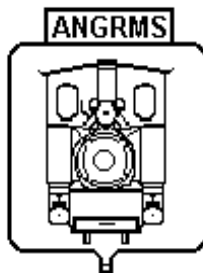




**DURUNDUR
RAILWAY
BULLETIN**



Newsletter of

The Australian Narrow Gauge Railway Museum Society

A B N 92 009 872 011

A C N 009 872 011

ISSN 0158-785x

Editor ***Ken McHugh***

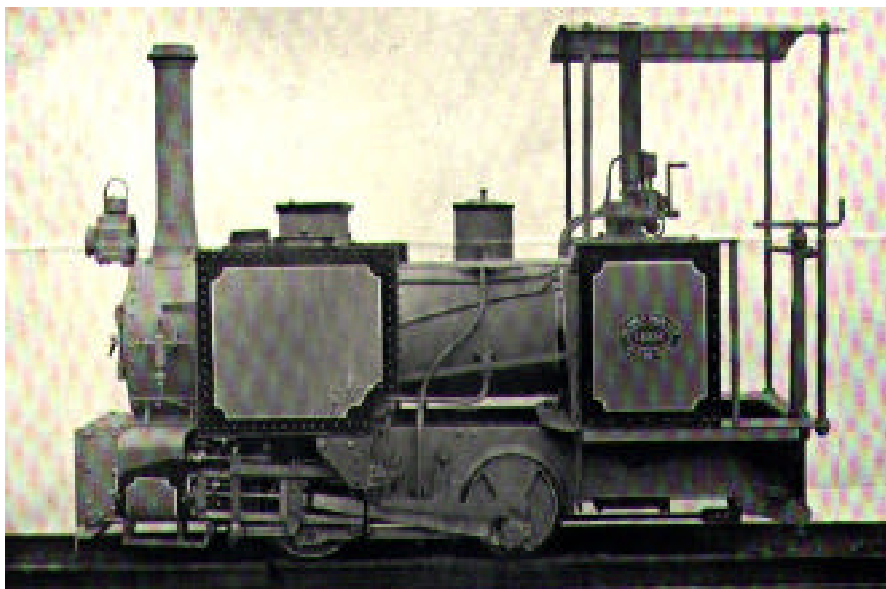
P.O.Box 1135

Woodford QLD 4514

Volume 21

Number 249

November 2000





PRESIDENTS REPORT

by David Mewes

There is little exciting news to report this month. The long dry spell has broken and we have commenced using the Bundaberg Fowler, "PLEYSTOWE No.5" again, after having used the Gemco diesel for some weeks.

Patronage on the railway has also picked up and it is to be hoped that this trend will continue. We aren't certain as to why our passenger figures had dropped off over the past couple of months, but it is possible there are several factors involved. The first could be the extreme dry spell accompanied by very strong, gusty westerly winds creating an extreme fire danger. Perhaps people were unwilling to go for drives in the country for a barbecue lunch because of these conditions. The second reason could be the very high cost of fuel at present causing people to stay at home rather than travel and thus spend more of their budget on travel expenses. The third reason could be as a result of the introduction of the GST. People are reassessing their expenditure patterns, and, even though we are not registered for GST and therefore do not charge or collect it, the casual visitor will still incur the extra costs when they buy food and fuel.

The introduction of the GST has allowed the Australian Taxation Office to review a whole range of exemptions for charities and non-profit organisations. Our Society is registered with an Australian Business Number (ABN) but is not registered for GST as it is a Non-Profit Organisation with a turnover under \$100,000/year. This means we do not charge or collect GST on items we sell. However, we are charged GST on items we purchase but we cannot claim GST credits on these items.

We have registered with the ATO as a Non-Profit Organisation and sought exemption from submitting Income Tax returns. This has also been approved.

Finally, we have registered with the ATO for The Australian Narrow Gauge Railway Museum Society --Museum Fund as a fund for tax deductible gifts (donations). This is a continuation of our previous approval which we have had since 1975. However, the requirements are now different to those we had to adhere to following undertakings given to the ATO, since 1975.

Following discussions with our auditor, Kirby Leeke from Malcolm V. Leeke & Co. and an investigation into the ATO requirements we have changed our accounts so that now our General Account will be used for all deposits (**except** donations received as Tax Deductible Gifts) and outgoings connected with the Society's activities including museum income and expenses. Our other account – The Australian Narrow Gauge Railway Museum Society – Museum Fund will be used to deposit donations made as Tax Deductible Gifts **ONLY**. Outgoings from this account will be used for the museum project only – as previously. Our bank, the Bank of Queensland, has suggested a further simplification which will save us some bank fees. The main one being that we do away with the cheque book on the Museum Fund Account as there will be relatively few outgoing requirements and thus the cost of maintaining a cheque book will be unnecessary.

If you would like to find out how you can help the Society then please do not hesitate to contact myself at home on 3273 2014, Mobile 0407 146750 or e-mail

mewesdj@powerup.com.au

ENGINEERING REPORT – by D Mewes

MELBOURNE has recently passed its annual visual boiler inspection. This locomotive is now undergoing work to have its restoration program completed.

We are currently investigating ways of stacking and loading the concrete sleepers on offer from the Herbert River District. We are grateful to Chris Hart for his efforts on our behalf.

Thanks to David Thornton who has donated a motor mower to the Society. We have had a further two mowers overhauled at Charlie's Chainsaws in Woodford. This will make a total of four operational mowers.

Work has commenced preparatory to a suspended concrete slab being constructed in front of the Ticket Office. The wooden deck in front of this building has been a constant source of problems with maintenance work to replace or re-affix the timber slats, being required on a regular basis. The interior layout of this building will also be attended to give a greater floor area for the public and a better sales display.

SALES DEPARTMENT

Copies of the rewritten and revised “Innisfail Tramway” book are now available. This is an excellent book and should be on every enthusiasts bookshelf. The recommended retail price is \$29.95 (\$27.00 for members) for the soft cover version. Copies will be available at Woodford and monthly meetings.

The Society has had a standing order for copies of “Roundhouse” magazine from the New South Wales Rail Transport Museum for some years. Initially, these would sell out quite well to members and on Sunsteam tours and any leftovers were usually sold at the AMRA model railway show in May. However, we have found that sales have dropped off considerably and we have now decided to cancel our standing order. Don't forget we have a standing order for “Light Railways” magazine. Please, if you are not a member of the LRRSA and buy your copy from the local newsagent, consider reserving your copy from our sales department and help your Society.

<i>Innisfail Tramway</i>	\$27	<i>John Armstrong & Gerry Verhoeven</i>
<i>Light Railway Magazine</i>	\$6	
<i>A Queensland Sugar Cane Railway Album</i>	\$14	<i>R. Gough & B. Webber</i>
<i>Tasmania's Hagans</i>	\$15	<i>G. Murdoch</i>
<i>Powelltown</i>	\$16	<i>F. Stamford</i>
<i>Arsenic & Molasses</i>	\$26	<i>F. Stamford</i>
<i>Queensland Canefields – Steam Era A Photographic Profile 1955 –1980</i>	\$27	
<i>The Darjeeling Himalayan Railway</i>	\$27	
<i>Illawarra Light Railway Museum Society – Museum Guide</i>	\$13.50	<i>David Jehan</i>
<i>One for the Road</i>	\$42.70	<i>A Roberts</i>
<i>Coffee Mugs BFC5, Beyer Garratt</i>	\$11	
<i>A10 DD17</i>	\$11	
<i>BB181/4</i>	\$10	
<i>Train Whistle Blow'n – At Nambour!</i>	\$28.00	<i>Great Xmas Idea!!!</i>

Note our Society is not registered for GST and that these prices do not include GST. However, new supplies of sales items will require the Society to pay GST to the supplier, which could mean a slight price adjustment on new stocks of sales items.



OUR COLLECTION

By Ken McHugh

The Melbourne has been a wonderful addition to the Society's collection. She was the first loco I can recall working on in the early 1980's and have steadily seen her restored to glory with the assistance of so many different volunteers. Of course the last 2 years as seen her restoration accelerate to the point where she is nearly "as good as new". Recently, member Bob Dow contacted me advising he placed a range of slides and photographs from his late Grandfather's collection onto the net.

While all the photo's are just superb, there is one particular photo that is fantastic, and it is of our Melbourne in a "green' livery and this up against the ultra shiny brass work, makes for an excellent photograph!

Bob's Grandfather's collection is well worth the effort of getting onto the internet (or standing over someone else's shoulder) and browsing around. There are lots of steam & diesel cane locos and much more.

Thanks to Bob Dow for access to his late Grandfather's (Peter Graham Dow), photo & slide collection.

FACTS

Name	Melbourne	Wheel Arrangement	0-6-0
Built By	John Fowler & Co. Leeds England	Weight	30 tonnes
Build #	1701	Horse Power	
Year	1938	Cylinders	2@ 10" x 12"
Drive Wheels	26.5"	B.P.	160psi

BACKGROUND

Melbourne is unusual in that it is a 2ft gauge tender engine, one of a number supplied to the Colonial Sugar Refining Company's mills both in Queensland and Fiji between 1912 and 1953. These locomotives looked very smart with their bright paintwork and highly polished brass trim.



Melbourne is a rebuild following the combining of parts from several Hudswell Clarke locomotives, in 1956. The boiler off No.5 from Hambleton Mill (b/n 1659 of 1936) and the frames and parts of another Victoria Mill locomotive (Victoria b/n 1701 of 1938) were used. The combined locomotives were renamed Melbourne. It was based at Victoria Mill, Ingham where it was the pride of the fleet.

Donated to ANGRMS 1976, transported to storage at Rocklea, and to

Woodford in 1979.



Above
Photo
Melbourne

K McHugh
Woodford
1999

Left
Photo
Melbourne

PG Dow
Vic Mill
1954

OBITUARY – ERIC MICHAEL LOVEDAY

Mike Loveday passed away on the 16th November 2000 as the result of complications following an operation. Mike had suffered a stroke in August and had been ill since then.

Mike was born in London on the 3rd June 1919. He came to Australia with his parents in 1920 where they lived on a fruit farm, "Windrush", at Buderim. He later lived in a number of Brisbane suburbs and at Birkdale.

After discharge from the Army in 1947, Mike became a steam locomotive driver and worked on the Douglas Shire Tramway and at the Mossman Central Mill. In the off-season he was involved with mill maintenance. He was well known in Mossman for his fearlessness in painting the tall mill chimneys. There is even a photo of him taking photographs of the mill yard, taken by one of the mill engineers, whilst sitting on the rim at the top of the tallest mill chimney.

Mike moved to Mareeba where he lost both his legs in an accident at Lawson's Sawmill in 1966. It was at this time I first came to know him. Mike's courage in this adversity was one to be very much admired. He learnt to walk again with artificial legs and the aid of a walking stick.

His knowledge of narrow gauge railways, their engineering and operational practice was second to none. He was a very passionate advocate of the commercial viability of narrow gauge railways and was a prolific letter writer to newspaper editors, Government Ministers and Parliamentarians concerning this topic. Mike's stories of his life driving locomotives in the Mossman district were fascinating to hear. The story of a lifestyle that has now passed into history.

Mike was a foundation member of The Australian Narrow Gauge Railway Museum Society in 1971 and was elected an Honorary Life Member in 1980 in recognition of his services to the Society and to the promotion of narrow gauge railways.

Mike was keenly interested in the Society and its activities and wrote many letters putting forward ideas that he wanted the Society to adopt. He was frustrated that he could not actively join the Society in its endeavours or that we could not always adopt all of his proposals.

In 1984, Mike married Tessie, and they lived at his home in Mareeba until 1996 when they moved to Burpengary.

Mike was a very good friend, always ready to debate any issue concerning narrow gauge railways or railway practice. His support and enthusiasm for The Australian Narrow Gauge Railway Museum Society will be sadly missed. The narrow gauge railway fraternity is the poorer for his passing.

D. J. Mewes President

CHRISTMAS FUNCTION

The Society's annual Christmas Barbecue will take place on Sunday, 10th December from 11.0am. This is a BYO everything (food/drinks/yourselves/family).

Please come along and see the Society's achievements and enjoy a social day out with fellow members.

FEATURE ARTICLE

MAE WEST – by David J Mewes

The locomotive that became known as "Mae West" was built in 1915 for the Nerang Central Sugar Mill in 1915. This diminutive locomotive was built by the Hunslet Engine Co. Ltd., Leeds, England being their builder's number 1199.

This locomotive worked on the tramways around the Nerang Mill for only a couple of years before the mill was closed in 1917. The mill, at that time was operated by the Queensland Government and they transferred the locomotive to another Government operated mill at Wallaville, the Gin Gin Central Mill.

The Public Estates Improvements Branch, a Government body, was building a road from Southport to Burleigh Heads in the mid-1920's. A petrol locomotive was built by the Government Garage in 1923 for a tramline used for the construction of this road. However, the locomotive was not a real success and its constant breakdowns was the cause of much frustration and escalating costs. This tramline ran for a distance of 5 miles from a wharf, on the Nerang River, which was referred to as Woop Woop probably because it was quite isolated. The tramline ran in two directions from the wharf, towards Southport in one direction and towards Burleigh Heads in the other.

The Public Estates Improvements Branch negotiated to hire a 7_ ton steam locomotive from the Bureau of Sugar Mills and consequently the little Hunslet steam locomotive was despatched on the 7th February 1924 to Southport where it arrived on the 9th February. Being a Saturday, a PEIB crew was kept back specially to transport the locomotive up the Nerang River by barge to the tramway wharf near Harper's Ferry, a location later referred to as Woop Woop, probably because of its isolation.

Initially, the locomotive was a disaster as it could not cope with the work and could hardly pull its own weight let alone a train. A Machinery Inspector, sent by the Chief Inspector of Machinery found that the locomotive's springs were defective and that there was also severe wear on washers on the driving axles. This meant that the driving wheels were binding on the mainframes. The resistance was approximately equal to a 10 ton haulage capacity. The inspector observed that during a steam test the locomotive was incapable of hauling 10 tons out of the wharf depot at Woop Woop on a 3 chain curve and with a gradient of 1 in 66.

Some repairs were effected but reports continued to be made that neither the petrol or steam locomotives were operating satisfactorily.

Towards the end of September, 1924 the PEIB office advised the engineer-in-charge of the road construction, Mr W.E.Bevan, that the Bureau of Sugar Mills wanted their steam locomotive back, however, by the end of the month negotiations had succeeded in securing the locomotive for a further 4 weeks, as the petrol locomotive was still giving serious problems.

The Hunslet locomotive was despatched to the General Manager, Tully Sugar Mill, which was then under construction, on the 24th October 1924. The engineer-in-charge advised that when the locomotive was first obtained it would not pull one truck out of the loading wharf but when shipped to Tully it was pulling 20 trucks or approximately 25 tons.

The Hunslet worked at Tully Mill, apparently until 1928 when it was transferred to the Proserpine Mill where it spent the rest of its days. It was at Proserpine that it became known as "Mae West" after the famous movie actress. "Mae West" was recorded as being out of use at Proserpine in 1948 and was finally scrapped in 1957.

SPECIFICATIONS:

<i>Wheel Arrangement</i>	<i>0-4-0T</i>	<i>(Wing Tanks)</i>
<i>Size of Cylinders</i>	<i>5" Dia by 8" Stroke</i>	
<i>Dia..of Coupled Wheels</i>	<i>18"</i>	
<i>Rigid Wheel Base</i>	<i>36"</i>	
<i>Boiler Pressure</i>	<i>160psi</i>	
<i>Weight in w.o.</i>	<i>4 tons 14 cwt.</i>	
<i>Tractive Effort @ 75%BP</i>	<i>1333 lbs</i>	
<i>Load Engine Will Haul – On Level</i>	<i>70 tons</i>	
<i>Up a 1 in 100 incline</i>	<i>33 tons</i>	<i>1 in 50 incline 18 tons</i>

SPECIAL FEATURE – Ken McHugh

The next 3 editions of DRB will feature a diarised editorial by Bob Gough of the time he spent following BFC 5 on her “Last Great Adventure”. In his work, Bob discusses some of the ‘behind the scenes activities’ that occurred in order to get the loco from A to B. All together, it makes for very interesting reading.

UNUSUAL OCCURRENCES



Strange things can happen when ‘you all don’t pull in the one direction’ as Mark Gough explains “This was a result of a contractor who pushed the train out of the way to get to a waste oil container, one of our drivers went to put it away and it came off. The front wheel must have jumped over the point blade at Dream-world October 2000. Photo – Mark Gough

DATE CLAIMER

The next Narrow Gauge Railway Convention is being held in April 2001, more details re costs and accommodation will be provided next issue. However you can go direct to the website located at www.jeack.com.au/~nawlins/ngconvoz.htm for more information.

**Australian
Narrow Gauge
Railway Conventions**
Narrow Gauge Railways Down Under



5th Narrow Gauge Convention
Saturday 14 & Sunday 15 April 2001
MELBOURNE, AUSTRALIA

DRB 2001 QUESTIONNAIRE

Included in this issue of DRB is a questionnaire. I have designed this to give me feedback as the Editor on how you think the DRB can be improved in 2001.

I look forward to seeing your comments. Anonymous responses are welcome.

RESOURCE PAGE

Monthly Member Meetings 8pm, 1st Wednesday of every month
Scouting Association of Australia
32 Dixon Street, AUCHENFLOWER

Woodford Site Margaret Street, Woodford, Qld

Trackwork Partys 2nd Saturday of each month
General Work Parties Every Saturday
Running Days Every Sunday 10am 4pm
Special Running Days Check with George McHugh

NAME	EVENT	NUMBER
David Mewes	President	3273 2014 or email mewesdj@powerup.com.au
Martin Wiltshire	Roster Clerk	TBA
George McHugh	Special Running Day Coordi.	3265 6834
Greg Stephenson	Track Day Coordinator	3844 9269
Shane Yore	Operations Manager	3269 9493
Paul Rollason	Safety & Training Manager	3278 9110 or email serpar@bigpond.com
Lynn Zelmer	Webmaster	lynn@zelmeroz.com
Ken McHugh	DRB Editor	kensuzy@bytesite.com.au
SM's Office	At Woodford	5496 1976

Key Dates Saturday 9th December – Track Workday
Sunday 10th December – Christmas Party!!

Our Internet Site 604 Visits in October

Recommended site <http://home.iprimus.com.au/dowgal/index.html>

“Here you will find some photographs (slides) that my Grandfather took mainly in the 1950's and early 1960's throughout Australia. I hope you enjoy them. More slides will be added over the next couple of months” Bob Dow

Cover Photo

Builders photo of a sister loco to Mae West – See inside for feature story by D J Mewes