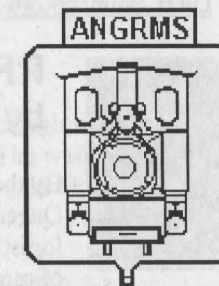


**DURUNDUR
RAILWAY
BULLETIN**



Newsletter of

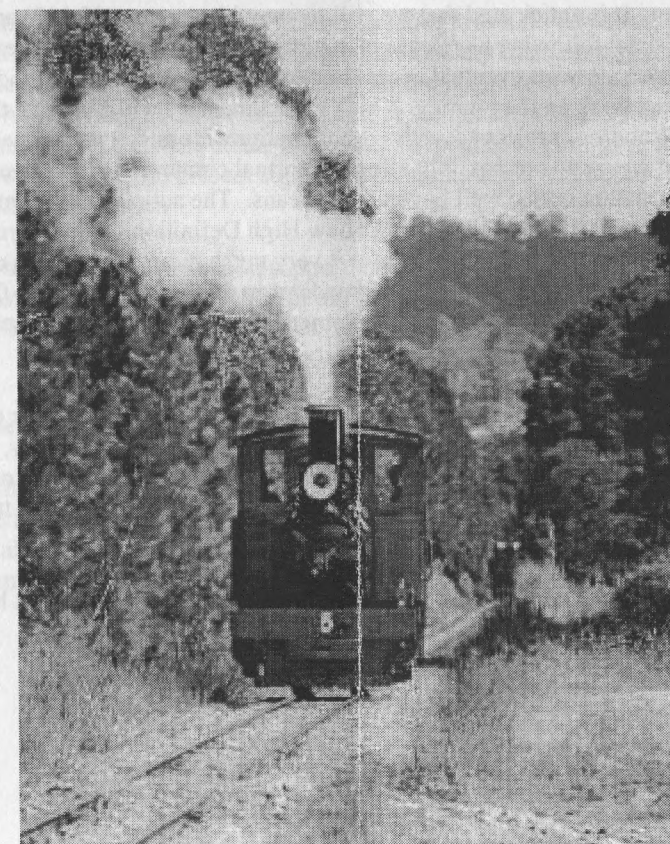
The Australian Narrow Gauge Railway Museum Society

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





PRESIDENTS REPORT

by David Mewes

By the time you read this, BFC 5 will be somewhere along the Queensland coast on its "Last Great Adventure". The amount of logistical planning and co-ordination that has been required has been of monumental proportions and our special thanks must go to Paul Rollason who has handled the task very professionally. I am sure Paul has learnt a lot and these skills will be invaluable to the Society in future years. By the time our crew and BFC 5 return to Woodford our crew will have gained many more valuable and memorable experiences.

We wish our Society crew well on their journey and look forward to their return so that we can hear about their experiences (as I am sure we will) and also to see the visual results of their adventure.

The Society has invested part of the proceeds from our involvement in this documentary back into the film. It is anticipated that we will recoup this amount (\$5,000) and more over a period of time, following its release on national television early next year. The investment will also allow us eventual access to retail/wholesale sale of the video and possibly a pictorial book on the journey. The TV documentary will also give the Society and its Woodford project advertising both nationwide and internationally, something which we could not possibly afford in normal circumstances. Advertising on a local television station is also well beyond our means. The anticipated returns for this film are quite high as it is being filmed in the new High Definition Digital Format, the first such project in Australia. This will make it very much more attractive to overseas networks as those who have the capacity to broadcast in this format currently face a shortage of such material. The special digital camera itself is worth in excess of \$200,000.

Don't forget we will need help at Woodford more than ever whilst four of our drivers are away with BFC 5. We wish our four drivers, Paul Rollason, Tony Lindsay, Shane Yore and Martin Wiltshire and the TV crew a safe and productive journey. Rob Deskins and Greg Stephenson will also be following BFC 5's adventures as it travels north to Mossman.

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

POSITION VACANT - ROSTER CLERK

The position of Roster Clerk has been very ably filled by George McHugh since the position's inception quite some years ago. George has now indicated he would like a break and therefore we are asking if there is anyone out there who would like to volunteer his or her services for this position.

The Roster Clerk draws up the Crew Roster for running days and generally a 3 month period is covered. He uses the skills of the accredited volunteers and allocates them to their various tasks. He also organises the crews required for special running days.

If you think you can help, or would like more information please contact me. The position reports to the Operations Branch where Shane Yore is currently Operations Manager.

WOODFORD & DISTRICT COMMUNITY ASSOCIATION

The Community Association's annual general meeting was held on Monday, 14th August and as usual, I attended the meeting on the Society's behalf. Subsequently, I was nominated, from the floor of the meeting, for the position of Vice President of the Community Association. I was reluctant to accept the nomination as I felt that I was an "out-of-towner" and there were others present more qualified than I to accept the position. However, all those present supported the nomination and hence I am now Vice President of the Association.

Our Society has always been keen to support the local community as they happily support us. We have achieved much in at our museum over the years through the support and encouragement of the local community and we are very appreciative of that support.

GET WELL SOON - MIKE LOVEDAY

Our best wishes and thoughts go out to Honorary Life Member, Mike Loveday, who was taken seriously ill recently and is currently in Caboolture Hospital. We trust that Mike will make a full recovery and will be able to return home soon. Our best wishes are also extended to Mike's wife, Tess.

NEWS, NOTES & COMMENTS - AUGUST, 2000**BINGERA MILL**

On Wednesday, 2nd August a Greyhound-Pioneer coach collided with a loaded cane train near Gin Gin. It is alleged that the coach failed to stop at the highway flashing lights protecting the level crossing. It was confirmed that the lights were working at the time of the incident.

The train was being hauled into the Wallaville out-depot by a ComEng 0-6-0D. The locomotive was said to have been spun around 180 degrees from the force of the impact and was shown on TV news coverage lying on its side. The coach was severely damaged.

Several bus passengers, along with the coach driver were injured and taken to hospital with all except the coach driver being released later in the day. There was no mention of the locomotive crew.

TV News Reports, Channel 10; Channel 7 02/08/2000

CSR LTD, SUGAR MILLS

Some time ago, CSR indicated to its shareholders that it was intending to sell off its sugar milling and refining interests as it was now mainly involved in building materials, and also due to the poor return on sugar at the time. CSR has now indicated it is seeking to sell off these interests within the next twelve months. The price of sugar has recently started to climb and, although, still very low, CSR feels the price upswing may be beneficial to its sale of the sugar milling interests.

CSR, as the then Colonial Sugar Refining Company, was founded over 100 years ago as a sugar grower, miller and refiner and has been a major force in the industry in New South Wales, Queensland and Fiji. It left the Fijian industry in the 1970's when the Fijian Sugar Corporation, a Fijian Government agency, was formed. Its three northern New South Wales mills were sold to growers, also in the 1970's and also the company name was changed to CSR Ltd. to reflect a diversified focus into timber, cement, and other building products.

Currently, CSR owns 7 sugar mills in Queensland being: -

Victoria Mill Ingham; Macknade Mill Ingham; Invicta Mill Giru;
Pioneer Mill Brandon; Kalamia Mill Ayr; Inkerman Mill Home Hill;
Plane Creek Mill, Sarina

BUNDABERG SUGAR LTD

Tate & Lyle, the English company that purchased Bundaberg Sugar some years ago has agreed to sell the company to the Belgian firm Finasucre (Société Financière des Sucres). The reported selling price is \$425million.

Mills owned by Tate & Lyle are -

Tablelands Mill near Mareeba; Babinda Mill Babinda; Mourilyan Mill Innisfail;
Bingera Mill Bundaberg; Fairymead Mill Bundaberg;
Millaquin Mill Bundaberg; Moreton Mill Nambour

Light Railways No.154, 08/2000

THANKYOU

The June DRB carried a request for donations to assist with the purchase of material to enable BFC5 to 'trek north'. While our target of \$1000 was not achieved, I would like to acknowledge the generosity of Lynn Zelmer and others (who asked to remain anonymous) by thanking you. You can rest assured these funds were directed to the BFC5 and helped make "Bundy's Last Great Adventure" possible.

INTERNET SITE

I am pleased to announce that our Internet Site is in the process of being upgraded after approximately 12 months of use. Member Lynn Zelmer as generously offered to extend the quality of the site by making it quicker, reorganising pages and keeping the content current and up-to-date. This will ease some of the workload off Ken McHugh but Ken and Lynn will work together (even though they live 600kms away) to ensure members and friends of ANGRMS get the maximum narrow gauge experience on the Net.

*David Mewes
President*



OUR COLLECTION By Ken McHugh

The smallest and oldest locomotive within our collection stands humbly at Woodford overlooking the activities from within the compound. One wonders what other tales Decauville could share! It is interesting to note that her sister locomotive b/n 246 "Frenchy" has recently left the shores of Australia and is now on her way into restoration.

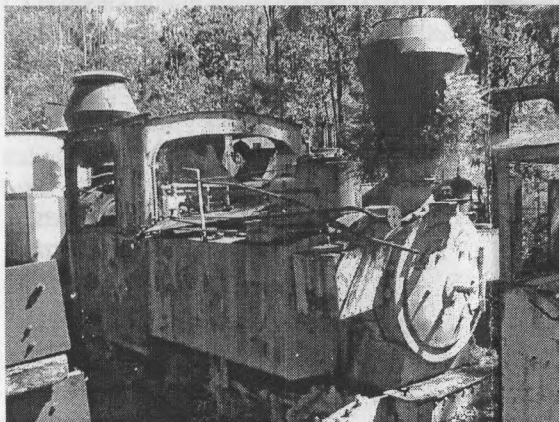
FACTS

Name	No. 7 (Decauville)	Wheel Arr.	0-4-2T
Built By	Decauville. Petit Bourg, France	Weight	9 Tonnes
Build #	247	Horse Power	
Year	1897	Cylinders	2 @ 8.5 x 12"
Drive Wheels	26"	B.P.	160psi

BACKGROUND

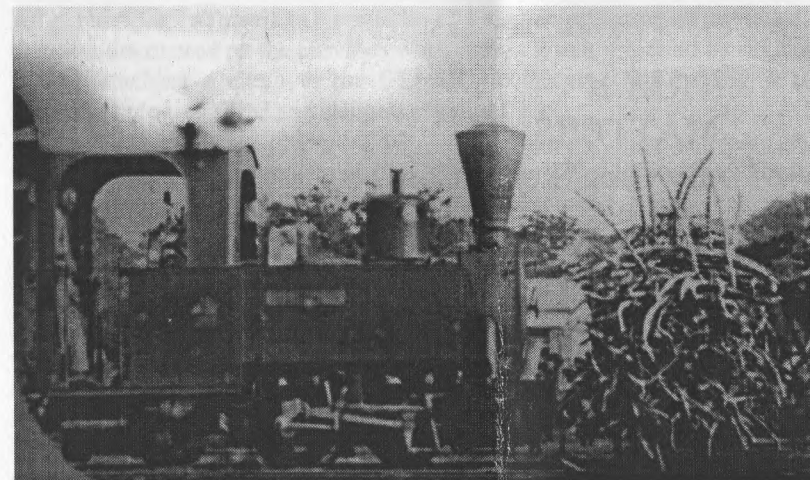
This is the oldest locomotive in the Society's collection. It is also the smallest steam locomotive on site.

Originally despatched from France to be exhibited at the Brisbane Exposition of 1897, it was redirected to the Mulgrave Sugar Mill, Gordonvale where it became their first locomotive. It carried the number 7 and was named "LORD LAMINGTON" whilst at Mulgrave.

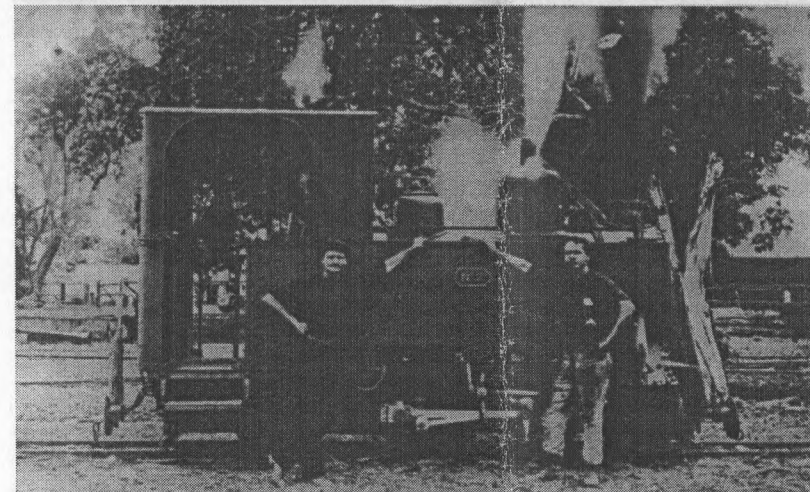


The Mulgrave Mill became the first mill in Queensland to fully dieselise in 1955 and No. 7 was sold in 1956 to the Invicta Mill, Giru where it worked until 1964.

It was then "preserved" in a local park until 1980 when it was donated to ANGRMS by the Thuringowa Shire Council. No 7 was transported to Woodford in 1981.



B/n 247 as
"Lord
Lam-
ington"



B/n 247 as
"No. 7"

Thankyou
to David
Mewes for
access to
these
details and
photo-
graphs.

Lord Lamington and No. 7 are one and the same locomotive. No. 7 was named Lord Lamington when it first went to Mulgrave Mill in 1897. D Mewes suggests the photo of Lord Lamington (top) was probably taken in 1897. The photo of it as No. 7 (bottom) may have been taken prior to 1910 although when it was numbered instead of named is not known. If anyone knows more about these photos, please contact me

Ken McHugh
Editor



TRACK MATTERS

By Greg Stephenson

Donation of Ballast Material

On Thursday, 27th July 2000, Bracalba Quarries delivered 30.62 tonnes of material for use as ballast.

The Quarry Manager, Greg Chapman, advised me that the quarry donated the ballast and his sub-contract haulage contractor - Gravel City - delivered it at no cost. We are particularly grateful to these organisations for their generous support. The total value of this donation is in the order of \$550.00 and allows us to schedule our track maintenance program into next year.

We were also fortunate on the day to obtain the services of a local backhoe to load the ballast wagon again at no cost. It was fortuitous that it was working in the area and was amenable to undertaking this job which saves us considerable manual effort.

Saturday 5th August 2000

The regular monthly track-work day was rescheduled to avoid a clash with the Bundy Fowler being in Nambour for the Sugar Week festivities. The Museum was a hive of activity with final preparations being made to the loco and its wagons prior to their departure. There was a strong turnout for this track-work day despite these other activities.

The day commenced with four trees in Freeman's Cutting being removed. These were close to the loading gauge and their removal will eliminate the danger of them interfering with the passing trains. The trees were cut up and loaded on the work train and removed to the station area for disposal. Further work in this area will be undertaken on a future work party.

After lunch, we returned to the middle of Freeman's Cutting to remove a tree root that was uncovered on the previous work party. It was removed by digging around it and attaching a chain to the GEMCO locomotive and pulling it out. The resulting hole was filled and sleepers replaced.

We then move to an area near Ch 760m where 2 sleepers were replaced and 2 additional sleepers installed. Others were re-spaced and re-spiked as required.

Future Track-Work Days

As I expect to be away during early September, I plan to alter the date of the next monthly track-work day. THE SEPTEMBER TRACK-WORK DAY WILL BE SATURDAY 16th SEPTEMBER 2000.

We should then be able to return to the second Saturday of the month for the rest of the year. Any assistance on track-work days would be greatly appreciated as we strive to continually improve the quality of our running track

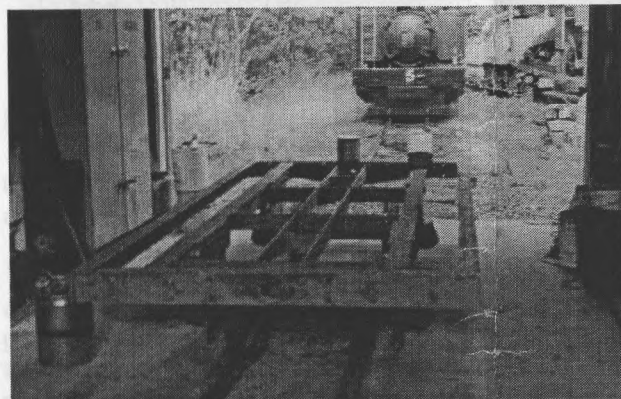
WAGON No. 29

Early in the negotiations for the involvement of the Bundy Fowler in the movie and the northern sojourn, it was agreed that the loco would be accompanied by two wagons. Originally this was planned for late 1999 and one Douglas Shire Tramway wagon was refurbished and the steel wagon normally used for ballast was re-painted to accompany the loco. With the movie venture being postponed until the 2000 cane crushing season, the decision was taken to refurbish another Douglas Shire Tramway wagon so that the ballast wagon could remain in use at Woodford.

A suitable wagon was selected and all the parts stored on it removed and stored elsewhere. All the existing timber was removed and the wagon stripped back to the underframe. The frame was sanded back and eventually received at least three coats of "Killrust" paint. Steel uprights for the sides and ends were straightened and painted.

During the sanding of the frames, the mark XXIX/EML was found on one of the end beams. This had been cut into the frame with a chisel. XXIX is Roman for 29 and EML is Mike Loveday's initials. Mike Loveday, who is an Honorary Life Member of the Society, worked for the Douglas Shire Tramway. Before these marks were found, we were unable to identify this wagon. It has now received its rightful number of 29.

New timber was purchased for the floor, sides and ends. This was cut to size and painted – undercoats and top coats – before assembly. After the floor was installed, the uprights were bolted to the frames and the sides and ends added. The 4 angle brackets for the corners were fabricated from steel recovered from the original tanks of the Bundy Fowler. Recycling at its best! Finally new swinging doors were added before the paint was touched up. Auto-couplers and eye-bolts for safety chains were also added as part of this refurbishment.



The main helpers with were project were:-

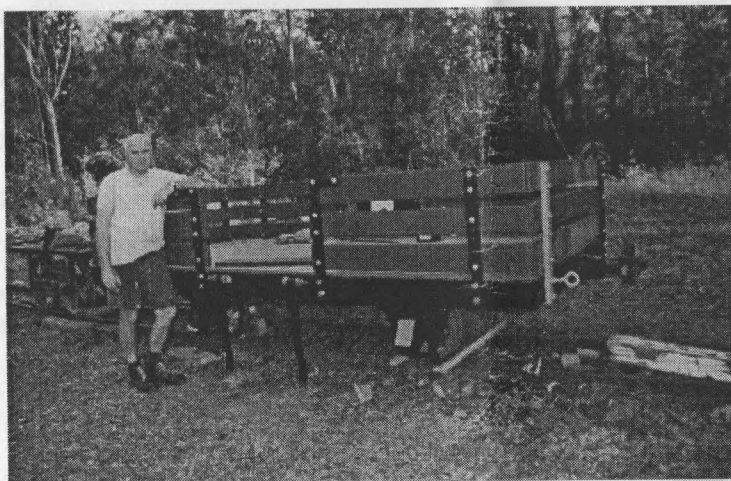
Bill Blannin - Woodwork, painting and assembly;

Leslie Beahan - Metal work fabrication & installation of auto-couplers;

Bob Gough - Repacking bearings and painting.

Thanks are due to these people and to those others that assisted with the refurbishment.

Whilst the main motivation in completing this wagon was its use as part of the documentary, it will provide a valuable piece of rollingstock when it returns to Woodford. It will become an additional passenger vehicle once suitable seats and weather protection are added.



Greg Stephenson

*Both photos
Bill Blannin
June / July 2000*

SALES DEPARTMENT

A new book (expected late July) is "The Innisfail Tramway" being published by the Light Railway Research Society of Australia. This is an update of the original book by two ANGRMS members, Gerry Verhoeven and John Armstrong, and is sure to be popular. Contact David Mewes for your copy (price to be advised).

Another new book, just received is "Illawarra Light Railway Museum Society Ltd – Museum Guide". An excellent publication with many colour photos as well as black & white, scale drawings and facts about ILRMS and its locomotives and wagons. Highly recommended.

The latest issue of Light Railways has just been received. Issue No.154 has risen in price due to the GST, to \$6.50 (RRP) and will now cost members \$6.00

Illawarra Light Railway Museum Society Museum Guide	\$13.50	David Jehan
One for the Road	\$42.70	A Roberts
Light Railway Magazine	\$6.00	
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
Mugs BB18 1/4 BFC5, 1009, A10, DD17	\$11	
Train Whistle Blow'n - At Nambour!	\$28.00	Few copies remaining
The Innisfail Tramway	?	John Armstrong & G. H. Verhoeven

Please note that our Society is not registered for GST and that the above 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.

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 Sept 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 16th September Work Party - Woodford

Our Internet Site www.angrms.org.au 707 Visits in July

Recommended site <http://www.angrms.org.au> (new format!)

Our October monthly meeting will be something special with Rob Deskins showing video and/or colour slides of Bundy's Last Great Adventure. Rob will be following BFC 5 during filming over the next month. The Board has appointed Rob official Society photographer for this journey in order to capture, from the Society's perspective, this historic event.

Cover Photograph BFC 5 leading the way- Moreton Mill Network
9/8/2000 Photo Brian Webber



1. BFC5 in Bundaberg



ALL PHOTOS – Bill Blannin

2. BFC5 in Howard St yard - Nambour



3. BFC5 "Re-entering" Bundaberg foundry



4. BFC5 outside Bundaberg foundry