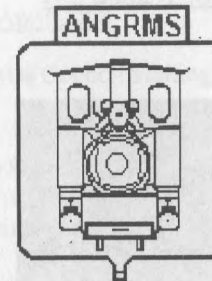


**DURUNDUR
RAILWAY
BULLETIN**



Newsletter of ...

The Australian Narrow Gauge Railway Museum Society

A.C.N.
ISSN
Editor

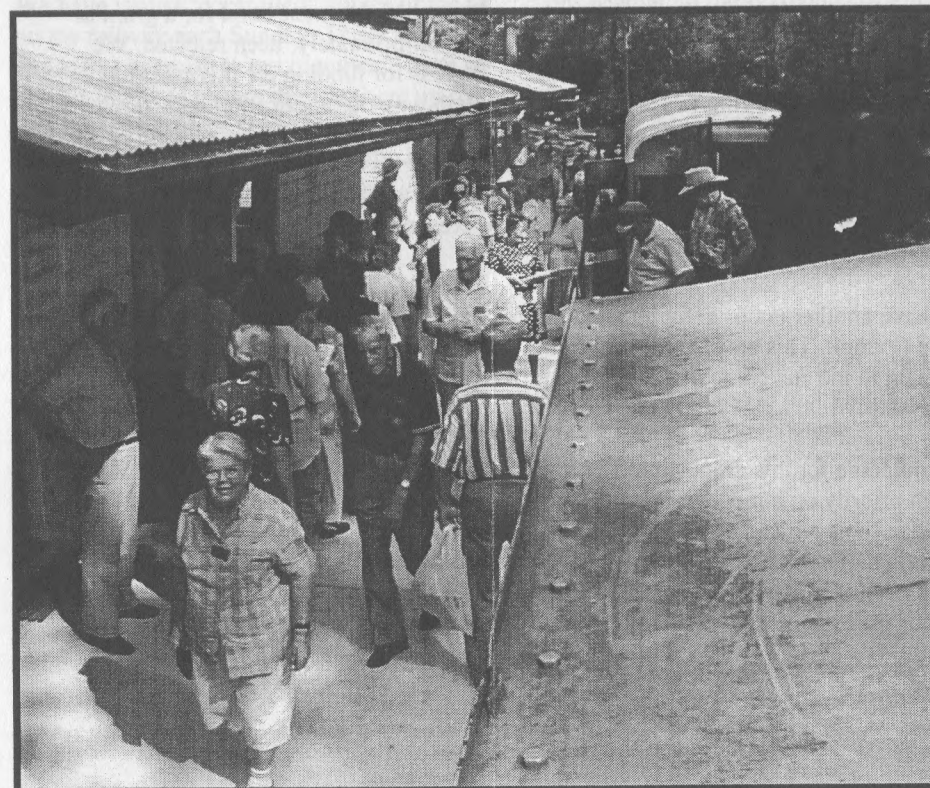
009 872 011
0158-785x
Ken McHugh

Postal Address:
P.O. Box 270
Albert Street
BRISBANE 4002

Volume 21

Number 242

April 2000





PRESIDENTS REPORT - by David Mewes

I have attended the usual array of meetings in Woodford during the past month. It has been made somewhat easier now with the combining of the Woodford and District Community Association (whose meetings I have been attending on the second Monday of each month for some years), and the Woodford Steering Committee which was formed by the Shire Council as a result of the consultant's 1998 report into tourism development in Woodford. This is one less meeting to attend but the range of discussion at each meeting has been greatly extended.

I have also attended a training course in Woodford, being conducted by the Queensland Office of State Development. This course, called "Leading Edge", was held at Tilney's Restaurant and dealt with marketing and promotion. There are two further courses in the series that will be held shortly.

Our application to the Jupiter's Casino Community development Fund for a grant to build a shed over the locos in the Compound has, unfortunately, been rejected. We intend to refine our application and continue to press for funding for this essential structure. I will be trying to see if we can ascertain why our application with Jupiter's failed in order to assist future applications. Grant applications have become more complicated and onerous over the years with the progression from just filling in the blank spaces on a pre-printed form to those of today where a presentation of almost thesis like proportions is usually required. The presentation of your application is all important.

We have another major grant application in the pipeline being with the Caboolture Shire Council. This grant is seeking funds to erect a machine shop and a pit road adjacent to the current workshop building. The current building will become a disassembly/reassembly (erecting) shop.

The outcome for this grant should be known during July 2000. This facility is also of a high priority on our program and even more so now that we have a number of machine tools which can be set up in the machine shop. We so far, have the following - large lathe (donated by Boilerland); Macson lathe (from Queensland Rail); milling machine (Queensland Institute of Technology); power hacksaw and various pedestal drills together with an electric welder and other tools.

A smaller grant application has also been made to the Caboolture Shire Council seeking some assistance with specialised tools for track laying.

A special function is being held at our Woodford site on Saturday, 15th April. This function is being organised by Larry Zetlin from Gulliver Media, the company which is undertaking the television documentary project. (More about that latter in the bulletin)

Two working groups are being established by the ANGRMS Board. The first is to undertake a complete review of the Society's Operations Manual. This is a requirement to ensure our manual keeps up with the safety and operational requirements of our railway. The second group will be working on the prerequisites for the track extension to Chambers Road. There are a number of potential grants for this project but, during consideration of the project, it was realised that there were many issues to be addressed before we could confidently apply for a grant.

OPERATIONS MANUAL

We have issued "controlled" copies of the Operations Manual to those volunteers who work on the railway each Sunday. These manuals remain the property of the Society and were an expensive exercise to put together. Those who have been issued with these manuals have a responsibility to ensure they are kept up-to-date when sections are revised and reissued or new sections added. Once a person having previously been issued with a manual either resigns or leaves membership of the Society or no longer is able to offer their services as a volunteer **THEN** their copy of the Operations Manual must be immediately returned to the Society.

GENUINE REQUEST FOR ASSISTANCE

There is a constant need to maintain the grounds and gardens around the site. Simple tasks such as mowing and gardening are constantly needed. If during these cooler months you would like to help then please do not hesitate to contact myself on telephone: -

3273 2014 or e-mail mewesdj@powerup.com.au

GULLIVER MEDIA FUNCTION

The special function held on site on Saturday, 15th April went off very well. The function was organised by Gulliver Media, the television Production Company undertaking the documentary project with our Bundaberg Fowler in north QLD.

Our Society invited the new Mayor of Caboolture Shire, Joy Leishman and the Shire Councillor representing Woodford, Greg Chippendale. This gave the opportunity for us to show off our progress and aims. Both the mayor and Cr Chippendale were very taken with our progress and achievements and the future potential for our project.

All the guests on the day were enthusiastic about our project and it is hoped that the name of our Society and its ideals will reach the ears of those who can assist in the overall development of our project.

Our thanks must go to John Cassiday and his family, the new owners of Storeybrook Cottage, for catering the lunch and afternoon tea.

STOREYBROOK COTTAGE

Max and Jenny Storey have sold the Storeybrook Cottage, herb and cottage display gardens to John and Pat Cassiday. John and Pat officially took over on Wednesday, 12th April.

We have built up a good, friendly working relationship with Max and Jenny over these past few years and now look forward to continuing this relationship with the new owners.

We welcome John and Pat to their new project and wish Max and Jenny all the best for the future.

BRISBANE MINIATURE TRAIN SHOW

The annual Brisbane Miniature Train Show will be held on the 29th and 30th April and the 1st May at the RNA Showgrounds, Wool Pavilion.

We have a display again this year and look forward to seeing you there. Volunteers to help attend the stand will be most appreciated.

CORRECTION - PHOTOGRAPHS FROM THE ARCHIVES

Did I say the photo of ex Queensland Rail B12 Class 2-6-0 No.30 BAUPLE was taken at Gungalda? I must have been half asleep as the photo was taken at Gundiah, the start of the private branch line to Bauple Mill from the main North Coast Line. My sincere apologies for this error.

MONTHLY MEETINGS - APRIL

Come along for special member's discounts!

Our next monthly meeting will be held on:
Wednesday, 3rd May, 2000 commencing at 8.0pm
Scouting Association of Australia
32 Dixon Street
AUCHENFLOWER

SALES DEPARTMENT

We have re-ordered a number of our coffee cups. These are the Beyer Garratt, DD17, A10 and our own Bundaberg Fowler. Unfortunately, we understand that the price has risen since last year and that our prices will have to rise accordingly. We are not certain as to the extent of this price rise.

THEY MAKE GREAT GIFTS so plan now for birthdays, Mothers Day, Fathers Day and Christmas. Take some to the Office, club or anywhere else where others may ask you "where did you get that?"

Further copies of "*Queensland Canefields Steam Era: A Photographic Profile 1955-1980*" have been ordered along with a limited number of "*The Darjeeling Himalayan Railway*" both published by Train Hobby. They are available for the member's price of \$27.00 each.

The next issue of *Light Railways* should be available by the time you read this – Issue No.152 April 2000.

A Queensland Sugar Cane Railway Album	\$14.00	R. Gough and B. Webber
Tasmania's Hagans	\$18.00	G. Murdoch
Powelltown	\$16.00	F. Stamford
Arsenic & Molasses	\$26.00	F. Stamford
Queensland Canefields – Steam Era A Photographic Profile 1955 - 1980	\$27.00	
The Darjeeling Himalayan Railway	\$27.00	
Locomotive Profile Steam Cane Tramway Locomotives	\$29.00	Lindsay Crow and John Sargeant
Narrow Gauge at War Vol II	\$26.00	Keith Taylorson
The Light Track From Arras	\$26.00	T.R. Heritage (1931)
Bagnall Narrow Gauge Locomotives	\$19.00	Catalogue (1910)
Narrow Gauge Railways Two Feet and Under	\$26.00	Leslie S. Robertson (1898)
Light Railway Construction	\$12.00	E.R. Calthrop (1897)
BB18½" Coffee Cup	\$10.00	
One for the Road	\$42.70	A. Roberts
Light Railways Magazine	\$5.50	
Train Whistle Blow'n - At Nambour!	\$28.00	Our own Video of our main loco. Have you got your copy yet?

ENGINEERING REPORT

It is disappointing to report that only two people turned up for the last track work day. We urge you to remember that the **second** Saturday of each month is set aside for track work days. Please consider coming along to help, even if it is only for half a day.

The new throttle control rod has now been fitted to MELBOURNE. The regulator gland has also been repacked.

New springs for the regulator assembly in the steam dome have also been fitted as it was found the old ones had lost their strength and were allowing steam to leak straight to the cylinders. This in turn was making it extremely difficult for the driver to move the reversing lever and the loco was continually sticking in mid-gear.

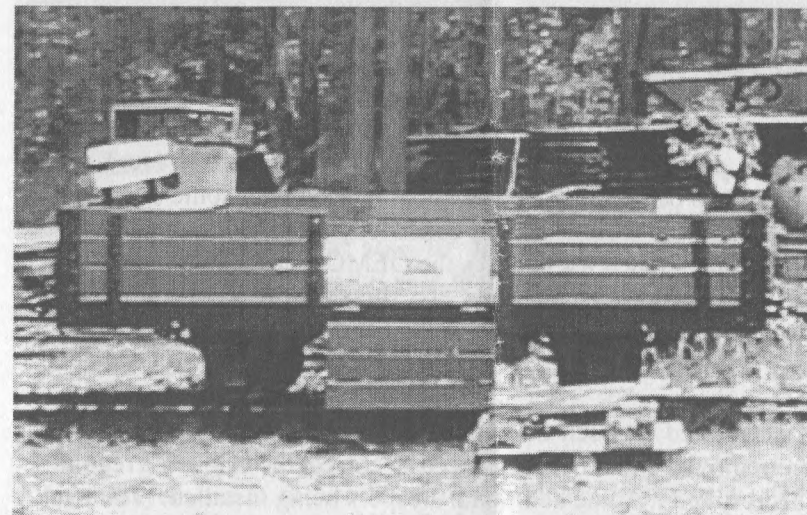
Work is continuing on the steam exhaust pipe under the smokebox floor.

BFC 5 underwent its annual boiler inspection recently. Our safety consultant/machinery inspector, George Preston, inspected the dry boiler on Friday, 17th March and then on Thursday, 23rd March he inspected the boiler in steam. George was pleased with the condition of the boiler and has passed it for another year.

The GEMCO had her idling and brakes adjusted prior to be using on passenger trains on Sunday, 19th March, whilst BFC 5 had her annual boiler inspection.

Considerable thought and planning is being given to the building of another coach for our railway. PL111 is increasingly in need of more maintenance and will need to be withdrawn from service for an overhaul/rebuilding. Before this can happen we will need a replacement.

The Board has approved the rebuilding of another Douglas Shire Tramway wagon that will be used to take the place of No.8 on the TV documentary excursion. No.8 is our all-steel 4-wheel wagon used on ballast train duties. This will mean that No.8 can remain at Woodford for track duties. The wagon selected is No. 12 being a steel framed 4-wheel wagon having a wooden floor and sides. It is intended to fit No.12 and No.50, the two wagons to be sent on



the TV documentary excursion, with canopies. When they return from the north, fitted with seats, they will complement No.56 (Grover's Bogie) as additional passenger vehicles. Consideration is being given

to fitting No.56 with a canopy as well. The canopies will help protect passengers from the sun and also sooty water when the loco primes.

(No. 50 - K McHugh 30/11/99)

*David Mewes
President*



TRACK MATTERS by Greg Stephenson

Saturday 11 March 2000

There was a disappointing turnout for this monthly track day with only Bill Blannin and myself forming the track gang. Thanks to those regulars who let me know that they would be unavailable – this helps in scheduling what might be achieved. Leslie Beahan also helped between his locomotive servicing duties. Despite the small crew, we replaced 5 sleepers generally in Woodford Station yard and re-spiked some sleepers and spread ballast at Storeybrook Station.

Saturday 8 April 2000

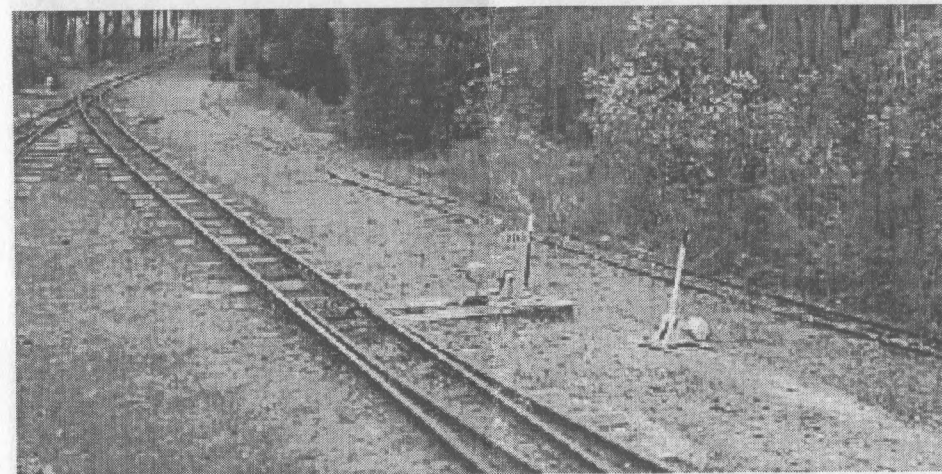
Despite the overcast conditions, the day remained generally fine with only two brief periods of light misting rain that did not halt progress. Six people formed the track gang for this monthly track day. This allowed a more substantial project to be tackled. The day commenced with some shunting activities to make up the work train that consisted of the steel Douglas Shire Tramway open wagon (used for ballast), the GEMCO Diesel and three whole stick trucks for sleepers and tools. To allow for different couplings, the ballast wagon is coupled to one end of loco and the whole stick trucks to the other.

The work concentrated between Ch 580m and Ch 600m where rotten sleepers were removed and others re-spaced to correct the original irregular spacing. This resulted in some additional sleepers being installed. The track was then lifted and levelled before “beater” packing the ballast under the sleepers. Top ballast was then spread to fill the spaces between the sleepers and to support the ends against movement.

This proved to be a very successful work party with the crew appreciating the cooler conditions compared to early track workdays.

Other Works

Work has commenced on lifting the “Simsmetal Road”. This lightly constructed siding is being removed to allow for preparatory works in the compound for a future storage shed.



(Photo Ken McHugh - March 2000)

Future Track-work Days

The regular monthly track-work days are scheduled for 2nd Saturday each month with the next days scheduled for 13th May, 10th June and 8th July 2000. There has been good progress on track maintenance this year, however, we need to continue this commitment to ensure that we maintain our track to the highest safety standards. Your assistance on these track-work days is required.

Greg Stephenson

COVER PHOTOGRAPH

A big thankyou goes to all our volunteers that help the Society, with out your support, we would not be able to exist. A relatively new 'business' for the Society is our Mid Week running - by request. This photo correctly depicts how busy it gets over a short space of time. (I'm glad we have procedures on days like this!)

*Ken McHugh
Editor*

OUR COLLECTION - By Ken McHugh



I can recall going to Woodford with Dad on track working days in my early teen years quite vividly. My goal then was to catch a ride on the wooden running board & holding on for dear life as we would "surge" between gear changes and "rattle" along a short segment of track. At the time I was allowed to press the horn, assist in the starting procedure and with those tasks believing I had contributed significantly to a hard days work! Before Accreditation was introduced, I even had the chance to drive this loco and catch the real spirit of "Being a Train Driver" for the first time. Of course I'm referring to our Ruston, a small locomotive used not just on work trains but also on passenger running days when BFC5 was unavailable and before the Gemco & Netherdale joined our collection.

Photos of the Ruston before she joined our collection have not surfaced, however with thanks to the Internet, I was able to track down photographs from the Ruston and Hornsby Archives of several locomotives, one being similar (in my humble opinion) to ours.

FACTS

Name	No. 5 (Ruston)	Wheel Arrangement	4wDM
Built By	Ruston & Hornsby, Lincoln England	Weight	7 tonnes
Build #	279567	Horse Power	?
Year	1949	Cylinders	3 @ 4.5 x 5.5
Drive Whs	18"	B.P.	40

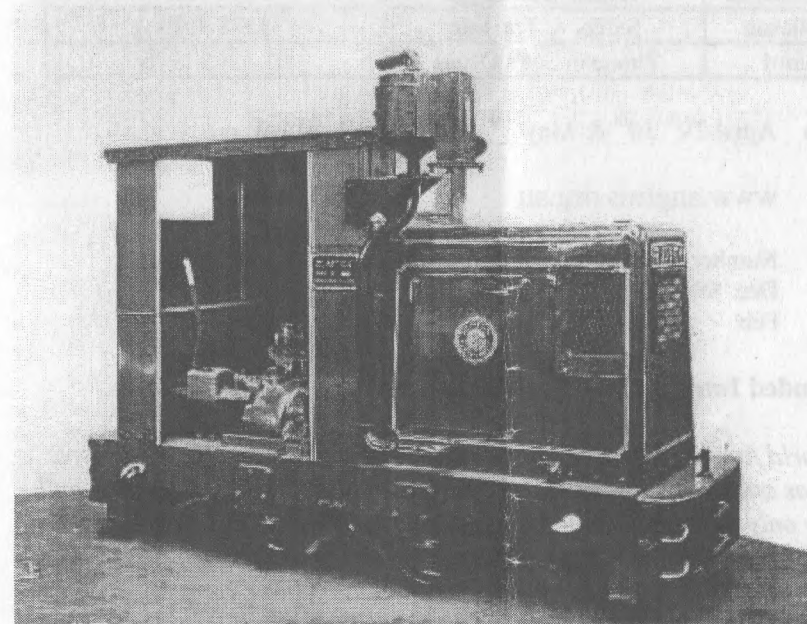
BACKGROUND

Ruston and Hornsby built some 6,000 small diesel locomotives for use in industry. This example is a Model 40DL fitted with a 3-cylinder Ruston diesel motor. The Titanium Alloy Mfg Pty. Ltd, Cudgen, NSW. (A sand mining company) originally used it, and then the Colonial Sugar Refining Company purchased it, along with a sister locomotive, in 1958 for use at the nearby Condong Mill. The tramway system there closed at the end of the 1974 crushing season and the locomotive was purchased by ANGRMS. It was moved to Rocklea where it was restored to working order. It was used at the Rocky Point Mill centenary celebrations in 1978 and then transferred to Woodford in 1979. It is now used as a general navvies' loco on our site.



"Ruston" can be found almost anywhere on site at Woodford.

(Photo by Ken McHugh Aug 1999)



This is an example of a 1950's DL type. It's a 30DL supplied to Argentine Sales Agents Lucas J Glastra. It is fitted with a "Supreme Vortex Spark Arrester". Photo courtesy of Ruston and Hornsby Archives.
Ken McHugh
Editor

RESOURCE PAGE

Monthly Member Meetings 8pm, 1st Wednesday of every Month
 Scouting Association of Australia
 32 Dixon Street, AUCHENFLOWER

Woodford Site Margaret Street, Woodford, Queensland

Trackwork Parties 2nd Saturday of Each Month

General Work Parties Held every Saturday

Running Days Every Sunday 10 - 4pm

NAME	EVENT	NUMBER
David Mewes	President & meetings	3273 2014 or mewesdj@powerup.com.au
Ken McHugh	DRB Editor / Webmaster	3269 5521 or kensuzy@bytesite.com.au
George McHugh	Roster Clerk & Special Running Days Coordinator	3265 6834
Greg Stephenson	Track Workdays	3844 9269
Paul Rollason	Safety & Training	3278 9110
Woodford	Phone in SM's Office	07 5496 1976

Key Dates April 29th 30th & May 1st **AMRA Show**

Internet www.angrms.org.au

Number of times our homepage was visited in

Dec '99 252 Jan 351

Feb' 426 Mar 614

Recommended Internet Site this Month www.rustons.fsnet.co.uk

"To the World famous firm of Ruston & Hornsby Ltd of Lincoln, locomotive building was only a small part of their overall manufacturing capability and in fact they only began building 'Oil Engined Locomotives' in 1931 as a means of keeping their works going during the slump of the early 1930's."

COVER PHOTO - A recent mid week running day for a Bus Group.