

Durundur Railway *Bulletin*

Newsletter of ANGRMS, the Australian Narrow Gauge Railway Museum Society

Margaret Street, Woodford

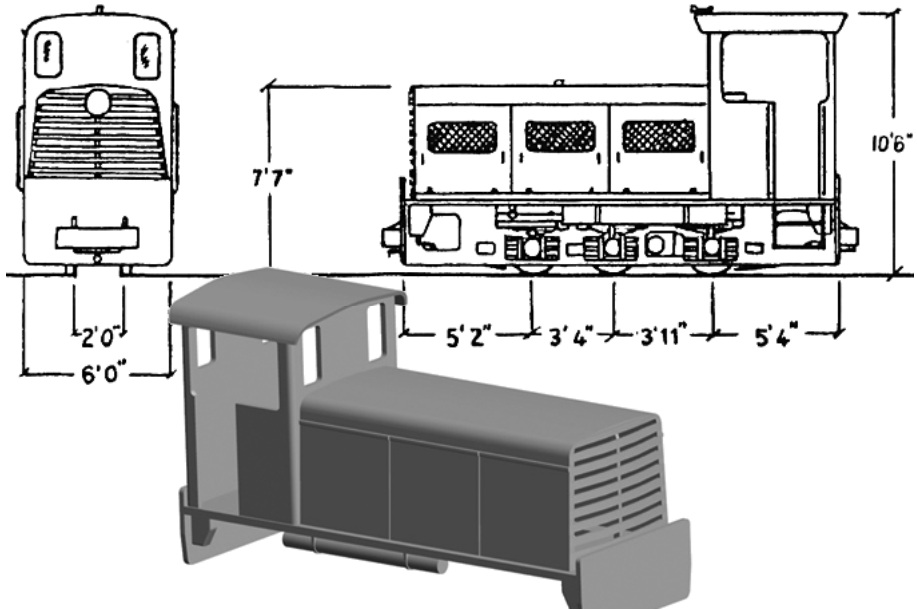
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Modelling Netherdale (see article page 7): drawing from Browning & Mewes (1978, reprinted 1979). **Australian Sugar Industry Locomotives 1978**, North Quay: ANGRMS. HO_n30 3D model rendering by Jeroen van der Schaaf.

Running Days: First and Third Sundays

Trackwork Days: 12 Nov, 10 Dec, 7 Jan, 11 Feb

Work Days: Every Saturday; Light Duties on Third Wednesday

Our Safety Goal - No Injuries

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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.

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

Another year is almost over and Christmas is fast approaching. On behalf of myself and the Board of ANGRMS I would like to wish everyone a very merry Christmas and a great new year. All members are invited to our annual Christmas party to be held on site at Woodford on Saturday 3 December (see separate notice in this issue).

Our passenger numbers were up approximately 2% in the first half of this year but are presently down roughly 5%. While this may not sound very good, at the recent ATRQ meeting it was revealed many other groups are down between 10-20%, so we are not doing all that bad. No one could put a reason on this downturn other than we seem to be suffering from a delayed effect of the floods and economic downturn earlier this year. It is important that we continue to provide a clean and tidy site, pleasant and professional staff, and put in that extra effort when it comes to marketing.

Unfortunately, we will need to put in an even greater effort as the recent boiler inspection of our steam loco Bundy has revealed the need to remove the loco from service in the near future for tube renewal. At the time of writing the inspection had only just been conducted so there are still lots of details to sort out, but the present plan is to remove the loco from service after its last run in December. It is expected to be out of service for 4-6 months. While this is not ideal from a passenger point of view, safety must come first.

During the time Bundy is out of service, the Gemco will be used as our main loco, with Netherdale as backup. Prior to removing Bundy from service, we need to do some work on Netherdale and give it a coat of paint. If you can help with this urgent project please let me know.

For over a year now, as part of the move towards a national regulator and national rail safety accreditation, ATHRA has been working on a training guide and set of lesson plans for various positions on a Tourist and Heritage railway. Our needs are very different in many ways to a big mainline operator such as Queensland Rail or Pacific National, with the requirements varying across the T&H sector. Nationally accepted training packages produced for the T&H sector are needed to provide professional and transparent training which is acceptable to not only the rail regulator but other bodies such as the NTC (National Transport Commission). Production of these training packages are a fantastic step forward, and far better than other proposals originally put forward for training packages to cover the whole rail industry.

These plans are now finalised and will be released in the near future. The initial training packages are for steam loco driver and fireman, diesel driver

and 2nd person, plus guard. While the training packages produced contain a lot of information, they are produced in such a way that each railway will only use the sections relevant to them, adapted to suit their particular railway needs. Once released, we will adapt the training packages to suit our needs before introducing them.

At the last ATRQ meeting it was decided to proceed with a new ATRQ brochure containing a small colour photo of each operating railway and their contact details. Because of the number of railways included in this brochure there is a limit on the amount of information which can be included (similar to the existing ATRQ brochure). These brochures will not replace our existing ANGRMS specific brochures, but will be a valuable addition to our marketing as they will be available at a much larger range of locations.

Remember – safety first!

Safety and Training Report

Gordon Anderson, Vice President, Safety and Training

Training

Staff are currently (October) undergoing training on site at Woodford on the use of radios to and from the train to the Station and Locomotive to Guard on our running days. They are also available for work days as required.

This use of radios represents an upgrade to ANGRMS Safety Management System. If you are having any difficulty with this upgrade, see me and the appropriate help will be given to master this new upgrade.

When ANGRMS Amended SMS, which complies with the Transport (Rail Safety) Act 2010 and the supporting (Rail Safety) Regulation 2010, is issued to staff, an appropriate date will be set for a training session to familiarize everyone with this Amended SMS.

Some Civil Notes

Greg Stephenson, Track Day Coordinator

Number 2 Workshop Road

The steel beams to support the rails have been sand blasted and painted. Some additional gussets were welded to the beams where they will be supported over the columns. This work was undertaken in the workshop and the beams have since been “man-handled” into place and temporarily on timber. The short columns with hold down bolts attached have been bolted to the beams.

Unfortunately, recent Saturday work days have been interrupted by rain and final work on placing reinforcing steel for the slab and foundations has been delayed. Hopefully, this work will be completed shortly and the concrete placed for the foundations and floor of the excavated area.

This project will continue as resources and weather permit!

Track Maintenance Work

With the concentration on the elevated service track, no major works have been undertaken on the mainline. Regular inspections have been undertaken to ensure that it remains in safe condition.

The next priority is a group of defective sleepers around Ch 600 that need to be replaced. Continuing to treat these defects as they are identified ensures we keep “on top” of maintenance and maintain a safe operating track. We anticipate completing this work before the annual track inspection which is due in December.

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 next track work days are scheduled for Saturdays 12 November and 10 December 2011.

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. September was a particularly busy month for us, with a bus charter and wedding in addition to the normal running days. Thank you to all who put in the extra effort.

Roster

Neil Trevorrow is now ANGRMS roster officer so please direct all enquiries to him by e-mail: trevorrow26@optusnet.au, Ph: 32636761 or 0402051546.

MBRC Tourism Brochure:

Moreton Bay Regional Council have produced a new tourism promotional booklet titled “Moreton Bay Region - We’ve got it all”. Thanks to the council we now have a supply of these which we can give visitors to our area. This booklet contains an excellent full page colour photo of our train.

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.)

Bus Groups/Car Clubs etc.: Between now and the year end we have special runs booked for bus groups on Wednesday 2 November and Tuesday 13 December.

On our normal running day on Sunday 4 December we will be having a visit from the Ford Car Club.

If you are not already rostered and can give a hand on any of these days please let Neil know.

Shows: At the time of writing this we do not have any shows planned until AMRA in May next year.

Kilcoy Centenary: As mentioned last edition, Saturday 8th October this year marked 100 years since the turning of the first sod on the Woodford to Kilcoy railway extension. The Kilcoy Historical Society had a ceremony planned to mark this event, but unfortunately severe storms and rain forced a cancellation of this event.

Monthly Statistics

	September 2011	October 2011
Paying Passengers	265	183
Guards Sheet	321	223

New Sales Items

Country Railways of Queensland – Part One. This is another excellent publication from Train Hobby Publications and follows their usual format of mainly full page colour photos. This book contains photos from the 1950s, 1960s and 1970s. Cost: \$40.00 plus postage if applicable.

Members Christmas Specials: With Christmas fast approaching, remember ANGRMS for your purchases. During the month of December, we will again be offering ANGRMS members a 10% discount on the purchase price of books and DVDs we have in stock at Woodford.

ANGRMS Christmas Party - Saturday 3 December

All members are invited to come along and help celebrate Christmas at the ANGRMS Christmas party. This will be held at our Woodford site on Saturday 3 December where a BBQ will be provided commencing at 3 pm. The BBQ and soft drinks will be provided free of charge to members as the Board's way of thanking you for your help and support during the last year. Some picnic tables are on site but if you prefer please bring your own chair.

Also, please bring your own drinks if you want anything other than soft drinks (or water).

For catering purposes, if you plan to attend please RSVP to Ian Thompson 19 Waterlot St, Moorooka 4105, e-mail: thommoac16221a@optusnet.com or Ph (07) 3848 5611 by 7 pm on Sunday 27 November.

Modelling Netherdale

Some years ago Brisbane modeller Bob Dow gave a presentation to a *Modelling the Railways of Queensland Convention* on building an HO model of Netherdale, our Jenbach designed locomotive (D2). More recently your editor updated and expanded Bob's design as part of the CaneSIG Handbook of Modelling Basics (www.zelmeroz.com/canesig). A Dutch modeller, Jeroen van der Schaaf, is now working with 3D software to build a much more realistic model (see cover photo).

In all three cases the models are HO scale (1:87), use Bachmann N scale mechanisms and run on 9mm track to represent a 2' narrow gauge railway. The cover image shows his design as it was sent to Shapeways, a contract rapid prototyping service, to ensure that it will fit the chosen mechanism. Assuming that the model fits correctly he can reorder the model fabricated using a variety of plastic materials. The loco body can then be finished with handrails, etc., or used as a master for casting multiple models.

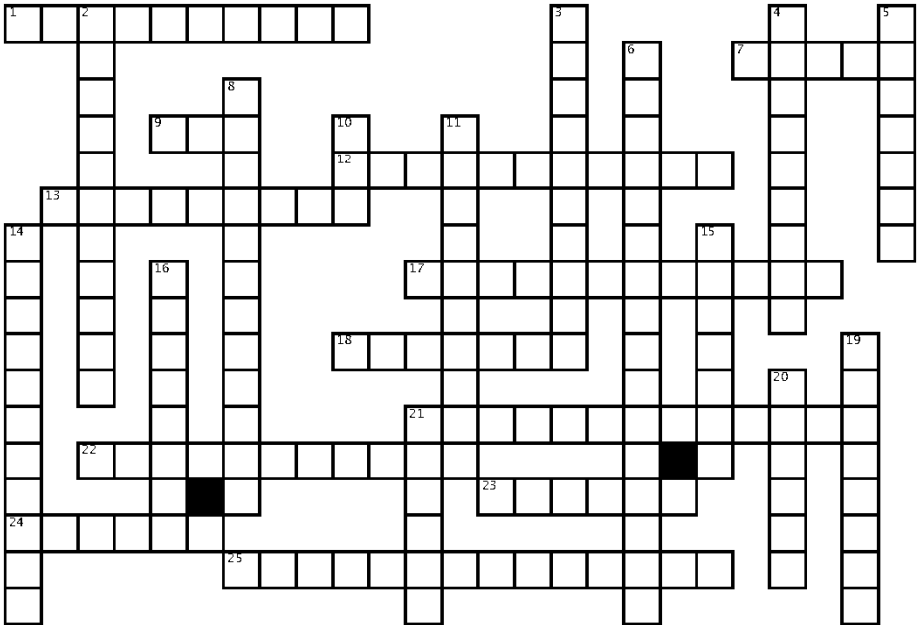
More details can be found on Jeroen's blog: www.narrow-lines.com.



Bob Dow's Jenbach model (left), Lynn Zelmer's (right). Both are HO_N30, built from styrene, and use Bachmann N scale mechanisms.

Marl Gough also reports that a recent issue of *Australian Model Engineering* featured the construction of a 7 1/4" gauge Jenbach model. For those readers who aren't aware, only two Jenbach licensed diesels were built in Bundaberg for the sugar cane industry. The other (D1) is part of the Mackay Heritage Railway collection.

How well do you know the collection?



Across

- 1. Fowler 20763
- 7. Built in WA
- 9. Member cottage
- 12. Flooded track (2)
- 13. Netherdale licence from...
- 17. Sewerage treatment
- 18. Last owner, smallest loco
- 21. #5 original owner (2)
- 22. Four wheels
- 23. 6wDM replacement cab/bonnet
- 24. Weight measure
- 25. Tender locomotive (2)

Down

- 2. Passenger design hauled ore (2)
- 3. Neranwood Hardwood Co
- 4. Also a capital city
- 5. Ruston's NSW sugar mill
- 6. Queensland loco builder (2)
- 8. More than one ex-military (2)
- 10. Queensland & Fiji
- 11. Oldest locomotive
- 14. Cattle Creek Mill (2)
- 15. Brisbane before 1979
- 16. First mill to fully dieselise
- 19. ____ Sugar Refining Company
- 20. QGR Branch terminus
- 21. Converted diesel to petrol

[Information and solution are all on the web site: Collection_01]