ASCR HISTORY

1978  Bundaberg Tramway Preservation Society founded by 7 members
      (M.Quirk, J.Bailey, C.Antrobus, E.Hovey, R.Driver, G.Driver, S.Heidrich)

1979  Constitution and Plans for future formulated.

1980  Submission to Bundaberg Sugar to obtain a locomotive.

1981  Bundaberg Sugar donated the third Fowler built in Bundaberg (ex Millaquin No 8).

1982  Restoration commenced on No 3 Bundaberg Fowler

1983  March 11 – Society incorporated;
      Felin Hen locomotive donated to Society.

1984  Commonwealth Employment Programme Grant formulation for grant of $119,960

1985  Building commenced of rolling stock facility and laying of track in Botanic Gardens.

1986  Retubing and painting of No3 was completed.

1987  Carriages built by Boilermakers at Millaquin Sugar Mill using old sugar cane wagons.

1988  Carriages tested and passed by Harry Abdy Machinery Inspector for use as an Amusement Class 1
      Device,
      Official opening November 20 by Geoff Mitchell (Bundaberg Sugar)—
      Running commenced in Botanic Gardens with fares Adult $2 Child $1 Family $6
      A total 2941 passengers and 14 running days.
      Total passengers to date: 2941

1989  Locomotive “Germany” donated to Society by East Bundaberg Rotary,
      A total 14,564 passengers and 68 running days.
      Total passengers to date:17,505

1990  Restoration of “Germany commenced,
      A total 14,721 passengers and 68 running days.
      Total passengers to date:32,226

1991  Germany commenced operations in October.
      Permanent station built by City Council.
      A total 14,358 passengers and 68 running days.
      Total passengers to date:46,584
1992
No 3 moved to Bundaberg Foundry for a new firebox;
Certificate *Guide for Locomotive Drivers* was written and published.
Society members (5) trained and passed test to become drivers.

**50,000th passenger at Easter.**
A total 11,700 passengers and 68 running days.
Total passengers to date: 58,284

1993
No 3 recommenced operations,
A total 13,510 passengers and 68 running days.
Total passengers to date: 71,794

1994
Submission completed for *Invicta* locomotive – submission successful - arrived November.
A total 14,976 passengers and 68 running days.
Total passengers to date: 86,770

1995
Extension of third bay of rolling stock facility built at a cost of $26,000

**100,000th paying passenger carried.**
A total 15,832 passengers and 68 running days.
Total passengers to date: 102,602

1996
Honorary member Alan Biederman welcomed,
Floor concreted in rolling stock facility.
Subsidised meals introduced for operations staff,
Kitchen and Shower installed,
New motor for Navvy cart,
Compressor and air tools purchased,
Steel purchased for stairs in workpits,
Sale of wooden trains (built by Woodworkers Guild) sold as souvenirs.
Guest at opening of Visitor Information Centre,
A total 16,365 passengers and 68 running days.
Total passengers to date: 118,967

1997
Quality Assurance manual prepared by Alan Biederman,
Lighting and sump pump installed in work pits,
UHF radios introduced between locos and station.
Introduction of Charity Running Days.
Motorised auger purchased for drilling sleepers,
Train rides prior to the evening Carols by candlelight.
Totals, 19,436 passengers and 68 running days, 5 weddings.
Total passengers to date: 138,403

1998
Signage for pedestrian crossing installed.

**150,000th paying passenger carried Sun 19 July 1998.**
Burgowan Colleries closed – coal now donated by Blair Athol
Coal bunker extended to take 25 Ton of coal,
Bundaberg Fowler No 3 taken to Bundaberg Foundry for retyring and spring attachments, boiler check and general overhaul and returned prior to the 10th anniversary of operations in November,
Double header loco’s Germany and No 3 Bundaberg Fowler,
Society loco featured on cover of local phonebook,
10th anniversary run at $1 per person for the day
Totals, 19,583 passengers and 68 running days.
Total passengers to date: 157,986
1999  Hauled more than 20,000 passengers in 1 year for the first time since operations commenced.
Air compressor purchased and altered for use in track maintenance – air equipment purchased.
Some of the original timber sleepers were replaced,
Totals, 20,358 passengers and 68 running days
Total passengers to date: 178,344

2000  First ever fare increase, adult fare $2 to $3 and family $6 to $8;
Volunteer award received by Society.
Plastic curtains installed to 2 carriages for wet weather protection,
New welder purchased and used on building a new chimney for loco “Germany”,
Ch7 “The Great South East” filmed the train on 16th May,
Gulliver Productions filmed for project “Bundy” (to be screened Early 2001)
Scouts train ride for Easter and World Scout Day
Totals, 19,403 passengers and 69 running days,
Total passengers to date: 197,747

2001  Introduction of extra running days on Wednesdays in School Holidays - very popular,
International year of the volunteer,
Screening of “Bundy” gave nation wide exposure to the society,
Metal toolboxes fitted to maintenance vehicle,
Rail maintenance shed built – shared with City Council;
Set of points and rail laid to new building.
200,000th paying passenger carried.
Totals, 18,726 passengers and 69 running days,
Total passengers to date: 216,473

2002  Line maintenance shed officially opened by Cr Mary Wilkinson - Bundaberg City Council,
No 1 Bundaberg Fowler acquired from Bundaberg Sugar 1st Feb 2002,
Felin Hen parts were returned to France where loco operated in WW1.
Planet loco donated to BSTPS by Bundaberg City Council, and placed into operation,
50th Anniversary of Bundaberg Fowler;
No2 locomotive pit covered with removable grates for safety,
Gauge Glass mountings upgraded and protectors modified on No3 Bundaberg Fowler,
94 timber sleepers replaced and 75 metres of track repacked,
Website created thanks to Lynn Zelmer,
Totals, 17,876 passengers and 71 running days,
Total passengers to date: 234,349

2003  14 new members,
Firebox repairs,
Drawings and patterns for firebars for “No3” and “Germany”
Restoration commenced on Invicta in June (More than $14000 spent),
Invicta required considerable welding repairs to frame and rear bogie,
New bearings cast using Phosphor Bronze,
102 Timber sleepers replaced, 100m of track packed,
Celebrated 25 years of society and 15 years of operation.
New logo and trading name changed to Australian Sugar Cane Railway,
250,000th paying passenger carried
Float with loco and carriage entered in Pageant of Lights parade,
Totals, 18,893 passengers and 71 running days,
Total passengers to date: 253,242
2004
New chimney on No3 Bundaberg Fowler,
Electric start installed to “Planet”,
Coil springs fitted to guards carriage for trial, proved to be a success,
19th Nov “VALDORA” Purchased from Bundaberg Sugar ex Moreton Mill for restoration.
92 timber sleepers replaced and 150m of track repacked,
New uniforms introduced in green with gold trim,
Totals, 19,455 passengers and 70 running days,
Total passengers to date: 272,697

2005
All carriages were converted to coil springing and new Willison auto couplings installed,
Official return to service of Valdora by Grant McLean (Bundaberg Sugar C.E) 3 Sept 2005,
Channel 7 – Queensland Weekender visited and filmed on 5th March 2005,
Quality Assurance introduced under the guidance of A.Biedermann
Firebox thickness tested on No3 Bundaberg Fowler,
Track extension proposed and accepted by council,
Operations Procedures manual was first issued,
New business cards, membership cards and free passes printed,
All new members issued with a membership card,
Locomotive “Germany” and 1 carriage entered in Bundaberg Pageant of Lights parade and
acknowledgement of the closure of the Fairymead Mill, carried on a Bundaberg Sugar low loader,
152 timber sleepers replaced, 148m of track repacked,
Hosted December meeting of ATRQ & silver spike competition ran,
Totals, 20,453 passengers and 78 running days,
Total passengers to date: 293,150

2006
Plans for 1 km track extension presented to council in February and work commenced after an official
ceremony by Grant McLean (Bundaberg Sugar C.E.) on 21st October 2006,
Boiler and tanks reinstalled on frame of Invicta.
Decision to trial running Valdora on Tuesdays and Fridays during the Christmas school holidays as well
as steam on Sundays and Wednesdays,
Carriages sandblasted, refitted and repainted red with slip resistant grey floor,
Loco storage facility had new gates fitted to accommodate the new track,
Yard winch removed as Valdora is now used for shunting,
2nd set of stairs to service pit built and installed,
Rail Safety promotion “Clickety Clack” with Bundaberg Sugar directed at children,
Purchased ladders with platforms which conform to Australian Standards,
During 2006 members worked in excess of 16534 hours,
99 timber sleepers were replaced,
300,000th paying passenger carried
Totals, 20,027 passengers and 75 running days,
Total passengers to date: 313,177
2007  Carriages pinstriped and numbered,  Safety gates fitted to work pit No1,  Commenced preparation of the Quality System in September,  All assets were listed and numbered,  Special running days for Aged care facilities, schools, kindergartens, Scouts 100 years and World scout day were amongst numerous others,  Invicta recommissioned 17th November 2007 after 4 years of restoration: Over 300 people attended,  For it’s 100th birthday “Invicta” took pride of place on Bundaberg Sugar’s low loader for the Pageant of lights parade,  Totals, 21,431 passengers and 94 running days,  Total passengers to date: 334,608

2008  BCC certificate for “Community event of the year” for the recommissioning of “Invicta” received on Australia day  Invicta won the Australian Tourist Heritage Railways Association award for the best locomotive restoration project for 2008.  Valdora engine refurbished and installed  Pedestrian crossings repainted,  Risk assessment sheets introduced as part of the Quality Procedures,  30 years for the Society and 20 years operation in the Gardens,  150m of track laid on the new line,  19 sleepers replaced on original line,  Totals, 21,776 passengers and 94 running days,  Total passengers to date: 356,384

2009  Track extension to be completed  Germany ash pan repaired,  Valdora engine removed and reconditioned,  9 timber sleepers and some fish plate bolts replaced,  Public Address system for station,  Welding screens constructed,  Data projector purchased,  New curtains on station windows,  Australia day triple header,  Locomotive “No3 Bundaberg Fowler” and 1 carriage entered in Bundaberg Pageant of Lights parade carried on a Bundaberg Sugar low loader,  Totals, 24,706 passengers and 95 running days,  Total passengers to date: 381,090

2010  **Extensive Flood Damage**  400,000th paying passenger carried  Data projector purchased for use in meetings and training,  Training room completed,  60 timber sleepers replaced,  27th December, Heavy rain forced the cancellation of running at 14:00hrs and the rest of the year’s operations were cancelled due to flooding,  Tallon and Burnett bridges were closed by the authorities and the Burnett river peaked at 7.92m at 10:00hrs on 30th December. The highest flood peak since 1942.  Totals, 21,643 passengers and 85 running days,  Total passengers to date: 402,733
2011 Facilities were effected by flooding and required cleanup, Permanent way damaged by fast flowing floodwaters, No3 Bundaberg Fowler removed from service for its 10 yearly overhaul, 20 timber sleepers replaced, Track sleepers numbered to assist with records, “Kids Off Trains” is a joint program with Bundaberg Sugar visited local schools & advertised on TV, Totals, 21,531 passengers and 78 running days, Total passengers to date: 424,264

2012 Queensland Transport accreditation, Diamond Jubilee (60th B'day) Bundaberg Foundry Co locomotives. Internal audits commenced January 2012, Slab laid for new office, Steam Locomotive Drivers manual produced, “Kids Off Trains” is a joint program with Bundaberg Sugar visited local schools & advertised on TV, 20th August saw the book launch “Built by Bundaberg Foundry” by John Browning and Brian Webber launched in Café 1928, Totals, 24,147 passengers and 87 running days, Total passengers to date: 448,411

2013 January: Due to Ex-Tropical Cyclone Oswald the Greater Bundaberg Region received relentless rains, causing the worst ever flood Bundaberg has recorded, and classed as a 1 in 100 year event. The Burnett River peaked at 9.525m at 15:00hrs on 29th January 2013, the highest flood level recorded since 1875. During February and March our members worked every Tuesday, Thursday and Saturday to clean up and it took a total of 6 months for cleaning and repairs of any salvageable items from in and around the workshops and buildings before we were able to operate the trains again, A total of 5726 hours on site recorded for the recovery (after a new sign on book was purchased) until the first train ran on 21st July 2013, The estimated cost of damage was in excess of $250,000 Construction of a new office was completed 5th March, 3 members gained their steam competency, the first since 1992, Fare increase for adult fare $3 to $4 and family $8 to $10, 25 years of ASCR operations was on 9th Nov & an official gathering held on 16th Nov with more than 100 people. Museums Australia Award Monthly general meetings were held at U3A until December, Totals, 14,154 passengers and 48 running days, Total passengers to date: 462,565

2014 Remote controlled roller doors installed, Main line through Locomotive Workshop removed and upgraded prior to running on the new Fairymead section Arrival of our first 100 concrete sleepers and Pandrol clips donated by Isis Central Mill, No.3 Bundaberg Fowler locomotive restoration completed in October and recommissioned on 23rd Nov at official ceremony by Ray Hatt (Bundaberg Sugar CEO), Previous record for passengers carried in 1 year broken Totals, 25,707 passengers and 97 running days, Total passengers to date: 488,272
2015

Track extension opening 24th January by Grant Maclean (retired CEO Bundaberg Sugar).

500,000th passenger carried in May
Coal storage bunker upgraded & gates installed,
Concrete wash/work area installed at East side of Loco workshop,
New alloy wheelchair ramp,
Joined Bundaberg North Burnett Tourism
Created a Facebook page
Previous record for passengers carried (2014) was broken,
Totals, 31,996 passengers and 122 running days,
Total passengers to date: 520,268

2016

Almost 200 timber sleepers replaced with concrete sleepers donated by Isis sugar mill,
New track tamper machine ordered early in the year, arrived 14th Oct and commissioned 19th Nov by Keith Pitt (Federal MP)
Ultrasonic thickness testing completed on the boilers of loco’s “Invicta” and “Germany”
151 sleepers were replaced, 133 concrete and 18 timber,
Previous record for passengers carried (2015) was broken,
Totals, 32,909 passengers and 114 running days,
Total passengers to date: 553,177

2017

Sleeper replacement program: 133 timber sleepers replaced with concrete sleepers
Finished tube expansions “Germany”, fitted Smoke box, wheels and bearings.
New brake shoes installed “Invicta”,
Photo copier purchased.
June - defibrillator fitted to guard’s carriage.
Oct - Nov concrete & culverts completed in the section washed away due to localised flooding,
December - Aerial shots taken of Valdora and BFC No3, Previous record for passengers carried (2016) was broken,
170 sleepers were replaced, 101 concrete, 24 timber and 45 steel,
Totals, 33,191 passengers and 112 running days,
Total passengers to date: 586,368

2018

Queens Baton Relay in March,
600,000th passenger carried in June
Finished tube expansions “INVICTA”
Set of new points constructed and awaiting installation on Shed Line 5
The Bundaberg Steam Tramway Preservation society celebrates 40 years of the organisation & 30 years of operations in the Botanic Gardens.