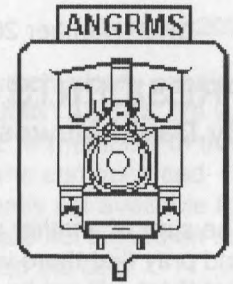


**DURUNDUR  
RAILWAY**

**BULLETIN**

*Newsletter of ....*



**The Australian Narrow Gauge Railway Museum Society**

A B N 92 009 872 011

A C N 009 872 011

ISSN 0158-785x

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*Woodford QLD 4514*

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**Volume 23**

**Number 260**

**January 2002**

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## PRESIDENTS REPORT

By David Mewes

The start of another year that, hopefully, will be better than last year. We hope and pray that there will be no more terrible tragedies such as September 11<sup>th</sup> or that there will not be any wars between neighbouring countries.

2001 has been a year that has seen our passenger figures spiral downwards and our costs start to increase, particularly our insurance. We need to build up our passenger numbers significantly and any suggestions that may help would be greatly appreciated. We also continue to need volunteers at our Woodford site. We need volunteers to assist on work parties which are held every Saturday and volunteers for our public operating roster every Sunday.

2001 saw "Bundy's Last Great Adventure" screen on Channel 7 and this, along with the short advertisements aired by Channel 7, had a good effect on our passenger numbers towards the latter part of the year.

Member, Lyn Zelmer, has proposed a fund raising campaign to be held this year and has offered some suggestions as to how we should go about this. We need your help to make this campaign work and to ensure its success. We have asked for a volunteer to come forward as a Fund Raising Co-ordinator but, so far, the response has been poor (*read* – non-existent).

If you would like to find out how you can help the Society then please do not hesitate to contact myself at home on 3273 2014, Mobile 0407 146 750 or e-mail [mewesdj@powerup.com.au](mailto:mewesdj@powerup.com.au)

## SAFETY ISSUES

A number of our members, due to health reasons or knowledge of their own physical capabilities, are not able to open and close the door on the No.56, the Grover's Bogie wagon. When there are people on site who are capable of handling this door, sometimes two people open the door together and at other times only one person does it.

All operational staff are reminded that you only to do what you are physically capable of and what you have been trained to do and **UNDER NO CIRCUMSTANCES** are you to attempt to do something that you know you are not capable of. If members of the public wish to ride in No.56 but there are no members rostered who can open and close the door on No.56 then you politely tell them that it is currently not available for use. Members of the public and/or members of the Society who are not signed on as rostered staff for that day are **NOT** to be allowed or invited to open the door themselves. Remember that the door has to be opened at Storey Brook Cottage Station as well if there are passengers in this vehicle.

The Society Board has asked the Engineering Branch to investigate a possible solution to this problem so as to make it easier for everyone concerned.

Members, particularly those not rostered for duty, are not to wander around the site or show members of the public around without first seeing the Station Master so that he can be assured any visitors are properly accompanied to ensure their safety. This includes the CWA Cottage, the loco storage area known as The Compound and especially the workshop area. If you wish to show people through the workshop you must first see the Station Master and also Leslie Beahan or workshops staff before entering the area.

Should any operating or workshops staff see any members of the public in an area that is not available to the general public and they do not have permission to be there then they should politely be asked to leave.

Should any member of the operating or workshops staff be abused or threatened then they should immediately advise the Station Master or a senior Society Board Member, if on site, and they may call the police if the matter cannot be resolved. Do not get involved in an argument. The continuing membership of any member or application from any prospective member will not be viewed favourably should the person be found to have abused or threatened operational staff.

Above all, it is important that operating staff not get drawn into any argument or altercation, rather, try to remain calm and polite.

**David Mewes**  
**PRESIDENT**



## A Reminder for Loco Crews

By Paul Rollason

Over the last couple of years, I have noticed that Drivers are starting to slacken off when it comes to some basics in locomotive preparation and operation. Some of these points I have listed below to remind crews of their obligations to ensure that our locomotives are presentable to the public, are looked after and safe to operate.

My first point is that only a few drivers/crews take the time to clean the locomotive and make it presentable to the public. Since the workshop crew has taken the time to paint BFC-5 with two pack acrylic to make the loco look better and easier to clean, it would be great if all crews would assist by cleaning the loco. If every crew took 15-20 minutes each running day to clean the locomotive it would make it easy for the crews in the following weeks. To clean the locos, all you have to do is mix up some truck wash or normal car wash and wash the loco just as you would your own car. The underframe of the locos can be cleaned with kerosene or degreaser and then rinsing off with the hose being careful not to get water into the oil cups (if you do clean out the oil cup completely).

By cleaning the loco properly it not only maintains a high standard for the public eye but it also assists the workshop staff when they have to maintain the loco at short notice. Grease that accumulates collects dirt leading to wear of various loco parts but it also makes maintenance extremely difficult and at times dangerous. I would not like to see our Society punish drivers like other societies that do not clean the locos by removing the offending drivers from the roster. Remember that cleaning of the locos is part of your duties (also in your operations manual) as a driver. **All drivers** are reminded that they are to ensure the loco is cleaned each and every running day. Our failing image is a stake.

Secondly, to assist us with the preservation of our boilers and to assist me in regulating the correct amount of boiler feed treatment to further preserve our boilers I would ask each driver to blow the boiler down 2-3 times each running day. The reason being that it helps remove the dissolved and suspended solids that accumulate in the boiler. Each blow down should see half a glass blown from the boiler.

This also prevents the build up of boiler mud which is a part of the solid accumulation. Even our boiler feed treatment concentrates in the boiler as it doesn't emerge with the steam so we need to blow the boiler down to prevent a concentration of the boiler feed treatment. The build-up of these things can be very harmful to the life of the boiler and can lead to priming of the loco. As far as the feed water treatment goes, please leave that to the workshop staff to regulate. We are trying to find out what dosage best suits our conditions.

Thirdly, now that some West Moreton Coal is on site, it is worth a short mention how to safely use coal. Coal can be extremely volatile and used incorrectly can cause injury. As coal is heated it releases gases which then burn. Some tips to minimise injury are to always have the blower on when adding coal to the fire or when the fire box doors are open and add the coal a little at a time. 'Heavy' firing can smother the fire but the gases are still expelled and can build up to explosive amounts which does not take long at all. The rule is to add a little more often.

More importantly, coal should not be added to the firebox until you have a roaring fire started on wood. If you add coal before you have a roaring fire, the coal will not light and you stand a chance of smothering the fire and steam will not be raised. The only solution then would be to completely empty the fire box and start again and of course you probably won't have the loco ready for service on time. The other thing that will happen if you add too much coal or add it to a small fire (especially West Moreton Coal) is that you stand a chance that the coal may 'clinker' and you will have to break the clinker up with the pricker.

In closing, we have a very well maintained loco that is our pride and joy. If all crews take the time to do these few small things along with the normal loco preparation and operation, we will have minimal problems with our rolling stock and we will have it in our collection for many decades to come.

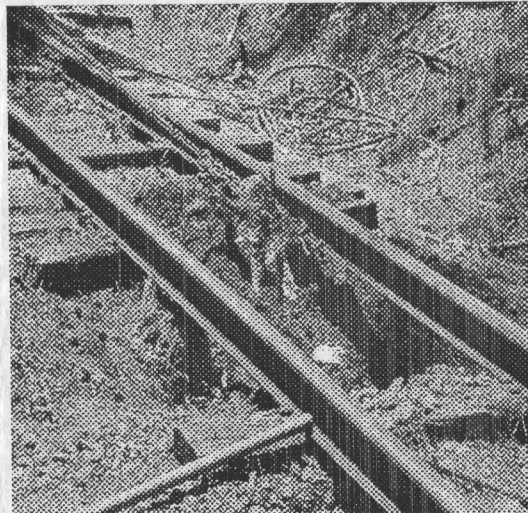
Please, take the time to keep our loco on the line.

**Paul Rollason**  
Vice President & Safety and Training Manager

## Track worker Update

### By Lyn Zelmer

The December track work gang had to cope with one of the hottest days of the year and some additional hazards. Track levelling is normally hard work but digging out tree roots is even harder.



The root system in the photos required a chain & the loco to remove, leaving a hole 450 mm or more deep. Of course, we then had to respace & repack the sleepers dislodged as the root was ripped free.

Eight model railroaders from the NMRA's Australasian Region (Div 1) and their spouses held their year-end function at Woodford, 9 Dec 01. Primarily modellers of North American prototypes, the group received a broad introduction to Queensland narrow gauge railways as they rode behind Bundy, inspected the rip track with expert commentary from Graeme Prideaux and officiated at the installation of Lynn Zelmer's mini-dioramas in the museum/display room.

**All Photos Lynn Zelmer 2001**

## NEWS, NOTES & COMMENTS - JANUARY, 2002

CSR LTD - Sugar giant CSR is looking to introduce remote shunting units for cane locomotives, incurring the wrath of workers unions. Unions claim it will result in the loss of hundreds of jobs in the sugar industry. Australian Workers Union (AWU) northern district organiser, Rod Stockham, says CSR's bid to use single person crews and remote shunting units also raises safety concerns.

Mr Stockham says the AWU has major concerns regarding the safety of workers involved in the transport of cane during the crushing season.

He says CSR has told the Industrial Relations Commission they are trailing the remote shunting units this year.

*The Farmshed - Sugar News - 17/01/2002*

BUNDABERG SUGAR COMPANY, NORTHERN MILLS - The expected crop for Bundaberg Sugar's northern mills is looking reasonably bright with the following tonnages expected -

Tablelands Mill	650,000 tonnes
Babinda Mill	800,000 tonnes
Mourilyan Mill	900,000 tonnes
South Johnstone Mill	1.12 Million tonnes

*The Farmshed - Sugar News - 16/01/2002*

**RESOURCE PAGE****Monthly Meetings**

8pm, 1<sup>st</sup> Wednesday of every month  
BCC Indooroopilly Library meeting room

**Woodford Address**

Margaret Street, Woodford, Qld

**Website Address**

[www.angrms.org.au](http://www.angrms.org.au)

**Track Work Parties**

2<sup>nd</sup> Saturday of each month

**General Work Parties**

Every Saturday

**Running Days**

Every Sunday 10am 4pm

NAME	ROLE	NUMBER
David Mewes	President	3273 2014 or email <a href="mailto:mewesdj@powerup.com.au">mewesdj@powerup.com.au</a>
Bob Gough	A/Secretary	3848 3769 <a href="mailto:mjcg@bigpond.com.au">mjcg@bigpond.com.au</a>
Steve Baker	Treasurer	3857 2495
Shane Yore	Operations Manager	3888 1307
Martin Wiltshire	Roster Clerk	5496 3455
Greg Stephenson	Track Day Coordinator	3844 9269
Paul Rollason	Safety & Training Manager	3278 9110 or email <a href="mailto:serpar@bigpond.com">serpar@bigpond.com</a>
Lynn Zelmer	Webmaster	<a href="mailto:lynn@zelmeroz.com">lynn@zelmeroz.com</a>
Ken McHugh	DRB Editor	<a href="mailto:kensuzy@bytesite.com.au">kensuzy@bytesite.com.au</a>
SM's Office	At Woodford	5496 1976

**Key Dates**

1 February 2002 - Nominations closed

**6 February 2002- Important Monthly Meeting "Strategic Planning for ANGRMS future"**

4 March 2002 (Monday) AGM – BCC Indooroopilly Library

**Cover Photo**

Members of the NMRA held their Christmas function at Woodford See Page 6 this issue.  
Photo by Lynn Zelmer 2001