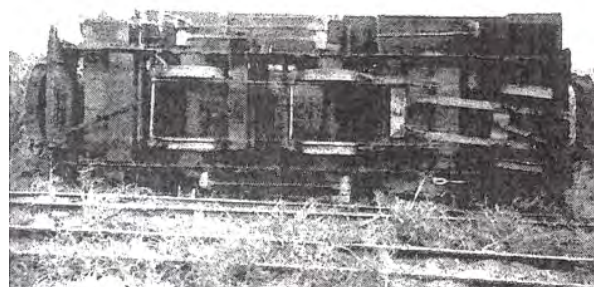
Accident 11/9/1941 'Douglas'. This photograph clearly shows the leading inside framed power bogie and the rear outside framed power bogie. With the cylinders of the rear power bogie under the cab the potential for additional heat in the cab is readily apparent. Photo: Noel Beard.

Another time, again when driving 'IVY', I had the misfortune to knock over the Reverend Edward Taff, the rector of St. David's, Mossman, our parish priest. He was walking along the street with his back to the engine and reading the Cairns Post newspaper. The fireman was not keeping a proper watch on his side and I of course could not see the left side of the loco from my side. Luckily only the corner of the engine on that side bumped him and he was only knocked down with some bruises. A crowd quickly gathered and, although the old gentleman appeared not to be seriously hurt, I insisted he go to the hospital for a check. At

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the time of the accident he was eighty-seven. He continued to hold services at St David's until he was 94. It was a mercy he was not badly injured.

Some time before this another driver, again involving the 'IVY' loco had the misfortune to run down old Mr Broad who, years before was the tramway engineer running the Port Douglas workshop. Poor old Mr Broad was nearly blind and really should not have been walking on the street unaccompanied.



'IVY' on her side, the result of an accident. Clearly visible are the outside frames and flycranks. Photo: Cyril Gray.

One moonlit night during the war years Ted Eddleston and I had been out to the Ballyhooley terminus up the Mowbray valley, and on our return when passing through the Robbins farm a soldier standing in the beam of our headlight hailed us. We pulled up and the soldier, young lieutenant, said, 'Do you know you have pulled up a considerable length of our telephone line and cut our communications?' 'I know' Ted replied. 'We have just spent a good half hour pulling out the tangle from our rods. What made you lay a telephone line across the tram tracks? Don't you know this line is and always has been in everyday use?' The officer said that he did not know that there would be any traffic at night and the line would be removed before daylight and was then informed that the tram line ran traffic day and night, seven days a week and there would be another train that night. Our snagging the telephone line probably did not affect the course of the war, but caused us some inconvenience.

Then there was the time one year I was running the 'MIALLO' out to Saltwater on day shift and the eight mile on afternoon and

evening shift turn and turn about with another crew. Mick Assman, the cane inspector's brother was my mate that year, a good bloke and a good fireman. I don't know why he did not at that time bother to pass as a driver. He was better than many drivers I knew.

Anyway, one evening we were approaching the South Mossman River with 75 or 76 loaded cane trucks, say about 175 or 176 tons gross load. As we came down to the river the rake became uncoupled about halfway back. We pulled the front half well up the far bank, well clear of the see-sawing rear part of the rake. When things settled down Mick dropped off the engine and went back to recouple.

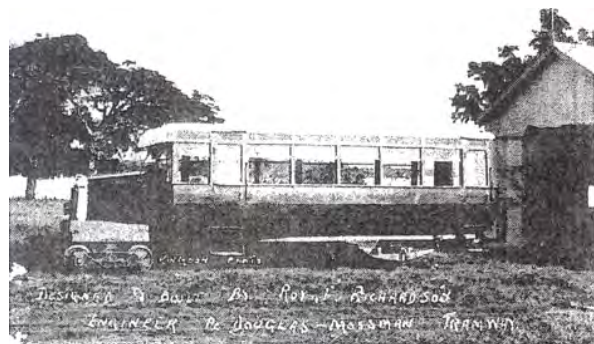
Just then Mick's brother, Otto pulled up in his car, returning from a day in Cairns and the line being roadside just there, walked over to the engine to enquire what the holdup was. I told him and mentioned that Mick had gone back to recouple. Otto said, 'What is he doing that for? You won't be able to lift the rake over Pringle's Hill in one. You'll have to double to the top.' 'I don't think so,' I replied. 'If we work it right I think we can get 'MIALLO' to lift the lot in one go.' With that Otto drove off into town to tell the traffic office we had been held up. His remark to us was, 'Hell, you'll be here all night!' as he drove off.

Mick, returning to the engine said he heard what Otto had said and looked forward to surprising him when we arrived in the Yard with the rake intact. While Mick had been back coupling I had built up the fire. We then pushed the rake back up the hill as far as the engine would take it. Then holding the weight on the brakes I eased the engine forward with the lever in first notch. Then racking the regulator open, I had the load moving down towards the river. As the couplings began tightening I gave the engine more steam. As I saw the last truck come around the last bend and knew the rake was stretched out I pushed the reversing lever right forward and the regulator wide open. The exhaust bellowed in the funnel as

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'MIALLO' thundered across the bridge to the far bank and roared up the bank ahead. 'MIALLO' must have been a grand sight in the gloaming. The safety valves lifted as the engine felt the weight of the load and the speed dropped to about ten miles an hour which she maintained to the top of the bank. She was still showing a feather as she came over the top. Mick did not touch the fire then as there was ample steam to see us into town. We rattled down the slight two mile grade in fine style and blew for Crawford's level crossing and again at Parker's Creek bridge to make sure Otto knew we were coming. When we stormed into the yard Otto was just leaving the traffic office where he had just been telling them we would be very late coming in because there were two fools stuck out on South Mossman bridge who didn't know their own limitations or that of their locomotive. He looked surprised and coming over to the engine, asked us if we had enough water to go back to South Mossman to pick up the remainder of the rake.

I said, 'What rest of the rake?' Otto replied 'The trucks you left on South Mossman bridge.' I replied 'There are no trucks left on South Mossman bridge. We brought the lot in at once.' I thought Otto was going to count the trucks in the rake but in the event he forewent doing that.



Rail Motor at Port Douglas. This high standard passenger unit was built in the Port Douglas workshops utilizing a coach bogie, components of an international truck and other locally sourced material. Photo: Roy Richardson.

Another time, when I had changed over to the shire council employ, I put in a day hauling ballast from the loading point at Cassowary Junction out to a relay out

towards the upper end of the Mowbray branch. To get the most ballast out on site at the relay with the least unnecessary running over a day's work, we'd pull as big a load as the engine would pull as far as Ferndale Junction, leave half the rake temporarily on the main line and pull the remainder into the angle and left that there. Then the locomotive was run light engine around the back leg of the angle and coming back onto the main line coupled the rear half of the rake onto the nose of the engine, went back into the front leg of the angle again, coupling on to the first part of the rake to the tender, proceed up the branch pushing the first part of the rake on the tender and pulling the rear half on the nose.

On banks that were to steep for the engine to pull the whole load the back part was left behind until the first part could be propelled over the summit and the loco taken back down the hill to pick up the latter half. The front half was then coupled on and the whole load propelled along to the next summit where the proceeding was repeated. We only went through this propelling and pulling business because the steepest banks required to be dealt with this way and there were only two. After delivering the ballast the empty wagons were pushed and pulled back to the angle where the reverse process of shunting the engine around the first part of the rake leaving the rear half until the engine has run the angle, brought two parts of the rake together and hauled them along the main line in the normal way.

On one occasion, the afternoon being hot and the navvys electing to ride on the tram out to the junction where they had left their motor lorry, they rode in the front wagon in the cool. They had their tucker box in the wagon with them, carrying their crib tins, tea billies and their rain coats. They spread a blanket on the lunch box and began a game of cards. One navy, becoming bored with the card game stood up and began shying large stones left on the wagon floor at the paper wasps nests in the lineside trees. Being in the front wagon of course and the wasps immediately

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taking umbrage, with their tempers carried on short fuses and red hot stings at the ready swarmed down to attack the attackers, as they thought. Of course the engine had moved ahead in the interval and the wasps, thinking we were the culprits moved in to attack in no uncertain manner. This happened a couple of times. The navy ganger who was riding with us on the engine wanted me to stop so he could walk ahead and reprimand the stone thrower for his irresponsibility. I said, 'No, I'll fix it.' I knew that not far ahead was a large paper wasp's nest in a big Leichhardt tree. He sure enough threw an extra big stone at the wasp's nest. He scored a beautiful bull's eye. As he did I stopped the tram short on the brakes well clear of the angry wasps who swarmed down onto the front wagon. The navvies vacated the wagon in record time. They were running before their feet touched the ground; suffice to say there was no more stone throwing when they climbed back into their wagon. The navy ganger was still laughing when we reached the junction.

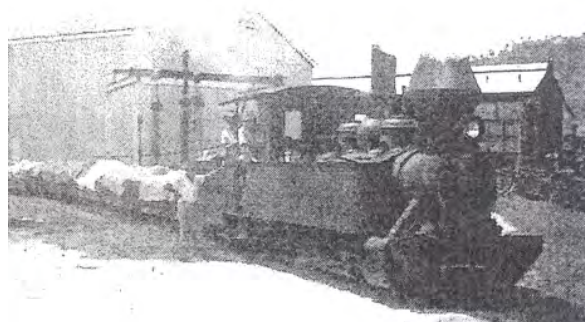
Bill Frost had at one time three small steam locomotives and a railmotor to run his contracting business. There was a very small 0-4-0WT engine he bought from Pleystowe sugar mill near Mackay who in 1916 bought it new from the Baldwin Locomotive Works in Philadelphia, USA, who bestowed the name 'HABANA' on it before leaving their works; Habana being a cane growing area belonging to Pleystowe. Bill's next engine came from the Cairns Shire Council in 1930, an Orenstein and Koppel well tank of uncertain age. The Baldwin engine 'HABANA' carried works number 42771. Bill Frost's last locomotive was another 0-4-0WT, this one coming from Arnold Jung having works number 1052. It was reported to have worked at a mine in South Australia, leaving Arnold Jung's works in 1906; and was acquired from South Australia by Marwick and MacDonald for their Maria Creek-Japoon tramway circa 1910 and sold with the rest of their tramway's effects to South Johnstone Mill in 1914/5. It was

number 5 on the South Johnstone roster before Bill Frost acquired it in 1930.

Ted Eddleston and 'Bruiser' Hume ran the final revenue tram from Mossman to Port Douglas during one forenoon in March 1958; taking the Perry loco 'R D REX' and returning later that day. A few weeks later I lit up 'FAUGH-A-BALLAUGH' and with young Wally Butler took out several wagons to run the Mowbray branch as far as Hockley loop and returning picked up old sleepers and rails.

We were all day occupied with this salvage getting back to the Hardwick Farm where we stopped to have lunch under a lineside tree after boiling a billy in the firebox. While thus engaged Bill Hardwick and his offsider, Harold Burton, came over for a yarn. We told them we were running the Mowbray branch probably for the last time as the Mossman Sugar Mill was taking over.

After finishing our sandwiches and swilling out the billy, we continued working until it was time to return home. On arrival at the South Mossman depot, we parked the loaded wagons and filled the loco tanks. Then after throwing out the fire, raking out the ashpan and smokebox, we put the locomotive in the workshop in front of the Perry engine. As the depot workforce had gone home early there was no one at the depot to see us return. After picking up our crib tins and tea billy we closed and locked the workshop door in front of the two locomotives. Then in a sombre mood we went home. The council line was dead.



The last train of sugar from the Mossman Central Mill to Port Douglas, March 1956. Photo: Lancini Studio.

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Douglas Shire Tramways at Mossman – C B Thomas (ARHS Bulletin 58 August 1942).

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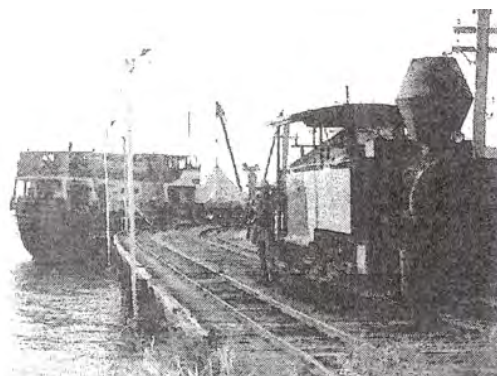
Acknowledgements

The original, page numbered 65-82, likely appeared in convention or workshop notes c 1997-8. The text has been retyped and images scanned from an unidentified photocopy in the Ted Ward Collection.

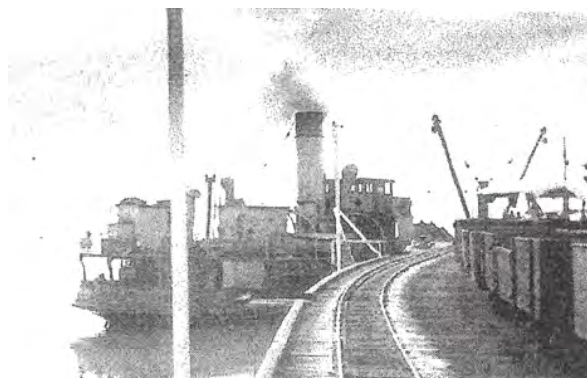
Errors and omissions excepted, this document contains all of the text and images from the original, however pagination and layout has been changed in the reformatting.

Images have been restored as much as possible but quality was limited due to the photocopied original and image transfer from pages sticking together. Images, including the plans on the final pages, have been resized to fit the new page format.

More recent higher resolution versions of the plans can be found in the main rail heritage image collection accessed from the Modelling the Railways of Queensland web site: <http://www.QldRailHeritage.com/mrqc/>.



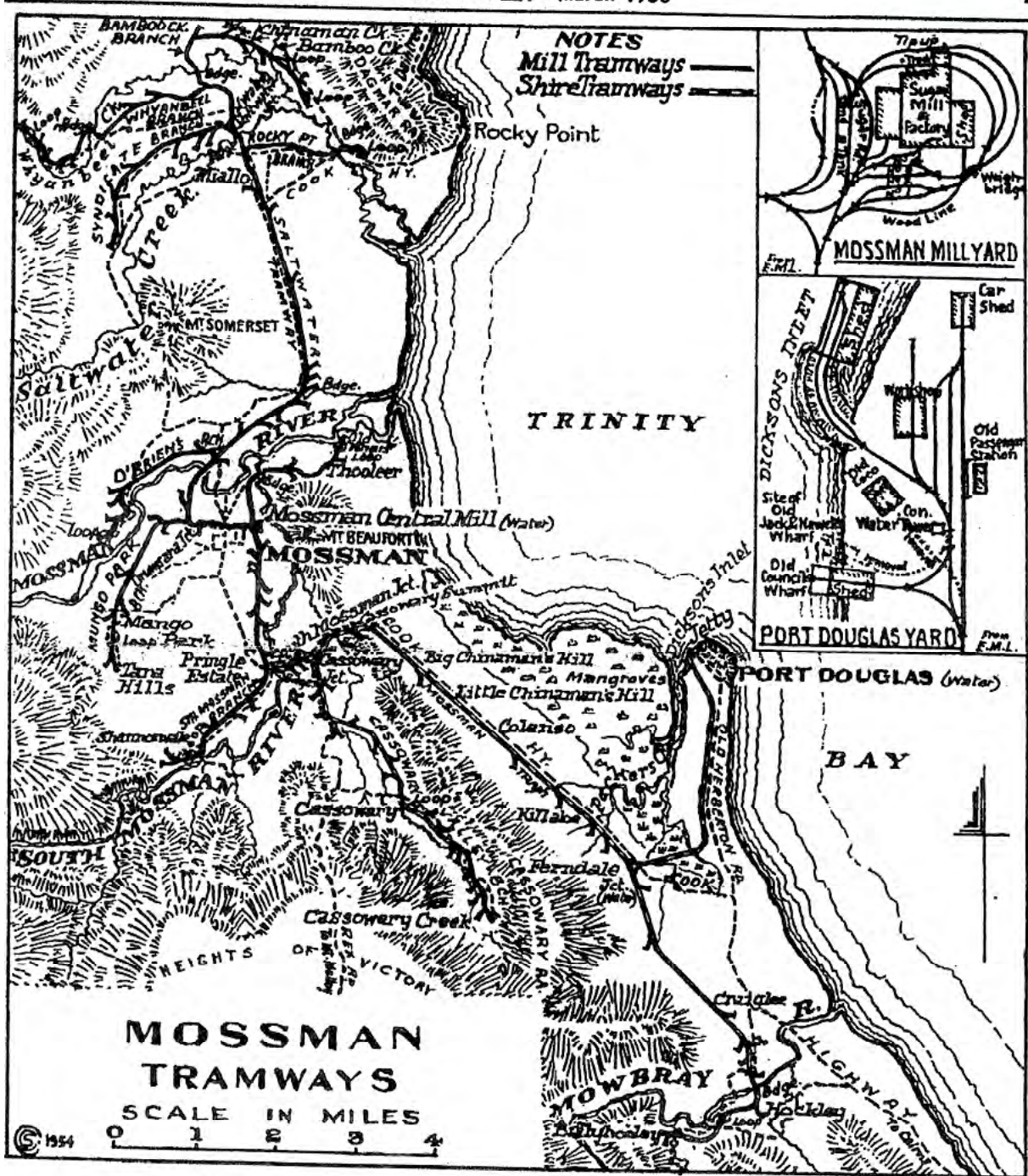
MV Karara and 'Faugh-a-Ballaugh' Council Wharf Port Douglas 1958. Photo: E M Loveday.

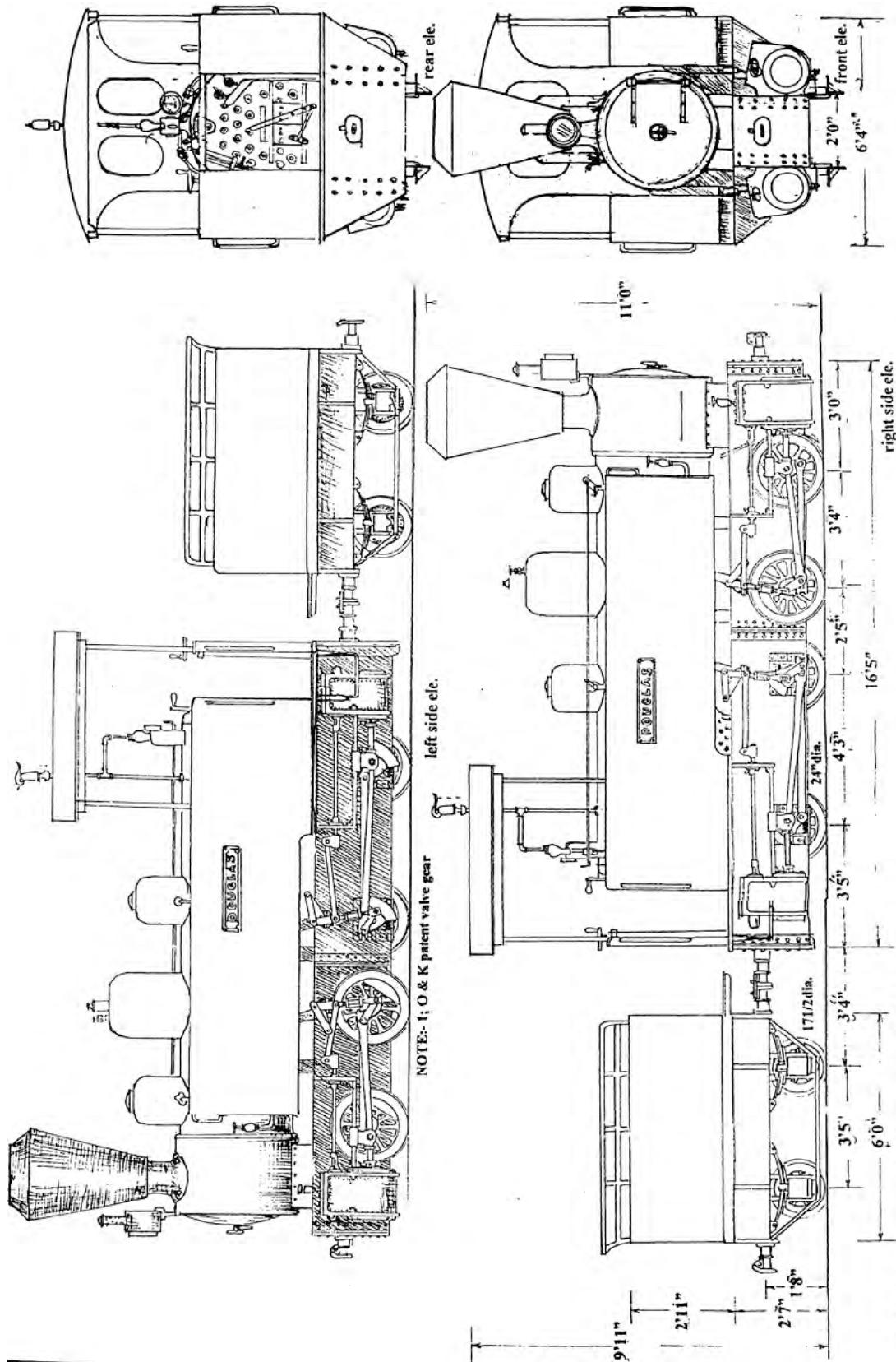


SS Toorie, the last steamer to call at Port Douglas, 1957. Photo: E M Loveday.



M V Konanda loading sugar at Port Douglas. Photo: E M Loveday.



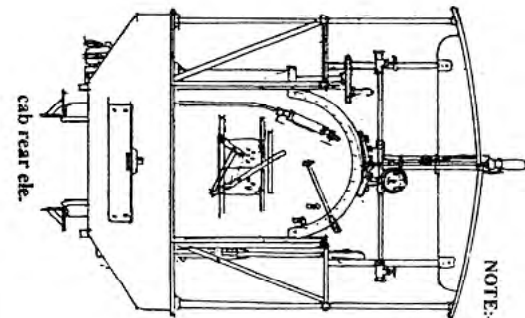
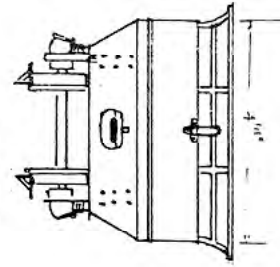
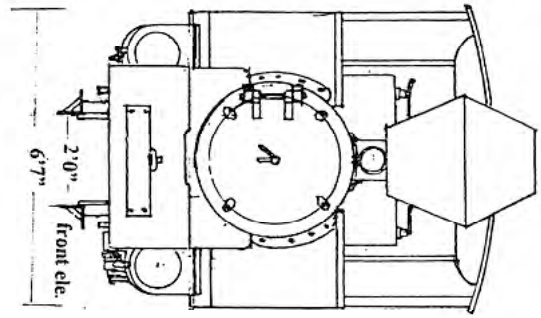


DOUGLAS SHIRE TRAMWAY
 Orienstein & Kopel "Douglas"
 0-4-0 + 0-4-0. Mallet locomotive

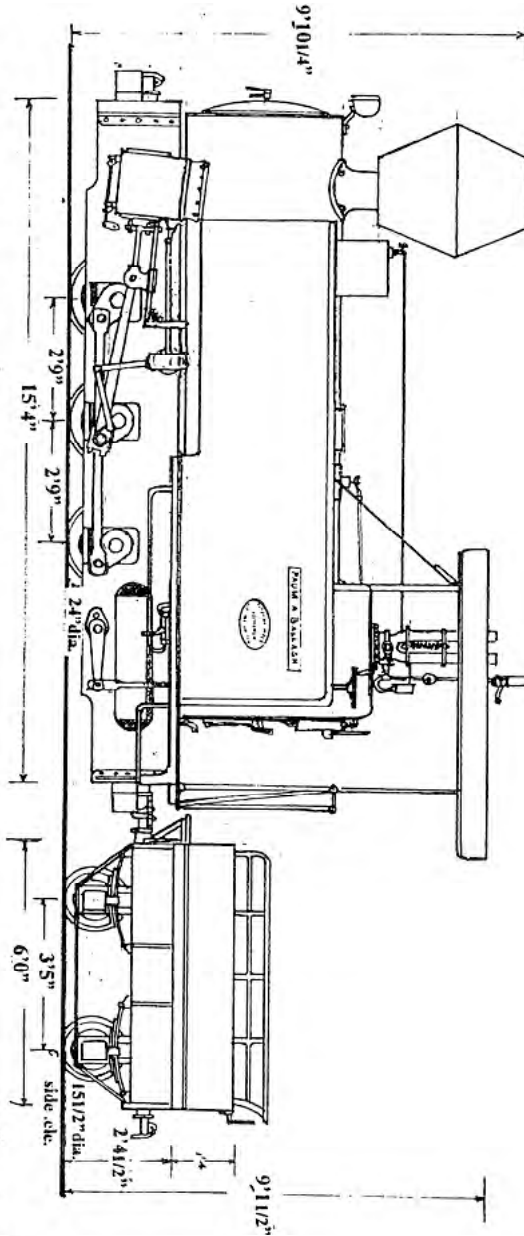
scale = 7/8" = 1 foot

drawn by Jim Fainges 1997
 from drawings by E. M. Loveday

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- NOTE:-
- 1: Joy's valve gear
 - 2: Tender originally for O&K mallet cut down for this loco 1950
 - 3: Boiler feed originally pumps driven by axle eccentric. Now 2 No.4 Brown Autopositive injectors.

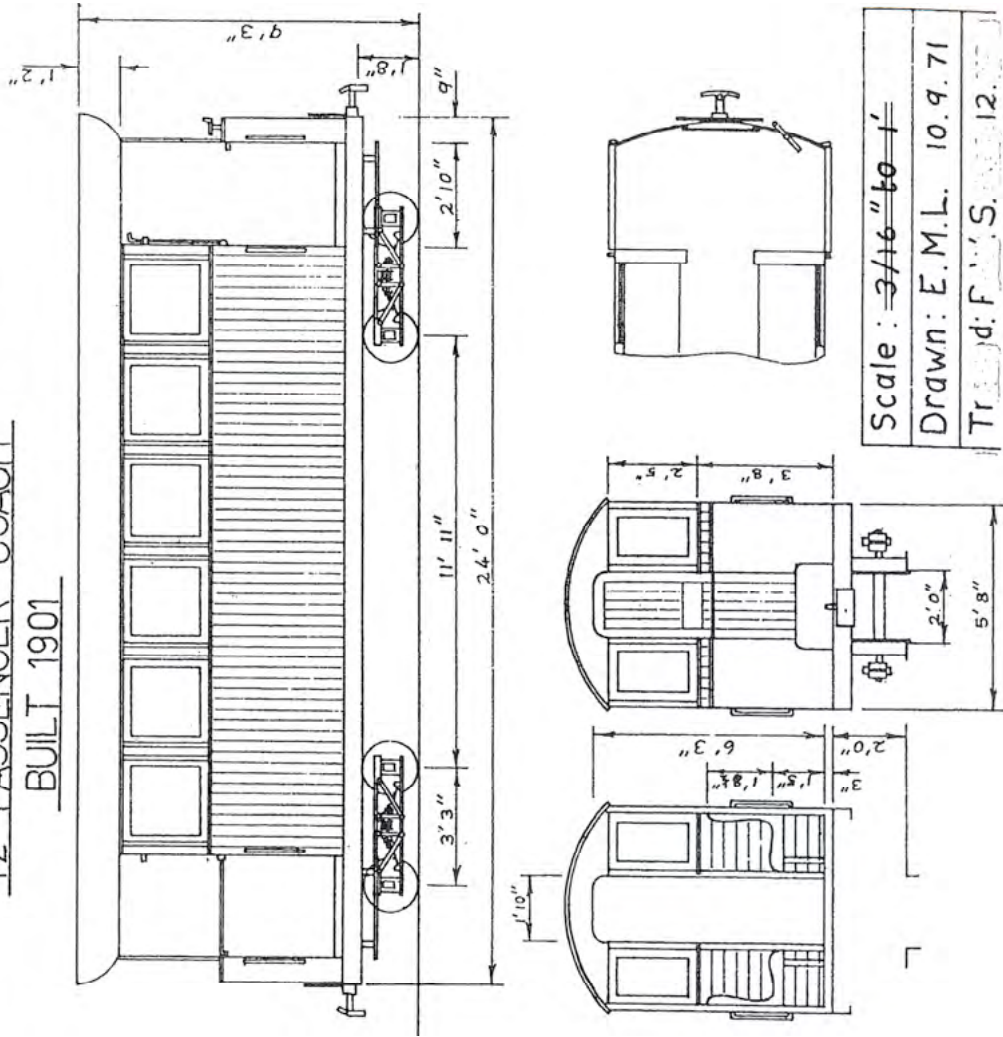


DOUGLAS SHIRE TRAMWAY
John Fowler 0-6-0 tank Locomotive
 built 1901 B/N8733
 scale $\frac{7}{16}$ inch = 1 foot

drawn by Jim Fainges 1997
 from drawings by E. M. Loveday



DOUGLAS SHIRE COUNCIL TRAMWAY
 12 PASSENGER COACH
 BUILT 1901



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