









Tea Tree Gully Gem & Mineral Club Inc. (TTGGMC)
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**May
Edition
2019**

"Rockzette" Tea Tree Gully Gem & Mineral Club News

President's Report	General Interest	Club Activities / Fees						
<p>Hi All, I will be at Palmer for May's meeting. So, I'll update you all about our Exhibition at the June meeting. Nb. Our Exhibition is only 12 weeks away. Cheers, Ian.</p>	<p>Pages 9 & 10: Mineral Matters – 'Victoria Stone' ...</p> 	<p>Meetings Club meetings are held on the 1st Thursday of each month except January. Committee meetings start at 7 pm. General meetings - arrive at 7.30 pm for 8 pm start.</p> <p>Library <i>Librarian - Augie Gray</i> There is a 2-month limit on borrowed items. When borrowing from the lending library, fill out the card at the back of the item, then place the card in the box on the shelf. When returning items, fill in the return date on the card, then place the card at the back of the item.</p> <p>Tuesday Faceting/Cabbing Tuesdays - 10 am to 2 pm. All are welcome. Supervised by Doug Walker (7120 2221).</p> <p>Wednesday Silversmithing Wednesdays - 7 pm to 9 pm. All are welcome. Supervised by Augie Gray (8265 4815 / 0433 571 887).</p> <p>Thursday Cabbing Thursdays - 10 am to 2 pm. All are welcome. Supervised by Augie Gray (8265 4815 / 0433 571 887).</p> <p>Friday Silversmithing Fridays - 9 am to 12 noon. All are welcome. Supervised by John Hill (8251 1118).</p> <p>Faceting/Cabbing/Silversmithing Fees: A standard fee of \$3.00 per session applies – to be paid to the session supervisor.</p> <p>In the interest of providing a safe working environment, it is necessary to ensure everyone using the workshops follow the rules set out in <i>Policy No. 1 - 20/11/2006</i>.</p> <p>It is necessary that <i>Health and Safety</i> regulations are adhered to always.</p> <p>Everyone using the workshop must ensure:</p> <ul style="list-style-type: none"> • that all club equipment (e.g. magnifying head pieces, faceting equipment, tools, etc.) used during the session, is cleaned, and returned to the workshop after usage. • that all work stations are left in a clean and tidy state; • that all rubbish is removed and placed in the appropriate bin; • and where applicable, machines are cleaned and oiled or dried. <p>NOTE: The Tea Tree Gully Gem & Mineral Club Inc. will not be held responsible or liable for any person injured while using the club machinery or equipment.</p> <p>Club Subscriptions:</p> <table style="width: 100%;"> <tr> <td>\$25.00 Family</td> <td>\$20.00 Family Pensioner</td> </tr> <tr> <td>\$15.00 Single</td> <td>\$12.50 Single Pensioner</td> </tr> <tr> <td colspan="2">\$10.00 Joining Fee</td> </tr> </table>	\$25.00 Family	\$20.00 Family Pensioner	\$15.00 Single	\$12.50 Single Pensioner	\$10.00 Joining Fee	
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Diary Dates / Notices								
<p style="text-align: center;">Happy Birthday</p> <p style="text-align: center;">Members celebrating May birthdays: 5th – Irene Kramer. 13th – Mel Jones. 19th – Margrit Rothe.</p> <p style="text-align: center;">***</p> <p>NB. TTGGMC 2019 Biennial Exhibition Saturday July 20th and Sunday July 21st, 2019. NB. Items wanted for Exhibition White Elephant Stall ... bring to clubrooms.</p> <p style="text-align: center;">***</p> <p style="text-align: center;">Speaker at the May 2019 Meeting Don McColl will be speaking on 'The Green Rocks from Browns'.</p>	<p>Pages 11 to 14: 'Newcastle and Rail – The Never-ending Story' ...</p> 							
General Interest								
<p>Pages 2 to 4: Augie's May 2019 Agate and Mineral Selections ...</p> 	<p>Pages 15 to 17: Members Out and About – Rodrick and Iris's Safari to the South West and Mid-West of Western Australia ...</p> 							
<p>Pages 5 to 8: Members Out and About - Ian, Janet and Mel's week at EPIC (Exhibition Park in Canberra) ...</p> 	<p>Pages 18 & 19: Wendy and Ong's 5-day Taipei Trip, Dec 2018 ...</p> 							
	<p>Page 20: Members' Noticeboard... ***</p>							
<p>The Tea Tree Gully Gem & Mineral Club Inc. is not and cannot be held responsible or liable for any personal injuries, loss or damage to property at any club activity, including, but not limited to, meetings, field trips, all crafts and club shows. An indemnity is to be signed by all participants before each and every field trip activity they attend.</p>								

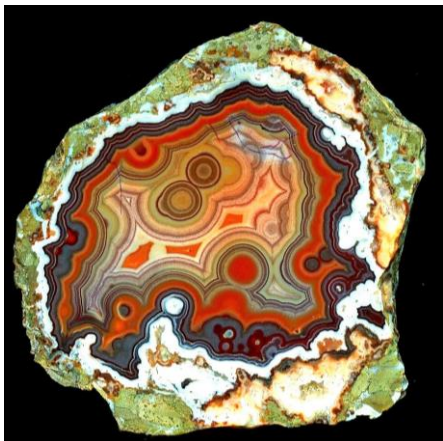
Augie's May 2019 Agate Selections – Morocco II.



Bou-Hamza 1.



Bou-Hamza 2.



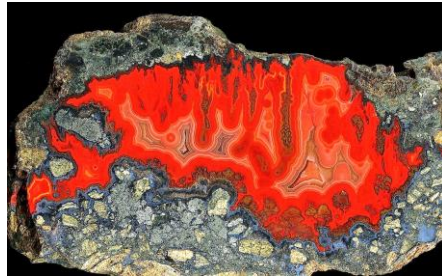
Bou-Hamza 3.



Bou-Hamza 4.



Bou-Hamza 5.



Bou-Hamza 6.



Bou-Hamza 7.



Bou-Hamza 8.



Kerochen 1.



Kerochen 2.



Kerochen 3.



Kerochen 4.



Kerochen 5.



Kerochen 6.

Augie's May 2019 Agate Selections – Morocco II: Continued...



Kerochen 7.



Kerochen 8.

Augie's May 2019 Mineral Selections - Gypsum.



Gypsum 1.



Gypsum 2.



Gypsum 3.



Gypsum 4.



Gypsum 5.



Gypsum 6.



Gypsum 7.



Gypsum 8.

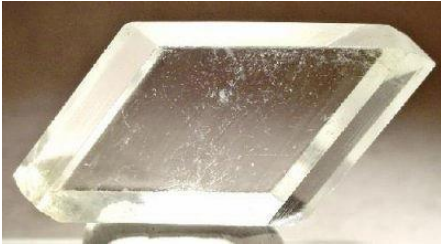


Gypsum 9.



Gypsum 10.

Augie's May 2019 Mineral Selections –
Gypsum: Continued...



Gypsum 11.



Gypsum 15.



Gypsum 19.



Gypsum 12.



Gypsum 16.



Gypsum 20.



Gypsum 13.



Gypsum 17.



Gypsum 21.



Gypsum 14.



Gypsum 18.



Gypsum 22.

**Ian, Janet and Mel’s week at EPIC
(Exhibition Park in Canberra).**

The primary purpose of our trip to Canberra and camping at EPIC, was to participate in Canberra Lapidary Club’s 2019 Canberra Rock Swap, which was an outdoor event held at Wagtail Way, EPIC, on Saturday 30th and Sunday 31st of March 2019.

We arrived well before the event on Tuesday 26th March, so that we had an easy opportunity to set up our campsites. It also allowed time to socialise with likeminded traders before the busy period. Janet and I spent Thursday on a wine tour both in ACT and nearby NSW with my brother, David (a Canberra resident who is familiar with the local wine making districts).

On Friday morning, most camping traders and a few day traders set up their trading sites to accommodate the interest of fellow traders and the interest of ‘early birds’ wanting the best selection to choose from.

As it turned out, the weather on Saturday was particularly cold, windy and wet. This meant trading on the first day of the event was slow and numbers were well down from previous years of this event. So, some reasonable trading before the official event on the Friday, compensated a little for Saturday’s weather impact.

Sunday, which is normally a quieter day, proved better than usual, and the weather was much more conducive to outdoor trading. And a further bonus, we were able to pack away unsold material, trestle tables and caravan annexes while they were dry.

All in all, most traders were happy with their sales, purchases and the event. And, I’m sure, most will want to be back again next year.

Thankyou to Norm Menadue (Show Organiser) and other members of the Canberra Lapidary Club Inc. for yet another successful and enjoyable event.



Early Sunday morning before it got much busier. (And blue sky!).

While at EPIC there were five points of interests, most inside EPIC, but one nearby:

1. Rockswap.
2. Ian’s Rockswap Quartz purchases.
3. Silver weaving by trader, Lynne Webb.
4. CON-VOY - Rise Above – Capital Region Cancer Relief (Fundraiser): Truckin’ noise, with horns and motor bikes.
5. Canberra Light Rail.

Part 1: Rockswap



Coralie and Mike Fisher’s stall.



Greg and Petra Vort-Ronald’s Stall.



Centre – Ian Everard’s stall.



Janet and Ian taking it easy at Ian’s stall.



Terry and Lynne’s stall.



Quartz var. Amethyst. Sold by Terry and Lynne.



Lynne’s silver weaving...see more in Part 3.



Rex Hall’s stall (his first-time trading at EPIC).



Some of Rex’s products.



Rex highlighting a rock’s characteristics.

Ian, Janet and Mel’s week at EPIC - Continued...
Part 2: Ian’s Rockswap Quartz purchases



2687 Pyrite after Pyrrhotite on Quartz, Santa Eulalia, MEXICO.



2691 Fluorite on Quartz, Fujian Province, CHINA.



2688 Smoky Quartz and Amethyst, Little Gem Mine, Boulder Batholith, Montana, USA



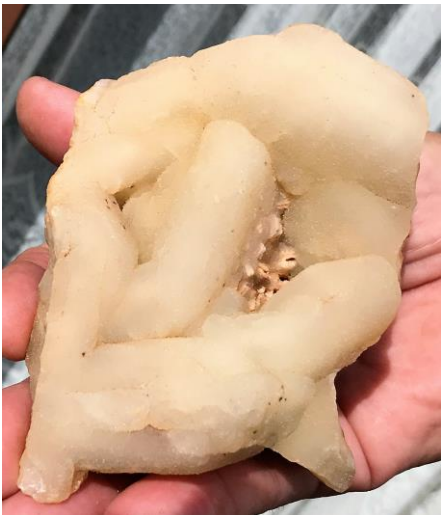
2689 Amethyst Geode, Las Choyas, Chihuahua, MEXICO.



2692 Amethyst, La Cata Mine, Guanajuato, MEXICO.



2701 Quartz on Clinozoisite, Los Serranos Quarry, Albaterra, Alicante Province, SPAIN.



2690 Quartz, Mt Gee, Arkaroola, SOUTH AUSTRALIA.



2693 Quartz, TIBET.



2702 Quartz, Silverton, San Juan County, Colorado, USA.



2703 Quartz, Laurium, GREECE



2695 Calcite on Amethyst, Rio Grande de Sol, BRAZIL.

Part 3: Silver weaving by trader, Lynne Webb.



Continued next page...

Ian, Janet and Mel’s week at EPIC
Part 3: Silver weaving by trader, Lynne Webb:
Continued...



Silver weaving – ring.



Same ring as above...beautiful!



Not easy to photograph with a hand held iPhone outdoors in the sunlight... a poor attempt to show the detail put into the silverwork.



All handcrafted by Lynne including the lady figurines.



Some more of Lynne’s craft work on display and for sale.

Click/tap on the following hyperlink to...
[See more of Lynne’s craftwork in TTGGMC’s Newsletter April 2017, Page 11.](#)

Lynne indicated that much of her craft skills have been developed from her ongoing interest in the work displayed and tutorials available on Pinterest. Click/tap on the following hyperlink to have a look at Pinterest Silver Weaving links...

[Click/tap on this hyperlink to have a look at Pinterest Silver Weaving links...](#)

Part 4: CON-VOY - Rise Above – Capital Region Cancer Relief (Fundraiser):

On Sunday 31st March 2019, while the Canberra Lapidary Club’s Annual Outdoor Rockswap was running, 300 motor bikes and 400 trucks entered the adjacent Trotting Track for an annual fundraising event and associated social activities. I videoed some of the event with my iPhone to capture the spectacle and noise. Truck’n noise that is, with big, loud horns and motor bikes to boot. A noise nuisance for many trading at the Rockswap. But, nonetheless, enjoyed by many too, and it was for a good cause. The event is described below by their promoter...



The Rise Above Convoy for Cancer Families is an annual event to raise money and awareness for Rise Above – Capital Region Cancer Relief.

Every April hundreds of Trucks and Motor-bikes take the journey from Beard Industrial Estate just outside of Queanbeyan and drive through Canberra to Exhibition Park, where the family fun day and concert wrap up the Convoy.

The Convoy was started many years ago by Marty Haynes, after a short break it started again in 2013 and it’s roared into life ever since. In 2017 the Capital Radio Network became our major radio sponsors with 2CC and 2CA getting behind the event.

It is our biggest fundraiser every year and allows to help over 900 patients who are battling Cancer throughout the region.



The Rockswap was being held along the left side of this road, and the fundraiser on the trotting track grounds to the right. Traffic access and parking for Rockswap visitors was unavailable in this area during the fundraising event.



At last the bikes are parked and silent except for a trickle of late comers.



Now the convoy is entering the trotting track and the drivers’ hands are constantly pulling / pushing on their horns.



The Trucks come in many shapes and sizes and serve many trades/purposes.



The horns are bigger and louder in these big boys’ toys.

Continued next page...

Ian, Janet and Mel’s week at EPIC
Part 4: CON-VOY - Rise Above – Capital Region Cancer Relief (Fundraiser): Continued...



I hand-held my iPhone for 40 minutes videoing the incoming convoy, but by then my arms were weak and shaking and my ears and head had...had enough! My presented video is 10 minutes...Click/tap on the following hyperlink to watch this 4K video:

[Truck'n Noisy Video by ADNOORAK](#)

Turn up the sound...the challenge is to last 10 minutes. Really...2 minutes is more than enough time to experience the noise!

Part 5: Canberra Light Rail



Travelling downtown from Canberra central to Gungahlin. Picture taken alongside EPIC not far from the 'EPIC and Racecourse light rail platform'.



At this time, the Light Rail System was undergoing heavy testing trials day and night which included upholding its faultless/minimal impact, merge with the community and its traffic. No passengers were carried at this stage.

We were camped in EPIC not far from where many pictures were taken...the noise factor of passing units was audible, but not excessive...passing cars were about the same. Motor bikes were excessively noisy when passing our location.

During the day at the Rockswap, some members of the public looked up at the sky when a light rail unit passed by, possibly expecting a low flying plane...this effect may have been caused by a reflection of the sound being bounced back off the trotting track buildings.

On a few occasions during the day and at night, I used my iPhone to video the passing light rail units from the roadside adjacent to our campsite at EPIC. I was able to catch two units passing each other in opposite directions on four occasions.

On Thursday 28th March, while at the Gungahlin shopping precinct (where the Canberra Light Rail’s Northern Terminus is located) we were invited to be shown over a promotion unit temporarily stationed there.

The following pictures were taken at the terminus...



Promotion only – no passengers during this trial and training period. Due to open for public use on April 20th, 2019.

We were invited in to have a look and listen to an explanation of all the features and services provided by the light rail for passengers’ comfort and safety.



(L) David Jones [my brother], (red tops) promotion staff, and (R) Janet.



The driver’s main control stick including emergency stopping. The computer (near elbow) plays a significant part in the overall management of the unit, including lighting and temperature control.



Two-way line-crossover at the terminus.

Two more pictures taken next to EPIC



Click/tap on the following hyperlink to view the short video I took at the terminus and adjacent to our campsite at EPIC...

[Canberra Light Rail video by ADNOORAK](#)

Contributed by Augie Gray...

Mineral Matters

Victoria Stone

Victoria Stone is an artificial gemstone that was first synthesized by the renowned Japanese scientist *Dr. Sato-yasu Iimori* in the mid-1950s. It is but one synthesized variation of artificial gemstone in a family of artificial gemstones created by Dr. Iimori. The Victoria Stone variation was protected under a 1955 Japanese patent titled "Method of Synthesis of Ornamental Stone"; however, the imitation gemstone wasn't called "Victoria Stone" until 1956 when its name was officially registered as a trademark. A number of synthesized gemstones were produced and marketed from 1962 through 1990 by Dr. Iimori's Tokyo based business *Iimori Laboratory, Ltd.* They were collectively known as *IL-Stone* (Iimori Laboratory-Stone) and they were sold only in Japan. The one exception was Victoria Stone.



In August of 1969 an article, named "*Victoria Stone a Man-Made Chatoyant Gemstone*", that described the highly chatoyant crystalline version of IL-Stone was published in the American jewellery trade magazine *Lapidary Journal*. As a result, the overseas demand to export rough Victoria Stone for use in the jewellery trade was strong. Export started to North America where sales of Victoria Stone soon outpaced domestic sales of the product. Finished Victoria Stone in the form of pre-finished polished gems also became very popular overseas and was exported to both North America and Southeast Asia. Production and export of the rough for lapidaries as well as finished stones for the overseas jewellery trade continued until the Iimori Laboratory closed for business.



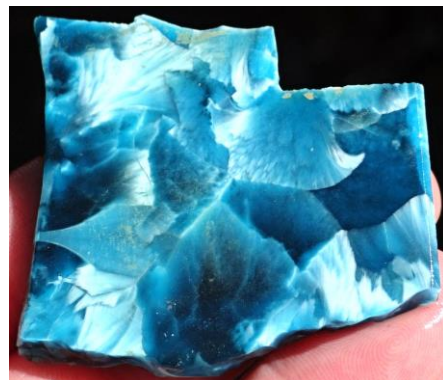
Dr. Iimori passed away in 1982 at the age of 96. However, the loss of Dr. Iimori did not stop the production of Victoria Stone as so many have come to believe. Production of the stone continued on for another 8 years after Dr. Iimori's passing. His fourth son Kenzo Kato controlled the production of Victoria Stone in addition to the production of all the other imitation gems in the IL-Stone family. In fact Mr. Kato controlled the process for a decade before the business, Iimori Laboratory, Ltd., was even started.



Mr. Kato lived with Dr. Iimori, and he worked in his father's laboratory which operated for more than ten years before it became a business in 1962. Mr. Kato acquired the knowledge of how to manufacture Victoria Stone as the 1952 patent process was being developed. Dr. Iimori only worked in the laboratory to invent new gemstones after the patent application was filed. It was Mr. Kato that controlled all production of Victoria Stone from the time the patent was filed in 1952 forward. A former assistant that worked in the laboratory from 1960 to 1963 said he worked entirely under Mr. Kato's direction during that period, and by that time Dr. Iimori scarcely came to the laboratory.



The fact is production of Victoria Stone was under the control of Mr. Kato from the time the patent process was finished in 1952 until the time production of Victoria Stone was stopped.



Mr. Kato was also the head of Iimori Laboratory, Ltd. from the time it was established as a business entity in 1962.



All the Victoria Stone exported to North America was produced solely under the direction and control of Mr. Kato. This puts to rest the fallacy that Dr. Iimori took the knowledge of how to create Victoria Stone with him when he passed away.



Eventually, almost 40 years after it was invented, the last boules of Victoria Stone were produced by Iimori Laboratory, Ltd. In 1990 the family decided to shut down the business. And then in 2005 Mr. Kato passed away. The reason why the manufacture of Victoria Stone was never restarted by anyone remains a mystery.



Victoria Stone – Continued...



The popular story about Victoria Stone does contain one irrefutable fact that can't be discounted. The claim that the stone is very rare is absolutely true. Victoria Stone has not been accurately reproduced, manufactured, or marketed by any individual or business entity since Iimori Laboratory shut down. Production never restarted in spite of the fact that; 1) the patent on Victoria Stone has long since expired, and 2) the patent documenting the manufacturing process for Victoria Stone is publicly accessible and available for review.



So, the fable of the Japanese scientist that made a wonderful gem only to take the secret of how to make it with him to the grave is just that, a fable. But despite that fact, Victoria Stone remains as one of the rarest items in the jewellery trade. What was made by Iimori Laboratory during the last century is all that's available.

And the supply will remain limited until a business with proper resources can restart production.



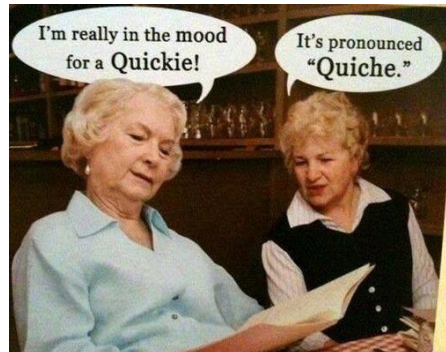
Extract from article by Gemtree Creative Designs

Edited and approved by the Iimori family

Footnote: A similar material, named "Starburst Stone" is now being produced in Perth, Western Australia, and made its first appearance at the Tucson Gem Show this year (2019).

Website - <https://starburststone.com>

Contributed by Augie Gray...



Contributed by Doug Walker...



"Grandpa, if you give me 1 dollar, I'll tell you who sleeps with Grandma when you're not home..."
 "Here, I'll give you 2 dollars, who is it?"
 "Me...!"

Contributed by Mel Jones...

‘Newcastle and Rail – The Never-ending Story’ by Garry Reynolds Part 9A of 24.



The Newcastle City waterfront today where Aborigines once fished from canoes, convicts hewed coal and a railway system developed and disappeared over a period of 160 years. Source: *Familypedia*.



Coal loading and general freight at Queens Wharf with Nobbys in the background c1900. Source: *Newcastle Herald*.

The long Newcastle Boom

As the Newcastle coal mining, rail transport and shipping industries grew together in the 19th century, the limits of the coal-loading infrastructure around Kings and Queens Wharf along the Newcastle foreshore became increasingly apparent.

In 1859, just 173,000 tons of coal were exported from the Port of Newcastle just after the Great Northern Railway had been extended from Honeysuckle Point Station just a few kilometres into Newcastle Station and the East End Marshalling Yard. It was built on soil where only decades before a convict stockade stood.

Just prior to the outbreak of World War 1, in 1913, the coal export figure had rocketed to 5.2 million tons out of 7.4 million tons produced by 13,500 employees working above and below ground in the coal industry. At this point, nearly 100 sailing ships and steamers could be sitting in the Harbour loading or awaiting cargoes. Similarly, it was a frenetic scene at the Harbour Entrance with over 5,000 arrival and departure shipping movements of international and coastal vessels in 1913. (Source: ‘90 views of Newcastle’).

This meant that massive changes had to occur over these sixty odd years on the wharves and railways system to generate such an increase in partnership with the coal industry. Again, very much as is still occurring today.

By 1913, the Newcastle and suburban population reached 83,000 with 15,000 people living in the heart of the City. At the same time, its business CBD, adjacent to the Great Northern Railway, the coal-loading wharves and the Marshalling Yard, was becoming more crowded as new offices and businesses were arising and struggling to find room. This is much as today, with the contentious removal of the railway to create space and a change of

urban function along the Foreshore and the restoration of a tram service.

The author marvelled that:

“The city is equipped with model municipal services, which are also being extended to suburbs, and has also train and tram services which maintain frequent communication with adjoining suburbs and districts. The public buildings are, on the whole, ornate, and numerous re-buildings are rapidly transforming the city, in this respect.”



Loading coal at a Honeysuckle Wharf staithes on the South side of the Harbour in 1911. Source: *Newcastle Herald*.

It was a boom time from the 1860s onward, as the Great Northern Railway from Maitland was connected to the heart of Newcastle. Between 1870 and 1930, Newcastle would export 70% of Australia's coal production. Federation and free trade between the states, with abolition of intercolonial custom duties, served to expand the coal trade in line with the industrialisation of the Australian economy behind rising tariff walls. Most of the power behind the walls was supplied by steam fuelled by Newcastle coal.

In the second half of the 19th century, the number of collieries was increasing as was their distance from the Port. This led to more rail sidings, coal-loading staithes and steam-operated cranes being constructed along the narrow sliver of land running along the Foreshore. It stretched from the original Honeysuckle Point Station through the Newcastle Station precinct and Marshalling Yard, all the way to the Macquarie Pier/Breakwater leading out to Nobbys Head.



Honeysuckle Station with the bridge to Bullock Island, ‘The Dyke’ and Carrington in the background. The interesting opposing staggered platform arrangement was often used on the NSW Government Railways in the 19th century. Source: *Newcastle Herald*.



‘The Dyke’, Carrington and the Inner Basin with Honeysuckle Station and the Great Northern Railway in the foreground. Source: *Newcastle Herald*.

Threat to blow-up Nobbys Dodged



Two of the four tunnels excavated in the aborted attempt to blow up Nobbys. Source: *Newcastle Herald*.

In the name of port development, even Nobbys had been under threat in the mid-1850s when there were firm plans to blow most of it up!

The rationale put forward was to enhance shipping movement safety by providing a stable rock platform to build a lighthouse and to stop the bulk of Nobbys Head from blocking an on-shore breeze and becalming sailing ships in the Harbour.

Several tunnels were driven into the headland, ready for priming with explosives.

Continued next page...

'Newcastle and Rail – The Never-ending Story' Continued...



Signallers observing shipping with a telescope from Nobby's Lighthouse c1900. Source: Newcastle Herald.

However, a committed coalition of citizens and shipmasters supported by a Sydney businessman, George Thorn, mounted a vigorous campaign to stop the destruction going ahead.

Thorn and the Newcastle petitioners convinced the NSW Government to reverse its position and preserve Nobbys as a Newcastle icon.

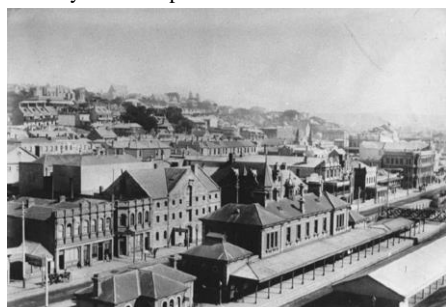
Interestingly, in 1868, Mr. Thorn inadvertently gained fame when was shot in the foot during an attempted assassination of Alfred, the Duke of Edinburgh. The Duke was shot in the back at Clontarf Beach on Sydney Harbour during a royal visit in 1868 but survived the wounding.



Nobbys breakwater/Macquarie Pier in a sandstorm Post WW2. Source: Beryl Atkins.

Choke points emerging at railway ship loading points

Meanwhile, the coal, shipping and rail industries were facing a growing choke point on the Newcastle Foreshore as the region was becoming the engine-room of the Australian economy. Mass immigration and land settlement coupled with the Gold Rushes were placing rising demands on steam-driven industry and transport.



The impressive Newcastle Railway Station as seen from the Customs Tower. Source: Newcastle Herald.

The new 'gold' was now the high-quality accessible Newcastle coal for export to other colonies and overseas.

This was Newcastle's opportunity to leverage its global competitive advantages, which it continues to do today as the world's largest

coal export port.

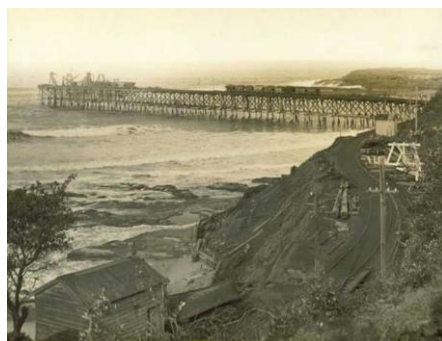
In a way, Newcastle had turned from the ugly toad of a convict hell hole into a booming town kissed by King Coal!

However, its success had brought its own constraints. The growing population and wealth fired a demand for more consumer imports and wharfage and more export opportunities for wool and grain using the same tight Newcastle Foreshore area.

Further, the development of this slice of the Foreshore was constrained by the Nobbys area with its navigation, defence, mining subsidence and recreation areas to the East and South.

To the West and South was the massive Australian Agricultural Company land grant used for mining and rail transport bordering the CBD. Of course, the Harbour and Hunter River bordered the North.

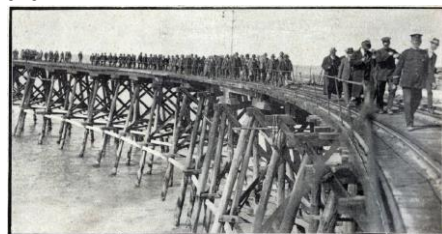
Land development options were also limited by the increasing network of mining drives running under both settled and unsettled areas causing new and potential subsidence problems right up to the present day. They even ran out under the Harbour and the Pacific Ocean.



Catherine Hill Bay Jetty projecting out into the Pacific Ocean with the narrow colliery line curving around the cliff face c1900. Source: Newcastle Herald.



A sawmill at Catherine Hill Bay supplying the Wallarah Colliery with pit props in 1914 via an interesting arrangement with a tight narrow-gauge horse-drawn track crossing on top of a standard gauge line! Source: Newcastle Herald.



Police protecting volunteer workers (scabs) at Wallarah Colliery walking along the coal loading jetty at Catherine Hill Bay during the General Strike of 1917. Source: Newcastle Herald.

There were some outer areas of the Newcastle Mining District that bypassed the Port of Newcastle such as Catherine Hill Bay to the

South.

Here a railway coal loading jetty was erected in 1873 serving several mines which opened and closed over decades. However, loading coal onto ships from rail wagons run on the jetty was highly susceptible to adverse sea conditions.

It was also the scene of a sabotage attempt during the 1917 General Strike initiated by rail and tram workers which gained coal miners' support in the Newcastle District.

When volunteer workers (known as scabs by the unionists) were recruited to keep the Wallarah Mine and Catherine Hill Bay Jetty operating, persons unknown placed explosives near the base of the Jetty in an attempt to blow up some trestles and cause its collapse. However, the charge only caused minor damage.

As an aside, I recall surfing here with my son, Peter, and we were hit by small pieces of coal in the crashing waves. The coal apparently regularly broke away from coal seams in the nearby cliffs.



Catherine Hill Bay Coal Jetty's skeleton still there today. Source: Flickr.

Other alternatives to the Port of Newcastle had their limits too.

The viability of the early up-River port of Morpeth had been undercut by the building of the first stage of the Great Northern Railway and aggressive Newcastle shipping interests.



The Port of Morpeth in 1860 which was later served by a railway branching off the Great Northern Line at East Maitland. Source: University of Newcastle.

In any case, it and the intermediate small coal loading facilities of J&A Brown at Hexham on the South side of the River and the Tomago Colliery Company, situated on the Northern side of the River, had shallow draft limiting the size of vessels.

The Waratah Coal Company, formed in 1862, also built coal shoots on a site that was eventually occupied by the BHP Steelworks. In the big picture, all these loading points didn't come anywhere near the capacity needed for the growing coal industry.

Continued next page...

'Newcastle and Rail – The Never-ending Story' Continued...

As well, some were vulnerable to the large amounts of silt coming down the Hunter River from increasing pastoral and agricultural development in the sprawling Hunter Catchment. This was exacerbated by the lack of erosion awareness and preventative measures in the Victorian era, that was impacting on the navigation of the River and Newcastle Harbour. In these times, clearing the bush, filling in wetlands and ripping out mangroves was regarded as a benign symbol of the spread of civilisation and mastering Mother Nature. It took many decades for the practitioners to realise that this form of 'civilisation' was soiling its own nest.

In the Hunter, the subsequent increased numbers of shoals and shallows required constant expensive dredging to maintain shipping channels in both the River and the Harbour. Intertidal islands began popping up at the most awkward spots for larger vessels, accompanying the siltation problem in the Port of Newcastle.

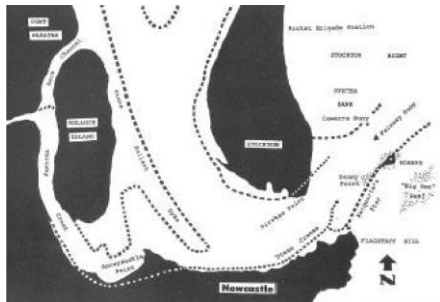
The need for a port master plan and action

Where could new coal-loading and rail facilities be located to maintain the growing industrial momentum?

This question was taxing the minds of the Newcastle corporations and the Colonial Government. However, while the Government knew it had a challenge and an opportunity with its shipping and rail infrastructure to further fire up the economic generator of Newcastle, there were many demands on its gold and wool revenue taxes across the Colony as widespread development proceeded. A whole new set of electorates was being created and the electors all wanted a railway!

What was needed was a Newcastle private and public-sector partnership built on an agreed strategic plan for Newcastle Harbour and its supporting rail network. But it had to be economical and meet multiple short and long-term challenges.

What was needed was a Newcastle private and public-sector partnership built on an agreed strategic plan for Newcastle Harbour and its supporting rail network. But it had to be economical and meet multiple short and long-term challenges.



Map of the proposed changes to create the Dyke, the Basin and Throsby Basin plus the ballast walls at Stockton. [from Bar Dangerous by Terry Callen, Newcastle Region Maritime Museum/Runctman Press, 1989, p 176] *Continued next column...*

Engineer Moriarty's master plan with three stages of port development in Newcastle. First, a large stone dyke curving from Port Waratah and running along the western shore of the Harbour. Second, construction of a stone training wall curving along the southern Newcastle shoreline linking up with the Macquarie Pier. Third, a breakwater at Stockton. He argued that by completing these three projects, the outgoing current would be concentrated into one stream capable of scouring out the Harbour and the Entrance Bar. The land behind the western and southern walls could be filled for railways and wharfage. *Source: NRMM.*

What could be cheaper than redirecting the constant supply of silt coming down the Hunter River and waste ballast rock from the increasing numbers of visiting sailing ships? And that was the crux of the plan.

From 1855-58, Edward Orpen Moriarty was 'Superintendent for Improvements' to Hunter River navigation. He introduced big picture integrated thinking around a master plan. His proposal for large-scale reconstruction of the Harbour to make it more effective as a shipping port met with approval from the private, public and community sectors where he became a unifying social and economic force.

Here was a man with a vision coupled with the skills and commitment to bring it about – and he did.

The evolution of 'The Dyke' and Carrington

The brilliant engineer initially selected an intertidal island on the opposite side of the Harbour to Honeysuckle Station (now called Wickham). The island was first called the Aboriginal name – Onebygamba – as the place of the mud crab 'wuna-r tee'.

During the earlier convict settlement of Newcastle as a place of severe incarceration for secondary offenders, the mud flat was called Chapman's Island in 1804. It was considered as a site for a gaol as an island separated from the small law-abiding population. In later years, it became known as Bullock Island.



Newcastle Harbour from the city looking across to the 'The Dyke', Carrington, in the mid-left picture and Stockton on the right opposite shore with Walsh Island in the mid-background. *Source: Newcastle Herald.*

In 1857, Moriarty called tenders to supply and deposit ballast on the Bullock Island foreshore to eventually create a long finger of stone stretching out into the Harbour. It was initially called 'The Bullock Island Dyke'.

Behind 'The Dyke' would grow a new suburb called Carrington in 1887, named after Lord Carrington the then Governor. The land would be reclaimed by dredging the silt from deepening shipping channels and depositing it on top of the intertidal island above sea level with the protection of 'The Dyke'

Moriarty, predicted from his modelling that the smooth curved-shape of 'The Dyke' would

channel the Harbour waters to deepen and widen a channel near the newly arising wharves.

He was proved correct.



Ships at Ballast Wharves at 'The Dyke', Carrington. *Source: Twominutepostcards.*



A work team with a 30-ton steam crane constructing rail and wharf facilities on the Dyke at Carrington in 1898. *Source: Newcastle Herald.*

The suburb and the leading-edge shipping and rail facilities which began to massively expand Newcastle's coal trade literally grew out of the mud through a creative win-win solution!

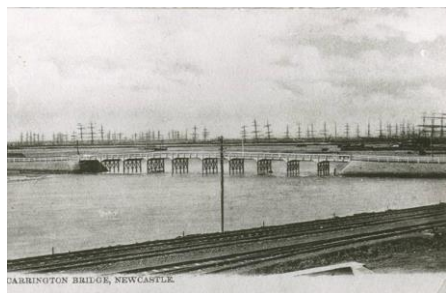
Initially, as Bullock Island became a permanent above-tide landscape feature, it led to the development of a popular residential suburb in the 1860's with new real estate being created almost overnight. Many people moved to the Island to escape the dirt and noise of the older areas of Newcastle with its smoke, steam and grit. Some had been forced off Honeysuckle Point as a result of land reclamation for port purposes as an intermediate measure as the new 'super port' facility was being created across the water behind 'The Dyke'.

In the development process, accessing Bullock Island became an adventure for residents. They had the choice of rowboat or punt across Throsby Creek or what was facetiously called – The Onebygamba Express – essentially a struggling a two-horse coach spending much of its time ploughing through mud. Later, there was a bridge from Honeysuckle.



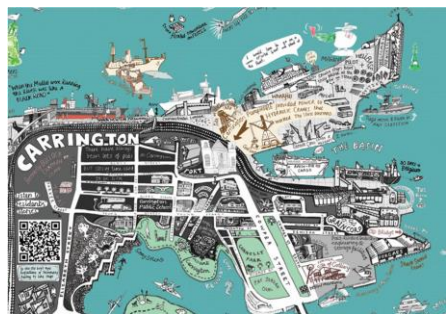
View from Honeysuckle Station to Bullock Island Bridge in 1904. *Source: Newcastle Herald.* *Continued next page...*

'Newcastle and Rail – The Never-ending Story' Continued...



The Bridge to Bullock Island seen from the west side with a forest of masts at 'The Dyke', Carrington and Stockton. Source: Newcastle Herald.

Despite its relatively small size, what became known as Carrington was rich and progressive as it attracted a certain elite, being one of the few areas of Crown land close to Newcastle that hadn't fallen into the hands of large well-connected very wealthy individuals or corporations, especially in sweetheart deals like the AA Corporation had secured in the early days. Carrington blocks were systematically sold off as it became more valuable real estate with water views. By 1900, its population had reached 2,200.



History captured map of Carrington. Source: Mapping Port of Newcastle.

But the residential ambience changed sharply as Moriarty's 'super port' dream was steadily being realised. Carrington was becoming industrialised with ships flocking to its wharves, high-tech hydraulic cranes swivelling between the vessels, and rows and rows of full railway coal hoppers waiting their turn in a spaghetti network of sidings. There goes the neighbourhood!



'The Dyke' chock-a-block with coal wagons waiting for their hoppers to be plucked by the hydraulic cranes. Source: PICCSR.



THE DYKE, NEWCASTLE
'The Dyke', Carrington c1900 with its spreading rail network. Source: Newcastle Herald.



A full set of wagons waiting to be shunted to the hydraulic coal cranes at 'The Dyke' while a set of empties await picking up by a steam locomotive to run back to their colliery. Source: Newcastle Herald.



A steamer being loaded by a hydraulic crane at 'The Dyke' while a sailing ship stands off waiting its turn. Source: Newcastle Herald.



'The Dyke', Carrington, ballast deposition and coal-loading wharves. Source: Monkbams.



A view across the loading wharves at Honeysuckle on the south side of the Harbour to the expanding port area behind 'The Dyke' with ships being loaded at the wharves and a great queue of sailing ships standing off waiting their turn - all placing demands on the rail network on both sides of the Harbour. Source: University of Newcastle.

With industrial expansion at Carrington, most of the wealthy residents moved out and the port workers moved in. Over the years, Carrington became a working-class suburb with a fearsome reputation. If you were looking for a fight, you didn't have to ask at any of a range of tough pubs.

After the launch of the Newcastle Steelworks in 1915, its tough iron workers also moved into the area during the BHP expansion in the 1920s.

Then in 1929, the Great Depression hit the world and trade plummeted and unemployment rocketed. Carrington was devastated with over half its wage earners unemployed or on reduced hours by 1933.

A shanty town colloquially called "Texas" sprang up on the fringes of Carrington deriving its name from the numbers of horses and stables on the flat land. The ragged settlement provided shelter for many homeless and unemployed. Poverty-stricken people took refuge in humpies and shacks made of flattened rusty kerosene drums and old hessian bags.



A makeshift house at 'Texas' Carrington. Source: Newcastle Herald.

The 'Texas' residents survived in innovative ways, including one man who caught sharks near Bullock Island Bridge and charged people to come look at them. Others waited for the time of the year when massive shoals of running mullet cruised by Carrington like a slick of dark tar.

The Hydraulic Pump House

In the 19th century and right up to now, the NSW Government invested huge amounts of money in Newcastle's shipping and rail system. In the late 1800s, it complemented the private investment not only in collieries, but their private colliery ships in some cases and private railways, as it knew what coal export meant for the State's economy over many decades.



The impressive façade of the Carrington Hydraulic Pump House remains today like a temple from the past industrial age. Source: Newcastle Herald.

More next month (Part 9B) ...

Contributed by Rodrick Bungey...

Rodrick and Iris’s Safari to the South West and Mid-West of Western Australia.
26-03-2019



A roundabout at Esperance with life-like sculptures of seals.



Part of an old fort, Albany, WA.



The mouth of the Blackwood River.



Historic waterwheel used to supply water to the nearby Cape Leeuwin Lighthouse, WA.

Historic Water Wheel

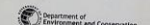


This wheel was built in 1855 to supply water for the builders of the lighthouse (Wahart and Davies) and later to the lighthouse keeper's cottages. Limestone for the lighthouse was taken from nearby Canary Bay while the water wheel provided water to mix mortar.

The water was supplied to the wheel by a natural spring located in the western to your right. Water travelled along the wooden flume into the front of you. As water flowed over, the wheel revolved activating a cam strip, which piped water to the lighthouse. It operated day and night, delivering about one litre at every stroke.

The water in the spring has dropped over the years and now water to the wheel is pumped by an electric motor to keep it moist and prevent drying and cracking. The wheel is now encased in caulked lime.

Please help us preserve this historic site by not climbing on the wheel or any other part of this aging structure.



Cape Leeuwin Lighthouse, WA.

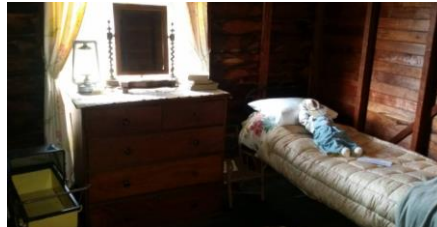


30-03-2019

We are in Perth, and heading off North Monday, but here are some photos of stuff in Busselton, at the Old Butter factory Museum.



Early settlers' cottage.



Old Fordson Tractor.



Old School room.

01-04-2019



As promised the Cervantes area.



Wedge Island.



At the tip of the island are a colony of seals.



Track back towards the shacks.



Entree. Yes, people we really enjoyed this meal.

Rodrick and Iris’s Safari to the South West and Mid-West of Western Australia. - Continued...

02-04-2019



Replica of the Dutch Sailing ship that reputedly was the first European vessel to visit Australia, the Duyken, and let me tell you it is a full-size replica, and it might be 50 feet or a little more, anyway very small (temporarily docked at Hillarys).

We backtracked almost all the way back to Perth to a place called Hillarys and went to Australia's biggest Aquarium (<https://www.aqwa.com.au/>), and it was fantastic, well worth the 2 hour trip back, and then the 2 hour trip back to Cervantes, also met up with some locals out for a stroll this morning, they didn't really want to get off the road though.



Locals (Emus) out for a morning stroll.



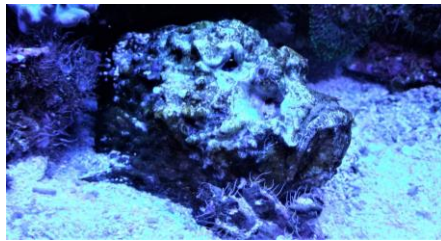
Miles and miles of these in WA.



Some photos taken at The Aquarium



Octopus, great camouflage.



This lump of what looks like a rock, is a deadly stone fish, have a close look, almost centre of the photo is his eye.



Hey, crayfish, reminds me of dinner last night.



Smack in the middle of the photo is a cuttlefish.



Love the yellow seahorse.



Oh, and corals as well.

03-04-2019

We went to the Pinnacles today, and Kangaroo Point.



How is this for a camp kitchen at Cervantes?

08-04-2019

Iris in her natural place in the Old Geraldton Gaol, then some pictures from the Museum. The Plane was the first to fly as an airline in Australia, under West Australian Airlines...before QANTAS. Then some pictures of Kalbarri, and Lynton Station.



Not happy Rodrick!



Continued next page...

Rodrick and Iris’s Safari to the South West and Mid-West of Western Australia. - Continued...



Ship’s figurehead and other stuff from the wreck.



It didn't pay to cross Jeronimus Cornelisz, leader of Australia's first mass murder involving survivors of the wrecked ship, Batavia. This victim had quite a chunk chopped out of his skull.



This is silver from the *Batavia* wreck.



Oh dear! Oh dear! We had to rough it again... so in desperation, I did these cray tails with a nice garlic butter.

10-04-2019

Our stay at Lynton Station and surrounding area.



Some sculptures at Hutt River Province.



Some old farm gear at Lynton Station.



Mum's new washing machine.



Leaning trees Lynton Station. Not totally caused by strong wind, but salt mist burning the tree's leaves on one side of the tree causes this effect.



Heavy lean also noted to the trees on the left.



The owner of Lynton Station took me fishing 2 days in a row...had a ball.



Old Sanford House built by convicts.



Sunset over Sanford House.

More next month...

Contributed by Wendy Purdie...

Wendy and Ong’s 5-day Taipei Trip, Dec 2018.



Wendy and Ong.



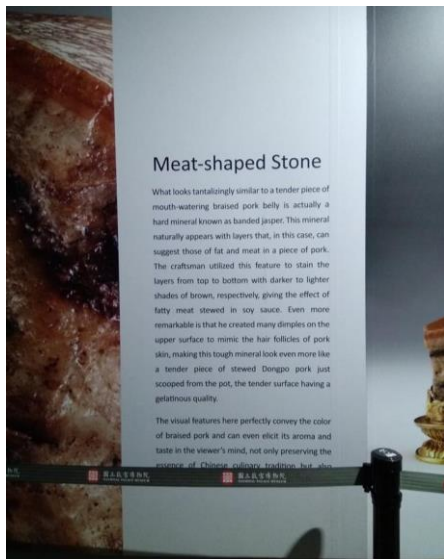
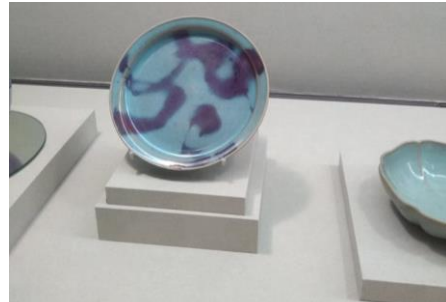
Ong and Lau Family in Stinky Tou Fu Lane; the smell is a little overwhelming.

Taipei Museum

There was so much pottery in Taipei Museum that it made it hard to show it all. This is a small amount of the pottery depicting the different pottery styles and colours and over the Chinese Dynasties.



Wendy too, is seen here chomping into the Belly Pork Rock.



Ong chomping into the rock that looks like a piece of Belly Pork.



Wendy and Ong’s 5-day Taipei Trip, Dec 2018.

Continued...

Historical Site Qingtian 76



Fossilised Oyster shell.



Meteorite.



This wall was covered in rock and minerals found throughout Taiwan, along with some other country's contributions.

The biggest Jade Market in Taipei



Over the road from the jade market, which is in a very large carpark under the bridge.



One must be very wary here as a lot of the so called "jade" was either dyed rock or fake.



Fri 3rd - Sun 5th, May 2019, Murraylands Gem and Mineral Club Rockarama "Crystal and Craft Fair", Collier Park, Palmer, SA.

Features: Exhibits of gems, minerals, fossils, jewellery, lapidary machinery and more...most being for sale. Meals, snacks, and drinks available. Public Entry to all the weekend events is FREE.

The Rockarama also includes the 2019 South Australian Metal Detecting Championships which will be held at Collier Park, Palmer, South Australia, on Sunday May 5th, 2019 (Session 1 - Morning competition 10.30am - 11.30am, Session 2 - Afternoon competition 1.00pm - 2.00pm, and the competition prize presentation is at 2.45pm).

Click/tap on link...[MGMC Website](#)

MGMC President (Kym): 0427 054 336



Tea Tree Gully Gem and Mineral Club Inc.

2019

Biennial Exhibition



Tea Tree Gully Primary School
Memorial Drive, Tea Tree Gully

Saturday 20th July - 9am to 5pm
Sunday 21st July - 10am to 4pm









Demonstrations

- Bone Carving
- Gemstone Identification
- Light Meals and Refreshments
- Raffle

Sales

- Hand Crafted Jewellery
- Mineral Specimens
- Fossils
- Gemstone Rough
- Cut and Polished Gems
- Tools and Equipment
- Books

Admission Prices
All entry - \$5.00
Children under 12 with an Adult are Free

For more information contact:
Ian Everard 0417 859 443

PLEASE NOTE: To preserve the floor, NO SILETTOS or STUDED FOOTWEAR.

**** URGENT ****

Items wanted for Exhibition White Elephant Stall ... bring to clubrooms.

Mineral boxes and flats for sale

Mineral box sizes

Sold in bundles of (10) for 100

3.5 x 3.3cm.....	(\$1.50)	\$12.00
4 x 4cm.....	(\$1.50)	\$13.00
5 x 5.2cm.....	(\$2.00)	\$15.00
6.2 x 7.5cm.....	(\$2.50)	\$18.00
7 x 7cm.....	(\$2.50)	\$19.00
7 x 9.5cm.....	(\$2.50)	\$20.00
8.5 x 9.5cm.....	(\$3.00)	\$22.00
9.5 x 9.5cm.....	(\$3.50)	\$23.00
13 x 9.5cm.....	(\$4.00)	\$25.00
13 x 12.5cm.....	(\$4.50)	\$30.00

Flats sizes

395 x 265 x 50mm....	\$2.50
400 x 270 x 75mm....	\$3.50 NEW SIZE
398 x 290 x 98mm	\$4.00

Greg Vort-Ronald

0413796279 or luv2paint@iprimus.com.au

all boxes and flats are folded together, no staples required
(Prices subject to change)

Contributed by Augie Gray...

Electile Dysfunction
The inability to be aroused by any of the candidates standing for election.

Contributed by Doug Hughes...

50 Shades of Grey for Seniors

Back and forth... in and out... in and out... a little to the right... a little to the left... she could feel the sweat on her forehead... between her breasts... and, trickling down the small of her back... she was getting near to the end. He was in ecstasy... with a huge smile on his face as his wife moved... forwards then backwards... forward then backward... again... and again... her heart was pounding now... her face was flushed... she moaned softly at first, then began to groan louder... finally... totally exhausted... she let out a piercing scream... "OK, OK, you smug bastard, I can't parallel park. You do it!"

For Sale

1 Gemmaster 8-inch double ended grinder, with many accessories including, but not limited to:
2x 6-inch diamond wheels
many polishing discs
drum sander and discs
a selection of unused belts and discs
grit
dop sticks
grinding wheels
diamond dresser
cutting rough
lapping glass
and more
\$750

Contact Granton Edwards

8396 5172

or

0407 973 683

Useful Internet Links

- 2019 Australian Gem & Mineral Calendar: [Click here...](#)
- Adelaide Gem and Mineral Club: [Click here...](#)
- AFLACA-GMCASA: [Click here...](#)
- Australian Federation of Lapidary and Allied Crafts Association (AFLACA): [Click here...](#)
- Australian Lapidary Club Directory: [Click here...](#)
- Australian Lapidary Forum: [Click here...](#)
- Broken Hill Mineral Club: [Click here...](#)
- Enfield Gem and Mineral Club Inc: [Click here...](#)
- Flinders Gem, Geology, and Mineral Club Inc: [Click here...](#)
- Gem and Mineral Clubs Association of South Australia: [Click here...](#)
- Lapidary World: [Click here...](#)
- Metal Detectors - Garrett Australia: [Click here...](#)
- Metal Detectors - Miners Den Adelaide: [Click here...](#)
- Mineralogical Society of SA Inc: [Click here...](#)
- Murraylands Gem and Mineral Club Inc: [Click here...](#)
- NQ Explorers: [Click here...](#)
- Prospecting Australia: [Click here...](#)
- Southern Rockhounds: [Click here...](#)
- Tea Tree Gully Gem and Mineral Club: [Click here...](#)
- The Australian Mineral Collector: [Click here...](#)