



# *Durundur* **Bulletin**

*Australian Narrow Gauge Railway Museum Society,  
trading as the Woodford Railway, is located  
25 km west of Caboolture in Woodford, Queensland*

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Ralph Cumner digs the open drain which will divert stormwater away from the mainline construction area at Storybrook Station, May 2013. See report inside. Greg Stephenson photographer.

**Running Days: First and Third Sundays**

**Trackwork Saturdays: 17 Aug, 14 Sep, 19 Oct and 16 Nov**  
**(Note no July date and changed weekends)**

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

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**Our Safety Goal - No Injuries**

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### Scheduled Activities

**General Meetings:** *Third* 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 each month. The gates open 9.30 am to 4.00 pm.

### Donations and Bequests

Donations to the Society's Museum Fund are tax deductible. Please make cheques payable to the 'Australian Narrow Gauge Railway Museum Society' and mail to the PO Box above or deliver in person. Remember to include a note indicating that it's a donation, plus your name and address so that a receipt can be posted to you.

We appreciate your help and support now, but also consider mentioning the Society in your Will. Donations/bequests can be for a particular project or for museum development (restoration or infrastructure). For details, contact the President

## President's Report

*Terry Olsson, President*

As mentioned last issue, we are down one person on the Board. If you would like to help your society during these exciting times let me know and I can explain what is involved – it really is not very difficult.

Running a railway is not just about the here and now, there is also a lot of effort put into planning for the future.

As mentioned previously, the Moreton Bay Regional Council have purchased the block of land out the back of our Woodford Station site. This site is to be used by several community groups, as well as ourselves. While we do not immediately require any extra area, we need to plan for the future when the railway grows and eventually reaches D-Aguilar. The Council will be funding a Master Plan for this site, and we have already commenced discussions with Council regarding our future requirements. Being a railway, in addition to space required for sheds, we also have the issue of space required for access tracks, plus suitable grades, etc. Therefore, our requirements will have a significant impact on the planning process.

As part of this process we will also be looking at our future requirements for our existing areas so if you have any ideas/suggestions please let myself know.

As mentioned in previous issues, we have obtained a supply of concrete and steel sleepers which will allow us to gradually reduce our future maintenance requirements. We have now set 15 July as the commencement date for the concrete sleeper sorting in North Queensland, with work continuing through to the following Sunday. If you can help and have not already done so, please contact Greg or myself.

As part of our long term rolling stock maintenance planning, Ryan has been working on developing a procedure for more regularly checking our wheels and recording the amount of annual wear. This will allow us to determine the wear rate on wheels which in turn will allow us to plan our future maintenance/replacement requirements.

A lot of work has recently been put into constructing a filter drain on the outlet pipe from the inspection pit. We have constructed this as a precaution in case of a spill in the pit. All members working in the pit are reminded that it is their responsibility to take the necessary precautions to prevent oil spills etc. They also need to allow sufficient time to clean up any dirt, rust, etc., which falls onto the pit floor as this will choke the filter material. Remember, you dirty it - you clean it.

And finally, a reminder. For those who have them, please check your "Blue Card" as many are now starting to expire.

Remember, safety first - take your time and do a job safely. It is better to arrive late than not arrive at all.

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## **Remember – safety first!**

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### **Safety and Training Report**

*Gordon Anderson, Vice President, Safety and Training*

Due to illness the Safety and Training Report will be held over until next edition.

### **Some Civil Notes**

*Greg Stephenson, Track Day Coordinator*

#### **Donation of Gravel Products**

Bracalba Quarry has continued to support the development of our Museum with the donation of quarry products. On 6 May, 2013, they supplied 51.66 tonnes of Hornfels Ballast and 12.52 tonnes of Screened Decomposed Granite (Deco). The ballast will be used for regular maintenance and for Storybrook Station. The "deco" is used for general filling and levelling where required such as sinking stump holes in the picnic area. Geoff Westcott arranged to take delivery of the material and commented "The truck driver was excellent in getting it where it was last time. Full marks to the driver and the Quarry, a job well done."

Once again we are grateful to Bracalba Quarry for the donation of this material which represents a very significant benefit to us.

#### **Elevated Inspection Track**

The track gang regularly gets called upon to undertake other "civil" works around the site. A recent example was construction of a filter drain on the stormwater outlet from the elevated inspection track. This required hand digging the area to lay concrete blocks and precast concrete slabs to retain 1 cubic metre of fine gravel screenings. The 150mm diameter outlet pipe drains to the top of the screenings which catch any contaminants in the stormwater. Installation of this filter drain completes the construction of this project.

#### **Track Maintenance Work**

Some sleeper renewals have been undertaken in the mainline and we have now used up our current stock of concrete sleepers. We replaced two point

timbers in the points to the Woodford Station passing loop and five point timbers in the main points in the Workshop area.

During a routine inspection, some loose fishplate bolts were noted. All bolts in fishplates on the mainline have now been checked and tightened as required. This inspection also revealed that the area below the outlet to the culvert under the track at Ch 640 had scoured over the years. This area has now been filled with crushed rock and will be inspected after rain events.

The monthly track work parties will be held on the third Saturday of the month to allow some members to spend their weekend at Woodford with Saturday devoted to trackwork and Sunday to train operations. There will be no July trackday at Woodford because we will be in North Queensland loading sleepers. The track work days are scheduled for Saturdays 17 August, 14 September (2nd Saturday), 19 October and 16 November 2013.



**Workshop report:** James Singfield and Bob Gough removed the last 18 out of 85 tubes from Bundy No 5, Saturday 1 June 2013. Bob Gough photographer.



## Storybrook Station

With the continuing rain and overcast conditions, it has been too wet for Jim and Robert Itzstein to return to the site to complete the final levelling of the future alignment of the mainline, passing loop and station area. We look forward to their return when ground conditions are favourable.

To help the area dry out, Ralph Cumner used his backhoe to dig an open drain parallel to our fence line to collect the runoff from the uphill properties and the stormwater discharge pipes from the swimming pool and divert the water away from the mainline construction area. This will assist the area in drying out and will protect the new tracks when they are constructed.

Rainfall in recent months has been widespread with far reaching implications for our operations at Woodford. Whilst, we have sourced a good supply of ex-QR steel sleepers, they are currently located beside a section of QR mainline and the continued wet weather has prevented road access for their collection.

We are finalising arrangements to reclaim "obsolete" prestressed concrete sleepers from a North Queensland sugar mill. We need to sort, stack and strap the sleepers into pallet size bundles for road transport. We are targeting the week commencing 15th July 2013 to be in North Queensland for this task. We currently have 6 people there for the week. However, some more "fit" volunteers would be welcome.

The other challenge remains to find economic transport for the delivery of these sleepers to Woodford.

## 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.

Unfortunately we are suffering as a result of the tough economic times, plus some wet weather, with passenger numbers for May and June down about 40% compared to the same period in 2012 (excluding special runs). Hopefully the marketing efforts of recent shows will start to show results over the next few months.

### Roster

Neil Trevorrow is the ANGRMS roster officer so please direct all enquiries to him: e-mail: [trevorrow26@optusnet.au](mailto:trevorrow26@optusnet.au), Ph: 32636761 or 0402051546.

Those members who assist by being part of the public train operations team should have received your copy of the roster for the last six months of this year. If you have not received a copy please contact Neil.

We are down several regulars during this period so it has been very difficult to fill the roster, with no "backups" on several days. Please check your diaries, and if you can assist with some extra days please let Neil know.

### 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).)

We presently have no car club or bus visits planned for the next few months.

### Shows

As mentioned above, income from public running days is down over the last couple of months. Therefore, we will need to put more reliance on income from "sales" to make up the shortfall. It is important that all members help where they can with shows etc.

**AMRA Show – 4-5 May 2013:** This show has now passed. This show was held at a new venue and despite some predictions of significant drop in patronage etc, about 7400 people came through the door. While our income was down on last year (our best year in recent years) it was similar to 2011/2010 which was still excellent. This show was also very successful from a marketing point of view, with a large number of advertising leaflets given out. A big thank you to all who helped with the setup, show, and pack up of this show.

**Steam and Vintage Machinery Rally at old Petrie Town – 18-19 May 2013:** Thanks to Brian Webber who staffed our stand at this show.

**Toowoomba Model Railway Show – 1-2 June 2013:** This show has also now passed. From a sales point of view this show was a great success with income up on last year. Thank you to Brian and John Parnell who helped with this show.

**Caloundra Open Cockpit Weekend – 29-30 June 2013:** This show was an excellent marketing opportunity to target a different audience in a different area. Thanks to Brian Webber and Tony Weber who looked after our stand at this show.

**Pine Rivers Model Train and Hobby Exhibition - Strathpine – 10-11 August 2013:** At the time of writing this, we are still awaiting confirmation that we have been accepted. Please check with me if you are available to help.

## Monthly Statistics

	May 2013	June 2013
Paying Passengers	113	112
Guards Sheet	129	152

## Sales Items

**Queensland Sugar Trains – Volume 2:** Produced by WaterStreet Productions, this excellent DVD continues the high standard set in Volume One. A must have for anyone with an interest in Queensland's extensive sugar mill tramway systems. Price: \$34.95 plus P&P if required.

**The Way it Was – Volumes 6 and 7:** More DVDs in this excellent series from WaterStreet Productions which shows Queensland Railways in a past era. Price: \$34.95 each plus P&P if required.

**Whispering Death:** Produced by WaterStreet Productions, this DVD uses old footage to show the electric trolley buses in operation in Brisbane prior to closure. Price: \$39.95 plus P&P if required.

## NSW Transport Heritage Review

In May the NSW Government released a major review, initiated by the Department of Transport, entitled *All Aboard! A Fresh Start for Transport Heritage in NSW*. The full report is available online, what follows is summarised from the report's Executive Summary.

The NSW Office of Rail Heritage (ORH) was established in 2006 as a small component of a giant entity, RailCorp, instead of as an independent body. In 2009, following a report commissioned by the Office of Rail Heritage, the Government took a major rail heritage decision, to create another museum at Thirlmere, NSW (90kms from Sydney) adjacent to an existing parallel body, the NSW Rail Transport Museum (RTM), established in 1962.

The new museum, Trainworks, caused divisions between ORH and the RTM. Further divisions have occurred between ORH and many of the smaller rail operators.

Apart from the divisions in the sector, there are other factors which led the reviewers to believe there is no choice but to turn the page and make a fresh start under a new management structure.

First, there is the issue of the underutilisation of two major sites. The Large Erecting Shop at Everleigh could be a superb locale for an entity that would provide greater public benefit than is the case today. The other site, Broadmeadow (which includes the heritage-listed Locomotive Depot), is a 45



acre site full of weeds and graffiti-blighted carriages in the middle of a catchment area of half a million people in the Newcastle area.

Second, there is the ageing of the sector. Repelled by the divisions and the low morale, younger members are leaving the sector in considerable numbers. They need to come back, and new ones need to come in, and they will not unless there are, and are clearly perceived to be, an unambiguous break with the feuds and less than ideal arrangements and structures of the past, and new arrangements for managing the sector.

The Review's major recommendation is to create a not-for-profit company limited by guarantee independent of, but monitored and partly financed by, government.

The principles underlying the new model are to be:

- A new unity of purpose to replace old divisions;
- Empowerment of members and volunteers, meaning self-management and independence from government;
- Encouragement of an entrepreneurial culture;
- Adequate and guaranteed financial support, plus annual supervision, from government and development of a formal Funding Agreement;
- Simplicity;
- Professionalism and quality in the Board and the management;
- Independence of smaller entities, with strong protection of their interests and assistance to their operations;
- Inclusion of bus and tram organisations;
- Government rail assets to be owned by Transport for NSW, protected by law, leased to new entity; Coverage of all heritage rail assets in NSW, not just those owned by government, under strict criteria.

The characteristics of the preferred option are to be:

- Formation by the sector itself of a new not-for-profit company limited by guarantee, to be named Transport Heritage NSW (THNSW);
- Amalgamation of the NSW Rail Transport Museum, and the functions of ORH and Trainworks into this single new entity;

The company to:

- be an accredited rail operator;
- manage assets, undertaking government's heritage obligations under the Heritage Act;<sup>1</sup>
- manage a custody management agreement system with smaller operators;
- manage the museums at Thirlmere and Valley Heights;

- manage members and volunteers;
- organise educational programs;
- begin realising full value for Broadmeadow and Large Erecting Shed;
- assist smaller entities;
- act as strong voice for the sector with government;
- act as first filter in grant assessing process.

NOTE: The report and its findings and recommendations reflect the opinions of the reviewers. The reviewers' opinions are not necessarily those of Transport for NSW or those of the Government of New South Wales.

## Nambour Tram

*Extracted from Tramway has Coast town going loco in the **Sunshine Coast Daily**, Megan Mackander, 2 June 2013 6:10 AM*

Nambour's proud past will come back to life when a cane train again steams through the heart of town.

Bundaberg Sugar has reignited the sugar mill town's identity with a gift of a fully functional locomotive. It spent its working life hauling cane through Nambour.

The gesture came thanks to the passion of the community, councillors and the Nambour and District Museum, to bring a working cane train back to Howard St.

Ten years after the closure of the Moreton Mill, final planning is under way to run either the "Bli Bli" or "Petrie" locos between Aldi and Coles supermarkets.

Nambour Alliance, the peak forum for businesses and community groups in the town, said the arrival of the locomotive would be a giant step towards making a regular tramway through Nambour a reality.

"The locomotive's arrival will give a much-needed boost to have a regular, permanent tram connection servicing both ends of town and delivering shoppers into the main CBD," board member Peter Clark said.

"The committee has its sights set on a similar design to that of the famous Brisbane Tram 47, an elegant, historic shape with some open seating."

More: <http://www.sunshinecoastdaily.com.au/news/tramway-has-coast-town-going-loco/1891297/>.

## Glass House Volunteers

ANGRMS' Neil Trevorrow was one of several volunteers honoured by the Member for Glass House, Andrew Powell MP, during the Fourth Annual Glass House Volunteer Awards ceremony in May. The annual ceremony and

afternoon tea coincided with National Volunteers Week as a way of saying 'Thank You' to the many volunteers in the Glass House electorate.

## **Valley Rattler Re-Introducing Limited Services**

The May Newsletter of the Mary Valley Heritage Railway Museum Association indicated it would re-introduce limited passenger services in June.

These operations are proposed to be from Old Gympie Station north to the Stop Board, a distance of 1.3 kms. The services will be operated initially by the Silver Bullet rail motor and RM 76. These operations will be on the 2nd and 4th Sundays of each month, and during the Twilight Markets which are now continuing through winter.

The re-introduction of passenger services has been the goal of the MVHR since 29 Sept 2012 and the basis of this event has been the dedication and hard work of the volunteers of the MVHR. From the track work which has been completed by the track gang, to the inspection and servicing of the rolling stock by the maintenance shed volunteers, to the management of the project by office staff and management committee - this has been a project of hard work and commitment. It is an indication of the determination of the volunteers to keep the Rattler alive. Congratulations to all.

The newsletter also includes a press release from the local member, David Gibson MP, indicating the Newman Government will spend \$2 million towards recommissioning the Mary Valley Line in the first step to getting the heritage tourism train The Valley Rattler back on the tracks.

"The Valley Rattler has faced an uncertain future since operations on the Mary Valley Line were suspended in October 2012. In response the Mayor and I established the Mary Valley Business Advisory Group in November last year and the report finalised this year has been the basis in securing this funding." Mr Gibson said.

"The Rattler is a local tourism icon. This funding will help get it back on the tracks, but its long-term viability will be reliant on revenue from both ticketing and external funding to meet operational expenses, such as ongoing maintenance and asset replacement costs."

"The next step will be the establishment of a new corporate structure - a 'MVHR Community Trust' with a board of trustees drawn from the local community to take on the long term strategic planning, leaving the MVHR to get on with the job of providing an outstanding rail experience for tourists."



Greg Stephenson assembling the filter drain on the stormwater outlet from the elevated inspection track, 13 May 2013. Terry Olsson photographer.

