

# Durundur Railway Bulletin



Newsletter of the Australian  
Narrow Gauge Railway Museum Society

Margaret Street, Woodford

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Woodford QLD 4514

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Tully Mill multiple units *Number 16* and *11* rest during a lull in the crushing due to wet weather, September 2005.

Photo: Raymond Mewes

**Training Day: Saturday 28<sup>th</sup> June 2008.**

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## Scheduled Activities

### Track Work Parties

10<sup>th</sup> May and 14<sup>th</sup> Jun 08.

### General Work Parties

Every Saturday

### Running Days

First and Third Sundays

# Our Safety Goal - No Injuries

## President's Report

**Terry Olsson: Ph (07) (or via the Society PO Box), or e-mail  
sales@angrms.org.au**

ANGRMS AGM was held on Wednesday 5<sup>th</sup> March and the following people were elected to run the society for the next year:

**President:** Terry Olsson  
**Vice Presidents:** Robert Gough and Gordon Anderson  
**Secretary:** Ian Thompson  
**Treasurer:** Steve Baker  
**Board Member:** Greg Stephenson

I would like to congratulate all of those elected, and look forward to working with you throughout the year. We still have a vacancy for one of the Board Member positions, so if you would like to help your society during the next year, please contact myself or one of the Board.

Numbers have been slowly dwindling at the AGM over recent years, so if you have any suggestions on how to improve attendance please let me know. Does a different day of the week or location suit you better??

Each year all societies which are part of ATRQ provide a list of statistics such as our annual turnover, number of locomotives etc. While it takes a bit of effort to produce, this data gets used for a whole range of various things which can help us. Individually each railway's data would not have a huge impact, but combined it can be used to show Government and Tourism bodies we are a force to be reckoned with. Included in this DRB is a Pie Chart showing the huge impact that Tourist and Heritage railways have on the State's economy. It is certainly an eye opener, and surprised me. Remember this data does NOT include the big tourist railway operations such as the Kuranda Scenic Railway.

The sale of Kilrie to QPSR is progressing well, and QPSR have now signed a sale agreement put forward by ANGRMS. This document contained several conditions which QPSR need to meet.

As part of our SMS, ANGRMS is required to conduct emergency training every couple of years. A date for this training is included elsewhere in this issue, and I urge as many of you as possible to attend. I know Gordon is trying to make it as interesting as possible, with a lot of hands on stuff.

Amongst his other jobs, Greg Stephenson and his team have been trying to tidy up our site. It is very important that we present a neat and tidy site to our passengers, as well as to the local community. We recently disposed of two truckloads of scrap metal, which could only be described as rubbish. As time permits, we plan to clean up the site even further, but before we can dispose of much more we need to have an assessment made of the remaining items. This will not only look at the historical value, but also whether an item can be used for some other purpose such as a work wagon.

## **Safety and Training Report**

### **Gordon Anderson**

#### **Remember – Safety First**

##### **Training Day:**

Enclosed with this DRB is a separate notice for our next Training Day, which will be held at our Woodford site on **Saturday 28<sup>th</sup> June**.

As part of our Safety Management System, operational and other staff who take part in activities on site are required to attend training days. We will be attempting to make this day as interesting as possible. The plan is to include a refresher on the use of our fire pump and hoses, safely evacuating our train and site, some tips on customer service, plus some general safety issues. I strongly urge as many of you as possible to attend.

##### **Amendment Record No.5:**

This amendment has been passed by the Board and will be submitted to Queensland Transport shortly. Once approval is received from them, it will be distributed to all members who have a copy of the Manual. When you receive your copy, you are reminded that it must be included in your manual and all copies of the superseded pages destroyed. As the manual is a controlled document, you will also be required to sign and return the acknowledgement of receipt form.

##### **Proposed Australian Rollingstock Standards:**

As part of a push by the large interstate operators, ARA through RISSB have been producing draft Australian Standards for Rollingstock. Through ATRQ and ATHRA, we have been making comments on these. While this takes up a lot of time, it is important that as many groups as possible make comments so that the special requirements of heritage railways, particularly isolated ones, are taken into account.

##### **New Rail Safety Bill:**

Work on this is continuing.

##### **External Audit:**

We have been working through the recommendations of the latest Queensland Transport audit, and further information will be provided once our proposed responses have been accepted.

## **Operations, Sales And Marketing**

**Terry Olsson: (or via the Society PO Box), or e-mail [sales@angrms.org.au](mailto:sales@angrms.org.au)**

Public running days continue on the 1<sup>st</sup> and 3<sup>rd</sup> Sundays of each month.

When it comes to Marketing, things can often take a long time to take effect. An example of this is the filming of a segment for the Queensland Weekender (Channel 7) which took place on our railway and at Storey Brook in May last year. This only went to air in late February this year, and has resulted in some very busy running days at Woodford. I would like to thank all of those involved who put in that extra effort.

Woodford regular Greg McHugh recently had an accident at home and injured his arm. His is taking some time out to recover, and we all wish him a speedy recovery.

It will not be all that long before David needs to prepare the roster for the next six months of the year. In order to help David with this task, can all operations staff please look at your diaries and let David know if there are any particular times when you will not be available in the latter half of this year.

David's contact details are:

Postal Address: PO Box 5233 Algeester Qld 4115

Home Phone: (07) 3273 2014

Mobile Phone: 0407 146 750

Home e-mail: [mewesdj@powerup.com.au](mailto:mewesdj@powerup.com.au)

### **Bus Charters:**

We had a bus charter by Byways on the 23<sup>rd</sup> of February. I would like to thank everyone who helped on this day.

### **Car Clubs:**

We had a visit from the Rolls Royce Car Club on the 16<sup>th</sup> March running day.

### **Weddings:**

At this stage, our next wedding charter is Saturday 7<sup>th</sup> June. As usual we will be looking for helpers not only on the day, but also on the preceding Friday to give the train a clean. If we are going to be a part of this business, it is important that the train is clean.

### **Shows:**

The Sandgate PCYC show is now behind us and I would like to thank Gordon Anderson, Peter Hall, and Brian Weber for their help. I would also like to thank Bill and Gwen Blannin for again allowing me to fill up their back patio with boxes etc before the show. As well as being successful from a sales point of view resulting in a significant increase over last year,

it is also a very useful marketing tool. Several passengers on the Sunday running day at Woodford mentioned that they had picked up a brochure at the Sandgate show.

The AMRA show is nearly upon us (3<sup>rd</sup> to 5<sup>th</sup> May) and we need your help to staff the stand. With a running day at Woodford on the Sunday, we are pushed for staff. Please let myself or one of the Board members know if you can help – even if it only for half a day every bit helps. Do not worry if you do not want to handle the money, there are a variety of other tasks to do where you can be most helpful. This show is our biggest sales earner for the year, as well as a great opportunity to let a large number of potential passengers know we exist.

### **Monthly Statistics:**

The figures below are the statistics for the period December 2007 to March 2008:

	Dec 07	Jan 08	Feb 08	Mar 08
Paying Passengers	120	149	166	246
Guards Sheet	174	216	198	288

### **Sales Items:**

#### **NEW**

#### **Railway Stations – Greater Metropolitan Brisbane.**

This new book by Train Hobby Publications is a collection of photos of Brisbane Suburban stations taken mainly in the 1960's. For anyone who lives, or has lived, in Brisbane it is very interesting to see how things have changed over the years.

Cost: \$35.00 plus postage if required.

#### **Country Railway Stations – Queensland.**

Also from Train Hobby Publications, this book is a collection of Queensland country stations.

Cost: \$35.00 plus postage if required.

### **MEMBERS SPECIAL:**

I have managed to obtain three copies of the now hard to get book "Lonely Rails to the Gulf" which deals with the Normanton to Croydon railway in north Queensland. As a special offer to members, anyone who contacts me before the AMRA show can purchase a copy for the original price of \$15.00 (plus postage if required). If they are not all sold before then, I will sell any remaining copies at the AMRA show for a dearer price.

## **Track Matters**

### **Greg Stephenson**

#### **Site Maintenance:**

The early months of 2008 have been characterised by regular showers and storms. As well as delaying progress on many external activities, it has required a large commitment to grass mowing and edge trimming to maintain the presentation of our Museum grounds.

To help improve the appearance of the grounds, a quantity of scrap metal that had been accumulating near the QCWA Cottage was disposed of to a local scrap dealer. He collected the material, arranging loading and transport as well as paying for the material removed.

#### **Acquisition of Track Materials:**

In late 2007, we received a quotation for the supply of two lengths of timber suitable for mounting the point throw on the points at the Margaret Street of the passing loop. The quotation was approximately \$360 for the two pieces of timber. Whilst the price was not unreasonable, it was a good “wake-up call” of the likely costs for the required timber for pointwork planned for Peterson Road. We ended up using some steel plates and bolts that we on hand to splice together sleepers for that project. Towards the end of 2007, Beaudesert Shire Council called tenders for the purchase of approximately 20 tonnes of hardwood bridge decking and 30 tonnes of round timber removed from Nindooibah Bridge near Kerry. The timber had been stacked beside the road and strapped in bundles weighing about 1.2 tonnes. Our tender to purchase the 20 tonnes of decking for \$425 was accepted.

Collection of the timber was delayed by wet weather restricting access to the stockpile site. It was collected and delivered to Woodford on Saturday 1<sup>st</sup> March 2008. We hired a crane truck from Hanchard Cranes Pty Ltd and Cam Cherry donated his time and truck to assist with the transport. Loading Cam’s truck with the crane truck proved more difficult than originally envisaged. Luckily, the crane driver was skilled and highly experienced and he persevered with the loading and unloading.

It proved to be a very long day. Whilst, the crane truck hire cost a little over \$1,500, we believe the exercise has provided a reasonably economical stock of long timber suitable for pointwork.

Bracalba Quarry has continued to support our Museum with the donation of 20mm aggregate for use as ballast. We collected 3 truckloads - amounting to 35tonnes – in early February. Much has already been used to ballast the compound tracks.



### Woodford Station Modifications:

With the completion of the passing loop, work has concentrated on the four storage tracks towards the compound area. As these notes are being written, three tracks have been completed with one track remaining to be ballasted. A short length of track in front of the BLC also requires ballasting. Completion of this ballasting will signify the end of the Woodford Station Modifications originally approved by Queensland Transport in 2002!!

When the works at Woodford Station are completed, we will turn our attention to Storybrook Station. Planning for a passing loop at Peterson Road is currently underway. Additional assistance is always required to progress these projects.

With the point levers installed on the “fan” of tracks towards the compound, Geoff Wilson has been busy painting all the point levers and highlighting the cast manufacturer’s marks on the balance weights. It is fascinating to see that some of these balance weights date from the late 1800’s.

We plan to continue the monthly track work parties into 2008. They are scheduled for **Saturdays 10<sup>th</sup> May and 14<sup>th</sup> June 2008.**



Proving that attention to detail is important, Geoff Wilson paints the point throw on the mainline points at Chainage 100.  
Photo: Bill Blantin





Loading bundles of bridge timber at Nindooinbah Bridge, Beaudesert.

Photo: Greg Stephenson



Unloading bridge timber into a stockpile beside the QCWA Cottage at Woodford.

Photo: Greg Stephenson

# IMPORTANT NOTICE!

## WHISTLE CODES

All Operational staff are reminded of the following whistle codes which are shown in Section 7.2.2 of the Operations Manual. Reminder signs have been placed in our operational loco cabs, guards vans and in the SM's office. Also, Train Notice 2/08 has been issued and is posted on the Notice Board in the SM's office at Woodford Station. .

- (a)      **One Short**                      Signal Understood (when shunting)  
Right Away  
Second Right Away  
Moving Off (after standing for some time)  
Moving Off (changing direction)  
Entering a station yard
- (b)      **Two Short**                      Signal Not Understood (when shunting)  
Stop
- (c)      **One Long**                          Warning to pedestrians  
Level Crossings
- (d)      **Three Long**                      Emergency, danger, obstruction
- (e)      **One long One Short One Long**      Fire on or near the track.

## COMMISSIONING NEW PASSING LOOP WOODFORD STATION

As part of our preparations for extending our track to Chambers Road, and to help make shunting easier and safer, a new passing/runaround loop has been constructed off the Mainline at Woodford Station.

Train Notice 1/08 has been issued and is posted on the Notice Board in the SM's Office at Woodford.

All train crews and Operational staff **MUST** walk this new section of track and make themselves familiar with it prior to working any trains over it.

The points at the Storey Brook end are normally clamped for the Mainline (Platform Rd) and the clamp will need to be removed prior to any vehicle passing through these points to or from the Loop.

The points at the Kilcoy end are trailing for trains approaching from Storey Brook and are not normally clamped as passengers do not normally travel this far. If for some reason, it is necessary for a train conveying passengers to travel over these points in the facing direction, they must be clamped prior to the movement.



Steve Baker, Bob Gough and Geoff Wilson working on No.1 Road heading towards the compound.  
Photo: Bill Blannin



Work in progress on levelling and ballasting No.2 Road.

Photo: Bill Blannin





South Johnstone *Number 5* is the centrepiece on the Societies' float at the 1978 Warana Festival.  
Photo: David Mewes



The first locos are moved into the Compound in the early years of the Societies' occupancy at Woodford.  
Photo: David Mewes