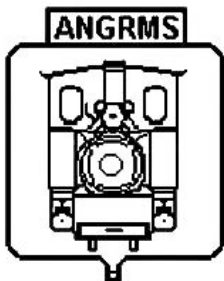


Durundur Railway *Bulletin*



Newsletter of the Australian
Narrow Gauge Railway Museum Society

Margaret Street, Woodford

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ANGRMS is now a Queensland sales outlet for RJ Model's On30/On2 Bundaberg Fowler kit and other models. Special offer and details page 9.

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Next Track Work Parties: 11 Dec 2004, 8 Jan, 12 Feb & 12 Mar 2005

Vale - Clyde Reginald Itzstein of Woodford 1928 - 2004

Although not a member of ANGRMS, Clyde was a great mate of the Society, always willing to help us. When a bulldozer, grader, or end loader was required or for us to use his Blitz crane truck which was helpful unloading and moving material, locos and wagons around the site.

Clyde transported the Wamuran building from the Caboolture Council yard to Woodford.

Clyde graded the formation from Margaret Street to the current 'end of line' at the Herb and Cottage gardens before we laid rail. He also helped with oxy welding using his portable welder in the beginning of the society at Woodford. Without Clyde we would have struggled. Clyde will be missed by all who knew him. Thank you from the Society.

ANGRMS Locomotive Fleet

Bob Gough recalls RMP Baguley (B/N 3377 of 1953 fitted with a 6LW Gardner Diesel Motor)

The locomotive we have at Woodford is one of the early diesels on the cane fields. I first photographed this loco on a trip to Cairns in the mid 70s at Mulgrave Central Mill, Gordon Vale being prepared for cane haulage.

When that photo was taken, No. 1, as it was known, was painted a royal blue bonnet, yellow waist line and red buffer beams and I believe the frame and side rods were black.

Some years later the loco was disposed of and sent to Fisherman Island in a QR HWA wagon. I again took a photo and noted with interest a change of colour with the cab being all over yellow. The loco was at Fisherman Island for quite a while waiting for a RAAF Chinook helicopter to pick it up and fly it to St Helena Island where it worked with 12 x 4 wheel cane trucks made into passenger cars at Manly, that could seat 12 persons each. The train worked on a kilometre of track from a shed near the ferry landing; passengers would walk from the boat to the train for their ride to the ruins. The loco was driven by the tour guide who was dressed as a prisoner. The guide met you at the Manly jetty, travelled over by boat (one assumes that as soon as the boat tied up he would proceed ahead of the visitors) start the loco to pump up air for the brakes, as two wagons, the first and last, were equipped with brakes and worked from the loco. This is required for the ruins end of the line as the runaround loop is on a slight down grade. The train has an air pipe through the wagons.

Also before the loco was transferred to the island it had an engine change and is now fitted with a John Deere turbo diesel motor and as a point of interest the gears are changed by air.

The train had some problems. Greg Stephenson, Shane Yore and myself travelled to the island as guests of the tour operator to look around and supply a

report. After writing the report I called the tour operator to ask where to send the report to, and he told me a decision was made to remove the train to the main land which was in late 2002. I found out that the Lions Club of Wynnum/Manly were the owners of the train, so I rang the President and put forward an expression of interest. I also found out that somebody else was after it. After a while the President said that the loco should stay in Queensland where it worked. I was invited to inspect the train before making a decision to buy. I presented the facts and figures to the board and we decided to purchase the train.

Ten out of twelve wagons were sold off to other parties for use on their railways. The two wagons fitted with brakes are at Woodford with the loco.

The loco and wagons were moved to our museum site in March. This move coincided with the arrival of two semi-loads from Goondi Mill site, Innisfail. Two cranes were required to unload and place the loco on the main line.

As time and space permits I hope to write about our fleet of locos, coaches and wagons.



RMP Baguley with two of the wagons at Woodford Station, August 2004.
Lynn Zelmer image. The locomotive was also pictured in DRB 275.

President's Report

Paul Rollason



Well Christmas is just around the corner and as we wind up the year things don't seem to be slowing down. Whilst we haven't been operating at Woodford, it doesn't mean that nothing has been achieved for the Society.

Greg, Les and the team have been hard at work plodding away with the **trackwork** keeping the standard high as well as **rebuilding PL-111**. Since PL-111 won't be completed by the time we begin operations again, the two Port Douglas Shire Wagons and the Hudson Hunslet loco frame are being prepared as our passenger rollingstock.

The behind the scenes **paperwork** has also not ceased. With the introduction of the Health Assessments for Rail Safety Workers and other alterations to the Safety Management System has kept me busy. It has taken about 1-2 days a week for the last 2-3 months to make a dent into what is required and there are still many things that need to be done little lone the other changes that will be required in the not too distant future such as the Drugs and Alcohol and Fatigue Standards that are being introduced shortly. I constantly get questioned why I don't come to Woodford. Quite simply I am drowning in the paperwork that is required. Members don't really realise what is involved in running a railway in today's society unless they have to do it themselves. David Mewes is the only one that can vouch for this and I now realise the enormous amount of work he did for the Society. For anyone who wishes to take over the paper shuffling, feel free to contact me.

By the time you get this magazine, the **insurances** will have been sorted out and we will be just about operational once again. It looks like that we have been able to negotiate a price at just below what we were paying 3 years ago. There will be two **training days** on the 21st & 28th November to bring operational members up to speed with the changes to the operating system and the safety management system, and to re-accredit them for each position they wish to take part in. It is extremely important that all staff participate in these days as it forms part of our accreditation requirements.

The 28th November will also be the **Christmas party** for ANGRMS and a free BBQ will be put on for members at Woodford.

The other exciting news is that the Society has been offered the **Ballyhooley** operations in Port Douglas and the Board has decided to take on this project and set up a sub-company to run this venture. This opportunity will further the aims of our Society and hopefully put a few more dollars into Woodford. This

then makes ANGRMS the largest collector and operator of 610mm railway equipment in Australia.

Recently, Laurie Erb went to Woodford and tested and tagged all the electrical items and carried out the necessary repairs. Thanks Laurie for your efforts.

Whilst my report is not very long this time, I can assure you that many things are going on and the Board have been extremely busy. I will not steal any of their thunder and you can read their reports.

I have also attached my reports for ATRQ (Association of Tourist Railways Queensland) and ATHRA (Association of Tourist & Heritage Rail Australia) so that you can get a little broader view of what is happening in Queensland and on the National scene.

I would like to take this opportunity to thank the Board and all the members that have worked on site and behind the scenes for their assistance throughout the year. Your assistance is invaluable and I would encourage all members to show their support of the Society and do whatever they can no matter how small it may sound as ever little bit helps the wheels turn.

I wish everyone and their families and very Merry Christmas and a prosperous new year. Take care and be safe during the festive season.

News from ATRQ and ATHRA

Paul Rollason

Welcome to news from Queensland and the National scene. I have combined my reports as chairman of both ATRQ (Association of Tourist Railways Queensland) and ATHRA (Association of Tourist & Heritage Rail Australia) to give members and insight of what is happening.

ATRQ

The most significant event was our meeting on the 28-29th August in Rockhampton. The weekend kicked off on the Saturday with a presentation and workshop led by Queensland Transport – Rail Safety Unit on the National Standards for Health Assessments of Rail Safety Workers.

Saturday afternoon saw the general meeting of ATRQ where many topics were covered. The most significant being the announcement that insurance (see ATHRA section for details) had been sourced much to the disbelief and joy of many people.

Sunday saw us visit Mt Morgan where we did the Mt Morgan Experience Tour, rides on the Purrey Steam Tram at Archer Park and tracing the Pineapple Branch to Yeppoon to tail off the day.

The safety committee has also been working hard and under the direction of Peter Ford, Vice President, it is his intent to have a submission placed on behalf

of ATRQ for all issues affecting the tourist and heritage rail industry in Queensland.

During September, Queensland Transport invited the ATRQ safety committee to attend a seminar and workshop led by Mr Kevin Band on Strategic Risk and Safety Leaders Training Course. This was a half day course to ensure we are aware of our safety responsibilities and risk exposures, and to show that we can demonstrate we are managing our responsibilities and risks reasonably and diligently. ATRQ has approached Queensland Transport to see if we can find some sort of funding for this course to be run for all our railways in an attempt to provide further training and in turn make our railways even safer.

The next ATRQ meeting will be held on Saturday 27th November at The Workshops Rail Museum at Ipswich.

For a full report see our website at www.atrq.net.

ATHRA

On the 8-9th October, ATHRA met in Canberra for its first meeting since its inauguration in Adelaide in June. The weekend was kindly hosted by the ARA (Australasian Rail Association).

Saturday morning saw us start bright and early with a very full agenda. Bryan Nye, CEO of the ARA, addressed the meeting and provided us with some thoughts of what they could do for the Tourist & Heritage Rail Industry. Our deliberations saw us sift through and refine the ATHRA constitution where it was amended and finally adopted. From here we discussed our Strategic Goals for ATHRA. These included providing a Professional Representation and National Voice of the Tourist & Heritage Railways of Australia to Regulators, ARA, NTC, Federal Government and to the development codes and standards; Promote the Tourist & Heritage Railways of Australia; Raise the Image of the Tourist and Heritage Rail Industry amongst many other goals. It was also decided that ATHRA would become a member of the ARA and seek the ARA's assistance in a number of areas. All States and Territories present once again vouched their support for ATHRA and reconfirmed their membership.

The other burning issue is the matter of insurance. Whilst we are getting very close to having all this in place we are just sorting out the last few details. As of late September, we had four underwriters prepared to underwrite the entire scheme which has brought down the premiums significantly. As news spread about what we were doing, yet another underwriter has wanted a piece of the action and this has seen another slight reduction in the premiums. To date, we have been able to secure a 38-42% reduction in the premiums that they previously paid. In some instances, this is a significant sum of money. The Willis Group has managed to secure this fantastic deal and with everyday that goes by it is improving. The way it has been set up is that there are a number of layers (i.e. \$10M, \$20M, \$50M, \$250M etc) and through a simple process we negotiated the premiums for each individual based on their questionnaires they returned. The excesses per incident are \$10000 for any rail accident/incident and \$1000 for all other claims (i.e. slips, trips and falls etc). Matt Roberts from the ARHS ACT is to be congratulated for bring this all together for ATHRA.

The next meeting of ATHRA will be in February 2005 and the AGM will most likely be in Queensland in September 2005.

Congratulations

To Tony and Wendy Lindsay on the arrival of Jacod Alexander born on 20th October 2004 at 4.58pm and at a weight of 9 pound 2 ounces. We wish you all the best with the new arrival to your family.



Board Notes

Di Ezzy, Hon. Secretary, 11 November 2004

Since the last edition of the DRB, the Board has met on 3 occasions (1 September, 5 October and 3 November) and following are some items discussed at these meetings:

- An application has been submitted to the Caboolture Shire Council for the installation of a blue directional sign with the wording "Railway Museum" to be installed on the existing "Margaret Street" sign at the intersection of Margaret and Archer Streets, Woodford. This application has been supported by the local Councillor, Greg Chippendale;
- ANGRMS submitted an annual donation request to the Caboolture Shire Council for consideration in the Council's 2004/05 September quarter Budget revision – we are awaiting to hear the outcome of this submission;
- The Caboolture Shire Council approved ANGRMS application for a donation under Council's Rates Based Assistance Scheme. Council's donation amounted to \$600 for the 2004/05 financial year;
- Insurance proposal - ongoing;
- The initial distribution on the Sunshine Coast of *The Mapleton Tramway* book;
- National Standard for Health Assessment of Rail Safety Workers and how it affects ANGRMS - ongoing;
- In accordance with Workplace Health and Safety legislation, we need to ensure that all ANGRMS and non-ANGRMS electrical equipment used at Woodford has been appropriately tested and tagged. Many thanks to Laurie Erb who has carried out the testing and tagging of equipment at Woodford;
- Discussion on start-up strategy in preparation for running again when insurance cover is obtained;
- Introduction of an ANGRMS polo shirt;
- Security of the Woodford site – buildings, other than toilets, need to be locked when working on site;

- Production of an ANGRMS tea towel;
- ANGRMS will be attending the Sandgate Police Citizens Youth Club's 2005 Model and Hobby Show to be held on 5-6 March 2005.



Track Matters Greg Stephenson

Mainline Trackwork Maintenance: The imminent recommencement of passenger operations has shifted the focus on trackwork from the mainline relocation project to ensuring that the existing mainline is in safe operating condition. On the October track day, rotten sleepers were renewed at the Peterson Road end of Freeman Cutting and further work was scheduled for this area in November. At this time, it is useful to reflect that it is nearly two years since we operated public

trains. I would like to thank those members and friends that have continued to turn up month after month to maintain our most valuable asset – the track – without a clear vision of just when we would again be able to operate public trains. It is through this dedication and persistence that we have kept the mainline track in good condition. Operations will be able to recommence with total confidence in the safety of the trackwork.

It is hoped that reviving passenger train operations will inspire other members to contribute to the vital maintenance of our infrastructure. Without track, we can't run trains. We plan to continue the major work parties for track work generally on the second Saturday of the month. The monthly work parties are scheduled for **Saturdays 11th December 2004, 8th January, 12th February and 12th March, 2005**. We normally kick off about 9.00 am. If you can help on any of these projects, let me know on telephone 3844 9269 or via email at greg.stephenson@uqconnect.net.

Passenger Rollingstock: With the rapid approach of passenger operations, it became apparent that major repairs on our passenger coach – former QGR rail motor trailer PL111 – would not be completed in time. Work on this project has been suspended to allow alternative passenger accommodation to be provided. When we were preparing for “Bundy’s Last Great Adventure” in 2000, two Douglas Shire Tramway open wagons were refurbished for the trip. It was always intended that these would have seats and a roof fitted to provide addition passenger vehicles. Work has concentrated on completion of the fitout of these vehicles for passenger transport. When completed, we will return to refurbishment of PL111.

Our Operations Manual requires that the last vehicle in our passenger trains be fitted with brakes for use in an emergency. Since the Douglas Shire Tramway

wagons are not fitted with brakes and PL111 is not currently available for service, it was decided that a separate brake wagon will be required until PL111 is returned to service. To provide this brake wagon, the Hudson Hunslet 4 wheel diesel locomotive from Cattle Creek Mill has been fitted with seating for the Guard, bearings and axle boxes serviced and most importantly the brakes made operational. It is anticipated that the use of a brake wagon will only be a temporary arrangement until PL111 is returned to service.



Sales And Marketing

Terry Olsson: Ph 07 5497 4285 (or via the Society PO Box), or e-mail sales@angrms.org.au

New Release—R J Models 0n30/0n2 Models: Russell Smith (Rusty) and wife Joan (formerly of The Turntable) have now retired, and have very generously allowed ANGRMS to be a Queensland retail outlet for R J Models 1/4 inch to the foot scale 0n30/0n2 sugar cane models. As well as an excellent model of the Bundaberg Fowler, the range includes many items from the former 2 ft gauge Queensland Railways Innisfail Tramway including a model of the B9 1/2 steam loco. Several additional items are presently being produced, with the Innisfail Tramway HB expected during December, the 7 ft brake van expected during January 2005, and some Innisfail passenger cars due for release next year. Other models are in the planning stage, including a cane bin.

The Bundy Fowler and B9 1/2 steam loco kits are available in 0n30 or 0n2 or any other narrow gauge required. The 7 ft brake van will also be available in 0n30 or 0n2. All other kits are supplied in 0n30 but can be converted to 0n2.

Some of the wagons are available now, but in order to keep overheads etc to a minimum, some items need to be ordered, particularly the expensive ones such as the locomotives. Please ask about wait times. We are still sorting out postage rates, so please enquire about these also if applicable.

While members are always welcome to contact myself, ANGRMS member and modeller Micheal Bettucci (mobile 0400 077 002) has offered to look after this valuable part of our sales. Please do not hesitate to contact him. We are also presently working on some contact points in the north of the state – more news next DRB.

Another issue we are presently investigation is the provision of some form of credit card facilities – again more news next DRB (or ask if required earlier). We are also prepared to discuss paying in instalments for the more expensive loco kits, or for large orders.

For prices see the enclosed price list, which also has an order form on the back.

Special Introductory Offer For ANGRMS Members

10% Discount On On30/0n2 Models: With Christmas just around the corner, and to help introduce this range of On30/0n2 models, the Board has decided to offer all members of ANGRMS, a special 10% discount on orders placed before the 1st February 2005.

So if you are already into O scale narrow gauge modelling, or you have been thinking about it, now is your chance to obtain some of these excellent kits and help support your society at the same time.

Coffee Mugs: A re-run of the popular Beyer-Garratt 1009 coffee mug is presently in production, and we hope to have these available by early December, just in time for Christmas (an ideal Christmas present for someone?). This mug will be available through your society, as well as the usual outlets. For members in Central Queensland, this mug will also be available from the Mount Morgan Railway. Expected price \$14.95 plus postage.

After the Garratt mug, we will be producing one for BB18 1/4 1089, the last steam locomotive built and placed in service for a government railway in Australia.

The Mapleton Tramway: This excellent book by well known author and long time ANGRMS member, John Knowles, continues to sell well. Price \$28.50 plus postage.

Steam Locomotives Of Queensland Railways – 1900-1969 Design And Operation: Another excellent book by well known author and long time ANGRMS member, John Knowles. Now only \$29.50 plus postage.

Security on Site

Terry Olsson

We will soon be running public trains again. Therefore, I thought it might be an appropriate time to remind all members to be conscious of security, both while on site and when we leave. It can take a thief only a couple of seconds if something is left unattended in easy reach. As well as theft, we need to be conscious of keeping out vandals and other trespassers.

With a bit of careful thought, we can all help reduce the chances of theft by taking precautions such as,

- Lock the sales room/SM's office if unattended and you are not close by,
- Do not leave keys, money, or other valuables in obvious easy to reach places,
- Hide the change cash tin when not in use,
- Do not leave notes etc in public view which reveal the location of money, keys etc

- Lock the CWA cottage when unattended and not nearby,
- Lock the workshop when unattended and not nearby,
- Do not leave tools etc unattended in public areas if not nearby,
- Remember to lock your car if unattended.

Even when you leave the site, particularly if you are the last one, you can help to reduce the chances of theft/vandalism, or at least reduce the impact. We can take some simple precautions such as:

- Check everything is correctly locked up when leaving,
- Check all tools are locked away,
- Ensure the chain and lock on the front gate are reasonably tight (use intermediate links if required),
- In case we do get broken into, do not leave money or other valuables lying around in easy to see and obvious places,
- In case we do get broken into, do not leave keys etc lying around in easy to see and obvious places,
- In case we do get broken into, do not leave notes in obvious places which clearly state where money and other valuables are.

In the last 12 months I have seen a lot of these things happen, and admit to being guilty of some myself. With just a bit of care, we can all help reduce the risk of theft etc, and get on with enjoying our hobby.

Woodford Site Open Days: The fact that we will soon be running public trains again, makes it even more important to do public relations work to rebuild our customer base. A very important part of this is staffing our Woodford site on Sundays (between 11 and 2). It is certainly not hard work, and as those that already help will tell you, you can meet some interesting people.

ANGRMS needs your help NOW. Please check your diaries and let me know if you are available. We have had to leave the site closed on some Sundays recently, and this is certainly not good for the society.

Scheduled Activities

2004 Track Work Parties	11 December
2005 Track Work Parties	8 January, 12 February & 12 March
General Work Parties	Every Saturday
Woodford Open Days	Every Sunday
Running Days	Suspended until further notice

Contact Details

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Ruston loco at Woodford, c 1984; R Gough photo

Ruston locomotive [4wDM, 7 tonnes; Ruston & Hornsby, Lincoln, England; 1949, b/n 279567, 18" driving wheels] and PL111 at Woodford, c 1984. R Gough photo.

Our Safety Goal - No Injuries