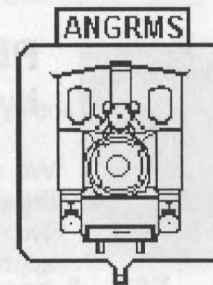




**DURUNDUR
RAILWAY
BULLETIN**



Newsletter of

The Australian Narrow Gauge Railway Museum Society

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Editor

Ken McHugh

P.O.Box 1135

Woodford QLD 4514

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PRESIDENTS REPORT

by David Mewes

We recently have had some problems with three local children throwing stones at the train and placing objects on the track. Thanks to Shane Yore, the local police in Woodford were able to apprehend three juveniles on Wednesday, 15th August. These three were the ones responsible for the stone throwing and have now been given a stern warning by the police. Should we have any further instances of such problems the police will know who to see.

The matter of volunteers has reached a serious stage. We really do need YOUR HELP. If you wish to see the Society progress please consider volunteering your time to assist on a work party. Greg Stephenson has a number of projects in hand but they cannot be done without YOUR HELP. Those of our members who volunteer now may lose interest themselves and then the Society may have no option but to be wound up as we will not be able to maintain our commitments to our Safety Management System, the people of Woodford, the general public or our collection of historic locomotives. You do not have to be available for a work party every weekend. Perhaps you may only be able to commit yourself to once a month, once every two months or perhaps once every three months. You may also consider making yourself available by phone so that you can be contacted if any special circumstances arise where the Society may need your help – eg an offer of sleepers or equipment that require collection at short notice.

Our Society has been in existence for 30 years, let us hope that the Society will be around in another 30 years. We have been entrusted with a number of historically significant locomotives and it is important that we do not betray that trust. PLEASE consider helping your Society by becoming a VOLUNTEER.

If you 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 146 750 or e-mail mewesdj@powerup.com.au

The Society's appreciation must go to those members who do volunteer their time, without them we would not have reached the stage we have. THEY NEED YOUR SUPPORT.

SALES DEPARTMENT

Please support the Society by making us your first port of call for the following items available from our Sales Department.....

<i>Bundy's Last Great Adventure (New)</i>	<i>Gulliver Media</i>	<i>\$32.95</i>
<i>Innisfail Tramway</i>	<i>John Armstrong & Gerry Verhoeven</i>	<i>\$27</i>
<i>Illawarra Light Railway Museum Society – Museum Guide</i>	<i>David Jehan</i>	<i>\$13.50</i>
<i>One for the Road</i>	<i>A. Roberts</i>	<i>\$42.70</i>
<i>Light Railways Magazine</i>	<i>LRRSA</i>	<i>\$ 6ea</i>
<i>A Queensland Sugar Cane Railway Album</i>	<i>R. Gough and B. Webber</i>	<i>\$14</i>
<i>Tasmania's Hagans</i>	<i>G. Murdoch</i>	<i>\$15</i>
<i>Powelltown</i>	<i>F. Stamford</i>	<i>\$16</i>
<i>Arsenic & Molasses</i>	<i>F. Stamford</i>	<i>\$26</i>
<i>Queensland Canefields – Steam Era – A Photographic Profile 1955 - 1980</i>		<i>\$27</i>
<i>The Darjeeling Himalayan Railway</i>		<i>\$27</i>
<i>Coffee Mugs BFC5 BB181/4 Beyer Garratt A10 DD17</i>		<i>\$11</i>
<i>Train Whistle Blow'n – At Nambour!</i>	<i>(video 1997)</i>	<i>\$28</i>

Note that our Society is not registered for GST and that the above prices do not include GST. However, new supplies of sales items will require us to pay GST to the supplier which could mean a slight price adjustment on new stocks.

David Mewes
President



TRACK MATTERS

by Greg Stephenson



We were fortunate in being able to obtain a quantity of good second hand sleepers from Queensland Railways recently. These became available at short notice. On such occasions its extremely important to move in and move out while the offer is 'on the table'. This placed yet another strain on our resources as it was a running day and also Fathers Day, however we need good sleepers.

We will be holding another sleeper pickup / drop off day in the very near future. If you can help, then register by contacting myself as soon as possible.

We must thank again Cam Cherry of Cherry Transport for donating his time and truck to transport these sleepers at no cost to ANGRMS. We must also thank member Michael Bertucci for arranging the purchase of these sleepers and those few that helped Leslie Beahan, Steve Malone, David Mewes, Ken McHugh and Mstr Cherry.



Left - Our small team Unloading Sleepers at Woodford.

Photo K McHugh
2/9/01

On a brighter note, work is progressing on the new concrete area directly in front of the Ticket Sales Office. The old floor has been removed and the area is being prepared for a more permanent finish. Again, if you are able to assist in this task I would very much like to hear from you. There are relatively easy tasks available and most of the time in the shade.

In the mean time our sales area has moved to the Crew Room in the D'Aguiar Building. The display area in the old Wamuran Building is looking very good with the room at full capacity at different times on Sunday 2 September 2001. Well done to all that have contributed to this feature.

*Greg Stephenson
Member.*

BUNDY'S LAST GREAT ADVENTURE

By Paul Rollason



The Producer of Bundy's Last Great Adventure, Larry Zetlin has contacted me and said that there has been a change to the screening date for the documentary and it is now Saturday 22nd September 2001.

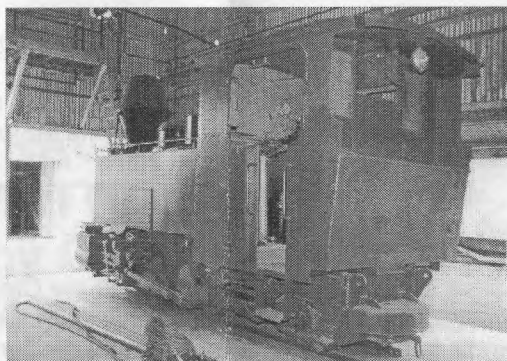
Consequently, Larry has decided to change the launch date at Woodford for a range of reasons. The new launch date will be Saturday 15th September 2001 at Woodford at midday but the activities will start out 10am and go to 1pm with a BBQ lunch.

Could you please note these days in your diaries.

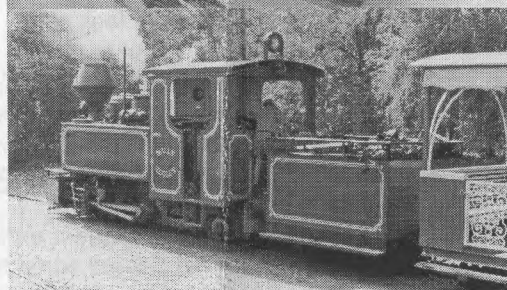
Lastly, there is an update to cost of the video. Last DRB advised the price for members was \$29.95 however it was deemed that many videos were being sold via members and very few at the full price. It seems we have to close this loophole and consequently the full price of \$32.95 must apply to all.

*Paul Rollason
Vice President*

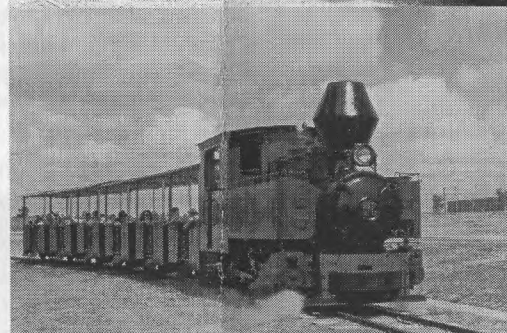
BFC1
I Comrie
Rum
Distillery
199?



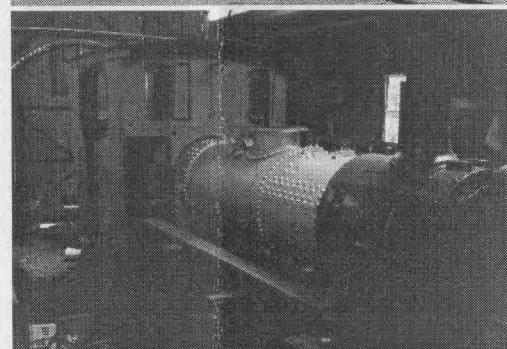
BFC2
R Deskins
Pt Douglas
2000



BFC3
B Gough
Bundaberg
2000



BFC4
I Comrie
Echuca,
Victoria.
12/ 2000



BFC1 – BFC8 THEN AND NOW ?

BFC 1 This photo was taken sometime in the 1990's and I understand that nothing particular has changed in recent times.

BFC2 Regularly running on the Bally Hooley.

BFC 3 Regularly running at the Bundaberg Botanical Gardens site.

BFC 4 Photo was taken by I Comrie with permission. Appears in to be under restoration.

BFC 5 Regularly running at Durundur Railway, Woodford.

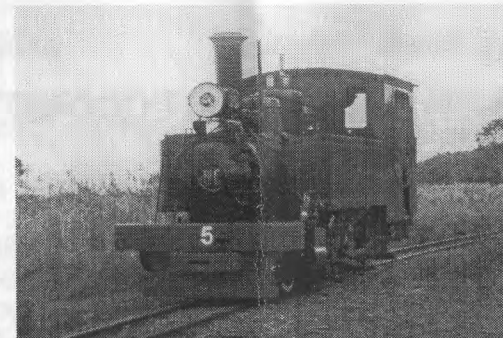
BFC 6 Part of the Bally Hooley fleet. Requires some attention.

BFC 7 The Manager at Coal Creek Village advises the loco has had new steam pipes and air brakes added. (photo with perm)

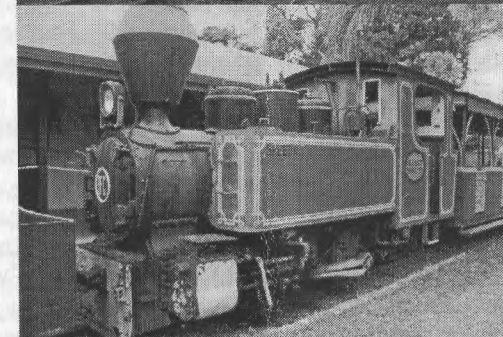
BFC 8 Parts for this loco are under cover and well stored. Owner hopes to see her operative within 3 to 4 years.

Ken McHugh 2001

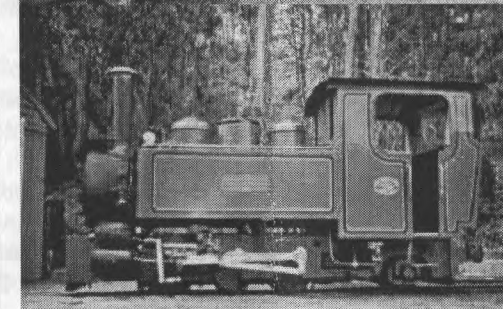
BFC5
B Gough
Nambour
9/2000



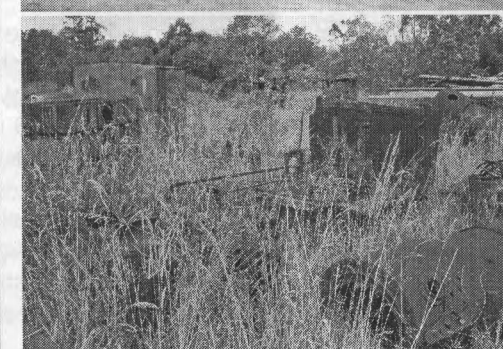
BFC6
R Deskins
Pt Douglas
2000



BFC7
Unknown
Korumburra
Victoria
2000



BFC8 bunker
& chassis
K McHugh
Brisbane
12/2000



THE "BUNDY FOWLER" STEAM LOCOMOTIVES

By Greg Stephenson, January, 1998.

Readers of the Roger Chivers catalogues and price lists will observe that one of the listed future kits is for a Bundaberg Foundry 0 - 6 - 2 T steam locomotive. Roger's interest in this type of locomotive no doubt comes from his visits to the Australian Narrow Gauge Railway Museum Society's DURUNDUR RAILWAY and his cab rides in PLEYSTOWE NO. 5. As most 009 Society members would be unfamiliar with these locomotives, this article describes some of their history.

The products of John Fowler & Co (Leeds) Ltd were widely used and well respected in the Queensland sugar industry however John Fowler ended steam locomotive construction in 1936. In fact of the 12 steam locomotives built between 1933 and 1936, 8 were supplied to Queensland Sugar Mills. In 1935, the last John Fowler 0 - 6 - 2 Tanks were supplied to Kalamia Mill, Ayr - AIRDMILLAN (JF 20764) - and Pleystowe Mill, Mackay - PLEYSTOWE NO. 8, (JF 20764). An 0 - 4 - 2 Tank (JF 22752 of 1938) was subcontracted to Hudswell, Clarke & Co Ltd (HC 1705 of 1938) and supplied to South Johnstone Mill as their No. 5.

The Bundaberg Foundry Co Ltd located in Bundaberg, Queensland was a well established general engineering company to the sugar industry and had repaired steam locomotives. In the post Second World War period there was still a demand for steam locomotives despite the availability of petrol locomotives. Bundaberg Foundry obtained a licence from John Fowler to use their designs to build steam locomotives. Eight were constructed in 1952 and 1953. It obviously took some time for these negotiation and design work to be finalised. The Mossman Mill ordered their locomotive in 1949 after being assured of a written guarantee as to workmanship. The seven 0 - 6 - 2 T and one 0 - 4 - 2 T locomotives were based on the design of the John Fowler 0 - 6 - 2 Tanks 20763 and 20764 of 1935. Major design changes included welded rather than riveted side tanks and roller bearings. The 0 - 6 - 2 tanks weighed approximately 20 tons compared to 16 tons for the 0 - 4 - 2 tank.

By the time these locomotives were introduced in 1952, diesel locomotives had commenced introductions. It is a credit to their rugged design that most had reasonably long working lives despite dieselisation of the industry. The last three were finally withdrawn from cane haulage in the Bundaberg area in 1979.

All eight locomotives still exist. At least four - No's 2, 3, 5 and 6 - are in operating condition with No's 3 and 5 in regular use by preservation societies.

During August 1997, No 5 helped to celebrate the Nambour Mill's centenary and returned to active cane haulage for one week. No's 2 and 6 were in regular use operating the daily Balleyhooley Steam Express at Mossman Mill. Unfortunately this tourist service was withdrawn in 1995 after a review of the risks from level crossing and train accidents and the effects on the main business of sugar milling. No 2 is unique in that after being sold by Mossman Mill in 1971 into private preservation, it was repurchased by the Mill in 1988 for the tourist operation. Recent reports suggest that No 7 is currently under restoration to operating condition at the Coal Creek Historical Village in Korumburra, Victoria.

The table shows a brief history of each locomotive and where they were used. The list only shows the mill and not the mill owner as in some cases this changed during the life of the locomotive at the mill. It is however noted that both Millaquin and Qunaba Mills were owned by the same company and the systems were interconnected. These mills were the last strong hold of steam until diesels finally eliminated steam in 1979.

Bundaberg Foundry also entered into a manufacturing agreement with Jenbacher Werke AG of Austria and built eleven "Bundaberg Jenbachs", three of which were supplied to sugar mills in 1953 and 1954. Two "Bundaberg Hunslet" B-B locomotives were built in 1990. In recent years, the Bundaberg Foundry has undertaken the rebuilding and regauging from 3'6" and 4'8 1/2" to 2' gauge of ex Government locomotives originally built by Walkers Limited in Maryborough in the late 1960's and early 1970's. Time will tell whether the Bundaberg Foundry again builds complete locomotives.

References

John Browning, *Australian Built Canefield Locomotives*, The Narrow Gauge No. 94, The Narrow Gauge Railway Society.

Frank Jux, *John Fowler & Co - Locomotive Works List*, Distributed by The Industrial Locomotive Society, 1985.

John Kerr, *Northern Outpost*, Mossman Central Mill Company Limited, 1995.

Light Railways News, Various Issues, LRRSA.

“Where is the Museum?” Part 8

By Lynn Zelmer

Part 8 of this series continues our look at the potential of 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.

In the last two segments we looked at print and non-print materials to better serve the museum’s visitors and to assist with encouraging word-of-mouth advertising and repeat visits. This segment looks at longer term priorities.

Longer Term Priorities

Longer term priorities must include

- * extend the museum aspect of the Woodford site to more appropriately display artefacts,
- * provide a historical context for the collection, and
- permit visitors to see (and appreciate) the restoration activities.

Possibilities include developing self-contained static displays, dioramas displaying models of museum artefacts in their working environment, signage documenting restoration projects (and incidentally soliciting donations to assist in the restoration work) and artefacts, and signage which provides a context for the Queensland cane industry history, the source for much of the collection.

Projects might include, for example,

- * decorating the side of the new locomotive shed (currently under consideration with grant monies) with a historical mural depicting one or more of the society’s locomotives hauling cane to a mill; Bundaberg’s ‘whale’ murals providing a model; and
- * installing a showcase with dioramas featuring models of museum locomotives and an interactive multimedia kiosk presenting the web site/CD-ROM materials in the Durundur Railway station area.

The society is making some progress in this regard.

- * A short length of track near the museum’s main entrance can display two or three items of historical interest.
- * A second-hand showcase in the museum room on the station platform has a display of small artefacts and cane industry photographs.
- * A small cane railway diorama is being constructed for December installation.
- * The Board is developing a more effective fund-raising program.

However, for longer term viability the museum society must extend its sights, and its restoration program, beyond its locomotive collection and the railway’s operation, to dedicate more of its energies to providing an informative and educational experience for the visitor.

Constraints and future development

This paper, and its serialisation in DRB, is a preliminary proposal to the ANGRMS membership and will hopefully lead to approval for the short term activities to begin immediately, followed by an exploration of staffing and funding sources for the longer term expansion.

The preliminary proposal is simply a first step and is being done in parallel with a limited (some donation funding) implementation of the first priority items. The web site has been revitalised as noted and members are committed to continue its development. This should provide some of the impetus for the required educational/promotional publications as they are based on the same information required for the web site.

The society has had a number of bad experiences with member’s taking artefacts away from Woodford but the recent restoration of a hand car by a member working away from the Woodford site provides a model for the restoration of other small items. An inventory of artefacts has been undertaken and the Executive is considering policies to ensure the completion of such projects and the return of artefacts.

The main constraint on this type of development is seldom financial. Like most such organisations, ANGRMS has a relatively small number of members who actively participate in the society’s work parties and related activities. The museum’s development, however well justified for the society to continue, will take resources and volunteer labour away from other priorities. Change must be well planned and implemented with sensitivity to members’ needs.

The financial structure of the organisation has already had to adapt to recent changes in Australian business practice, GST being only one, and other changes will result from adapting to granting agency priorities. However, the most significant change must be in members’ attitudes as restoring locomotives to operational condition, let alone saving artefacts from scrap heap, is no longer the highest priority for a museum operator cum non-formal education provider.

[To be continued.]

RESOURCE PAGE**Monthly Meetings**

8pm, 1st Wednesday of every month
(Call Paul Rollason to confirm venue)

Woodford Address

Margaret Street, Woodford, Qld

Website Address

www.angrms.org.au

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 mjcc@bigpond.com.au
Steve Baker	Treasurer	3857 2495
Shane Yore	Operations Manager	3888 1307
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

8th September – Track Work Party

15th September – Launch of Bundy's Last Great Adventure at Woodford 10am.

22nd September – Showing of Documentary on Frank Warricks World Around Us, Channel 7.

30th September - Mary Valley tour

Cover Photo On Sunday 2nd September 2001, sleepers were loaded at Virginia and unloaded at Woodford. Our need for volunteer assistance means we have to look at all types of assistance, but this young? Photo by K McHugh 2/9/01