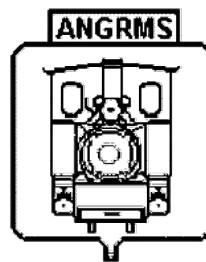


# DURUNDUR RAILWAY BULLETIN

*Newsletter of...*



**THE AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY**

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River Store at the Lift Span River Bridge, Maroochy River, date unknown, courtesy of Laury Francis. See page 11 for the same location in 2000.

## **PRESIDENTS REPORT**

### **By Bob Gough**

We have been busy, as of 3<sup>rd</sup> August we had a sales stand at the modelling of the railways of Queensland Convention held at Salisbury. The exposure and sales was very important to us. People from the convention arrived at Woodford the next day Sunday 4<sup>th</sup>.

At the convention we released a poster on the Buderim Tramway which is quite well done. We are selling these at Woodford for \$4 each, plus P & H if required.

I was shown a copy of a video called "sweet success"; this is a well done video showing plenty of cane railways, including shunting at Mourilyn Harbour which does not have a cane railway to this day. The video sells for \$30 plus P & H. Sale of these items help the society.

Saturday 17<sup>th</sup> August was the day that the local Bush Fire Brigade and surrounding units decided to burn Norm Freeman's 4 acres and some of our land, including the embankment both sides from the creek to the double gates and from the gates through Freeman's cutting to Norm's house. From Norm's house to the end of the line will be done at a later date

We had 60-70 people around the area. ANGRMS provided the sausage sizzle and drinks for the fire personnel. Shane Yore and our Community Services man did the cooking, Les Beahan & Bill Blannin cut up the onions, and sausages came with Bob Gough from Brisbane.

The H.Q. for the burn off was at the Woodford School.

The decision to go ahead with the burn off was made Wednesday night & Saturday morning which did not give us much time to phone around for extra help. I was kept busy looking at the wagons as a couple of fires started in some of the woodwork and directing the water hose man to where the spot fires started. One tree had to be removed near the gate. The end of a couple of sleepers caught fire, but was quickly put out.

Please keep in mind that we are always welcome at the light Railway Research meetings. The next meeting is the 11<sup>th</sup> October 2002. Paul Rollason will be showing a video of recent rail operations in Germany. Paul has just returned from Germany.

The final combined LRRSA & ANGRMS meeting for the year will be held on Friday 13<sup>th</sup> December. This will be E.M. Loveday trophy night. If you wish to be in the competition, please come along with photos, slides & video.

Glad to hear our Sunday numbers are on the increase. Our mid week hires are still keeping us busy. Shane Yore would like to hear from members who could help mid week and we are always keen to have extra people on the Sunday roster.

The Board would like our own meeting room, but a room in a central location is hard to find, also attendees are not high, mostly board members attend. By having a combined meeting of both societies we can entice interesting speakers and also enjoy good slide & video nights.

Saturday 24<sup>th</sup> August Jill & I looked through the new Ipswich Railway workshop by Invitation along with other society members. We were also invited to a black tie night on Friday 30<sup>th</sup> at the workshops. Paul & Cherrie represented the society on this evening.

Photos of the burn off are in this magazine.

Ken McHugh has advised that as at the end of this year, he no longer wishes to continue with the DRB function. Anyone is interested in this role then please contact me.

**THINK SAFETY: THINK UNIFORM ON RUNNING DAYS.**

Till next time, *Bob Gough*

Photo R Gough "starting the burn off at the top gate" August 2002



## TRACK MATTERS

### By Greg Stephenson

#### Mainline Maintenance and Rehabilitation

The rehabilitation of the mainline has continued on recent trackwork days. We have been working around Ch 550 to Ch 650 linking up some of the previously overhauled sections. Other activities have included replacing corroded fish-plate nuts with new galvanised nuts. This on-going project is well advanced.

Even though good progress has been made on rehabilitating the mainline, much still remains to be done. The major item outstanding from last year's track inspection is the ballasting through the northern end of 'Freeman's Cutting' (Ch 250 to Ch 325). Since the next annual inspection is scheduled for December, the track days for the remainder of the year will concentrate in this area commencing on **Saturday 12<sup>th</sup> October and continuing on 2<sup>nd</sup> November and 14<sup>th</sup> December 2002**. Please note that the November work party has been brought forward.

#### Woodford Station Pointwork



Some preliminary work has been undertaken towards installation of passing loops at Woodford station. Whilst the maintenance of the mainline remains our highest priority, this work is scheduled for "non-trackwork" days. Over recent weeks, we have begun to locate and sort out the parts to construct additional pointwork in the Woodford Station yard. These points will be used as part of yard alterations to

allow the passing loop to be installed at the platform. To date, we've sorted out rails with point plates and check rails. These were located in the rail stockpile at Peterson Road and have been loaded onto wagons for transport to Margaret Street.

We've also sorted out and cut point timbers (sleepers) and located the throw over levers. The next step is to get out 2 frogs (which unfortunately means moving stuff that has been stored on top of them), 4 point blades and a handful of fishplates. We should then have every thing to begin assembling two sets of points.



Left: Removing the Point Lever from the sleeper near Herb Garden end.

Photo's Ken  
McHugh  
September 2002



Left: Greg checking the newly stacked rails for transporting to the station area.

We need help with this project as well, so if you can't help on the normal trackwork days give consideration to helping on this project. This work is normally undertaken on

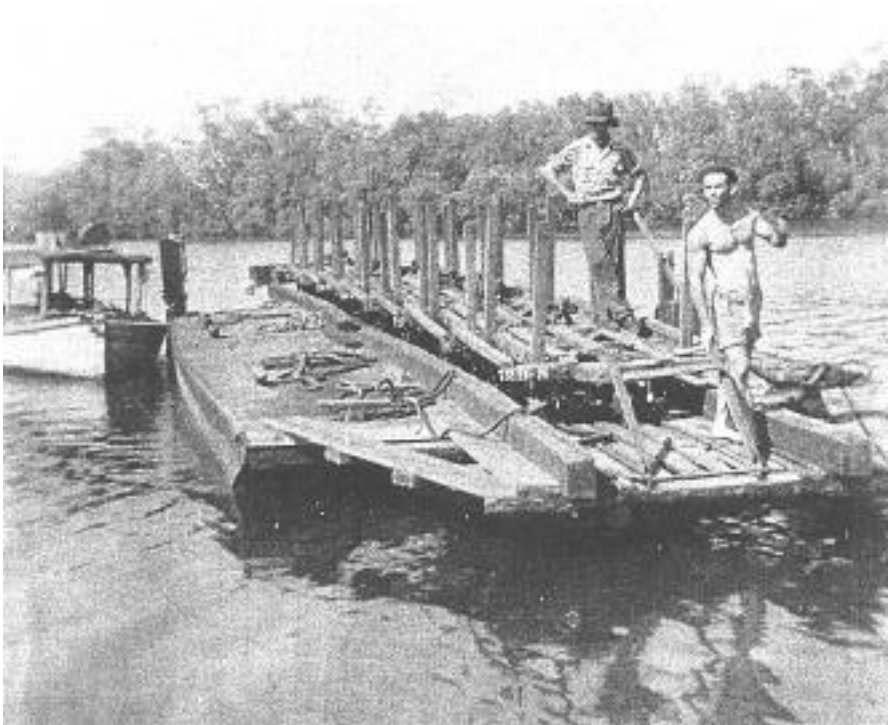
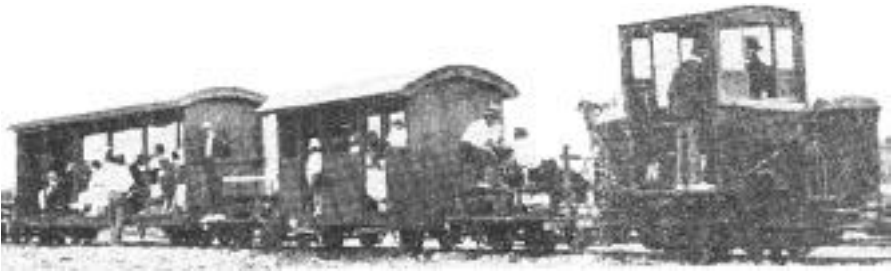
most Saturdays. If you can help, check with me on telephone 3844 9269 or e-mail me to confirm the days we will be working.

Any help with the mainline maintenance and point work is greatly appreciated.

greg.Stephenson@uqconnet.net  
Greg Stephenson



Top: Burn off outside top gate. R Gough, August 2002. Bottom: Burning off next doors rubbish near Workshop points.



Top: This 1926 photo shows the Coolum tram which travelled along the cane-train tracks bringing holiday-makers to Coolum or taking residents to shop in Nambour. From a 'Spotlight on Coolum' newspaper clipping supplied by Lawry Francis.

Bottom: Len Cook (front) with Ritchie Kennedy and a rake of empties on the punt with boat 'The Duck', Maroochy River (no date). Newspaper photo supplied by Lawry Francis.

## **An EXCITING DEVELOPMENT**

### **By Paul Rollason**

For the last twelve months, a small working party consisting of myself, Tony Lindsay and Shane Yore have been investigating the possibility of ANGRMS opening a railway on the former Caboolture to Wamuran railway corridor with the ultimate aim of extending this line back up the range to connect with our current operations at Woodford.

As you may all be aware, the former Branch line has been disused for a number of years. The Society has desperately attempted to obtain this corridor and failed in the past mainly due to financial constraints. This time a more professional approach was made to the Caboolture Shire Council to seek their support along with the support of other local, state and federal members and other affiliated businesses. The support for our proposal is outstanding.

Currently we are in negotiations with Queensland Transport, Queensland Rail, Main Roads and other departments for the utilisation of the land and infrastructure. We have been surprised by the assistance offered by all to see this project be a success.

At this point in time there has been no outlay by the Society and we are currently investigating ways to secure this corridor before someone else takes it from under us as this would certainly shut our current operations down and prevent further future extensions.

Once we get the green light from the various government departments, we will be making a full assessment of the site and a budget will be prepared for the relaying of the line to 2 foot gauge, some more steam locomotives restored, rolling stock constructed and buildings erected. From here we will attempt to source funding from different sources. I do not believe that our Society is capable of pulling this project off with volunteer help alone, but professionals be utilised to construct the railway in the shortest time possible.

Our view is that this railway will become Caboolture's answer to Puffing Billy and become a major tourist attraction for the district. In addition to this we will have an input back into the community by promoting tourism and also providing a commuter service.

I believe that this project is truly exciting and is the one big thing that our Society needs to secure its future and inject some interest back into our operations and hopefully encourage more members to join. I trust that members will support this project over the coming years. Stay tuned for further details.

*Paul Rollason*



## SPECIAL FEATURE

By Bob Gough

### HISTORY OF OUR BUNDABERG FOWLER NO.5

Our Loco No. 5 or Bundy as it is known by a lot of us, including children who visit our site.

**Do you know that our Loco is 50 years old this year? The Loco's only home before** Woodford was at Pleystowe Sugar Mill west of Mackay, where it worked until being retired in 1966. The Loco was donated to ANGRMS in 1971 and moved to Brisbane where it was stored in a vacant concrete plant yard at Eagle Farm; almost opposite Meerandah railway station. Other items were also stored at this location. Some time after the Bundy and other loco's were moved to the Brisbane Tramway Museum site at Ferny Grove, where repainting & cleaning and several paint colours were tried, but the colour on the loco when we received it, was Brunswick Green with red lining, this has stayed with the loco to this day.

Our loco was the first of eight to be passed onto a railway museum for preservation. No.5 is the only Bundy to go back to work in its retirement in 1997 travelling to Nambour to haul sugar cane as part of the Nambour Sugar Festival.

I found the week at Nambour to be a great experience for myself and our members, who drove & fired the engine while at the Sugar Festival, as I say to people it is great to be on the footplate of a locomotive, doing what it was designed & built to do, that is haul sugar cane.

I think some of the younger members and some older ones found it difficult to understand how hard we had to drive to get those 50 trucks of cane from Howard Street Yard to the mill up hill without faulting & praying not to have many wheel slips. One spot I found that I had to be ready to catch the wheel slip as coming out of Howard Street crossing Curry Street into Mill Street, as there is a slight S bend at that intersection & also pedestrians cross, also cars & trucks turn to travel down Howard Street, this combination seems to make the tracks a bit slippery. The driver has to keep in mind the diesel at the back has to catch the runaways in case of a coupling failure, this happened on one of the trips, which was not discovered until one of the full lines took a long time to empty. The control called the Loco Coolum and asked the crew to check the No 4 road, why it still had half a load of wagons. On inspection it was found a wagon head stock was pulled out and dragged to the tippler, still attached to the next wagon.

The driver had to keep in mind the diesel at the back does push, but only six to ten trucks, if you loose your momentum he takes more weight, which they do not like to do ,as there is a possibility the wagons in the middle just might derail, so it is best to keep the train strung out as best you can.

The wagon that broke the headstock could have been caused by wheel slip. When this happens the driver shuts the throttle quickly to stop the wheel slip or

drop sand, the wagons bunch up, then when you power on and stretch the train the weakest part will let go. On thinking back to the last paragraph we were lucky the head stock did not fall under the wagon & derail some of the wagons.

Last year 2001 looks like it will be the last year at Nambour, but then who know what the future may hold.

With the 50 year celebration of the BFC's in October this year at Bundaberg. Board members have been invited to attend.

I will write more on our BFC in the next issue – Bob Gough

## **OPERATIONS UPDATE**

**By Shane Yore**

Don't forget our Christmas Breakup on 23 November 2002.

### **Special Events**

Sunday 20<sup>th</sup> October 2002 – T-Bird car club will be on site with up to 20 cars.

Saturday 2<sup>nd</sup> November 2002 – Samford Historical Society.

Sunday 17<sup>th</sup> November 2002 – Bus Murgon Shire Council and the early Ford car club.

### **Fare Increase.**

The Board have approved a fare increase. Details as follows

\$4 adults, \$3 pensioners, \$2 children, \$10 family (of 2 Adults & 2 children)

Special Hire \$160 for Steam Loco

I will place a note next to the Cash Register with more details. The price list sign will also be updated.

### **Membership**

Also included [with the mailed DRB] is a membership renewal form for 2003.

## **SAFETY & TRAINING UPDATE**

**By Paul Rollason**

I am pleased to announce that Owen Coster and Paul Jones have completed their 200 hours as firemen and will be assessed shortly before being recommended to the Board to allow them to go for their tickets with George Preston our Safety Consultant.

I am becoming a little concerned lately by the apparent laziness and blasé attitude of a number of our drivers. This is leading to the incorrect training of our

firemen to the point where these bad habits are being picked up by our firemen and considered 'normal practice'.

Some of these concerns are the poor cleaning out of the firebox at the end of the day's running (including ashes, clinker and dog spikes which are clogging up the grates and causing unnecessary corrosion), moving the locomotive for the first time of the day without clearing and warming the cylinders through, not blowing down the locomotive 2-3 times per day (which leads to the accumulation of solids in the boiler), and properly cleaning the locomotive (which the lack of cleaning is causing deterioration of the locomotive) to name a few.

I urge all divers to not lapse into these bad habits which not only become bad for the locomotive but are spreading bad habits to others and they ultimately become a safety issue at the end of the day.

Please look after our prized asset and pass on knowledge and not bad habits to others.

Report by Paul Rollason



Above – Lift Span River Bridge, Maroochy River, 2000 – Photo R Gough

**RESOURCE PAGE****Monthly Meetings** 11 October 2002**Woodford Address** Margaret Street, Woodford, Qld**Website Address** www.angrms.org.au**Track Work Parties** See below**General Work Parties** Every Saturday**Running Days** Every Sunday 10am 4pm

Our Safety Goal is - No Injuries

NAME	ROLE	NUMBER
Bob Gough	President	3848 3769
Shane Yore	Secretary & Ops Manager	3888 1307
Steve Baker	Treasurer	3857 2495
Terry Ollson	Roster Clerk	07 5497 4285
Greg Stephenson	V.P. & Track Day Coord.	3844 9269
Paul Rollason	V.P. & 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** **Track Work Party:** Weekly for new work,  
12<sup>th</sup> October, 9<sup>th</sup> November and 14<sup>th</sup>  
December for maintenance**Christmas Break Up:** Saturday, 23 November 2002  
Call Shane Yore ASAP to book your place/s  
Go to: <http://www.ferryman.com.au> to view.**Cover Photo:** River Store at the Lift Span River Bridge, Maroochy River - Date  
unknown – Photo's page 1 & 7 courtesy of Laury Francis.**PDF Compiler's Note:** Typographical errors in original have not necessarily been  
corrected in this web (pdf) edition.