



# DURUNDUR RAILWAY BULLETIN



*Newsletter of...*

## THE AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY

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Christmas Eve or Day 2002 violent storms uprooted trees on the Durundur Railway and damaged fences near the gates at Freeman's Cutting and the Storeybrook Platform. There was no damage to the buildings and trees were removed with the help of contractors clearing the school property. The fences remain to be repaired. Bill Blannin photo (other photos on the web site, use 'storm damage' as the search term).

## **President's Report**

**By Bob Gough**

I do hope all of our members had a pleasant Christmas and a great start to the New Year with family & friends.

I would like to thank Ken Mc Hugh for his time as Editor of the DRB. His input into the magazine has been of great help & support.

Included with the last DRB was an appeal form for a RMP Baguley loco & 12 cane trucks made into passenger cars, 11 of the cars carry 12 persons. The other cane truck had no seats and was used for freight, lunch boxes, etc., & the occasional wheelchair.

We were first approached in August 2002 and asked for suggestions to improve safety on the railway. Greg Stephenson, Shane Yore and I travelled to the Island as guests of the tour operator. We spent time looking at the train & tracks.

On the way back to the mainland we wrote down what we could see as needing attention. A report was made; I contacted the person concerned to deliver the report only to be told the railway was no longer required and had been moved from the Island and would we be interested in giving the railway a home.

I replied that I would take the matter up with the board, which I did by ringing all. The board decided that a letter of interest be sent. A phone call to the president of the Wynnum-Manly Rotary who controlled the railway informed me that an interested party from Victoria were ready to travel up with intension of buying and organising transport.

Members, I am a firm believer that when these of historical interest that have worked in our state, where possible we have an option to purchase, with this information I decided to change the letter to read that we would like to purchase the train.

Knowing funds are tight the board decided to proceed with the purchase using only members & friends donations or a letter of promise to help as time permits.

The Woodford Folk Festival December 2002, gave us a good increase of passengers, thanks to the unknown person who gave us a write up in Fridays Courier Mail outdoor section, also on Sunday 27<sup>th</sup> the Radio station 4KQ put over an announcement. On that day we had 108 passengers and our sales were pleasing overall. The numbers were up from last years.

We are still looking for a DRB Editor or persons to help with printing & distributing. Lynn Zelmer has offered to help but needs local helpers as he lives in Rockhampton. If you can assist in any way please contact a board member.

We are still looking for help on Sunday roster & Saturday work parties. At the moment at Woodford there is too few doing too much and if we cannot get any more Sunday helpers the board may have to consider halving our running days.

## Track Matters

By Greg Stephenson



### Mainline Maintenance and Rehabilitation

The annual independent track inspection was undertaken on 16<sup>th</sup> December 2002. The report shows that the standard of the track is general good and has identified some medium priority defects that we will attend to during the next year. The majority of these defects are located in areas that we have not yet rehabilitated.

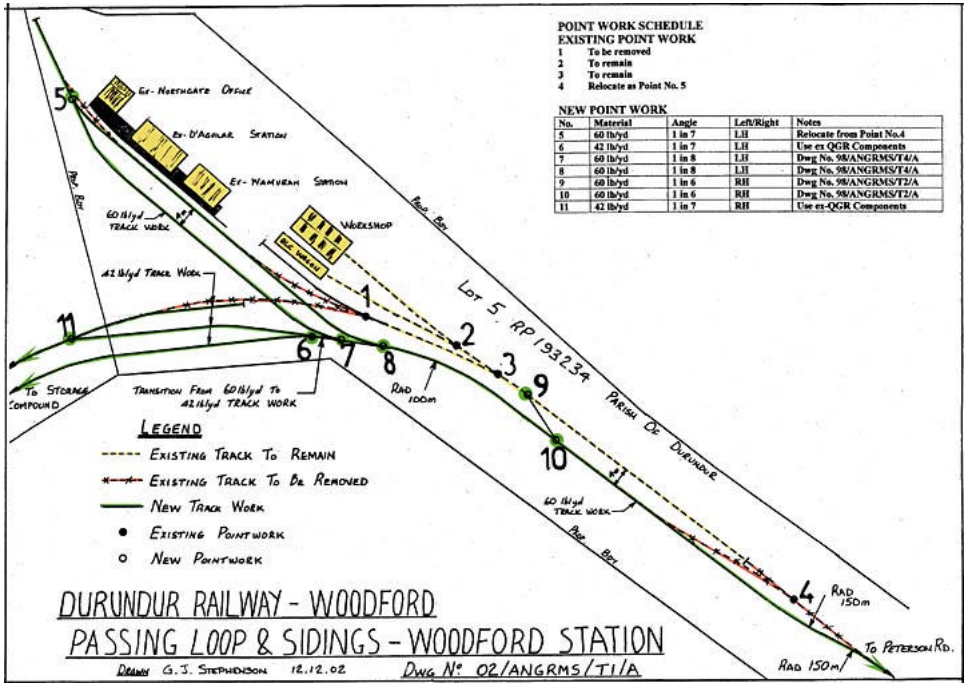
The table below shows the list of defects identified during the inspection.

Location	Defect	Priority
0.000 to 0.010	Sleepers required	m6
0.020	Sleepers require reboring	m6
0.220	Sleepers require reboring	m3
0.250 to 0.265	Ballast profile light	m6
0.300 to .0350	Top and line	m6
0.430	Sleepers to pack (pumping)	m3
0.460	Sleepers require reboring	m6
0.500	Alignment required (curve)	m3
0.500	Sleepers require reboring	m3
<i>0.550</i>	<i>100 metre mark to repaint</i>	<i>m6</i>
0.670	Alignment required	m6
<i>0.700</i>	<i>Sleepers require reboring</i>	<i>m3</i>
<i>0.715</i>	<i>Sleepers require reboring</i>	<i>m3</i>

Priorities: m3 = 3 Months, m6 = 6 months. The items in italics were rectified by the track party of 11 January 2003.

The report demonstrates that our monthly track maintenance days are beginning to deliver benefits and that the standard of the mainline is continuing to improve. Even though excellent progress has been made on rehabilitating the mainline, work 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 8<sup>th</sup> February and 8<sup>th</sup> March 2003**. There is always room for more people on the track parties so if you can help, check with me on telephone 3844 9269 or e-mail [greg.stephenson@uqconnect.net](mailto:greg.stephenson@uqconnect.net) to confirm the days we will be working.

**New Point Work at Woodford**



**Existing Point Work** (see overall layout above for point locations):

1 to be removed, 2 and 3 to remain, 4 to relocate as 5

**New Point Work:**

- 5: 60 lb/yd; 1 in 7; LH; Relocate from Point No.4
- 6: 42 lb/yd; 1 in 7; LH; Use ex QGR Components
- 7: 60 lb/yd; 1 in 8; LH; Dwg No. 98/ANGRMS/T4/A
- 8: 60 lb/yd; 1 in 8; LH; Dwg No. 98/ANGRMS/T4/A
- 9: 60 lb/yd; 1 in 6; RH; Dwg No. 98/ANGRMS/T2/A
- 10: 60 lb/yd; 1 in 6; RH; Dwg No. 98/ANGRMS/T2/A
- 11: 42 lb/yd; 1 in 7; RH; Use ex-QGR Components

Further details and some construction photos can be found on the Society's 'news' site at [www.zelmeroz.com/angrms/news/track02/track02.htm](http://www.zelmeroz.com/angrms/news/track02/track02.htm).

## Safety and Training

By Paul Rollinson

Since the last issue of the DRB things have been a little quieter on the Safety & Training front.

We are currently organising our Boiler Inspector, George Preston, to run a training course for Owen Coster and Paul Jones so that they may sit for their boiler tickets so they can become drivers of our Society. Both these guys have put in well over 200 hours each to qualify for their tickets and we hope to have them through their course shortly.

I must thank all those members that have a Operations Manual and who have returned the receipt acknowledging they have received their amended version of the Manual. Twenty-one (21) of the twenty-nine (29) copies issued have had the receipts returned by the due date of the 14<sup>th</sup> January 2003. This is a fantastic effort and I thank you all. For the remaining eight members that haven't returned the receipt, it isn't too late but I would appreciate it if you could do so promptly as it is your obligation to do so as part of our Safety Management System.

During February, the Rail Safety Accreditation Unit has advised us that we will probably have our next annual safety audit. We are in the early stages of preparing for this audit.

The Rail Safety Unit has also acknowledged our intentions to modify the track at Woodford Station and have asked us to provide more information. They have also provided us with new forms for reporting accidents/incidents and monthly reports to reflect the changes in privacy disclaimers as specified by the Government Policy and Queensland Privacy scheme. In addition to all of this the Rail Safety Unit has provided us with a draft of the Transport Infrastructure and other Act Amendment Bill for our information and comment.

I am also very happy to report that over the last year we have once again been accident/incident free which is extremely pleasing. This is directly related by the gallant effort of all members involved in the maintenance and operation of our railway. It is a credit to you all. Please keep up the good effort so that we can continue to maintain a high and unblemished safety record.

Each month we report the statics for the previous month which we report to Queensland Transport. For December 2002 they were:

Passenger Journeys	286
Train kilometres travelled	130.9km
Passenger train kilometres travelled	115.6km
Employees working on site	21
Accidents/Incidents	NIL

## From the Editor

By Lynn Zelmer

I'm sure that all members will echo my sincere thanks to Ken McHugh and the retiring members of the ANGRMS Board (list next issue) for their often thankless work for the Society. Thanks also to all of the members who have come out to the general and track work parties and to those who have solicited or donated funds to ensure that the Society continues to function in a safe and responsible manner.

The DRB will likely be shorter, but more frequent, than in recent months so that we are better informed about what's happening. The web site will continue to grow (you can download an ANGRMS 2003 calendar there, for example) and I'm developing a series of **Cane Tram Notes**—an ongoing look at the cane industry, its railways and the Society's collection—for inclusion in the DRB, etc.

My best wishes for the New Year and we'll look forward to your continued support at Society activities and work parties in the coming year.

## Our Safety Goal - No Injuries

### Scheduled Activities and Contacts

#### Monthly Meetings

TBA

#### Track Work Parties

Saturday 8 February, 8 March

#### General Work Parties

Every Saturday

#### Running Days

Every Sunday 10am to 4pm

#### Nominations

31 January 2003 – Nominations for 2003 Board

#### AGM

5 March 2003, LGAQ House, 25 Evelyn Street, Newstead

Bob Gough	President	07 3848 3769
Shane Yore	Secretary & Operations Manager	07 3888 1307
Steve Baker	Treasurer	07 3857 2495
Terry Ollson	Roster Clerk	07 5497 4285
Greg Stephenson	V.P. & Track Day Coordinator.	07 3844 9269
Paul Rollason	V.P. & Safety & Training Manager	07 3278 9110 or email separ@bigpond.com
Lynn Zelmer	Webmaster & DRB Editor	lynn@zelmeroz.com
SM's Office	At Woodford	07 5496 1976