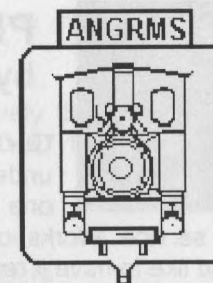


**DURUNDUR
RAILWAY
BULLETIN**



Newsletter of

The Australian Narrow Gauge Railway Museum Society

A B N 92 009 872 011
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ISSN 0158-785x

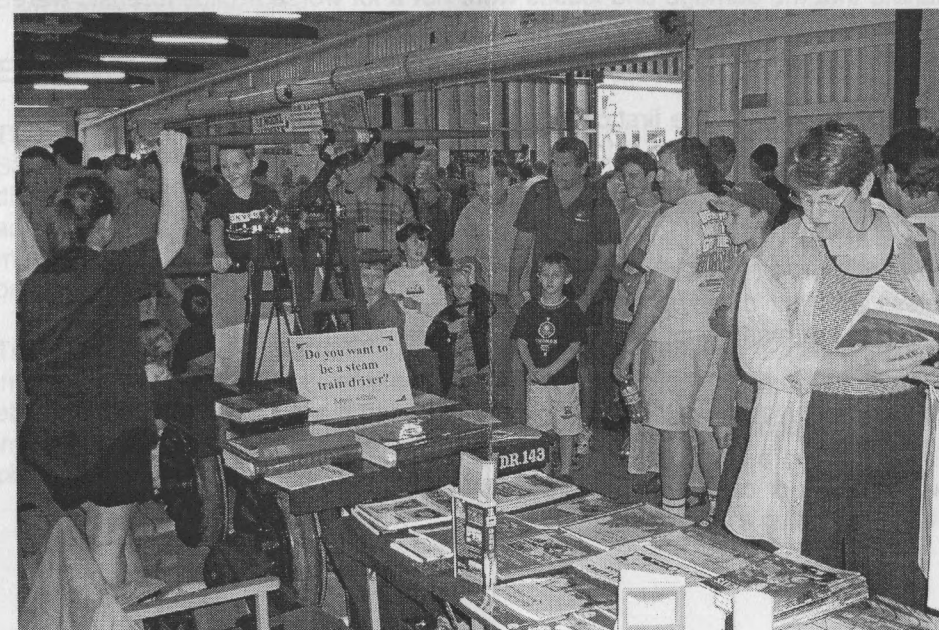
Editor

Ken McHugh
P.O.Box 1135
Woodford QLD 4514

Volume 22

Number 255

May/June 2001





PRESIDENTS REPORT by David Mewes

Our Bundaberg Fowler No.5 is currently out of service undergoing some repairs. The Gemco diesel was used for one public running day and now "Melbourne" has re-entered service. Workshop staff are concentrating on the Bundaberg Fowler as we would like to have it ready by the end of July.

The Moreton Central Mill has invited us to take the Bundaberg Fowler to Nambour again this year, for the annual Sugar Festival. We are sure that with the uncertain future faced by the mill tramway that many people would like to see steam at work between Howard Street Yard and the mill once again. The Sugar Festival runs from the 4th to the 11th August.

We recently suffered break-ins to a number of buildings on site. Five of our security padlocks were broken by a person or persons unknown using a hammer and cold chisel. Unfortunately, no-one locally heard any noise (there would have been a fair bit in the efforts to break the padlocks) or noticed anything unusual. The perpetrators broke into the Ticket Office (probably stole some drinks); Crew Room and the Station Master's Office (trashed the two first aid kits – looking for drugs?). The CWA Cottage was also entered by the thieves. We are indeed fortunate that the damage and losses were not a lot worse. Police forensic were successful in obtaining a number of clear fingerprints which will be added to their database of break-ins on our site and in the local area.

Those members, who are first on site each day are requested to make a general security check of the site and not ignore any open doors or other unusual appearances as if "somebody must not have locked up properly after the last running day" or such like. A number of members signed on in the Station Master's Office on the day the break-in was discovered and assumed that the trashed first aid kits and open doors must have been some other member being careless and not cleaning up after themselves. The break-ins and call to the police was not made until the middle to late afternoon of a Saturday work party day.

We are approaching the end of the Financial Year and now is the time to consider making a donation to the Society's Museum Fund. If you cannot come to work parties or cannot help the Society in other ways then you can help in a big way by making a donation.

We still need more volunteers for running days but, more especially, for work parties.

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 146 750

NEW MEMBERS:

A welcome is extended to the following new members –

Walter Gray Mossman
John Cassiday Woodford

OPERATING STAFF:

Having completed the necessary requirements the following have achieved accreditation for the listed positions on the Durundur Railway.

George HADLEY Locomotive Driver
Chris HADLEY Guard
Chris Hadley is also a Trainee Fireman.

The following members have completed their Basic Safety Training course – Paul Jones and Peter Mills.

ETHANOL/DIESEL MIX TO POWER SUGAR MILL LOCOS

The Queensland Government has provided the CSR Plane Creek Distillery, Sarina with \$75,000 to build a small blending plant to incorporate ethanol into diesel fuel and run a pilot study on its use in trucks and sugar mill locos. The addition of 15% hydrous ethanol to diesel reduces the emission of smoke, the major pollutant, by around 50%, without causing any change to the power provided by the fuel.

The CSR Plane Creek Distillery was the world's first continuous biostill when built in the late 1980's. It has a maximum production capability of 63 million litres of ethanol in a year. Last year it produced 58 million litres, most being used as an ingredient in industrial chemicals, in the manufacture of paints and pharmaceuticals.

The blending plant, which should be completed by the end of this year, will be built at either the Port of Mackay, or at the CSR by-product facility at Oonooie, near Sarina.

(The Farmshed – Source: Rural Press Ltd; Author: Ian Morgan)

INCREASING THE CAPACITY OF CANE BINS

With four tonne cane railway bins costing around \$4,000 the ability to increase the capacity by 500kg for \$200 means big savings.

Modifications to the four tonne bin fleet at CSR Plane Creek Mill won field officer Brian Scott and Townsville based CSR engineer Lino Santarossa a Bright Ideas Award at the 2001 Sugar Industry Innovator Awards. Splaying out the ends of the cane bins was the idea of Lino Santarossa but Brian Scott implemented it. Two steel plates were bolted to the sides of each end of the bins which allowed the top of the bin ends to be moved out 200mm, the added capacity enabling up to 500kg of extra cane to be put in the bin. Mr Santarossa said the amount of extra length able to be accessed depended on the radius of the curves on the rail line, a tight turn in the mill yard at Plane Creek limited this distance to 200mm, whereas at Invicta Mill, the distance was able to be increased to 250mm, which allowed the bin to carry an additional 600kg.

There were other considerations, the bearings on the wheels of the bins had to be large enough to carry the extra weight and there were also harvesting considerations. The benefits to the mill of the modifications to four tonne bins meant the mill could operate with less bins, tipping times were reduced, the sidings would hold a greater tonnage of cane, and, as haulouts, would make less trips to the siding each day, harvesting times would be reduced.

FORECASTING MORE MILL CLOSURES

Mackay Sugar Chairman, Graham Davies, has predicted that if mills are to survive they will need to be crushing 3 million tonnes of cane in a season.

Consequently, with an expected harvest of 50 – 55 million tonnes by 2010 then only 17 or 18 mills (of the current 27) are likely to be around in 10 year's time.

SOUTH JOHNSTONE MILL SALE FOR \$15.1 Million CONFIRMED

Bundaberg Sugar Managing Director, Geoff Mitchell, announced on the 15th March that all conditions of the contract to purchase South Johnstone Mill for \$15.1 Million had been met and the sale finalised.

The company was committed to ensuring the mill was available for the upcoming crushing season. Former employees of the South Johnstone Mill who had accepted offers of employment were welcomed. Safety induction programs for these employees were commenced at 7.0am Friday, 16th March.

Bundaberg Sugar had previously tried to purchase the South Johnstone Mill in 1993 when they offered \$37 Million but this had been rejected by local growers at that time. Bundaberg Sugar had also tried to purchase Tully Mill in 1993 with an offer of \$50 Million, but this had also been rejected.

Industry analysts predict as there is only enough cane in the Innisfail – Babinda region to economically sustain two mills then it is expected that one of the three mills (South Johnstone, Mourilyan, Babinda) will close. This will be made much easier now as Bundaberg Sugar owns all three.

*The Farmshed – Sugar
News 16/3/2001*

ENGINEERING REPORT

New batteries have been purchased for the Gemco diesel loco. These were used to jump start the Jenbach diesel loco recently. The Jenbach started first try and was driven up to Story Brook Cottage Station and return several times. The loco was test run through all gears in each direction and ran very well.

Pleystowe No.5, the Bundaberg Fowler 0-6-2T has been withdrawn from service for an overhaul. The main task will be to fit new steam pipes from the front tube plate to the cylinders. These pipes are badly corroded and were the ones which gave us trouble during the filming of Bundy's Last Great Adventure in August last year. Fortunately, the failure occurred whilst the loco was in Bundaberg and repairs were made at the Bundaberg Foundry by welding a patch over the hole in the pipe. This was only a temporary repair and now one pipe has failed completely. The Board has decided to replace both pipes. We have obtained a quote of almost \$2,000 for two replacement pipes and are currently seeking further costings. The loco's smokebox also needs replacing but we do not have sufficient financial capacity to pay for a replacement at this time.

A lack of volunteers presently, is causing some concern. The attendance of the community service workers has continued to be erratic and this has thrown a bigger workload on our few volunteers. There is a constant need to mow the grass on site at this time of year and this is a time consuming job. Hopefully, we can sort out this problem with the Corrective Services Department. Bill Blannin is doing an excellent job in co-ordinating this workforce and we need to give him all the support he needs to ensure these people are given appropriate tasks and are kept occupied. The main task we require of them is mowing the grass and general site tidying up.

SAFETY TIP

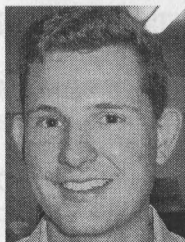
The Stationmaster and Guard are both responsible to ensure work sheets are completed on running days.

The Daily Log Sheet is the responsibility of the Stationmaster. The Stationmaster is to ensure that all the required sections are completed and signed off. The Log Sheet is to be dated and safety checks recorded along with any incidents that may occur. Comment may be made in the bottom section as to weather conditions etc, if required.

The Guard's Log Sheet is essential to record the running of trains and number of passengers carried. This document is the responsibility of the Guard, who must ensure it is correctly completed and the date is recorded.

Both these documents are part of our Safety Management System and are important records of the Society's operations.

David Mewes
President



Safety & Training Update By Paul Rollason

Firstly I must thank all those members over the last year who have participated in the roster and done such an excellent job of maintaining the safety issues of the Society and keeping such a high standard.

I have included a list of all members who have completed the training and assessments for various roles within the Society. If your name appears under the theory and practical assessment for each role then you are

currently accredited for that role in the Society and you can perform that role on any roster day. If your name doesn't appear in both the theory and practical assessments or not at all, it probably means you haven't been accredited for that role and you won't be able to participate on the roster for that role until you have been assessed.

Please contact me at home on (07) 3278 9110 and we can organise to have you assessed for that role. I don't want to exclude anyone from the roster but we have an obligation to the public, Queensland Transport and to yourself and other members to ensure the safety of others.

If you haven't been accredited for a particular role and appear on the roster, please contact me or arrange for another accredited person to take your place. Remember you too have a responsibility.

Paul Rollason
Vice President

'Where is the Museum?' Part 6 By Lynn Zelmer

Part 6 of this series looks at the potential of the museum at Woodford and is adapted from 'Opportunities for Non-Formal Education in a Specialist Museum', a paper presented by ANGRMS member, Lynn Zelmer, at the Open Learning 2000 Conference, Brisbane, December 2000.

Visitors to the Woodford site range from railway and locomotive enthusiasts to families on a weekend outing, school classes to newly weds looking for a unique background for their wedding photos, and excursions for nursing home residents to the casual tourist.

It is unlikely that ANGRMS will have the resources to meet the needs of all of these groups, but it is necessary to provide a range of experiences that encourage repeat trade and word of mouth advertising. Our display panels, with photographs of locomotives owned by ANGRMS, have been a first step. They've featured at Brisbane and area train shows and conferences and are displayed at Woodford when not in use elsewhere.

Setting up the display room on the station platform has also been important. It contains a number of artefacts as well as the display panels, and recently received a small display case with photographs of wider cane industry activities. By year end this should be supplemented by a small diorama showing cane railway equipment in context.

The short to medium term activities suggested below and in next month's extract expand upon the museum's current activities and appear feasible given the society's finances and staffing profile. Our first priority must be to develop materials which enhance the experience of the paying patron while explaining the historical context for the museum's artefacts.

Informative handouts: There is an immediate need for three simple handouts which, depending on their interests, the Woodford visitor can take away for future reference. Given the society's finances it may be necessary to solicit advertising to cover printing costs.



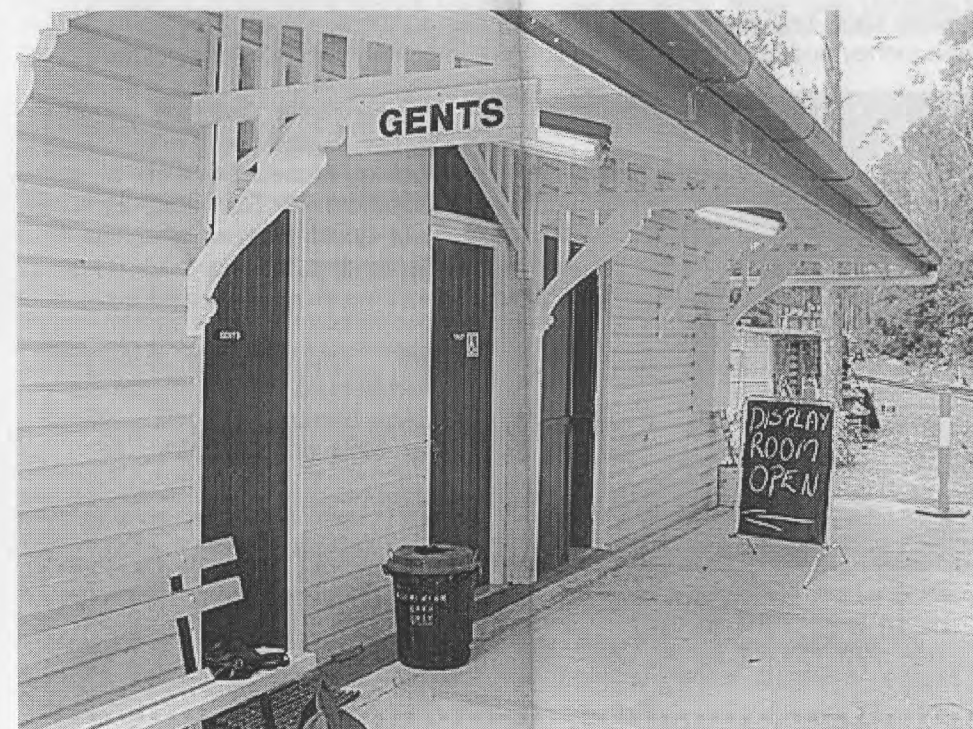
First, a general brochure describing the museum and its purpose as well as the historical context for the museum's collection. This brochure should include a sketch map of the museum site with exhibit areas identified and line drawings of the normal operating locomotives, etc.

Second, one or more activity sheets aimed at the school age visitor. This could include colouring pages, a list of items for a 'scavenger hunt' and questions for further study on the Queensland cane industry with a list of appropriate on-line and print references. A start has been made on this but more work is required.

Third, a small illustrated booklet describing the collection in some detail and providing references for further serious study of the collection and the cane industry. [To be continued.]

Left – Our current display in the Wamuran SM Office
Below – Outside the Wamuran SM Office

Lynn Zelmer
Member





OPERATIONS BRANCH UPDATE

By Shane Yore

In a cooperative arrangement with SunSteam, I have setup a joint excursion on the Mary Valley Rattler for 30 Sept 2001.

Anyone that hasn't ridden the Mary Valley Rattler should take this opportunity to ride with fellow enthusiasts and reap the benefits of going as a group. It a great ride and a great day out and we haven't done anything like this for awhile so - if you're interested please come along for the ride. It promises to be a great day. (I promise we're not riding in covered wagons)

Members will need to make their own arrangements to get to Gympie and be at Gympie Station for a 9am departure. (I'd suggest a bit earlier for photo's) Lunch is available at the "Hotel Imbil" and will be buffet style for just \$12- bookings req'd

Fares for the Rattler are \$25 adults and Children \$13.50.

I need to know final numbers by 7th September so there is plenty of time to save up the money and be there. Call me if you're interested in lunch re bookings.



Please make Cheques payable to The Australian Narrow Gauge Railway Museum Society c/- our Woodford PO Box. I will confirm your booking on or after the 7th September 2001.

Left A couple of ANGRMS members (& others) on the Mary Valley Branch getting 'fit' Photo Ken McHugh 31/3/2001



OUR COLLECTION

By Ken McHugh

This month, "Our Collection" takes a break as there are other items of interest with higher priority.

I would like to personally thank Lynn Zelmer for his recent donation to the Society. Lynn recognises that living regionally, he isn't able to assist physically as often as he may wish, yet by acting as our Internet Webmaster, coming to Track Work parties when his schedule permits and offering a donation are all commendable. I'm sure the Board will be pleased to accept your donation Lynn.

Speaking of donations, Bundy's Steam pipe that was patched in Bundaberg Foundry during "Bundy's Last Great Adventure" has proven it was only a temporary fix. It is now confirmed that BFC5 requires a new steam pipe and this is estimated at \$2000. Given our passenger numbers are low this year, we are seeking donations from members to get BFC5 back in action. BFC5 is scheduled to go to Nambour in August. The workshop guys are ready and waiting to install the pipes, but alas, no funds, no pipe, no BFC.

PLEASE MAKE A DONATION to help put new Steam Pipes into BFC5. Please make Donations to The Australian Narrow Gauge Railway Museum Society. Donations are tax deductible. We need \$2000 to fix this problem once and for all.

I've made this edition May / June for 2 reasons. Firstly I'm taking a holiday and will not be here to produce June's edition. Therefore I've held over May as long as possible so that as much info as possible is in this edition. Secondly, we save about \$100 in postage and stationery. (This small saving may only pay for transportation of the Steam Pipes).

At May's monthly meeting, Larry Zetlin bought along the video of Bundy's Last Great adventure. The 21 members that came along were lucky enough to see it all on the BIG SCREEN. We saw the TV version and it was very well presented and reflected well on the Society and our crew. I look at Paul Rollason's photos of the event with envy, yet I watch the documentary and actually turn green. The loco is captured beautifully from every angle and just seeing her operate outside the usual Woodford environment nearly brings a tear to ones eye. Thoroughly enjoyable and educational viewing.

I would like to thank all those that assisted with the AMRA stand at this year's show. As can easily be seen by the front cover photo, it was no picnic in the park in terms of effort. I would especially like to thank the Rollason's for their efforts. I remember the stand from few years ago and its come along way from what it was then. Now with updated photos, new signage and an innovative stand for the handcar to operate without travelling. Children this year could stand and push/pull (under strict supervision) the handcar creating an amazing amount of attention for our Society. It gave us a good opportunity to hand out flyers and talk to people genuinely about our activities and operations. Thank you to all that made the time to come and assist.

Ken McHugh

RESOURCE PAGE**Monthly Meetings**

8pm, 1st Wednesday of every month
 Scouting Association of Australia
 32 Dixon Street, AUCHENFLOWER*
 *call D Mewes 1st to confirm venue

Woodford Address

Margaret Street, Woodford, Qld

Website Address

www.angrms.org.au

Trackwork Partys

2nd Saturday of each month

General Work Parties

Every Saturday

Running Days

Every Sunday 10am 4pm

NAME	ROLE	NUMBER
David Mewes	President	3273 2014 or email mewesdj@powerup.com.au
Steve Baker	Treasurer	3857 2495
Bob Gough	A/Secretary	3848 3769 mjcq@bigpond.com.au
Shane Yore	Operations Manager	3888 1307
Martin Wiltshire	Roster Clerk	5496 3455
Greg Stephenson	Track Day Coordinator	3844 9269
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

Recommended The Cairns Kuranda Steam Railway continued on track testing of their train recently. Locomotive 0401 ex South African 24 class hauled 8 SX/SXV carriages between their depot at Edge Hill and Redlynch. The test train continued towards Kuranda but encountered difficulties restarting the train after brake tests near Jungara and returned to Edge Hill without reaching Kuranda. www.sunsteam.org.au (news)

Cover Photo – A typical day at our stand at the AMRA show, visitors crowded in to see the pumper trolley operate, view our photographs, products for sale and talk to members about our activities.

Photo - Ken McHugh, May 2001

LIST OF MEMBERS WHO HAVE SUCCESSFULLY COMPLETED VARIOUS ROLE ASSESSMENTS as at 28 April 2001

COMMON CORE

No formal assessment made as yet. However the following members attended a training seminar.

Paul Andrew Rollason	Tony Alexander Lindsay
Owen Thomas Coster	Kenneth George McHugh
Greg William McHugh	Stephen John Malone
Stephen Harold Baker	Raymond James Mewes
Leslie James Beahan	Robert George Gough
David James Mewes	John Baines Green
Shane Patrick Yore	

DRIVER - Theory

Paul Andrew Rollason	Tony Alexander Lindsay
Stephen John Malone	Stephen Harold Baker
Leslie James Beahan	Robert George Gough
Shane Patrick Yore	David John Thornton
Martin Wiltshire	Raymond Mewes

DRIVER - Practical - General

Shane Patrick Yore	Stephen John Malone
David John Thornton	Leslie James Beahan
Stephen Harold Baker	Leslie James Beahan
Martin Wiltshire	Paul Andrew Rollason
Tony Alexander Lindsay	Raymond Mewes

Assessment to continue as drivers are on roster.

DRIVER - Practical - Melbourne

Paul Andrew Rollason	Tony Alexander Lindsay
George McHugh	Kelvin Ayling
Robert George Gough	Leslie James Beahan
Stephen John Malone	Stephen Harold Baker
Shane Patrick Yore	Martin Wiltshire
David John Thornton	

Assessment to continue through 2001 as Melbourne just returned to service

DRIVER - Practical - BFC-5

Shane Patrick Yore	Raymond Mewes
--------------------	---------------

Assessment to continue through 2001 once back in service

FIREMAN - Theory

Paul Andrew Rollason
Stephen John Malone
Leslie James Beahan
Shane Patrick Yore
Kenneth George McHugh
David James Mewes
David John Thornton

Tony Alexander Lindsay
Stephen Harold Baker
Robert George Gough
Owen Thomas Coster
Raymond James Mewes
Martin Wiltshire
George Hadley

FIREMAN - Practical

Shane Patrick Yore
Raymond James Mewes

Owen Coster
Martin Wiltshire

Assessment to continue as Fireman are on roster

STATION MASTER - Theory

Paul Andrew Rollason
Stephen John Malone
Leslie James Beahan
Shane Patrick Yore
Kenneth George McHugh
David John Thornton

Tony Alexander Lindsay
Stephen Harold Baker
Robert George Gough
John Baines Green
David James Mewes
Kelvin Ayling

STATION MASTER - Practical

John Baines Green
Kelvin Ayling

David John Thornton

Assessment to occur as Station Masters are on roster

GUARD - Theory

Paul Andrew Rollason
Owen Thomas Coster
Greg William McHugh
Stephen Harold Baker
Leslie James Beahan
David James Mewes
Shane Patrick Yore
Thelma Wiltshire
David John Thornton

Tony Alexander Lindsay
Kenneth George McHugh
Stephen John Malone
Raymond James Mewes
Robert George Gough
John Baines Green
Cheryl Wiltshire
Dianne Thornton
Kelvin Ayling

GUARD - Practical

Cheryl Wiltshire
John Baines Green

Greg William McHugh

Assessment to occur as Guards are on roster

SALES - Theory

Dianne Thornton
Thelma Wiltshire

David John Thornton
Greg William McHugh

Assessment to occur as Sales Officers are on roster

No formal assessment was made of the following people as yet, however the following members attended a training seminar.

David James Mewes
Stephen Harold Baker
Kenneth George McHugh

Raymond James Mewes
Greg William McHugh

SALES - Practical

Dianne Thornton
Greg William McHugh

Thelma Wiltshire

Assessment to occur when Sales Officers are on roster

GENERAL SAFETY INDUCTION - Theory

Paul Andrew Rollason
Owen Coster
David John Thornton
Raymond James Mewes
Kelvin Ayling
Leslie James Beahan
Martin Wiltshire
Bill Blannin
Robert Deskins
Chris Hadley

Shane Patrick Yore
Dianne Thornton
Stephen John Malone
Greg William McHugh
Tony Alexander Lindsay
John Baines Green
Stephen Harold Baker
Greg Stephenson
George Hadley
Peter Mills

EMERGENCY TRAINING - Mock Emergency 30-10-99

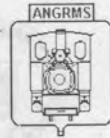
Paul Andrew Rollason
Owen Thomas Coster
Stephen John Malone
Raymond James Mewes
Leslie James Beahan
Shane Patrick Yore
Martin Wiltshire
George McHugh
Michael Bertucci

Tony Alexander Lindsay
Kenneth George McHugh
David James Mewes
John Baines Green
Robert George Gough
Thelma Wiltshire
Greg Stephenson
Bill Blannin



THE AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY

A.C.N. 009 872 011 A.B.N. 92 009 872 011



ANNUAL FUND RAISING APPEAL – 2001

Members,

It is again nearing the end of the tax year and we would like to appeal to members to consider making a donation towards The Australian Narrow Gauge Railway Museum Society. You support the Society by being a member and many of you are active at work parties, on public running days or at promotional displays.

One member, who cannot attend work parties as he lives too far away recently made a substantial donation to the Society. Some of this donation will be used to purchase a large, quality electric drill to drill sleepers for our track gang and a further amount will be used by our webmaster for public display material. We would hope that all our members will consider making a donation towards the Society's activities. If you cannot come to work parties perhaps this is one way that you can help your Society achieve its aims.

There are currently a number of projects that we are undertaking or would like to undertake but cannot progress these without financial support. These have not been listed in priority order.

1. Extension of Workshop Road for a pit to allow easier access to our locos.
2. A suspended concrete slab to replace wooden decking in front of the ticket office.
3. Concrete mowing strips under fenceline to make site maintenance easier.
4. Work on the design and construction of a new passenger coach
5. Repairs to the steam pipes on the Bundaberg Fowler, No.5
6. Fitout of Stationmaster's Office (shelving, desk etc)
7. Conversion of Crew Room to a Museum Display area
8. Purchase of more sleepers for track maintenance

REMEMBER – Donations of \$2 or more to the Society's Museum Fund Gifting Account are an allowable Income Tax Deduction and receipts will be available early in the new financial year

David Mewes
President

THE AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY
A.B.N. 92 009 872 011 A.C.N. 009 872 011

ANNUAL FUND RAISING APPEAL – 2001

The Australian Narrow Gauge Railway Museum Society, PO Box 1135 WOODFORD, QLD, 4514

Please find enclosed a cheque/..... to the value of \$.....
Being a donation to The Australian Narrow Gauge Railway Museum Society Museum Fund.

Name:.....

Address:.....

Signed:..... Dated:.....

I ☐ approve / do not approve my name being printed in the DRB as a member that donated.
(please circle one)