



# Durundur Railway *Bulletin*

**Newsletter of ANGRMS, the Australian  
Narrow Gauge Railway Museum Society**

Margaret Street, Woodford

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Car Clubs and bus groups help with our visitor numbers, here the 1940s Car Club when they visited in October 2010. Neil Trevorrow photographer

**Running Days: First and Third Sundays**

**Trackwork Days: 12 March, 9 Apr, 14 May**

**Work Days: Every Saturday; Light Duties on Third Wednesday**

**Our Safety Goal - No Injuries**

Terry Olsson	President, Operations, Sales and Marketing	m: 0429100911 terryolsson1@hotmail.com
Gordon Anderson	Vice President, Safety and Training	(07) 3205 6109 gha383@bigpond.com
Bob Gough	Vice President	(07) 3848 3769 (7 pm - 9 pm only) bundybob003@bigpond.com
Ian Thompson	Secretary	(07) 3848 5611
Steve Baker	Treasurer	(07) 3857 2495
Greg Stephenson	Track Day Coordinator	(07) 3844 9269 greg.stephenson@uqconnect.net
Terry Olsson	Roster Clerk	m: 0429100911 terryolsson1@hotmail.com
Brian Webber	Special Running Days, Group Bookings	(07) 3354 2140 bwebber5@bigpond.com
Lynn Zelmer	Webmaster, DRB Editor	lynn@zelmeroz.com
	ANGRMS web site	www.angrms.org.au
Woodford	Station Master's Office	(07) 5496 1976

### Scheduled Activities

**General Meetings:** Second Friday: Feb, Apr, Jun, Aug, Oct, Dec; combined with LRRSA at the BCC Library, Garden City Shopping Centre, Mt Gravatt; 7:30 pm, entry from 7:00 pm (after hours entrance at rear of Library)

**Light Duties Work Day:** Third Wednesday of the month. The gates open 9.30 am to 4.00 pm.

**AGM:** 19 March, Woodford

### Bequests

We appreciate your help and support now, but consider mentioning us in your will so your contribution to ANGRMS can be remembered. A bequest can be left for a particular project and commemorated through the placement of a permanent plaque or the naming of the project.

Bequests also allow us greater access to grants when a matching contribution is required from us or to assist with additional costs. For more information, contact the President.

## President's Report

*Terry Olsson, President*

While we were all complaining about the constant wet weather not so long ago, now that it has fined up it is the heat and high humidity that is taking its toll on our workers and passenger numbers. I would like to especially thank all of those volunteers who have been working on the trackwork to reconnect our workshop, mowing grass and driving our train, etc. Your efforts are much appreciated. Please remember to wear a hat, sunscreen, and drink lots of water.

Following on from last edition's report, I am pleased to report that our kindred society (ASCR) in Bundaberg has repaired its running track, and cleaned its rollingstock and workshop thanks to a tremendous effort by its members and generous help from some locals. They are to be congratulated on a job well done – it is bad enough to be flooded once – but a second time...

Mary Valley Heritage Railway at Gympie are also to be congratulated on their efforts to help the local community during the flood by providing a shuttle service between Gympie and Monkland. It is important that railway groups are part of the local community. The efforts of MVHR will not only help them locally, but also the railway heritage movement generally.

On Tuesday 22 March, the Moreton Bay Regional Council will be touring the district with a bus load of volunteers who work at the various shire tourist centres. This group will be visiting our railway and Brian Webber has offered to show them around.

Thanks to the efforts of Mark Gough, we disposed of the pile of scrap metal which has been sitting beside the cottage. We had to wait for the Council to finish our new driveway before getting the truck in. Removal of this scrap has not only brought in some valuable income, but has helped to clean up that area which is readily viewable by the public.

During the last month, membership renewals have been sent out. If you did not receive one (and are not a financial or other life member) please let one of the Board know.

I would also like to remind members that the AGM will be held on Saturday 19 March at our site at Woodford. If you have not been on site for awhile I think you will be impressed by how neat and tidy the site is starting to look.

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**Remember – safety first!**

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## Safety and Training Report

*Gordon Anderson, Vice President, Safety and Training*

No report this issue as minimal activities since last report.

## Track Matters

*Greg Stephenson, Track Day Coordinator*

### Track Maintenance Work

Considerable progress is being made on converting Number 2 Workshop Road from a storage track to a servicing track. The connection to the Workshop has been re-established but some lifting and packing of ballast remains to be completed. The rails have been reconnected to No 3 Workshop Road – the former mainline. All point timbers have been renewed mostly using second hand timber bridge decking obtained from Beaudesert several years ago. The points just require spiking of a few timbers before ballasting and packing can be undertaken.

A big challenge has been remaking track joints between different types of 60lb/yd rails. This has involved considerable time and effort in grinding, packing and substituting fishplates. The motorised rail drill and rail saw have considerably eased these tasks.

When the ballasting and packing is completed, refurbishment of No 2 Workshop Road will commence. Since it is normal track, it should proceed relatively quickly. This project will continue as resources and weather permit!

We plan to continue our commitment to routine maintenance activities with the monthly track work parties held on the second Saturday of the month. The track work days are scheduled for Saturdays **12 March, 9 April and 14 May 2010**.

### 8 Wheel Open Wagon – ex Nambour Mill

One bogie has been removed for reconditioning and is ready to reinstall. Reconditioning of the second bogie can then commence. Work continues on painting the steel underframe in preparation for replacing the timber floor, sides and ends.

Ryan Silk has been putting his High School Computer Aided Drafting (CAD) skills to good use. He has measured this wagon and produced drawings of it and the major components. These provide a valuable record of this piece of rollingstock.

## **Bogie Ballast Wagon – ex Mourilyan Mill, Innisfail Tramway, Condong Mill**

The body of this wagon was refurbished by Tony Hewitt at Mt Mee and has been returned to the Durundur Railway. When the wagon was being returned from Mt Mee, we had arranged with Bracalba Quarry to pass it over their weighbridge to determine its weight. This will assist us in preparing our accreditation documentation. Painting of the wagon is being progressively undertaken. When the Nambour Open Wagon is completed, work on refurbishing the bogies of this wagon will be undertaken.

## **Operations, Sales And Marketing**

*Terry Olsson, Operations, Sales and Marketing*

### **Public Running Days:**

Public running days continue on the 1st and 3rd Sundays of each month.

### **Special Running Days**

Brian Webber is the co-ordinator for special running days and group bookings. Therefore if you have any suggestions or contacts in bus companies, car clubs etc please let Brian know (Ph 07 33542140 or e-mail [bwebber5@bigpond.com](mailto:bwebber5@bigpond.com)).

### **Bus Groups/Car Clubs, etc**

As part of our normal running day on Sunday 20 February, we had a visit from Byways Buses, which provided a welcome boost to our passenger numbers on this day.

We will be holding an extra running day on Easter Monday to give the 10th Australian Narrow Gauge Convention attendees an opportunity to visit ANGRMS (see also Shows below). As this day is also ANZAC Day, we will not commence train operations until after 1 pm. If you can assist on this day, please let me know if you have not already done so.

We have a bus group booked for Tuesday 15 March so please let me you can help on this day (if you have not already done so),

We have another bus group booked for Sat 27 August so please mark this in your diaries.

Weddings: We presently have no weddings booked.

### **Shows**

**10th Australian Narrow Gauge [Modelling] Convention - 23-24 April (Easter Saturday and Sunday) 2011** – We will have a sales stand at this Convention at The Workshops Rail Museum at Ipswich.

**AMRA Show** - 29 April, 1 and 2 May 2011 – This annual model train show will be held at the RNA Grounds over the Labour Day long weekend. As usual we will be setting up on the Friday. Please mark this weekend in your diaries and let me know when you can help. This is a busy weekend, with a running day at Woodford on the Sunday, so we need all the help we can get.

**Toowoomba Model Train Show** – 4 and 5 June 2011 – This show is a valuable sales and marketing outlet for us. Again we will have our normal running day on the Sunday.

**Caboolture Historical Village Show** – July 2011 – We are still awaiting the dates for this show but last year it was 11-12 July.

**Strathpine Model Show** – 20-21 August 2011 – This show is a valuable marketing outlet as it serves a part of the same shire as Woodford. Please mark this weekend in your diaries as it will be a busy weekend with our running day on the Sunday.

### Monthly Statistics

	Jan 2011	Feb 2011
Paying Passengers	199	182
Guards Sheet	254	227

### New Sales Items

**Way It Was, DVD Volume 3** – This new DVD is the third in the series being produced by WaterStreet Productions. This DVD uses rare archival film to show more of the “old” Queensland Government Railways and contains footage of a tour to Nerang and Southport, various trains hauled by early diesels, early footage of the Sunlander and Midlander, plus various shots around Brisbane. Price: \$34.95 plus postage if required.

## An Eventful Week At Woodford Station

*Neil Trevorrow*

Wednesday 26 January saw the much delayed visit to Woodford Station by the Caboolture Car Club. This event coincided with a regular mid-week work day and a lunch time Australia Day BBQ for ANGRMS' members.

The Car Club took advantage of our picnic facilities for their own BBQ lunch and some 40 plus of their members enjoyed rides on our train. The Gemco diesel provided the motive power on this occasion with Bob and Mark Gough as the locomotive crew. During the day, Gordon Anderson, Peter Hall, Bill Blannin and potential new member Kevin pushed ahead with restoration work on the rail motor trailer, while Terry and his team got into some track work.

Our lunch time BBQ was most enjoyable and a big vote of thanks must go to the organisers, to the shoppers and to the chefs.

On Saturday 29 January Cross Country Tours brought a group of people to visit our site and to ride on the train. This time 'Bundy' was in steam and once again Bob and Mark were the loco crew. Also on Saturday the boys from Woodford Towing brought back our ballast wagon which had been with Hewitt's Engineering at Mt Mee for some restoration work.

These two events would have proceeded quite independently had the Cross Country bus not refused to start. Resisting attempts by the driver to roller start, it came to rest blocking our gateway and most of Margaret Street. Fortunately Tony and his mate arrived with their truck and attached towing straps to the bus. After a little more stubborn resistance, the bus rumbled back to life and our visitors departed for their lunch appointment at the Woodford pub. The tow truck was then able to access our site and unloading of the ballast wagon commenced. This proved to be a very smooth operation. The tow truck boys were expert operators and with Bob Gough's assistance, the wagon was very quickly back on the rails again. Hewitt's have done an excellent job although some work on the bogies and platform remains to be done by us.

[Editor's note: no photos in this issue but there are several photos from the week in the main on-line Image Collection. Follow the link from the Photo Gallery page on our web site and use Neil's name as the search term.]

## **Restoration of Rail Motor Trailer PL111.**

*Peter Hall, Project Manager*

The Wednesday work crew has restarted work on the restoration of Rail Motor Trailer PL111. The date of the Wednesday work day for January 2011 was changed to Australia Day. This allowed the Wednesday workers to meet up with some of the other Volunteers that work for ANGRMS. A restored car group had hired the train for a special train run. There were four workers available to work on the Railcar.

February's workday was as normal on 16 February with five workers in attendance; Peter Hall, Gordon Anderson, Neil Trevorrow, Mick Ewer and Michael Wood.

Most sheeting has been replaced on the left hand side of the railcar to help brace the framing. This has allowed us to remove the old sheeting from the right hand side. The removal of the right hand sheeting will allow access to the wooden bearer under the outer frame bearing points. This wooden frame section is nearly rotted away. When this bearer is replaced a new floor can



be fitted. One of the next jobs will be the removal of the floor sheeting to allow access to the wooden side frame bearer.

A second estimate has been obtained for the replacement windows required.



PL111 partially stripped for restoration, 16 February 2011, Peter Hall photo.



The badly deteriorated timbers along the side of the RM trailer show why PL111 was withdrawn from service for its current repairs. Terry Olsson photo.

Our work team has been very keen in carrying out this necessary dismantling work. They are even keener to see the restoration work continue. Our thanks to the Wednesday Crew and to others onsite and off for their efforts.