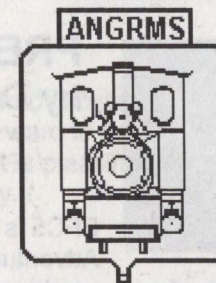




**DURUNDUR  
RAILWAY  
BULLETIN**

*Newsletter of ....*



**The Australian Narrow Gauge Railway Museum Society**

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A C N 009 872 011 **P.O.Box 1135**  
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## PRESIDENTS REPORT by David Mewes

BFC5 is safely back at Woodford now, following her "Last Great Adventure". The locomotive has performed very well with only a couple of minor problems. Everywhere the loco has gone it has generated a tremendous amount of interest. The Society has gained a great deal of publicity.

The Society has made very many friends and new contacts around the sugar mills visited during its journey north. We are very grateful to the management and staff of the mills that hosted BFC5 during her journey. The initial logistics and working out details of the trip were very arduous and exacting but this preparation was greatly appreciated by the mills concerned and although some approaches made prior to the trip were treated with some suspicion on occasions, once the locomotive arrived at each mill, and introductions and other formalities were out of the way, there was almost nothing that the mill staff would not do to ensure the project was a success. Obviously, safety was a major factor, and the professional way our Society and its representatives accompanying the locomotive approached this was very much appreciated by the mills concerned. Congratulations to all our members who acted as such excellent ambassadors for the Society.

Through contacts that our Society made during BFC5 journey we have the possibility of obtaining a number of additional items which will be invaluable for the Society's long term future. These items include additional museum display items. Our members, along with Chris Hart, followed up on an opportunity to obtain second-hand concrete sleepers, such that we now have some 900 sleepers ready for transport to Woodford. A quantity of sleepers had been offered earlier in the year and this is a follow on to that offer.

The Tax Office has advised that donations of \$2 or more to our Museum Fund will continue to be recognised as an allowable Income Tax Deduction. As a Deductible Gift Recipient (DGR) we have a number of obligations to meet and, as such, we will be restructuring our accounts and arranging new wording on our receipts in order to meet these obligations.

## ROSTER CLERK

Thanks to Martin Wiltshire who has offered to fill the position of Roster Clerk. We are grateful that members are willing to come forward to help the Society. Martin has been very active at Woodford and it is pleasing he has offered to help the Society in an administrative capacity.

## SALES DEPARTMENT

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 BB181/4 BFC5, 1009, A10, DD17	\$11	
Train Whistle Blow'n - At Nambour!	\$28.00	Few copies remaining
The Innisfail Tramway	?	John Armstrong & G. H. Verhoeven

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. Please let me know if you want a copy of any of these books as only a few copies of some titles have been obtained

David Mewes  
**President**



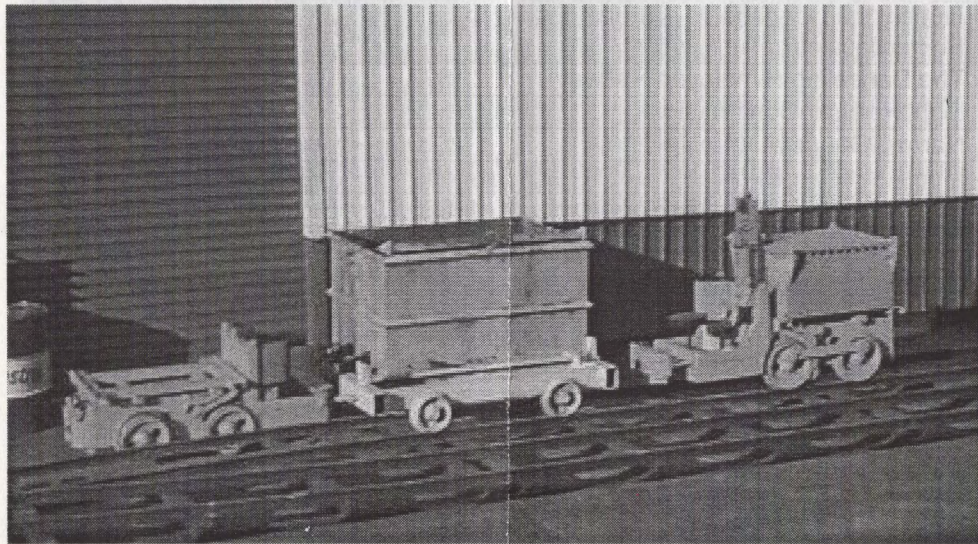
## BRISBANE (UNDERGROUND) NARROW GAUGE

- By John Browning - Member

There are two narrow gauge tunnelling railways operating in Brisbane at the moment.

The first one is to be found in Milton close to the XXXX brewery. A 350 metre stormwater drain tunnel is being excavated from a shaft in Castlemaine Street (corner of Black Street) to the Brisbane River, and is planned to be completed by October. The 2ft gauge rail operation was first discovered by Bob Dow and Greg Stephenson and it is believed that the contractor is Fondside Australia Pty Ltd.

It is thought that three Gemco "trammer" 1½ tonne 0-4-0 battery electric locomotives are being used for this job. Two of these were stored on a site in Black Street adjacent to "Officeworks" in the early days of the project while a third was said to be in use underground. They had been reconditioned and one had a Gemco builder's number, 12440/45/67 of 1967. Spoil is removed from this job in skips hauled by locomotive. The skips are raised by crane at the access shaft and tipped into waiting tip trucks.



(Photo courtesy B Dow - 2000)

The second project is the S1 sewerage tunnels construction job which extends 4.7 kilometres from the city to Cooksley Street, Hamilton, and possibly beyond. It is being built by the Peabody-Obayashi Joint Venture.

The main access shaft is at Perry Park in Bowen Hills. In September it was stated that the 700 metres to Hamilton had been completed and 2.5 kilometres built in the direction of the city. Completion of the project is due in June 2001. *(I understand from the plan that from the tunnel shaft at Perry Park, the tunnel heads south toward St Pauls Terrace, then follows Barry Parade, and then follows Turbot Street*  
- Ken McHugh)

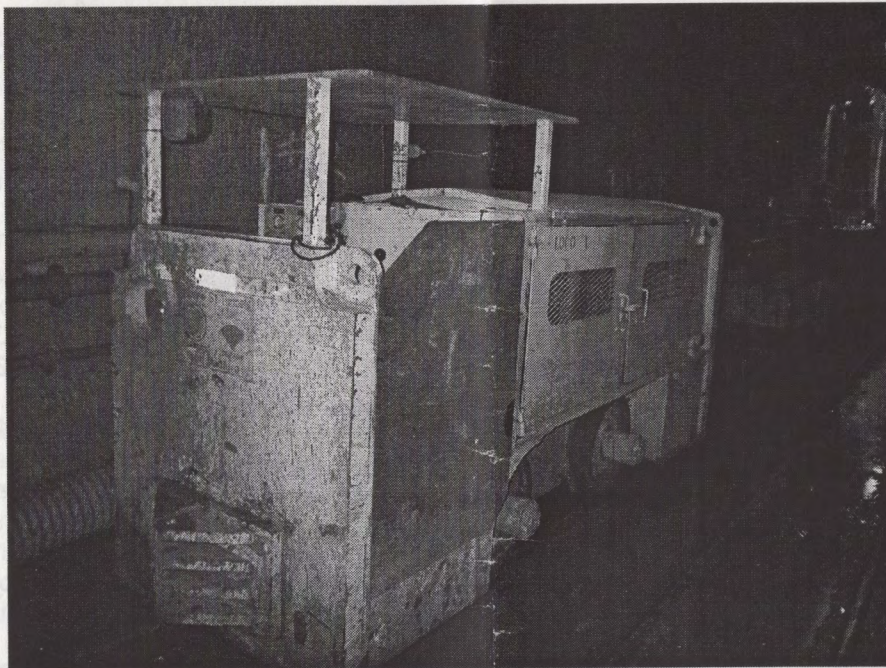
Spoil is being removed from the tunnel by conveyor, but a rail system, believed to be of 2ft gauge, is being used for personnel and materials transport. The tunnel is being lined with pre-cast concrete tunnel segments and the haulage of these is a major task of the rail system. Four English-built 9-tonne Clayton 4w diesel-hydraulic locomotives with Deutz engines are being used on this job. They are on hire from Mining Equipment Inc of Durango, Colorado, USA and were rebuilt at their Farmington, New Mexico works.



The construction sites of these two projects are high security, high occupational safety risk sites and public access is not normally permitted. There is little to see as all the rail equipment is normally kept below ground. Locomotives are on the surface on an infrequent basis and then only for maintenance.

*John Browning  
Member*



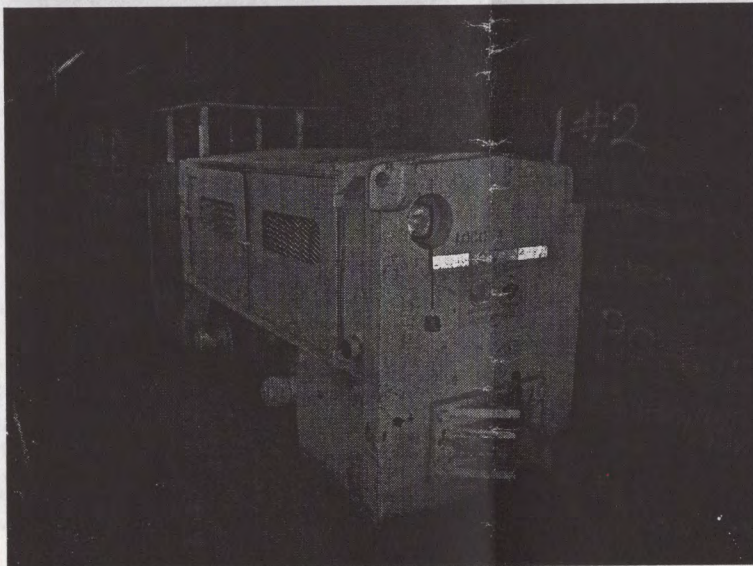


Page 5 Photo  
12 seater  
employee  
car inside S1

Above - One of  
the Clayton  
locos inside  
S1

Left - Same loco  
from front aspect

Photos courtesy  
of BCC - 2000



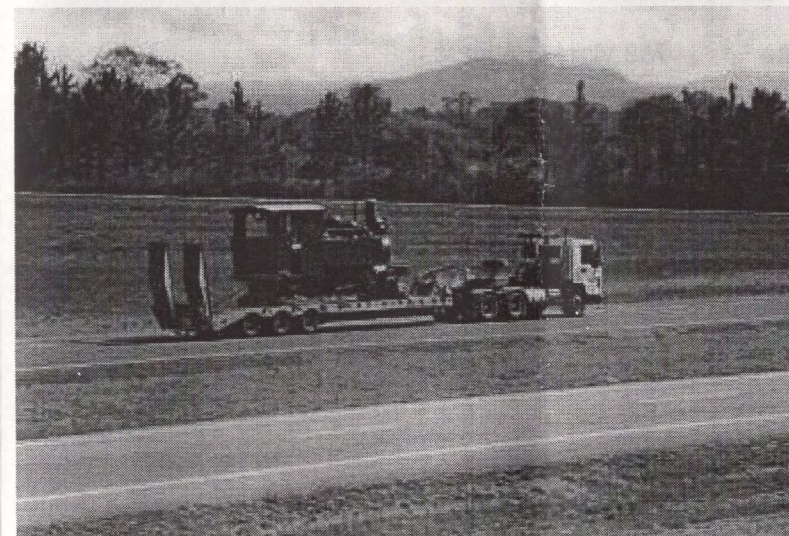
## OUR COLLECTION By Ken McHugh

Due to the other articles and photographs in this month's edition, I have held off presenting "Our Collection" for September. I will continue this column in October.

The front cover of this edition is in colour and my goal is to make this a regular feature for our newsletter. This edition is my trial run and if time, cost and quality remain reasonable then I'll endeavour to keep it up because I believe it adds more interest and looks slightly more professional too.

Last month's insert of BFC5 was very popular with the readership and at no expense to ANGRMS, I have decided to run another edition of photographs. I believe that "Bundy's Last Great (colourful) Adventure" is a truly significant milestone for the Society and those associated with making it happen. David Mewes has correctly pointed out, it has now raised our profile within the Sugar Industry and beyond, not to mention further possible gains when the documentary goes to air next year. Since the Great South-East segment on channel 7 earlier this year, our passenger figures have increased steadily. Here's hoping for more of the same!

If you have enjoyed what you have seen over the last two months, then I invite you to come along to the October monthly meeting and see the presentation by members Rob Deskins and Greg Stephenson who followed BFC5 north with camera/s in hand.



BFC5 heading  
north August  
2000.

Photo - Brian  
Webber

Ken McHugh  
EDITOR



**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, Qld

**Trackwork Partys** 2<sup>nd</sup> 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 & 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** Wednesday 4<sup>th</sup> October Special photographic session - Bundy's  
Last Great Adventure - **ALL WELCOME!**

**Our Internet Site** 798 Visits in August

**Recommended site** <http://pavel.physics.sunysb.edu/RR/USSR/5feet.archieves/>

"Ken, We have some ongoing discussions about Russian NG railways in our mailing list '5feet' (the name is just to denote that we are talking about z-USSR railways, it's not the gauge) Join us if interested!" Regards Dmitry ZINOVIEV (in Russia)

**Cover Photograph** QR 2805 heading south at Wundaru Siding, N/W of  
Mackay passes under BFC5 & train on 23/8/2000  
Photo R. Gough





ABOVE BFC5 crossing the Maroochy River Lift Bridge 12 Aug 2000 R Gough  
BELOW BFC5 on Ex QR Bridge crossing Cattle Creek 22 Aug 2000 R Gough



ABOVE BFC5 Near Cattle Creek 22 Aug 2000 R Gough  
BELOW BFC5 on Cattle Creek Bridge 22 Aug 2000 R Gough

