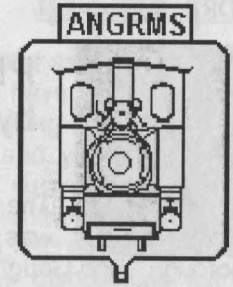


**DURUNDUR
RAILWAY
BULLETIN**



Newsletter of

The Australian Narrow Gauge Railway Museum Society

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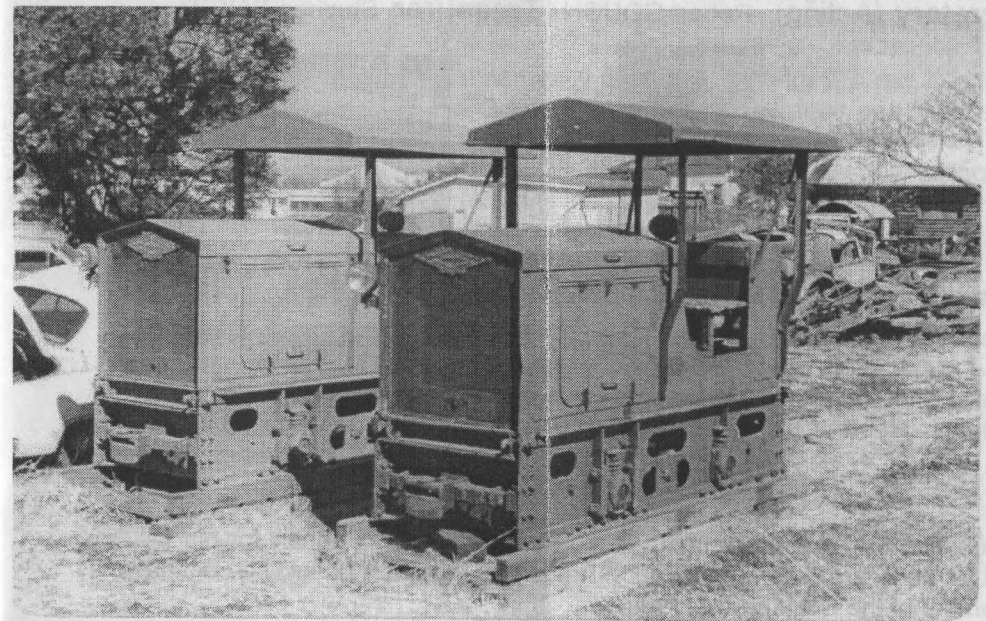
Editor

*Ken McHugh
P.O.Box 1135
Woodford QLD 4514*

Volume 22

Number 253

March 2001





PRESIDENTS REPORT by David Mewes

The Annual General Meeting was held on the 7th March and was well attended, with one member travelling from Maryborough. Bob Gough was absent due to illness and Laurie Erb acted as Secretary for the proceedings. The formal aspect of the AGM resulted in the following members coming into office for 2001.

President David MEWES

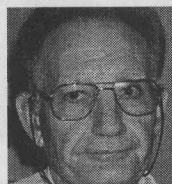
Vice Presidents Tony LINDSAY



Paul ROLLASON



Secretary (Acting) Robert GOUGH **Treasurer** Stephen BAKER



Board Members Raymond MEWES



Shane YORE



I would like to thank the retiring Board member, Leslie Beahan for his valuable input to the Board over recent years. Leslie has indicated he will be continuing as a member of the Engineering Branch.

A welcome is extended to Raymond Mewes who will, I am sure, contribute his own ideas to the Board. It is especially pleasing to have such a young Board with Tony, Paul, Raymond and Shane now outnumbering the "oldies". It is very important that the Society encourages an active and younger membership. Shane has contributed many excellent ideas and suggestions to the Board during the past year and I look forward to working with the new Board to further the Society. You will note that Bob Gough is Acting Secretary, that is because no nominations were received for the role. Further discussions will be held over the coming days to resolve this situation.

Recently, both David Thornton and Bob Gough underwent surgery. We wish both all the best and that they each recover well.

If you would like to find out how you can help the Society then please contact myself at home on 3273 2014, Mobile 0407 146 750 or by e-mail

SAFETY TIP

Guard's are reminded to ensure they keep the red flag close to hand when the train is travelling so that it is readily available in case a signal has to be shown to the loco crew.

Should there be any kind of emergency or situation where it is required for the train to stop immediately, the Guard is required to blow their pea whistle AND display the red flag in such a manner as to be readily seen by the train crew. The Guard is to continue blowing the pea whistle until a response / acknowledgment is received from the loco crew.

MODEL RAILWAY SHOW

The AMRA (Queensland Branch)'s annual Miniature Train Show will be held from Saturday, 5th May until Monday, 7th May. We will once again have a display and sales stand at this show. If you would like to help either in setting up or dismantling the stand or even manning the stand over the weekend, then please contact Raymond Mewes on 0408 799 026 or 3273 2014.

ANGRMS OWNED PROPERTY

We are attempting to locate all ANGRMS property that may be with Members (either past or present) in an effort to prepare an Assets Register.

If you have any ANGRMS property or know the location of any, then please contact Shane Yore and register this information. Making a quick call now will ensure your knowledge is passed on, we are very keen to locate all items. Shane's contact number is listed on the back page.

NEWS BY MEWES

Mackay Sugar Chairman, Graham Davies, has predicted that if mills are to survive they will need to be crushing 3 million tonnes of cane in a season. Consequently, with an expected harvest of 50 – 55 million tonnes by 2010 then only 17 or 18 mills (of the current 27) are likely to be around in 10 year's time.

The Farmshed – 18/10/2000

SOUTH JOHNSTONE MILL SALE FOR \$15.1 Million CONFIRMED

Bundaberg Sugar Managing Director, Geoff Mitchell, announced on the 15th March that all conditions of the contract to purchase South Johnstone Mill for \$15.1 Million had been met and the sale finalised.

The company was committed to ensuring the mill was available for the upcoming crushing season. Former employees of the South Johnstone Mill who had accepted offers of employment were welcomed. Safety induction programs for these employees were commenced at 7.0am Friday, 16th March.

Bundaberg Sugar had previously tried to purchase the South Johnstone Mill in 1993 when they offered \$37 Million but this had been rejected by local growers at that time. Bundaberg Sugar had also tried to lly Mill in 1993 with an offer of \$50 Million, but this had also been rejected.

Industry analysts predict as there is only enough cane in the Innisfail – Babinda region to economically sustain two mills then it is expected that one of the three mills (South Johnstone, Mourilyan, Babinda) will close. This will be made much easier now as Bundaberg Sugar owns all three.

The Farmshed – Sugar News 16/3/2001

2000 CANE SEASON - Results

The following tonnages of sugar cane were crushed during another disastrous year for the Queensland sugar industry.

Mill	Tonnes Cane	Mill	Tonnes Cane
Tableland	496,915	Proserpine	1,400,000
Mossman	859,599	Farleigh	1,051,335
Mulgrave	910,331	Racecourse	1,021,543
Babinda	n.a.	Pleystowe	1,115,790
Mourilyan	n.a.	Marian	1,473,890
South Johnstone	845,000	Plane Creek	1,128,878
Tully	1,645,470	Bingera n.a.	
Macknade	932,373	Fairymead	n.a.
Victoria	1,869,696	Millaquin	n.a.
Invicta	2,940,000	Isis	n.a.
Pioneer	1,563,000	Maryborough	675,247
Kalamia	1,434,000	Moreton	336,000
Inkerman	1,670,000	Rocky Point	n.a.

New South Wales

Condong	507,258
Broadwater	780,218
Harwood	689,611

Western Australia

Ord	460,556
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Macknade - This is the first season since 1991 that Macknade has crushed under 1 million tonnes.

Victoria - This is the first season since 1991 that Victoria has crushed under 2 million tonnes with the highest season being 3,629,926 tonnes in 1997.

Proserpine - This was the worst season for Proserpine since the drought of 1947 (not in tonnes crushed, rather in overall performance)

The Farmshed – Sugar News

PROPOSED BUNDABERG DEVELOPMENTS – By David Mewes

When I was at the State Library today I saw a copy of an Environmental Impact Statement compiled by Sinclair, Knight, Merz for a proposed bagasse pulp/paper manufacturing facility at West Fairymead.

This EIS, produced in February 2001 was to be on public display until the 6th March (so I was lucky to see it) and titled "Bundaberg 2000+ - Industrial Development" and although a separate issue it mentioned many times the proposed super mill development by Bundaberg Sugar. It stated that Bundaberg Sugar are investigating a proposal to upgrade Fairymead Mill to process 3.6 million tonnes of cane and to wind back operations at Bingera and Millaquin Mills.

Bundaberg Sugar currently has access to 53,300 ha of land suitable for cane production, of which, approximately 38,000 ha are harvested each year.

The EIS contains many maps, diagrams and photos including several of proposed tramline extensions linking Bingera and Millaquin Mill to the Fairymead network.

*Proposed that a new road/rail bridge be built at the current ferry crossing for Millauin cane to go to Fairymead and bulk raw sugar to Bundaberg Port. This was a preferred option despite the large infrastructure cost.

*Proposed that a new tramline be built along the former Mt Perry Branch turning off this to head northwards just before the Toft Factory, cross the Bundaberg - Gin Gin Road and turn east to cross the QR NCL via grade separation just north (Booloongie?) of where the Bundaberg - Gin Gin Road crosses the NCL and then on to Fairymead Mill.

*Proposed to build a bagasse slurry pipeline from Fairymead 4kms westwards to the site of the Bagasse Pulp mill which is to be located on Bundaberg Sugar land near the Back Gooburrum Road. The nearest houses to the plant will be 900m away on Back Gooburrum road. The upgraded Fairymead Sugar Mill is pfrom May to November.

The Bagasse Paper Mill will also use woodchips imported from overseas. The proposal states that the preferred option for transport of woodchips could be by mill tramline AS THE USE OF TRUCKS WOULD THROW TOO MUCH TRAFFIC ONTO LOCAL ROADS (!!!!! I know capitals are taken as shouting - but what's happening at Nambour?). However, it was not considered feasible to transport the pulp (bagasse) bales by tramline.

Bingera to Fairymead cane railway link - Tirroan (Mt Perry) Branch no longer used.

Bundaberg sugar has nominated an interest in utilising a section or sections of this corridor to upgrade its cane railway operation. It will provide for a link from Wallaville and Bingera to Fairymead as a component of the mill upgrade. The crossing over the NCL allows for grade separation.

Fairmead currently crushes 1.6 million tonnes of cane in a season. Current road traffic in a season at Fairymead is: Raw Sugar 6,250 trips, Molasses 1,300 trips, Fuel 400 trips, Mill Mud 1,800 trips. TOTAL: 9,750 X 2 trips in a crushing season. That is 19,500 trips in a crushing season!

Regards
David Mewes

**TRACK MATTERS
by Greg Stephenson****February 10th 2001**

The February track day turned out to be a very wet day. We took the GEMCO for a run to end of the track to check the functioning of the drainage. By mid-morning we abandoned any hope of doing track-work and concentrated on steel fabrication work under cover in the workshop. This will eventually find its way into an elevated inspection track planned for the workshop area. Bob Deskins also took the opportunity to collect our portable generator so that it could be overhauled. The generator was donated by the Queensland University of Technology and has been stored at Tony Lindsay's pending arrangements to have it overhauled. This should mark the beginning of some forms of mechanisation for the track gang.

March 10th 2001

Despite south east Queensland receiving torrential down pours leading to flash flooding in many areas on the Friday night, very little rain appears to have fallen on Woodford and day dawned relatively fine. There was a good turn out for the track day. Unfortunately, due to recurring battery problems, the GEMCO was unavailable for service so we concentrated our efforts in the Woodford station yard area. A total of nine sleepers were renewed in isolated locations including three "long" sleepers in the points near the top gate.

I have been assured that the GEMCO will be available for the next track day. This will allow further work of respacing and resleepering to be undertaken beyond Freeman's Cutting.

Future Track-work Days

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

At this stage the track days will be the second Saturday of the month for the rest of the year being Saturday 12th May, July 14th, August 11th, September 8th, October 13th, November 10th and December 8th 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!

Greg Stephenson
Member

'Where is the Museum?' Part 4 By Lynn Zelmer

Part 4 of this series looks at local museums and 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.

Only a few years ago non-formal learners were generally confined to asking someone else who was already involved, borrowing books from a library (if one existed in their community) or, if resources and time allowed, travelling to a special event (like the local show) to see what someone else had achieved. Often they had to exert considerable personal skill to fossick information from dry text books or oral descriptions and may have learned 'in spite of' the resources by reflecting on their own attempts.

Our expectations are now much greater and we expect to be able to find information on almost any topic through well-presented books or magazines, radio, newspapers, TV or the web. These changing expectations--and the need for instant gratification--also mean that community organisations wishing to attract new members, or increase their visitor counts, must present themselves attractively to draw interested individuals and must give them almost immediate satisfaction.

Commercial organisations use a variety of techniques to attract new users or participants--free samples, advertising through mass media or at point of sale, 'loyalty' programs, special contests, and so on. Whole divisions of staff may be devoted to 'customer relations'.

Local museums cannot undertake such costly or complicated strategies, but must be able to:

- attract potential new visitors or members, especially those who arrive on site 'accidentally' went out for a drive or showing visitors around (articles, brochures, advertising, roadside and site signage)
- provide interesting activities which 'draw in' the visitors... not all of whom will be interested in the same things (static exhibits and interactive activities, well signed displays, background information to explain the context, well-briefed interpretative staff)
- provide something to 'take home' which will remind the new user of the interesting activity and prompt a return (brochures, fact sheets, books and games, videos, CDs)
- provide/promote 'new' activities on a regular basis to encourage return visitors (advertising and other promotion, featured activities on web site, annual events)
- provide an 'expert' pathway for those who wish to pursue the interest in greater depth (books, journals and other advanced information, archives, membership, sponsorship).

A small museum operated by volunteers also needs to recognise that its volunteers may be its most important non-formal learners. As they learn more about the museum and its artefacts they will be more enthusiastic and knowledgeable, thus better able to enthuse visitors, answer their queries, and promote return visits.

[To be continued.]

Lynn Zelmer
Member



OUR COLLECTION By Ken McHugh

As a child I used to hear the members talk about "Malcolm Moore". This name somewhat confused me as I knew Mr Mewes, Mr Gough, Mr Baker, but Mr Moore? He never appeared at meetings or used the "sign on book". He did exist because the Track Gang would say "Go get (the) Malcolm Moore for that" so I knew he was somewhere on site! But the intrigue didn't stop there. Last week I sought "before" photos of our Malcolm Moore/s performing tasks for their previous owner, only to discover that these two loco's were obtained by the Society 'as new' and hence there are no before images of them working! In fact Bob Gough advises that one of them as never been started!

Less than 10 MM's that worked at mills can be accounted for as preserved today

FACTS

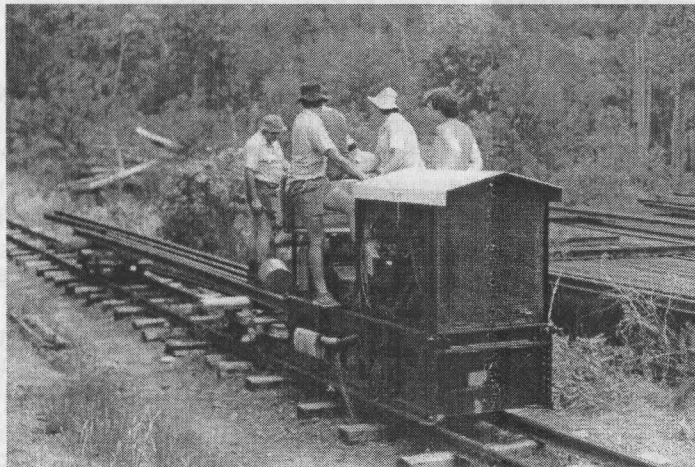
Name	Malcolm Moore 84001 & 84002	Wheel Arrangement	4wPM & 4wPM
Built By	Malcolm Moore Ltd. Melbourne, Australia	Weight	3 tonnes
Build #	1032 & 1035	Horse Power	32
Year	1943 & 1943	Cylinders	8@ ??

BACKGROUND

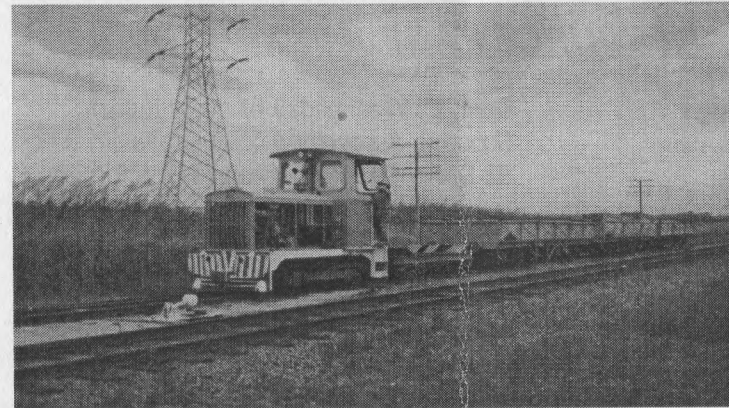
Almost 100 of these locomotives (Petrol) were built in 1943 for the Australian Army during the Second World War.

They were fitted with Ford V8 petrol engines. After the War many to various industrial users around Australia, particularly the sugar industry. Our 2 examples however, were purchased from the Australian Army in 1972.

They were initially stored at Rosewood but both have since been moved to Woodford where one is available for use on work trains.



An early Track Work Party at Woodford using one of the Malcolm Moores' Photo by David Mewes



This photo is another Malcolm Moore model. It was taken at the QR Gairloch siding near Ingham which was connected to Victoria Mill by dual gauge trackage. The MOORE (1956) heads off to the mill with QR wagons. Loco now owned by Chris Hart since 1994. Photo 1975 courtesy of Chris Hart (Member).

MORE ON MALCOLMS by John Browning

MALCOLM MOORE LTD, Port Melbourne, Many / all early locomotives built for Tractor Appliance Company Ltd, Melbourne; MALCOLM MOORE PTY LTD, 1948; MALCOLM MOORE INDUSTRIES by 1961

They were a long-established machinery construction company and first began to produce locomotives by placing Fordson tractor power units into locomotive chassis, particularly for the logging industry in Victoria, as well as quarries, construction projects, salt works,

Just before WW2 they built a few diesel locomotives, including an underground diesel for use in an Illawarra district coalmine.

I do not know how the WW2 Army locos came to be built but it is said that a 1936 loco built for ICI at Dry Creek in South Australia was the precursor of the type. It appears that the WW2 locos were built for the Commonwealth Department of Supply & Shipping, in (or from) 1943, and that the order was for 92. Some pile driving units (not on rails) were built with the same superstructure and may possibly have been part of the same order.

Locomotive construction after the war included diesels for Australian Iron & Steel coalmines and for the Victorian State Electricity Commission, fitted with power units supplied by the Drewry Car Co (England). Some of the SEC units became the TGR "U" Class.

They built one cane diesel-hydraulic, for Victoria Mill (see photo above). The Fordson theme continued right up to the 1960s, with the example at the Pioneer Steam Railway.

For more ideas on the WW2 locos, John Peterson has been researching this topic and may be able to help peterson.john.j@edumail.vic.gov.au

An article in the April LR will be of interest, dealing with the restoration of the one from Mourilyan Mill (b/n 1039 of 1943).

John Browning (Member)

RESOURCE PAGE**Monthly Meetings**

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

Woodford Address

Margaret Street, Woodford, Qld

Website Address

www.angrms.org.au <- **UPDATED 3/01**

Trackwork Partys

2nd 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 mewesdj@powerup.com.au
Bob Gough	A/Secretary	3848 3769 mjcq@bigpond.com.au
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 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

Next Track Work Day Saturday 7th April
 AMRA – Long weekend of 5th 6th 7th May

Recommended Sites For more photographs of Malcolm Moore locos, check these out at the recently updated Port Dock web site.

www.railpage.org.au/pdsrm/exhibits/1514.html

www.railpage.org.au/pdsrm/exhibits/fordson.html

Speaking of updated web sites, Lynn Zelmer has just put the finishing touches on our sites' latest 'upgrade'. Take the time to check it out! Thankyou Lynn.

Cover Photo - Malcolm Moore locos 84001 & 84002 at Rosewood.
 Photo by David Mewes 1972.