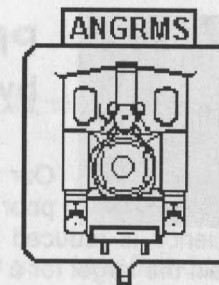


**DURUNDUR
RAILWAY
BULLETIN**



Newsletter of

The Australian Narrow Gauge Railway Museum Society

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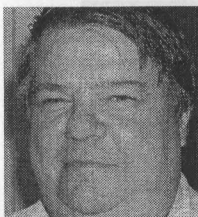
Woodford QLD 4514

Volume 22

Number 254

April 2001





PRESIDENTS REPORT

by David Mewes

Our financial situation continues to be extremely tight. The poor passenger figures in the latter part of last year, and the consequence is reduced income. Another unfortunate situation is that our site was again the target for a "break and enter" on the weekend of 21 & 22nd April.

On a brighter note I am very pleased the way that the new Board members are settling into their 2001 roles. There are a number of issues currently being undertaken by Shane Yore, Raymond Mewes and Paul Rollason. Their efforts on the Society's behalf have been very productive.

But again we still need more volunteers for running days and for work parties. It seems we're just "ticking over" at times and I get frustrated at how to engage the membership to take a more active role. The most basic form of contribution is the Membership Levy which, to be honest just isn't enough contribution. Innovative thinking is seriously required because the key active members (which believe me are small in number) cannot keep sustaining the operations of a working railway on behalf of the rest of the membership. We need your mental, physical or financial support and we need it now.

I know location for some is difficult, but there are still tasks that can be undertaken from a distance. I know there are physical limitations for some but there are tasks that require low physical exertion. I know some don't have time but there are ways around that too. In the next edition of DRB, Ken McHugh will be putting together a short proforma seeking your ski+6Xyour skills from to Yard mowing (and everything in between). Then from time to time, a Board Member will contact you to see if you can assist with that skill you have listed. It might just be that you know of someone else that could help, and that's ok but we may need you to follow up on that lead for us, that's part of what volunteer work is all about. Using each other's skills and knowledge to progress.

Please start jotting down what you think you can offer and I'll have Ken post out the proforma in the May Issue. We are desperate for you physical or mental or financial assistance now.

I'll talk further about this at our May Meeting where I hope to see you there for a preview of "Bundy's Last Great Adventure".

NEW MEMBER

A welcome is extended to Greg HALLAM of Mitchelton Qld, who is rejoining our Society. Good to have you on board again Greg.

OPERATING STAFF

Congratulations to Raymond Mewes on his accreditation as a qualified driver on the Durundur Railway.

The Board has approved Owen Coster being nominated for testing by George Preston for his Basic Boiler Operator and Reciprocating Steam Engine Tickets. Once Owen has passed these tests he will then have to be assessed by our Safety Committee for accreditation as a driver on our railway.

The Board has also approved Peter Mills as a trainee on the footplate of our locomotive. We currently have two other trainees George Hadley and Chris Hadley. George already has the necessary steam tickets and it should not be long before he is accredited as a driver on our railway. Chris will also be starting his footplate training with a view to gaining his boiler operator's ticket and steam engine ticket. Well done to Raymond, Owen and Peter.

CENTENARY OF FEDERATION

The Caboolture Shire Council hosted a Cavalcade of Transport at the Caboolture Aerodrome as part of the Centenary of Federation celebrations. Shane Yore very capably handled our participation in this event. The engine unit of "Melbourne" was transported to the aerodrome and created much favourable comment. Altogether a most successful occasion. Thankyou Shane.

MODEL RAILWAY SHOW

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

David Mewes - President



TRACK MATTERS

by Greg Stephenson



April 7th 2001

Despite this day clashing with other railway related activities at Ipswich that involved some of our members, this proved to be our most successful trackwork day of recent years. This was the first trackwork day on which the recently overhauled generator was available. This allowed an electric drill to be used rather than the hand augers for drilling the sleepers. On previous trackwork days about the best production that we could achieve was around 12 to 14 metres of track. With the electric drill available, we refurbished 28 metres of track. This involved replacing rotten sleepers, respacing sleepers, adding additional sleepers to correct the spacing and reballasting the section. All existing sleepers were respiked to correct a section of loose rail identified at the annual inspection. We had left the station with 8 new sleepers on the train and by late morning had to return for additional sleepers due to the increased production that we had achieved.

Having the generator available has been a great initiative and boost to trackwork days as it has allowed us to double the production rate of track refurbishment. The sooner that we finish this work, the sooner that we can start to consider building passing loops. We must thank Bob Deskins for arranging and meeting the considerable costs associated with the overhaul of the generator. The next big item will be to find a means of funding a heavy-duty electric drill for this work.

Next!

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.

To avoid the Queen's Birthday, the June track day will be Saturday 2nd June.

Other Works

Some other projects are also being undertaken. These include a suspended concrete slab to the deck in front of the ticket office, an elevated inspection track and mowing strips under the fences. As many of you know Bill Blannin, Leslie Beahan and myself spend most Saturdays at Woodford to work on these projects as well as maintenance on the carriages and locomotives. Work on these projects has been constantly delayed as we have to often spend considerable amounts of our time mowing grass. It is particularly disappointing to arrive week after week and find the Museum area continuously unkept. None of us like to walk through calf and ankle high grass around our homes, yet we expect families to pay money to visit the Museum and contend with these conditions. Site maintenance really is an area that we need to improve and show a positive commitment towards.



OUR COLLECTION

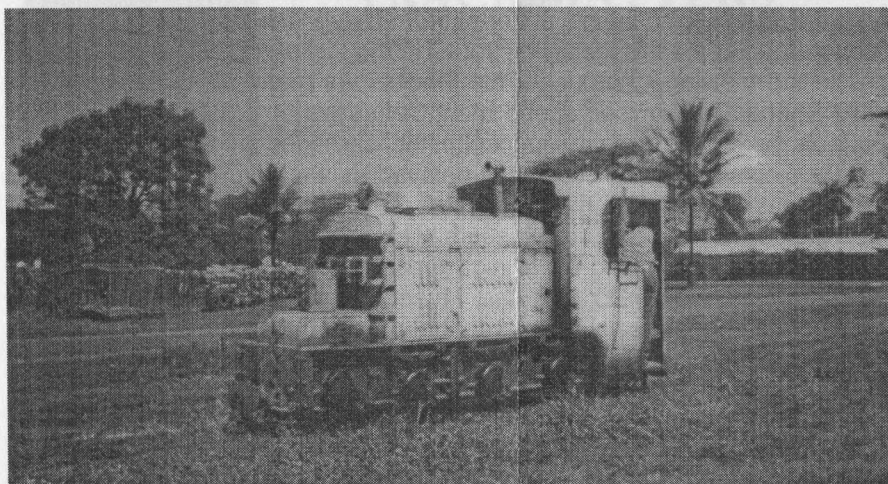
By Ken McHugh

This month's feature is one of our classic locomotives, her name is Goondi No 1. I recall when Goondi came on site at Woodford in the early 1980's. She sat for quite some time in the area where the picnic area, customer carpark and fence to the CWA Cottage meet. I remember saying to dad at the time "why have we got a modern engine here, don't we just collect steam engines?" Looking back, the Goondi is hardly modern, in fact the Goondi was 23 years old when the Bundy was born!

FACTS

Name	Goondi No 1	Wheel Arrangement	0-6-0PM
Built By	John Fowler & Co., Leeds, England	Weight	10 Tonnes
Build #	18260	Horse Power	50hp
Year	1929	Cylinders	5 @ ?
Drive W.	27"	B.P.	

BACKGROUND



Goondi 1 at
the Mill in
August
1974 Photo
Chris Hart

Built as a petrol locomotive in 1929 it was supplied to the Colonial Sugar Refining Company's Childers Mill. The Childers Mill closed in 1932 and the locomotive was transferred to the Goondi Mill, Innisfail.

She was initially used on cane haulage, then later by the track maintenance gangs. It was converted to diesel, using a Gardner 5LW 5-ft-cylinder engine, whilst at Goondi Mill.

The Goondi was finally retired in 1980 and sold to ANGRMS. Transported to Woodford in 1981 it is currently being restored to working order.

Unusual features about this locomotive include the steam locomotive styled cab and the outside "side" rods.

Goondi has been the recipient of significant restoration works with the most recent addition being a radiator. Prior to this a new cab was fabricated and her Gardner motor tidied up. Once the Melbourne is complete and moves out of the workshop, Goondi will hopefully re-enter the workshop to complete her restoration.

John Browning advises there were four of the basic same type, of which two survive, supplied with Waukesha petrol engines.

16830 6/1926 2'0" 0-6-0PM 50hp

Colonial Sugar Refining Co. Ltd., Childers Mill, Q

Colonial Sugar Refining Co. Ltd., Condong Mill, N.S.W., 1933 4, 7

0-6-0DM converted to diesel, 1957

Kevin Rubie, Central Park Railway, Forrester's Beach, NSW, 1974

Paul Simpson, Menangle Narrow Gauge Railway, Campbelltown, NSW, 1992
offered for sale 1999

18260 6/1929 2'0" 0-6-0PM 50hp

ordered by Parbury Henty & Co. Ltd. for Colonial Sugar Refining Co. Ltd.,
per J. Pickering, Glasgow

Colonial ., Childers Mill, Queensland

Colonial Sugar Refining Co. Ltd., Goondi Mill, Queensland, 1932 3, No.1

0-6-0DM converted to diesel, 1959

Australian Narrow Gauge Railway Museum Society, Durundur Railway, Woodford,
Queensland, 1981

18808 4/1930 2'0" 0-6-0PM 50hp

ordered by Parbury Henty & Co. for Colonial Sugar Refining Co. Ltd., per
R. Clayton, Glasgow

Colonial Sugar Refining Co. Ltd., Macknade Mill 3

0-6-0DM converted to diesel, 1955

Colonial Sugar Refining Co. Ltd., Victoria Mill, Queensland, 1965

BULLETT

CSR Ltd., 1973 (with mill)

CSR Ltd., Goondi Mill, Queensland, 1976 (for spare parts)

dismantled; sold or scrapped, 1978

20827 5/1935 2'0" 0-6-0PM 50hp

ordered by Parbury Henty & Co. Ltd., for Colonial Sugar Refining Co. Ltd. per
R. Clayton, CSR Inspecting Engineer, London

Colonial Sugar Refining Co. Ltd., Hambledon Mill, Queensland 8

0-6-0DM converted to diesel

Colonial Sugar Refining Co. Ltd., Condong Mill, N.S.W., 1963 8

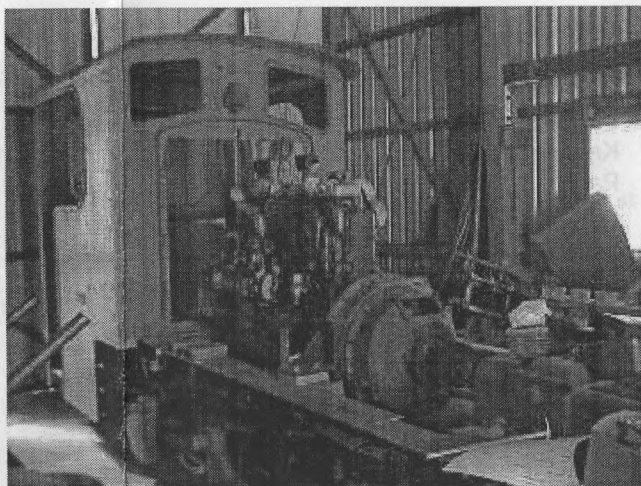
Colonial Sugar Refining Co. Ltd., Macknade Mill, Queensland, 1972 15

dismantled 1973

CSR Ltd., Victoria Mill, Queensland, 1974.

scrapped 1976

Goondi No 1 Inside
ANGRMS Workshop
1999 K McHugh



Malcolm Moore Update By Bob Gough

Following on from last months article on the ANGRMS Malcolm Moore's I thought I would share the following information with you that I recall from the 1960's.

"In the mid 1960's I was a Truck Driver with Aitkin Transport. Aitkin's had a contract with the Commonwealth Government to transport goods to various places and part of this covered jobs for the Army. On one particular job I was transshipping loads of Barbed Wire and other general stores from Coopers Plains & Clapham Railway yards to "26th Engineers" a Supply Depot at Coopers Plains. This depot was on the corner of Boundary and Orange Grove Roads that is now a housing estate.

It was on this delivery that I discovered 2 Malcolm Moore Locomotives, wagons, 24lb railway line and points. There was approximately 1 mile of track and on further inspection in a shed, wagon turntables were found.

Aitkin's kept sending me jobs to 26th Engineers and each time I would check on the railway equipment and have my lunch there. I think the Army Store Keeper may have been getting tired of me eating my lunch among the equipment, but I certainly enjoyed it! During this time (by now it was about 1970-71) ANGRMS was in the early stages of forming as a Society.

One day one of the fellows there told me that the Loco's and railway wagons were to be sent to St Mary's in Sydney to be sold at auction. He asked if we would be interested in the entire equipment. As you can probably imagine, I quickly swallowed my lunch and asked "how much time do we have before they need to be removed?" "1 month" was the reply.

As luck would have it, we were successful in obtaining the rail and loco's for a price, but the problem being we had nowhere to store the equipment. One member, Gordon Yarrow of Rosewood, generously offered space in his back yard.

A quick whip around with the hat saw enough money raised to cover purchase and transport from Coopers Plains to Rosewood. A total of 3 semi-trailers were used, 2 had one loco each up the front topped off with bundles of rail on the back. The 3rd truck had 15 small 4w flat top wagons, several wagon turntables & points. A "P&H Crane" was dispatched to Rosewood to unload our cache.

The locomotives and wagons spent many years at Gordon's place with preservation being carried out from time to time. One gearbox was removed from one of the locos because it had water in it. The gearbox parts became scattered and location of all parts is still not known. I am always on the look out for a gearbox in good order to put this loco into working order. Out of interest, this particular Malcolm Moore has never been started since it was manufactured in 1943. Neither of them came to us with starter motors, only a hand crank handle was provided (which was the same as supplied to the V8 trucks of the period)

Our late member, Athol Smith, worked at Metro Ford back then found and fitted a starter motor and 6V battery. These Ford motors are extremely heavy on fuel and a gallon of petrol is used up quickly when on duty as a navies train. Conversely, the locos are quick, rigid and light at approx 3 tonnes. These Malcolm Moore's have been designed to go at the same speed either forward or reverse and one occasion at Woodford, we were unable to use the 4th gear!!

I understand that the main purpose the Army used such locomotives was for duty on light rail in and around airfields and at storage depots.

Bob Gough
A/Secretary

'Where is the Museum?' Part 5 -By Lynn Zelmer

Part 5 of this series looks at the on-going nature of ANGRMS commitment to the museum at Woodford 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.

Small museum organisations such as ANGRMS normally do not have the resources, or the mandate, to provide a world class facility. However, they do have an obligation to provide reasonable and informed access to the artefacts and other resources they have collected. They should also be able to demonstrate that over time they have improved access to the resources, the quality of the environment in which the resources are displayed or operated, and the quality of the information available on those resources.

Where museums maintain a virtual presence, such as a web site, it is necessary to keep it up-to-date and convenient to use. We may grudgingly overlook outdated notices on a 'real world' bulletin board but our expectations of the virtual world seem to be more demanding. A web-based 'news' page that is more than a few days out-of-date, for example, implies that the organisation doesn't care about either its patrons or its image. Unfortunately, every one of the several Queensland-based museums web sites checked in August 2000 were several months out-of-date. Contact e-mail addresses for the largest museum were invalid and the 'coming events' page for another had not been updated in two years.

Museums are changing from whole-of-collection galleries to thematic and hands-on displays, illustrated hand-outs and web sites because many of their patrons were bored with traditional approaches, resulting in declining attendance. Having started the process of change they must continue to update and change their displays, etc., copying 'best practice' in an effort to maintain their patron base and, increasingly important, an expanding revenue stream.

The BushMill near Hobart provides an example of Australian best practice that ANGRMS could emulate. The BushMill is a commercial enterprise with a restaurant and gift shop, but like ANGRMS it operates its sawmill and railway as a 'living museum'. More to the point, many of its exhibits were constructed by volunteer labour, volunteers continue to play a part in its on-going operations, many of its artefacts are displayed in context and signage is professional and informative.

For the well-funded museum this implies hosting international quality travelling exhibitions, changing (or at least rotating) local theme exhibits, adding I-Max theatres or similar attractions, mass media advertising campaigns and a constant upgrading of the overall quality of exhibits, refreshment facilities, web sites, etc.

A small regional museum society like ANGRMS may not be able to compete with the major museums but it must constantly strive to improve its operations and its exhibits, both on-site and virtual (eg advertising, web site, etc.). Of necessity this must include patron and staff safety, clean and pleasant facilities and an emphasis on the historical context of the railway itself.

[To be continued.]

Lynn Zelmer – Member

STOP PRESS

Bundy's Last Great Adventure

I have just arranged for Larry Zetlin (Producer) to preview "Bundy's Last Great Adventure" for members at this Wednesdays Monthly Meeting (2/5/01). Details about where and when are on page 12.

Also inserted in this edition of DRB is the last segment of Paul Rollason's Diary notes from the trip. I would like to thank both Bob and Paul for taking the time to share their memories with us. It is much appreciated gents, thankyou.

ARCHIVE BOXES

Steve Baker advises that he has several archive boxes to give away. Steve says first in best dressed can have them all.

PUMPER TROLLEY

The ex BCC Pumper Trolley is currently at Indooroopilly Library until the 4th May, then to the AMRA Show, and then to Sunnybank Hills Library (at this stage). Member Greg Wagner and I had the opportunity to pump a 3ft 6in example on the Mary Valley Branch earlier this month in preparation for the journey from Normanton to Canberra for the Centenary of Federation Celebrations. The event is called Uniting Australia By Rail, more about that next month.

Ken McHugh
DRB Editor

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

Trackwork Partys

2nd Saturday of each month (except June)

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
Steve Baker	Treasurer	3857 2495
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

5th 6th & 7th May AMRA Model Railway Show
 12th May – Next Track Work Saturday

Recommended Channel Seven has now postponed screening of "Bundy's Last Great Adventure" until a Saturday in September 2001. For those who have been patiently waiting to see this documentary all I can say is sorry, but it's out of my hands. The film was completed and delivered to Seven last December. It seems that PolishTV viewers may see the doco before Aussies do! For further information about "Bundy", please visit: www.gullivermedia.com.au/bundyweb/bundy.htm L Zetlin

Cover Photo – BFC2 and BFC5 meet for the very first time in Port Douglas September 2000.
 Photo R Deskins.