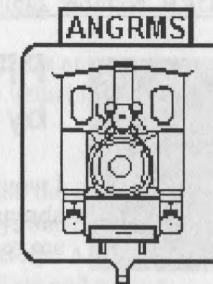


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RAILWAY
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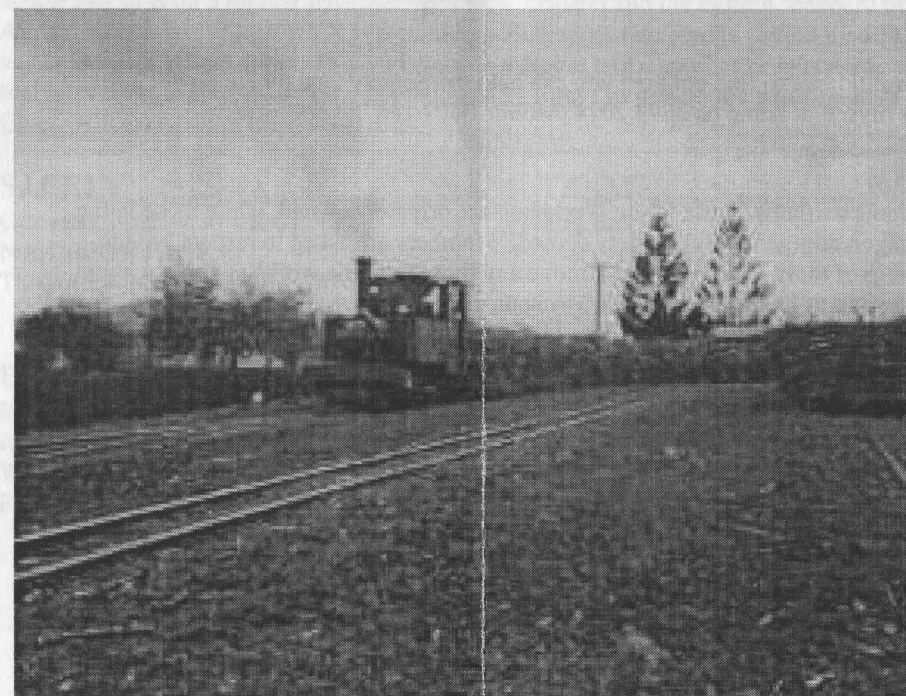
The Australian Narrow Gauge Railway Museum Society

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PRESIDENTS REPORT

by David Mewes

I would like to thank Paul Rollason for his excellent effort during my absence in New Zealand. There are many issues which as President I am required to follow up, Paul filled the breach very well.

We have been allocated our A.B.N. Number as noted in the last issue of DRB and we have now also received notification of our continuing Income Tax Exemption. I received the forms to apply for Deductible Gift Recipient (that is for donations of \$2 or more to be eligible as an Income Tax Deduction) a couple of days ago and we will have these back to the Australian Taxation Office shortly.

Unfortunately, on or about Friday, 9th June PLEYSTOWE No.5 was "tagged" by graffiti vandals following a break-in to our workshop. The vandals used marking pen to scrawl on the paintwork of No.5 which was inside the workshop. They broke a window to gain entry. Arrangements are being made to have bars fitted to the windows of the buildings on site. The incident was reported to police and we understand that the Woodford State School was also broken into about the same day and acts of vandalism carried out there as well.

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.

TOOLS

Many tools currently in use in the Workshop are privately owned, while those in the BLC wagon are (generally) Society owned. Members are asked to respect private ownership of tools. Please do not remove any tools from the workshop area without first referring to Leslie Beahan, our Mechanical Engineer. Leslie is in charge of the Workshop and any requests for tools are to be directed to him before using them.

Similarly, there have been various lubricants, fuels, paint and other solutions purchased for particular tasks. Please ask Leslie before using any of this material for any purpose other than for which it was purchased.

Any tool, whether Society owned or privately owned must be returned to its proper storage place so that it can be located easily (eg Track Work days). Any tools borrowed become the responsibility of the Borrower. If necessary we will have to set up a sign in / sign out for tools, but this would be a last resort.

It is easy to forget (for example) if someone goes off for lunch and leaves an item in the grass or on a wagon it may be forgotten & the Society will lose a valuable tool.

DAILY LOG/GUARDS SHEETS

Staff on the operating roster are reminded that the Daily Log Sheet and the Guard's Sheet are official records of Society activities on Public Running Days and Special Running Days and therefore **MUST** be filled in correctly and completely. All Staff on site must be recorded and comments on the operation of the locomotives and rolling stock must be completed along with a comment on the daily track inspection. All sections must be signed off by the person/s concerned.

Locomotive drivers are required to comment on the operation of the locomotive each running day and a note is to be made on the Log Sheet even if the locomotive is in 100% operating condition. Any problems are to be recorded on both the Log Sheet and the respective log book for the locomotive concerned. This is required for our Accreditation and will alert the Mechanical Engineer so that corrective action can be taken.

VALUES / BEHAVIOURS

During my stay in New Zealand, I had to work on a number of occasions on board an oil tanker that sails on a regular basis between New Zealand and the eastern seaboard of Australia. The PACIFIC ONYX is owned by a Singapore firm and is staffed by officers and crew mainly from India. The engineers' wardrobe had a number of quotations which I feel are very pertinent to our own operation and I would like (with the permission of the Chief Officer) to share them with you:

SAFETY

Our work is never so **URGENT**
Nor **IMPORTANT**
That we cannot take the time to do it **SAFELY**

PRIDE

Is a personal **COMMITMENT**
It is an **ATTITUDE**
Which separates **EXCELLENCE**
From **MEDIOCRITY**

TEAM

Together
Everyone
Achieving
More

TEAMWORK

Coming together is a **BEGINNING**
Keeping together is **PROGRESS**
Working together is **SUCCESS**

David Mewes
President



SAFETY & TRAINING REPORT

By Paul Rollason

Just a brief report this month but none the less some important news.

Firstly I would like to congratulate all those members that have completed their reaccreditation for the various roles. We still have a couple of people that haven't completed their reaccreditation for their operating roles on running days and special running days and unfortunately you may not be permitted to continue on the roster until you have completed this. I don't want to be seen as wielding the big stick or trying to prevent you from participating in something that you enjoy but we have to draw a line some where. We have all had 12 months to become reaccredited and now we have to show to the Transport Department that we are implementing what we set out to achieve.

If you are unsure what you have completed, please consult the attached list in this DRB. If you haven't been reaccredited for your various roles please don't hesitate to contact me at H) 3278 9110 or W) 3870 1300 so that we may organise a time to achieve this.

Secondly, you may all remember back to last year where we had a Mock Emergency training day on site in October. We are in the early stages of organising another one of these for October or November this year. This time we will run a similar scenario and afterwards, members of St Johns Ambulance will the show us how they would go about the same scenario.

Please remember all this training and reaccreditation is so that we can maintain a high standard of safety within our Society. Please work with me to achieve this.

Bundy's Last Great Adventure

After 18 months of negotiation with the film company, Gulliver Media, we have finally negotiated and signed the contract and our Bundy Fowler will be starring in a documentary that will be screened early next year.

BFC 5 and two wagons leave for Nambour on 7th August 2000 and will be there for 1 week for Moreton Mill's sugar festival and Sugar Week. During this time the loco will once again haul cane from Howard Street Yard up to the Mill as it has done in past years. Towards the end of that week, some filming will take place to start the documentary.

From here the locomotive will head up the Queensland coast and visit a number of Mills. It will visit Millaquin Mill in Bundaberg and the Bundaberg Foundry where BFC-5 was born in 1952. From here it will spend four days in the 4 mills in Mackay, two days at Victoria Mill in Ingham, a day at Tully Mill, one day at South Johnstone Mill, one day at Mourilyan Mill, one day at Babinda Mill, one or two days at Mulgrave Mill at Gordonvale and then finally two days at Mossman Mill. (see pages 6 & 7)

The whole project is to take approximately 4-5 weeks of filming and shifting the locomotive from mill to mill. The days will be approximately 12-14 hour days for the loco crew. ANGRMS is supplying four drivers, appropriately ticketed of course, and these members will be living in each other's pockets for the entire time. Some of the locations for filming are out of this world and along with the script should produce an excellent documentary.

For those members that are keen enough to come and take photographs while the locomotive is away, you are more than welcome to do so. However, I will kindly remind you all that you will not be allowed to enter the Mill yards or private property at any time and unfortunately no one other than the official loco crew, film crew or designated mill employees will be allowed on the foot plate. Please respect this request so that we can adhere to all of our obligations and so we don't upset any of the mills. One mistake could cost us the rest of the documentary and further more, we may never be allowed to do this sort of project again (not even Nambour).

Anyway, more updates next month. Please come and see the freshly painted BFC 5 before we go to Nambour or better still come and see us at Nambour.



TRACK MATTERS

By Greg Stephenson

Saturday 10 June 2000

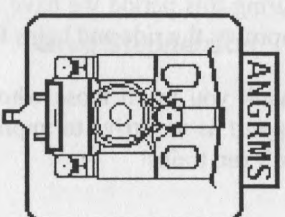
The day dawned overcast with rain threatening. Despite this there was a good turnout and work concentrated around Chainage 600 m. Rotten sleepers were removed and others re-spaced to correct the original irregular spacing. The track was then lifted and levelled before "beater" packing the ballast under the sleepers. Top ballast was then spread to fill the spaces between the sleepers and to support the ends against movement.

Paul Rollason
Vice President



THE AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY

Proposed Itinerary for Bundy's Last Great Adventure 6th August- 10th September 2000



Day	Date	Location	Agenda
Sun	6/8	Woodford	Prepare Loco for Transport
Mon	7/8	Woodford Nambour	Load Loco - Transport to Nambour - unload Moreton Mill
Tues	8/8	Nambour	Safety Induction - Prepare loco for operation - test steam
Wed	9/8	Nambour	Operational
Thur	10/8	Nambour	Operational
Fri	11/8	Nambour	Operational
Sat	12/8	Nambour	Operational - Sugar Festival Procession
Sun	13/8	Nambour	Prepare loco for Transport
Mon	14/8	Nambour Bundaberg	Load Loco - Transport to Bundaberg - Unload Millaquin Mill
Tues	15/8	Bundaberg	Safety induction - Prepare loco for operation - test steam
Wed	16/8	Bundaberg	FILMING - Millaquin Mill
Thur	17/8	Bundaberg	Load - transport to Bundaberg Foundry - unload - FILMING - Bundaberg Foundry
Fri	18/8	Bundaberg	Prepare loco for transport Load - transport to Mackay
Sat	19/8	Mackay	Transport to Mackay - unload - Racecourse Mill
Sun	20/8	Mackay	Safety Induction - Prepare loco for operation - test steam
Mon	21/8	Mackay	FILMING - Racecourse Mill FILMING - Pleystowe Mill
Tues	22/8	Mackay	FILMING - Marian Mill
Wed	23/8	Mackay	FILMING - Farleigh Mill
Thur	24/8	Mackay	Prepare loco for transport Load Loco - Transport to Ingham
Fri	25/8	Ingham	Transport to Ingham - Unload - Victoria Mill - Safety Induction -prepare loco for operation - test steam
Sat	26/8	Ingham	FILMING - Victoria Mill
Sun	27/8	Ingham	Prepare loco for transport - load loco - transport to Tully - Unload Tully Mill
Mon	28/8	Tully	Safety Induction - Prepare loco for operation - test steam
Tues	29/8	Tully	FILMING - Tully Mill
Wed	30/8	Tully	Prepare loco for transport - load loco - transport to Innisfail - unload South Johnstone Mill
Thur	31/8	Innisfail	Safety Induction (Sth Johnstone Mill) Safety Induction (Mourilyan/Babinda Mills) - Prepare loco for operation - test steam
Fri	1/9	Innisfail	FILMING - South Johnstone Mill
Sat	2/9	Innisfail	Transfer by tramline to Mourilyan Mill - FILMING Transfer by tramline to Babinda Mill - FILMING
Sun	3/9	Babinda	FILMING - Babinda Mill Safety Induction - Mulgrave Mill Transfer by tramline to Mulgrave Mill
Mon	4/9	Gordonvale	FILMING - Mulgrave Mill
Tues	5/9	Gordonvale	Prepare loco for transport Load - Transport to Mossman - unload Mossman Mill - Safety Induction
Wed	6/9	Mossman	FILMING - Mossman Mill
Thur	7/9	Mossman	FILMING - Mossman Mill
Fri	8/9	Mossman	Prepare Loco for transport
Sat	9/9	Mossman	Load Loco - transport to Woodford
Sun	10/9	Woodford	Unload - Woodford

* Proposed itinerary subject to change with out notice.

By mid-day, the rain had set in and we worked through until about 1.00pm to complete the section under repair and work was abandoned for the day. This proved to be a very successful work party with the crew repairing around 8 metres of track.

Saturday 8 July 2000

The weather for this track day was much improved on the previous month. We concentrated in the middle of Freeman's Cutting to remove a cluster of bad sleepers and to lift and pack a "hole" in the road. The opportunity was taken to correct the irregular sleeper spacings and insert additional sleepers as required. Progress was somewhat hindered by tree roots which were growing between the sleepers. Some of these were up to 150mm (6") in diameter. They were removed by digging around them and attaching a chain to the GEMCO locomotive and pulling them out. The resulting hole was filled and sleepers replaced.

Approximately 17 metres of track was repaired on this day, however, we will need to return to this area on a future work party to continue from where we finished.

During the day, Norm Freeman chatted to us from above the cutting and as we were packing up, he donated a sledge hammer that his father had used to maintain the track when he worked on the line in Queensland Railways days. This has been added to our tool collection and will see further use.

Progress of Track Maintenance

When we started the regular monthly track-work days, we needed to concentrate on repairs to bring the mainline back to a basic sound condition. This concentrated on removing clusters of bad sleepers and replacing with new sleepers. The work would deal with two or three sleepers together and just replace them in their original location.

Now that we have caught up with the backlog of this urgent maintenance, each track-work day can concentrate on treating a specific area. Now, rather than just undertaking "holding" maintenance, we are actually improving the standard and condition of the track each day. During this period we have added about 40 cubic metres of ballast to the mainline which improves the ride and helps to hold the "top and line" of the track.

Thank you to all those who have helped and we hope we can count on your continued support as we strive to improve our operations. After-all, if don't have a sound track, we can't run trains!

Future Track-work Days

As the next regular monthly track-work day corresponds with the Bundy Fowler being in Nambour for the Sugar Week festivities, the **AUGUST TRACK-WORK DAY WILL BE SATURDAY 5th AUGUST 2000.**

Any assistance on track-work days would be greatly appreciated.

Left - Member Bill Blannin at a recent Work Party. Bill has become very adept over the years at manually drilling the holes for dog spikes. Well Done Bill!

Photo Lynn Zelmer (2000)



Greg Stephenson



OUR COLLECTION By Ken McHugh

One of the reasons I embarked on this column was the confusion I have experienced over the years in trying to identify which loco in our collection is which. For example, the uninitiated may not know that No.5 and BFC5 and Pleystowe 5 and The Bundy were the one locomotive. I am now pleased to advise another mystery is about to be resolved. Have you ever heard of the locos Robbie Burns, Borsig and No.3 within our collection? Read on!

FACTS

Name	No 3 (Robbie Burns)	Wheel Arr.	4-4-2T
Built By	A. Borsig, Berlin, Germany	Weight	14 Tonnes
Build #	6345	Horse Power	
Year	1907	Cylinders	2 @ 6" x 12"
Drive Wheels	30"	B.P.	

BACKGROUND

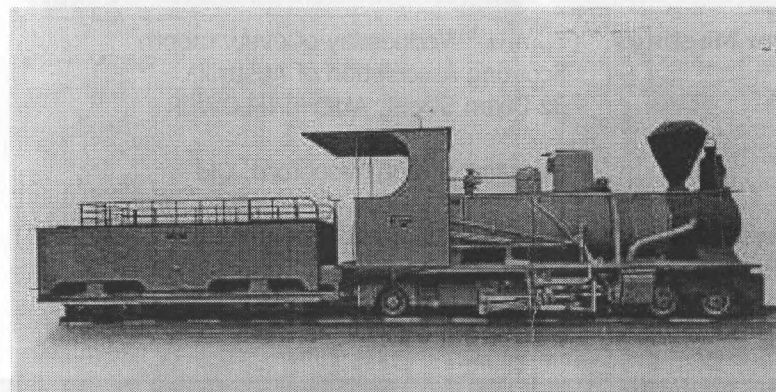
Built as a 4-4-2 tender engine it was purchased by the Stannary Hills Mining & Tramway Co. for a mining tramway in rugged country west of Mareeba.

It was an unusual choice for such an isolated and hilly tramway. It has 30" driving wheels making it more suitable as a passenger engine than motive power for hauling mineral ore.

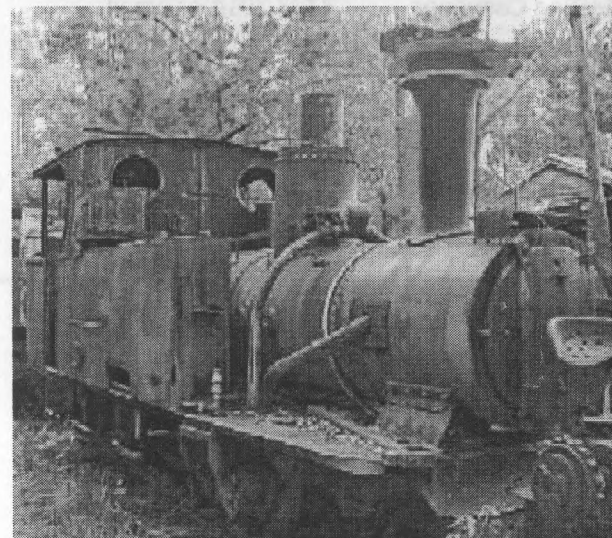
However, it was the last locomotive used on this line and was used to dismantle it in the early 1940's. Abandoned at Boonmoo where the former Stannary Hills line met with the Queensland Railways Mareeba to Chillagoe line, it was purchased by the Cattle Creek Mill, Finch Hatton in 1942. Cattle Creek converted the locomotive into a tank engine and used it for hauling cane up until 1962 when it was abandoned at the mill.

The locomotive was donated to ANGRMS in 1972 and was bought to Woodford in 1983.

(Thanks to David Mewes for this detail)



Left - Builders photo of a Borsig Loco - as built in original form.



Below Left - Borsig at Woodford 1999

STOP PRESS

Further to our feature in March's DRB re Alison

On Sat 15 July, the Qld section of Light Railway Research Society of Aust had a walk over part of the route of the Mudgeeraba - Neranwood Tramway. The

climb over a range was quite interesting with medium size cuttings and embankments and quite steep grades. The summit is at the junction of Little Nerang road and a road down to the Hinze Dam. Some sleepers and spikes were still in evidence about 75 years after the line closed.

Brian Webber

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 (except Aug 2000)
General Work Parties Every Saturday
Running Days Every Sunday 10am 4pm
Special Running Days Check with George McHugh

NAME	EVENT	NUMBER
David Mewes	President & Meeting Convenor	3273 2014 or email mewesdj@powerup.com.au
Ken McHugh	DRB Editor & Webmaster	3269 5521 or email kensuzy@bytesite.com.au
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 7th August in Nambour

Our Internet Site www.angrms.org.au 686 Visits in June

Recommended site <http://narrowgauge.net>

"Narrow gauge railroads are special. They wind through mountains, strike out across deserts, cross cane fields, all the while serving as local connections to the outside world. Narrow Gauge on the Net brings you a survey of a few of these railroads. Places to visit, present day railroads and resources for more information about the pioneer lines are in this site. The destinations are on the signboards. Click on one and be on your way... All Aboard!"

Cover Photograph BFC 5 at Pleystowe Mill, Mackay (Dejavu?)
 Photo David J Mewes