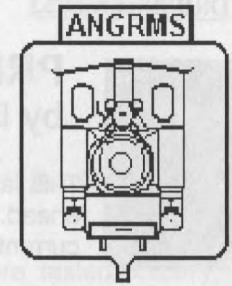


**DURUNDUR  
RAILWAY  
BULLETIN**



*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*

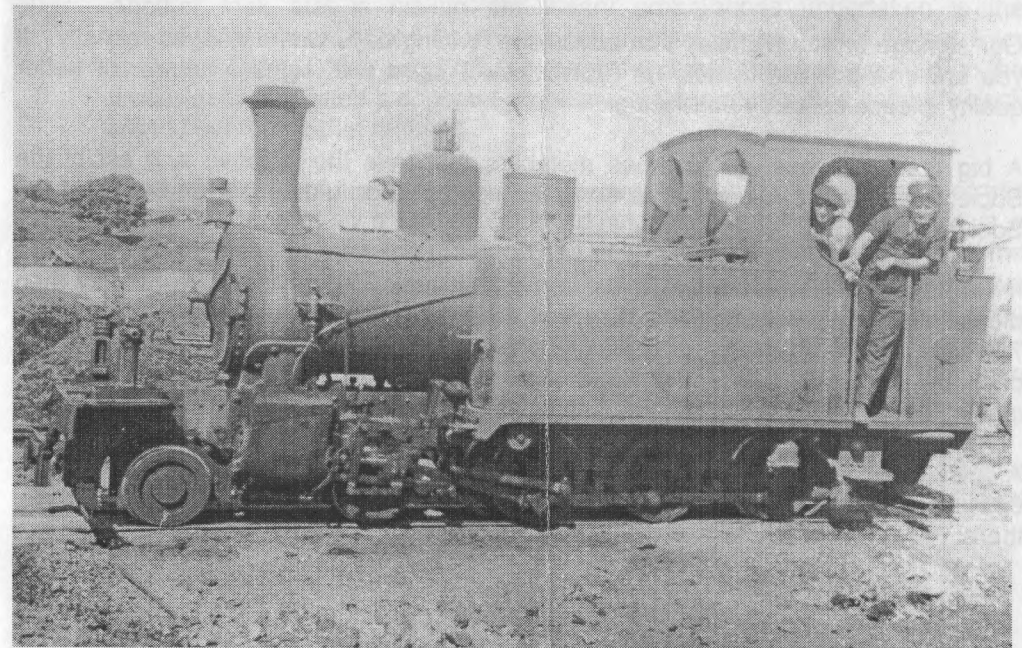
---

**Volume 22**

**Number 252**

**February 2001**

---





## PRESIDENTS REPORT

by David Mewes

This last month has been very quiet as we take stock for the year ahead. The Annual Report and the other formalities required are currently being prepared.

Public running days continue to fluctuate with very low patronage on some days and others where we are doing very well. Despite the apparent decrease in passenger numbers in the latter part of last year we still managed to achieve a small increase in overall passenger figures for the year 2000. This is very pleasing but shows that we need to work even harder to continue to increase our passenger figures.

We have had some people express interest in volunteering on the running days, although the actual numbers haven't increased. Saturday work parties are a key ingredient in our operation and are also in need of extra assistance. So in the year of the volunteer, whether you would like to participate in either a formal or informal way, we can accommodate both. Just ask how.

Our signage on the highway that advertises running days was damaged recently. If you are in a position to help us replace the 2 signs with signs of similar or better quality, please contact Ken McHugh.

A big thankyou must go to those members that take the initiative and assist the Society in variety of work that is done but seems to go unnoticed, on behalf of the Society I thank each of you sincerely.

If you, a friend or relative would like to find out how you can help the Society then please do not hesitate to contact myself at home on 3273 2014, Mobile 0407 146 14 750-mail [mewesdj@powerup.com.au](mailto:mewesdj@powerup.com.au). Consider this, if each member introduced one new person to the Society, and each person were able to offer us a skill via labour, administration or other, imagine what new initiatives could be achieved!

A quick reminder that the Annual General Meeting is to be held on 7<sup>th</sup> March 2001 at 8pm. The meeting location is provided on page 12. I look forward to seeing you there.

## ENGINEERING REPORT

by David Mewes

We have not yet received any further information on the design of the new coach so there has been no progress in this area.

"Melbourne" has had its boiler sealed and pressure tested. Initially, there were a few minor leaks, but these have now been attended to. There has been no decision made on the final colour scheme yet, but, obviously, this will have to be done soon. Leslie Beahan is very pleased with the progress on this locomotive although it has been slow as he is generally the only one working on the loco.

Work has also been underway to extend the siding out the Margaret Street end of the workshop to provide a "pit" area. The idea is to use the fall of ground and mount the rails on steel posts level with the current rails. Work is currently concentrating on preparing the steel supports for the rail.

Another task that is having preliminary preparations undertaken is the provision of a suspended concrete deck in front of the Ticket Office. Ever since the Ticket Office was built the repairs and maintenance required on the timber deck has been a constant problem. Replacement with a concrete deck should overcome this problem.

The attendance of the community service workers has continued to be erratic and this has thrown a bigger workload on our few volunteers. There is a constant need to mow the grass on site at this time of year and this is a time consuming job. Hopefully, we can sort out this problem with the Corrective Services Department. Bill Blannin is doing an excellent job in co-ordinating this workforce and we need to give him all the support he needs to ensure these people are given appropriate tasks and are kept occupied. The main task we require of them is mowing the grass and general site tidying up.

David Mewes  
President





## OUR COLLECTION

### By Ken McHugh

Welcome to another edition of Our Collection. It is pleasing to hear from members that this section of the DRB serves your needs well. After 12 months of running this column, it's time to recap the loco's we've covered so far:

RD Rex, Miallo, Alison, Ruston, Pyramid, B91/2, Borsig, Decauville, Pioneer, Melbourne, SJ5 and Airdmillan. All but one of the Steam Locomotives in the Compound have been highlighted, this one being known as "Hunslet". The only other steam locomotives I haven't covered are BFC5 (usually located at the Station) and Kilrie (usually located at Swanbank). I'll be highlighting these locomotives and our diesel / petrol collection in later editions.

In the mean time, here is a quick look at the order in which the steam locos are placed within the compound area in relation to the CWA Hut = X

			Pioneer	Hunslet	Miallo	Borsig	X
B9 1/2	RD Rex	Pyramid	Alison	SJ5	Decauville		Airdmillan

## FACTS

<b>Name</b>	No. 2 (Hunslet)	<b>Wheel Arrangement</b>	4-6-0T
<b>Built By</b>	Hunslet Engine Co., Leeds, England	<b>Weight</b>	14 tonnes
<b>Build #</b>	1229	<b>Horse Power</b>	
<b>Year</b>	1916	<b>Cylinders</b>	2@ 9.5 x 12"
<b>Drive W.</b>	24"	<b>B.P.</b>	160psi

## BACKGROUND

Built to the order of the British War Department, this locomotive was used in France during the latter part of the First World War. Following the War, a number of these War Department engines were rebuilt using parts from sister engines, and were then resold for use around the world.

A total of 15 of these locomotives came to Australia for use in the sugar industry. Our example was one of two, which went to the Cattle Creek Mill near Mackay. It worked there until 1963 before being withdrawn and stored

It was donated to ANGRMS in 1973 and then transported to Brisbane for storage before being moved to Woodford in 1983.

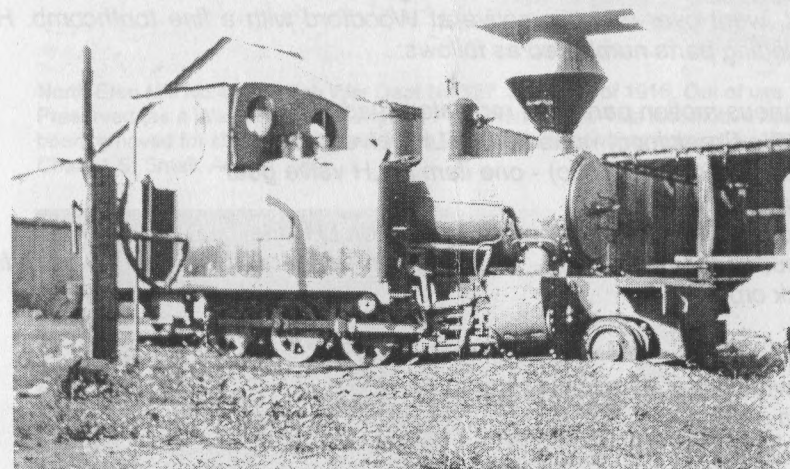


Photo  
A. Carlson  
from the  
George  
Bond  
Collection,  
Courtesy  
David  
Mewes

Date not  
known

Cattle Creek Mill No. 2 ex British War Dept. No. 317 - Note the standard (short) smokebox. This is apparently the loco involved in a collision with a QR loco in the mill yard in the 1950's. It was rebuilt with parts from one or more other locos including (it appears) B/n 1240 ex South Johnstone Mill. It is highly likely that it was the frames of the South Johnstone loco that were used in the rebuild then, if so, the B/n of our loco should become B/n 1240 of 1916. Refer John Browning's/Ian Hughes comments following...

"On 29 October 1956, a QR passenger train ran into Cattle Creek Mill's 4-6-0T No.2 (Hunslet 1229) just outside the mill where the 2ft gauge line crossed the government tracks. A fair bit of damage was done to the chassis which would require some straightening before the loco could be put back to work.

It seems the boiler and running gear must have been in good condition, but it has been reported in the Finch Hatton area that a replacement chassis was sourced from "up north" and used to rebuild the locomotive. The problem for historians was, what locomotive was this chassis from, and where did it come from?

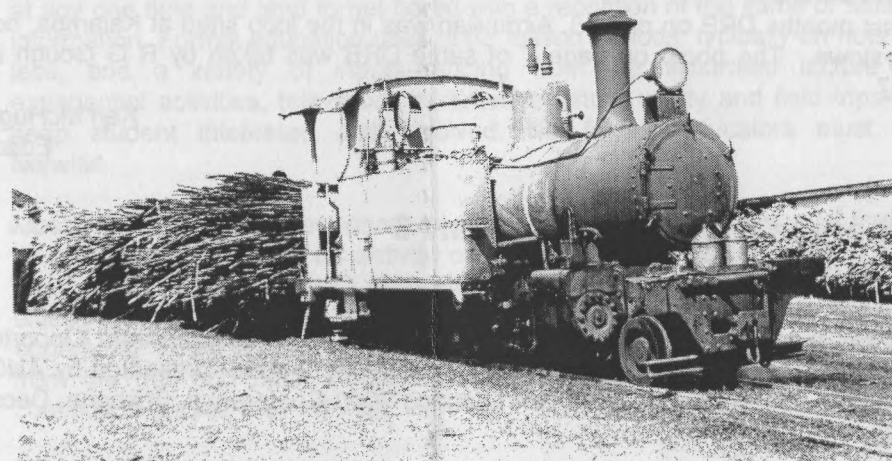
A few theories were developed, and it was certain that parts from a number of different locomotives went into No.2, but no firm answers could be found. However, during January 2001, Ian Hughes, overseas visitor and Hunslet enthusiast, went over the locomotive at Woodford with a fine toothcomb. He reported finding parts numbered as follows:

- 1229 - various motion parts and regulator quadrant
- 1245 (Cattle Creek loco) - one item in LH valve gear
- 1241 (Innisfail Tramway loco) - one item in LH valve gear
- 1247 - leading bogie axle
- 1219 (Proserpine loco) - two brake hangers on LH side
- 1240 (South Johnstone loco) - various motion parts and LH bearing point for drain cock cross shaft

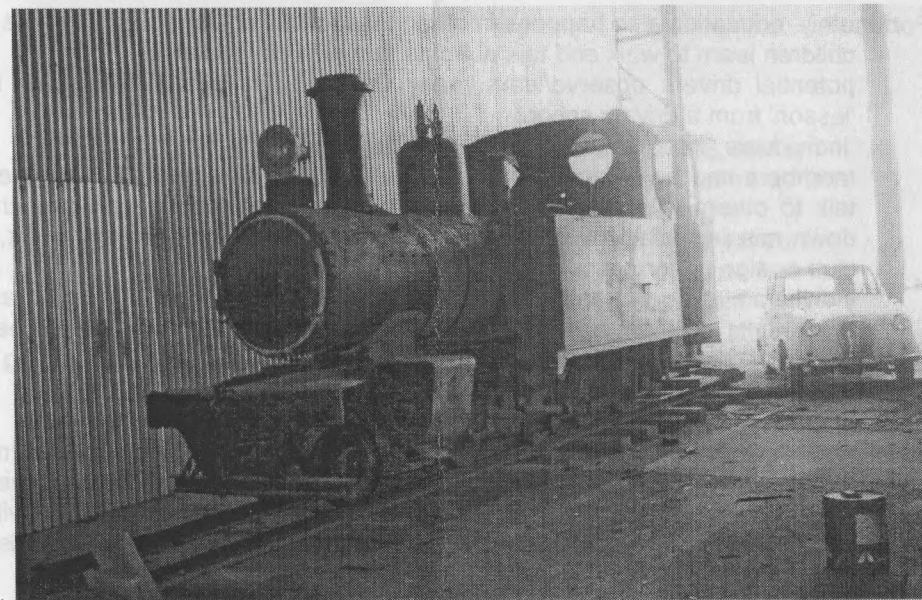
It is hard to say when the loco acquired this variety of parts. Obviously, wartime swapping of some could have been expected. It could also have been when making locomotives fit for resale following war service, or in Australia using parts obtained from other mills when their locomotives were taken out of service. No. 1247 was not an Australian loco while all the others listed seem to have been ESCA (Engineering Supply Company of Australia)"

Ian also writes that the bearing point for the drain cock cross shaft is bolted directly to the frame and therefore less likely to have been transferred. As we identify a locomotive by its chassis, perhaps this suggests that Cattle Creek No.2 is "really" Hunslet 1240. Maybe reference to the Cattle Creek Mill minute book will one day confirm this.

John Browning  
Member



North Eton Mill No.4 ex British War Dept.No.327 B/n 1239 of 1916. Out of use 1964. Preserved (as a War Memorial) Langford Park, North Eton. This locomotive has recently been removed for storage at the old North Eton Mill site pending restoration. Photo: Charles S. Small, August 1963



North Eton Mill No.4 at North Eaton Mill 21/8/2000 – Photo courtesy R G Gough



## Correction

In last months DRB on page 6, Airdmillan was in the loco shed at Kaiamba, not Pleystowe. The photo on page 7 of same DRB was taken by R G Gough in 1967

Ken McHugh  
Editor

## 'Where is the Museum?' Part 3

By Lynn Zelmer

Part 3 of this series looks at non-formal education and is 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.

For many people the word 'education' brings to mind classrooms, laboratories, books and, perhaps, computers--in other words, a structured activity in a group setting, often with assignments or examinations leading to a credential.

Fortunately, education also happens in other, less formal settings. For example,

- children learn to walk and talk at home and with playmates
- potential drivers observe/learn many driving skills before they ever take a 'lesson' from a driving school
- individuals interested in family history learn about it from other family members and by searching through family documents and pictures; they may talk to others who are interested in genealogy to learn the skills of tracking down missing information; and they may even read a genealogy book, join a club or sign up for a workshop offered by an expert;
- individuals restoring antiques learn a good deal by trial-and-error--examining the results of their activities--since the required skills may have been lost through time, but they may also learn from working with others, reading books or searching out information on the Internet.

Non-formal learning differs from school or or university there is little or no external compulsion to keep on if the learning activity isn't satisfying. On the other hand, non-formal learners who really become interested in a subject/activity will often expend a good deal of time, effort and money to further their own learning goals.

Unfortunately, humans can process only a very limited amount of information at any one time and tend to get bored with a repetition of the same or similar information. Formal education uses short lesson periods, typically an hour or less, and a variety of inputs--ranging from the illustrated lecture to experiential activities, television, multimedia, virtual reality and field trips--to keep student interested and involved. Non-formal educators must do likewise.

Most people do not just suddenly develop such an interest; they must first of all be made aware that an activity exists and is possible for them. It isn't possible, for example, for Queenslanders to learn how to cross-country ski unless they go to an area with suitable snow. Generally, they also need an opportunity to 'try out' the activity; they must get some personal satisfaction from the trial and must be able to locate some way in which they can continue to pursue their interest.

[To be continued.]

Lynn Zelmer  
Member

## News

by Mewes

Bob Bushby was one of the founding members of ANGRMS, and is (actually was), in fact, Member No.2. He went to England for some time in the 1970's, and when he came back he ended up settling in Tasmania. We haven't heard from each other for many years (I think that was because Tasmania was cast adrift from Australia and was lost but has recently been rediscovered). I came across Bob again accidentally some months ago when he posted a news item about the ABT railway on an Internet newsgroup I use.

Bob visited the ABT railway on 15 February and a summary of his observations are on page 10.

David Mewes  
President

"20 mins late at 10.20 am this morning, Mount Lyell No. 3 and 2 coaches (Myrtle and Blackwood) departed Queenstown with the first public train to Rinadeena since 1963.

After a swift run down to Lynchford, #3 took water before heading off to Halls Creek and the rack section. Excitement rose amongst the 30 or so passengers as the loco barked up the 1 in 50 from Halls creek to the bottom of the rack. Just before the rack section, the rack engine unit was run to warm it up (sounded like a horrible wheel slip!!!), signalling the approach of the rack section.

After entering into a 'rainforest shrouded' cutting just past the site of the old Halls Creek station, the loco engaged the rack for the climb up the 1 in 16 grade to Rinadeena. Quickly, the loco settled into the rack section with the four cylinders working away - the sound of both engine units working reminds one of a Garrett pulling hard going in and out of beat. What a sound as we climbed the hill finally breasting the summit of the line at Rinadeena before rolling to a halt in the new station there - the first public train in 27½ years had finally arrived again at Rinadeena.

The train went back down the top of the rack section twice for TV camera crew 'runpasts' before taking water and running around. Finally, we set off back down the hill. After engaging the rack, another steam sound unique to this train in Australia became dominant - the sound of the Le Chatelier Steam Counter Pressure Brake where the timing of the piston valves is altered to convert the cylinders to compressors - bit like an engine brake in a truck. This is used to control the descent of the train down the steep gradient without using the vacuum brakes.

From the bottom of the rack, we rolled smartly down to Halls Creek before commencing the gentle climb along the banks of the Queen River to Lynchford. After a few minutes wait, giving "Klondyke" time to get out of the platform with its normal public train after watering and running around, #3 pulled the train into the platform.

Here, #3 and "Myrtle" cut off and pulled across onto the main line, whilst "Klondyke" set back into the platform with coach "Sassafras" and coupled onto "Blackwood" for the run back to Queenstown.

#3 stayed at Lynchford to work back to Rinadeena on driver training trips - altogether they have done about 30 trips up the rack to date, much of it under the eye of local former Mount Lyell driver "Bodgie" Castles, who is tutoring the crews on the rack.

A really great occasion for the West Coast, Tasmania, and all railway enthusiasts in Australia. With the first section of the rack now open, this now truly is the beginning of the ABT Wilderness Railway.

According to their General Manager, if we have a dry winter, the line to Strahan, may be open right through as early as August this year - a very optimistic target, but with 1½ kms at the Strahan end already laid, it is well on the way. As for the failure of No. 3 yesterday - it was a 3½ inch bolt in the rack engine valve gear!!!

For those of you with an interest in safe working, of course they use the latest in modern safe working technology - the Mobile Phone!!! (But they won't work down the Dubbil Barril side of the hill!!!!). Finally, the dream is becoming reality",

Bob Bushby, Queenstown, Tas

## COVER PHOTO by Ray Ellis

Much to my disgrace, I regret that I cannot give you much information about this photo! It was one of a number that I received as a result of my quest for photos, published in the Cairns Post way back in the early 1970s when I was writing Rails to the Tablelands (published 1976).

The accompanying letter got lost unfortunately, although I am almost certain the person who sent them to me was not the photographer. This was the only narrow gauge one, the others were QR scenes, and most not of the Cairns Railway anyway, but there was a beauty of a B15Con at Kuranda which subsequently appeared in RTT on p.3. Some of the QR photos may have been taken by Robson, some of who's photos are in the QR and ARHS collection - he was active in the area at the time, but this one seems more likely to be a non-enthusiast type photo, although it is well composed.

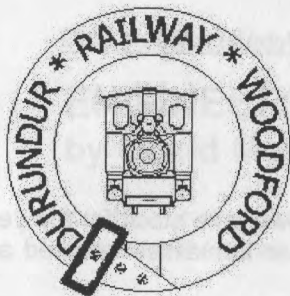
The Hunslet 4-6-0T photo first appeared in the original edition of the Innisfail Tramway, and John Armstrong was not able to add much to its identity either (and he and Gerry are the experts!). All we have been able to come up with is that it was taken on the line to the Esplanade in the early 1920s.

We don't know who the crew is either, so if any DRB readers can add further to the photo's identity, it would be of great interest. The loco is interestingly in almost original condition, with little alteration from its WDLR (War Dept. Light Railways) condition. The jacks may or may not be original WDLR gear, certainly the locos carried such in France, as well as here. Also of note is the rerailing bar, still in place below the front buffer beam. This was just a piece of tramway track bolted to a part of the buffer beam, but was of enormous benefit when these locos derailed in France (a not uncommon occurrence, I might add!) as it generally prevented the loco sinking into the mud and making the rerailing task a tad more difficult!

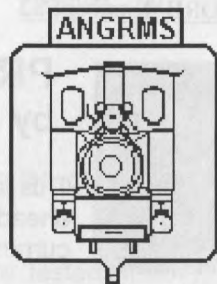
Most, if not all WDLR locos, were so fitted. Also of interest is the flexible steam line connection on the steam dome, and this may also have been an original WDLR fitting - I can't imagine QR would have fitted it. You'll also note the strengthening strips fitted to the smokebox door, and what appears to be a different smokebox door handle. Looks like they may have been having a job getting the smokebox door to close tightly, hence the additions. There are not too many really good photos of the WDLR Hunslets after their wartime service, and they were scattered far and wide throughout the world, although Queensland had one of the larger contingents of them. India had quite a few, and there was a large batch in Argentina on the potato railways, but the rest were somewhat thin on the ground though widely scattered.

Ray Ellis  
Member





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 22**

**Number 252**

**February 2001**

---

