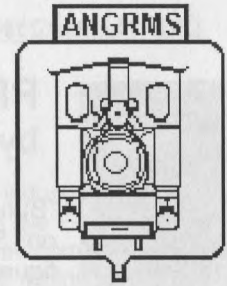


**DURUNDUR
RAILWAY
BULLETIN**



Newsletter of

The Australian Narrow Gauge Railway Museum Society

A B N 92 009 872 011

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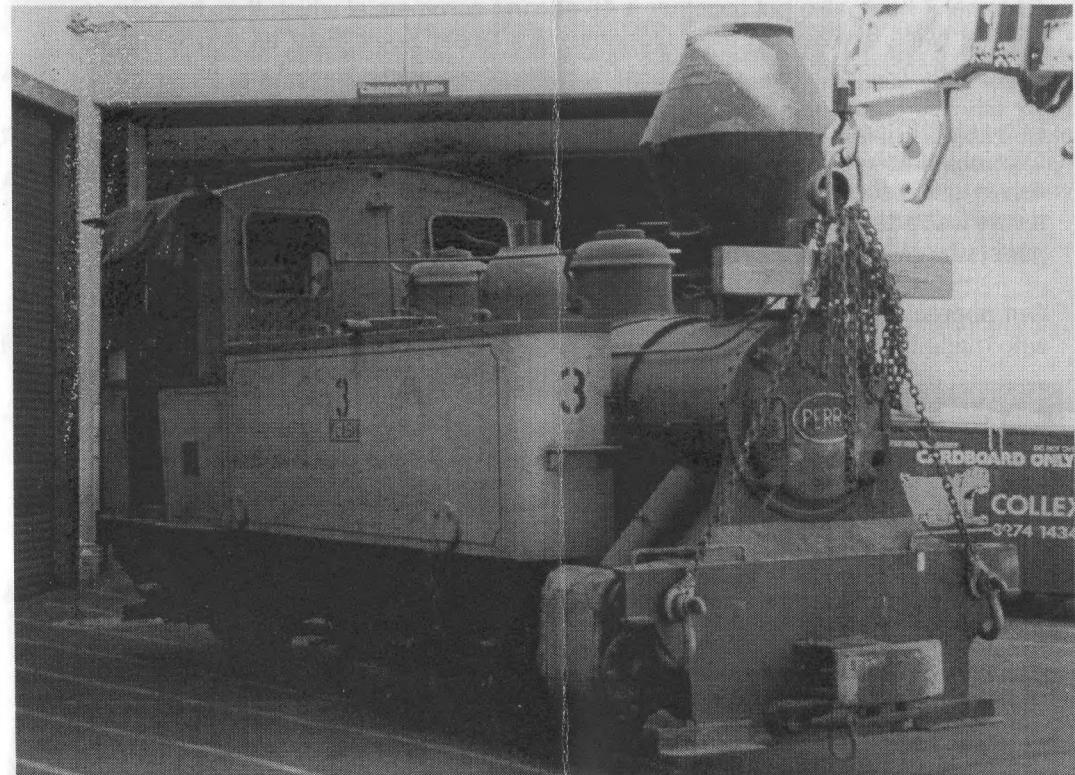
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PRESIDENTS REPORT by David Mewes

"Bundy's Last Great Adventure" went to air on the 7 Network on Saturday, 22nd September. Since then our attendance figures have improved significantly. The video was well received but Channel 7 cut about 15 minutes out of the program. If you would like the full 55 minute version then please order a copy through the Society now. We have had many enquiries about the video from within Australia and overseas. One e-mail from America said that his wife was so taken with the Queensland scenery that she is now very keen for a holiday here. Others have enquired where can they see steam in the canefields or if they can organise a safari with Bundy similar to that shown in the video.

Since the video was shown on the 7 Network our passenger figures have risen significantly. This is very pleasing. However, during the recent severe dry spell we have started using the diesel locomotive instead of the steam engine and so our passengers have not been able to actually travel behind the "Bundy".

Channel 7 have also put together a 15 second commercial which they have been playing twice a week on their Queensland's Great South-East as a Community Service Announcement.

Fifteenth of September was the Official Launch of Bundy's Last Great Adventure at the Durundur Railway. It was well attended and by members guests & government representatives

Our appreciation goes to all those who made this event possible.



Above - After the official launch a BBQ lunch was enjoyed by attendees.

Left - David Mewes (on the platform) and Paul Rollason (Loco Cab) discuss the days' arrangements.

Photos - 01



FINASUCRE By David Mewes

Finasucre a name connected with the European sugar industry but unheard of in Australia until it purchased the Bundaberg Sugar Ltd from the English firm of Tate & Lyle on the 17th July, 2000. The news that this Belgian based company had purchased one of the major sugar industry groups in Australia for \$425 million was greeted by rail enthusiasts with both concern and interest. What would it mean to the sugar industry and even more what would it mean for the cane railway systems? Only time will tell, what the eventual outcomes will be as *p-1Xexpands and consolidates its assets in Australia. The purchase of South Johnstone Mill and investigations into mill rationalisation in the Bundaberg and Innisfail districts are part of this process.

The purchase of South Johnstone Mill earlier this year has added to those mills Finasucre had purchased from Bundaberg Sugar in 2000 being Moreton Mill, Nambour; Millaquin; Bingera and Fairymead mills at Bundaberg; Mourilyan and Babinda mills at Innisfail and Tablelands mill at Arriga near Mareeba making a total of 8 sugar mills rivalling CSR Ltd which owns 7 mills and the Mackay Sugar Co-operative which owns 4 mills and is the biggest of the farmer owned co-operative mills. The remaining co-operatives own only one mill each. Finasucre has thus become a major force in the Australian sugar industry.

Finasucre is a privately owned, family business. It has interests in food ingredients, sugar, sugar derivatives and tropical plantations. Auguste Marie Lippens founded a sugar beet mill at Moerbeke, Belgium in 1869. The family business grew with the involvement of Auguste's son and grandson helping. The grandson, Paul, was killed during World War 1. The sugar business expanded and a cane sugar mill was built in the Congo in 1925. The Lippens family's sugar assets were merged into one company, Finasucre, in 1929. Robert Lippens, son of Paul Lippens, took over the company following World War 2. By 1988 the company had three beet sugar mills in Belgium - Moerbeke, Escanaffles and Frasnes - and one sugar mill in the Belgian Congo - Kwilu.

Robert Lippens continued developing the company until 1991 when he retired and was succeeded by his two sons Paul and Olivier.

The mill at Escanaffles was closed in 1990 and a company owned food ingredient factory manufacturing natural lactic acid and lactates, replaced it.

Paul and Olivier Lippens now own and manage the Finasucre company. They have visited Australia many times since their purchase of Bundaberg Sugar, familiarising themselves with their Australian assets and the Australian sugar industry.

Reference: "Bundaberg In-Sites" Vol.4 No.10 - November 2000 an in-house newsletter for Bundaberg Sugar Ltd.

NEWS, NOTES & COMMENTS

By David Mewes

MOURILYAN MILL, BABINDA MILL, SOUTH JOHNSTONE MILL

Visit: August 20 – 21st August 2001

The former Goondi Mill locomotive shed is now used as an outdepot for both Mourilyan and Babinda Mills. The purchase of the South Johnstone Mill has seen the traffic operations combined with those of Mourilyan and Babinda at Mourilyan Mill. All traffic movements are controlled from here. The traffic office is a most impressive place with three train controllers (at least on day work) each responsible for one mill's railway traffic. A computer generated plan of the railway system is shown on a screen above the control desk and each locomotive (through its GPS transmitter) is identified on the map through a new numbering system applied to all the locos. If the locomotive is moving, the marker on the screen shows as green, if the loco is stopped it is red.

In addition to the projected railway system map there are a series of video display units which show the mill yard layouts both as plans and in real life. Using a controllable video camera in each full and empty yard the traffic officers can identify the activities taking place under their control.

The new numbering scheme has each locomotive with a running number with the Mourilyan fleet numbered between 1 and 10; the Babinda locos are 11 to 19 and the South Johnstone fleet have been numbered 21 to 38, generally by adding a 20 to the existing number. South Johnstone No.s 1, 2 and 3 have been numbered 21, 22 and 23 for example. Some locos do not conform to the expected numbering. South Johnstone No.20 has been renumbered 38 and not 40 as might have been expected.

MULGRAVE MILL Visit: 22nd August 2001

I have not visited the mills north of Mackay since 1984 and, as might be expected, many changes have taken place. To me one of the most dramatic was the changes around the former Hambledon Mill. The township of Edmonton is now a suburb of Cairns and the location of the Hambledon Mill is completely obliterated. I was once very familiar with the mill location and the surrounding district, but this time I found it difficult to identify any familiar locations. Even the location of No.4 Hudswell Clarke 0-6-0 still preserved at the mill site was hard to find. There are houses and suburban streets everywhere. The Mulgrave Mill railway traverses the suburban streets towards the back of the estate. It must be a nightmare for the operating staff with children playing and vehicles coming out of driveways, not to mention all the street crossings.

FAIRYMEAD MILL, MILLAQUIN MILL Visit: 24th September 2001

The locomotive fleet have been given names to facilitate the implementation of a new train control system. The names were selected as the result of a local competition. As most of the names are locations on the cane railway systems of Bingera, Fairymead and Millaquin their call sign is always preceded by "Loco name". Like Bundaberg Sugar's north Queensland operations the train control is centralised at one mill, in this case Millaquin.

The new names for locomotives at Millaquin and Fairymead are as follows:

MILLAQUIN MILL

47	BURNETT 0-6-0DH	ComEng	AH2967	1963
561	MARGAM 0-6-0DH	Clyde	57-159	1957
591	ASHFIELD 0-6-0DH	Clyde	65-441	1965
731	VULCAN B-B DH	EMB	5317-1-11-73	1973
732	CALAVOS B-B DH	EMB	4983-1-7-73	1973
751	BUCCA B-B DH	EMB	6104-1-8-75	1975
752	BAROLINB-B DH	EMB	6456-1-11-75	1975
	ELLIOTT B-B DH	BF-H	002	1991

FAIRYMEAD MILL

55	TANTITHA 0-6-0DH	Clyde	6	1954
56	HINKLER 0-6-0DH	Clyde	56-89	1956
60	WAIMEA 0-6-0DH	Clyde	60-219	1960
66	PERRY 0-6-0DH	EMB	6-1576-1-8-66	1966
70	RUBYANNA 0-6-0DH	EMB	3406-1-7-70	1970
80	MIARA B-B DH	EMB	8988-1-6-80	1980
82	FAIRYDALE B-B DH	EMB	10048-1-6-82	1982
91	BOOYANB-B DH	BF-H	001	1991

Number 46 QUNABA (EMB 4w-2DH) was noted on a short isolated section of track in the navy yard near Bingera Mill.



TRACK MATTERS by Greg Stephenson



As reported in the August DRB, on Sunday 2nd September 2001 we collected a load of sleepers. Our next scheduled track day was:

8th September 2001

The morning was spent sorting and cutting sleepers that had been stacked near the workshop. The cut sleepers were transferred to the work train for use in the track and the offcuts added to the firewood heap for loco fuel.

Late morning, we headed up the track to around Ch 510 to a spot identified at the last annual inspection for respiking of sleepers. On closer inspection, it was decided to take the opportunity to respace and replace a number of sleepers as the existing sleepers would have needed replacing in the foreseeable future had we just taken the expedient of respiking. After lunch, we had to contend with misting rain however we needed to finish the work started to ensure that the Sunday services could be safely operated. We also took the opportunity to replace two other isolated sleepers that had been identified during the annual inspection.

At this stage the track days for the rest of the year will be the second Saturday of the month being Saturdays, November 10th and December 8th 2001. We continue to need your help.

Greg Stephenson
Member

"Where is the Museum?" by L Zelmer

The previous segments in this series were 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. This article looks beyond that paper.

Is there a future for the Museum?

The issues raised in my paper came from discussions with members during 2000. Since that time we have had a number of successes, including setting records for the number of sleepers replaced during a trackwork day, and the Board has begun addressing fundraising and other survival issues.

However, the basic problems remain.

The Durundur Railway at Woodford barely meets the most basic definitions of a museum. There is a collection of artefacts, in a single location, under the care of an organisation devoted to their maintenance. ANGRMS itself has a dedicated group of individuals who have some of the knowledge and skills necessary to manage the museum and its artefacts. As well, the museum has a public presence in the community where it is located and a limited virtual presence through the society's web site and publications.

Unfortunately, the museum is located out of the sugar cane districts which supplied the majority of its artefacts, thus it lacks context. The society's small membership is aging. There aren't enough dedicated workers for the proper maintenance of the collection and site, let alone an expansion, and management skills, particularly in the areas of fund raising, non-formal education and museum presentation are weak.

Are there any solutions?

To paraphrase an American president, we need to ask not what ANGRMS can do for us, but what we can do for ANGRMS.

Many skills are required to maintain the museum—including cleaning the toilets, keeping the financial records, maintaining track, restoring equipment and operating the Sunday trains. While it is likely that no single member will ever have the skills to do all of the tasks required, there are tasks for every member/volunteer, regardless of competency level. Admittedly, most of the tasks require attendance at Woodford but there are tasks that can be done offsite by willing workers if the society can develop appropriate policies and procedures.

On the restoration side, this suggests that the Board—among other things—needs to complete the inventory of artefacts and their location. Restoration projects and priorities can then be developed and member input as well as funding solicited.

Similarly, a schedule of maintenance tasks with instructions/competencies for their proper completion, needs to be developed comparable to the roster of trained operators for the operating days. Where necessary, training needs to be provided, competencies tested for appropriate certification and most importantly, the pool of available workers expanded.

A successful museum operation requires every member to be knowledgeable about the museum, its artefacts and operations. The safety induction introduces members to the specific skills and attitudes which ensure safe operating. A similar induction, with regular updates, is needed so that every member/operator can discuss the museum's artefacts and history with visitors. DRB and the web site provide some of this but much more is needed. Fortunately, most of the materials should also be suitable for the required public education program.

Obviously all of this requires financial resources at a level of magnitude that is likely quite new to ANGRMS, but shouldn't be beyond our reach. Fund raising activities, grant possibilities, bequests and sales items all need to be explored and a suitable mix developed to ensure immediate and longer term funding needs are met.

All of this requires the support of every member. How will you contribute?

Lynn Zelmer
Member

NEW MEETING VENUE

By Paul Rollason



I have confirmed that the next two monthly meetings will be at the Brisbane City Council's Indooroopilly Library on 7th November and 5th December.

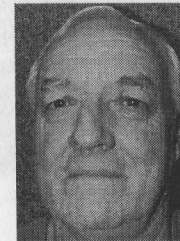
We follow another Group (Rostrum) so we have 8pm-10pm. We will meet in the car park near the meeting room night access entrance at 7.30 - 7.45pm as from November 2001

Our topic will be "Future directions of ANGRMS".

Paul Rollason
Vice President

NEWS FLASH

By Bob Gough



Flash was donated to the Queensland Museum by Bundaberg Sugar in 1981 after being in open storage at Qunaba Sugar Mill for a number of years.

The loco was moved to South Brisbane and placed, out of the weather at the Grey Street end of the complex.

ANGRMS assisted at the time by supplying 4 lengths of 24 lb rail which the museum staff made into 2 panels. One was kept and one returned to Woodford. The section returned has been used to form part of the "display" area at the entry to our own museum site.

I was made aware of the most relocation when a supervisor from Hanchard Cranes contacted me. He had heard I was involved with delivering Flash to the museum whilst I was employed with Aitkin Cranes back in 1981.

The job was to get underway at 8am on Tuesday 25th September 2001, which it did. Member, Greg Stephenson was also on hand to observe the removal. One of the crane operators asked how much the loco weighed, and using our collective knowledge, we estimated approximately the same as BFC 5.



Photo – R Gough 25 / 9 / 2001 South Brisbane.

After much tight manoeuvring, the two cranes emerged from the warehouse area of the museum where Flash had sat, collecting dust for nearly 2 decades. The cranes loaded her onto a low loader, chained her down and then she moved up Grey street enroute to Ipswich Railway Workshops to be cleaned up and matched up with some wooden cane trucks for display at the museum.

Bob Gough
A/ Secretary



OUR COLLECTION

By Ken McHugh

Earlier this year, David wrote about the Society and its inception back in 1971. That reminded me of my first images of Woodford and so I decided to go back over Dad's photo collection. A quick flick through offered this view taken circa 1979.

The Lions Cage was an intrepid vehicle. To a 13 year old, it was more like real life HO gauge, to the driver it was apparently a hazard due to the rigidity and to the passengers, a most unique and firm ride. I recall sleepers being inserted under the seats for ballast purposes! To its credit, the Lions Cage was a useful tool to the Track Gang. For example if the cage didn't derail, they knew the rails were perfectly level. The track gang operates with much more sophistication these days! This unique example of rolling stock, sadly, has been long dismantled. The observant member will find one or two identifiable pieces still on site. Photo George McHugh



ANGRMS CHRISTMAS PARTY

I understand this years ANGRMS Christmas BBQ will be held on Saturday, 24th November at Queensland Pioneer Steam Railway's depot at Box Flat, commencing at 11.00am. Further details available from David Mewes.

STOP PRESS - BUNDY's LAST GREAT ADVENTURE

"Bundy's Last Great Adventure" has been short listed for the official festival competition in CINERAIL, the 10th International Festival Trains on Films. The Festival runs 3-8 December 2001 in Lille, an important rail centre in Northern France. More about Cinerail can be read at: <http://www.cinerail-fest.com/> (unfortunately, out of date).

RESOURCE PAGE**Monthly Meetings**

8pm, 1st Wednesday of every month
BCC Indooroopilly Library meeting room

Woodford Address

Margaret Street, Woodford, Qld

Website Address

www.angrms.org.au

Track Workpartys

2nd Saturday of each month

General Work Parties

Every Saturday

Running Days

Every Sunday 10am 4pm

NAME	ROLE	NUMBER
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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

Key Dates

10th November - Track Work Party
24th November - Christmas Party QPSR Box Flat
8th December - Track Work Party
27 Dec 1st Jan - Woodford Folk Festival Roster

Cover Photo

See Page 9 for details

Photo Right

BFC No.4 taken at
Lachlan Vintage Village
at Forbes, November 1985

Greg Stephenson

