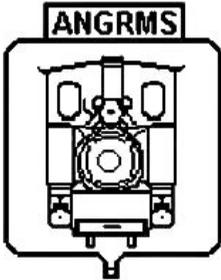


# Durundur Railway *Bulletin*



Newsletter of the Australian  
Narrow Gauge Railway Museum Society

Margaret Street, Woodford

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The Task at Hand at Goondi Mill, photo by David Blakely. Details of the salvage operation at Goondi Mill are in the President's Report, page 2.

**In addition to the normal news and reports this issue contains an insurance update, profiles of each of the recently elected Board members, and a report on the R G Henderson Collection silent auction.**



## **President's Report**

### **Paul Rollason**

Welcome to yet another year of ANGRMS and the DRB. ANGRMS is in its 34<sup>th</sup> year of existence and is still hanging in there. In recent times we have had our backs to the wall with some fairly major issues. The hardest wall of all is the insurance crisis which we are slowly working our way through.

Firstly I would like to thank everyone who placed their confidence in me and the rest of the Board to attempt to lead the Society through these troubled times. I would like to congratulate the members of the Board on their appointments and trust that they will work together to make the Board more efficient and ensure the survival of the Society. I would like to also thank Bob Gough and his efforts as President over the last twelve months and I also welcome him back to the Board. A special welcome goes to Dianne Ezzy who only joined the Society 2 months ago and had the courage to stand up and nominate for Secretary which can be a difficult role. Dianne brings many skills to the Board which will be only beneficial to the management of the Society. My sincerest thanks go to Shane Yore who has stood down from the Board. Shane has tried his hardest as Secretary and has personally developed extremely well in this difficult role particularly when he was thrown in the deep end. Well done Shane.

A list of profiles of each of the Board members is included in this edition. These give you a brief back ground on each member and what they wish to achieve over the next 12 months accompanied by a photo so you can see who the person is. The Board aims to improve communication between the Board and members so at anytime if you wish to raise an issue, either contact myself or one of the Board members.

Some of our major aims for this year include increasing communication with the members to advise what is happening around the traps, increase the efficiency of the Board and work as a team, identify specific projects that require completion and of course, obtain insurance so that we can commence operations once again. For this to be successful, we will be relying on all members to contribute in some small way. It is no good just sitting back and expecting others to do all the work. I believe if you are going to be a member of an organisation, you need to contribute in one way shape or form no matter how large or small. This can be mowing, painting, writing articles, cataloguing the Society's collection, assisting with operations or safety or some other little role. It doesn't take a lot of effort if everyone puts in a little. I encourage you all to consider what you can do for ANGRMS no matter how insignificant you may think it is or what skills you have. Any assistance will be gratefully appreciated and you will feel good about it in

return. What the Board and the workers on site get annoyed with is the constant backstabbing that occurs especially by those who don't contribute.

If we are going to survive in the future, we have to find new ways of raising funds, find new opportunities and most importantly we have to unite and all work together. Many volunteer organisations have self destructed with the bickering and back stabbing that occurs. Nine times out of ten it can be found out that the story has been twisted or people feel that someone is trying to take over. We all need to sit back and remember why we joined this wonderful organisation and work together to ensure ANGRMS' survival. So in the near future, if one of the Board members contacts you to assist, please consider offering your help.

I have also had members ask me why we don't publish minutes. It is a recommendation from the Australian Securities Commission that minutes of a public company (which we are) are not published as there are some sensitive issues that arise from time to time and are not to be made public. What we intend on doing is giving members a brief report of most of the issues discussed at meetings in the form of Notes from the Board. Most of it is mundane anyway. The bulk of what is going on will be in Board member's articles.

On a recent visit to site, I had the opportunity to inspect the tremendous work done by Greg Stephenson and his little band of dedicated track gang/work team. The new main line is looking great and it is credit to them all. With the damage from the recent storms, Greg and his team have had to turn their efforts to being timber getters. My sincerest thanks go to all the members of Greg's team, Leslie Beahan in the workshop and all other members who assist on site. All these people could do with an extra hand so please offer to assist. We are also looking at ways to mechanising the track work more to make it easier for everyone.

Two days after the AGM, Steve Baker, Terry Olsson, Shane Yore and myself travelled to Cairns and Innisfail. On Friday 5<sup>th</sup> March, we had a meeting and dinner with David Lloyd our insurance broker to discuss insurance issues. On the Saturday morning we were guests of Cairns Kuranda Steam Railway on their first public running day. The trip was a wonderful experience whether you like trains or not. The atmosphere behind a 130T South African 24 Class steam locomotive up the range is something out of this world. Next time you are in Cairns, give it a go.

On Sunday 6<sup>th</sup> March, the four of us accompanied by Tom Porrit (member of Illawarra Light Railway and Mulgrave Mill employee) and ANGRMS' member David Blakely, descended upon the old Goondi Mill site to recover some 60 tonnes of obsolete equipment. We managed to salvage 68 bogies from the old sugar boxes before they were scrapped. 24 bogies and some work wagons were salvaged for ANGRMS. The remainder of the equipment was salvaged for other railways from Illawarra to Port Douglas.

44 Tonnes of equipment on two semitrailers will arrive on site over the next few weeks. We are looking for donations from members to assist the costs. We need to raise about \$2000. Any small donation will be gratefully received.

I am very proud of the team that went to Innisfail and worked their back sides off over the week in some fairly atrocious conditions. With no shelter from the intense sun, the high humidity and the mountain of work that was required, the team battled though the task at hand with no complaints from anyone. It was true team work. For those members who said it was just an ANGRMS' junket, my response is, "Why weren't you there to assist?" Maybe you can place your hands in your pockets and help fund the transport? In actual fact, all these members paid for their own transport and accommodation and took time off work to do this with no remuneration. Not really a junket but just one of those things that you do for the further development of the Society. Special thanks go to Tom Porrit for his assistance and supply of equipment and to Shane Yore for transporting all the pins and castings back to Brisbane. Tremendous effort and a job well done guys.

Anyway, that's enough from me, until next month take care and we look forward to your continued support and assistance throughout the year and years to come. If you would like to discuss any issues, don't hesitate to contact me at (H) 3278 9110 or serpar@bigpond.com.

## **Public Liability Insurance Update, February 2004**

**Paul Rollason, ATRQ Coordinator**

As all heritage railway groups around Australia are aware, public liability insurance (PLI) has either become impossible to find or at a cost which is far beyond the financial constraints of each railway. By now all groups have been affected by the PLI crisis one way, shape or form. For many groups they have had to cease/suspend operations until an affordable and safe insurance policy is sourced.

By the end of 2002, tourist railways from around Australia knew that the cheap PLI premiums that we had all been use to were going to be a thing of the past. It became very clear from the outset that many tourist railways were going to be in serious trouble if a suitable insurance policy couldn't be sourced. Some took cheap premiums from overseas but some of these are loaded with hidden dangers (such as with Claims Based policies where you pay an excess for each and every claim and not per incident) and uncertainties, while others took out policies that nearly sent them bankrupt. The groups that were able to obtain a sound policy found that the starting price was around \$40000. This meant for many railways the only option was to cease operations.

Many small rail groups tried to obtain decent policies but when every door opened, it was quickly slammed shut with either, "we won't insure railways"; "the base premium is \$40000" or "come back to us when you have a number of

groups interested.” Many groups also turned to Government bodies to either find an insurer or see if the Government would pay for the insurance. Once again the door was quickly slammed shut.

It became evident that no single railway could fight this beast on their own it seemed our only option was to form a large group to take out a group insurance policy. The Australian Narrow Gauge Railway Museum Society based in Woodford, Queensland, took the bull by the horns and called a meeting of the heritage and tourist railway groups and museums in Queensland on the 10<sup>th</sup> May 2003. The Association of Tourist Railways Queensland was then officially formed. At this meeting the services of David Lloyd from SGP Insurance Brokers was retained to seek out a suitable insurance policy for all tourist railways in Queensland including the Australian Society of Section Car Operators (ASSCO).

After all the information was gathered from the 17 groups requiring insurance in Queensland some interest was shown by insurers. From here it became even more evident that even though 17 groups were in this potential insurance scheme, the premium was still not large enough to interest the insurance companies.

The economic climate of the insurance world now dictates that we have to look much wider and form a much larger group. Steps are now underway to bring together all the States in Australia to form a very large insurance group (some 60-70 groups) which may also extend into New Zealand. To achieve this, the Association of Tourist Railways of Australia will need to be formed and represented by each of the individual State Associations.

SGP has now contacted all the State bodies and individual railways across Australia and has got them to register their interest in the scheme and at the same time gather all the information that is required to form the submission. The deadline of 30<sup>th</sup> June 2004 has been set for the insurance companies to come up with a firm offer so that the Australian body can vote on and accept.

For this scheme to work for us efficiently, we have to display to the insurers/underwriters that we will manage our risks professionally and properly. This means we will have to undertake our own internal process of risk management and ensure all groups are meeting this minimal standard. This will just be an extension of what most railways are already doing as part of their accreditation. This can only be a good thing for our industry.

The other consideration is that many premiums have a sizeable excess. Some are as high as \$50000. No one organization could afford this so one solution is that all groups contribute to a fund and a trust be set up so that any excess can be drawn from this pool. If a claim is made by a group, then it will be their responsibility to repay the trust in a defined time. Over time this pool will accumulate funds so that the excess can be increased thus further reducing the

insurance premium. This is only part of the negotiations and we may have an excess which is much smaller.

Recently we have had two other underwriters interested in our proposal. One of those is an Australian underwriter. The premiums are looking much healthier than first quoted and we are returning to a policy closer to what we were paying 2 years ago. Whilst the premium will never match what we had two years ago, it may be cheaper than \$40000.

As can be seen, group insurance has a number of advantages and it seems like the only long term option for the tourist railways of Australia. Whilst we are not out of the woods yet, we are getting closer to a solution. It will rely on all the tourist railways of Australia to come together and form a National Association, agree on a policy, willingly participate in the scheme and then adequately manage our potential risks.

It must be mentioned that our sincerest thanks go to the efforts of David Lloyd and his team to finding our industry a solution. We are fortunate to have David and his rail insurance expertise on our side.

I can only urge everyone to be patient. There is light at the end of the tunnel and as I tell everyone, the champagne is in the fridge, but we won't be popping the cork just yet. It is my aim to have all railways operating in the second half of this year.



## **BOARD NOTES**

**Di Ezzy, Hon. Secretary, 8 April 2004**

The last meeting of the Board was held on Wednesday, 7 April 2004 and the following items discussed:

- Bob Gough tabled a Certificate of Appreciation from the Sandgate PCYC in regards to ANGRMS participation at its recent Model Train and Hobby Show. Thanks to Graeme Prideaux for organising ANGRMS display.
- Prioritising completion of current restoration projects and preparing budgets;
- AC16 mugs are in stock and currently investigating a re-run of the BB18 1/4 and Garratt mugs;
- Administrative arrangements in regards to invoicing and debt management were resolved;
- Updating the mailing list to include incoming Caboolture Shire Councillors and State Government representatives;

- The Board thanked those members who had participated in completing the first stages of the Main Line relocation project at Woodford. This section is now available for passenger traffic.
- ANGRMS will be represented at a Risk Management Workshop conducted by Queensland Transport to be held on 8 May followed by the Association of Tourist Railways Queensland (ATRQ) meeting. Risk management will be a future insurance requirement;
- Equipment has been obtained from the Innisfail District and is expected to arrive on site in the near future. Thanks were extended to the members who participated in the recovery;
- AMRA Show (May) - ANGRMS will be providing a display both static and sales. Volunteers are needed to assist with the display;
- It was agreed to re-activate the system to record the movement of ANGRMS property from site and return of same;
- Woodford Roster - more Members required to participate in Sunday Rosters. It is important to continue opening on Sundays although we are not operating trains as this will maintain the ANGRMS profile and demonstrate our commitment to the community;
- Contribution of articles for the DRB are welcomed from all Members;
- Discussion was held on communication/interaction methods with Members;
- Roles and responsibilities of Board members.



## Track Matters

### Greg Stephenson

**Woodford Station Modifications:** Work on this project has slowed over the last couple of months. Storms earlier in the year brought down around 10 large trees along APM Straight – from Norm Freeman’s to the Herb Farm. These trees were around 30 metres (100 feet) high and fell across the mainline and fences. Clearing up the debris took about 4 Saturdays. Hot weather and rain has meant that considerable resources have been concentrated on grass cutting – to maintain a good standard of presentation some areas have been mown on a weekly basis.

The April track day saw a return to working on the mainline relocation project. Work continued on spiking rails to sleepers and re-timbering the new points opposite the workshop – these were relocated from near the gate at Freeman’s Cutting and virtually all timbers have to be replaced. This work is well advanced however a major commitment will be required when the time comes to ballast this section.

We are continuing to work on this project most weekends, however I plan to continue the major work parties generally on the second Saturday of the month. A few alterations are required to avoid public holidays and other commitments. The monthly work parties for 2004 are scheduled for **Saturdays 8<sup>th</sup> May, 7<sup>th</sup> June, 10<sup>th</sup> July, 14<sup>th</sup> August, 11<sup>th</sup> September, 9<sup>th</sup> October, 13<sup>th</sup> November and 11<sup>th</sup> December, 2004**. We normally kick off about 9.00 am. If you can help on any of these projects, let me know on telephone 3844 9269 or via email at [greg.stephenson@uqconnect.net](mailto:greg.stephenson@uqconnect.net).



## **Sales And Marketing**

**Terry Olsson: Ph 07 5497 4285 (or via the PO Box)**

While we cannot run public trains yet, it is very important that we maintain our public profile so that we can minimise the effects of this bad time, and maximise our patronage when we do resume running. Therefore, I urge all members to come forward and help your society at the AMRA Show and/or at Woodford.

### **AMRA SHOW 1<sup>st</sup>, 2<sup>nd</sup>, And 3<sup>rd</sup> MAY**

By the time you read this, the annual AMRA Model Railway Show will be very close. We urgently need members to help staff our display. With a lot of our regular workers also involved in other parts of the show, **WE NEED YOU**. Even if you can only spend a few hours, every bit helps. As we are not running public trains, the sales we make at this show are more important than usual. In addition to the actual show, we also need assistance to help set up the display on the Friday, and to dismantle it on the Sunday night. To quote an old saying "Many hands make light work".

This year, to help boost intergroup relations, the Board has decided to make part of our display area available to the Light Railway Research Society of Australia – Qld Div. A lot of our members are also members of the LRRSA and the LRRSA will be making some of their books available for sale by our society on a commission basis. Come to the show and see what is available.

If any members have clean plastic shopping bags which they no longer require, we could use them when we make a sale.

With the permanent closure of Moreton Mill at the end of last year, as noted in the last issue, we have decided to theme this years display on this mill. We are still looking for photos of this mill, (preferably A3 or A4 size to help reduce society costs). We can arrange enlarging if necessary. Alternatively, do you have any memorabilia of the mill/tramway which we could display?

## **Woodford Site Open Days**

We are still looking for volunteers to staff the site on Sundays between 11am and 2pm. Not only is it important to show the public that we are still alive, it also brings in some desperately needed sales revenue. It is not hard or heavy work, and you often meet some interesting people. Please come forward and help. If 8 members come forward, each one only needs to do 3 hrs once every two months, if 12 members come forward it is only 3 hrs once every three months, etc etc.

## **Video Or DVD – Moreton Mill End Of The Line**

We still have a plentiful supply of this excellent production by “Tracks and Trains”. Recently reviewed in Railway Digest, this is a must for any narrow gauge enthusiast, or anyone who has visited this fascinating railway.

\$40 for the Video and \$45 for the DVD \$6 Postage within Australia

## **QR AC16 Coffee Mug**

We still have a plentiful supply of this excellent coffee mug. Cost is \$15 plus postage.

I would like to take this opportunity to thank Diane and David Thornton who very generously loaned the society the money required to produce the AC 16 coffee mug. Without their help we could not have done it.

## **Items Taken Off Site**

### **Terry Olsson**

To help the Board better manage our assets, we need to improve our system for recording ANGRMS owned items taken off site. The Board recognises the generosity and help provided by members who take items away to work on, for shows, etc. I stress very strongly that this is not intended to be critical of any member. In fact it is the opposite in that it will mean that things are documented, and thereby hopefully eliminate any possible rumours, innuendo etc.

### **Sales**

A new book has been placed in the Sales Room. If you are planning to take sales items away for shows etc, please clear it with one of the Board members first (preferably Terry Olsson) to ensure there is no conflict with other activities, then record what you take in the book. Please also date it, clearly print your name, and sign it. After the event, when you return the items, list what items you are returning, what was sold, and what was done with the money. Again, please date it, print your name, and sign it.

This book can also be used to record daily sales figures, visitor numbers etc for open/running days like we do now.

## **Non Sales Items**

A book has been placed in the SM's office to record "non sales" type ANGRMS owned items taken off site. Again, I stress that the Board appreciates the help and generosity of members who take items home to work on. We do however, need to keep clear records of where things are. Therefore, if you are taking ANGRMS items off site to work on etc, please record the details (including the date, your name clearly printed, and your signature) when you take the item/s and when they are returned. Obviously there is no need to record very short periods such as taking a society fuel tin up the road to fill then coming back.

## **Items Previously Taken Off Site**

Over the years, various members have taken items home to work on, for safe keeping etc. Sometimes, in the case of longer term projects, these items could have been removed some time ago. We are now trying to stocktake what we own and what parts we do in fact have. We have a lot of items on site, but there are a lot of items missing from these. Could all members please have a look in their garage, sheds, under the dogs bed, or wherever, and advise Terry Olsson (or one of the other Board members) what you have. Again, I stress that we are not blaming anyone, we just need to compile a record of where everything is.

## **Report To The Board And Membership Relating To The Silent Auction And The Further Disposition Of The R G Henderson Collection**

**Graeme R Prideaux**

Members have now had their opportunity to acquire "significant" collection items at special prices, and provide a return for the Society. Unfortunately, member participation in the silent auction of the "significant" items of the collection was a little disappointing. Notwithstanding, the bids received did involve some competition for particular titles with the highest bidder of course securing the item.

Considerable care and effort was taken to ensure that the conduct of the silent auction was ethical and transparent with equitable outcomes. All members had equal rights irrespective of who they were or the office they held or may have held in the past in the Society. Further, a bid was not confirmed until the payment had been received by me within a reasonable time. To maintain distance, the President (Bob Gough) and I did not submit any bids. Bob, at my request, was also involved in opening and settling the bids.

All members paid for their bids within one week of being advised of the acceptance of their bids and by the time of reading this report should have received the items into their possession.

The proceeds of the sale of the collection, including prior to the silent auction, have been banked by me directly into the Society,s account within days of receipt

of the funds, although originally when disposal was commenced in earnest, this chore had been undertaken by the Society Secretary.

Not all of the collection has been sold. Some items had earlier been placed on consignment with a railway model, book, and ephemera retailer who has national and overseas penetration. Pending the outcome of this, a decision will be made on the strategy to be adopted in regard to the disposal of the remainder of the items from the silent auction.

Options include either gradually releasing the items into the south east Queensland railway fraternity second hand market through consignment or offering them for sale at local club buy and sell events. Given the value of these items, it is intended by careful management, to dispose of them publicly at or at close to their market value for the maximum financial benefit of the Society.

The lower valued items remain in the shop at Woodford. They are mainly English railway enthusiast magazines, however there are some coffee table type and other style of books. There are also a considerable number of sugar industry journals and ARHS Qld Div Sunshine Express newsletters including some original editions (not reprints) from 1963. Attempts to sell them through the Courier Mail Weekend Shopper have not met with success. The Sunshine Expresses will join the other items at Woodford.

Efforts will continue to dispose of the collection. A list of the remaining "significant" items from the silent auction will be posted on the Society internet website inviting offers. Indeed, one item has already been sold at full market rate to a representative of a New Zealand university. In addition to the strategies discussed earlier, consideration is also being given to suggestions like taking a stall at suburban markets (disposals are not limited to books at a venture of this nature), advertising in interstate or national publications and attempting to sell the hard to move items to second hand book dealers in regional areas.

Members should contact me to negotiate an appropriate price if they wish to acquire any items remaining from the silent auction, or self select from the stocks at Woodford and pay half the marked price into the till. I can be contacted as follows

Telephone: 07 3261 2984

Email: [graeme.prideaux@bigpond.com.au](mailto:graeme.prideaux@bigpond.com.au)

Mail address: Box 2853 GPO, Brisbane Q 4001

The return from disposal of the collection to date has been significant and is very welcome for the Society at this time when cash flow is minimal because there is no train operation owing to the insurance crisis.

## Board Member Profiles

(Profiles listed in alphabetic order)



### **Stephen Baker – Treasurer**

AD (Bus Mgmt), M, AIM; AD (Bus Acctng), M, NIA.

Stephen Baker, aged 67, has been a member of ANGRMS since 1971 and has been an active participant in all the construction that has taken place at Woodford.

I spent most of my working life with the PMG and Australia Post, with a short break of a few years when I worked for the Topographic Branch of the Lands Administration Commission, occupying the position of Assistant Surveyor for the last year.

I finished my working life with the Finance and Accounting Dept of Australia Post. I have graduated in Business Management and Business Accounting.

I have a current private pilots licence.



### **Di Ezzy – Secretary**

I am 44 years old and have been a Committee member of non-profit organisations on various occasions for the past twenty-eight (28) years. As well as Secretary of ANGRMS, I am currently Hon. Treasurer of a non-profit Logan City Community Centre employing approximately thirty (30) staff who provide community support resources including housing, emergency relief, family support, childcare and respite facilities. Other current memberships I hold are the Australian Institute of Management, Life Membership of the North Brisbane

Lapidary Club, State and National Genealogical Associations and also Family History groups.

I have worked in Local Government for the past four (4) years and spent the 2 \_ years prior to this working as the National Office Administrator for a national Natural Therapies association. This organisation, a Company Limited by Guarantee similar to ANGRMS company structure, then had a membership base of approximately 1,500 spread throughout Australia and Overseas. Prior to commencing with the Natural Therapies association, I was employed by the Commonwealth Government for twenty-one (21) years and during this period lived in both Brisbane and Canberra.

My formal qualifications are a Master of Business Administration, Bachelor of Business and a Diploma of Professional Organisational Counselling. My main relaxation interests are gardening, cooking, shopping, reading and family history.

Apart from the nostalgia and history that is connected with railway preservation, I am also interested in the social history of Australian railways and associated settlements. Part of this interest stems from family members who worked in roles such as fettlers, engine drivers etc. across Queensland. I also have an interest in the Queensland Sugar Districts of Maryborough and Childers where my Great, Great Grandfather (John Eaton) had business interests including sugar plantations and the Yengarie Sugar Mill.

Within the next twelve (12) months, I would like the ANGRMS Board, whilst pursuing the organisation's objectives, to achieve the following:

- an improved communication focus across its membership;
- to develop and implement strategies to increase and maintain the membership base;
- to explore and pursue available funding opportunities.



**Robert George Gough (Bob)**

Position: Board Member (Life Member) (Former President and Vice President)

Occupation: Workshop Foreman/Tractor Truck Driver

Contact Details: (H) 3848 3769 e-mail: bobjillba@iprimus.com.au

I am one of the original six foundation members that formed ANGRMS in 1971.

I have had an interest in railways from a very early age, living close to a railway line. At the age of 14, I commenced employment with Queensland Government Railways as a lad Porter. Rising at 0200 hours I used to cycle from Yeronga to Cleveland (taking approx 3 hours) to sell tickets first train of the day, this was in 1954, by 1956, I was in National Service training for three months. I then went back into the Railways as a locomotive cleaner at Woolloongabba. I was also the last locomotive cleaner at the old Beenleigh loco depot.

I was the Narrow Gauge representative on the board of the ARHS Qld. Div. in the late 60's. Due to a change in policy I was instrumental in organizing a meeting to form a Narrow Gauge group which became the society I now belong to.

My family involves wife Jill and three now adult children, Kerrie, Peter and Mark. Peter and Mark have also followed in my footsteps by gaining steam tickets and my sons have been employed at the Dreamworld funpark driving the locomotives, and Peter now occupies this position full time as I previously did from 1986 to 1988.

Over the years my family has assisted with my endeavours towards the Woodford site. Jill and Kerrie have sold ride tickets. Kerrie also gave talks to the visitors when the ride came to a stop and got the railway put 'on the map' with the Brisbane street directory. Peter and Mark have been involved with work parties at the various storage sites over the years.

I have also been a long time member and past President of the Military Jeep Club of Qld, and each year as a family we have involved ourselves in volunteering time to restore and supply an original 1943 WWII, Ford military jeep to drive in the Anzac Day parade, of which I am currently a parade marshal for the Anzac Day combined parade Committee. Duties include loading veterans into Jeeps & Trucks and directing them into their correct position in the parade.

At home we currently have a Garden Gauge railway partially surrounding our front yard and enjoy involvement with other garden railway participants.

My endeavours for the next 12 months involve the ongoing participation of members to keep the Woodford site operational.



### **George Hadley**

I joined the Moreton Mill at Nambour in 1958 as a Locomotive Fitter. I have worked as a Shift Fitter and Mechanical Engineer and have spent 45 years in the sugar industry involved in all aspects of the operation and maintenance of a sugar mill. More recently I have been the Mill's Cane Railway Supervisor. During my time at Moreton Mill, I have been involved with the conversion of the locomotive fleet from steam to diesel power. Following the closure of the Mill, I have the task of organising the removal of the cane railway network.

I have trade qualifications as a fitter and turner and welder, steam and diesel locomotive operator certificates and 1<sup>st</sup> (Open) and 2<sup>nd</sup> Engineer's Certificates issued by the Queensland Machinery Department. I also have First Aid Certificates and have undertaken training as a Workplace Health and Safety Officer.

My direct involvement at the "coal face" – or is that "sugar face" – of an active operating narrow gauge railway system provides a unique perspective into their operations and how this might be applied to their preservation. I am keen to see this equipment preserved and operated correctly.

I have an interest in model engineering and have built 14 live steam model locomotives and boilers. My sons Phillip and Chris share my interest in modelling Queensland Railways locomotives and rollingstock. Wendy (my wife) participates with me in these interests and regularly assists on running days at Woodford.



### **Terry Olsson – Vice President**

While I have only been a member of ANGRMS for a few years, I have been actively involved in railway preservation for over 30 years.

Born in Brisbane, I live on a property near Elimbah and work for QR (formerly Queensland Rail), presently being in the Network Access Group. I commenced as a draftsman, and did a Certificate in Civil Engineering part time at the then QUT. I worked in the “Out of Gauge Section” for many years, being not only responsible for the transit of large loads, but also the securing (tying down) of freight throughout Qld. With the opening up of QR to Third Party Operators, I moved to Network Access, the section responsible for owning the “Network”.

I was one of the original owners of ex Qld Rail PB15 448, and helped set up and incorporate the Queensland Pioneer Steam Railway (Swanbank). I was not only on the Management Committee for the first 5 years, but was very actively involved in the hands on work of constructing the present depot, restoring the rollingstock to operating condition, etc. It was at this time that I obtained my steam locomotive drivers certificate.

I was on the ARHS Council (their management committee) for a while, and was Chairman of the “Vintage Train Sub-Committee”, This sub-committee was responsible for obtaining QR approval to remove the 1864 steam locomotive A10 No.6 from the Redbank Museum, then restoring it to mainline working order. After restoration, this sub-committee was heavily involved in the “100 Days of Steam” when the A10 and PB15 732 operated at Kuranda for 100 days to mark the centenary of the Cairns – Kuranda line.

After this, I helped set up “Sunsteam”, a mainline tour charterer on QR. I was on the management committee of this society for several years, culminating in 6 years as President.

While I have held various management roles in railway preservation groups, I believe it is also important to be involved in the “hands on” work. Therefore, at ANGRMS, I also take part in train operations, trackwork, sales, promotions, etc. Running a railway involves a lot of different tasks, all of which are essential if the railway is to operate or the society even exist. No track - no railway, no rollingstock - no railway, no train operations - no railway, no accreditation/SMS system - no railway, etc etc. I believe it is important to understand that all of these tasks/roles are important and a necessary part of our survival.

I hope my being on the ANGRMS Board of Directors will benefit the society, and help ensure its short and long term future. Unfortunately the days of a few people getting together and just playing trains is over. Along with all other railways

preservation groups, we are facing tough times, and we may have to make some tough decisions if we are to survive and 30 years of hard work is not to be lost.

**Paul Rollason**

Position: President

Occupation: Dentist

Qualifications: Bachelor of Dental Science (Hons)

Contact details: (H) 3278 9110, (W) 3870 1300, E-Mail serpar@bigpond.com

I am 32 years of age, married to Sherie and have a wonderful 8 month old son, Tim. I manage a dental practice at Taringa and thoroughly enjoy my profession.

My passion outside of work is Scouting and trains of all sizes and types. In Scouting I am the International Commissioner for Scouting in Queensland and assist with getting youth members overseas, hosting visitors to Australia, developing international programs for youth members and enabling our members to experience every aspect of the world wide Scouting Movement.

My complete relaxation comes from being involved in trains. I have enjoyed model railways ever since I was 3 years old and have progressed to the larger ones as I have got older. The first railway I belonged to was ANGRMS 10 years ago. My interest comes in seeing that all railways are enjoyed for all. Personally I like the preservation of railways and enjoy the challenge of operating them.

Lately I have found myself more in the administration of various railways. I am a member of Queensland Pioneer Steam Railway and the Australian Society of Section Car Operators in addition to ANGRMS. I also currently coordinate the recently established Association of Tourist Railways – Queensland which was formed to bring together all tourist rail groups from Queensland to tackle common issues such as the insurance crisis.

What I would like to achieve during the next twelve months has already been addressed in my president's report.



### **Greg Stephenson – Vice President**

I am a Civil Engineer by profession and have spent most of my working life in the road and airfield pavement construction industry. Of course, all this education counts for very little when it comes to swinging sledge hammers on the track gang or pushing lawn mowers. After a working week of being office bound in front of a computer, I look forward to the open spaces and physical challenges of a day at Woodford.

I lived at Redcliffe until I was 21 so had very little exposure to trains in my “formative” years – we seemed to get promised a train every election and are still waiting. Whilst both mum and dad travelled to Brisbane every day for work, I can only recall going to the City about twice a year – Exhibition and Christmas. I never saw a steam locomotive operating the cane fields – the first time I went to Bundaberg looking for cane trains was the first season that that last bastion of steam had fully dieselised. I have no personal recollection of steam trains other than as museum pieces and feel more affinity with the old, light diesel locomotives.

My father and grandfather were both QGR fettlers however railways didn't get much mention at home. It appears that I now spend my spare time doing what they were trying to avoid. The big turning point in my railway interest occurred when I came across a copy of the first edition of “The Innisfail Tramway” by John Armstrong and Gerry Verhoeven.

Because of my interest in industrial railways, I am a member of the Light Railways Research Society of Australia. I have restricted my membership of preservation societies to ANGRMS because I don't believe I can give an appropriate level of commitment to more than one organisation. In addition I have no particular interest in being involved with the “broad gauge stuff”! I think I first attended a work party at Woodford in the early 1980's however it was the late 1980's before I became involved with all the building projects that have undertaken.

For ANGRMS I hope that Board members cease to function as self-appointed committees that operate without the knowledge or sanction of the Board. My personal ambitions for 2004 are to spend less time pushing lawn mowers and more time doing trackwork because there will be plenty of volunteers to help with these projects. I can but dream.

## **ANGRMS on the web**

### **Lynn Zelmer**

ANGRMS and over 30 other rail-oriented groups (museums, libraries, railfan or model railroad groups, tour operators and points of interest) are featured on QldRailHeritage.com, a fast growing web site promoting Queensland's rail heritage. Railfans, historians and tourists alike can use the site to access up-to-date information and links to organisations, collections and local attractions.

## **Scheduled Activities and Contacts**

### **2004 Track Work Parties**

**Saturdays 8 May, 7 June, 10 July, 14 August, 11 September, 9 October, 13 November and 11 December**

### **General Work Parties**

Every Saturday

### **Woodford Open Days**

Every Sunday

### **Running Days**

Suspended until further notice

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Di Ezzy	Secretary	07 3323 3396 or e-mail EzzyDi@telstra.com
Steve Baker	Treasurer	07 3857 2495
Greg Stephenson	VP & Track Day Coordinator.	07 3844 9269 or e-mail greg.stephenson@uqconnect.net
Terry Olsson	VP	07 5497 4285 or e-mail terryolsson1@hotmail.com
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Lynn Zelmer	Webmaster & DRB Editor	lynn@zelmeroz.com
Society web site		www.angrms.org.au
Station Master's Office	At Woodford	07 5496 1976

## **Our Safety Goal - No Injuries**