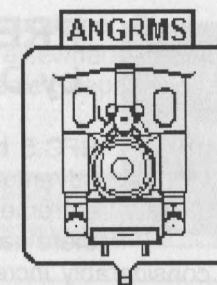


**DURUNDUR
RAILWAY
BULLETIN**

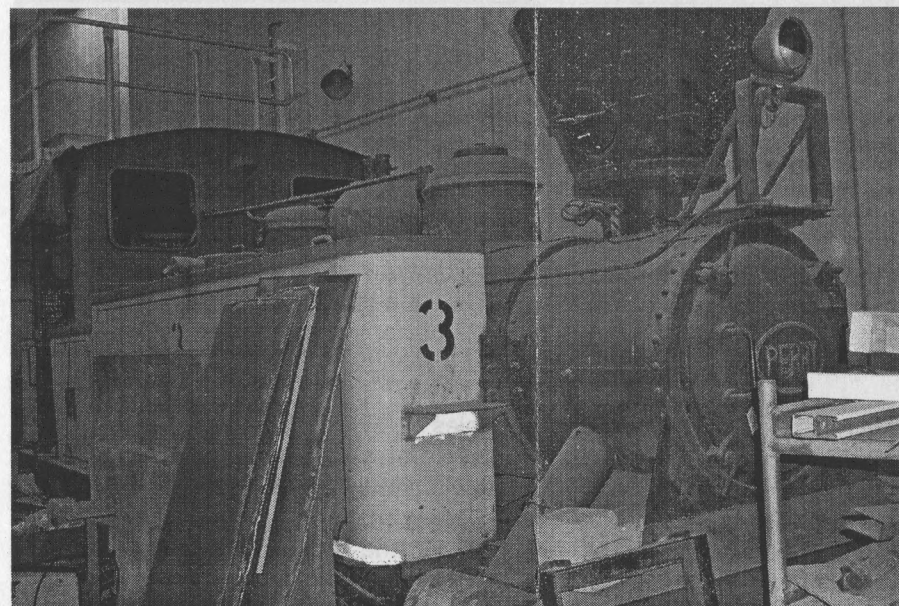


Newsletter of

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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PRESIDENTS REPORT by David Mewes

BFC.5 has not been steamed since returning from its epic adventures in North Queensland. The weather has been extremely dry with no rain since early August and some days there have been very strong, gusty westerly winds. As a result of the considerably increased fire risk we have not used a steam locomotive on site since the end of August.

The excellent publicity accompanying the Bundaberg Fowler during its northern trip continues with TV and newspaper coverage. I have been privileged on a couple of occasions to see the documentary being edited and I can say that it should be an excellent program to see. I have been given a 3 minute promotional video about the documentary for ANGRMS collection. This has been made for the overseas market and is to be shown at a documentary film festival in France, where buyers from TV networks around the world congregate to buy their next season's documentary programs. The documentary is being distributed internationally by Beyond 2000 Productions, the makers of the Beyond 2000 television series. The producer of the documentary has more than 30 hours of film to select from. The editing process is expected to take more than 9 weeks (including weekends).

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

SALES DEPARTMENT

Copies of the rewritten and revised "Innisfail Tramway" book are now available. This is an excellent book and should be on every enthusiast's bookshelf. The recommended retail price 9.95 (\$27.00 for members) for the soft cover version. Copies will be available at Woodford & monthly meetings.

The Society has had a standing order for copies of "Roundhouse" magazine from the New South Wales Rail Transport Museum for some years. Initially these would sell out quite well to members and on Sunsteam Tours and any left overs were usually sold at AMRA model railway show in May. However, we have found that sales have dropped off considerably and we have now decided to cancel our standing order.

Don't forget we have a standing order for "Light Railways" magazine. Please, if you are not a member of the LRRSA, and buy your copy elsewhere, consider supporting your society and reserve your copy from our sales department by contacting me. (Buy now for Christmas!)

Innisfail Tramway	\$27	John Armstrong & Gerry Verhoeven
Light Railway Magazine	\$6	
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	
Illawarra Light Railway Museum Society – Museum Guide	\$13.50	David Jehan
One for the Road	\$42.70	A Roberts
Coffee Mugs BFC5, Beyer Garratt	\$11	
A10 DD17	\$11	
BB181/4	\$10	
Train Whistle Blow'n – At Nambour!	\$28.00	

Note our Society is not registered for GST and that these 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.

David Mewes
PRESIDENT

SUNSHINE PLANTION (The Big Pineapple)

An assortment of rolling stock on a siding at the Big Pineapple as been noted which is more that just regular rolling stock.

Bill Henderson has noted 10 battery locos present when he visited the site last year. Apparently they arrived in about 1997 for possible use in a new attraction and they are understood to be 2ft gauge.

The following shows the chassis running numbers, and in some other cases other details found on a small plate on the battery boxes by Bill. Bill identified one (D23T) as Gemco, but they all appear to be Gemcos.

D2 B2 15
D4 B208
D11 B209 6-9-84 Repaired by Kizaco
D12T
D13
D16 B246
D20
D22 B241 20-10-82
D23T Rail No. 1328 (not clear if this is chassis or body)
D26 0288 July 1987

It is thought this equipment is ex Broken Hill, at least 2 of the locos say PASMICO on them. (See LRN 118 p.7) The rail mounted backhoe has a builder's plate AMMESA AUST. MOBILE MINING EQUIPMENT MODEL No. 85L-E-B4. Serial No. 040. There were also two four-wheel ballast wagons. (Thanks to Bill Henderson, Ray Graf and John Browning for this detail.)

Ken McHugh
Editor



TRACK MATTERS By Greg Stephenson

Life After "Bundy's Great Adventure"

As has been previously reported, Bob Deskins and myself, followed along beside No. 5 on the northern safari. For me, photographically, it turned into a disaster with three major camera failures. Despite that, it was a great trip!

We took the opportunity to watch the ways that the mills organise their navvies' depots and undertake track construction and maintenance.

We were envious of the mechanised equipment in use and the standard of construction at some mills with continuously welded rails, prestressed concrete sleepers and plenty of ballast. However at some mills, the condition of our Woodford mainline was far superior to some mainlines. This is surely a credit to the work of our volunteers.

We also had a close look at the various ways that the mills constructed their pointwork which should be useful when we come to undertaking this work at Woodford.

Saturday 16th September 2000

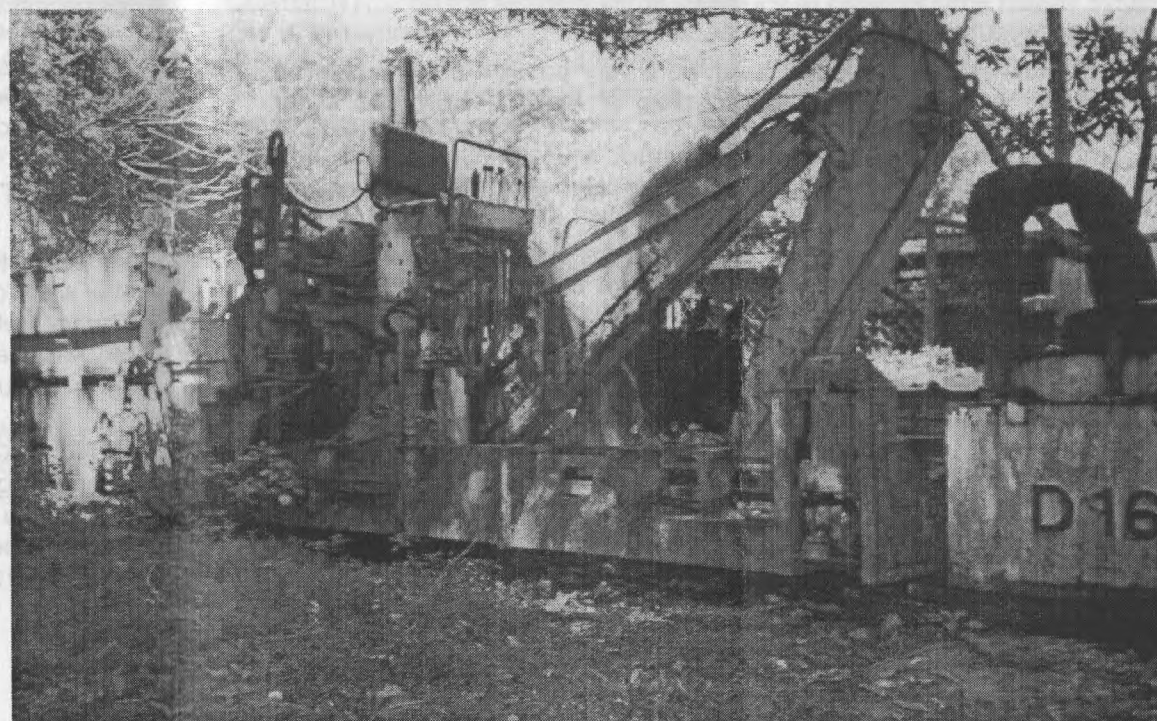
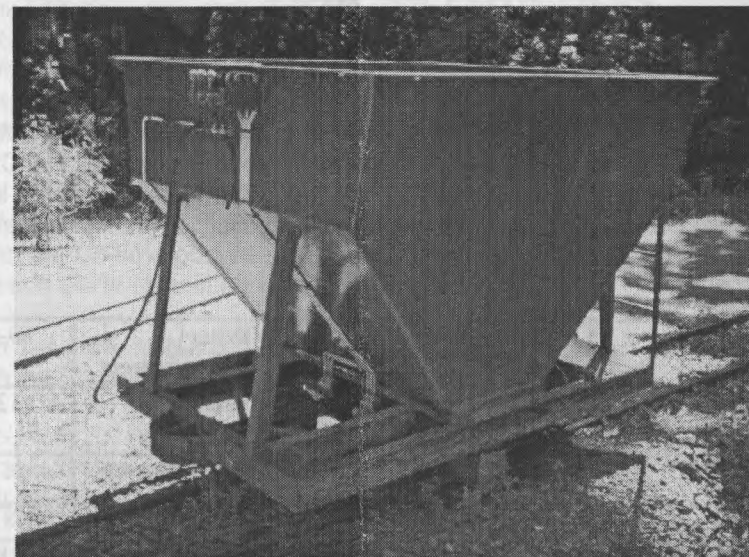
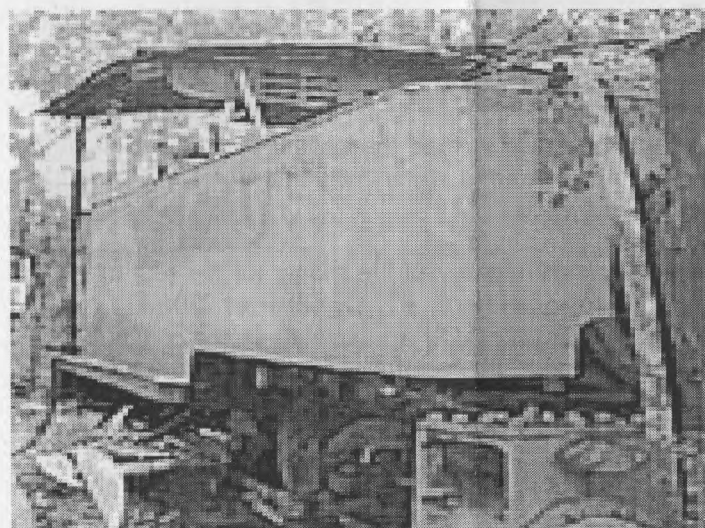
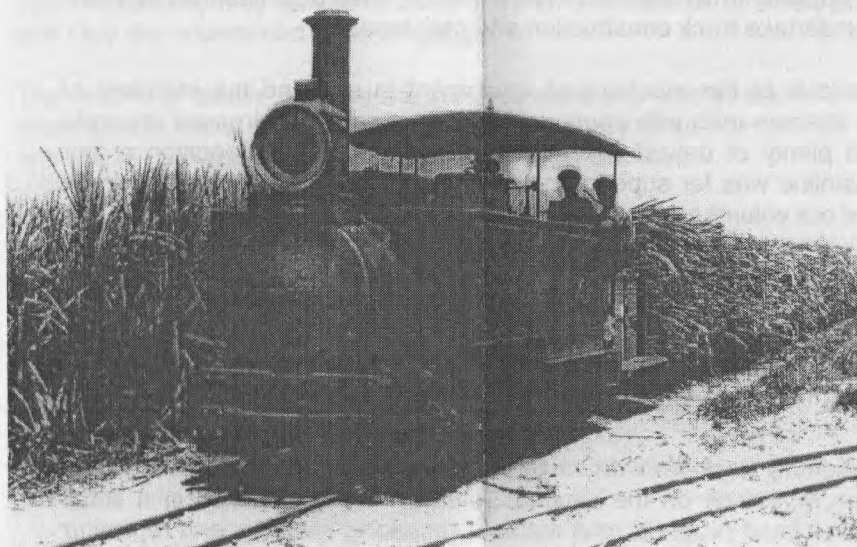
The regular monthly track-work day in September was rescheduled as we were returning from Mossman on the second Saturday. This resulted in a small turnout however good progress was made in respacing sleepers and replacing as necessary around Ch 750 metres.

This section was near an area where we worked the previous month and the two sections will be joined at a future track to provide a continuous run on refurbished track.

Future Track-work Days

As I write this we are preparing for the October track day and will continue with the work commenced in September. We are particularly grateful to Ralph Cumner who brought his backhoe down to load the ballast wagon. With the dry weather, he has been flat out delivering water, however he took time out from his busy schedule to load the wagon.

Future track days will be the second Saturday of the month for the rest of the year being **Saturdays 11th November & 9th December 2000**. Any assistance on track-work days would be greatly appreciated as we continue to improve the quality of our running track. Remember, without a good track, we can't run trains!





OUR COLLECTION

By Ken McHugh

This month we feature Pioneer another of the Society's tank locos, currently located on the road closest to the CWA Hut within the compound. The best "then" photo I could locate of

Pioneer was one a black & white postcard hauling whole stick cane near Mossman year unknown.

FACTS

Name	Pioneer	Wheel Arrangement	0-6-0T
Built By	John Fowler & Co. Leeds England	Weight	12 tonnes
Build #	8047	Horse Power	
Year	1899	Cylinders	2@ 8.5" x 12"
Drive Wheels	25"	B.P.	180psi

BACKGROUND

Steam locomotives built by John Fowler were very popular in the Australian sugar industry and this locomotive is typical of many used in the sugar industry at the time.

This was the second locomotive at the Mossman Mill, Mossman and is fitted with Joy valve gear. Retired in 1965 it lay out of use at the mill until purchased by ANGRMS in 1973. In 1974 it was transported to Brisbane and stored. Pioneer was transferred to our Woodford site in 1983. (Thanks to David Mewes for this detail.)

NEWS, NOTES & COMMENTS -October 2000

MORETON MILL

The new owners of Moreton Mill have announced a \$4.5 million investment program in the mill and an intention to boost the size of its cane crop by another 3600 ha by 2002. In return for this the cane railway system was to be closed down and all cane supplies brought in by road. This would mean the loss of at least 30 jobs in the cane railway department at the Moreton Mill.

The Nambour Chamber of Commerce President, Gary Langford, supported any proposal that would ensure the mill's future. He did express concern about the number and frequency of road vehicles entering the town. He estimated one every eight minutes and indicated there would be cause for concern over pedestrian safety and pollution. 83X
(Sunshine Coast Daily)

The future of Nambour's much loved cane trains is in doubt. The Moreton Sugar Mill has put forward a bold plan to scrap cane trains by 2002 and switch to 100% road haulage in a bid to remain economically viable.

To survive in the new millennium style world of business which features catch phrases such as "globalisation" the mill needs to ensure its viability, and remain functioning.

The mill has about 120km of track with about 120 farmers supplying the mill which crushes 5200 tonnes of cane per day.

(Sunshine Coast Daily)

COMMENT: So the Moreton Mill is proposing to close its cane railway system, one of the worst blunders that could be perpetrated on the unsuspecting people of Nambour and the surrounding district. The current cane railway system may be inefficient or expensive to operate, but is it the fault of the cane railway? I would suggest it certainly is not. The former owners of the Moreton Mill, who sold off their assets because they could not get all they wanted from the Queensland and Australian Governments have run the mill's cane railway system into the ground with minimal funding for maintenance and upgrading of the track system and no money for improving the locomotives and other rolling stock. The staff at Moreton Mill has worked wonders with what little resources they have had but there is just so much you can do if the funding is not forthcoming.

I have seen railways serving coal mines closed in favour of road transport, to save the jobs of the coal miners, only to have the mine close a few months later anyway. There are many examples of this type of false economy. If the cane railway is closed and pulled up, it may make the mill less attractive to other prospective purchasers. CSR pulled out of its northern New South Wales mills after having just closed the tramway system at the Condong Mill. The road transport company, when competing against the mill tramway, undercut the costs to make their form of transport more attractive but once the mill tramway was dismantled and the farmers had just taken over the mill, the road transport

company's contract came up for renewal and, guess what, with no competition the cost of road transport skyrocketed. The farmers were dismayed but there was little that could be done as their tramway had been pulled up.

The current crises in the Middle East and already high oil prices threatening to blow out even more are a major concern to transport operators. The change to road transport with the increased pollution and increased use of the world's dwindling supply of fossil fuels should be a major concern to everyone. I would have thought that the use of a cane train, with a 2 man crew (or even a driver only) bringing in a load of say 500 to 600 tons of cane would be far more efficient in the saving of wages, fuel and time. A truck, with a single driver, bringing in 25 tonnes of cane at a time would take 24 trips **EACH WAY** to achieve the same task. Depending how the cane is to be loaded onto the truck and unloaded at the mill, this could involve the driver in more time – each trip! Of Course, there will be big cost saving to the mill company in not having to provide and maintain the cane railway system as the cane transport system will be the public roads, both local and highway. The mill company won't have to pay for the costs of providing or maintaining these roads, the ratepayers of the Maroochy Shire will as well as the Queensland taxpayer.

Some locals have voiced some support for the proposed cane railway closure, anything to save the mill. But the cane railway closure will still be no guarantee of the viability of the mill. The locals have also voiced their opinion that there will be job opportunities in the mill due to increased capacity and throughput as well as a need for truck drivers. This does not hold either as any increase in mill throughput and capacity will mean the need for more automation and computer control – not more people. Likewise, the supposed jobs from the road transport side may mean a short-term influx of contractors who could live in Brisbane or elsewhere and who will certainly not contribute directly to the economy of Nambour. The road transport company could have its headquarters anywhere outside the Maroochy Shire and control its operation from there and this would not contribute anything to the local economy.

Finally, there is the loss of a quality of life to those members of the public living next to the proposed road transport corridors. It does not take a major mathematical calculation to work out if a road truck carries 25 tonnes of cane and the mill crushes say 800 000 tonnes of cane in a season that it would take **32 000** truckloads to bring the crop to the mill and a further **32 000** empty trucks leaving. Then of course there is the road transport of raw sugar from the mill with empty

trucks in and loaded out say a further **10 000** vehicle movements. A total of **74000 road vehicles** in a crushing season of about 22 weeks – 24 hours per day 7 days per week. That works out at about 1 road vehicle movement every three minutes. What happens when there is an expansion and the mill wants to crush 1 million tonnes of cane? Think of all those road vehicles on busy local roads competing with both local and tourist traffic. The significant increase in road accidents and congestion will probably start to scare tourists away.

There must be an alternative to this very serious proposal. It may be a combination of road and railway transport but whatever happens it is to be hoped that the cane railway system at Nambour is retained and is upgraded and maintained to meet the requirements of a modern sugar industry. One only has to look at the cane railways around Mackay to see what can be achieved. Trains up to 2 000 tonnes, single man operation (experiments under way), combined road/rail transport, altogether a very efficient method of operation

David Mewes

(These comments are my own and in no way reflect the opinions or policy of The Australian Narrow Gauge Railway Museum Society – D Mewes)

CENTRE PAGE PHOTOGRAPHS

- | | |
|-----------------|--|
| Page 6 – Top | Pioneer hauling whole stick cane near Mossman – Photo courtesy of Mossman Mill |
| Page 6 – Bottom | Pioneer as-is at Woodford – October 1999
(Ken McHugh) |
| Page 7 – Top | Hydraulic Ballast wagon, Big Pineapple – September 2000
(Ken McHugh) |
| Page 7 – Bottom | Rail Mounted Backhoe, Big Pineapple – September 2000
(Ken McHugh) |

COVER PHOTOGRAPH – Info courtesy of John Browning

- 1948 Perry built for Proserpine Mill Numbered 5 then 7
- 1964 Sold to Fairymead Mill, Numbered 21
- 1970 Sold to Qunaba Mill, Numbered 4, Renumbered to 3 "Flash"
- 1978 Placed out of use (OOU) and donated to Qld Museum
- Approx 1992/3 Moved from Newfarm Store to South Brisbane Site.

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

General Work Parties Every Saturday

Running Days Every Sunday 10am 4pm

Special Running Days Check with George McHugh

NAME	EVENT	NUMBER
David Mewes	President	3273 2014 or email mewesdj@powerup.com.au
Martin Wiltshire	Roster Clerk	5496 3455 or email kaptakos@caliph.net.au
George McHugh	Special Running Day Coordi.	3265 6834
Greg Stephenson	Track Day Coordinator	3844 9269
Shane Yore	Operations Manager	3269 9493
Paul Rollason	Safety & Training Manager	3278 9110 or email serpar@bigpond.com
Lynn Zelmer	Webmaster	lynn@zelmeroz.com
Ken McHugh	DRB Editor	kensuzy@bytesite.com.au
SM's Office	At Woodford	5496 1976

Key Dates Saturday 11th November – WOODFORD TRACK MTCE

Our Internet Site 670 Visits in September

Recommended site <http://www.ozemail.com.au/~ews3/prrps/prrps.htm>

"Here is a selection of my photographs of the Pichi Richi Railway in the Flinders Ranges, Quorn, SA. These photos were taken in Easter 1997, and the June long weekend 2000." Ed (not the Editor on this occasion, another Ed)

Cover Photo Perry 0-6-2T "Flash" B/N 6160.48.1 of 1948. Photo by Ken McHugh 23/10/2000 at Queensland Museum.