

# Durundur Railway *Bulletin*



Newsletter of the Australian  
Narrow Gauge Railway Museum Society

Margaret Street, Woodford

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ANGRMS Running Days recommenced Sunday 20 February 2005 and continue on the first and third Sundays of each month. Photo Terry Olsson.

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**Next Track Work Parties: 14 May, 4 June, 9 July, 13 August**

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## Scheduled Activities

**Track Work Parties** Saturday: 14 May, 4 June, 9 July

**General Work Parties** Every Saturday

**Running Days** First and Third Sundays

## Our Safety Goal - No Injuries



Fairymead Mill, Bundaberg, was recently closed by owners Bundaberg Sugar (Fina Sucre of Belgium). Here shown in 2003 in a panorama photo taken near the empty bin line by Lynn Zelmer. This and other mill images are available in large format on the web site (click on *Member's Photo Gallery* and follow the links to Fairymead Mill).



## President's Report

**Terry Olsson: Ph 07 5497 4285 (a/h please)**

Eight days short of two years, we finally recommenced public running on Sunday 20<sup>th</sup> February 2005. So far we have carried between 60 and 80 paying passengers each running day, which with only two four wheel passenger cars presently in use, has resulted in several full trains. More details of our first few running days are in my Sales and Marketing Report.

On behalf of ANGRMS, I would like to thank everyone who stuck with the society during the long period of non public operation. Most especially, I would like to thank Paul Rollason for the incredible amount of work and time he has put in to get us affordable Public Liability insurance. More than once it appeared hopeless, but thankfully Paul stuck in there. I would also like to thank Sherie for putting up with a "part time husband" during this time. In addition, I would like to thank all of those members who helped in many other ways during this difficult period

Well – another AGM has come and gone. I would like to thank everyone for their support at the AGM, and hope I can live up to expectations. I would also like to welcome the new Board, and look forward to working with them.

As mentioned at the AGM, with the large amount of "paperwork" involved in running a railway now days, the Board is literally snowed under. Therefore, it is simply no longer possible to just "leave it to the Board". If we are going to progress and move forward, we need your help to spread the workload. Obviously this does not mean members can just go off do what they like, and there will still need to be someone in charge of each task/area who will be responsible to the Board.

Some members have already offered their help, and on behalf of ANGRMS I thank you.

David Thornton and Gordon Anderson have kindly offered to assist with mid week/special charters, which is something we really need to get back into. In general terms, our running costs are fixed per month, and once we have met this cost, every extra paying passenger is profit. Gordon has also offered his help in other ways such offering to arrange a replacement for the glass top on the Tie bar sales box which was broken recently. While not a "major task", such assistance is much appreciated and allowed myself to get on with something else.

Another area where members have offered assistance is grants. This is one area I want to progress this year. A working group has already been set up and consists of Peter Mills (who will lead the group), Bob Deskins, David Mewes,

Greg Hallam and Greg Stephenson. So if you have any ideas or suggestions, please do not hesitate to contact one of these people.

Another area I would like to progress is the “museum” side of our society. While the running railway will always require a lot of time and effort, we must not forget we are also a museum and have many important items placed into our care. While we are always short of funds and workers, we need to make an effort to ensure these items are preserved for the people of Queensland. Greg Hallam and David Mewes have kindly offered to look after this side of things.

Another important area is marketing, so if you have any experience in this area or would like to help, please let me know. John Browning, David Mewes, and Greg Hallam have agreed to help by writing articles for various magazines etc which we get requests from. It is important that such requests are followed up quickly, and the resulting article is very valuable advertising for the society (and are the right price!). We still need someone, preferably with a computer and or fax, who can regularly chase up free advertising such as radio stations, “what’s on” segments in newspapers etc. At the recent Saturday training day at Woodford, two separate locals called in who were not aware of when we ran – so more work is obviously needed in this area.

And most importantly, I would also like to thank all of those other members who already help the society in other ways. While it is difficult to name everyone, some examples are Lynn Zelmer and Ken McHugh who look after the DRB, John Knowles, Raymond Mewes and Shane Yore who make a significant contribution to the sales area, and Greg Stephenson, Leslie Beahan, and their too few helpers who will continue to maintain our railway and rollingstock.

I am not naive enough to think ANGRMS does everything well, so please do not hesitate to talk to me about any ideas you may have. However, as noted above, the Board is already fully committed, so please do not be disappointed or put off if your idea is not acted upon immediately. It will be a great help if you can also think of ways it can be done without requiring a lot more work by the Board.

And finally, a gentle reminder. Tax time is fast approaching and donations to ANGRMS Museum Fund are tax deductible.

### **Tax Deductions**

The end of the Financial year is rapidly approaching, and it is a good time to think of making a tax deductible donation to ANGRMS. Some current projects which spring to mind and could certainly use some financial help are the overhaul of our ex QR railmotor coach PL111 (which now also requires all glass replaced with safety glass), completion of our second steam locomotive “Melbourne”, restoration and repainting of Mulgrave No 1 diesel, and the repairs required to our newly acquired ballast wagon (originally from Condong Mill, then to Innisfail Tramway then to other Innisfail area mills).

You can nominate one of these projects, any other project, or leave it to the discretion of the Board as to which project the money is spent on.



## Safety & Training Report

### Paul Rollason

I am going to take this opportunity to thank all members for their cooperation and patience with the **recent theory training days and practical assessments**. Since we obtained our insurance, we need to retrain our operational staff, issue the updates to the Operations Manual (Safety Management System) and highlight the changes, and last but not least train our staff in the requirements of the Health Assessments for Rail Safety Workers.

I am very pleased with the turnout on the three training days and I am also very pleased to see the high level of understanding of the requirements. Whilst some aren't happy that we have to comply with all these regulations, they none the less accept that we have a commitment to adhere to them.

We have also had 2 practical assessment days where all bar 1 or 2 previously accredited staff, have been recredited. During this process we have also begun to train new staff and once the Health Assessments are carried out, they can then be assessed to carry out the relevant roles. These **Health Assessments** will be organised as soon as the doctors have been identified.

Once again, I thank everyone for their patience and commitment.

The other issues that I would like to raise this month relate to **Steam locomotives and good engineman practices**.

The **first** relates to inspection of the boiler and its parts prior to lighting a fire in the locomotive. Recently, one of the crews did the right thing and fully inspected the boiler prior to light-up and they discovered that one of the **washout plugs** in the smoke box was **weeping**. They immediately reported this to Leslie Beahan and the offending plug was tightened and the problem rectified.

I congratulate this crew for doing this as they would most likely be the only current crew that followed procedure and good engineman practice. This minor problem was identified early before a larger problem or corrosion resulted and it highlights the importance of a thorough inspection prior to light-up as is normal practice.

The **second issue** relates to good boiler practice and in particular **regular blow downs and washouts**. The boiler should be washed out at least every six months so that any boiler mud and contaminants can be removed from the boiler.

Regular blow downs will also help prevent the concentration of contaminants (dissolved solids), boiler feed treatment and sediments in the boiler. The build-up of sediments can lead to increased scale build-up (which in turn leads to hot spots, inefficient steam production and decreased life of tubes and the boiler shell). In addition to this the boiler feed treatment (Alkatan 4 or A10 Loco Blend) concentrates in the boiler as steam is generated and more water is replaced. Very little or no boiler feed treatment is carried with the steam. As the boiler feed treatment is very alkaline (pH 14-16) and as it concentrates in the boiler, we get a significant increase in the pH of the boiler water.

We monitor this pH using the Society's pH meter and we adjust the dose accordingly (Leslie Beahan or myself should be the only ones that adjust the dose and drivers are asked not to add any feed treatment unless they consult one of us). The ideal pH for the boiler is somewhere between pH 11-12. Recently I tested the water and the pH was about 12.4 which is starting to get a little high. A high pH in the boiler has a long term damaging effect where we get "Caustic Embrittlement" (brittle metal due to a high pH).

The dilemma is we need some boiler feed treatment to protect the boiler, however a concentration of this and other dissolved solids and sediments can have an adverse effect on our boiler. It is a fine balancing act and one that needs 1-2 people to monitor it so we can get the dosage right.

To prevent this occurring, drivers should ensure several blow downs are carried out through out the day and record it in the locomotive record book. The **suggested regime for regular boiler blow downs** should be as follows:-

When the locomotive is cold and full of water (or close to full of water), open the blow down to drop the water level to half to three quarters of a glass. This will remove some of the mud accumulated around the foundation ring. It isn't much but it is better than nothing.

Once steam has been raised, fill the boiler 7/8<sup>th</sup> full and blow down the boiler \_ to \_ of a glass. This will reduce the total dissolved solids (and thus lower the boiler concentration) significantly. This should preferably be done up the line away from the BBQ area and any public or other staff.

Blow down \_ a glass of water 2-3 times throughout the day to ensure that the concentration of dissolved solids and the pH is kept at a reasonable level.

I encourage all locomotive crews to follow this procedure (which has been suggested by several different boiler engineers) to ensure a long life for our boiler. It will take all crews to abide by this for us to maintain these conditions for our boiler.



## Track Matters

### Greg Stephenson

At the AGM, I decided to stand down from the Board of Directors. However, I anticipate that I will continue to co-ordinate track and some other “engineering” activities at Woodford.

**Mainline Trackwork Maintenance:** The March track day used to top up low areas of ballast identified in the annual inspection. The outstanding defects remaining from this inspection are lining and levelling of the mainline through Freeman’s Cutting. This will require lifting and packing and will be held off until compressor and air tools available.

Approximately 250 new sleepers – cane railway size 200mm x 100mm x 1500mm – were delivered to Woodford before Easter. Once again, Jack Walden of Woombye transported these sleepers at no cost. It is planned that these sleepers will be used in passing loop at Woodford station.

We are particularly grateful to Bracalba Quarry for the donation of 20 tonnes of aggregate for use as ballast. It was delivered on Saturday 2nd April 2005. This will be used to ballast the passing loop at Woodford station.

Unfortunately, there were intermittent showers on the 9<sup>th</sup> April track day which hindered progress. The day was used to sort, pre-drill and stack the new sleepers for the passing loop. Having the sleepers pre-drilled for the dog spikes will speed up the installation of the passing loop. The day was also used to collect some rails for the curve near the workshop from the rail stack at Peterson Road. The opportunity was also taken to transfer some spare point blades and frogs to the storage area inside the gate.

As can be seen, we have plenty of sleepers, rail, fish plates, bolts, dog spikes and ballast to complete the passing loop in Woodford station. Now we just need plenty of help to put it all together!! The monthly work parties are scheduled for Saturdays 14<sup>th</sup> May, 11<sup>th</sup> June and 9<sup>th</sup> July 2005. We normally kick off about 9.00 am. If you can help on any of these projects, let me know on telephone 3844 9269 or via email at [greg.stephenson@ugconnect.net](mailto:greg.stephenson@ugconnect.net).

**New Train for the Track Gang:** As reported in the DRB No. 277, Bundaberg Sugar donated a number of work vehicles from their closed Nambour Mill. A heritage assessment has been undertaken on the Bridge Carpenters Wagon



and its compliment of tools. Merv Olsson has been busy servicing the compressor wagon and replacing the gauges that were vandalised before the compressor arrived. New batteries have also been purchased. Over the next few months, it is planned to start a project to identify rollingstock to be accredited and to begin the inspection and certification process for submission to Queensland Transport.

**Passenger Rollingstock:** The steel frame for the seats and roof of Douglas Shire Tramway open wagon No. 29 was completed in time to re-enter service for the first running day in February. Work is now well advanced on fabricating a similar seating module for the other Douglas Shire Tramway open wagon.

**GEMCO Diesel Locomotive:** The Gemco failed to start during March when required for shunting duties. It was found to be due to fuel problem. "Rust coloured" diesel and water in the fuel was initially suspected. The fuel tank was drained, fuel filters replaced and fuel lines bled. It was subsequently found that the fuel cut off on the injector pump was jammed in the closed position. With this freed, the loco erupted into action and is again available for service.



## Sales And Marketing

**Terry Olsson: Ph 07 5497 4285 (a/h please, or via the Society PO Box or e-mail [sales@angrms.org.au](mailto:sales@angrms.org.au))**

**Public Running:** As noted in my Presidents report, we recommenced public running on the 20<sup>th</sup> February, and now operate public trains between 10am and 4pm on the first and third Sunday of the month.

Over the four running days so far, we have carried 282 paying passengers (based on 4 per family ticket). Considering we have not run public trains for nearly two years, we have averaged just over 70 paying passengers per running day, which I consider quite good. Numerous passengers I spoke to said they had visited our site during the period of non public running when our site was open on Sundays, or had spoken to someone at a show such as the AMRA show. This goes to show the benefit of such activities to our train operations and bottom line.

One problem we seem to be facing is a drastic drop off in patronage about 2pm. This has meant we have had full trains in the morning, and often empty trains late in the afternoon. I am not sure exactly why this is happening and it may be a combination of several things. We are going to try additional signage at the Kilcoy approach to Woodford in order to pick up people returning from a day out. At present our signage is really aimed at people entering Woodford from the Caboolture end.

In order to try and improve our patronage by getting better value per dollar spent on advertising, we need to firstly do some basic marketing research. Therefore, I



have prepared a form which the sales person or guard will be asked to complete during a running day. This will ask some basic questions such as where the passenger is from (by their postcode), how they found out about our train, etc.

At present we only have two small passenger vehicles in use, but Greg, Leslie, and Bill expect to have the third available in a few weeks. This should help with any overcrowding in the mornings. Unfortunately, overhaul of our ex QR railmotor coach PL111 has proved to be a bigger job than expected, and will be several months away. If you can help with this important project, I am sure Greg Stephenson will be only too happy to hear from you.

**Shows and Displays:** On the 5<sup>th</sup> and 6<sup>th</sup> March, Shane Yore and myself attended the annual model railway show at the Sandgate PCYC. We took five display boards of photos, and two sales tables. Over 2000 people attended the show and as well as being very successful sales wise, we gave out over 500 brochures advertising our running days. With ANGRMS limited budget, attending this sort of show and giving out brochures is one of our best forms of advertising.

On the 25<sup>th</sup> and 26<sup>th</sup> March, Bob Gough and Gordon Anderson (helped by Shane Yore who moved items to and from) manned a sales stand at the Easter convention at QSMEE live steam track at Warner. Again, this proved very successful from a sales point of view, as well as helping publicise our train.

We were asked to attend a model railway buy and sell/display at Caloundra on the 9<sup>th</sup> of April. Unfortunately we just did not have enough bodies to set up and man a sales stand. Shane Yore did however, manage to get a photo display and brochure rack to them prior to the show. I would like to thank the Caloundra and District Model Railway Association Inc for giving out our brochures in our absence.

By the time you read this, the annual AMRA show will be very close, if not already passed. This three day show is a big sales and promotion event in ANGRMS calendar. Again, this year, we will be allowing the Light Railway Research Society of Australia (LRRSA) to use part of our space. In exchange, LRRSA generously allow use to sell a selection of their books.

On the 18<sup>th</sup> and 19<sup>th</sup> June, for the first time, ANGRMS will have a display and sales stand at the annual Toowoomba Model Railway Exhibition. As well as the financial sales benefits, this event should help publicise our train operation in the Toowoomba area. Toowoomba is really not that far from Woodford.

### **New Sales Items**

**Steam in Australia:** We now stock this new DVD by Ross Rail Video. It covers a lot of the preserved steam operations throughout Australia in recent years (although ANGRMS is not included). Cost: \$39 plus \$6 postage

**RJ Models On30/On2 Models:** Several small items have recently been released and include Torpedo Vents (12 per packet @\$6.60), Kero Coach Lamps (2 per

packet @ \$2:20, Turnbuckles (12 per packet @ \$5.95), Queen Posts (12 per packet @ \$6.60) and Luggage Racks (12 per packet @ \$7.20).

Several new items are expected to be released by the AMRA show on the Labour Day long weekend, and will be available for purchase at the show. Prices are not known yet, but new items expected are: Qld Car Rego plates (decals), the 20ft bogie covered Innisfail Tramway coach and 7 different sets of Australian figures (in pewter).

The 1/4" to the foot scale 1932 AEC 45hp QR railmotor and trailer are expected about the end of the year, with a S scale version also planned.

**Moreton Mill CD.** This long awaited CD on Moreton Mill is expected by the AMRA show and contains approx 350 images, a map of the tramway, and drawings of most of the rollingstock.

**Bundys Last Great Adventure:** A DVD version will be available by the AMRA show, when we also hope to have the VHS video version available.

**MacArthurs Return :** Another excellent production from Tracks and Trains, this just released video/DVD covers the return to service of QR's AC 16. It covers the period from the first test run through to its third long distance excursion. Cost: \$39.95 VHS or \$45.00 DVD – both \$6 postage.

## Vale Fairymead Mill

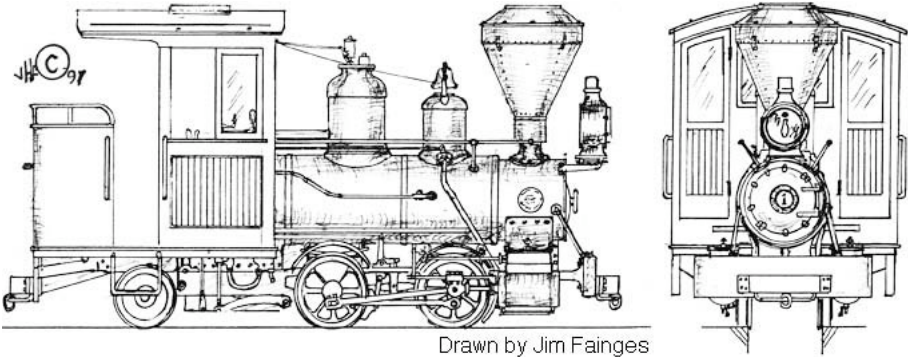
### Lynn Zelmer

John Kerr in his 1983 history indicated that Bundaberg was left out of the initial development of a major sugar industry as Mackay and areas further north were developed. There were six small mills crushing in the Bundaberg area in 1880 but the 1882 establishment of the Millaquin Sugar Refinery led to an increased number of farmers growing cane and a network of mills, including one at Fairymead, to juice the cane and pipe or punt it to the new mill.

*Fairymead was ambitious—the 66 inch (168 cm) rollers of its mill imported from Mirrieles, Tait and Watson of Glasgow demonstrated that. As well the rollers were 81 cm in diameter instead of the usual 76 cm for a mill of that size. All the juice mills used megas—the fibrous remains of the crushed cane now called bagasse—to supplement firewood as fuel, but only Fairymead installed a Relieux furnace for improved efficiency. Fairymead extracted 9000 litres of juice each hour, to be limed and pumped to the wharf from which punts shuttled backward and forward to Millaquin. [SILB p2 in Kerr, p 16].*

As Federation approached in 1897 it appeared that the sugar industry might be sacrificed to the 'White Australia' policy and Fairymead's Young Brothers wrote to CSR offering the plantation, mill and plant for two thirds its book value. As CSR were only willing to purchase some of the assets, the sale did not go ahead and Fairymead remained a plantation (the largest in Australia in 1883) and eventually became a part of Bundaberg Sugar. [Kerr p 45]

The sugar industry has always been constrained by politics and the world sugar price. Over the last several decades consolidation, drought, urban development and low international sugar prices led to the closure of several mills, the most recent being Moreton Mill in late 2004. Although sugar prices had recovered somewhat they remained volatile and a few weeks ago Bundaberg Sugar announced the closure of Fairmead Mill.



Drawn by Jim Fainges

**Fairmead Sugar Mills Baldwin 0-4-2 b/n 10533 of 1889**



Fairmead Mill, Yandarin, '91' Bundaberg; 27 Sep 1999. Greg Stephenson, photographer.



Fairymead Mill, Meadowvale, Pappalardo Road, 'B2' on Drawbridge Crossing; 17 Aug 2000. Greg Stephenson, photographer.



Fairymead Mill bin tipper, July 2002. Lynn Zelmer, photographer.

Kerr, John (1983). *Southern Sugar Saga: A History of the Sugar Industry of the Bundaberg District*. Bundaberg: Bundaberg Sugar Company Limited.  
Additional Fairymead photographs and drawings can be found on the ANGRMS web site; follow the links from the *Member's Photo Gallery*.