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# Durundur Railway *Bulletin*



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**Newsletter of The Australian Narrow Gauge Railway Museum Society**

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#2 Skipper, a 16 tonne, 610mm gauge 0-6-2 tank engine built in 1946 (#1850-46-1) by Perry Engineering at Mile End, South Australia, was withdrawn from service with Bundaberg's Millaquin Sugar Mill in 1980. In 1981 it returned to SA (Mile End Railway Museum), was eventually restored in 2003, and now serves as a beacon for the passing public for the National Railway Museum. Bob Sampson photo.

## President's Report

By Bob Gough

Welcome to the first report for the New Year. We hope that our Public Liability will be returned soon and we can return to normal operations. Since the last Magazine we have been busy with track work, I shall leave the full report to Greg Stephenson.

Hopefully before long we will have our new coffee mug for sale. We are looking for expressions of interest from members if they would like to buy the previous mugs that we have sold & are now out of stock.

We have received a generous donation of four name & Builders Plates, two of which belong to Locomotives in our collection. The plates are from Borsig 4-4-2 ex Irvinebank Tramway No. 3. The number 3 has been removed for some reason; we believe that the number clashed with a second No. 3 Loco but still this is a great asset for our collection.

The other Builders Plate relating to a Loco at Woodford belongs to Hudswell Clarke 0-6-0 Tank *Pryamid* which worked at Mulgrave Sugar Mill, Gordon Vale. When the Locomotive was no longer required for service it was placed in a Children's Playground in Mareeba. When it became time for the Loco to be removed from the Playground we made an offer and were successful. The Locomotive was moved to Brisbane & then moved to Woodford. This is also a great donation to our collection.

The third plate belongs to a Hunslet Loco B/N1149 of 1914 this Locomotive 0-4-2 was delivered new to Inkerman Sugar Mill, known as "Rocket" it was reported scrapped in 1964. The fourth plate is from Dubs & Co. No 1751 of 1883 this was a 3'6" gauge ex QR B13 Locomotive No. 185 in 1939. The Beaudesert Shire Tramway acquired the Locomotive. Isis Central Mill, Childers purchased the Locomotive in 1944 to shunt its connection to the QGR at Cordalba; it was then scrapped in 1961.

The Society is very grateful for the donation of these plates from Mr. Jim Powe of Sydney.

WE have sold nine of the wagons ex: St Helena Island. These have been in storage at Tingalpa, four of the wagons have gone to Victoria, four to Sydney NSW and one to Townsville, that leaves three wagons and a Locomotive to transport to Woodford, a quote for transport is being organized. The sale of these wagons will be a big help towards our paying for our Public Liability risk insurance.

Over the New Year weekend Jill & I traveled to Hervey Bay & Bundaberg. On our way there we called in to Bauple to look at the Fowler Locomotive ex Isis Mill & Maryborough. I would like to suggest if you are traveling on the Bruce Highway call in and see this great Museum with history on the local Sugar Mill & Railways.

## VALE

### John Douglas Kerr - 1942 - 2003

Well known railway enthusiast, Historian, Author, Railway Modeller, (in particular QR) and a contributor to many magazines, passed away 26th November 2003.

John was a member of ANGRMS and was active in research on the sugar cane railways as well as QR main line history. I first met John in the mid 60's when I joined the ARHS Qld Division; back then he was mine of information. John was well known for riding his push bike to the end of many branch lines and cane railway lines also were followed the same way.

Some books in my collection by John are *Top Mill in the Valley: Cattle Creek Sugar Mill*, *A Century of Sugar: Racecourse Sugar Mill Mackay*, *Only Room for One: Isis Central Sugar Mill*, *Northern Outpost: Mossman Central Sugar Mill*, and *A Crystal Century: The Proserpine Sugar Industry*. There are many more written by John, he was also co-author for several books.

John was happy to exchange history and information with those who required it.

John will be missed by all who knew him.

John & his wife Ruth were very active in their local church.

Our sincere condolences to Ruth Kerr, also a noted Historian & Author

*R G Gough*  
(President)



RMP Baguley and wagons in storage, Tingala. R Gough photo.



## Track Matters

### By Greg Stephenson

**Woodford Station Modifications:** Work on this project continues on most track days. The November track day concentrated on ballasting and packing the mainline from the new points to the beginning of Freeman's cutting. Other work was undertaken on spiking the extension to the old mainline for use as a storage siding. This work completed a further stage of the station modifications.

The December track day saw us hook the GEMCO to the points that had been removed near the gate several months earlier. These were then hauled down the old mainline to their new position opposite the workshop. They were then manually "barred" into position. The rest of the day was spent in preparing rails to connect up the points. These points will eventually form part of the run around loop for the station.

A small group gathered for the track day of 10<sup>th</sup> January 2004 - no doubt a reflection of the record hot temperatures that had occurred during the previous week. We concentrated on placing sleepers to connect up the points placed the previous month. A heavy shower of rain fell during lunch which hampered progress so we concentrated on renewing three timbers under the frog on the points from the original mainline into the workshop. Renewing these timbers took the rest of the afternoon – the main problem being removing the original timbers.

We are continuing to work on this project most weekends, however I plan to continue the major work parties on the second Saturday of the month. The monthly work parties for early 2004 are scheduled for **Saturdays 14<sup>th</sup> February, 13<sup>th</sup> March and 10<sup>th</sup> April, 2004**. If you can help on any of these projects, let me know on telephone 3844 9269 or via email at [greg.stephenson@uqconnect.net](mailto:greg.stephenson@uqconnect.net).



18/10/03 Woodford track work party. R Gough photo.

## Insurance and Safety Update

By Paul Rollason

**Insurance:** Just to bring all members up to date with the insurance dilemma, there is some light at the end of the tunnel.

As you are all aware, ANGRMS was unable to secure an affordable and safe insurance policy thus causing us to cease train operations at Woodford. Since then we have secured a static public liability insurance cover which enables us to operate our trains for maintenance purposes under the Transport Infrastructure Act. However we are still unable to take passengers under this policy.

The battle to secure adequate and affordable liability insurance has been a difficult one and we very quickly discovered that all other rail groups were in the same boat and were facing some horrific premiums. Everywhere we turned we were advised to set up a Queensland Association and purchase group insurance. As a result, ANGRMS called a meeting of all interested railway groups on the 10<sup>th</sup> May and The Association of Tourist Railways – Queensland (ATRQ) was formed to tackle the insurance issues along with other concerns that we all face. Currently ATRQ has employed the services of an insurance broker and we have two interested insurers and the story is looking more promising every day and hopefully by the time of our AGM we will have a result and be back operating in the not too distant future.

There are 17 groups in the insurance pool and our first quote was in the vicinity of \$700000. We have since been able to negotiate down to under a third of this. The next challenge will be to negotiate the amount of excess that we would have to pay in the event that someone makes a claim. Currently the excess is around the \$50000 mark which would mean that we need to set up a trust amongst the groups.

We will keep you updated as events unfold. Hopefully the next thing you hear is that we are operational.

**Safety:** On the 25<sup>th</sup> November 2003, Queensland Transport Rail Safety Unit, set aside a day to bring everyone up with the changes that are happening in the Transport Infrastructure Act. The morning was very informative and Greg Ford and his team delivered a presentation to the accredited rail groups that attended and he explained some of the many changes. These included:

- The appointment of Rail Safety Officers and their powers,
- Changes to the Act which now calls for a formal review of the approved safety management system on a yearly basis for each accredited railway,
- Future consultation for proposed changes to the Act,
- New audit regime,
- Disciplinary action against accredited persons.

Queensland Transport also advised that there would be greater consultation in the near future to further proposed changes to the Act.

On a National front, there are a number of changes coming about as part of the National Rail Reform and the writing of new standards will result. Currently the National Standard for Health Assessment for Railway Workers is in its final draft and is due to be adopted in May 2004. This will affect all railway workers and for accredited railways they will have to incorporate this into their Safety Management System. What the new standard means is that all railway workers will have to undergo a medical assessment appropriate to the tasks that they perform. The other various documents being prepared as part of the Rail Reform include:-

- National Code of Practice for Australian Rail Operations
- Co-regulation Framework
- Fatigue Management
- Drug and Alcohol Testing

I hope that this brings members up to date on the insurance safety issues. I urge all members to make an effort and assist in any small way they can because without everyone's support, and I mean everyone, our future will be grim.



## **New Sales Items, AMRA Show and Roster**

by Terry Olsson

**Moreton Mill - End of the Line:** A new video and DVD from Tracks and Trains. Moreton Mill is now permanently closed and this excellent hour long production mainly covers the last two years of the mill tramway's operation. It includes historic footage such as the last loaded cane train up Howard St Nambour and the last bin being tipped. A must for any narrow gauge enthusiast, anyone interested in cane railways, or anyone who has ever visited the Nambour area and seen this tramway in operation. Price: \$39.95 for the video, \$45 for the DVD (plus \$6 postage anywhere in Australia).

**AC16 221A Coffee Mug:** By the time you read this we will have received the latest addition to our selection of quality Australian made steam train mugs. This mug is of Queensland Railways latest addition to its steam heritage fleet - AC16 221A. This historic locomotive was built in the USA in 1943 for the Second World War and spent approximately 30 years as a static display before being returned to active service by Ipswich Railway Workshops last year. Price: \$14.95 (plus p&p)

If you want either of these items (or any other sales item), please do not hesitate to contact our Terry Olsson (07-54974285) or Shane Yore (07-38881307) or write via the society's address.

**2004 Brisbane AMRA Show - MAY 1, 2, and 3.** The ever popular Australian Model Railway Association show is again fast approaching. To mark the closure of Moreton Sugar Mill at Nambour, at the end of last year's crush, the Board has decided to theme this year's display on this mill.

As everyone is aware, we have not been running revenue trains most of this year and as a result funds are low. Before we spend money on getting photos copied/enlarged, we would like to see what members already have available, or are prepared to make available. Therefore if you have any memorabilia of this mill/tramway, or if you have any photos you are prepared to make available (minimum A4 size - preferably A3) could you please contact Terry Olsson (07-54974285), any one of the other Board members, or write to the society's address.

**Roster:** Even though we are not presently operating trains for the public, the Board has decided we still need to *show the flag* and let people know we have not closed permanently. Therefore, the Woodford site is open to the public between 11am and 2 pm every Sunday.

We urgently need members to staff the site during these times. It is certainly not a hard job but it is an important one from the public relations point of view. As our sales area is open during this time, you will also be helping to bring in some much needed revenue. Please do not leave it to the regular few. If you can help, contact the roster clerk, Terry Olsson 07 - 54974285.

## Scheduled Activities and Contacts

<b>Monthly Meetings</b>	TBA	
<b>Track Work Parties</b>	Saturday: 14 February, 13 March, 10 April	
<b>General Work Parties</b>	Every Saturday	
<b>Running Days</b>	Open to the public every Sunday	

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 serpar@bigpond.com
Lynn Zelmer	Webmaster & DRB Editor	lynn@zelmeroz.com
SM's Office	At Woodford	07 5496 1976

### Other Meetings

**Light Railway Research Society of Australia Inc, South East Queensland Group :**  
Friday 13 February 2004, 7.30 pm , BCC Library Meeting Room, Garden City Shopping  
Centre Mount Gravatt . After hours entrance (rear of library) opposite Mega Theatre  
Complex next to Toys'R'Us. Frank Savery will present some short videos.



Petrie crossing David Low Way bridge, BliBli 21/11/03; Paul Rollason photo.