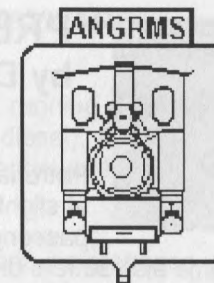


**DURUNDUR
RAILWAY
BULLETIN**



Newsletter of ...

The Australian Narrow Gauge Railway Museum Society

A B N 92 009 872 011

Editor

Ken McHugh

A C N 009 872 011

P.O.Box 1135

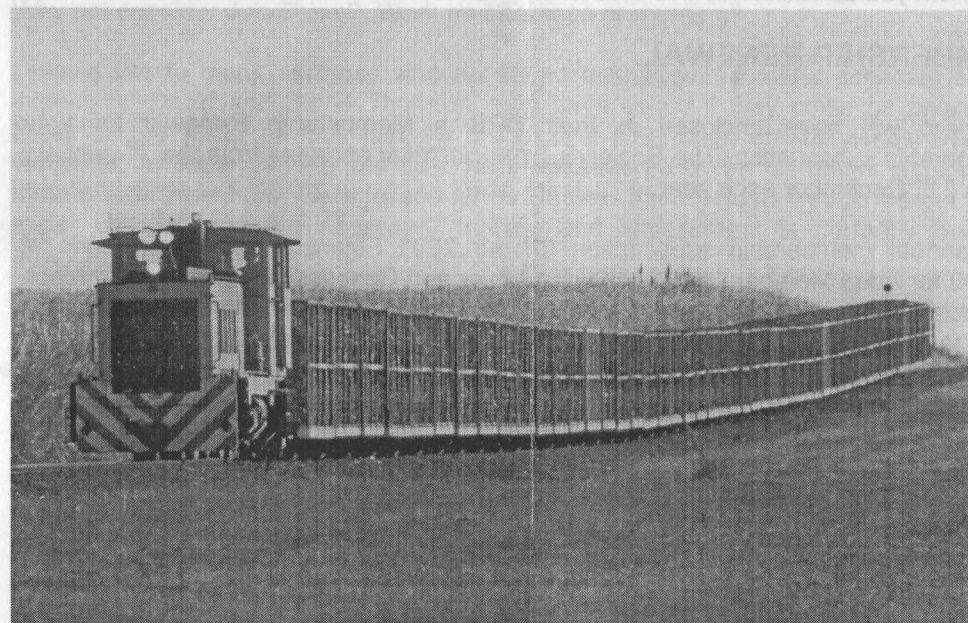
ISSN 0158-785x

Woodford QLD 4514

Volume 21

Number 250

December 2000



*Merry Christmas to you and your family and wishing you a happy & safe festive season.
From all of us at ANGRMS.*



PRESIDENTS REPORT by David Mewes

Patronage continues to be low (one day just 12!) with a few days at slightly higher levels. We rely heavily on the income from passenger train fares and the low level of patronage means that our income also suffers dramatically and this, in turn, prevents us from undertaking all the tasks we need to do.

Later in this issue of DRB you will find some comments and a request for more volunteers. I would ask those of you who are able to donate some of your time to the Society, in whatever capacity, to please do so. You will find that volunteering to help the Society can be very rewarding and will greatly assist the Society towards achieving our goals. With the extension of track beyond Peterson Rd on the horizon, we will need to call on members to bring their skills and contacts forward to help us turn the dream into reality. It can and will be done.

If you have skills or contacts that may help us with the extension plans, I would like to hear from you so I have this information on hand when we start to allocate tasks.

MEMBERSHIP RENEWAL

Members will have enclosed in their DRB a Membership Renewal for your membership subscription. The Society's Financial Year operates from the 1st January to the 31st December each year.

The annual membership subscription for our 2001 Financial Year still stands at \$28.00 for Adult Members and \$14.00 for Junior and Concession Membership, which includes unemployed people and students. Honorary Life Members and those who paid for Financial Life Membership are not required to pay any membership subscription. While you have your chequebooks out, n+16Xout, now is time to also make a donation.

Within this issue you will also be receiving a notice asking for nominations for the Board of Directors for 2001. Please consider the requirements of each position carefully, as they all carry a considerable level of responsibility, not only to the Society membership and the Society as a whole, but also there are many legal requirements as well.

VOLUNTEERS NEEDED – MAKE IT YOUR NEW YEARS RESOLUTION FOR 2001

We are again in need of additional volunteers for our public running days. We need more people to train as Locomotive Firemen (steam and diesel), Guards, Station Masters and Sales Officers. Locomotive Firemen can continue their training to become Locomotive Drivers if they so desire.

We do not have prerequisites such as hours of track work maintenance duties, locomotive cleaning or other tasks although, obviously we would very much like to get more help on track work, restoration and other tasks.

There are some basic safety rules and other requirements but these are not onerous and you will receive the necessary training to enable you to understand these rules.

Currently, we have had a number of people pull out of our roster system for various personal reasons. Most, if not all, intend rejoining the roster at a future time. If everyone, currently qualified, helped on the roster it would place much less burden on those remaining and, in fact would mean that most would perhaps be needed only every two or three months rather than the present every two or three weeks. Why not consider Job Share? Work an afternoon or morning?

I would like to thank all those who do attend their required roster schedule and especially, David and Diane Thornton, who have asked if they could be given a break off the roster as they had, for quite some time, been on site almost every weekend. In order to help out they have volunteered to be on roster once per month. New members, George and Chris Hadley, have volunteered to be put on roster as well and the necessary training and assessment is currently being arranged.

We currently only have one Locomotive Fireman training for the position of Locomotive Driver.

Martin Wiltshire (phone 5496 3455) is our Roster Clerk. He is only new in this position and is trying his best to arrange the necessary staff to man our railway every Sunday. The shortage of volunteers has put considerable pressure on him. Are you interested? ***Can you help over the Woodford Folk Festival December 27 to January 01? PLEASE PHONE MARTIN or DAVID NOW.***

ENGINEERING

The proposed body for the next railmotor coach has been designed and is currently being reviewed by a qualified engineer. We hope that the construction of this coach this coach can be started in the New Year.

We have received the preliminary plan and section of the track extension from Peterson Road to Chambers Road from the engineering consultants. Gutteridge, Haskins and Davey. This extension will give us a length of almost 2.5km, so, a round trip for our passengers of 5 km. A special sub-committee may be formed, just to work on all the details required for this major project.

Work is continuing on the MELBOURNE but at a slower pace.

A lack of volunteers presently, is causing some concern. We are also supposed to have two community service workers every weekend, but they have not been showing up lately. These people normally mow the grass on the site and other clean-up duties, so when they don't show it means our few volunteers have to undertake this task as well.

*David Mewes
President*



TRACK MATTERS by Greg Stephenson

The last independent annual track inspection was undertaken on 4th December 1999. Good progress has been made on track maintenance during the year. Based on David Pope's recommendations following the 1999 inspection, the following work remains to be undertaken on the Mainline.

LOCATION	DESCRIPTION	PRIORITY
0.305-0.320	Check sleeper spacing	C6
0.500-0.530	Check sleeper spacing	C6
0.795-0.805	Check sleeper spacing	C6
0.800-0.850	Add ballast to cribs & shoulders	C6

Some work has been performed on ballasting Storeybrook platform (approx 825m +).

It was planned to repair the section from Ch 795 towards Ch 825m on the track workday of 11 November 2000 with the other sections to be attended to on subsequent track days.

Saturday 11th November 2000

Despite a good showing at the previous track day, there was a poor showing for this work party. In the morning, Martin Wiltshire, Leslie Beahan and myself relocated a pile of sleepers from behind the station building and sorted out those suitable for reuse. Martin had to leave at lunchtime, so the afternoon track gang was reduced to one – me! It's not a lot of fun fun dragging ex-QR sleepers and cutting them by yourself however the sleeper wagon is now loaded with 35 sleepers that have been cut to length.

During the afternoon, Leslie narrowed down the floor frame of the ex-Nambour Mill cane bin and re-united it with its underframe which is used on the work train. A plate steel floor was added and this will be used for carrying tools and should prove more satisfactory than the open frame as previously used.

As this was Remembrance Day, the four of us on-site – Bill Blannin was painting steelwork for the ticket office platform – gathered at ex-WD Hunslet at 11.00am for a minute's silence. This made a fitting backdrop for this occasion as the loco had been built for service during WW1.

Saturday 9th December 2000

Quite a good turnout for the day, especially since it was somewhat hot. Some members spent the morning, some spent the afternoon, some stayed all day. We were able to use everyone in one way or another. We're getting there – slowly.

Future Track-work Days

We will continue with future track days on Saturday 13th January 2001. As my studies will take me to Alabama USA for 2 weeks in February, I propose bringing the track day forward to 3rd February 2001. Light jobs are there, just come along.

Any assistance on track-work days would be greatly appreciated. Don't leave it to someone else because, as we proved in November, there isn't anyone else! Remember, without a good track, we can't run trains!



Members Bill Blannin, Rob Deskins, Lynn Zelmer, Shane Yore, Terry Olsson, George McHugh and myself - some out of camera shot. We respaced nearly 20 metres of track, replacing 9 rotten sleepers, ballasted and packed. Photo Ken McHugh 9/12/2000

Greg Stephenson
Member

Where is the Museum? By – Lynn Zelmer

Extracted 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.

Traditional museums were collections of artefacts for research purposes or public viewing. City-based museums displayed multiple examples of artefacts in long rows of glass fronted cases. Typically, the artefacts had minimal labelling and there was little or no background information on either artefacts or collections. Museums in smaller centres were (and in many cases still are) less well organised. They were generally operated by untrained volunteers and typically piled poorly labelled or unlabelled artefacts on tables or in cases.

Over the last five decades, however, museums such as the Abbey Museum near Bribie Island pioneered thematic displays or dioramas with informative labelling and extensive background information. Science centres, and then capital city museums, experimented with 'hands-on' or interactive displays and purpose-built museums such as the Stockman's Hall of Fame in Longreach feature a single theme or type of artefact--often as regional tourist attractions. As well, many museums now have extensive information on their collections in the museum 'shop'--brochures, books, videotapes, CD-ROMs, replica artefacts and children's games--and on the Internet. Some are even experimenting with 'virtual', usually on-line exhibits.

The Duyfken Replica is one notable example which combines an interactive historical artefact--a 17th century replica sailing ship--with modern communications technology. The Duyfken web site features the daily on-line extract from the Captain's Log as the ship itself retraces the route of the early Dutch explorations around Australia. The site also includes information and photographs of the ship's construction and virtual reality views of the constructed ship. The web site also promotes the ship's Spring 2000 tour when it will stop at Queensland and New South Wales ports for public viewing.

The Australian Narrow Gauge Museum Society (ANGRMS) operates the Durundur Railway at Woodford, just west of Caboolture, Queensland. Every Sunday visitors can ride on a vintage train and view, generally from a distance, one of the largest collections of ex-sugar cane locomotives and artefacts in Australia.

The Durundur Railway exemplifies both the local volunteer-operated museum with unlabelled artefacts piled on railway wagons and the interactive museum with its weekly steam train rides and a nascent web site. However, as one volunteer noted, visitors expect more than the museum currently provides: "It's most embarrassing to be a volunteer worker standing on the Durundur Railway platform at Woodford and have a visitor ask 'Where is the museum?'"

[To be continued.]

Lynn Zelmer
Member

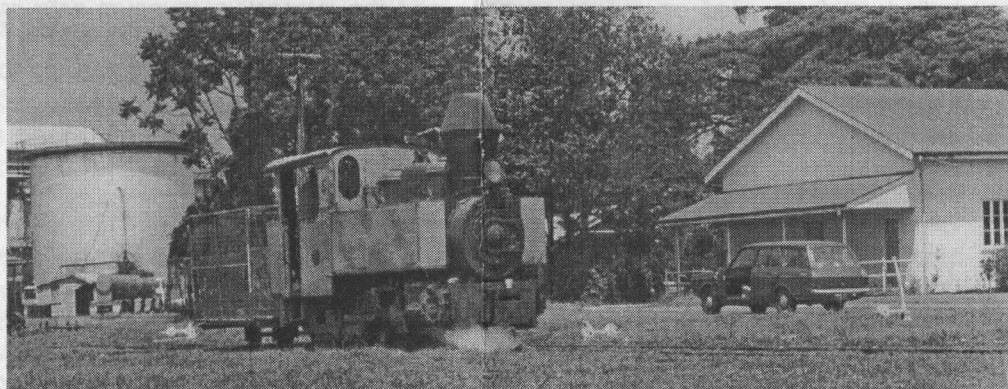


OUR COLLECTION

By Ken McHugh

I intend to deviate from the usual format for this issue as I wish to share with you two 'before' photos. South Johnstone 5 or SJ5 as she is known was captured working in South Johnstone mill yard in 1973. She was supposed to be out of use in 1972 and being prepared for ANGRMS ownership after that. However when member Rob Deskins saw her, she was in full steam. Rob explains "I approached the crew on the day (P Inskip & G Bourke) and they agreed I could climb aboard. I was

lucky enough to go across the SJ River Bridge on this day, one I will remember". Both Photo's courtesy of Rob Deskins Collection & dated 10th October 1973. SJ5 is the loco painted orange/brown currently located within the Compound at Woodford.



FACTS

Name	No 5 (South Johnstone)	Wheel Arrangement	0-4-2T
Built By	Hudswell Clarke from John Fowler & Co plans	Weight	14 tonnes
Build #	22752 (JF) & 1705 (HC)	Horse Power	
Year	1938	Cylinders	2 @ 9.5" x 12"
Drive W.	29"	B.P.	180psi

BACKGROUND

In 1938, the management of the South Johnstone sugar mill ordered another steam locomotive from John Fowler & Co, Leeds. The design was to be similar to one purchased by them in 1929.

The sales staff of John Fowler & Co. were unable to persuade the South Johnstone mill to purchase a diesel or petrol locomotive instead of a steam locomotive. Rather than lose the sale, John Fowler & Co. packed up the plans and patterns for the steam locomotive ordered and sent them across the laneway to the rival firm of Hudswell Clarke & Co. who built the required locomotive instead.

The locomotive was delivered, complete with the works number of Hudswell Clarke (B/n 1705 of 1938). It is interesting to ponder that this locomotive and our MELBOURNE (B/n 1701) would have been assembled on the shop floor at Hudswell Clarke almost side by side. They would have then been separated on delivery to their respective mill owners, and finally have come back together again almost 50 years later.

(Incidentally B/n 1706 Hudswell Clarke "Cairns" 1939, still exists and belongs to Illawarra Light Railway Museum Society, Albion Park, NSW. Info courtesy of John Browning) Ed.

QUESTIONNAIRE RESULTS

At the time of going to print some 21% had been returned. Thankyou to everyone who took the time to complete and return it. Key feedback was that members enjoy their DRB and look forward to receiving it each month. Other info reported was that it should stay as a monthly publication, with more stories on members and their narrow gauge experiences, and that I have to watch my spelling and grammar (I'll try harder!). Interestingly, it was split 50/50 to offer more about Woodford and its operations.

Colour photos are popular, and I will add some from time to time, but they will have to be at my expense as I gather things are again very tight financially with the other projects as David referred to earlier. (The colour printer takes a Lexmark 12A1990 cartridge \$86 available at most computer stores – should you wish to sponsor a colour edition). Your feedback makes my job more fulfilling by knowing you enjoy receiving your DRB. All I ask for in return is to consider how you may be able to assist the Society in 2001. Anyway – THANKYOU!

Correction – Last months FACTS about Melbourne contained an error. The Melbourne is in fact a Hudswell Clarke locomotive. Thank to all those who promptly made me aware of this. I was just seeing if you were paying attention.

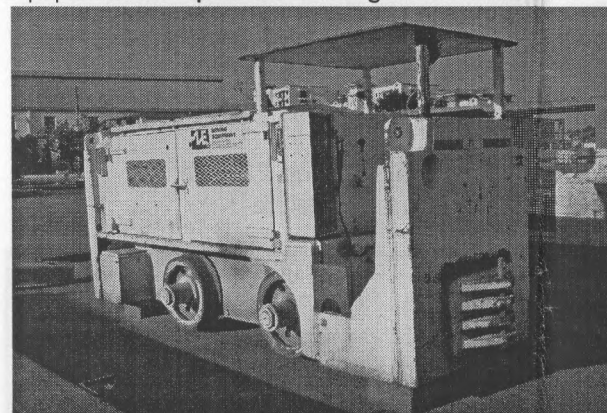
UPDATE ON S1 SEWER TUNNEL

You may recall in September DRB an article concerning the Brisbane City Council's S1 Sewer tunnel. In November BCC staff received their internal newspaper with the headline "Light at the end of the Council's S1 Sewer Tunnel"

'After 8 months of constant digging deep beneath Brisbane's inner northern suburbs and CBD, sewer workers broke through at North Quay on 20 October 2000. Since (February 2000) the Tunnel-Boring Machine has travelled almost four kilometres, sometimes up to 50 metres beneath Bowen Hills, Fortitude Valley and the CBD. It has bored a tunnel 3 Metres wide and excavated about 26,000 cubic metres of material. When completed in September 2001, the total S1 project will stretch approximately 5 km from North Quay to Cooksley Street at Hamilton".

*Richard Whitson
Brisbane Water Project Manager.*

As luck would have it, I just happened to be at the right BCC depot at the right time to see 2 of the loco's and the special 12-person passenger coach sitting out in the open catching some sunrays. Being a photo opportunity too good to miss I took several digital photo's including the motor, axels and more. I'm happily share these by email with members wanting extra detail. The sign on the engine cover reads – "Mining Equipment Incorporated Durango Colorado USA"



Both loco's are currently set on timber blocks with the wheels off the ground. The axels appear to be worn on the ends supporting the theory they are adjustable / multi gauge locomotives. The motor in LOCO 2 (the other one out of view) is very clean and extremely dust free. I couldn't see a brand name at the time on the motor. *Photo 29 Nov 2000 Ken McHugh*

GENERAL UPDATE

- Member Roy Hislop kindly sent me a copy of a brochure titled "Lahey's Canungra Tramway Tunnel Project – Opening 21st January 2001".

It advises the Official Opening will occur 9.30 am – 10.30 Official Morning Tea & Arrival of Rally Cars + displays including Miniature of Shay and Climax Locos, Working Model Display of "Climax" Loco, Original Bell from Tramway Loco and Photographic Records & Memorabilia and more.

- Shane Yore provided a newspaper clipping (undated) titled "Bundaberg Sugar – Expressions of Interest New Cane Growing Land". Key message was "Moreton Sugar Mill wishes to ascertain the potential for cane growing expansion within an area up to 70km by road from the mill site in Nambour". No closing date for Expressions of Interest was included.

*Ken McHugh
Editor*

RESOURCE PAGE

Monthly Member Meetings 8pm, 1st Wednesday of every month
Scouting Association of Australia
32 Dixon Street, AUCHENFLOWER

Woodford Site Margaret Street, Woodford, Qld

Trackwork Partys 2nd Saturday of each month (except Feb '01)

General Work Parties Every Saturday

Running Days ***EVERYDAY FROM Dec 27 – Jan 1***

Special Running Days Check with Martin Wiltshire

NAME	EVENT	NUMBER
David Mewes	President	3273 2014 or email mewesdj@powerup.com.au
Martin Wiltshire	Roster Clerk / Special Runs	5496 3455
Greg Stephenson	Track Day Coordinator	3844 9269
Shane Yore	Operations Manager	3269 9493
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 December 27, 2000 – January 1, 2001
Membership Renewal ASAP
Nominations close 2nd February 2001

Recommended site <http://home.clara.net/billbowman/bwlr.htm>

"The Bredgar & Wormshill Light Railway is tucked away in the heart of the Kent countryside, England, in a richly wooded area of the North Kent Downs, near the village of Bredgar. It came into being in the early 1970's as a hobby and has since developed into to a fully operational narrow gauge railway of 2 foot gauge." *(While at this site, click on "rollingstock" and view the sister loco to ANGRMS's Decauville. Ours is b/n 247, this shows a photo of b/n 246) ED.*

Cover Photo - Bingera Mill's "Oakwood" with a load of full cane bins.
16th August 2000. *Photo by Brian Webber*