

Information on “Little Toot” the 1907 Fowler being restored.

The loco being restored now.....

Loco No 4 “Little Toot” ID 41264434 (ISIS 4 0-6-OT)

060 wheel configuration (no bogie wheel front or back)

1907 Fowler made in England

Operated originally by CSR Huxley it ended up at ISIS mill and operated until 1963.

Last cartage of cane was in 1962 from Childers to mill

In 1963 was used in yard to take “fulls” to weighbridge

For a short period after boiler was fired to produce steam for steam cleaning.

Paid off end 1963

First Isis Mill contact was Gary Ralph 4126 4434

Last driver was Norm Humphreys, retired & living Apple Tree Creek 4126 1323

His boss was Tom O’Donohue (in charge of Locos 1962-1989) retired Bundaberg

4152 9284 is ex Tully prev Bowen prev Qld Rail

John Browning Mackay knows the early history

Internet www.Irrsa.org.au/LRR_SGRc.htm

or Light Railway Research Society of Aust Inc

This loco was transferred to the Isis Historical Society, then to the Maryborough City Council where it was placed in a Queen Street park in 19?????. In about 1981 it was removed from the park and put in Parky’s Parts yard. In 2002 Alan Brown (Mayor) offered it to the Mount Bauple Museum. On the 21/05/03 it was moved to the Mount Bauple Museum.



John Davis of 1 Sykes Road Glenwood 4570, (07) 5485 7101 is the key person in successful restoration. A proper plan is now needed.

On check when delivered (it weighed 12 tonnes) it was found that the underside is in good condition. The water & coal tanks however need to be rebuilt.

Stage 1 involves removing the side plates of the tanks and possibly the tanks in full. Sandblasting & prime coating of the remaining structure is next, followed by the re-assembly of the outer tanks and then the new outer plate. Included also is new checker plate for the rear floor and other minor repairs.

Whatever is done must take into account stages 2 and 3.

There should be sufficient funds for most of stage 1.

Stage 2 is making the boiler work and making it a unit that could work. This may never happen, but proper planning allows it to happen, should future generations so desire

Stage 3 is roof over and enclose.

There are no funds available at this stage for stages 2 or 3.

More information on it's history is being researched and will be ready for when the display takes the next stage.

The original Bauple loco was a Krauss and is not like the one we are restoring. We can however claim it came from Isis mill, is narrow gauge and represents the local sugar industry of the past century. Some poetic license may be necessary. It will be an interesting static display complete with sugar cages behind.

Above all it allows the chance of a good presentation of the past industry, that today still represents a major part of the regions income.

Check Keith Eastwell's son 4122 1718 re any sketch's that are missing.

Information on the Bauple owned 1912 German Krauss

The original Bauple loco, a 1912 German Krauss went to a Bruce McDonald now living in Canberra (15 Rove Street Chaphan ACT 2611 phone (02) 6288 7757). On the 29/05/03 I spoke with him at length. He intends to forward what information he has back to us on the proper Bauple loco. He apparently sold the loco to Bob Hague at Gynea in Sydney where it is today, or perhaps he has moved it to Goulburn where he lives now. Bruce will be talking with him soon and will report back. Believe it had it's boilers stripped of copper & has had little or no restoration done



Purchased by Bauple Mill 1912

Another name is Eddie Mol in Canberra (02) 6254 9174 but he will be contacted by Bruce McDonald.

Another name is Ken Ainsworth 0429402082?

Information on the B12 “Bauple” main line locomotive.

No real info on large mainline loco yet, but have not properly looked.



Hired B12 loco then purchased & renamed “Bauple”

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Disposal of railway line

3' 6" went to Proserpine

2' 0" went to South Africa

about 1953