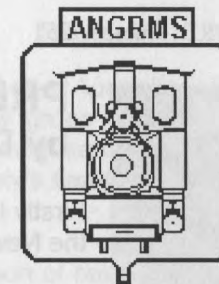


**DURUNDUR  
RAILWAY  
BULLETIN**



*Newsletter of....*

**The Australian Narrow Gauge Railway Museum Society**

A B N 92 009 872 011

A C N 009 872 011

ISSN 0158-785x

Editor

*Ken McHugh*

*P.O.Box 1135*

*Woodford QLD 4514*

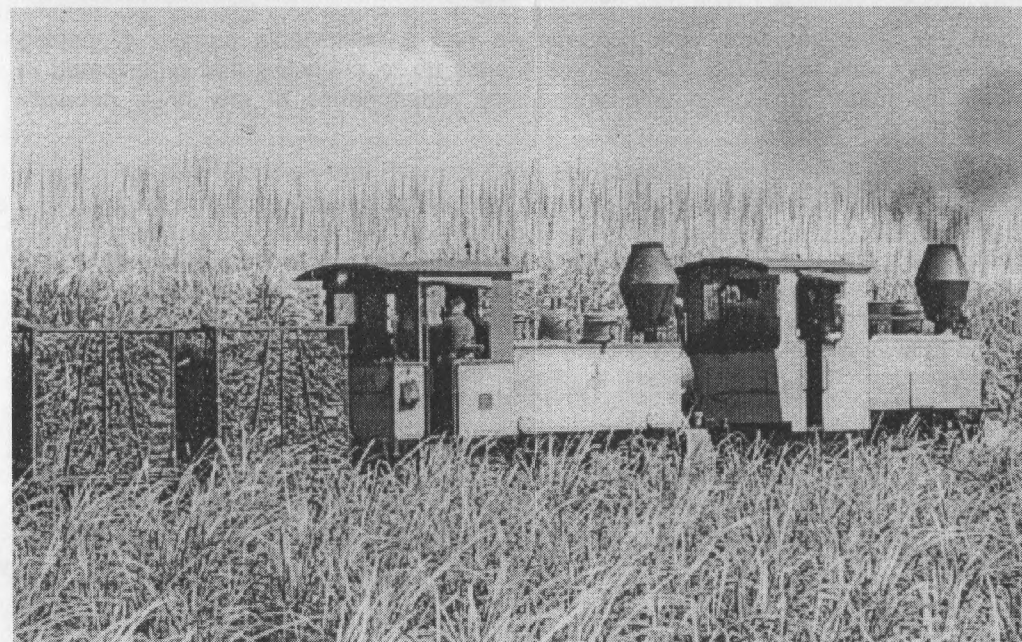
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**Volume 22**

**Number 251**

**January 2001**

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## PRESIDENTS REPORT by David Mewes

Firstly let me warmly welcome you to 2001 and my best wishes for the New Year to all our members.

We have many hopes for this year and with your help we anticipate that the Society will continue to progress. We are now in possession of the survey plans for the track extension from consultants Gutteridge, Haskins and Davey, and with these we would like to make some more leaps in progress towards the track extension which will give us an additional 1.5km of main line.

We also continue to vigorously pursue funding for the much needed cover over our locomotives and also a machine shop adjacent to the workshop building. Progress is also required on a new passenger coach which will replace PL111.

There is much to be done and it can only be achieved with your help. This help is not confined to all those members elected to the Board and those serving on subcommittees, it applies to all members.

Over the Christmas new year holidays we had a reasonable number of paying passengers visit Woodford. My sincere thanks go to everyone that participated in either the roster, ground maintenance, track maintenance or any other capacity during this time.

### THIRTY YEARS AGO

Thirty years ago, on Thursday, 28<sup>th</sup> January, 1971, a public meeting was held in a meeting room at the Queensland Teacher's Union Building, Elizabeth Street, Brisbane, to discuss the formation of a society with the aim of establishing a narrow gauge railway museum centred around the tramways used in the Queensland sugar industry.

The decision to form a new society had resulted from a decision by the Australian Railway Historical Society (Queensland Division) not to proceed with a narrow gauge railway museum project itself. A group of members of that Society met to discuss the formation of a society with the specific aim of establishing a narrow gauge railway museum.

This group had the blessing of the Council of the Australian Railway Historical Society (Queensland Division). This new group met for the first time in December 1970 and acted as a steering committee which resulted in the public meeting held in January 1971. The Society's first General Meeting was held on the 25<sup>th</sup> February 1971.

The year 2001 is the 30<sup>th</sup> Anniversary of the formation of our Society and we are looking to commemorate the event during the year. We will also include regular news items from the past in future issues of DRB.

### Nominations Reminder / AGM Reminder

A reminder that the nominations for Board of Directors for 2001 closes on 2<sup>nd</sup> February 2001 (as per December 2000 DRB). If you believe you are in a position to offer skills that will take the Society, Membership and supporters of ANGRMS forward in 2001, then I encourage your nomination.

The Annual General Meeting will be held on Wednesday, 7<sup>th</sup> March 2001 at 8pm at the usual meeting address (see back page). I encourage all members to attend this meeting as it's a good time to meet / reacquaint with one another and talk to the Board members about any queries, concerns or aspirations for the Society. Tea / Coffee and light refreshments will be served. I have also arranged for some entertainment to be shown (if time permits) after the formal proceedings, concluding at 10pm.

For any Member\* that may not have yet paid their membership renewal fee, I trust it will be received in the next day or so. It is a necessity cease the DRB mail out until the fee is received to ensure we keep our costs down as much as possible. We have a big year ahead and every cent and minute of volunteer assistance will be required. (\*Does not apply to honorary life members)

### DIARY – BUNDY'S LAST GREAT ADVENTURE

Bob Gough's entire 7-page diary about the activities of BFC5 between Brisbane and Mackay is included for your reading pleasure. Ken McHugh discovered that some pages sent in December's DRB were not clearly printed. Many thanks to Bob for taking the time to share his observations with the Society in this way.

David Mewes  
President





## TRACK MATTERS

### by Greg Stephenson

On the December track day, we emptied the ballast wagon by adding shoulder ballast to sections of the track between the Workshop points and the gate near Norm Freeman's Cutting. Fortunately, Clyde Itzstien was able to bring his backhoe down again on Saturday, 6<sup>th</sup> January 2001 and reloaded the wagon in time for the January track day.

### Annual Track Inspection

In previous years, David Pope has undertaken our annual independent track inspection. David has accepted a posting to Malaysia with Queensland Rail was unavailable this year. He contacted some of the people with whom he worked in Brisbane and two of the Trackmasters offered to perform this inspection. I accompanied Phil Hardy and Allan Ford on this inspection. We are particularly thankful to these two gentleman for making their time and expertise available.

We marked 52 sleepers for renewal and 30 to be re-spiked which is similar to previous years and represents normal decay. Most of these locations were widely spaced and can be attended to as part of our normal track maintenance. The following Chart shows the location of sleepers to be replaced and re-spiked as identified on this inspection. This Chart forms the basis of our maintenance planning for the year. The Chart shows that the greatest number of sleepers is located between Ch 500 and Ch 550. This has previously been identified as an area requiring re-spacing and repacking in 2001

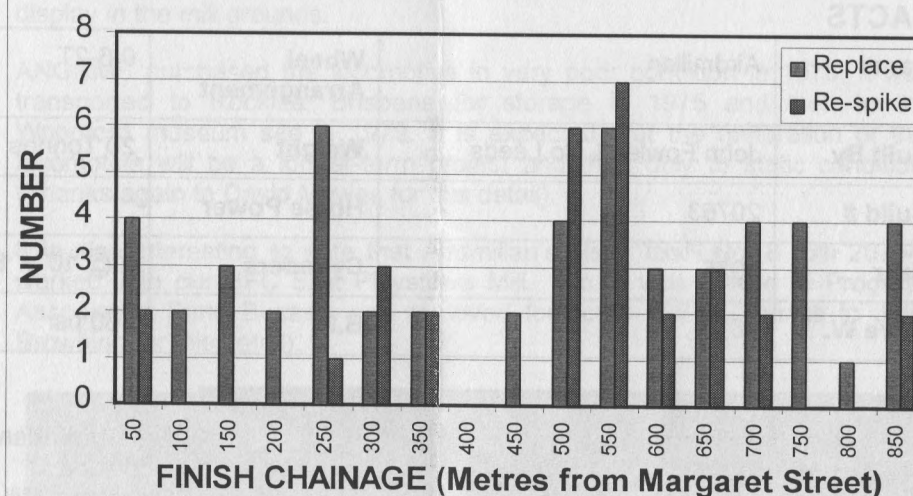
### Future Track-work Days

Please don't forget that the February track day will be brought forward to Saturday 3<sup>rd</sup> February 2001. All assistance would be gratefully received.

The second Saturday in April is the Easter weekend, so the track day for this month will be Saturday 7<sup>th</sup> April. To avoid the Queen's Birthday, the June track day will be Saturday 2<sup>nd</sup> June.

At this stage the track days will be the second Saturday of the month for the rest of the year being Saturdays 10<sup>th</sup> March, 12<sup>th</sup> May, July 14<sup>th</sup>, August 11<sup>th</sup>, September 8<sup>th</sup>, October 13<sup>th</sup>, November 10<sup>th</sup> and December 8<sup>th</sup> 2001. Mark these on your calendar as must attend days. Any assistance on track-work days would be greatly appreciated as we continue to improve the quality of our running track. Remember, without a good track, we can't run trains!

### ANGRMS TRACK INSPECTION - 9 JANUARY 2001



If you are coming for the first time and need a lift to Woodford, please give me a call and we'll see what can be arranged. Also, for those coming up, please remember a hat, gloves and a water container for your use. Safety Glasses are also recommended. We are able to supply the tools but feel free to bring your own if they are in good condition. (We don't want any accidents).

**Greg Stephenson**  
Member



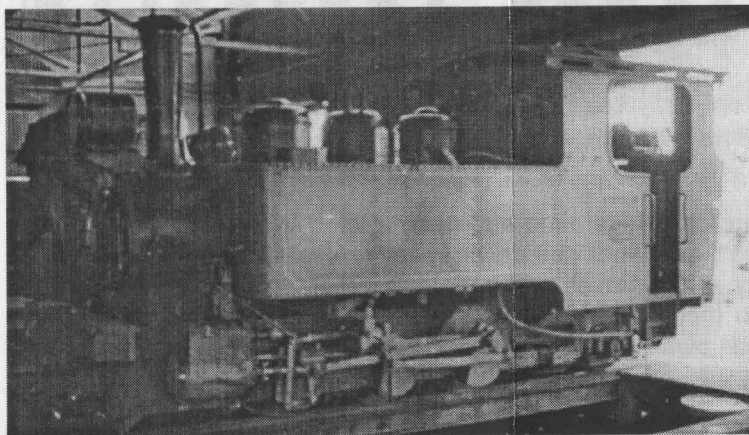
## OUR COLLECTION

By Ken McHugh

Well anyone who has been to Woodford would have seen Airdmillan. She is the 'sorriest' looking loco on site with large holes in her side tanks where years of weathering has taken its toll. In the back of my mind, I know that unless we can cover or establish a practical maintenance schedule for the collection, any or all of them have the potential to appear like Airdmillan. However on a positive note, here is some interesting detail and lovely photos of her in her former glory.

### FACTS

<b>Name</b>	Airdmillan	<b>Wheel Arrangement</b>	0-6-2T
<b>Built By</b>	John Fowler & Co Leeds	<b>Weight</b>	20 Tonnes
<b>Build #</b>	20763	<b>Horse Power</b>	
<b>Year</b>	1935	<b>Cylinders</b>	2 @ 10" x 14"
<b>Drive W.</b>	28"	<b>B.P.</b>	180 psi



Left: Airdmillan in the loco shed at Pleystowe Mill when she was operational. Photo taken by Keith McDonald 1956.

## BACKGROUND

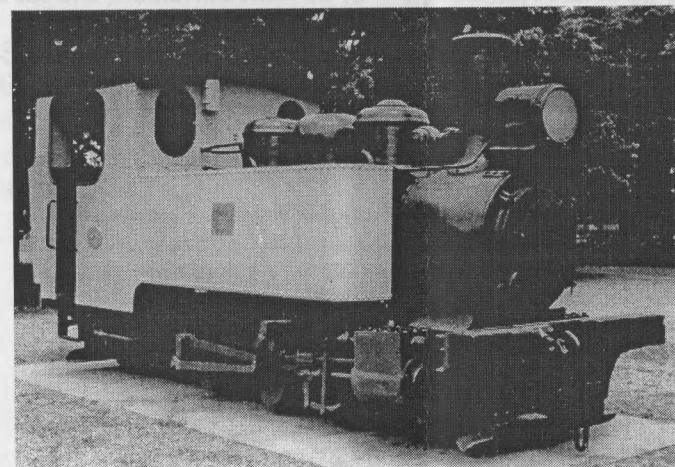
The directors of John Fowler & Co. decided that steam locomotives would no longer be built after 1935 and that future locomotives offered would be powered by petrol or diesel engines.

Amongst the last few engines built was AIRDMILLAN an 0-6-2T built for the Kalamia Mill, Ayr. It was a more modern type of locomotive than those offered previously and reminiscent of the Bundaberg Fowler design to be offered 15 years later.

The locomotive was named after a local district supplying cane to the Kalamia Mill. It was replaced by diesel locomotives in 1962 and placed on display in the mill grounds.

ANGRMS purchased the locomotive in very poor condition in 1975. It was transported to Rocklea, Brisbane for storage in 1975 and then to the Woodford museum site in 1979. It is expected that the restoration of this locomotive will be a longer-term project and then only to static condition. (Thanks again to David Mewes for this detail).

It is also interesting to note that Airdmillan's sister loco, No. 8 (b/n 20764) worked with our BFC 5 at Pleystowe Mill. No. 8 was moved to Progress Association Park, Bucasia and removed for scrap 1977+.(Thanks to John Browning for this detail).



Airdmillan was preserved in the mill grounds following withdrawal from service. She was painted Green on the cab, side tanks super-structure, bright red side rods, frames, and buffer beams except for the wooden buffers & centre coupling which was black as were the boiler, domes, smoke box.



## LETTERS TO THE EDITOR

Member Chris Hart has contacted me with the following information pertaining to an article in November 2000 DRB.

*"Melbourne left Victoria Mill for ANGRMS on 25/10/1977. This I know from personal observation. Also P.G.Dow's photo was taken in 1959, not 1954. I sighted this photo recently on Bob Dow's website where the date was given as 1954, following which I contacted Bob expressing my doubts, owing to the existence of a two way radio on the loco. Bob concurred and subsequently changed the year on his website to 1959. Apparently, his grandfather had made two trips north and Bob didn't know for sure on which trip this photo and a couple of others at Victoria had been taken."*

*"Incidentally, your article itself states that the combined loco MELBOURNE wasn't put together until 1956. I believe that the other loco involved was the SILVER JUBILEE and if say the frames of this loco are those in the MELBOURNE then there is a case for changing this loco's identity to the SILVER JUBILEE."*

Chris Hart, Member

## FOR SALE

British Railways Illustrated Magazines:

Vol 1 Number 1 through Volume 8 Number 12, and,

Annuals & Summer Specials numbers 1 – 5, all mint condition, the lot \$500

Also

Steam Railway numbers 76 through 137 \$125

Steam World Assorted 19 issues \$15

Railway Magazine 1964, 12 issues \$25

Mike Charlwood ph 075 499 6380

## 2000 ACHIEVEMENTS

Looking back over completed work is most satisfying. This is especially true when beginning a planning process for further work. Here is a quick look at what 2000 brought to ANGRMS,

- \* New DRB editor & format
- \* Woodford shown on Channel 7
- \* Site visit by Indonesian delegation
- \* Federation Celebration publicity
- \* 20 special weekday running days
- \* Updated display at AMRA show
- \* 2 wagons refurbished
- \* Several new members join up
- \* Pumper continues on library circuit
- \* 2 truck loads of sleepers delivered
- \* 21 members at October Meeting
- \* DRB questionnaire well responded
- \* New learnings from DRB info
- \* D Mewes elected V.P. of the Woodford Community Association
- \* Plus lots more that happens !!!!
- \* Well organised Track Days
- \* Thumbs up from Rail Safety
- \* Visit by Caboolture Mayor
- \* New gate at Station area
- \* Smooth GST implementation
- \* BFC5 Repainted
- \* BFC5 visits north Qld
- \* New website format
- \* 2 new basic boiler operators
- \* Platform concreting finished
- \* New tramway contacts N/Qld
- \* New rail stack built
- \* No accidents

So looking ahead to 2001 is an exciting prospect. The one thing I see that is good about ANGRMS is that at least we're seen to be achieving things, all be it slowly – but surely. Imagine what could change with a successful Grant Application or other form of assistance?

Ken McHugh  
Editor

## 'Where is the Museum?' Part 2

By Lynn Zelmer

Part 2, 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.

Open Learning 2000 was an excellent opportunity to discuss the future of small museums such as ANGRMS. Most of the participants were from the education sectors, but others were museum specialists who were very supportive of the use of technology to promote museum concepts and of the importance of small regional museums.

An underlying theme of our discussions was that museums such as ANGRMS must change and adapt if they are to survive, but that the real challenge is to ensure that museum members and volunteers are also able to change and adapt to the new business and technological environment.

[ANGRMS] is staffed exclusively by volunteers, some of whom are ex-railroad personnel, and many use the museum to indulge in their passion for running trains. Work parties for track and grounds maintenance as well as the restoration of equipment and buildings are seen as a necessary evil for many members. While those who regularly operate the railway have recently completed safety certification, almost none have experience or training in non-formal education or museum presentation and most do not have the expertise or knowledge to explain the historical significance of the artefacts. ANGRMS has recognised the problem and is developing a web site for public access as well as providing details of some of the more important artefacts through the members' newsletter.

The museum has a small selection of booklets, videotapes and other material on steam railways and railway museums for sale, and is an Australian sales agent for one series of UK historical publications, but has almost nothing about its own equipment or on cane railway operations in general. A non-formal education program aimed at museum visitors would promote the museum and encourage return visits--an important factors since the funding for the museum comes primarily from visitor admission fees and for operating the train for weddings and other special events.

The society's web site (<http://www.angrms.org.au>) was established in October 1999 but was not updated after November 1999. The site was given a face-lift by the author (who is now the society's webmaster) in August 2000, improving its appearance, decreasing the download time, and updating the news.

Further updating to explain the museum in the context of the sugar industry is scheduled for 2001.

The author is an adult educator and multimedia specialist and has recently become an ANGRMS member. While living some 600 km away from the museum means that it is difficult to attend work parties, etc., the author's skills should allow an involvement in the museum side of the organisation's activities. This paper is part of that involvement and provides the rationale for a non-formal educational program for the museum, proposes potential interactive activities and a process for implementing that program, and documents some of the developments to date.

Drafts of the paper were read by two or three ANGRMS members prior to submission with the understanding that the concepts in the paper would be put to the membership for discussion and an action plan potentially prepared for Board approval and fund raising activities. [To be continued.]



Woodford Station – foreground ex Wamuran Station (part of this building is now used to display photos and artefacts). Background ex D'Aguilar Station building (now used as Station Masters Office) Photo Ken McHugh 9/12/2000



**RESOURCE PAGE**

**Monthly Meetings** 8pm, 1<sup>st</sup> Wednesday of every month  
Scouting Association of Australia  
32 Dixon Street, AUCHENFLOWER

**Woodford Address** Margaret Street, Woodford, Qld

**Website Address** [www.angrms.org.au](http://www.angrms.org.au)

**Trackwork Partys** 2<sup>nd</sup> Saturday of each month

**General Work Parties** Every Saturday

**Running Days** Every Sunday 10am 4pm

NAME	ROLE	NUMBER
David Mewes	President	3273 2014 or email <a href="mailto:mewesdj@powerup.com.au">mewesdj@powerup.com.au</a>
Bob Gough	Secretary	3848 3769 <a href="mailto:mjcq@bigpond.com.au">mjcq@bigpond.com.au</a>
Shane Yore	Operations Manager	3269 9493
Martin Wiltshire	Roster Clerk	5496 3455
Greg Stephenson	Track Day Coordinator	3844 9269
Paul Rollason	Safety & Training Manager	3278 9110 or email <a href="mailto:serpar@bigpond.com">serpar@bigpond.com</a>
Lynn Zelmer	Webmaster	<a href="mailto:lynn@zelmeroz.com">lynn@zelmeroz.com</a>
Ken McHugh	DRB Editor	<a href="mailto:kensuzy@bytesite.com.au">kensuzy@bytesite.com.au</a>
SM's Office	At Woodford	5496 1976

**Key Dates**

- Membership renewal - ASAP
- Nominations close - 2/2/2001
- Trackwork - 3/2/2001

**Recommended site** <http://www.ironhorse.inet.net.nz/littleriver.htm>

New Zealand Bush Railway Tours - "This tour is of interest not only to railway and model railway buffs, but also to ex-miners, engineers and historians .. it exceeded all expectations!" - quote from John Nouwens, one happy Bush Rail Tour Member)

**Cover Photo Qunaba Mills' BFC "Dobbin" and Perry "Flash" double heading their way to the mill. Photo Bob Gough**