



Durundur **Bulletin**
Railway

*Australian Narrow Gauge Railway Museum Society,
 trading as the Woodford Railway, is located
 25 km west of Caboolture in Woodford, Queensland*

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Morayfield Sugar Plantation outbuildings and sugar cane planting (right) near Caboolture, 1873 (apparently taken from top of sugar mill building). Unidentified photographer, from John Oxley Library, State Library of Queensland, negative 65889; image has been digitally enhanced.

Running Days: First and Third Sundays

Trackwork Saturdays: 17 September, 15 October, and 19 November 2016

Work Days: Every Saturday; Light Duties on Third Wednesday

Our Safety Goal - No Injuries

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Scheduled Activities

General Meetings: 2016: 19 Feb, 15 Apr, 17 Jun, 19 Aug, 21 Oct, and 16 Dec at 7:30 pm, entry from 7:00 pm; combined with LRRSA at the refurbished BCC Library, 107 Orange Grove Road, Coopers Plains, a 10 minute walk from Coopers Plains Railway Station or a phone call to Dan Sheehan or Bob Gough for transport to the new venue. A bus stop is at the front of the shopping centre and Express buses run services from the stop.

Light Duties Work Day: Normally 3rd Wednesday of the month. Contact Neil Trevorrow m:0402051546 if planning to attend.

Donations and Bequests

Donations to the Society's Museum Fund are tax deductible. Please make cheques payable to the 'Australian Narrow Gauge Railway Museum Society' and mail to the PO Box above or deliver in person. Remember to include a note indicating that it's a donation, plus your name and address so that a receipt can be posted to you. We appreciate your help and support now, but also consider mentioning the Society in your Will. Donations/bequests can be for a particular project or for museum development (restoration or infrastructure). For details, contact the President.

President's Report

Terry Olsson, President

I, like a lot of members, until recently thought ANGRMS being located at Woodford was just about it being a suitable ex-QGR railway site, plus the historical link to one of the proposals for the Kilcoy railway being the use of a 2ft 6 inch gauge narrow gauge railway similar to what happened in Victoria. However, as shown in Brian Webber's article elsewhere in this edition, there is a distinct link to the Queensland sugar industry.

The loco shed is progressing well with the foundations now completed – over 500 cubic meters of deco was used! The shed kit will be delivered in the near future and erection of the shed will follow.

Once the actual shed is erected, we will be looking for extra help to construct the necessary tracks. ANGRMS is responsible for not only the tracks leading up to the shed, but also for setting up the tracks inside the shed so the concrete floor can be poured. Please come along and help us with this important and critical work.

Work on Melbourne is progressing well, with work concentrating on the tender so it can be moved once the new loco shed is ready. New springs have been delivered for the tender bogies, and most of the new tender castings have been machined, with some already fitted.

Christmas is rapidly approaching so if you have any ideas/suggestions for our annual Christmas party please let me know by Tuesday 20 September at latest so the Board can discuss at its meeting on Wednesday 21 September. Apologies for the short timeframe, but there will not be another Board meeting until November, which is too late for inclusion in next DRB, etc.

Remember – safety first!

Safety and Training Report

Dave Caruzzo

Safety is a very important part of our operation and ANGRMS remains committed to providing a safe railway.

Random Breath Testing (R.B.T) continued in August with no positive results. R.B.T. is not just for rail crew, any rail worker on site may be tested: workshop, track, ops, etc.

A tool box talk was held with all onsite in early August. The talk covered voluntary application for a blue card, safe chocking of rollingstock and the new loco storage shed (as a construction work site).

Queensland Transport (rail) will be conducting their annual audit in September. This audit will be on internal auditing and ANGRMS needs to provide information on how we conduct, report, and review the way we operate the railway at Woodford. This will take place in Brisbane early September. Audit reference #17016.

Operations, Sales And Marketing

Terry Olsson, Operations, Sales and Marketing

While sales were down about 10% at the Strathpine Model and Hobby Show, it was very successful as far as marketing our railway is concerned. I would like to thank everyone who assisted on the actual weekend plus in the preparation/post show work. Your help was much appreciated.

As a result of a contact made at the Strathpine show, ANGRMS now also features on a new online news service called [buzzin.today](#). There are presently four different versions covering different parts of the shire and we have an item in all of them. I am not up with all of the modern ways, but it is the way of the future and we need to be part of it. Our Facebook site is proving very successful thanks to the ongoing efforts of Ryan and Tony Webber, while Lynn continues to look after our website.

By the time you read this we will have had a stand at the Antique Machinery Show at the Woodford Show Grounds. This is an excellent opportunity to “fly the flag” locally, and thereby help market our railway along with some badly needed sales income. I would like to thank Morry and Liz for looking after this show.

Luckily the weather has been kind to us recently with a resulting significant increase in patronage on our public running days.

Unfortunately the charters for the three Saturdays in September have been cancelled but we had a charter at relatively short notice on 24 August.

We are still short of staff on Operating days so please also consider helping out in this area of ANGRMS.

Just a reminder for any driver, fireman or guard who have dropped off the roster because they have let their Cat 2 medical lapse, or for someone considering joining the Operations team, you should do your medical before the end of the year. Things are changing towards the end of the year which will more than likely result in a significant increase in the cost.

Date Claimers:

Saturday 17 September 2016: The bi-annual Modelling Railways of Queensland convention will be held at Tarragindi on this day. ANGRMS has been invited to have a small sales stand at the convention.

Monthly Statistics

	July 2016	August 2016
Paying Passengers	135	227
Guards Sheet	277	267

Woodford Railway and the local cane industry

Brian Webber

The Woodford Railway exists because the early ANGRMS members decided to create a railway using the gauge and equipment available from the cane industry, and the closed railway formation at Woodford presented a suitable location. At that time the closest cane railway to Woodford was that of Moreton Mill at Nambour.

However there is also a local association with the sugar industry that many members may not be aware of.

Not only is there an active sugar research station (with sugar cane growing) only a few kilometres out of Woodford in Old Cove Rd, but Morayfield had one of the earliest sugar mills and is believed to be the first in Queensland to have a sugar tramway!

Queensland was granted self-government in 1859 which led to local residents being involved in decision making and having an interest in bringing progress, employment and economic activity to the colony. Growing cane sugar was one activity that was tried. It required suitable weather and growing conditions as well as a means of transporting the products it provided to a market. In the 1860s the easiest means of transport was aboard a vessel in a river or stream.

George Raff was born in Scotland in 1815, reached Brisbane in 1851, and was a member in Queensland's first Government formed in 1859. He became involved in the building of a cane plantation and mill at Morayfield by 1867. The site was close to the Caboolture River and to a "large reservoir". There was even an on-site distillery. *The Queenslander* states that "a railway leads into the mill, to bring cane from the field or ... out of the mill. A branch line leads to the wharf upon the banks of the river" ['Mr. Raffe's', 1867, *The Queenslander* 28 September, p. 10]. The railway ultimately extended about 5km with a converted traction engine hauling the wagons.

The plantation was closed by 1891 by which time cane growing and mills had come into production further north where weather conditions were better.

Additional Information

Further to Brian's report, the Australasian Society for Historical Archaeology Inc reported:

Following an initial archaeological assessment of the site by Timeline Heritage Consultants, an area of high archaeological potential has been identified which contains surface remains and (likely) subsurface evidence of the use of the site as a sugar plantation during the second half of the 19th century.

This is an extremely significant site because it has remained relatively undisturbed and in private ownership, with limited public access, since the start of the 20th century. It has preserved the remains of an early sugar plantation, which belonged to prominent Queensland personality George Raff, who made use of indentured South Sea Islander workers or 'Kanakas' in his operation. The remains of the sugar plantation are additionally significant because it took the form of both a settlement and a place of work - Raff and his family, European and South Sea Islander workers all lived and worked on the site. [ASHA Newsletter, March 2011 pp21-2]

And the LRRSA web site provides some information on the tramway itself:

George Raff of Morayfield, just north of Brisbane, is believed to be the first to use a locomotive-hauled tramway in a Queensland Sugar plantation. He installed a 3ft gauge line on his property in 1866 and purchased an Aveling & Porter traction engine locomotive for use on it hauling cane to the mill and sugar to the wharf.

The plantation was not successful and little more was heard about this experiment.

[Robert F. McKillop, Robert F and Browning, John. 'A History of Cane Railways with notes on River Transport' in **3. Sugar Cane Transport**, Light Railway Research Society of Australia Inc, www.lrrsa.org.au/LRR_SGRb.htm, downloaded 19 May 2007.]

[More information and images can be found at morayfield.org/stories/the-old-sugar-mill/]

Next page: Departing Woodford station on running day, 5 December 1999.
Lynn Zelmer photographer.



Trackwork party completed, 11 December 1999. Lynn Zelmer photographer.



Above: Cutting felled trees as part of clearing timber for expansion behind CWA building, 14 July 2007. Below: A pause in the cleanup while clearing site for expansion behind CWA building. Lynn Zelmer photographer.

