



# *Durundur* **Bulletin**

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

**Volume 36**

**Number 336**

**November/December 2015**



Ralph Cumner using his back hoe to remove panels of track in preparation for earthworks for the storage shed, 3 October 2015. Terry Olsson photographer

**Running Days: First and Third Sundays**

**Trackwork Saturdays: 14 November and 19 December 2015; and  
21 January and 18 February 2016**

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

**Our Safety Goal - No Injuries**

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### Scheduled Activities

**General Meetings: 2016:** 19 Feb, 15 Apr, 17 Jun, 19 Aug, 21 Oct, and 16 Dec at 7:30 pm, entry from 7:00 pm; combined with LRRSA at the refurbished BCC Library, 107 Orange Grove Road, Coopers Plains, a 10 minute walk from Coopers Plains Railway Station or a phone call to Dan Sheehan or Bob Gough for transport to the new venue. A bus stop is at the front of the shopping centre and Express buses run services from the stop.

**Light Duties Work Day:** Normally 3rd Wednesday of the month. Contact Neil Trevorrow m:0402051546 if planning to attend.

### 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*

Sadly I have to start this report by advising of the passing of long time member and our mechanical engineer for many years, Leslie Beahan (see separate report in this issue), plus long time supporter and fellow narrow gauge enthusiast Jim Fainges. Both will be missed and our condolences go out to their families.

Work on preparations for the new loco shed have been progressing steadily (see Greg's report elsewhere in this edition), while work on Melbourne has slowed due to project leader Ryan having to spend time away for his employer (Aurizon).

Lack of workers continues to be an issue so if you or someone you know can help out please let us know. Unfortunately everyone leads busy lives now days so please do not leave it to the same few.

At the last AGM the issue of a new name for our Storeybrook station was discussed due to the change of name of the adjacent café and gardens. Several options were discussed but no final decision was reached. With the need to obtain some new tickets for our running days, opportunity will be taken to change from Durundur Railway to Woodford Railway. As we need to pay for new masters every time we make a change, an e-mail was sent out to members for their thoughts on a new name for Storeybrook station. By far the majority preferred "Peterson Road" so the new tickets will also have this change. It must be stressed that both of these changes are for marketing purposes only at this time, and the names Durundur Railway and Storeybrook will remain in use for any SMS related issues such as safeworking, use on various forms etc. They will need to remain in use in these SMS issues until we change the SMS next.

I would like to thank Roland who has been working on a updated new simplified membership application form.

I would also like to thank those members who have helped clean up the site with the disposal of several tonnes of scrap metal. I would specially like to thank ACE Scrap who provided the crane truck free of charge.

With the end of year rapidly approaching, just a reminder that membership renewals are due on 1st January 2016. Renewal forms will be sent out in the not too distant future.

Finally I would like to invite all members to our Christmas lunch on Saturday 12th Dec (see separate item in this edition) and wish you and your families a very merry Christmas and a great New Year.

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## Remember – safety first!

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### Safety and Training Report

*Terry Olsson*

Safety is a very important part of our operation and ANGRMS remains committed to providing a safe railway.

Unfortunately Noel Haynes has advised he needs to stand down for his various positions in the society for personal reasons. I would like to thank Noel for his help and hope all goes well in the future.

Subject to confirmation by the Board at it's November Board meeting, Dave Caruzzo has generously offered to take over Noel's roles. Dave will be on a steep learning curve for sometime so please help by giving him every assistance. We have to have a Safety Manager and on behalf of myself and the Board I would like to thank Dave for offering to take on this role – it is very much appreciated.

Dave's contact details are shown on page two of this edition in anticipation of the change.

Back in May, some Rail Safety Officers from Queensland Transport visited us and other heritage railways in Queensland to conduct education sessions regarding what was required in regard to Internal Audits. While we were yet to conduct our Operational and SMS audits for 2015, the May information session has resulted in some changes to the way we do things, including new audit forms and record lists. These forms, etc., were tabled as part of the audit and some further refinements have been made as a result of their use in an actual internal audit in October.

On Saturday 29 August, two Rail Safety Officers from the Queensland Transport Rail Safety section visited our site and conducted their annual audit.

This year the element of our SMS audited was Internal Auditing (something we are required to do under the rail safety act).

Several issues were identified with the way we previously conducted internal audits, including when these should be conducted each year. As a result of the audit we have further refined the way we conduct internal audits.

Also, during October, I attended an all day Rail Regulation Education Forum at Ipswich. This forum was aimed at heritage railways and was to help us understand various aspects of the Rail Safety Act.

## Some Civil Notes

*Greg Stephenson, Track Day Coordinator*

### Track Maintenance Work

With Bob Gough available as a train driver, there were opportunities for track work activities outside of Woodford Station yard. A track maintenance day was undertaken on Saturday on 19 September 2015. We concentrated on sleeper renewals and renewed 11 sleepers in concrete. We replaced 5 consecutive sleepers around Ch 750 – whilst only 2 were marked for immediate replacement, three others only had limited remaining life so they were replaced at the same time. Around Ch 550, three consecutive sleepers were renewed. Whilst only two were marked for renewal, it made good sense to renew an additional sleeper whilst we were there!

Over the years as we renewed timber sleepers in concrete or steel, old dog spikes were dumped in front of the BLC wagon body or accumulated on the work wagons. In conjunction with the collection of scrap steel on-site, these areas were cleaned up. Three and a half 44 gallon drums of scrap bolts and spikes were collected.

Future track days will concentrate around Ch 200 to Ch 300 where there are higher concentrations of poor condition sleepers. It is proposed to continue these renewals with the monthly track work parties generally being held on the Saturday before the second running day of the month and are planned for Saturday 14 November and 19 December 2015, and 21 January and 18 February 2016. Depending on available people, we can undertake some form of track activities on most Saturdays.

As well as more members for the track gang, we are still keen to hear from any of our drivers that would like to assist and diversify their driving experience on Saturdays.

### Future Locomotive Storage Shed

After some months of planning and amassing materials such as sleepers, rails, fishplates, bolts and clips, assembly of the track to provide a 98 metre long third road into the compound proceeded rapidly. Restricted access created a few challenges. This was overcome by loading sleepers onto a utility that was reversed up the compound. The approximate locations of the sleepers had been marked out on the ground and sleepers dropped into position as the utility was driven forward out of the compound. The sleepers were turned onto their side so the rail clip bolts could be installed and nuts placed temporarily.

Rail bolster wagons were then placed at the start of the compound. Two rails were pulled forward off the bolster wagons, placed on the sleepers and fish

plates and rail clips installed. The bolster wagons were then man handled onto the completed panel of track and the process repeated until all rails were in place. Track was then crowbarred into line and low spots packed with "deco" to complete the storage siding.



Concrete sleepers in place with bolster wagon of rails ready to be placed onto the sleepers. Greg Stephenson photographer.

As the existing four sidings were cleared of stored rail vehicles, the fishplates were removed from the existing rails. The panels of track were marked to record their position. On Saturday 3 October 2015, Ralph Cumner answered the call to bring his backhoe down to lift the panels of track out of the way. Each siding was lifted in turn and stacked in the order in which it was removed so the track panels can be reinstalled after the storage shed is completed. Ralph's continued support of our activities is greatly acknowledged and the track removal proceeded rapidly. Other loose materials were relocated from the area and the site can be made available to the earthworks contractor.

It is an important legal requirement that we maintain correct set-backs from boundaries so the services of a surveyor are indispensable. This project

received an unexpected boost when retired surveyor Col Morehead volunteered his services to locate the property boundaries and accurately set out the corners of the new shed.

### **Peterson Road**

As highlighted above, there has been limited work in this area in recent times. This work will be temporarily mothballed whilst the track work associated with the new running shed is undertaken.

## **Operations, Sales And Marketing**

*Terry Olsson, Operations, Sales and Marketing*

During the past two months passenger numbers have been variable with some good numbers and some poor numbers. It is important that we continually market our railway. It is expected numbers will start to drop off as the hotter and often rainy weather sets in.

Sales of our latest book "Exploring Queensland Railways – South and West of Toowoomba" continue to be slower than expected. If you know of an outlet for this book please let myself or Brian Webber know.

### **Date Claimers:**

As at the time of writing this we have a charter on Wednesday 28 October and we have a bus visiting on our normal running day on 17 January.

While still a long way off, an application has been submitted for a sales stand at next years AMRA show. This show will be held at the Brisbane Show grounds (formally RNA) again and will again be held on the second weekend in May (7 and 8).

### **Monthly Statistics**

	Sep 2015	Oct 2015
Paying Passengers	145	123
Guards Sheet	177	157

### **New Sales Items:**

**Millaa Rails** by Norm Houghton. This 72 page A4 size book covers the now closed Queensland Rail Tolga to Millaa Millaa branch on the Atherton Tablelands. Another excellent and very informative book by this author. Price: \$29.95 plus postage if required.

**Narrow Gauge by the Sudanese Red Sea Coast** by Henry Gunston. This 67 page A5 size book covers the narrow gauge railways of Sudan (Africa). It charts the history of two railways from Trinkitat. An 18" gauge line to El Teb which was built in 1896 and later abandoned, plus the 600mm gauge Tokar-Trinkitat Light Railway which was built in 1921/22 using ex War Department

rollingstock and closed in 1952. Price: \$30.00 (\$25.00 members) plus postage if required.

## **ANGRMS Christmas Party – Saturday 12 December 2015**

All ANGRMS members and their families are invited to our annual Christmas get together for lunch at Champagne and Roses Café at the end of our line. Lunch is booked to start at 12:30 so please be there well before then.

This will be a pay your own event.

We will need to give an indication of numbers by Saturday 28 November, with final confirmation by Saturday 5 December, so please RSVP by the 28 if possible. Please let the President know if you can attend Ph 0429100911 or e-mail [terryolsson1@hotmail.com](mailto:terryolsson1@hotmail.com).



New shed site after removal of the existing track. Terry Olsson photographer.





Storage sidings removed and points closed by "red board". These points will be raised to future levels to access the storage shed by increasing the depth of ballast. Terry Olsson photographer.



Bolster wagon of rails ready to be placed onto the concrete sleepers. Greg Stephenson photographer.



The completed storage siding ready for placing of rolling stock from the area of the new shed. Greg Stephenson photographer.

## **VALE: Leslie James Beahan**

**24 January 1924 - 24 September 2015**

It was with great regret that we learnt of the passing of former member Leslie Beahan.

Leslie was a stalwart of our Woodford Railway operations between 1995 and 2006. With his Certificate of Competency as an Engineer under "The Inspection of Machinery Act of 1951", he undertook the role of Honorary Mechanical Engineer for the Woodford Railway being responsible for maintenance and restoration of rolling stock. He played a pivotal role in the certification of rolling stock for accreditation and ensuring that operations could recommence in February 2005 following a 2 year closure due to the cost of insurance.



He undertook his Apprenticeship in Fitting and Turning with Evans Deakins' Heavy Engineering and Ship Building Division during the Second World War. Following the War, he joined Royal Australian Air Force as a Fitter 2(E) in Technical Records and served in Japan as part of the British Commonwealth Occupation Forces. Following his discharge, he worked at Sawmills, Sugar Mills, Whaling Station and Ice Works to gain the required experience for the Certificate of Competency as an Engineer. He then spent nearly 30 years with the Queensland Health Department as an Engineer responsible for maintenance of Machinery, Buildings and Grounds at various hospitals.

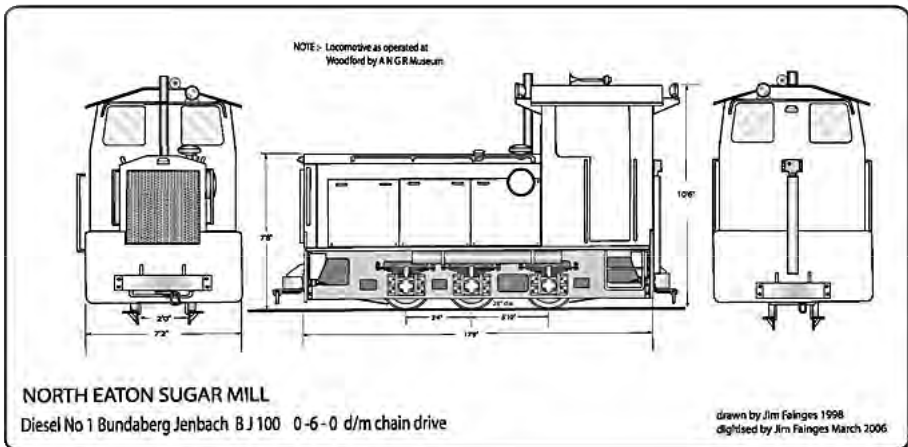
Leslie brought this wealth of experience to the organisation. He also instilled a sense of professionalism and discipline into our approach to maintaining our rolling stock and recording the works undertaken. He was also available as relief crew and locomotive driver for running days. Those of us who worked with Leslie in the 10 years that he was part of the team all have special memories of Leslie, his many stories, his laugh, his motorcycle, his Combo van and his trademark hats but most of all his willing to share his experience and teach those willing to learn.

As a Civil Engineer, I appreciated Leslie's practical mechanical expertise and relied on his wise counsel and support to undertake the role of Engineering Manager.

Leslie's greatest love and pride was always with his family and our thoughts go out to them at this time.

*Greg Stephenson*

## Remembering Jim Fainges



Previous page: North Eton Diesel 1, later named Netherdale and now part of the Woodford Railway fleet. Jim Fainges drawing.

Jim was a modeller as well as a narrow gauge enthusiast and over the years he produced a large number of drawings of locomotives, wagons and structures. Of necessity many were scaled from photographs using photogrammetry as dimensions were not readily available, especially for locomotives that had been scrapped. Many modellers would also be familiar with his Ladndad card model kits, produced with son Keith.

Jim's rail oriented drawings and a selection of his card model kits are available for free download from the CaneSIG (cane railway modellers) web site: [www.zelmeroz.com/canesig](http://www.zelmeroz.com/canesig).



Another view of the completed storage siding ready for placing of rolling stock from the area of the new shed. Greg Stephenson photographer.