

Durundur Railway Bulletin



Newsletter of the Australian
Narrow Gauge Railway Museum Society

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To accompany the cover photo from the previous DRB, here again is *Macknade Number 4* storming towards Lucinda Point with a train load of bulk sugar for the Terminal. The date is the 11th August 1969

Photo: David Mewes.

Trackwork Days: Saturdays 8th August, 12th Sept., 10th Oct. and 14th Nov. 2009

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Scheduled Activities

Track Work Parties	Saturdays 8 th August, 12 th Sept., 10 th Oct. and 14 th Nov. 2009.
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

As mentioned previously, December this year marks the Centenary of the opening of the railway from Caboolture to Woodford, with the railway opening to Woodford on the 6th December 1909. As it turns out, the 6th December this year is one of our scheduled running days so we will also be holding a ceremony to mark the centenary, and to launch Brian Webbers book. We are also considering an additional running day on the following Sunday to help mark the event. More details will be provided as planning advances, but at this stage I would ask all members to earmark the 6th and 13th Dec in their diaries. We will certainly need a lot of members on site. I would also ask you to set aside some days prior to this as there is a lot of work to be done on site getting things ready. If you know the contact details for any past members, can you please let one of the Board know. Also, if you have any ideas or can help with the planning please let me know.

November this year also marks another special event. Thirty years ago, in July 1979 saw ANGRMS begin the move to the current site at Woodford utilising the track panels that were made for the opening of the Merivale Bridge over the Brisbane River; also in November 1979, ANGRMS operated trains for the centenary of Caboolture, with regular operations then beginning in 1980. This is a significant achievement for any railway society, and we should all be proud of what we have achieved. 30 years is even more significant when you realise that the QR line was only there for 57 years! There is now a generation of people who have grown up only knowing ANGRMS as being part of Woodford.

As noted in my Sales and Marketing report, Mark Gough and Brian Webber have taken on the role of marketing our train operations and this has resulted in an increase of 43% in paying passengers in the months of April, May and June compared to last year. This is an excellent effort considering the tough economic times. While Mark and Brian have been putting the additional effort on the actual marketing, any success is a team effort, particularly if we are going to reap long term benefits. The efforts put in by those who help at our displays, work behind the scenes to keep the site clean and tidy, maintain our track and rolling stock, etc, plus the friendly and professional attitude of our staff, all contribute to our success. You can all be proud of your efforts, and a big thank you to all.

In recent years, our train operations have not fully paid their own way, being subsidised by other areas of the society such as sales. The recent increases in patronage, if they continue, should allow train operations to pay the day to day bills of the society. However, we need to increase patronage even further if we are going to provide additional members benefits to reward our existing members and attract new members, undertake necessary restoration and expansion work etc. Carrying more passengers also helps with our public profile when it comes to obtaining grants etc.

Brian and Mark have plans to further increase marketing, and hence patronage, but these have had to be placed on hold until we can increase train capacity.

An important part of this is to return PL111 (our railmotor trailer) to traffic. This vehicle will not only double our train capacity, but will provide a very important all weather carriage. Returning this vehicle to traffic is important if we are going to target bus groups and weddings. It is also highly desirable that we have PL111 available on the 6th and 13th December for the celebrations to mark the centenary of the railway.

PL111 has now been moved closer to the workshop so work can commence. Gordon Anderson has offered to project lead the repairs, and so far Peter Hall and Neil Trevorrow have offered to

help. There is a lot of work involved, particularly if we are to have it in service by the 6th December, so if you can help please let one of the Board know.

As mentioned in his Safety Report, Gordon Anderson and some of our members have now commenced week day work parties. Initially these will be on the third Wednesday of the month, but I am sure Gordon will be more than happy to look at other days if he can get enough help. There is a lot to be done.

Another important issue we need to consider if we are going to continue to bring in sufficient patronage to ensure a sustainable future is suitable back up motive power. To this end, Wayne Harman, assisted by Bob Gough and Ryan, is continuing with the restoration of the Baguley 0-6-0 diesel loco. If we do get a failure of our steam loco, I think it is important that we have a well presented side rod diesel available for use. We are also commencing work again on returning our second steam loco - Melbourne - to service. The first step will be to get our boiler inspector to do a check of the boiler and with this in mind, work will shortly commence on removing the lagging and dome cover so an inspection can be carried out at the same time Bundy's boiler is given its annual inspection.

Due to a drop in the number of track workers, work has slowed on the construction of the new platform and run-around loop at Storey Brook. Construction of these is an important step in extending our track. New members Dave and Andy have been helping with this project, but more helpers are required. We had hoped to have the new platform and track built in time to be officially opened as part of the events to mark the centenary of the railway on the 6th December, but unless we can get some more helpers, this will not be achievable.

While I was away on the QR Q150 steam train, Greg Stephenson and Tony Weber put in a lot of time applying for a federal government heritage grant. It was decided to apply for a grant to expand our workshop. Space has become a real issue in the Workshop, and we need to expand it if we are going to do the necessary restoration and maintenance of our heritage rolling stock. We are yet to hear if we were successful.

As can be seen from all of the above, there is a lot of exciting stuff happening. 2009 is an important year for us, but we need more helpers. If you can spare just one day a month or every two months it will be a great help. Any of the members of the Board or any of the project leaders will be more than happy to hear from you.

On lastly, on another note, Bill Blannin, Geoff Wilson, Joe Cohan-Cramp, Steve Baker and Gordon Anderson have all been on the sick list recently. We wish them all a speedy recovery.

Safety and Training Report

Gordon Anderson

Remember – Safety First

Amendment 6

There are several Members who have not returned their completed Form FO-001, Amended Record for Amended 6 of ANGRMS' Operations Manual. Having current Operations Manuals is part of the accreditation process. Please update your Manual and return Form FO-001 to save the Society having to issue you with a reminder.

Annual Review of ANGRMS Safety Management System (SMS)

As part of ANGRMS accreditation with Queensland Transport (Rail Safety Unit), I conducted an Annual Review of our Approved Safety Management System (SMS) on the 9th May (Work Day) and the 17th May (Running Day). This Audit was a "Targeted Snapshot" of ANGRMS compliance with its SMS.

I found that the Members involved in these days performed their duties with a commitment to Safety to the high standards of previous Audits.

The Record keeping and Paperwork was generally excellent, however we can improve in certain areas. This Audit was fully discussed at the June Board Meeting and some upgrading of Paperwork will be implemented following these discussions.

Please read this Audit Report, a copy of which is placed on the Notice Board in the Station Master's Office.

As part of ANGRMS policy, any comments arising from this Audit will be welcomed by myself or any Board Member.

Remember this is your Society and the Board Members rely on your comments in performing their duties as Board Members.

Training

Several Members are engaged in respective training programs to upgrade their skills. If you would like to join our Volunteer group who keep our Railway running, please advise me and you also can become one of our dedicated group of Volunteers.

Light Duties Work Day – 3rd Wednesday of each month

We have commenced our Light Duties Work Day.

Some safety related jobs have been completed and we are now ready to embark on our list of jobs awaiting attention. The team is at present discussing a long term project and will release details when planning is completed.

If you are unable to attend our Saturday General/Track Work Days, Why not participate in these Light Duties Work Days?

The gates will be open from 9.30 am to 4.00 pm.

Even if you can only participate on this Work Day for a few hours, or only occasionally, remember this is **YOUR** Society. Its continued existence depends on **VOLUNTEERS**.



Steve Baker collecting soil to fill holes in the picnic area - one of many thankless but very important jobs involved in running the Durundur Railway. Photo: Bill 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 last month, Mark Gough and Brian Webber have taken on the role of marketing our train operations. This has resulted in an increase of 43% in paying passengers in the months of April, May and June compared to last year. We have also set a new record for passengers carried since we recommenced public running in 2005, with 229 passengers carried on the 17th May!! Considering the tough economic times, this is a fantastic result - a big thank you to Brian and Mark.

With the increased patronage, we now have several full trains a day and urgently need to get PL111 (our railmotor trailer) back into service. Return to service of this trailer is not only required to cater for the increased patronage, but also is required if we are to target bus groups. Our present train only has a capacity of approx 30, while a bus carries approx 50. The railmotor trailer is also urgently required to provide an all weather carriage, with recent wet running days highlighting the need for such a vehicle. An all weather carriage is also very important if we are going to promote wedding trains.

Bill Blannin has recently repainted the tables and seats in the picnic area. Greg Stephenson, Steve Baker, Bob Gough, and Bill Blannin have continued to work behind the scenes mowing grass etc, and the picnic area is looking great. We continue to get compliments on running days about the site. A big thankyou to all.

This years AMRA show is now behind us. This show was a big success, from both a marketing and sales point of view. We set a new record for sales, which were 25% greater than our previous record in 2006. We are also still getting passengers attending at Woodford who heard about our railway at the AMRA show. It was also fantastic to see and increased number of members offering to help out during the show. There is a huge amount of work in such a show, and this extra help was certainly much appreciated – a big thank you to everyone who helped.

The Toowoomba show is also now behind us, I was away on the QR Q150 special steam train during this time, and I would especially like to thank Gordon and Neil (plus their wives!!) who organised the sales stand this year. Also, thank you to everyone else who helped out during the show. Apart from much needed sales income, Toowoomba is really not that far from Woodford and is an important source of patrons.

Awhile ago, Bob Dow donated a quantity of surplus magazines and these have sat in the cottage at Woodford for some time. I would like to thank Graeme Prideaux and his wife Shirley who recently sorted through these magazines and sold some of them at a recent model train club Buy and Sell.

Roster

HELP NEEDED – I have now issued the running day roster for July to December 2009. The next roster will need to be issued before Christmas, and I am still looking for someone to take on this important role.

As mentioned last DRB, the roster is prepared every six months, and only requires someone with e-mail and phone access. As you do not need to be on site, this is an ideal way for someone to help who cannot visit site regularly or even at all. Please do not leave this to the members who already have a full work load.

Running Days:

Weddings:

At present, the only wedding we have booked is on the 29th August. We some of our regular helpers away on the QR Q150 train, please let me know if you can help on this day, plus prior to the wedding when we need to clean the train (it is an afternoon wedding).

Shows:

STRATHPINE – 8th and 9th August:

At the time of writing this, we are still awaiting advice as to whether we will be able to have a stand in this show this year. For some reason, the invitation to participate has been lost in the mail, and the show filled rapidly. We are awaiting advice re any cancellations.

Monthly Statistics:

	April 09	May 09	June 09
Paying Passengers	226	238	179
Guards Sheet	314	365	224

Sales Items:**DVD – ULTIMATE STEAM**

Previously released some years ago on VHS, this DVD has some excellent footage of the last days of regular steam operation on QR. Water Street Productions have digitally scanned the original 8mm film frame by frame to produce a superior quality reproduction. The narration is by well know and respected QR historian John Knowles.

Cost: \$34.95 plus \$6 postage if required.

BOOK – COPPER AT THE ‘CURRY

Written and published by Norm Houghton, this excellent book covers the various lines on the Cloncurry area in North West Queensland. There was a lot of mineral mining in this area, which resulted in considerable railway activity, including the narrow gauge Wee MacGregor tramway.

Cost: \$34.95 plus postage if required.

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



Outside the back of the workshop, Bob Gough searches for that elusive bolt of the right size and length. Photo: Bill Blannin.

Track Matters

Greg Stephenson

There are a whole host of small jobs involved in running a railway that I'm sure are not fully recognised. Many of these are not railway specific – just good house keeping. Their importance only becomes apparent when no-one does them. How many of us stop to think who has picked up the pine cones and fallen branches, trimmed the shrubs, cut low hanging branches in the picnic area and along the track, filled in the old stump holes and potholes in the driveway, cleaned out stormwater drains, poisoned the track and other areas, mowed the grass, trimmed the edges and generally kept the site neat and tidy? These jobs tend to fall to Saturday work crews, often to the detriment to their planned restoration activities. Particular mention must be made of the regular Saturday crew members of Bill Blannin. Bob Gough and Steve Baker who normally answer my “fussy” demands without too many whinges! Special thanks are due to all those other people that help behind the scenes to keep the site tidy and presentable for running days.

RMP Baguley *Mulgrave No. 1*

The work on preparing this locomotive for accreditation will be an on-going project for some time. Work in recent months has concentrated on removing rusted areas of the bonnet, filling unused holes and treating the areas with rust converter before priming the treated areas. The work on the bonnet is well advanced. When completed, work will then move to repairing the rusted areas of the roof and cab. Whilst this is a slow and laborious task, we want the restoration to last at least another 50 years.

Hudson Hunslet – ex-Cattle Creek Sugar Mill

Re-assembly of the 4 wheel Hudson Hunslet Diesel Locomotive continues. The locomotive was not fitted with an engine and was only used to provide emergency braking for passenger trains. It was withdrawn from service whilst additional safety chains were fitted to the braking mechanism. Whilst these repairs are underway, the opportunity is being taken to re-install the engine. Whilst this has not been overhauled, the weight of the engine will provide better balance in operation and the locomotive will appear more complete to visitors. This is another on-going project.

PL111 – Ex-QGR Railmotor Trailer

Strong patronage on recent running days combined with wet weather has highlighted the need to increase enclosed passenger capacity. The mid-week “retirees” group has expressed an interest in kick-starting this stalled project. PL111 has been relocated close to the workshop for access to facilities and power to allow the project to continue. The details of the required work and schedule are being finalised. The restoration will be under the supervision of Mechanical Engineer, Peter Hall with project co-ordination undertaken by Gordon Anderson. Whilst this will still be a long project, it is good to see it re-activated.

Track Maintenance Work

Undertaking trackwork has been one of the real challenges this year. Three of the regular members of the track gang have serious health issues that have stopped them attending our work parties. We all wish Bill Blannin, Joe Cohen-Cramp and Geoff Wilson all the best for a full recovery and thank them for all their efforts in the maintaining the high standard of our track. It has only been through the efforts of our volunteers like Bill, Joe and Geoff and all the other members of track gang that we have seen such dramatic improvements in the standard of the track over the last few years.

Whilst trackwork is often a thankless, back breaking task, I firmly believe that the standard of our track is as important as the standard of our locomotives, rollingstock and customer service. I'm sure that none of us want the consequences of explaining to passengers, Insurers and Queensland Transport why a passenger train has been derailed!

Fortunately, Andy Takacs and Dave Caruzzo from Rainbow Beach near Gympie have joined a Saturday track gang for the last two months and stayed overnight for the Sunday running day. We've even co-opted junior member Ryan Silk as the gang "nipper". More recently, new member Kevin Stiller has also helped out. After two very productive days, we are back on top of sleeper replacements. We've only got one sleeper marked in the main line for replacement now and we've left it because it'll get pulled out when the points for the new station at Storybrook are built.

The other challenge for the track gang has been the failure of the diesel injector pump on the ex-Nambour rail mounted compressor. This is being overhauled and hopefully will be returned to service shortly. We have several areas of the mainline that can be improved by lifting and repacking the ballast. The compressor is required to operate the ballast hammers, so this work will be scheduled when the compressor is returned to service.

We plan to continue our commitment to routine maintenance activities with the monthly track work parties held on the second Saturday of the month. The track work days are scheduled for **Saturdays 8th August, 12th September, 10th October and 14th November 2009.**

QCWA Cottage

After nearly a year, we have finished repainting the outside of the QCWA cottage. We stripped it right back to bare timber before repainting and have had lots of wet weekends to delay progress. The only job remaining is the replacement of one window where the frame had deteriorated beyond repair. It turns out the window is a "non-standard" size and a replacement window is currently being fabricated. It is certainly pleasing to see this project nearing completion. Of course, there are three other timber buildings that can justify a refresh of their paintwork!

Picnic Area

Before his recent health scare, Bill Blannin was undertaking "light duties" and has repaired and repainted all the tables and seats in the picnic area. This has certainly improved the appearance of this highly visible public area and contributed to the overall appearance of the area.



Wayne Harman and Ryan Silk at the work bench preparing parts for RMP Baguley *Mulgrave No. 1*.
Photo: Bill Blannin.



Hidden behind the face mask, Wayne Harman welds the bonnet of RMP Baguley *Mulgrave No. 1*.
Photo: Bill Blannin.



Bundaberg Sugar's EM Baldwin *Givelda* receives some attention in the workshop at Bingera, towards the end of the 2008 season. Photo: Raymond Mewes.



Babinda Mill's ComEng twins 8 and 9 make their way back to the mill on the line that connects Babinda to the old Goondi Mill site, late in the 2008 season. Photo: David Mewes.