



DURUNDUR RAILWAY BULLETIN



Newsletter of...

THE AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY

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Editor

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Merry Christmas and a Happy New Year!

PRESIDENTS REPORT

By Bob Gough

Our midweek running days are still very busy and this odd Saturday hire with our Bundy Fowler handling all the work which has included ballast duties after a Saturday hire.

With the fire bans, we have been lucky our local fire captain has given us permission to steam providing we keep the ash pan clean and full of water and I would suggest no 'rapid takes offs' and use of common sense.

While on loco's, the Gemco has a brake known brake problem. A piece of rod in the cylinder which is attached to the piston broke off and dropped down causing the brakes not to work effectively. Leslie Beahan has made the new part required and fitted it. Full testing will be undertaken before re-entry to service.

We still need more people on Saturdays to help with trackwork. Greg has started building new points to fit into the revised track plan. The more we have at work parties the lighter work for all.

We are still looking for a DRB editor.

October 19 & 20th, Paul Rollason, myself and wives were in Bundaberg for the 50th birthday celebrations for the Bundaberg Fowlers. We took part at our display stand and we had a display of photographs which generated a lot of interest and sales were also good.



PHOTOS – two Bundaberg Botanical Gardens Railway members along with Graham Chapman and Bob Gough cutting the cake on behalf of the current owners of Bundaberg Fowlers.



We also bought home two new sales items, one being a tea towel specialty made for the 50th year birthday it shows the Gardens Fowler working hard they only made 100 of the towels we have 10 and they sell for \$10 each. The other item is a wood bundy look a like but painted yellow millaquin colours we bought 10 of these also and they sell for \$20 each at Woodford. (Postage extra).

We are looking for more people to be on roster Sundays also Shane would like to hear from people who would like to help mid week.

Lastly, Channel 7 were recently on site filming a segment for "The Great Outdoors". Watch for this early in the new year.

Merry Christmas to you and your family and thankyou for your support, no matter how small, it all helps. Best wishes for 2003.

Bob Gough
PRESIDENT

SAFETY & TRAINING UPDATE

By Paul Rollason

Since my last report we have had a big win in safety and training. After many months of reviewing and changing our Operations Manual, we have had it finally approved by Queensland Transport - Rail Safety Accreditation Unit.

Greg Ford and Graham Guy have been most helpful in this review and revamp of the Manual and my sincere thanks is extended to both of these gentlemen. We have tried to make the process easier but at the same time maintain a high level of safety for our members and the public. The whole manual has been reviewed and reformatted and it's the first time since the Manual was implemented 4 years ago with some minor changes.

Queensland Transport approved these alterations a couple of months ago but we have developed two new sections which include Footplate Rides - Casual Rides and Footplate Rides - Driver for a Day Program over the last two months and we decided to hold back on issuing the other alterations until these two new sections were approved. I am pleased to say that these new sections are now approved however the Driver for a Day Program will not operate until we can gain the extra insurance we require and that seems unlikely at this stage.

The new Operations Manual will be copied and sent out shortly and a covering letter will be sent outlining the major changes. When you receive the Manual please take the time to review it and note the changes. Two examples are that upon the issuing of the Manual, no one will have to walk the track before the test run and secondly there are new procedures for anyone wishing to have footplate rides. Please remember that the document receipt has to be returned no later than 14th January 2003.

On another great note, I am pleased to announce that both Owen Coster and Paul Jones have completed the 200 hours on the footplate and are now ready to go for their Steam Tickets. We will be organising this shortly for them.

I would also like to take the opportunity to welcome John Yore back onto the roster as an accredited Driver and Fireman after a few years away from the Society with work in western Queensland. John has also offered to assist on special running days. Welcome back John.

FIREWOOD AND TRACK PARTS

By Paul Rollason

On 6-7th December, we had the opportunity to obtain some firewood and some points parts for the Society.

I hired a large truck for the two days and between QPSR (Swanbank) and ourselves, the truck was well utilised for two solid days shifting items for both Societies. Laurie Erb had organised for some old pallets (62 in total) from his work to be saved for us for firewood, so late on Friday afternoon we picked these up. From here we went to David Mewes' place to relieve him of some of the many filing cabinets and boxes of Society files that have accumulated at his place for many years much to the absolute elation of Pauline Mewes.

On Saturday morning, we went to Graham Bailey's house at Samsonvale, to pick up two sets of 60 pound point blades, a set of 60 pound frogs and various other pieces. Greg Stephenson and Bob Gough met us there and Greg set out with an angle grinder to separate the point blades. After loading these we then, with great effort, slid the point frog onto the truck and set out for Woodford.

After unloading at Woodford, Bob, Sherie and I set out for Toogoolawah Saw Mill where we had been offered some very cheap firewood that they couldn't get rid of. We could only get two 2 ton bails of timber on the truck safely and we transported them back to Woodford. We now have a good quantity of firewood and also have a good supplier even though it is a fair trip to get it. Firewood is becoming extremely difficult to obtain.

My sincerest thanks goes to Greg and Bob for their assistance loading at Samsonvale and for the entire day. Without their assistance I just wouldn't have been able to load anything. Thanks also goes to Leslie Beahan for assisting with the unloading at Woodford.

Members really don't realise how much work goes in behind the scenes from these three gentlemen. It is a pity that others (myself included) don't lend a hand like these three guys. Once again guys, thank you for all your help.

PETER PUMPER TROLLEY DOES BUNDABERG

By Paul Rollason

On the weekend of Thursday 21st to Sunday 24th November, Peter Pumper Trolley (DR143) made its inaugural excursion out of Brisbane and headed towards Bundaberg for a weekend frolicking and playing up on the Bundaberg Botanical Gardens Railway.



With the success of the BFC 50th anniversary celebrations, further collaboration between our organisations was considered a healthy step forward. As a mixing activity between the two Societies, we took the pumper trolley to show the members of Bundaberg. On Saturday morning, we unloaded the trolley onto Bundaberg's 1km track, oiled and checked the trolley over and prepared for a hard slog around the track.

PHOTO – DR143 taking water November 2002, Bundaberg by Paul Rollason

A mate of mine and I decided to be the first suckers/victims to take it for a spin and blow the cobwebs out of it. We started from the depot and for the first 100-200 metres we went flat out before suddenly realising that this may not have been quite such a good idea to go flat out as we still had 800 metres to go and some of that was to be up hill. We backed off to a steady pace past the station and up the grade past Hinkler House before the slight down hill run around the lake. Next was a slight grade over 200-300 metres which absolutely took it out of us on this very steamy morning.



You could see the relief on both our faces as we could feel the grade flattened out for a short run down to the workshop points. We got off, threw the points over and casually made our way back to the depot. It took us 4 minutes and 50 seconds for the trip.

PHOTO – DR143 outside the Bundaberg Gardens Railway Depot with Orenstein & Koppel 0-4-0T (B.N. 6805 of 1914) in the background – by Paul Rollason

For two fairly fit blokes we were absolutely stuffed. Funnily enough there were no quick volunteers from the others when they saw the state we were both in. I certainly take my hat off to the guys who used to do this for a living.

After cooling off, Ross Driver, Secretary of the Bundaberg Group, joined us and four of us had a go. I tell you this was a piece of cake in comparison with our first trip. We all got into a rhythm and figured what was the best to make it go well.

On our return, others had arrived and it took two elderly gentlemen (in their seventies) to offer to give it a go before others could get motivated. They eagerly jumped on and gave it their best. The grins on their faces was worth a million words. They told us of stories what it was like when pumper trolleys were in regular use.

On the forth and final trip we placed a video camera on the trolley and filmed Peter Pumper Cam for the trip. Although some of the words from that trip will have to be deleted. This trip we stopped at the station and the owner of the café came down for a look and even she gave it a go. We even pulled up at the water spout for a top up.

Following this the Bundaberg Society invited everyone back for lunch at Fairymead House. We had lunch on the verandas in the cool breeze before heading back to load the trolley for transport back home.

A good time was had by all and many Bundaberg members took great interest in the trolley. I certainly believe that it was a great mixing activity for the two Societies and more mixing activities will be organised for next year.

As for Peter Pumper, the cobwebs are now blown out and he eagerly awaits another venture.

Paul Rollason

Vice President

OPERATIONS UPDATE

By Shane Yore

Thankyou to everyone that participated in the Annual ANGRMS Christmas breakup on the Ferryman this year. The day was a great success and nominations are now being taken for a venue for 2003.

TRACK MATTERS

By Greg Stephenson



Donation of Ballast

Bracalba Quarry donated 27.6 tonnes of ballast and delivery was arranged on 7th November 2002. It was almost one year to the day since a similar quantity of ballast was donated by the quarry. This is further evidence of the extent of the mainline maintenance that has been undertaken in the last year because all the ballast was used on this upgrading.

This donation was valued at \$365 and the generosity of Bracalba Quarry is greatly appreciated and allows our maintenance programme to be continued.

Mainline Maintenance and Rehabilitation

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). The track work day of 12 October 2002 saw the beginning of concentrated efforts in the northern end of Freeman's Cutting (Ch 200 to Ch 350). Seven large pine trees that were within the loading gauge were removed, cut up and transported to a fire pile in Woodford yard for later burning. The afternoon was spent replacing 8 sleepers. Future track work days will concentrate in this area on lifting, lining, packing and ballasting.

Other activities have included replacing corroded fish-plate nuts with new galvanised nuts. As part of this work a cracked fish-plate was located and replaced. This on-going project is virtually completed.

The annual independent track inspection is scheduled for 16th December 2002. This inspection will set our maintenance programme for the next year.

Even though good progress has been made on rehabilitating the mainline, much still remains to be done. It is planned to continue with the monthly track days in 2003. The track days for the first quarter will be **Saturday 11th January, 8th February and 8th March 2003.**

Woodford Station Pointwork

Work has commenced on the construction of pointwork for the installation of a passing loop at Woodford Station. The first stage of this work is relocation of the mainline to the "Sims Metal" road and conversion of the existing mainline into a head shunt for the workshop. This requires the installation of two sets of points. A staging plan is being prepared for submission to Queensland Transport.



To date, most of the components for these two sets of points have been located and transferred to an assembly site in front of the ex-Wamuran building. One set of points is nearly complete and ready for

installation near the current Workshop points. This will be scheduled for early in the new year.

Point construction is being scheduled on days other than those set aside for the monthly mainline maintenance. 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 greg.stephenson@uqconnet.net to confirm the days we will be working.

Greg Stephenson

Vice President

[Web Editor's Note: Additional details of the new point work can be found on the web site; link to the News page from www.angrms.org.au.]

NEWS - Sunday, 17 November 2002. Sunshine Coast Daily, Maroochydore QLD

SUGAR cane train tracks could be converted into an historic tourist tramway under a joint venture proposal by Maroochy Shire Council and private investors. Deputy Mayor Trevor Thompson yesterday said the pending closure of the Moreton Sugar Mill also threatened tracks that had criss-crossed the shire for a century.

He said if the mill closed Bundaberg Sugar would have to pull up the un-used tracks probably within 18 months. But he said it was important to save the Brolga Line from Coolum to the Maroochy River because it was the favoured route for a proposed tourist train. Our idea is to recreate the old tourist train they had in the 1930s and 1940s," he said.

We're trying to get one of the steam engines like The Shay and restore it back to original condition it would bring tourists in through 1000 acres along Coolum Creek. We've lost too much history over the years to lose any more." Nicklin MP Peter Wellington said the State Government would require the tracks to be removed if the mill closed, but that the tourist train pushers could still negotiate with cane farm owners to use the routes. "They're special easements for the sole purpose of carting cane," he said. Mr Wellington said the tourist train was a good idea, but that growers still hoped the mill would crush for at least another season. He said the ethanol plant feasibility study, which was to have been released this month, was now unlikely to be completed until March.



PHOTO LEFT - Vanguard still exists today July 2002 – Ken McHugh

ROUND UP

By Ken McHugh

Its been an honour to have been the DRB Editor for the last 3 years. Due to family & business commitments, together with the view that the DRB should have a different look and feel (which I fully support) it needs a person or team with new and innovative ideas to take the reins now.

Looking back over the last 3 years, the Website & DRB – 2 key communication tools for our organisation – have grown enormously and carry a range of information on an extremely lean budget (ie website is basically cost free – DRB postage charge only).

Speaking of the web, thankyou to member Lynn Zelmer for his contribution in establishing and maintaining an accurate and interesting forum. This is not an easy task, can you believe people can now download and print out our Membership Application directly from the website!

Enough from me, now on behalf of the Board, we wish all readers, their loved ones and friends a very merry Christmas in 2003.

The Board is very very grateful to each and every volunteer for your time and effort you put into ANGRMS. It is our dedicated members that keep the patrons coming in – that keeps us operational. Thankyou!!

Take care best wishes for a healthy and successful year ahead from Bob, Steve, Greg, Paul, Shane, Tony and Ken.

Ken McHugh

RESOURCE PAGE

Monthly Meetings	TBA
Woodford Address	Margaret Street, Woodford, Qld
Website Address	www.angrms.org.au
Track Work Parties	See below [<i>Web Editor: see pg 8</i>]
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	Woodford Folk Festival Dec 27 – Jan 01 inclusive. 15 January 2003 – Latest return of Baguley Fund Raising donations [<i>Web Editor: Details from any Board Member</i>] 31 January 2003 – Nominations for 2003 Board 5 March 2003 AGM LGAQ House 25 Evelyn Street, Newstead
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Cover Photo

ANGRMS newest acquisition – ex Plane Creek Mills' Hansen Line Car – with VW motor

Photo – Paul Rollason Dec 2002