

Durundur Railway *Bulletin*

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

Margaret Street, Woodford

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Ralph Cumner makes light work of moving a panel of welded track out of the way near Storeybrook Cottage. The tree behind the middle of the back-hoe marks the centre of the future mainline and needs to be removed. Greg Stephenson photographer.

Running Days: First and Third Sundays

Trackwork Saturdays: 8 Sep, 13 Oct, 10 Nov and 8 Dec

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. 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

There is not a lot to report during the last couple of months. After the excitement of finally seeing a level crossing in Peterson Road, there is nothing as special to report this edition. We have just been getting on with all the tasks involved in running a railway.

While we are keeping up with the important tasks like track and rollingstock maintenance, necessary paperwork etc, and even managing to make some progress with various projects, our biggest problem continues to be a lack of volunteers. If you do not already come to Woodford (or help in other ways) please consider coming along to give us a hand, even if only occasionally. Also, if you know of someone else who is interested in coming along and helping, please contact one of the Board members. Another way of helping your society is obtaining some sponsorship or other help from a company or other organisation.

During the last couple of months, work has continued on stripping down Bundy to remove the boiler for its internal boiler inspection and new tubes. One of our junior members Ryan Silk has taken on the job of repainting Netherdale and is doing a fantastic job. The mid-week work team have taken on the task of replacing rotten timber on our Grovers Bogie wagon. What started out as replacing a few boards, as an interim step until the wagon is withdrawn for repainting and re timbering later in year, has developed into all new side timbers.

In addition to normal maintenance work like mowing, replacing sleepers etc., the track gang has begun clearing the new Storey Brook station site ready for earthworks. This work will be followed by laying the new mainline and a run around loop to connect with the new level crossing (once the necessary paperwork has been completed!!). We then need to install crossing protection (flashing lights are planned) before actually using the crossing.

We have also continued with various sales and marketing days – a very important task if we are to pay the ever increasing bills!!

Due to other commitments by the Emergency Services, it was necessary to postpone our planned burning off exercise. This is now anticipated for September or October. Once a new date is advised, we will let you know. If we do not have an e-mail contact for you, please let one of the Board know the best way to contact you.

Remember – safety first!



New member Brad Bell works on Bundy No 5, helping to dismantle the loco for new tubes and other work, 30 June 2012. Bob Gough photographer.



Netherdale being painted with undercoat. Ryan Silk photographer.

Safety and Training Report

Gordon Anderson, Vice President, Safety and Training

Fire Extinguishers

New details about correct use have been posted above all fire extinguishers. All volunteers on site at Woodford must familiarize themselves with this important information.

ANGRMS Incident/Emergency Procedures

The discussion paper on these procedures was initially issued on the training day, 31 March 2012, and members who work on the Woodford site but did not attend this training day were subsequently issued with the paper and received training in its implementation.

The procedures were issued for discussion until 22 July 2012. Valuable input was received from members and their suggestions have been incorporated in the final document.

The document now forms the basis for Incident/Emergency Procedures on the Woodford site and as such will be issued to all volunteers who work on the site for their guidance should an Incident/Emergency occur.

ANGRMS Internal Audit

This Audit commenced from the last Board Meeting on 4 July 2012. Work Day Audits were performed on 14 and 18 July, the Running Day Audit was performed on 15 July.

The Findings were that overall all Volunteers performed their duties in a safe manner to the public and to themselves, and in accordance with the Safety Management Plan 2011 (SMS) with one exception. On 15 July several running day volunteers did not sign off before leaving the site.

As this is a reoccurring problem which needs to be addressed any suggestions to resolve this problem would be appreciated.

Emergency Training Day

Emergency Services of Woodford have yet to advise ANGRMS of a new date for this delayed exercise.

Breathalyser Testing

Random Breath Testing is now part of ANGRMS Drug Prevention Policy for all volunteers working on site at Woodford.

Sales Officers

If you have made an incorrect cash register input, remove the incorrect docket, draw 2 lines through it, and place it into the small container provided

beside the cash register. Only incorrect entry dockets are to be placed into this container.

At the end of the day's operation, put any incorrect entry dockets in the envelope provided and put this envelope in the money tin.

This procedure will assist Terry to balance the cash register printout at the end of the day's operation.

Training

Congratulations to Sam Erb who has completed his training as Gemco locomotive Driver, Ian Thompson for reaccreditation as Station Master, and Bradley Bell for Sales Officer.

Some Civil Notes

Greg Stephenson, Track Day Coordinator

Whilst recent issues of DRB have outlined the euphoria of the completion of the Peterson Road level crossing, this is just the first baby step, albeit very significant, in the start of the marathon to reach Chambers Road (approximately 1.5km east of Storeybrook Station). Without connecting the rails to this crossing, and constructing the extension beyond it, it is of little practical benefit. Therefore, we have considerable work ahead of us to achieve these goals. Obviously, the timing is dependent on available resources, including financial, in-kind support and volunteers to undertake the work. I see the following staging as the most achievable outcome:

Stage 1 – Connect existing mainline to the level crossing, including the new Storeybrook Station.

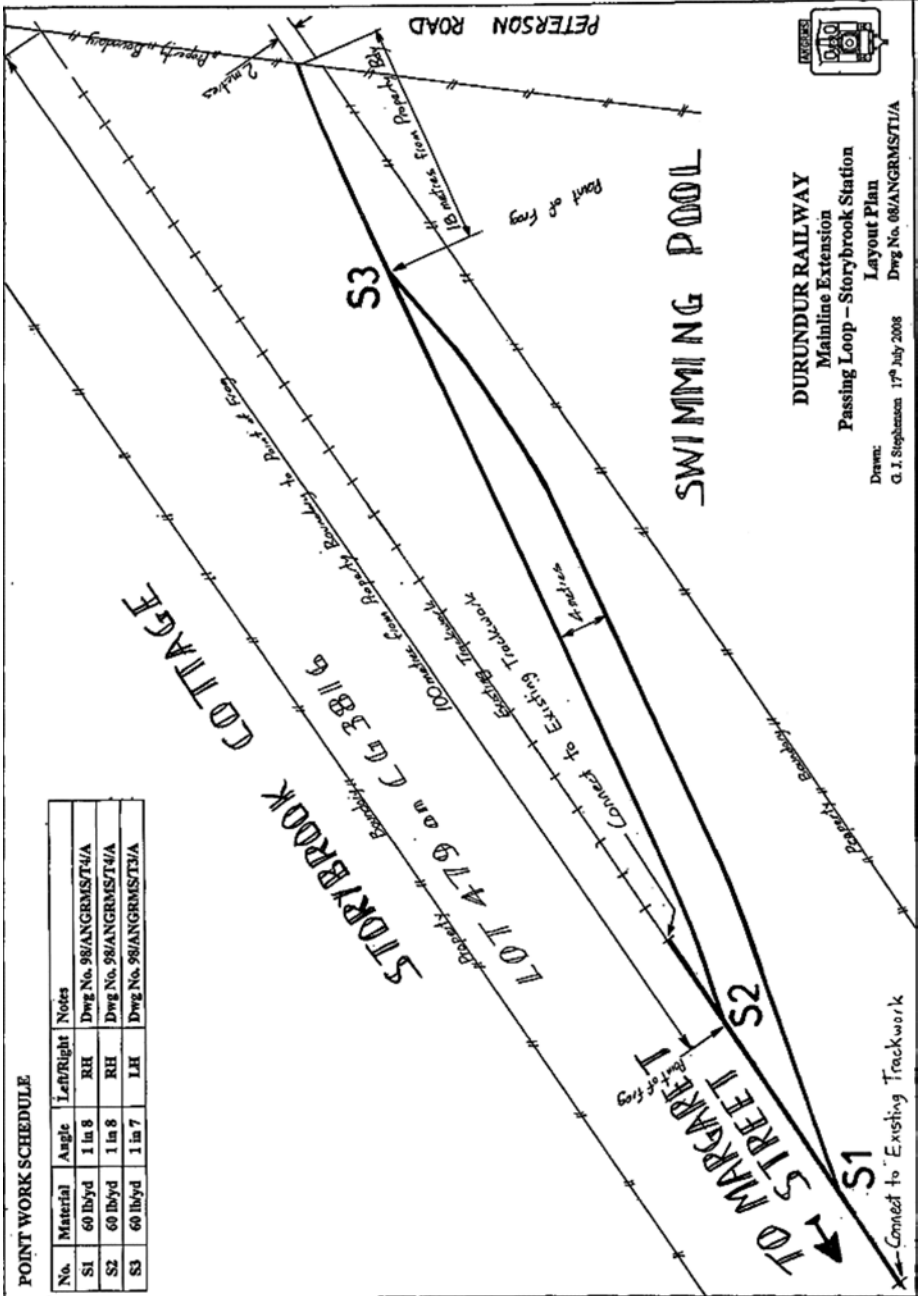
Stage 2A – New formation through former church property to reach State Forest. This includes clearing, earthworks, drainage pipes and fencing for approximately 500m.

Stage 2B – Clearing and regrading approximately 1km of existing formation through State Forest.

Stage 3 – Constructing 1.5km of new railway track to reach Chambers Road including run-around loop at Chambers Road.

When Stage 1 is completed the crossing can be brought into operation. However, Stages 2A, 2B and 3 all need to be completed before trains can be operated to Chambers Road. As well, there are a number of accreditation and approval issues that will need to be dealt with along the way.

Next page: Layout of works at Storeybrook Station, Greg Stephenson drawing. [Editor: Apologies for the image quality, Greg's large drawing didn't reduce well for inclusion on a DRB-sized page.]



DURONDUR RAILWAY
 Mainline Extension
 Passing Loop - Storybrook Station
 Layout Plan
 Drawn: G.I. Stephenson 17th July 2008
 Dwg No. 08/ANGRMS/T1/A

POINT WORK SCHEDULE

No.	Material	Angle	Le/D/Right	Notes
S1	60 lbyd	1 in 8	RH	Dwg No. 98/ANGRMS/T1/A
S2	60 lbyd	1 in 8	RH	Dwg No. 98/ANGRMS/T1/A
S3	60 lbyd	1 in 7	LH	Dwg No. 98/ANGRMS/T1/A

Stage 1 - Storeybrook Station

The layout of the passing loop and connection to level crossing is shown on the plan. Points S1 and S2 will be on the existing mainline. These need to be re-fabricated and reassembled from ex-QGR components available on site. Point S3 was removed as part of the Woodford Station Upgrade and needs some re-timbering (re-sleepering) before it can be used.

Before the trackwork can start, the area needs to be cleared and the formation levelled and graded. Ralph Cumner spent an afternoon with his backhoe moving old drainage pipes and stored rails that were in the way of the future track. The drainage pipes had been obtained some years ago for possible use in the extension. However, moving them has shown that they are not suitable for this purpose and alternative pipes will need to be sourced.



Moving welded panels of track out of the way. The back-hoe is standing where the future Storeybrook Station will be located. Greg Stephenson photographer.

Over subsequent weekends, a start was made clearing undergrowth and saplings which have been transported and stacked along the mainline. We

hope that the fire training day when eventually held will help to dispose of this material. Time has also been spent in reclaiming rails from the stockpile and removing check rails – the bolts having extensively rusted. These will form the basis of the 2 sets of points to be reassembled.

However, before we can lay any track, 4 large trees have to be removed and the area graded.

Without the support of volunteers, this will be a very long process. For the last few years, we have prided ourselves on the appearance of the Museum Site on open days. This has largely been due to the efforts of Saturday crews, often to the detriment of development projects. One way for those not up to the rigors of trackwork to help in progressing the extension would be to take over the care of the grounds to allow the track gang to concentrate on the extension. Similarly, if you ever hope to drive a train over the extension, you might like to consider building it.



Ralph Cumner using his back-hoe to sort and load rails as part of the preparation works. To the right of the back-hoe, the new level crossing can be seen and, to the left, the wagon is on the existing mainline which needs to be connected to the level crossing. Below the rear bucket of the back-hoe are the points to become “S3” – these will be moved to connect immediately to the level crossing. Greg Stephenson photographer.

Track Maintenance Work

With all this work on the extension, we still need 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 8 September, 13 October, 10 November and 8 December 2012.

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.

While numbers are still down on last year, they have shown an improvement. It is important we keep up our marketing and continue to provide good customer service so our passengers return another day. I would like to thank Bob Gough and Brad Bell who fixed a problem with the air compressor governor on the Gemco between runs so we did not have to cancel any runs. Unfortunately the repairs and repainting of Netherdale are taking longer than expected to enable it to be used as a backup loco. Mark, Wayne and Ryan continue to put in a great effort in this regard.

In regard to sales, our latest book *Built by Bundaberg Foundry* has been selling exceptionally well. Only released at the AMRA show in May this year, we have already managed to get back two thirds of its production cost – a fantastic effort. While many members have been involved in selling it, I would particularly like to thank John Browning, Brian Webber and John Parnell for their excellent efforts. As at the time of writing this, an official book launch by Bundaberg Foundry in Bundaberg is planned for Tuesday, August 21.

Roster

Neil Trevorrow is the ANGRMS roster officer so please direct all enquiries to him. E-mail: trevorrow26@optusnet.au; Phone: 32636761 or 0402051546.

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.

By the time you read this we will have had a visit by a bus group from the Per Way Institute (Qld Div). This is part of a world wide group who are interested in track and other railway infrastructure. At this stage we have no other special runs confirmed for the rest of the year..

Shows

Queensland Air Museum Open Cockpit Weekend, Caloundra, 30 June - 1 July. This show is now over and will certainly help bring additional passengers to our railway over coming months.

Caboolture Town and Country Fair, 14-15 July 2012. While the Caboolture Historical Village organised the Saturday, it turned out that the Antique Machinery Group were holding their day on the Sunday. Therefore we ended up being there the two days. Again, this proved to be a worthwhile marketing exercise.

2012 Modelling Railways of Queensland Convention, Saturday, 4 August 2012. This convention is now over and proved to be a great success sales wise, with sales up approximately 30% on previous conventions. A big thank you to all who helped.

Strathpine Model Railway Show, 25 and 26 August 2012. By the time you read this, this show will probably also be behind us.

***NEW* Caboolture Historical Village Mega Motor Show**, Saturday 8 September. As a result of our efforts at the Caboolture Historical Village Town and Country Fair in July, we have been invited to also attend their annual Mega Motor Show in September. I will not be able to attend but Brian Webber has generously offered to be there. Please let Brian or myself know if you can attend and give him a hand. This is another important marketing opportunity in our local area.

Monthly Statistics

	July 2012	August 2012
Paying Passengers	245	231
Guards Sheet	182	280

New Sales Items: There are no new sales items to report this month.

Moreton Mill's Bli Bli (0-4-2) moved!

On Wednesday 1 June ex-Moreton Mill steam locomotive 'Bli-Bli' (John Fowler 0-4-2 No 14418) was shifted from Muller Park, Bli Bli, to the grounds of the Nambour and District Historical Museum, Nambour. The loco is not in a good state with vandals having stolen all the brass off it and the salt air not doing the rest of it any favours. The loco is to be tidied up, a roof erected over it and the locomotive fenced in. [from CaneTrains discussion group]



Moreton Central Sugar Mill's 'Bli-Bli' at Nambour, 20.2.65 (J Fowler, Leeds, 0-4-2T No 14418, 1918). John Browning Collection from QldRailHeritage.com



Bob Gough & Brad Bell removing rusty nuts & bolts from smoke box door ring on Bundy No 5. The ring & door were later removed to storage. Mark Gough photographer.