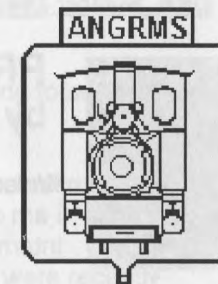


**DURUNDUR  
RAILWAY  
BULLETIN**



*Newsletter of ....*

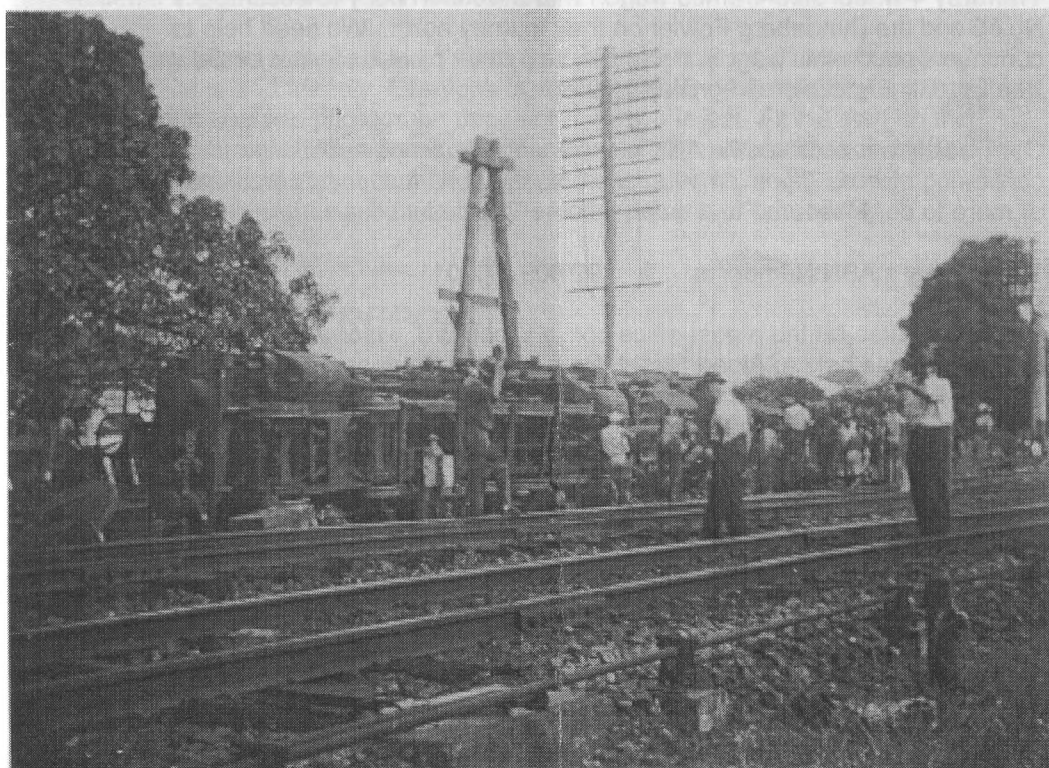
**The Australian Narrow Gauge Railway Museum Society**

A B N 92 009 872 011 Editor **Ken McHugh**  
A C N 009 872 001 **P.O.Box 1135**  
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June 2000





## PRESIDENTS REPORT by David Mewes

Welcome to the June edition of Durundur Railway Bulletin! I am currently still in New Zealand and through the use of the Internet was able to provide this Presidents Report.

Arrangements are continuing for the TV documentary project and also the visit to Nambour for the local sugar festival from the 7<sup>th</sup> to the 12<sup>th</sup> August. Thanks to Paul Rollason who has undertaken this task whilst I am out of the country.

The Bundaberg Fowler, *PLEYSTOWE* No.5, is now in the workshops undergoing maintenance prior to its trip away. The siderods have been removed and the bearings are being assessed to ascertain what work, if any needs doing. (Bob Gough has more on this later in the bulletin).

As mentioned previously, we have decided to restore another Douglas Shire Tramway 4-wheel steel-framed wagon with a wooden body to accompany No.50 and the Bundaberg Fowler on their journey north. We need help to continue work on this wagon. If you can help, then please contact Leslie Beahan, Bill Blannin or Greg Stephenson.

Our Society has received its ABN number and has made application for our continuing Income Tax exemption and also the continuation of donations of \$2 or more to our Museum Fund as an Income Tax deduction.

The Society's ABN Number is: 92 009 872 011

The Society has rented a post office box in Woodford, which will eventually replace the one held at Albert Street. New letterhead paper, invoice and order forms will be designed and printed now that we have our ABN number and new postal address.

Raymond Mewes and Shane Yore had a successful sales outing with Sunsteam on the 27<sup>th</sup> May. Thanks to them for organising the sales items and their activities on the excursion.

Running days have been well attended lately and this is pleasing to see. We also have a number of special running days coming up.

Thanks to George McHugh for his efforts in arranging these special running days as they contribute greatly to our coffers.

Congratulations to Martin Wiltshire and Raymond Mewes who were recently successful in gaining their Basic Boiler Operator and Reciprocating Steam Engine tickets.

A special congratulations to Martin and Cheryl Wiltshire on the occasion of their marriage at Peachester recently. We hope that you have a long and happy future together. Martin is a relatively new member of our Society and he and Cheryl and (Martin's mum – Thelma) are regular volunteers at our Woodford site. Also, they are all local, Woodford residents – very pleasing to see. Thelma is very keen to see our sales department increase its range of souvenir items and improve the presentation of the sales area. She has made a number of valuable suggestions to me in this regard.

During my trip to New Zealand, I have met many people who have been very approachable and friendly. Everyone is very helpful and keen to let me know where I can see and photograph things of railway interest. All the staff on the Glenbrook Vintage Railway, near Auckland, were all smiles and courtesy and they made me feel very welcome. It has demonstrated to me just how important our friendly and enthusiastic approach is to the patrons of our railway.

## TREASURERS REPORT by Steve Baker

Just a quick reminder that any members who wish to undertake the Basic Boiler Operator and Reciprocating Steam Engine Ticket are able to use the Society's facilities, with the Boards approval, at no charge. However the actual consultants fees are to be borne by the candidate. (Approx \$150)



## SECURITY

By Ken McHugh

The workshop and BLC wagon were entered some time between the afternoon of Thursday 8<sup>th</sup> June and early on Saturday 10<sup>th</sup> June. Some items were taken and the Bundy stabled inside the Workshop received a graffiti attack. Police were notified.

## OPERATIONS REPORT

By Shane Yore - Board Member

With the impending trip north of the Bundy, the Workshop Crew requires as much time as possible to work on her to ensure she is as well prepared as possible. This means that the lunch time support that they often give the Running Day Crew will not be able to be met for the remainder of June, July and part of August. Your understanding and cooperation during this period is much appreciated.

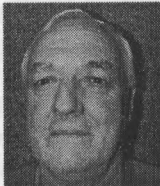
During this period, please ensure these basic principles are met:

- anyone going to a shop does a quick "ask around" to minimise absences;
- passengers are not kept waiting unreasonably for a ride during lunch periods.

Any other members who can help out during the lunch period on running days (and are accredited) please contact the Station Master of that day and offer your assistance. Once again, thank you for your cooperation and understanding.

## FUND RAISING APPEAL

By Bob Gough - Secretary



As mentioned earlier, the workshop crew is currently preparing the Bundy for her northern adventure. As part of the preparation the following parts of the loco require immediate attention:

- Big end bushes
- Bushes for the motion.

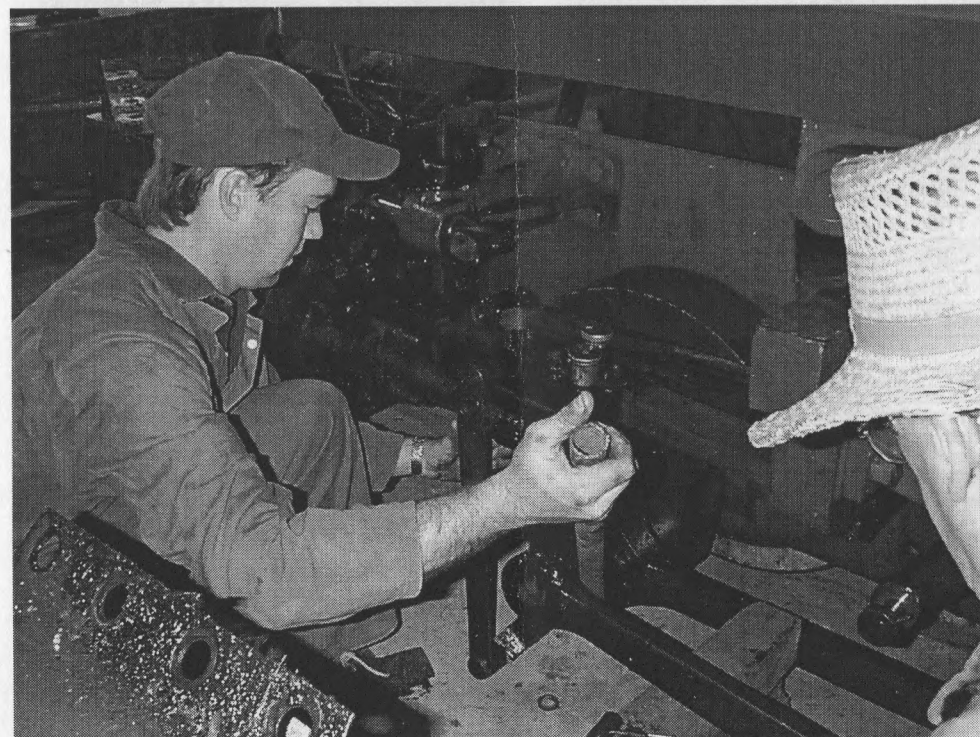
A quote has been received to supply the necessary parts, totalling over \$900. The Board considers this quote reasonable. Therefore an urgent request is being made to the membership to make a donation so that the Bundy can be mechanically ready for duty. Remember that donations to the Society over \$2 are tax deductible and are always gratefully received. No amount of money is considered too small. However, if you are able to support by donating in the area of \$25 to \$50, this will be very gratefully received.

## Fundraising Time Table

- |   |                      |
|---|----------------------|
| • Request for donations                     | 15 June 30 June 2000 |
| • Receipts will be dated in 99/00 Fin Year. |                      |
| • Donations Counted                         | 1 July 2000          |
| • Bushes purchased by                       | 6 July 2000          |
| • Fitting of Bushes to commence             | 8 July 2000          |

Please make cheques made payable to:

"ANGRMS Museum Fund Appeal"  
P.O.Box 1135  
WOODFORD QLD 4515





PREVIOUS PHOTO  
L Beahan & T Lindsay inspecting  
bushes on the motion BFC 5

LEFT  
Tony Lindsay inspecting the piston of  
BFC 5, both dated 21 May 2000

(K McHugh)

## 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	ANGRMS Production
The Innisfail Tramway	?	John Armstrong & G. H. Verhoeven
Expected publication date: 31 July 2000		

## NEW ZEALAND NEWS

By David Mewes

### BUSH TRAMWAY CLUB, Pukeimoro Junction.

The Bush Tramway Club was formed in 1965 to acquire and restore to working order steam locomotives and equipment connected with New Zealand's sawmilling, bush tramways and also other private railways connected with coal mines and the like.

The club was successful in obtaining a number of gear driven steam locomotives and other items. Initially, the club had its headquarters at MOTAT (Museum of Transport and Technology) in Auckland. But space limitations, as the collection grew, meant the club had to look elsewhere for a suitable museum site.

The club acquired a section of the former New Zealand Railway's Glen Afton Branch, between Rotowaro and Glen Afton. The club's museum site is at Pukemiro, about 8km west of Huntly, a major coal mining town between Hamilton and Auckland.

A branch line was built from Huntly to Pukemiro and opened on the 20 December 1915 to convey coal from Pukemiro and also Rotowaro. Pukemiro was the terminus until the line was extended to Glen Afton on the 17<sup>th</sup> June 1923.

The Pukemiro coal mine was closed in 1967 and that at Glen Afton in 1971 causing the line from Rotowaro to Glen Afton, a distance of 5.4km, to be closed in March, 1973. The line has 1 in 50 grades and 7 chain curves and is, of course, 3 ft. 6 inch gauge.

The club operates on the first Sunday of each month from April through to December. Steam trains do not generally operate January through March due to fire risk.

The headquarters of the club is at Pukemiro Junction where a number of coal mining lines formerly fed into the NZR Branch. The station building is from Rotowaro and has been very well restored by club members. A number of other building are on site including a 2-road locomotive shed/workshop and various other store sheds.

The Bush Tramway Club has only about 66 members but has a very high percentage of active members at around 50%. Their achievements are many and a credit to them.

The Bush Tramway Club has a very interesting collection of locomotives as follows:



**Steam - Operational**

Builder	Wheel Arrangement	Build #	Year	Comment
Peckett	0-6-0T	1630	1923	
Dubs	0-6-0ST	1171	1878	ex NZR F Class
Heisler		1082	1904	
Price		117	1927	Type Cb 2-cyl.vertical marine engine in cab (like early A Class Climax)

**Steam - To be Restored**

Climax		1650	1924	B Class
Price		111	1932	Type E (like B class climax)

There are also a number of diesel locos including 2 ex NZR Class Tr and 1 ex NZR Class Ds.

There are also numerous items of rolling stock and other equipment including two steam wrecking cranes – one of which is privately owned. Restoration of rolling stock is a high priority for the club as is the extension of the line towards both Glen Afton and Rotowaro. Showing some considerable forward thinking, a stand of pine trees was planted when the club first moved on site in 1974 with the aim of future sleeper material. These trees are now approaching maturity and will be felled and milled to provide the additional sleepers needed for track extensions.

David Mewes  
PRESIDENT

## OUR COLLECTION

### By Ken McHugh



As this month contains the Queens Birthday Holiday, I thought it appropriate to include new and unusual Queensland photos and articles.

The cover photo this month is one of Beyer Garratt 1102. It is interesting to note that some rail fans from other countries find it unusual that 3' 6" Garratt's exist. I guess this photo proves the point! (For more information on this photo, see our Internet site under the heading of "Photo Stop")

ANGRMS also has an ex QR loco in our collection by the name of "Number 11". It was made in England in 1926 and is a 0-6-2 tender loco, our other tender loco is Melbourne. The Bogies from No 11's tender are currently in use under the main passenger coach PL111 as it came to us with 3' 6" bogies. (PL111 was also originally owned by QR)

**FACTS**

<b>Name</b>	No 11	<b>Wheel Arr.</b>	0-6-2
<b>Built By</b>	John Fowler & Co. Leeds England	<b>Weight</b>	23 tonnes
<b>Build #</b>	Loco 17110 Tender 17112	<b>Horse Power</b>	
<b>Year</b>	Both 1926	<b>Cylinders</b>	2 @ 9.5" x 14"
<b>Drive Wheels</b>	28"	<b>B.P.</b>	160psi

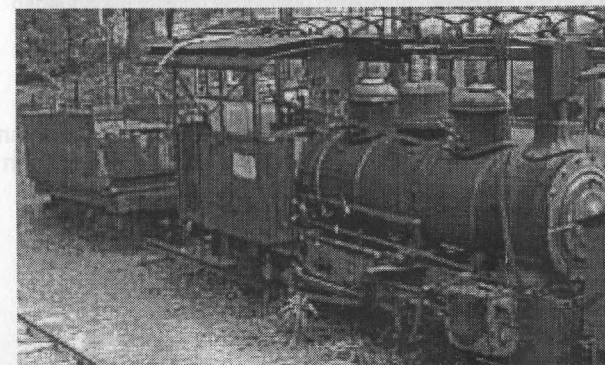
**BACKGROUND**

This was one of 3 locomotives purchased from John Fowler & Company Leeds, by the Queensland Government for use on the Innisfail Tramway, 30 miles of 2' 0" gauge owned and operated by the QGR in the Innisfail district.

These were the last three steam locos purchased by the QGR for that tramway, being classed 6B9 and a half. They, along with other locos were used to haul cane to the South Johnstone and Mourilyan Mills and thence raw sugar to Mourilyan Harbour.

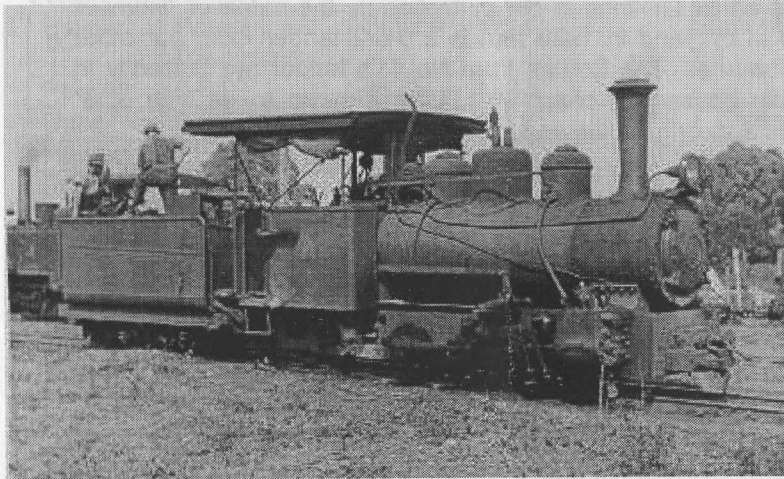
No. 11 entered service on 13<sup>th</sup> May 1927 and was condemned on 5<sup>th</sup> June 1963. The Tramway was dieselised in 1962 and No. 11 the last steam locomotive used on the line, was placed in Fitzgerald Park, Innisfail.

It gradually deteriorated until it became obvious that it was a candidate for scrapping. The Johnstone Shire Council, mindful of the historical significance of this locomotive to the Innisfail district donated the locomotive to ANGRMS in 1976.



It was moved to Woodford in 1979.

No.11  
1999  
K McHugh



Sister loco  
No. 9,  
1946

Thanks to  
E.M.Loveday for  
this photograph.

### Interesting Reading

Please also find enclosed in this edition of DRB an interesting article about the Kilcoy Branch. The Kilcoy Branch commenced at Caboolture and terminated at Kilcoy. Our station site is located along part of the old Kilcoy Branch and the special insert for this months DRB has been prepared by George McHugh with thanks to John Knowles for the photograph.

In preparing for this months DRB, I came across an interesting article prepared by Owen Betts for the Light Railway Research Society of Australia. (Reprinted with Permission).

### **PIDNA (PETER CREEK) TRAMWAY** Original prepared by Owen Betts, February 1999.

Little seems to be known of the history of this tramway but it seems that it was never operational and may never have been completed.

The District Forester in Yarraman proposed the construction of two tramways in the Yarraman area, one at Pidna and the other from the departmental sawmill north of Benarkin to Benarkin Station.

Location surveys for both tramways were carried out and plans prepared.

Plans have not been located but the survey field books for both surveys still exist.

It is understood that the Benarkin proposal never reached construction stage.

The catalyst for the Pidna tramway proposal was the success of the Queensland Pine Company's tramway from their mill in Yarraman to their Logging activities in the rainforests northwest of the town. This line was wooden railed and worked by horse traction. It contained a switchback about halfway up the range.

Haulage from the Pidna scrubs at the time was by bullock and it was estimated that the total cost of constructing, running and maintaining a tramway was 3shillings (30cents) per 100 super feet which was two thirds that of bullock haulage.

The recommended gauge was 3ft 6in with wooden rails on straight sections and steel rails on curves. Alternatively, it was suggested that the amount of steel rail could be reduced by using on curves, one wooden rail and one steel rail. This was reported to be the system used on the Yarraman Pine Company tramway and was considered satisfactory although the wear on the wooden rail was considerable.

At one stage, it was suggested that second hand steel rail would be cheaper in the long run than using wooden rails, and an approach was made to Queensland Government Railways for a price on second hand steel rails.

This approach appears to have been successful as it was reported in the Nanango News on June 11 1920 that 'steel rails have arrived at Pidna for the laying down of a tramway....'

A site adjacent to Pidna Railway Station was selected for a Forest Station where workers were to be housed and stock grazed. This location had access to permanent water, was within a mile of a school and had trains at suitable times morning and evening (presumably for schoolchildren). The site selected was gazetted as State Forest in early 1920.

Although it is known that the tramway was constructed in 1920, details on how many men were employed, where they were housed and construction time etc has not been located. Indeed it has not been determined whether the tramway was ever used or even if rails were laid. There are no remnants of sleepers, dogspikes etc to suggest that construction ever reached that stage.

When walking along the formation one may wonder why a timber tramway was planned into such depauperate looking vegetation consisting mainly of bluegum, ironbark and box. The reason is of course, that the traceable formation is only the first 2 kilometres or so of a tramway of about 10 kilometres surveyed into the hills covered in dense rainforest containing hoop pine and ironbark.

Almost all rainforest on private land in the area has been cleared for agriculture or grazing. Much of the rainforest on State Forest has been converted to hoop pine plantations but there are still stands of natural rainforest with emergent hoop and ironbark to give the observer a good idea of what the original vegetation was like and why a tramway was considered.



**RESOURCE PAGE**

<b>Monthly Member Meetings</b>	8pm, 1 <sup>st</sup> Wednesday of every month Scouting Association of Australia 32 Dixon Street, AUCHENFLOWER
<b>Woodford Site</b>	Margaret Street, Woodford, Qld
<b>Trackwork Partys</b>	2 <sup>nd</sup> Saturday of each month
<b>General Work Parties</b>	Every Saturday
<b>Running Days</b>	Every Sunday 10am 4pm
<b>Special Running Days</b>	Check with George McHugh

NAME	EVENT	NUMBER
David Mewes	President & Meeting Convenor	3273 2014 or email <a href="mailto:mewesdj@powerup.com.au">mewesdj@powerup.com.au</a>
Ken McHugh	DRB Editor & Webmaster	3269 5521 or email <a href="mailto:kensuzy@bytesite.com.au">kensuzy@bytesite.com.au</a>
George McHugh	Roster Clerk & Special Running Day Coordinator	3265 6834
Greg Stephenson	Track Work Coordinator	3844 9269
Paul Rollason	Safety & Training Coordinator	3278 9110
SM's Office	At Woodford	07 5496 1976

**Key Dates** Week commencing 7<sup>th</sup> August in Nambour

**Our Internet Site** [www.angrms.org.au](http://www.angrms.org.au) 706 Visits in May

**Recommended site** [www.lrrsa.org.au](http://www.lrrsa.org.au)

*The Light Railway Research Society of Australia was founded in 1961 to promote interest in special purpose railways. It attracts members with interests in industrial archaeology, social history, preservation, mapping, bush walking and photography. These railways have been associated with a wide range of industries, including sugar production, timber milling, tourism, construction, manufacturing, quarrying and mining. The Society is a leading publisher of books on sawmilling history.*

**Cover Photograph** Beyer Garratt 1102 at Sherwood, 1952.  
George McHugh



Supplement to Durundur Railway  
Bulletin #244 – June 2000

# Memories of the Kilcoy Branch

By George McHugh

## Kilcoy Branch Dates:

- Caboolture to Woodford  
Opened 6 Dec 1909
- Woodford to Kilcoy  
Opened 22 Dec 1913
- Kilcoy to Woodford  
Closed 1964
- Woodford to Wamuran  
Closed 1964
- Wamuran to Caboolture  
Closed 1998
- 1<sup>st</sup> ANGRMS Train at  
Woodford 1979
- Woodford Station Officially  
Reopened 1997

I was a fireman in the Queensland Government Railways when the Branch line from Caboolture continued to Kilcoy. I was fortunate in the fact that both of the Drivers I had from when I was classified as a fireman in 1956, to when the line closed in 1964, had both signed for the Kilcoy Branch. Only about half of the Drivers at Mayne went to Kilcoy as there were only 3 goods trains a week to operate.

Railmotors operated the Branch with a couple of services to and from Brisbane each day. The afternoon railmotor service from Brisbane on Fridays was replaced by an engine and three carriages. This was to cater for school children boarding in Brisbane and going home for the weekend. When working this train, a sharp lookout was needed when coming to suburban stations enroute to Caboolture. If there were passengers to be picked up for the Kilcoy Branch, a member of the station staff would wave a red flag to stop the train and allow the intending passengers to board.

This train returned on a Saturday morning. The locomotive would usually be a PB15, number 606 was a regular, or C16 number 642. (This C16 is the only one I know of with the headlight in the Centre of the smoke box door). If you were really lucky, you may score a C17 when they could spare one from other duties. The students wishing to return to Brisbane for Monday morning would catch a railmotor around 3pm from Kilcoy on Sunday afternoon which terminated at Caboolture. They would then await the

Mail Train from Gympie, 112up, and travel to Brisbane on this service.

My first trip to Kilcoy was on the Friday afternoon service, '9 down' with PB15 606 and Driver Dan Gilvarry. From what I recall, you would sign on at Mayne about 2.50pm, leave Central about 4.10pm and arrive at Kilcoy about 7.10pm. After parking the train, you would take the loco to the water tank, stable the loco and retire to the quarters shared by the engine crew and guard. I think departure from Kilcoy the next morning was about 7.40am, arriving at central about 3 hours later. On an average, I probably had a trip to Kilcoy about once every 3 to 4 months. The goods train, '195 down' returning as '196 up' ran every Tuesday, Thursday and Sunday nights always with a C17 loco. You would sign on at Mayne at 5.40pm, prepare the engine and then proceed to Mayne Yard to pick up your train. The make up of the Train would be mainly empty box wagons, empty "H" wagons for fruit and empty "S" wagons for logs and sawn timber. These wagons would be dropped off at stations on the branch for loading which would be picked up the next afternoon. 195 Down was timed to be in Kilcoy about 1am; giving you about 9.5 hours work for the trip after shunting Kilcoy yard and stabling the loco.

The next morning, you would usually go shopping up town and buy some fresh bread and steak or sausages in preparation for the return trip. The fireman would book on duty 2 hours ahead of the driver to light up the loco and raise steam.

I don't have a 1950's goods timetable (which I would love to get) but I think we left Kilcoy about 3.15pm. We



would then pick up the loaded wagons (which we had left the night before) at most stations on the way back. At Woodford, you would usually have finished your shunting before the arrival of the Kilcoy bound railmotor. The rail motor was always crossed at Woodford. Woodford was the biggest shunting yard after leaving Kilcoy, there being 2 sawmills which loaded timber, plus a goods shed road for general loading, a private siding and a cattle yard siding.

From D'Aguilar in, most of the loading was fruit which would either be left at Zillmere along with logs for Brandon's at Virginia or dropped off at Northgate Cannery on the way through. On arrival at the home signal for Caboolture off the branch, the signal would usually be at Danger and the Fireman would ring in telling Caboolture that we had arrived. It was not uncommon to wait there for an hour as the main line was fairly busy around 7 or 8pm and nobody wanted to know about the train off the branch. Time worked for the trip averaged about 11 or 12 hours.

I had one occasion when I worked a stock train special to Winya, just before Kilcoy, with Driver Bill Weiff with C17 loco 723 on Saturday 1<sup>st</sup> September 1956 at 1.25am, after unloading the cattle, we had to proceed to Kilcoy for water and turn the engine, reverse the guards van etc. We then had to pick up loaded wagons from Kilcoy and finished up with a full load, approx 425 ton from Woodford. We requested a relief crew to meet us at Caboolture, which luckily they did, and we travelled home spare; on the same train. That job took 16.5 hours.

There was a ballast pit at Moodlu, about 3.25 miles from Caboolture and empty ballast trains frequently ran to there from Mayne. As there was no turning facilities at Moodlu, you would usually turn the engine at Caboolture on the way out. As well as bringing wagons of ballast out of the pit, you would often bring out a couple of "H" wagons of larger rocks (used on the sides of cuttings to stop erosion.)

In the latter years, we used to work a passenger train 239, from Central to Caboolture, park the coaches in Caboolture yard, and pick up a guards van and work to Wamuran to pick up loaded wagons of fruit.

Once again you would turn the engine at Caboolture on the way out, but often, with the OK from the guard, you would set off with the guards van leading, to save an extra shunt at Wamuran.

This arrangement happened after dark, but even if you had the loco leading, tender first, you had no headlight on the rear. This could be a bit worrying as you had numerous small road crossings across the track en route to Wamuran.

I enjoyed working to Kilcoy before they closed the line as you would get away from the rat race for a day or two.

It brings back memories when I am coming into the new Woodford Station on BFC5, but in those days it was something ..... a bit bigger.



PB15 599 at Virginia after completing a Kilcoy run June 1957. Courtesy of John Knowles