



**Bundaberg Steam Tramway Preservation
Society Inc** trading as

Australian Sugar Cane Railway



October 21 2006, Grant McLean CE Bundaberg Sugar hammers in final dog spike for track extension under supervision of Ron Atkinson(Retired Track Maintenance Supervisor, Bundaberg Sugar) . Gary Longden (Bundaberg Sugar) and Wendy Driver (President ASCR) look on.

ANNUAL REPORT 2006

Another year has quickly passed and once again the Society has achieved much. The one saying "Time flies when you are having fun" surely is apt for this organisation. I now present the 29th Annual Report of the Bundaberg Steam Tramway Preservation Society Inc.

MEMBERSHIP

The Society has been fortunate to gain new members in 2006. Welcome to Norm Rosentreter, (retired boilermaker), Ed Slee, Maurie Chapman (Deputy Chairman, Burnett Shire Council), Russell Wormington (mechanic) and Mitchell Wormington. Mitchell has been waiting since his sixth birthday to join – his grandfather was a loco driver and he is keen to learn. New members bring skills and knowledge and are keen to share these with others. Sadly during the year we lost two long time members of the Society – Mrs Phyl Kingston – a record holder with ticket sales for a day's running and Kevin Rayner – Kev enjoyed a day driving in the Gardens. Society members attended the funerals.

MEETINGS

The University of the Third Age kindly rents the Society meeting space in their rooms in Woongarra Street facility. Technology assisted with an electronic version of the Annual Report being shown the same technology has extended to training with a short presentation at the end of the meeting. In November Harvey Flanders demonstrated with the use of computer and data projector how to find dead centre. It is envisaged that the training sessions will happen most meeting nights.



Instead of a dinner this year the Society held a Barbecue to celebrate the 18th anniversary of operations in the Gardens. Bundaberg District Scouts catered for the evening. A night ride on Valdora going anticlockwise around the track was enjoyed by all who attended. A presentation was made to Ann Duffy (who retired during the year from Ann's Kiosk). Ann had been very generous to the Society by making sure loco crews were feed on time and that there was a complimentary cool drinks just before end of running for the crew. Over the years this was much appreciated by loco crews especially on a hot summer's day.



ROLLINGSTOCK – LOCOMOTIVES

Invicta Leeds Fowler 11277 0-6-2 T

Work continued all year with steady progress on the restoration of Invicta. Brakes have ben fitted, cyclinders honed, the yolk repaired,boiler grit blasted, painted and returned to the frame. The tanks were put in place and work commenced on





the coal bunkers. This work has been carried out on Tuesdays with many willing workers.

Germany Orenstein and Koppel 0-4-0T

Germany has continued to share the running this year especially in the school holidays as it is a hit with the children.



No3 Bundaberg Fowler 0-4-2T

Alan Biederman once again undertook the boiler inspection of No 3. We are grateful to Alan for his efforts with the boiler inspections and technical input. No 3 continues to be the main locomotive power.

No 1 Bundaberg Fowler 0-6-2T

No 1 continues to be in dry storage within the loco shed.

Planet

Planet required work on a piston during the year and long time locomotive mechanic retired from Bingera Kevin Leslie has been reunited with this loco and he is working to restore it to as he remembered it arriving at Bingera. So far he has installed the sand boxes after fixing the piston.



Valdora Baldwin Diesel

Regular maintenance has been made a little easier with the purchase of a battery charger set up especially for Valdora. As a trial over the Christmas holidays 2006/2007 it was decided to run Valdora on Tuesdays and Fridays in addition to the steam days on Sunday and Wednesdays. To the end of December this had been well received by visitors to the Park. A new sign has been purchased that says "Train rides today" and this is put out near the car park on each running day.



Carriages

Early in 2006 it was resolved to repaint the carriages as a few were showing wear after seventeen years of operation. The carriages were stripped of the seats and roofs, transported to Bundaaberg Sandblasters and then returned and refitted. The carriages were done three at a time. Thanks to Tony Burchardt who sought assistance from Dave Amos for the new timber for the carriage roofs. This allowed for operations to continue. The carriages are now red and the floor were specially painted with a slip resistant finish in grey.



FACILITIES

The station was repainted in heritage colours during the year – thanks to the painters at Bundaaberg City Council. The loco storage facility had new gates fitted in the yard to accommodate new track and the adjacent storage space for sleepers was tidied and old gates used there. Many thanks to Ron Atkinson and Keith Geddes who visit each week to check that the yard and shed are clean and tidy.



Facility enhancement

A new safe was installed for members' convenience – it was difficult to bend to the one in the floor. It remains in service for when there are extra running days.

The winch in the yard was removed as the locomotive to be used for the days can now be shunted by *Valdora*.

Tools to assist with restoration work have also been purchased.

A second set of stairs into the service pit were built and installed.

Thanks to Phil Prickett a second phone was installed in the loco storage facility and saves members rushing to the office area to answer a call.

Three ladders with platforms were purchased (to Australian Standards) so members could climb to work on locomotives and carriages.

Our Treasurer, who also doubles as the Society's electrician has installed a new switchboard.



KEY ACTIVITIES

Hours worked

During 2006 Society members worked in excess of 16534 hours for the Australian Sugar Cane Railway. This is made up of 3263 hours and six minutes (someone is exact!) for running trains. 3427 hours and 25 minutes for maintenance and restoration work while 726 hours and 20 minutes was spent on line work. 101 hours was spent on training and an estimated 1500 was allowed for the financial work, secretarial, drafting, promotions and meeting attendance both for the Society and representing the Society. Well done all.



Permanent Way Maintenance

Regular maintenance of the existing track has continued with 99 sleepers being replaced at working bees under the guidance of Ron Atkinson, retired Millaquin Mill Track Maintenance Supervisor and Keith Geddes, retired fairymead Mill Track Maintenance Supervisor. Continued thanks to Ron Atkinson, Tony Burchardt, Tyron Cook, Tom Dowell, Joe Draheim, Ross Driver, Alan Edwards, Harvey Flanders, Keith Geddes, Bruce McKay, Graham McLucas, Jeff McPherson, Reg Simpson, David Twiss, Chris Williams, Brian Wilson and Josh, Mitchell and Russell Wormington. Friends and guests of members including Brian Abbott, Ben Amos, Tyron Cook and Ian Leinkeit have also assisted. A new drill has been added to the air tools to assist with this work. Inspection are carried out and recorded on and filed for future reference.



Permanent Way Extensions

The plans for track extension were presented to council in February and they sought a civil engineer's certificate as well as soil tests for the bridge foundations. After this was received in June work commenced on the extension. This commenced with 52.4 metres of line have been laid under the guidance of Cane Railway Engineer, Ron Stitt, near the locomotive storage facilities. This track has given the Society a triangle so that locomotives and rollingstock can be turned. To commemorate this special occasion a morning tea was held on October 21 and Grant McLean Chief Executive of Bundaberg Sugar drove the final dog spike into the sleeper. Grant then drove the first locomotive over the track under the guidance of Ron Atkinson. Guests and members had morning tea that was catered by



Bundaberg District Scouts. Further sections have been surveyed ready for work to commence.

Rollingstock Maintenance.

A lot of wives breath a sigh of relief each Tuesday as their husbands head to the Gardens for restoration and maintenance activities at the Society's facilities. Worksheets are prepared each Monday afternoon for the work for Tuesday. Apart from Invicta restoration, there are regular checks on Valdora, tubes cleaned and maintenance of whichever loco is running.



Passengers

During 2006, the Society operated on 75 days and 20027 passengers on the train making a total to end of December 2006 of 313,177 passengers since operations commenced. This is close to the record of last year despite the higher fuel prices for travellers. The roster continues to run smoothly – continued thanks to members who give so freely of their time to be part of the crew each running day. Special thanks to members who are able to fill in for others who are unable to work for some reason.



Procedures

The Operating Procedures Manual is given to new members so they are aware of the procedures for any position they undertake. At the monthly meetings reports on safety concerns are raised, discussed and actioned. The Treasurer advises of the current financial situation of the Society each meeting and prepares and seeks discussion on budgets and estimates. Any requests for purchases of materials and tools are ratified each meeting. Work sheets from each week's maintenance are filed in Rollingstock Maintenance Workbook for future reference. As procedures are required, a draft is produced and distributed at the meeting so that members have a month to have input. A final draft is produced and it is discussed and accepted at a meeting.

Training

Harvey Flanders , retired Chief Engineer, conducted training sessions for members so they could gain an Authority to Operate Valdora. Currently 21 members completed the course. Thanks Harvey for this service.



AFFILIATIONS

Association of Tourist Railways Queensland Inc.

The Society continues its membership of the Association of Tourist Railways Queensland Inc and this also gives the Society membership for the Australia Tourist Heritage Railway Australia Inc. Our Society was represented at ATRQ meetings in Ipswich in February and May and at the Annual Meeting of ATHRA in September. By attending these meetings the Society is kept up to date with what is happening in other organisations and is able to network with like organisations. I continue to be Secretary of the State organisation. Through networking our Society members, Ross and Scott Driver and Dave Twiss assisted Australian Narrow Gauge Railway Museum Society with maintenance of their Bundaberg Fowler No 5.



Central Queensland Rail Group

Unfortunately during 2006 we were not represented at these meetings. Many thanks to Dennis Sheehan from Rockhampton who continues to organise the get togethers of museums from throughout Central Queensland.

Botanic Gardens Attractions

Jenny McLucas and David Twiss (when Jenny is jaunting on holidays!) have attended the monthly meetings of the attractions. Representatives from Fairymead House, Hinkler House, the Historical Museum and the Bundaberg Railway Museum are represented. The Museums this year worked together with the Bundaberg Arts Centre for Museums Alight on May 17. This saw the Society have a night run for visitors after they had had dinner in the Kiosk.

On July 2 Vintage vehicles from throughout Australia visited the Botanic Gardens, the Society operated on the day and extra members assisted with the very busy day. Thanks to the members who helped at short notice on this day.

Promotional activities

The Society continues to run extra days in the School holidays and special holidays. At Easter those who visited were pleasantly surprised that the Bunny had been and were treated to Easter Eggs – thanks to the Mc Lucases for their work. Christmas saw the station and train tastefully decorated for the occasion – children were also given treats. Flags flew on Australia Day and flowers were around on Mother's Day.

Special running days were organised for several kindergartens and daycare centres as well as visits from Aged care facilities. A late afternoon run was planned and enjoyed by members of Crossroads. There were also some school visits and the one from Dirrinbandi deserves mention as the teacher who brought the students to Bundaberg asked for Grand-dad Geddes to drive the train – well done Keith.

When requests to assist other organisations in fundraising, free passes have been given to Avoca , North Bundaberg and Walkervale State Schools as well as Pageant of Lights parade.

Dick Smith while visiting Hinkler House made a brief visit to the Society's facility and promised to return again– he is also keen on trains.

Rail safety is always a high priority and this year at the commencement of the crushing season the Society worked with Bundaberg Sugar in promoting their rail safety for children. As children rode the train at the Gardens they were given Click-erty Clack information.

WHAT'S UP THE TRACK?

2007 is looking to be just as busy if not busier than 2006. A date has been set for Invicta's recommission so Tuesdays will be Invicta focussed. The track extension is happening as time and personnel permit – be prepared for a phone call from Ron to arrange a work party.

These two things are happening. By this time next year will the report announce a loco storage facility extension? It is hoped so as space to store locomotives and the equipment for restoration is extremely limited now.

THANKS

A Society such as this would not survive without people from outside assisting in the many and varied ways they do.

Lynn Zelmer is the Society's Web Master and provides a site and updates the Society's information regularly. Lynn undertakes this work for the Society free of charge as he says he is unable to get to work days. Greatly appreciated Lynn.

Gardens and Works staff from the **Bundaberg City Council** are always very co-operative and liaise with members about requests for assistance and it works both ways. Well done.

Businesses in the city also assisting the Society in maintaining and operating the Museum. **J & R Mc Cracken** continue to have available their truck and staff for lifting and shifting items. **Rechenberg Security** for monitoring the premises. **Bundaberg Sandblasters** for managing the painting of our carriages to suit with our running days and undertaking the work at a special price. Bruce and Robyn at **Anchor-age Welding** for storing Invicta's boiler and undertaking work for the Society when it is needed. **Wilson Enterprises** are to be thanked for having the right nuts, bolts or piece of equipment that is required on a Tuesday.

Ann's Kiosk/Rose Garden Restaurant Although Ann retired in September the Kiosk continues to deliver lunch on running days on time – this is much appreciated by crews. The complimentary drink supplied by Ann at the end of the day topped off a usually busy day.

Bundaberg Sugar Continued thanks to Bundaberg Sugar for their assistance. This year has seen the Society arrange for the purchase of rail from the company for the extension. Staff and workers at Bundaberg Sugar often give freely of their time to assist with both permanent way and restoration work. We look forward to working more closely in 2007 with some exciting things planned.

Management Committee

The job of the Management Committee of this Society is an easy one as team work of all members is commendable. Many members have skills they are willing to share use. Well done all.



Continued thanks to our Patron **Bob Truscott** who continues to pop in on a Tuesday to see what is happening.



Ron Atkinson and **Keith Geddes** are up and over at the facility early a couple of mornings a week to inspect the track and the Society compound. Thanks too for organising and undertaking tasks that those who work just can not. Well done.



Chris Williams is the Treasurer and the Society Electrician. Chris presents a very comprehensive report each month and has the information at his fingertips to respond to any financial, statistical or budget item. Through the year Chris has also installed a new switch board and is planning a lighting update for the building. Thanks Chris.



Ross Driver is Secretary and undertakes many and varied tasks. He maintains the Operation Manual, drafts, reverse engineers plans for restoration beside the normal Secretarial duties. Ross spends many hours at the computer at home but he really enjoys a day getting dirty working as a boilermaker on a locomotive at the Gardens. Thanks for all you do Ross.



With such a great team of members who bring with them skills, information and a sense of humour it is an honour to be the President. It is especially great to walk in Tuesday morning about 7-15am and have someone say it is smoko time put the kettle on because the President is here!!! (It is believed (how untrue) that there are two morning teas when the President stays all Tuesday!!!) I appreciate the tasks done – like the Christmas decorations up in the station, the turning of gauge glass mountings, welding tanks, sweeping the floor, purchasing equipment – be it a big job a small job or time consuming job it is just done – people using their time and effort to assist in maintaining the Australian Sugar Cane Railway – a working museum.

Wendy Driver OAM
President

Thanks to Ross Driver AAPS, David Twiss for images that have been used in this report.

