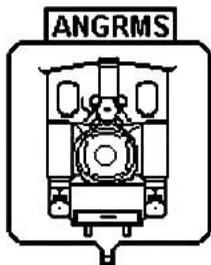


Durundur Railway Bulletin



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Owen Coster and Greg Stephenson watch as the Rural Fire Service back burns in Freeman's cutting. Paul Rollason photo [img4922-2]

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Next Track Work Parties: 10 Sep, 8 Oct and 12 Nov 2005



President's Report

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

While preparing our Bundy Fowler steam locomotive for the running day on the 17th July, Raymond Mewes noticed a leaking stay on the front of the firebox. After consulting with our mechanical engineer, Leslie Beahan, it was decided to shut the steam loco down, and use the Gemco diesel instead. We have since had our boiler inspector look at the boiler, and he has recommended some further tests. Therefore, our steam loco will be out of action for a while.

While it is disappointing for our patrons as well as our members, and will certainly result in a drop in patronage, I commend Raymond for being observant during light up. I also would like to commend Raymond and Leslie for making the tough decision to shut the loco down, and for putting safety first. Steve Baker noticed a weeping boiler plug during loco preparation a while ago, and it is good to see that our loco crews are on the ball.

Using a diesel on our public running days will result in reduced income so we will all have to watch any expenditure very closely. Therefore, I ask all members to think very carefully before purchasing something, and make sure you have prior approval from the relevant Board member before doing so. Of course, as always, any donations are most gratefully accepted!

Following a presentation on Workplace, Health and Safety (WH&S) at a recent Association of Tourist Railways Queensland (ATRQ) meeting, we arranged an independent WH&S audit in early August. Whilst we are still to receive the final report, a few items have been drawn to our attention that we will need to implement. Some of these are relatively simple but will take time. Therefore, I once again, would like to ask you, the Member, to let me know if you can assist us in any way. The Board is already very busy.

For the emergency training day held on 13 August, I was involved in a lot of the preparation beforehand, as well as on the day. The amount of work involved in preparation was incredible, while the precision and professionalism on the day was certainly an eye opener. I would like to thank all of those members who made the effort to attend on the day. In addition to being an excellent and valuable learning experience, it gave us a chance to try out our new fire-fighting wagon on a real fire.

On behalf of ANGRMS, I would also like to thank all of those emergency services personnel involved in the exercise, many of whom are also volunteers.

They could not do enough to help us, and certainly made us feel most welcome and a part of it all.



The Rural Fire Service gains access into the compound to contain the burn. Paul Rollason photo [img4931-2]

As well as the obvious benefits such as reducing our fire risk and improving our response in such situations, I think this exercise was also an outstanding success in helping make ANGRMS a part of the local community. Not only did we get to meet and work with the local emergency services, but we also helped our neighbours by reducing their fire risk as well. I think it is very important for ANGRMS to be a part of the local community, and we all need to consider our neighbours whenever we are on site.

Being a part of the community, ANGRMS has also collected donations on recent running days for the family of Darren Bray, who was injured and lost his two-year-old son in the recent Bracalba Quarry fire. I am very pleased to announce that over one hundred dollars has been raised, and this has been passed on to Darren via the local Lions Club.

Operations, Sales & Marketing

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

Public Running: As mentioned in my President's report, it looks like we will not have a steam locomotive for a while, and this certainly will have a detrimental effect on our patronage. To help minimise the impact, it is very important that the presentation of both our site and our staff is top quality. Patrons will be

disappointed at not having a steam engine, and a clean site and happy smiling faces will help overcome this.

Running days will continue to be on the first and third Sundays of the month. Also, we will continue with our marketing survey during this time.

ATRQ Display at Grandchester for QR's 140th: ANGRMS, as a member of ATRQ, helped out with this display on Sunday 31st July. A new brochure was produced by ATRQ for the day, and lists all groups who are members of ATRQ, including their contact details etc. In addition to this brochure, a considerable number of ANGRMS' own brochures were also given out. It was amazing how many people were of the opinion that ANGRMS had closed its doors permanently. This just goes to show the benefit of attending shows such as this, and the fact that there is still a lot of work to do.

Gold Coast Model Railway Workshop and Exhibition: ANGRMS has been invited to be part of this show in the Jupiter's Pavilion at Southport on the Gold Coast on the 17th and 18th September. We will be doing sales as well as handing out advertising brochures. The Gold Coast is an area we have not yet targeted, and with our steam loco out of operation, the sales income and additional marketing are very important.

I already have two other functions I am supposed to attend on this weekend, so if you can help on both or either of these days, please let me know. I certainly could use the help.

Credit Card Facilities: After many months of negotiations by our Treasurer, Steve Baker, ANGRMS now has its own credit card facility. This means we can now easily handle mail orders, rather than relying on someone else. We only have the manual paper type facility so we cannot do EFTPOS. At this time, the credit card facility will be restricted to sales events and mail order, and will normally not be available on running days.

Triumph of Narrow Gauge: We now have more copies of this outstanding book by John Kerr on the history of Queensland Railways. Cost: \$59.95 plus postage if required.

Monthly Statistics: The figures below are the statistics for June and July 2005.

	June	July
Number of Passenger	260	170
Train Kilometres travelled	45.9	54.5
Passenger train kilometres	42.5	49.1
Employees (different workers in month)	17	22

Purchase Of Ride-On Mower: ANGRMS has received a grant of \$3,000 from Commonwealth Government's Department of Family and Community Services under the Volunteer Small Equipment Grants 2005 Program. The amount of the

grant was the maximum awarded under the program and was for the purchase of a ride-on mower.

Using these funds, a Cox 13hp Stockman CR8003 was purchased from Grass and Grease at Woodford. Grass and Grease are the local dealer for Cox mowers and offered a very competitive price. Using the local dealer will have longer term service advantages. Delivery was made 16th July 2005.

The ride-on mower has already demonstrated that mowing our public areas will be less physically demanding and time consuming. The real advantages are expected to be even more apparent during the summer months where considerable resources are normally committed to grass cutting. This allows volunteers to better use their skills to undertake more rewarding tasks like restoration and the provision of public services.

We are especially grateful to the Department of Family and Community Services for this Volunteer Small Equipment Grant.

ANGRMS was unsuccessful in its application for an Annual Donation (applied for funding to provide a covered storage and display area) from Caboolture Shire Council for 2005/06 however, we were successful in obtaining a General Rates rebate under Council's 2005/06 Rates Based Assistance program.



Safety and Training

Paul Rollason

It's that time again for an update in the safety and training arena. I had a great time overseas in Canada and now it is back to the running a real railway rather than playing on others. One thing that did strike me whilst I was away is that all the tourist and heritage railways in Canada and the USA are extremely professional in their approach to the public and safety is a very high priority. Whilst our safety is of a high standard we are left for dead in our customer relations and the way we treat the public and the delivering of the 'rail experience'.

It has been a very busy month shuffling papers and preparing for several different audits. Queensland Transport Rail Safety Unit has advised us that we are up for an audit and this will occur in the not too distant future. Graham Wilson, yes it's ex-QR Graham that we have hauled out of retirement (not that we allowed him to get too far into retirement), has kindly performed a Occupational Health and Safety (OH&S) audit on our processes that we have in ANGRMS. Whilst we have faired up reasonably, there is still a huge amount of work required to formalise some of our processes so that we better comply with the legislation. Graham will hand down his report to the Board shortly. Following this, there will need to be some training and assessments for everyone. Yes, I

know it sounds a burden but it is the law and we have to comply. If you think you are hard done by, consider those who have to do the paper work or worse still have to front up to an inquiry if an accident or incident occurs.



0-6-0 "2024" switch engine at Calgary Heritage Park, Canada. Paul Rollason photo [img1788-2].

On the Medical Assessments for Rail Safety Workers that we all need to have done, we now need to start to move into actually having these performed. The Category 1 roles (of which ANGRMS doesn't have any) and Category 2 (Drivers, Fireman and Guards) need to be completed by 31st December 2005. Remember these assessments can't be done by your own doctor and they need to be an ANGRMS trained and approved physician. All crew members will be notified once these doctors have been approved. I recently had my own Category 1 medical done for ASSCO (the Australian Society of Section Car Operators) and the medical was quite simple and cost just over \$200 which included blood tests, an ECG and drug screen. Since ANGRMS only has a Category 2 as its highest category, the cost should be around \$130-150.

On Saturday the 13th August, ANGRMS in conjunction with the local emergency services (Queensland Police, Queensland Ambulance Service, Queensland Fire Service, the Rural Fire Service and the State Emergency Service) conducted a back burn and emergency training day at Woodford. This was in response to the

need seen by ourselves and the Queensland Fire Service after a recent fire started by our locomotive. The day saw about 70 personnel involved with a mini command unit being set up at the Woodford Fire Station. Most of the land including Norm Freeman's 4 acre block and all the land adjacent to our line was back burned to reduce the fuel loading and thus lower our risk for the following year. This was a joint training exercise for all involved and it fitted nicely into our own training regime. It was also an opportunity to work and have lunch with the local emergency services to strengthen our relationship. Overall the day was a huge success as it allowed us to work alongside the emergency services so that we could best assist them. A huge thanks goes to the following people who made such a huge effort and attended the day and they include Owen Coster, Greg Stephenson, Leslie Beahan, Herb Coleman, Gordon Anderson and Terry Olsson. We all had a very long day but our efforts were well worth it as we also cleared the track of debris and cleared adjacent to the track. Well done team. We only wish we had a few more hands on deck.



The new fire train undergoing *on track testing*: ex-Moreton Mill water and mill bridge gang (used as a crew room) wagons during the fire training day. Note the new pump and hose attachment. Paul Rollason photo [img4934-2]

The day also gave us the opportunity for us to try out and train members on the use of our fire train. The ex-Nambour water wagon has now been cleaned out, a new pump purchased and all connected up. The tank holds approximately 4500

litres of water and with the hose and pump attached we can now effectively fight our own small fires or at least contain them more effectively. Until a secured cage is built on the wagon, the pump will be stored in the Station Master's office and will need to be placed on the water wagon each running day in preparation for fighting any potential fires. Some knap sacks and beaters are also being sourced for use in fighting the fires. Once again well done for those that came up and were trained on how to use the fire train. We will have to get all crews to be able to use it in an emergency situation.

Many thanks go to Tony Lindsay and Leslie Beahan for helping me set up the new water wagon. Tony spent a whole afternoon assisting me to purchase the equipment before he welded on a new attachment to the existing tank and set up all the fittings. The tank can be filled by attaching a normal garden hose that will shut off automatically via a float valve when it is full.

Until next month, be safe and remember it is our aim for no accidents and a perfect safety record.



Track Matters Greg Stephenson

Woodford Station Modifications: Work has concentrated on installing points for run around loop at Margaret Street end of track and re-instating head shunt towards front fence. Points used have a "1 in 7" frog. Work undertaken on points includes:

- Replacement of bolts and spacers in check rails and frog;
- Replacement of all fishplate bolts;
- Replacement of bolts in switch plates;
- Fitting heel blocks to point blades; and
- Replacement of timber under frog.

This track will not be available until rails stacked on western side of track are removed as they infringe into the loading gauge. These rails are earmarked for new storage sidings in the "compound" so will be moved in the near future.

Mainline Trackwork Maintenance: The July track day was used to replace a long sleeper in the points from the existing main line to the workshop. After lunch we headed out of the station yard towards the start of Freeman's Cutting where a cluster of deteriorated sleepers was located. Whilst three sleepers were marked for replacement, we took the opportunity to replace eight sleepers whilst in this area with the tools and equipment.

Further re-sleeping work needs to be undertaken around Ch 400 and will be scheduled for the next track day.

The monthly work parties are scheduled for Saturdays **10th September, 8th October and 12th November 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.

New Train for the Track Gang: Following a risk assessment and condition appraisal, the following rolling stock has been approved for “on track testing” by Queensland Department of Transport:

- Bridge Carpenter Tool and Crib Van – ex-Nambour Mill.
- Bridge Carpenter Tool Box (Solid Sided) – ex-Nambour Mill.
- Bridge Carpenter Tool Box (Mesh Sided) - ex-Nambour Mill.
- Rail Mounted Compressor Wagon – ex-Nambour Mill.
- Rail Mounted Water Tank – ex-Nambour Mill.
- Caged Tool Wagon – ex-Goondi Mill.

Once the “on track testing” is successfully completed, we can apply for accreditation of this equipment.

Passenger Rollingstock: Work continues on fabrication of a seating module for the second Douglas Shire Tramway open wagon. The majority of the framework has been completed with only the roof bows remaining to be welded. Painting and fitting of seats is currently underway.

Coming Events

Next ATRQ Meeting and AGM, 24-25 September 2005

The meeting will be held over two days with a special mini conference and guest speakers. Sessions commence at 9.00am at The Workshops Rail Museum at North Street, North Ipswich. Entry to the Museum will be from 8.30am. Contact Paul Rollason or Terry Olsson at least a week prior to the meeting if you wish to attend.

The speakers will be on their way to the National Rail Conference in Tamworth; since the Tamworth conference is mid week making it difficult for many of us to get there, this mini conference will allow rail fans the opportunity to listen to these fine speakers.

National Railway Heritage Conference, 28-30 September 2005

The Heritage Futures Research Centre of the University of New England, Armidale, is hosting a major railway conference: *Thinking Rail: Lessons from the Past, the Way of the Future -- The Past, Present and Future of Australian Railways*. It is being held in conjunction with events associated with the 150th anniversary of the beginning of railways in NSW and with the official opening of the first stage of the Australian Railway Monument and railway museum at Werris Creek.

The post conference activity on 1 October is a return trip by heritage rail motor to the historic railway town of Werris Creek to celebrate the official opening of the Australian Railway Monument and Rail Museum. For further information contact Dr Andrew Piper on (02) 6773 2764 or e-mail HFRC@une.edu.au.

Valdora Returns

The Australian Sugar Cane Railway, Bundaberg, bought *Valdora* from Bundaberg Sugar after the closure of Nambour's Moreton Mill.

The loco has subsequently been fully restored and had it's public debut on Saturday, 3 September at a special function for ASCR members and invited guests.

The loco is shown (right) being repainted during the *CQ Combined Rail Groups Meeting* in May 2005. For health and safety reasons it will operate with black painted hood side doors, rather than with an open hood as was normal practice. Lynn Zelmer photo [lz_3874a].



The loco is shown (right) being repainted during the *CQ Combined Rail Groups Meeting* in May 2005. For health and safety reasons it will operate with black painted hood side doors, rather than with an open hood as was normal practice. Lynn Zelmer photo [lz_3874a].

The photo on page 2 shows the loco approaching the ASCR station on its inaugural run in the Bundaberg Botanical Gardens. Lynn Zelmer photo [lz_4289]

Mary Ann, replica timber tramway loco, at Biggenden Centennial

Maryborough City Whistle Stop Inc will be taking *Mary Ann*, their reproduction vertical boiler steam loco, to Biggenden 16-17-18 September 2005 for the Centenary Celebrations.

Both long and short trips are available. Booking details from MCWS's Jerry Jirasek, JJirasek@edirail.com.au, or Biggenden Newsagency (07) 4127 1480.



Lynn Zelmer photo (right), September 2003 [lz_8582]



Pointwork roughly placed for the southern end of the passing loop and access to the compound. Bill Blannin photo [bb280_2]



Points at Margaret Street end of passing loop - Leslie Beahan using motorised rail drill to drill fishplate holes to allow points to be connected to existing mainline. Bill Blannin photo [bb280_1]