

# Durundur Railway Bulletin



Newsletter of the Australian  
Narrow Gauge Railway Museum Society

Margaret Street, Woodford

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Victoria Mill's *Dalrymple* has her portrait taken at the locoshed on a wet day in 2005.

Photo: R. Mewes

**Next Track Work Parties: 2nd June 2007**

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## Scheduled Activities

**Track Work Parties**

2<sup>nd</sup> June 2007

**General Work Parties**

Every Saturday

**Running Days**

First and Third Sundays

# Our Safety Goal - No Injuries



## President's Report

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

The AGM was held on Wednesday 7<sup>th</sup> March and the ANGRMS Board for the 2007 society year is:

President: Terry Olsson  
Vice Presidents: Bob Gough and Gordon Anderson  
Secretary: Ian Thompson  
Treasurer: Steve Baker  
Board Member: Greg Stephenson

I would like to thank those who stood again, and welcome our new society Secretary Ian Thompson. I look forward to working with the Board during the interesting times ahead. Due to increasing other commitments, Di Ezzy did not stand for re-election and on behalf of ANGRMS and myself I would like to thank her for her tremendous help. On behalf of all who attended the AGM, I would also like to thank Di for putting on another great spread of food for supper.

We still have a casual vacancy on the Board for an ordinary Board member, so if you are interested in helping shape your Societies future, and please contact myself or one of the other Board members.

At the AGM, Gordon Anderson advised me that due to Paul Rollason wanting to step down, he is prepared to take on the role of Safety Manager. On behalf of the Board and myself, I would like to thank Gordon for taking on this vital role. As mentioned in his Safety and Training report, Paul recognises there is a lot to learn, so he has agreed to teach and gradually hand over to Gordon over the next 12 months. I hope you will all give Gordon the help and support that he needs.

As mentioned in the Annual Report and discussed at the AGM, after 20 years, we now finally look like getting our track extension. This is thanks to a very generous bequest from Father John Green, combined with some other things, which are happening in the area. While what we have at present is still a long way from actually running trains, it is enough to give the project the kick-start we needed.

Before we can lay track, there is a huge amount of paperwork to go through and we have to get a level crossing constructed and approx 500m of new earthworks. We have already had initial talks with Council, Qld Plantations (formerly Forestry Dept) and Queensland Transport. While this is happening, there are a lot of preparatory work we can do such as construct run around loops and a new platform at Storey Brook.

As we still have our existing work to do, we need help if this project is going to come to fruition. Therefore, I ask all members who are not already actively involved in our

society to come along and give us some much-needed help. I have had comments from members about not wanting to get involved at Woodford because nothing new is happening – now is your chance to do something about that!

Level 5 water restrictions are now in place. Therefore, I ask all members to “watch every drop” and be very careful with any water they use on site at Woodford. Issues such as what impact water restrictions will have are one of the many and diverse tasks that take up a lot of the Board’s time. We are considered a “commercial premises” and because we fall into the category of 1 megalitre or less per year, the requirements have been minimal. As part of our voluntary monitoring process, we are taking regular water meter readings so we can understand what we use and where. We also want to ensure that we have no leaking pipes. Therefore, if you are on site other than a designated workday or running day, and you use some water, please let myself or Greg Stephenson know. This is so that we do not spend a lot of time and effort looking for a nonexistent leaking pipe.

Even though it is not compulsory at this level, we would like to do our bit by obtaining and installing a water tank. As the existing workforce is already fully committed with other vital work, if you can help, please let myself or Greg Stephenson know.

Running and operating a railway involves a large and diverse range of skills and a lot of effort. If we all do just a bit, we can achieve wonders and all enjoy our hobby. Remember the old saying “Many hands make light work”.



## **Track Matters Greg Stephenson**

### **Mainline Maintenance**

The majority of defects identified in the annual track inspection are located through Freeman’s Cutting. There has been a long-term ongoing problem in maintaining the line and level through the cutting due to the presence of pine tree roots – both living and now rotting. On the February and March trackwork days, we concentrated on this lining and levelling prior to packing the ballast with the air operated ballast tampers. We topped up the ballast profile with fresh ballast. So far we have treated about 50 metres of track and plan to continue this work in the coming months.

The monthly track work parties are scheduled for **Saturday 2<sup>nd</sup> June 2007**. **The June trackwork day will be the first Saturday to avoid a clash with the Queen’s Birthday weekend.**

### **Woodford Station Modifications**

With the excitement of opening the new section of mainline, our progress towards the passing loop has been a little more restrained since Christmas. However, some progress has been made towards an additional storage track heading up to the old

compound area. In recent times, we have inserted an additional set of points to gain access to this area and have lifted part of the original compound access track. The 60lb/yd rail reclaimed from this area will find future use of the mainline extension beyond Peterson Road. The sleepers were reclaimed for use as firewood! Work on this siding will continue as time permits.

Work has also commenced on fabricating a set of transition rails to convert from 60lb/yd RBS rail to 42lb/yd rail for use at the start of the passing loop. The transition fishplates that we have been able to locate within our accumulated "stock" are for 63lb/yd AS rail to 42lb/yd rail and are not compatible with the 60lb/yd RBS rail.

Additional assistance is always required to progress these projects.



## **SAFETY AND TRAINING REPORT**

### **Paul Rollason**

REMEMBER - SAFETY FIRST.

After a considerable amount of work we have now had the changes to our SMS needed to comply with NAP (National Accreditation Package) approved by Queensland Transport. I would like to thank David Mewes and Graham Wilson for their invaluable help with this task.

For those members involved in train operations, as well as certain other related activities, changes to your Operations Manual are presently being sent to you. Please read them carefully and make sure you understand them. If in doubt, do not be afraid to ask. Once you have updated your manual, please ensure you destroy the old copies, then sign and return the acknowledgement form to the President. When all members have received the changes, we will be holding "Tool Box Talks" on some running days and work days to help you understand and become familiar with the changes.

NAP is intended to start making railway accreditation similar across all States of Australia (hence the name – National Accreditation Package). The main changes to our SMS which have resulted from NAP are:

#### Section 4.2 – SMS Administration and Safety Audits.

- The main changes to this section is the requirement for ANGRMS staff to be given the opportunity to comment during the SMS Safety Audit process
- Safety Manager to arrange risk assessments for changes to the SMS
- Audit maintenance activities when required including the need for risk assessments following modification or restoration of rollingstock or infrastructure.

- Any corrective actions to be reported to QT (Queensland Transport).

#### Section 4.3 – SMS Administration – Governance.

This is a new section added to our SMS.

#### Section 4.4 – SMS Administration – Responsibilities and Accountabilities

This is a new section added to our SMS which documents the responsibilities of the various management positions within the society.

#### Appendix 1 – Risk Assessment Methodology & Risk Controls.

This Appendix documents the processes used in Risk Assessments. Even if you are not in a management role within the society, please take the time to read and understand what risk assessments are all about. It is nothing to be scared off as we all perform some form of risk assessment every day. For example, when we want to cross a road we decide if it is safe to do so or not. If the risk of being hit by a car is low (ALARP) then we cross, but if the risk of being hit is high then we do not cross. We then put in some sort of control to reduce the risk to an acceptable level – such as waiting for the required break in traffic, or go to a set of traffic lights.

#### Appendix 10 – Personnel Management.

Two new sections have been added –

- Fatigue Management – this section deals with requirements to ensure fatigue does not affect the ability of safety critical staff to perform their roles safely. For example, we do not want someone working until say 5 am, then showing up at Woodford at 7am to drive the loco all day. As part of this process, staff on running days are to ensure they have at least a half hour break for lunch.
- Human Factors – basically this section recognises that we are human beings and have limitations. We therefore need to take this into account. All staff are encouraged to report problems and errors so we can learn from these and change our procedures if required. We will not be looking to blame someone, but rather to see if the systems needs changing in some way.

#### Appendix 14 – Security

This is a new section added to our SMS. Everyone is aware of the increased levels of security in our lives due to terrorism etc. While it is unlikely we will be the target of terrorism due to the small scale of our operation we none the less needed to consider it. Security however, goes beyond terrorism and the things which are more likely to affect you the member are things like preventing rollingstock running away or its unauthorised use. For example, before we go home we need to make sure any rollingstock is securely chained or chocked; we do not leave the key in the Gemco, or kindling, paper, and a tub of diesel on the footplate of the Bundy. Unauthorised use may not be a deliberate act of sabotage for example, but simply some kids playing on site who find they can go for a joy ride.

## Appendix 16 – Change Management

This new section deals with the requirements to assess and look at the risks resulting from any changes we make to our procedures, rollingstock, or infrastructure.

### Safety Manager's Role

As I will need to step down from the Safety Manager role due to increasing work and family commitments, Gordon Anderson has agreed to take over the role. While it is often a thankless job, it is a very important one. There is a lot to learn, so I will be gradually handing over to Gordon over the next 12 months. Since I started in the role, the workload of Safety Manager has increased considerably, so we now need to spread the workload. I plan to retain at least some aspects of the job such as looking after the Medical test records, as well as some aspects of training. David Mewes and Graham Wilson have also agreed to continue helping where they can, particularly when it comes to reviewing and implementing the changes that seem to be occurring with increased frequency nowadays. I hope you, the member, will also give Gordon the help and support that he needs.



### Operations, Sales And Marketing

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

### PUBLIC RUNNING

Public Running days continue on the first and third Sundays of the month, with Bundy No 5 continuing to give reliable service.

So far we have been lucky and not had to operate a diesel due to fire bans or water restrictions. We can only keep our fingers crossed that this will continue as using a diesel certainly reduces our patronage. It is interesting to compare the passenger figures for Jan and Feb 2006 when we were using the Gemco, to the passenger figures for Jan and Feb 2007 when we were using the Bundy steam loco – there is a 40% increase for 2007!!.

We have had two wedding charters during the first part of the year, with one on the 27<sup>th</sup> January, and one on the 17<sup>th</sup> March. In both cases the bride travelled by train to Storey Brook where the marriage ceremony took place, with the Bride and Groom leaving by train after the reception. I would look to thank those members that took time beforehand to make sure the loco and train looked immaculate. While there is a bit of work involved beforehand, wedding charters can be a very valuable additional source of revenue if we can break into this market.

During the first three months of the year we also had a visit from the Cool Classics Car Club, and thanks to Bob's daughter Kerrie, a busload of people showed up on the 18<sup>th</sup> March. Both of these visits took place on normal running days so they brought welcome additional revenue. Not only that, but the bus driver has already booked three other visits!

Unfortunately, I again need to appeal to members to come along and help on Running Days and for special events. I would like to take this opportunity to thank

those they are already helping on running days and at such events, your help is much appreciated. We do however need others to help. It is presently being left to the same few, with Steve, Gordon, and myself having to be there virtually every running day. There have been numerous running days of late where if one of the rostered members became ill or could not make it for some other reason; we would have had no alternative to cancel the running day. This would have a devastating effect on our income, as well as meaning a lot of the effort that members have put into marketing would have been wasted. If you can make yourself available once a month or even once every two months, it would make a huge difference. Even if for some reason you are unable to commit to a regular spot on the roster, filling casual vacancies would be a help.

With the greatly increased workload in recent years not only at ANGRMS, but also at work and home, I just do not have time to ring every member for each upcoming event or running day. So please help your society by checking your diary and then contacting myself, David Mewes or one of the Board members and letting us know when you are available.

## **EXTRA RUNNING DAYS/CHARTERS**

### **WEDDINGS**

We have weddings booked for Saturdays 25<sup>th</sup> of August and 20<sup>th</sup> October. Please reserve these dates as well as the day before (for train cleaning/preparation) and let Bob Gough (Ph 38483769) know if you are available to help.

### **BUS CHARTERS**

We have a special run for a bus company on Monday 21<sup>st</sup> May, as well as a visit on our normal running day on 21<sup>st</sup> October. So again, please let Bob know if you are available. Please do not leave it to the same few because we need more members to help if we are going to be successful in obtaining this vital additional income. It is the extra income from things such as special running days/charters, which will allow us to progress such things as the track extension, return Melbourne to service, etc.

## **SHOWS**

### **TOOWOOMBA MODEL TRAIN EXHIBITION – 16<sup>th</sup> and 17<sup>th</sup> June.**

This show will be upon us before we know it so please let me know if you can help. I certainly cannot do it on my own. As the Sunday is our normal running day at Woodford, and Steve Baker will be away while I will be in Toowoomba at this show, we really need extra help on both fronts on this weekend. Toowoomba is not that far away from Woodford so this show is also an important marketing tool to try to capture some patronage from this area.

### **RMCQ MODEL TRAIN AND HOBBY EXPO – 11<sup>th</sup> and 12<sup>th</sup> August**

This was the show previously held at Bald Hills, and is now being enlarged and moved to new premises. We will be having our usual sales and display stand at this show so I am also looking for help. This is an area with have not been to before, and is therefore a great opportunity to target a new market.



**Monthly Statistics:** The figures below are the statistics for January through to March 2007:

<i>Type</i>	<i>Jan</i>	<i>Feb</i>	<i>Mar</i>
Paying Passengers	118	152	106
Passengers as per Guards Sheet	164	206	222

Note: Figures for February and March exclude Wedding Specials.

**RUNNING DAYS ROSTER:**

Could all members wishing to participate in the next roster period contact David Mewes.

David's contact details:

Postal Address: PO Box 5233, Algester, Qld, 4115

Home Phone: 3273 2014

Mobile Phone: 0407 146 750

Home e-mail: [mewesdj@powerup.com.au](mailto:mewesdj@powerup.com.au)

**NEW SALES ITEMS:**

**Steam in Qld DVD:** Produced by Ross Rail Video, this is was previously only available in VHS. It contains some footage of Qld steam in the 1960's and is a must for anyone with and interest in QR steam locomotives working in regular service.

**Cost: \$39.00 (plus postage if applicable).**

**Diesels in Qld DVD:** Produced by Ross Rail Video, this new release has shots previously only available in VHS. It covers just about every diesel locomotive class used in Qld with shots ranging from early shots of first generation locos through to and including the 2600 class.

**Cost: \$39.00 (plus postage if applicable).**

**RJ Models On30/On2 Models:** Newly released is a packet of two working throw over points lever kits. Just the thing for working your points just like the real ones!

**Cost: \$28.40 (plus postage if applicable).**

## Mackay Trip Report, August 2006 – Part 2 By Bob Gough

We head for Mt Christian, once a QR Station with a water tank. When we arrive and find a 32 ton bogie Baldwin preparing a load to the mill. Talking to the driver this is as far south as the Baldwin's work as this train leaves, full bins are being delivered to the sidings. A short time later ex QRDH Carmila No. 4 arrives to load more full bins, this loco is radio controlled by the driver. Standing on the ground after uncoupling, the loco moved forward, the points are changed, the driver stands on the loco step as it travels down the siding to the full bins. On the return the driver is standing on the leading steps, he drops off at the point throw waiting for the last wagon to pass, then throws the point lever to set the main line. Train reverses, hooks up, the driver returns to the loco cab & the train moves off. We follow No. 4 towards Yukan watching remote control shunting and QR trains passing. We decide to return to Mt Christian and not long the slave train arrives; a mill utility vehicle, which has been parked near the main line with one person in it. The train stops, the crew descends from the loco. The lady points person comes over for a chat and informs us they have 275 x 6 tonne bins which is a train of 1650 tonnes gross bins 2 x 38 tonne locos and approximately 30 tonne brake truck. at rear

To my way of thinking, these would have to be the longest and heaviest 2ft trains in the world and is not a one-off but happens on 2 or 3 occasions per 24 hours during the cutting season. As it is late in the afternoon, we return to our motel in Sarina for the night.

Monday morning we leave our motel and head on the Sarina – Eton road and it is not long before we find a DH picking up cane. We follow back towards the mill then turn around and head towards North Eton sugar mill site. We are stopped at a crossing before the mill site as a long train passes around a cane paddock out of site. When the crossing is clear, we head to the next crossing only to find the train had stopped. Looking east a train approaches and turns into the old mill site. As the stopped train has a Bogie Baldwin up front we wait until it gets in camera range and it is 'Shannon' No. 5 B/N 7126/1-5-77, a 28 tonne loco which passes the southern side of the old mill site heading east after the empty train has entered the mill yard with a string of bogie cane wagons. We drove into the site expecting to see the train as there was a line of loaded 8 wheel bins ready to go but not so. The loco and empties had gone so we decide to follow 'Shannon' which had arrived at the old QR site of Victoria Plains which had a triangle and siding to North Eton sugar mill in days past and shunted by mill loco's.

Waiting at this point was 'Balberra' No. 55 ex-QRDH B/N 657/1970 making up a train of 600 tonnes to Pleystowe Mill. 'Shannon' follows light engine for approximately 1km where there are sidings with yet another Bogie Baldwin is waiting on a line of empties. The two loco's stand side by side for a while then the second loco heads towards us passes and heads towards the old mill site.

We drive along Victoria Plains Road and meet the Pleystowe track and Balberra can be seen approaching and passes with its train.

Out onto the Eugulla Highway towards Mackay we find loco, Eton No. 25 B/N FB317 of 1963, travelling light engine towards Pleystowe as we approach the mill. Two loco's, both Clyde's – 'Palms' No. 8 B/N 070-708 and 'Deveraux' No. 13 B/N 67 – 568 of 1967. After a while, No. 13 pulls the empties out of the yard towards the west, when it clears the train stops No. 8 then hooks onto the rear, takes the train around the rear of the mill around the loop, and heads east.

As it is getting towards lunchtime, we head towards Sarina, passing to the rear of Racecourse Sugar Mill onto the highway and South. We stop for lunch and fuel at Ilbilbie then drive to Clairview for a photo of the loco, we head towards Rockhampton for the night calling into Ogmore to see if there are any remains of relics at the old coalmine site but there is nothing to be seen.

Monday morning we leave Rockhampton after breakfast with Childers being today's destination on the road. Towards Gladstone, we find 3 x 4000 class parked at Ambrose. We pull off the highway and park next to a level crossing and cross over points. A railway truck soon joins us with a friendly driver, who informs us that track machines are waiting at Mt Larcom for a southbound freight and southbound coal trains to pass. We know where the coal train is and in a short time the points change and the freight travelling south passes the coal train, heads towards us and through the points back on the line South and the coal train soon follows. As the coal train clears the crossing the track machines were at the points getting ready to lift and pack.

As we drive south, we soon overtake the coal train at Gin Gin and decide to call into Wallaville just in time to follow Bogie Baldwin 'Givelda' into town. On arrival, the loco uncouples, runs around looks onto set of full bins and departs to Bingera. We photograph the train on the long climb north of town.

We move on to Childers for the night calling past Isis Mill but most of the loco's have returned from their first trip after shift change driving around Bogie Baldwin No. 11 is heading to the mill with full bins.

Next day we drive around North of Childers and locate loco No. 4 in the Mill yard making up a long string of empties so we head to the top of Red Hill and wait for the train, which we photograph and follow as he heads towards Farnsfield area but we lose him in the cane. We drive towards a large cane growing area where we find a loaded train but no loco as we head towards Farnsfield, No. 5 is heading back light engine. Passes the loaded bins, hooks up and heads towards the mill.

We drive ahead of train to a junction where 3 branches meet. As it happened, it was a busy time at this location with 3 trains following each other to the mill, then its back to the top of the hill, another good place to see cane trains. There is the set of points about half way between the hill and Cordalba Hotel. This is also the end of the double track to the mill.

As this was the last day on the road and it is near lunchtime, we decide it is time to head home after a most interesting week and thanks to Brian Webber for suggesting this trip. **The End.**



Society owned John Fowler *South Johnstone* Number 5 is captured on Number 6 Branch of the South Johnstone system in 1973. Photo: D. Mewes



*Delta* has her ash removed from her smokebox while *Invicta* simmers by quietly, 1970. Photo: D. Mewes