

Durundur Railway Bulletin



Newsletter of the Australian
Narrow Gauge Railway Museum Society

Margaret Street, Woodford

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A small selection of the locos based at Victoria Mill are seen sitting idle at the locoshed due to wet weather halting cane harvesting in late 2005.

Photo: Raymond Mewes

Trackwork Days: Saturdays 11th October, 8th November and 13th December 2008.

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Scheduled Activities

Track Work Parties	11 th October, 8 th November and 13 th December 2008.
General Work Parties	Every Saturday
Running Days	First and Third Sundays

Our Safety Goal - No Injuries

President's Report

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

It was with great sorrow that I heard long term member Ron Armstrong had unexpectedly passed away on Saturday 16th August. Bob Gough and I represented ANGRMS at the funeral service at the Victoria Point Baptist Church on Friday 22nd August.

While I had known Ron for many years since we were founding members of QPSR together, plus during his involvement as a driver on QR steam tours, I had not known him during his days as an active ANGRMS member. Therefore, I have asked Bob Gough to write a tribute to Ron which is included elsewhere in this DRB.

On behalf of everyone at ANGRMS, I would like to express our deepest sympathy to Joy and the rest of the family. Ron's happy and pleasant attitude, even in the most difficult times, will certainly be missed by all.

Last year, our boiler inspector Peter Ford recommended that the studs for the water gauge fittings on the backhead of Bundy's boiler be replaced prior to this year's inspection. As the Bundy was due for its annual inspection in August, this work was carried out early August. Unfortunately a leak was found in the seal weld around one of the stays on the back of the firebox when lighting up the loco for the running day on the 17th August. After an early morning phone call to Peter, it was decided that the best action was to shut the loco down and use the Gemco for the day. Arrangements were made with Peter for the boiler inspection to be carried out the following weekend after the ATRQ meeting. I am pleased to say that Peter has now inspected the boiler and is very pleased with the overall condition of our boiler. He will be providing us with a procedure to weld the leak around the stay, and we will then need to arrange a suitably qualified person to undertake this work.

While it was disappointing to have to use the Gemco on one of our busiest days in some time, everyone on site was in total agreement that safety comes first. We also need to consider what is best for the long term operation of Bundy.

I would like to thank Peter Ford, Bob Gough, Paul Jones, Peter Hall, and Geoff Wilson for their help during this time.

During August, we had a visit from Peter Slipper, our federal member. While, Peter had visited the railway many years ago, he was impressed with what he saw. Thank you to Joe for arranging this.

This month, I would like to pay tribute to Greg Stephenson and his band of helpers, who not only look after our track, but also quietly ensure the many other jobs around the site (such as mowing the grass) are carried out. On running days, I am regularly getting comments on just how good the site looks. With several projects such as the run-around loop and relaying the compound sidings coming to completion, the site certainly has improved dramatically over the last 12 months.

Not only does Greg show up just about every Saturday, come rain, hail or shine, he recently spent several days of his annual holidays sanding down the CWA cottage ready for painting. The paint on the western wall of the cottage had started to peel, so it was important that something was done before it leads to other problems. Greg also took this opportunity to remove and replace the badly rusted guttering. On behalf of ANGRMS, I would like to thank Greg and Geoff Wilson (who also undertook this work), for their hard work on this task.

I would also like to thank Bob Gough, Steve Baker, Geoff Wilson, Bill Blannin, Gordon Anderson and Joe Cohen-Cramp for their efforts in assisting Greg generally.

I would also like to thank Jill Gough for the new curtains in the CWA cottage. The old ones certainly were showing signs of age!



Safety Manager Gordon Anderson receives instructions in the finer points of the use of fire extinguishers under the watchful eyes of members of the Woodford Fire Brigade. Photo: B.Blannin

Safety and Training Report Gordon Anderson

Remember – Safety First

Report on ANGRMS Emergency Training Day 28/06/2008

The Agenda for the day was:

1. Welcome and signing on, completion of ANGRMS Site Induction where required.
2. Ian Thompson presented a Safety Talk to be given to the passengers, by the Guard, before the train's departure. This talk will become part of ANGRMS policy not only to make the train trip as enjoyable as possible (reference to Storeybrook Cottage and its delights) to our passengers, but also to make the trip as safe as possible.
3. Bob Gough presented a demonstration of hand signals to be used on site at Woodford according to the ANGRMS Operation's Manual. Of particular importance to note:
 - * **One** Shunter **ONLY** to be in charge.
 - * **Driver** to stay on locomotive during shunting (unless requested to leave by the shunter and then only after loco placed in neutral and handbrake applied).
 - * Shunter **ALWAYS** to be in sight of locomotive Driver for visible hand signals.
A second volunteer may assist, if required, due to difficulty in sighting hand signals, but **ONE** Shunter **ONLY** must be in charge.

* Do not jump on or off a moving locomotive or any other moving vehicle.

4. Terry Olsson presented a talk on Public Relations and Marketing and how it affects ANGRMS. As Terry has constantly stressed, while we are running a railway, ANGRMS is in competition in the entertainment market. We are a very small organisation competing with professional organizations and other volunteer organizations for the available leisure market dollars. We cannot compete with these organizations in many areas but we can compete with our enthusiasm for what we are doing by giving first class service and by maintaining clean facilities for use by our passengers.
5. We continued with a discussion about the fire extinguishers we possess and their locations. A notice has been placed in the Ticket Sales Office in regard to fire extinguishers and their locations. Regularly refer to this notice so that you are aware of this important emergency information.
6. Barry Young and his fire crew arrived by this time so we moved on to the practical side of the day.

The practical training for the day was based on. "What do we as volunteers need to do in an emergency in the 15-20 minutes (longer if emergency crews have been called out on another emergency) while we await the arrival of the Emergency Services".

The next two hours were spent in being trained to use a fire extinguisher to the best effect. This was followed by training in the use of ANGRMS emergency rail-mounted water tank wagon with pump and hoses.

I believe the training we received in using the fire extinguishers efficiently may not only be valuable to ANGRMS but may prove of value in our everyday lives.

Of particular note from the fire extinguisher exercise was how difficult it was to completely extinguish a fire. Several times we thought the fire was completely extinguished, only to find the fire flare up again sometime later. If you have to fight a fire, be aware of this potential problem. Another item that was brought to our attention was the benefits of having a back-up person with the appropriate fire extinguisher in case the first one is not sufficient. Also be aware that due to the small rooms in our Station buildings, toxic fumes from using fire extinguishers in a confined area may be a potential problem.

After these exercises were completed it was time for a BBQ lunch which the fire crews joined in.

7. After lunch we had programmed our First-aid exercise to be delivered by the local Ambulance Officer, Tim Anderson. Everything had run too smoothly in the morning, Tim was delayed by a couple of call-outs so was much delayed. When Tim arrived we quickly got down to business. We commenced our training with an emergency evacuation with a supposed injured passenger from the train. This was followed by an interesting three-quarter of an hour discussing emergency First –aid scenarios. Once more not only important to ANGRMS but information applicable to our daily lives.

8. IN CONCLUSION:

Some important issues were discussed during the course of the day which ANGRMS needs to pursue further.

Among the most important were:

(a) Fire Emergencies.

In discussion with Barry Young, Fire Officer in charge of our training day, ANGRMS needs to put in place emergency strategies. Each strategy needs to define the chain of command and what action is required to suit that particular emergency. If we have these strategies in place, and our volunteers trained in their use by Tool-box talks, etc., then if a problem arises, it can be dealt with efficiently. Perhaps making a difference between a Category "A" and a Category "B" incident.

The Board Members are presently discussing these strategies and will have further discussions with members and the Emergency Services before they are implemented. The important thing to keep in mind in an emergency, "Be flexible in your Thinking". Emergencies are in the habit of not performing as expected.

- (b) There has been discussion by Board Members of the lack of First-aid training of key personnel. This is not easy to overcome but the Board is continuing to explore this matter.

I wish to thank the following people who contributed to the day's success. Barry Young and his fire crew for the training they provided in fire fighting techniques. Tim Anderson for the training he provided in the evacuation of the train and answering our many questions on First-aid.

In addition, Bob Gough, Ian Thompson and Greg Stephenson in organizing and producing the BBQ; Ian Thompson, Bob Gough and Terry Olsson for their presentations and Terry Olsson in helping me to organize the day's proceedings.

And not least, all of you Volunteers who participated in the day and were active in the exercises and asked plenty of questions, also displaying great patience in waiting for the arrival of Tim Anderson for the First-aid exercise. It is really important that members discuss, think about, and have input into issues such as this. If you have had any thoughts afterwards, please do not hesitate to let myself or one of the other Board members know.

For those few Volunteers who were unable to participate in this day's Emergency Training, I have commenced to disseminate important details of the day's training when next I meet you so that all of our Volunteers can be accredited.

Amendment No 6 to SMS Manual

These Amendments have now been completed and are ready for issue.

Please insert these Amendments into your SMS Manual and return the completed Form FO-001 as promptly as possible to the address noted in the enclosed letter, or personally to me if more convenient. It is part of our Accreditation as volunteers to have our SMS Manuals up to date (Section 4.1 of the Manual) and it will save the Society time and money if we do not have to send out reminder notices.

Check Lists for Station Masters, Guards and Sales Officers

As part of our up-grade to make things easier for our Volunteer Running-day Staff, I have prepared draft Check-lists for the above positions. These lists contain the duties required to be performed by each of these personnel. The duties are taken from the Operations Manual and are intended to help you by prompting your memory, as well as saving you time by not having to constantly refer to the Manual. Some minor details have been added. For instance in the Guard's Check-list, I have added, "Clean the station seat at Storeybrook Cottage on the morning test train run". There is already a notice in the Station Master's Office to this effect. Please take the time to read and provide comments.

ATHRA Alert #38 – July 2008

ARA National Level Crossing Survey

This Alert was a Survey. The Survey was completed and returned to the ARA. No further action is required by ANGRMS.



Bob Gough attends to the pump on our ex-Nambour Mill water wagon as part of the familiarisation exercise with the Woodford Fire Brigade - Photo B.Blannin

Operations, Sales And Marketing

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

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

As mentioned in my Presidents report, it was unfortunately necessary to withdraw the Bundy from service at the start of the running day on 17th August due to a leak around a boiler stay. We have had this inspected and hope to have the Bundy back in action as soon as possible.

A combination of rainy days, school holidays and high petrol prices has taken their toll on our patronage in recent months. Fortunately a wedding in June, the special charter by the Friends of Newstead House on the 26th July, and a bus group on the running day on the 17th August, have meant we maintained average income for this time of year. With factors beyond our control affecting patronage on normal running days, it is important that continue to target bus/group visits on our normal running days, as well as special charters etc. If we are going to make the most of these opportunities, it is important that as many members as possible help out so it is not left to the same few.

We also need to continue to look at other sources of income. For example, some members have donated surplus magazines to the society for sale to help raise funds. We now have a reasonable number in the ex CWA cottage, and I am looking for someone to sort these and take them to one of the model railway buy and sells. Please let me know if you can help.

Help Needed

We are still looking for someone who can follow up various groups such as car clubs etc. As mentioned last DRB, it has been a couple of years since we sent letters to car clubs. This is an ideal job for someone who cannot regularly make it to Woodford, but would be of tremendous help..

Roster

We are still in need to people to help fill the roster. If you are not already on the roster, or can help out say once every 2 months, please let David or myself know. Even if your plans change and you become available at short notice, it will be a big help if you can let one of the regulars have a day off – please remember that a lot of these are the same people who are spending huge amounts of time doing other jobs for the society as well.

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

Extra Running Days/Group Visits

Bus Charters:

The special charter on Saturday 26th July is now behind us, and I would like to thank everyone who helped on this day. We had a bus load arrive on our regular running day on 17th August, so with another group arranged by Bob Gough visiting at the same time, it was very busy day indeed.

Car Clubs

There have been no car club visits recently:

Weddings:

While the wedding still went ahead, unfortunately they decided not to use the train on Saturday 2nd August.

Group Visits:

On Sunday 3rd August, we had a visit by a group from the Modelling Railways of Queensland Convention held the previous day. I would like to thank Greg Stephenson for making a special trip to Woodford to show them around – I know there certainly appreciated it. This group then visited the Tramway Museum in the afternoon. We need to work more closely with the BTMS, as there is certainly an opening for more groups to visit one operation in the morning and one in the afternoon.

On Sunday 17th August, we also had a visit from the Peninsular Camera Club. Thankyou Bob for organising this.

Shows:

Our “regular circuit” of shows is now behind us for another year, and I would like to thank everyone for their help. This shows not only generate much needed additional income, they are also a valuable way of advertising our society at minimal cost.

Monthly Statistics

	June 08	July 08	Aug 08
Paying Passengers	126	147	177
Guards Sheet	155	175	230

Sales Items:

NEW RELEASE - History of Commonwealth Engineering – Volume Two

The first edition on this well know rollingstock manufacturer proved to be quite popular. The second edition has only just been released and ANGRMS now has some copies in stock. This volume contains sections on construction of cane and mining locomotives, the QR 1900 and 2000 class railcars, QR SX sets, as well as many other interesting sections. Recommended reading.

Cost: \$59.95 plus postage if required.

NEW RELEASE: R J Models SN3 ½ 45hp Railmotor and Trailer Kits

R J Models continue to expand their range of model railway kits, and are now producing an SN3 ½ version of the 45hp red railmotor kit and trailer. Modelling Queensland Railways in SN3 ½ is increasing in popularity so these kits should prove popular. At the time of writing, these kits had arrived in Australia but had not yet reached us so costs have not been confirmed.

Expected Cost: Railmotor Kit: \$449.50 plus postage if required.

Expected Cost: Railmotor Trailer Kit: \$210.00 plus postage if required.

Price Rise R J Models Kits:

As with everything else now days, prices of raw materials etc have been increasing. R J Models have managed to wear these costs for a while, but it has now come time to unfortunately raise prices.

For new Price Lists please see our website www.angrms.org.au.



The Woodford Fire Brigade members couple their hoses and branches to our pump and tank wagon to check the compatibility equipment - Photo: B.Blannin

Track Matters

Greg Stephenson

Maintenance Rollingstock

When the Nambour Sugar Mill closed, we received a quantity of maintenance equipment. A number of these wagons have been accredited and form the current works train. However, other wagons have been stored pending an assessment of their condition and repairs to bring them to an operational standard.

Work has been undertaken to prepare the following wagons for accreditation:

- One short wheel-base 4 wheel line bogie, steel frame.
- Two long wheel-base 4 wheel line bogies, steel frame.
- One short 4 wheel open frame wagon (No. 1811), steel frame.
- One long 4 wheel open frame wagon, steel frame.

Compliance with the loading gauge and wheel standards has been checked and deteriorated timbers and bolts replaced. Once their condition has been verified by our Mechanical Engineer, “on-track” testing will be undertaken to confirm correct operation. The wagons can then be submitted for accreditation.

Track Maintenance Work

With our annual independent track inspection due in December, it's time to concentrate our routine maintenance activities on sleeper renewals in the mainline. We plan to undertake this replacement work on the monthly track work parties for the next few months.

The track work days are scheduled for **Saturdays 11th October, 8th November and 13th December 2008.**

Storeybrook Station (Peterson Road)

The rails used in “The Fields of Fire” television series have now been loaded and transported to storage.

At Woodford Station, point timbers for three sets of points are being cut from the bridge decking obtained from Beaudesert. There is also a growing pile of sleepers for the passing loop. Even the “off cuts” are not wasted as they are used as loco fuel. This is important preparation work to ensure that the necessary materials are available when construction commences so as to minimise delays.

We recently spent a day marking out the location of the future mainline and passing loop at Storeybrook Station. This helped to verify the practicality of the design and highlighted areas where improvements in the future alignment could be made.

Our goal is to open the new Storeybrook Station in December 2009 as our main focus of the centenary celebrations for the opening of the Caboolture to Woodford Section of the Kilcoy Branch.

It is an ambitious target, but one I'm sure we can meet with the same dedication and commitment shown to the Woodford Station project.



Tim from the Woodford Branch of the Queensland Ambulance Service discusses likely medical emergencies and evacuation from a disabled train. Photo: B.Blannin

VALE

Ronald Victor Armstrong 29-11-1936 - 16-08-2008

Ron Armstrong was an early member of ANGRMS and one of our early loco drivers on the Bundaberg Fowler. A couple of our current drivers gained some of their footplate experience under his guidance and tuition. Ron had retired as a locomotive driver for QR about 10 years ago. Without Ron's support, ANGRMS would not have been able to start regular operations at Woodford.

Ron's main love was QR steam locos and he was a founding member and tireless worker for Queensland Pioneer Steam Railway at Swanbank. He loved being on the footplate of their PB15. Ron had worked on this loco when it was at Pioneer Valley Park, Kuraby. In the early years of the two Societies there was much interchange of both ideas and physical help when it was needed. Ron even, somehow, found time to be a member of the Brisbane Tramway Museum Society.

Always a ready grin and a very happy and cheerful outlook characterised this devoted family man. Besides working for QR and spending much of his free time at either Woodford or Swanbank Ron also spent time in his back-yard working on wooden boats. Ron had been ill for some time leading up to his passing.

Our sincere condolences are extended to his Family.

David Mewes

The Australian Narrow Gauge Railway Museum Society



Ivy sits in contemplation at the locoshed on a day the Mossman Mill was not crushing in late 2005.
Photo: R. Mewes



Gin Gin Mill's Hunslet takes her first breath of fresh air in a while shortly after being lifted out from underneath a pile of scrap at Albion. Note the loss of the front bogie, which was pulled off during the extraction. This loco now takes pride of place at The Australian War Memorial in Canberra.

Photo: D. Mewes