



DURUNDUR RAILWAY BULLETIN

Newsletter of...



THE AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY

ABN 92 009 872 011

Margaret Street, Woodford

CAN 009 872 011

PO Box 1135

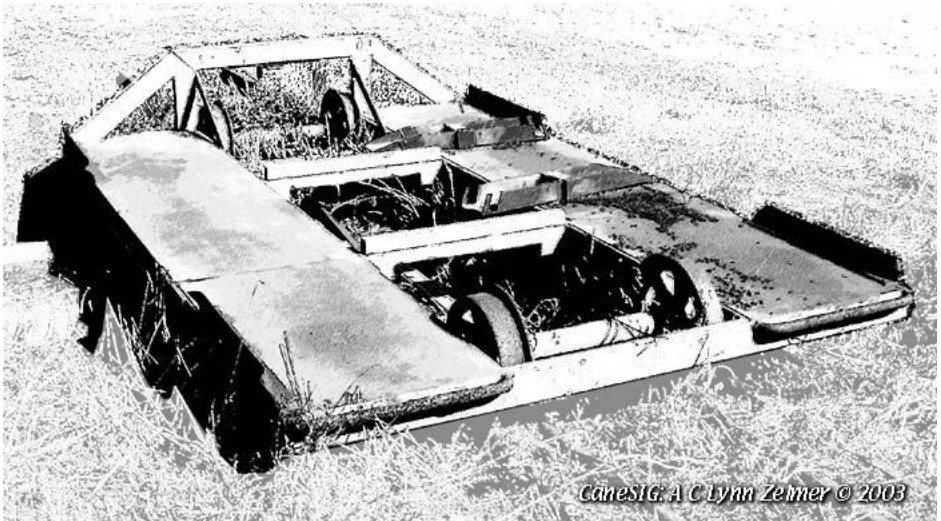
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This wagon, sitting on the end of a cane bin delivery track near the mill, was used by a harvesting contractor in the Proserpine area to move his siding tractor on the back of a 2 bin carting truck. [Details from David Rowe.] Other photos of interesting cane railway (tramway) equipment are available using the search engine on the Society's web page.

Our Safety Goal - No Injuries

President's Report and Important Announcement

By Bob Gough

At a board meeting on Wednesday night 5th February a motion was put forward & passed that on Friday 28th February 2003 we must close gates at Woodford to the public. This is because we cannot find affordable public liability insurance. We are not the only Society to be affected.

Please take note we are not closing down the Society, just our public running days, until the insurance issue is under control and we hope it will not take long.

Before the finger of scorn is pointed at the board, Paul Rollason has been working on the problem since before the New Year. The Society started looking as soon as we heard of the trouble looming. We have spoken to Archer Park Station, Rockhampton, Botanical Gardens Railway, Bundaberg, who paid these premiums just before it started, so they are covered till the end of this year. I rang the North Bundaberg Station Group but they do not run trains for passengers, they run a Fairmont trolley back & forth on demonstration. QPSR at Swanbank are insured through the same broker as us and they are in the same situation.

When this insurance is sorted out each society will be evaluated on its own merits, like level crossings, bridges, just to name a couple of items. If you require further information contact Paul or myself.

We are looking to save money by asking those with e mail to download the Magazine if you have not got e mail & want a hard copy we will post the DRB. We will enclose a questionnaire.

With the closure of running days we are still proceeding with the purchase of the RMP-Baguley. At the time of writing we have received \$1225 in donations, towards the purchase. The Wynnum/Manly Rotary have given us up to six months to pay.

Our members who have been holding back for various reasons, who wish to donate, you now have the time to send your donation in. If you have not paid your membership to date this will be your last Magazine.

We are hoping that outside sales will generate funds to see us through & you the members staying with us.

There are some bills that we cannot get out of paying, that is three lots of rates, phone, power, gas bottles for the work shop, workers compensation insurance (with out this no one gets through the gates).

There are other consumables like paint, fuel, etc.

The most costly item is the DRB. The last one you received came close to a \$100 to prepare & post.

We will have to tread water for a while, but we will not sink.

The Public Liability Insurance Dilemma

by Paul Rollason, Vice President

As most people are aware, many not for profit organisations are finding it very difficult to obtain Public Liability Insurance (PLI) cover this year and ANGRMS is no different.

For the past 5 months we have been seeking to find where we stand and whether we would be offered PLI for 2003 at a price that we can afford. Unfortunately, our current underwriters, Triton Underwriting, aren't offering the same cover as last year. The only cover that they could offer is via an underwriter from the Cayman Islands. This company is not registered in Australia and hence is too much of a risk for non payment if a claim arises. In this situation all members would be partly liable for any claim but more importantly, each Board member risks great financial losses including loosing their homes should this event occur.

The only Australian PLI cover available is via QBE Mercantile, but the cost is in excess of \$45,000, far beyond what ANGRMS can afford. Last year we paid \$5,500, or one third of our operating income, for \$10M cover. A 900% increase is obviously out of the question.

The Government has been of little assistance in this matter and will not bail us out as they did with ARHS Rosewood and the Government appointed insurers, Suncorp via Aon, have advised us they will not be insuring any commercial or heritage railway.

With this in mind, as of the 28th February 2003, we will be closing the front doors to the public and we will cease to run any trains. This does not mean the Society is closing. We simply go into maintenance mode and try and ride out the storm.

It is of no fault of the Board or ANGRMS that has led to this situation. Simply the world insurance pool has been deleted by September 11 and other recent events, including HIH collapse and the bombings in Bali. Insurance groups are now either increasing premiums to rebuild the world pool or simply not offering insurance to those groups they think are high risk.

We will not give up until every last door has been opened. You are encouraged to lobby your local member to see if we can get government assistance through them. If we don't force a change, then in the long run there will be no groups for people to belong to, tourism will drop and small businesses will cease to exist to support the tourism industry. Ultimately the community in which we live will suffer.

In the meantime, we will battle on and I hope we can still count on the support of all members. This is heart breaking and frustrating for all of us, but there has to be an insurer somewhere, hopefully at a price we can afford. It will just take time. If anyone wishes to discuss this issue further you can contact me at (H) 3278 9110 or E-Mail me on serpar@bigpond.com .

Safety & Training

by Paul Rollason, Safety & Training Manage

Over the past month we have seen a couple of things happening under Safety and Training.

Firstly I would like to congratulate Owen Coster and Paul Jones on successfully passing their examinations to gain their Basic Boiler and Reciprocating Steam Engine Tickets. Both passed with a very high mark. From here both of these guys will be assessed to become drivers for our Society.

Crews are also to note that there is now a check list to go through before anyone from the public goes for a footplate ride. Section 10.1 in the Operations Manual outlines the policy and there is a check list (on laminated card) in the SM Office and Ticket Office for Crews to use to make sure the person is assessed for a footplate ride and informed of the safety issues before permission is granted.

There is also now a check list for drivers of both steam and diesel locomotives for both locomotive light up and preparation and shut downs. All drivers will be required to run through the check list and tick that each item has been completed and then sign the form and return it with the other running sheets. These procedures and check lists are to make sure that everything is done and nothing is forgotten or over looked. These procedures will become part of the Operations Manual in the next review. These forms will be issued shortly. All drivers are to ensure they complete these forms.

January's Running Statistics

Passenger Journeys	242 passengers
Train kilometres travelled	102 km
Passenger train kilometres travelled	93.5 km
Employees onsite	18
Accidents/Incidents	NIL

2002 Statistics

	Yearly Totals	Monthly Average
Passenger Journeys	4321	360.1 passengers
Train kilometres travelled	1320.9km	110.0km
Passenger train kilometres travelled	1190 km	99.2 km
Employees onsite	280	23.3
Accidents/Incidents	NIL	NIL

Remember we are working together for Safety and in the long run we will survive in the current climate.

ANGRMS' Virtual Museum

by Lynn Zelner, Webmaster

The lack of liability insurance may have closed the Durundur Railway at Woodford to the public but it certainly hasn't closed our 'virtual' museum.

You didn't know that ANGRMS has a virtual museum in addition to the Woodford site? Then you haven't visited our web site... www.angrms.org.au!

Welcome to THE AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY (ANGRMS) Steam Site

- [Home](#)
- [Overview](#)
- [News](#)
- [Open Days](#)
- [Collection](#)
- [Industry Notes](#)
- [Member's Photo Gallery](#)
- [Links:](#)
- [CaneSIG](#)
- [Bundaberg Railpage](#)

Welcome to ANGRMS and its services, including the **Durundur Railway** which we operate at Woodford, Queensland.

There is a short profile of the Society, photographs and information on our collection, News to keep you up-to-date with Society activities, and an open invitation for you to visit ANGRMS one Sunday at our steam site in Margaret Street, Woodford.



Rent this train for your special function!

Rates: \$160 steam train hire as of 1-1-03, \$120 diesel train hire as of 1-1-03

[Download 2003 calendar](#) (124 K pdf file)

Select [Open Days](#) at left for changes in train/museum operation



(A.C.N. 009 872 011 — PO Box 1125 Woodford, QLD 4514 — 34960s Makers Office Phone: 07 5495 1974)
 Comments or questions to ANGRMS Member/Editor Kim McEgag, e-mail: mc2002@15151.com

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Site maintained by ANGRMS member Lynn Zelner, e-mail: llynz@zelner.com Page last updated 03/03/03

The web site includes information on the Society's locomotives and other major artefacts. It contains downloadable copies of the DRB since the beginning of 2002, news of Society activities and sales items, information on the Society itself (including membership forms) and open days, and even downloadable colouring sheets for children. It also provides access to roughly 1500 cane railway photographs provided by members and supporters.

The Collection notes, describing our 21 locomotives plus rolling stock, were provided by David Mewes. They describe the origins and some of the history of

each unit and are supplemented by photographs. Over time more information and images will be added so that visitors can inspect many of the items in more detail.

The Society's web site is hosted on two different computer systems. Railpage hosts the home page and the basic collection information but the news, member's gallery, etc., are hosted on the zelmeroz.com site in Rockhampton. This provides some redundancy in the event of technical problems, makes updating more convenient and simplifies the operation of the image gallery.

The image collection is the core of the virtual museum and spans almost 50 years of Queensland cane history. It's a constantly expanding collection, both in time and scope, and will likely exceed 2000 images by the end of the year.

The web site has links to other web sites with related interests and two of those sites, the Botanical Gardens Railway in Bundaberg and CaneSIG (the Cane Railway Modelling Special Interest Group) share some of the image collection. Their members help contribute to the collection and visitors to their web sites can access many of the images.

CaneSIG
The Cane Railway
(Tramline) Modelling
Special Interest Group



A C Lynn Zelmer, Coordinator
Fax: +61 7 4826 2393
mailto:lynn@zelmeroz.com

[Modelling](#) [Industry](#) [Resources](#) [CaneSIG](#) [Image Collection](#)
(simple caption search)

[Handbook](#) [Introduction](#) [Queensland](#) [SIG FAQs](#)
[Summary](#) [Background](#) [Map](#) [Site Details](#)

[Other](#)

CaneSIG was the first of these three sites and is the most highly developed. As well as providing modelling ideas and plans it has information on cane railways worldwide. The two dioramas in the display case at Woodford are indicative of what can be done to represent cane railways in model form; this site showcases the work of many modellers.

Future expansion of the ANGRMS site will include the expanding the collection information, scanning back issues of the DRB to make their contents more widely available, additional documentation on the Society and its ongoing development (for example see the News page for details of the point relocation in the Woodford station area), and video clips of Bundy and other locomotives in the cane fields.

You can be a part of ANGRMS' virtual museum... visit the web site regularly and contact the webmaster, Lynn Zelmer (lynn@zelmeroz.com), with your ideas and suggestions. We can copy your photographs (print, slides, negatives or video) and will return them promptly. Photographs, historical and current cane railway (tramline) information, personal anecdotes, and modelling tips are welcome.

Track Matters

By Greg Stephenson



Mainline Maintenance and Rehabilitation

We had an impromptu track day on the 25th January to realign about 30 metres of track that was pulled out of line by the tree felling operations. Claude Blakely gently nudged the track back into line with his bulldozer. Thanks to all those who responded at short notice on the Saturday of a long weekend to allow the track to be realigned and repacked.

Our normal monthly track day on 8th February concentrated on a 9 metre long section of track around Ch 690. The typical work of respacing sleepers, inserting new sleepers where required, packing and ballasting was undertaken. Late in the day, we replaced 4 isolated sleepers in “Freeman’s Cutting”.

When we commenced the rehabilitation project several years ago, we concentrated on the “worst” sections first. More recently we have been filling in the missing links. With the work undertaken on this track day, we have now rehabilitated a continuous section between Ch 500 and Ch 870 as well as most of “Freeman’s Cutting”. The main area remaining to be treated is between Ch 450 and Ch 500 where we can now concentrate our efforts.

This work is planned for the second Saturday of the month with the next trackwork days being **Saturdays 8th March, 12th April and 10th May.**

Woodford Station Modifications

February DRB showed a plan of the revised layout of Woodford Station. As part of the planning for this project, a staging plan breaking the project down into 13 distinct stages was prepared. By breaking the project down into stages the impact on train operations would be minimised. Queensland Transport also requested a risk assessment on each of these stages which was submitted. Approval has now been received from Queensland Transport to proceed with the project.

The first set of points (No. 9) has been fabricated and is ready for insertion into the mainline. This will occur in the near future. Work on this project will be undertaken on most Saturdays other than the normal main line trackwork days listed above. With the “forced” suspension of passenger train operations, there will still be plenty of opportunity to contribute to the Society by assisting on these projects.

If you can help on any of these projects, let me know on telephone 3844 9269 or via email at greg.stephenson@ugconnect.net.

GEMCO Diesel Locomotive

This locomotive has had reliability problems for some time and has been withdrawn from service whilst repairs are made. Funds have been allocated to this

project as it is important that this locomotive is serviceable as a standby for passenger trains and for works trains.

The major issues identified so far include: replace ignition switch, replace couplings on generator drive, overhaul brake cylinder and locate air leaks in pneumatic system.

This work is being co-ordinated by Leslie Beahan who as encountered some interesting challenges in sourcing parts for a locomotive built in small numbers by a South African company. The ignition switch turned out to be a standard Bosch part as used in tractors and was available from "Cars, Trucks and Tractors" in Woodford. The rubber parts for the couplings for the generator drive have been ordered from the Queensland agent for Gardner Diesels whilst other parts are being machined in our workshop. The brake cylinder is currently presenting the greatest challenge as it appears to be unique to the locomotive. It appears that other fittings will need to be machined. The biggest challenge with locating leaks in the pneumatic system is actually gaining access to concealed pipework!

Remember, we may have been forced to temporarily suspend public operations but we still need to maintain our assets to the highest standards so that when the insurance issues are resolved we can resume operations without delay.

Scheduled Activities and Contacts

Monthly Meetings	TBA	
Track Work Parties	Saturday 8 March, 12 April, 10 May	
General Work Parties	Every Saturday	
Running Days	Suspended until further notice.	
AGM	5 March 2003, LGAQ House, 25 Evelyn Street, Newstead	
Bob Gough	President	07 3848 3769
Shane Yore	Secretary & Operations Manager	07 3888 1307
Steve Baker	Treasurer	07 3857 2495
Terry Ollson	Roster Clerk	07 5497 4285
Greg Stephenson	V.P. & Track Day Coordinator.	07 3844 9269
Paul Rollason	V.P. & Safety & Training Manager	07 3278 9110 or email serpar@bigpond.com
Lynn Zelmer	Webmaster & DRB Editor	lynn@zelmeroz.com
SM's Office	At Woodford	07 5496 1976