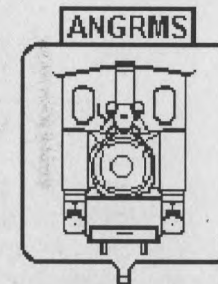


**DURUNDUR  
RAILWAY  
BULLETIN**



*Newsletter of ....*

**The Australian Narrow Gauge Railway Museum Society**

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- Left- PYRAMID Musgrave Mill, Gordonvale

- Below Left - PYRAMID at Woodford – 1999

- Below - Loading sleepers at Boondall Railway Station 29<sup>th</sup> April 2000. Thanks to Greg Stephenson's brother-in-law Cam for the use of his vehicle to transport the sleepers. Also thanks the operator and owners of the Loader.







## PRESIDENTS REPORT by David Mewes

Welcome to the May edition of Durundur Railway Bulletin!  
As some members will be already be aware, I will be working in New Zealand commencing Sunday 14<sup>th</sup> May for about 4 to 6 weeks. During my absence, Paul Rollason will act as Society President.

### FINANCE

I have had discussions with our Society auditor, Kirby Leeke, regarding the GST. Kirby and I submitted our application for an ABN some time ago and would expect we will receive that any day now. Due to the relatively low turnover (less than \$100,000) of our Society and the fact that we are a non-profit company we are not required to register for the GST but we are still required to register for an ABN. This means that our train fares and membership fees will generally remain unaffected. We are, as yet, uncertain, how the GST will affect our overall operations.

Once we receive our ABN we will then have to reapply to the Australian Tax Office for exemption from Income Tax and for donations of \$2 or more as an Income Tax deduction.

I have attended a GST seminar / training session for non-profit organisations organised by the Caboolture Shire Council. The seminar, held over two evenings (8<sup>th</sup> and 11<sup>th</sup> May) was very informative. It must be remembered that the Society can elect to voluntarily register for GST once we have our ABN and we may do so if it is considered advantageous to the Society. We will be required to register for GST if our turnover exceeds \$100,000 and this may occur if we receive a large grant from an organisation such as Jupiter's Casino Community Benefit Fund.

The next segment of the "Leading Edge" seminars that I have been attending, will take place while I am away in New Zealand, so one of the other Board members will attend on my behalf.

**AMRA**

ANGRMS attended the Brisbane Miniature Train Show over the weekend of 29<sup>th</sup>, 30<sup>th</sup> April and 1<sup>st</sup> May. The quality of the exhibition and displays were outstanding this year.

Our stand displayed a dazzling array of new photographs of our locomotives and activities at Woodford. The centrepiece of the photo collection were several large photos of BFC5 in action at Woodford and Nambour (1999) as well as MELBOURNE.

This collection of photos was further enhanced with captions and backing boards. Our thanks must go to Paul and especially Sherie Rollason for their efforts in putting this collection of photos together, preparing them for display and finally placing them in position on the Society's stand, which added to the overall attractiveness and effectiveness of the display.

The restored Luggage Point pumper trolley was also a major drawcard to the stand – thanks to Ken McHugh (with his trusty can of Mr Sheen ready for whenever yours truly sat on it).

Attendances were well down and this was reflected in the rather poor sales figures from our books, videos and coffee cups.

We had a special promotion on during the show, seeking to recruit new members to the Society. This was rather successful with two new members signing up on the spot, one former member rejoining and a further 20 prospective members taking away membership application forms.

I would also like to thank those who responded to my request for assistance last month and offered their assistance. I was able to direct these resources toward assisting at the AMRA show and loading and unloading the ex QR sleepers we recently purchased. Please don't hesitate in coming forward as there are all sorts of simple & complex tasks that people can participate in.

If you would like to find out how you can help the Society, then please do not hesitate to contact me.

**NEW POSTAL ADDRESS**

The Board of Directors has resolved that the Society should have a Woodford postal address rather than one located in Brisbane. We already receive mail addressed to Margaret Street, Woodford and even just Railway Museum, Woodford. Thanks to the postal staff at Woodford who have previously redirected this mail to our Albert Street, Post Office address.

Our new postal address is: **PO Box 1135,  
WOODFORD, QLD., 4514**

Our old postal address will remain in use for a further 12 months and, if necessary, a redirection order will be placed if mail continues to be received there into next year.

New letterhead paper will be printed as soon as we receive notification of our Australian Business Number (A.B.N.).

**BUNDY'S GREAT ADVENTURE(S)**

Last Month I provided information on Gulliver Media Function. In addition to BFC5 undertaking this task, she will also be travelling to Nambour again this year as part of the annual Sugar Festival.

It is planned that BFC5 will leave Woodford on Monday 7<sup>th</sup> August and will be used to haul sugar cane from Howard Street Yard on the edge of town up to the Moreton Mill. It will probably commence hauling cane from the afternoon of Tuesday 8<sup>th</sup> August and continue through all day Wednesday, Thursday and Friday. However due to a poorer crop this year, the mill will not be operating on Saturday although our loco will be in use to kick off the sugar festival procession.

Further details on BFC5's schedule north will be released next month. There are still many other details to organise, not the least of which is the extension of our Rail Safety Accreditation and approval from Qld Transport for the event.

**ENGINEERING REPORT**

Hopefully, by the time you read this MELBOURNE will have re-entered service and BFC5 will be in the workshop receiving some attention before



embarking on her northern safari. MELBOURNE completed a test run on Sunday, 7<sup>th</sup> May and the repairs appear to be satisfactory.

An alternative Douglas Shire Council wagon has been taken for restoration in place of No.12. This wagon was easier to access on the siding and had fewer (although heavier) items stored on it. The old timber has been removed and new timber purchased from Wamuran Timbers. Willison couplings and safety chains are being fitted. The steel frame has yet to be thoroughly cleaned of rust before painting in a rust preventative paint.

A quantity of sleepers was purchased from Queensland Rail recently and these have now been transported to Woodford. Thanks to Michael Bertucci for organising this.

### SALES DEPARTMENT

We have a number of new books on sale, some in limited supply so be quick. These are *MEMBERS PRICES*.

One for the Road	\$42.70	A Roberts
Light Railway Magazine	\$5.50	
A Queensland Sugar Cane Railway Album	\$14	R. Gough & B. Webber
Tasmania's Hagans	\$15	G. Murdoch
Powelltown	\$16	F. Stamford
Arsenic & Molasses	\$26	F. Stamford
Queensland Canefields – Steam Era A Photographic Profile 1955 –1980	\$27	
The Darjeeling Himalayan Railway	\$27	
Light Railway Construction	\$12	
Narrow Gauge at War Vol II	\$26	Keith Taylorson
Coffee Mugs BFC5, Beyer Garratt	\$11	
A10 DD17	\$11	
BB181/4	\$10	
Train Whistle Blow'n - At Nambour!	\$28.00	

David Mewes  
PRESIDENT



## OUR COLLECTION By Ken McHugh

Well I have had a beaut response to the request for photos of loco's from our collection. So much so that I've had to "roster" when each loco will be featured (Exciting stuff!).

This will allow me to do more research, enabling a more interesting profile of the loco for you to read.

As David has mentioned earlier, the photographic display at our stand at this year's AMRA show was excellent. Apart from the visual pleasure, I was interested to know we had access to photographs of at least 2 of our locos on the day they rolled out of the factory! Only one thing better than that would be to see the locos back in steam.

This month's feature is another special loco. This loco has a lot of character due to its extremely wide "buffer beam" section and general 'overhang' while only being an 0-6-0T.

### FACTS

Name	Pyramid	Wheel Arrangement	0-6-0T
Built By	Hudswell Clarke & Company, Leeds	Weight	16 tonnes
Build #	1521	Horse Power	
Year	1924	Cylinders	2 @ 9.5" x 12"
Drive Wheels	28"	B.P.	160psi

### BACKGROUND

Pyramid was named after Walsh's Pyramid a pyramid shaped mountain just behind the township of Gordonvale where Mulgrave Mill is located.

There were four 0-6-0T locomotives built by Hudswell Clarke to this design. The first two were built for the Colonial Sugar Refining Co. in 1912. One of these became **ADELAIDE** at Victoria Mill, Ingham and the other became No. 12 at CSR's Rarawai Mill in Fiji. Both of these were later fitted with bogie tenders.

Both CSR locos were out of use and scrapped by the end of the 1950's. The other two were of course the Mulgrave Mill locos which were both built in 1924 and a vast jump in size from the three diminutive Decauville 0-4-2T's then in use.

The Mulgrave Mill locos did not have tenders. Coal was probably stored in a small bunker (I say probably here as sometimes these bunkers were only used for additional necessary equipment such as fire irons, tools and lunch boxes depending on the mills and crew preferences) on the fireman's side located between the firebox and cab wall. Coal was also probably stored on the cab floor, a common practice on these locos.

Coal on our Bundaberg Fowler was probably stored both in the rear bunker and on the cab floor. There was a vertical metal plate in the doorway on the driver's side with a recess on the top step (footplate) which someone climbing into the cab could use as a toehold as the climb on to the coal was equivalent to an extra step. Coal was not stored as high on the fireman's side as he was constantly getting on and off the locomotive during shunting operations.

Millaquin and Qunaba Mill locos both used the rear bunker and cab floor for coal storage. These locos also were not generally fired with a shovel but rather lumps of coal were thrown into the firebox by hand. That is not to say that other mills during their steam days did not use shovels. The CSR mills with tender locos such as the Hudswell Clarke's and Fowler Tender/Tanks did use shovels as normal practice.

The locomotives were displaced by diesels in 1955 but PYRAMID was probably on official standby in 1955 and not actually withdrawn until the diesel locos proved themselves. I do not know if any of the steam locos were used in 1955 but it appears unlikely.

PYRAMID languished at the mill until 1959 when it was despatched to Mareeba where it was placed on display in the local Rotary Park. It was donated to our Society and transported to Brisbane for storage in 1976. PYRAMID was then moved to the Woodford site in 1979.

Thankyou to David Mewes for providing this information for the this DRB.

## **NEW MEMBERS**

A warm **welcome!** is extended to new members Paul Jones, Greg Wagner, Allan Ruffell and David Pankurst. We certainly appreciate your interest in the Society and look forward your participation at our meetings, workparties and running days.

Your next step is to contact one of the members listed on the back page of this DRB. George can give you information about rostered jobs on running days, Greg Stephenson can give you details about our general maintenance and Track Work Days, Paul Rollason can assist with safety issues on site and on the job training opportunities.

## **PUMPER TROLLEY**

The pumper trolley has been very busy attracting attention and has effectively distributed another 500 brochures all by itself this year!

Recent duties include: Grange Library (March), Chermide Library (April), AMRA show (May Day Weekend), Kedron-Wavell Services Club (May), QE2 Sports Club (June).

If you know of a venue where the Pumper Trolley could be located, let me know. It's a popular attraction and promotes our Society well.

*Ken McHugh  
Editor*



## **TRACK MATTERS By Greg Stephenson**

### **Acquisition of Sleepers**

We were fortunate in being able to obtain a quantity of good quality second hand sleepers from Queensland Railways. These became available at short notice and needed to be collected over the Labour Day long weekend to coincide with Queensland Railways maintenance operations.





## OUR COLLECTION - By Ken McHugh

I can recall going to Woodford with Dad on track working days in my early teen years quite vividly. My goal then was to catch a ride on the wooden running board & holding on for dear life as we would "surge" between gear changes and "rattle" along a short segment of track. At the time I was allowed to press the horn, assist in the starting procedure and with those tasks believing I had contributed significantly to a hard days work! Before Accreditation was introduced, I even had the chance to drive this loco and catch the real spirit of "Being a Train Driver" for the first time. Of course I'm referring to our Ruston, a small locomotive used not just on work trains but also on passenger running days when BFC5 was unavailable and before the Gemco & Netherdale joined our collection.

Photos of the Ruston before she joined our collection have not surfaced, however with thanks to the Internet, I was able to track down photographs from the Ruston and Hornsby Archives of several locomotives, one being similar (in my humble opinion) to ours.

### FACTS

<b>Name</b>	No. 5 (Ruston)	<b>Wheel Arrangement</b>	4wDM
<b>Built By</b>	Ruston & Hornsby, Lincoln England	<b>Weight</b>	7 tonnes
<b>Build #</b>	279567	<b>Horse Power</b>	?
<b>Year</b>	1949	<b>Cylinders</b>	3 @ 4.5 x 5.5
<b>Drive Whs</b>	18"	<b>B.P.</b>	40

### BACKGROUND

Ruston and Hornsby built some 6,000 small diesel locomotives for use in industry. This example is a Model 40DL fitted with a 3-cylinder Ruston diesel motor. The Titanium Alloy Mfg Pty. Ltd, Cudgen, NSW. (A sand mining company) originally used it, and then the Colonial Sugar Refining Company purchased it, along with a sister locomotive, in 1958 for use at the nearby Condong Mill. The tramway system there closed at the end of the 1974 crushing season and the locomotive was purchased by ANGRMS. It was moved to Rocklea where it was restored to working order. It was used at the Rocky Point Mill centenary celebrations in 1978 and then transferred to Woodford in 1979. It is now used as a general navvies' loco on our site.

## RESOURCE PAGE

**Monthly Member Meetings** 8pm, 1<sup>st</sup> Wednesday of every Month  
Scouting Association of Australia  
32 Dixon Street, AUCHENFLOWER

**Woodford Site** Margaret Street, Woodford, Queensland

**Trackwork Parties** 2<sup>nd</sup> Saturday of Each Month  
**General Work Parties** Held every Saturday  
**Running Days** Every Sunday 10 - 4pm

NAME	EVENT	NUMBER
David Mewes	President & meetings	3273 2014 or mewesdj@powerup.com.au
Ken McHugh	DRB Editor / Webmaster	3269 5521 or kensuzy@bytesite.com.au
George McHugh	Roster Clerk & Special Running Days Coordinator	3265 6834
Greg Stephenson	Track Workdays	3844 9269
Paul Rollason	Safety & Training	3278 9110
Woodford	Phone in SM's Office	07 5496 1976

**Key Dates** April 29<sup>th</sup> 30<sup>th</sup> & May 1<sup>st</sup> **AMRA Show**

**Internet** [www.angrms.org.au](http://www.angrms.org.au)

Number of times our homepage was visited in

Dec '99	252	Jan	351
Feb'	426	Mar	614

**Recommended Internet Site this Month** [www.rustons.fsnet.co.uk](http://www.rustons.fsnet.co.uk)

*"To the World famous firm of Ruston & Hornsby Ltd of Lincoln, locomotive building was only a small part of their overall manufacturing capability and in fact they only began building 'Oil Engined Locomotives' in 1931 as a means of keeping their works going during the slump of the early 1930's."*

COVER PHOTO - A recent mid week running day for a Bus Group.