Durundur Railway *Bulletin*

Newsletter of the Australian
Narrow Gauge Railway Museum Society

Margaret Street, Woodford

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Vale – John Green (1921 – 2005)

John Green and Cobber on the platform in front of the D'Aguilar Station building undergoing restoration at Woodford – *August 1998*

Next Track Work Parties: 13 August, 10 September

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Scheduled Activities

Track Work Parties	Saturday: 13 August, 10 September
General Work Parties	Every Saturday
Running Days	First and Third Sundays

Our Safety Goal - No Injuries

Open wagons ex Moreton Mill awaiting unloading (from Jack Walden's trailer) at Woodford. *Photo courtesy Bob Gough – 2005.*

VALE

JOHN BAINES GREEN (Fr)

Born: 22nd February 1921

Made a Deacon of the Church of God, December 1955
Ordained a Priest of the Church of God, December 1956
Died: 6th July 2005
Funeral ceremony: 9th July 2005

I met John Green in the early days of our railway society when it was suggested that John, being a model railway enthusiast and Minister of a local Church of England parish at Hendra, had a large hall that maybe available for use by our society. I approached John via telephone call first then a visit to inspect the hall at that time to consider fund raising ideas and Bingo seemed to be popular. I decided to try Bingo and asked John if we could use the hall for this project on Friday nights, which we succeeded with our fund raising venture.

John's interest in model railways consisted of a NSW railway layout under the house he was living in, on Church grounds.

John was popular wherever he was, being a member of SPER, BTMS and in his later years volunteered with us at Woodford and was well respected by fellow society members and with the public when he was on duty.

I have great memories of John calling on me at my former office in Stratton Street, Fortitude Valley to discuss all sorts of things.

John is one of those persons who will not be forgotten and will always be remembered in conversation by those who knew him.

Bob Gough
July 2005

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President's Report
Terry Olsson

It was with great sadness that we learnt of the death of Father John Green who passed away on 6th July 2005. Several members, including myself, attended the funeral service on Bribie Island. John (and Cobber) were great supporters of ANGRMS, and the best tribute we can pay to John will be to work together to make ANGRMS the success that John believed it could be. Bob Gough has kindly written a tribute to John which appears on page 3 of this edition.

Even though we are a small group compared to most other preservation groups, there is still a lot going on. We still have to address accreditation issues, Work Place Health and Safety issues, insurance issues, sales and marketing, rollingstock and track maintenance etc etc. I would like to thank everyone who has contributed over the last two months, ***without your valuable help we would not have achieved what we did***. Being only a small group means we only have a small number of people trying to do a lot of work. Therefore, as mentioned last report, we need to spread the workload. I realise everyone seems to be living very busy lives now days, but if you are not already helping out, or can spare some more time, please let me know. ***We certainly could use more help in every area, from track work to paperwork.*** I am still looking for someone with a home computer and or fax to follow up *"What's On"* and *'Community Notices'* etc. in newspapers and on the radio. I simply do not have the time and we are presently missing out on this valuable source of free advertising.

Over the last year or so, I have attended meetings of ATRQ (Association of Tourist Railways Queensland) and ATHRA (Association of Tourist and Heritage Railways of Australia). One of the points, which are regularly made, is that ***railways such as ours are not in the transport industry, but rather we are in the entertainment industry***. I was reading a magazine on American tourist railways the other day, and they said the same thing. This means we always need to remember that we are competing for patronage with all of those other entertainment/tourist type industries out there. We not only have to provide a good value for money type service, but if we are going to survive and attract repeat

business, ***we need to make sure other things such as our presentation are also comparable to or better than our competitors***. Not only is it important that our staff are well presented and our site neat and tidy, but we also need to go just that little bit further. ***Little things like showing a child how the loco works can have a big effect***. I have covered this issue in more detail in my Sales and Marketing report.

Another area I would like to mention is what I call "***attitude***". This means the comments etc. that are made by members about the society, its assets, or even other members. While the majority of members are quite good in this regard, I feel there is room for improvement. This applies not just on workdays, but also on running days. Even if you are talking to another member, you never know who might overhear you. As well as the impact it can have on our patronage, this is also very important if we are going to attract the new members we desperately need. I have been in various groups over the years and have noticed that you have a much greater chance of getting things done or getting members involved when there is a positive atmosphere.

Therefore, I am asking for your help in this important area ***by presenting a happy and unified approach to things***, rather than a negative one. I personally have experienced several examples where we have lost potential workers, or it has been made much harder to get outside help and support because of comments made. I am not silly enough to think ANGRMS is perfect, but I have been in many other groups and can say that ANGRMS has a lot of potential. We also need to remember that ANGRMS is like a big machine, and it takes a lot of different tasks to make it work. It is no good having well maintained track and rollingstock, if we cannot operate it because we have not done the accreditation paperwork, nor do we want to be running empty passenger trains because we have not done any marketing. Also, we need to be aware that people may have some reason such as a medical condition that prevents them from doing certain tasks. In today's world of privacy laws etc, these people do not have to explain their reasons to everyone who asks.

Getting down from my soapbox, I must say that ***overall, ANGRMS has a lot of potential and we are already achieving a lot***. I would like to thank everyone for their valuable and most appreciated help so far, and

hope you will all keep up the good work. ***If you have any ideas or suggestions please do not hesitate to contact a member of the Board***. I look forward to working with all of you.

Board Notes
Di Ezzy, Hon. Secretary,

- Given the nature of our activities at Woodford and that there are often children on site, we need to be aware of the State legislation in relation to working with children. Those members who are on site for track work or rostered on for running days are encouraged to apply for a Blue Card as part of the *Working with Children Check.* Application forms for volunteers are available at Woodford or from the website www.bluecard.qld.gov.au or by contacting me. If you are affected by this and already have a Blue Card please bring the card with you to Woodford the next time you come and we will record the necessary details, eg. Number and expiry date.
- The Board is seeking assistance with the printing of future issues of the DRB. If you can assist with the provision of high quality printing at a reasonable price, please contact one of the Board members.

Track Matters

Greg Stephenson

Woodford Station Modifications

The last two track workdays have seen considerable progress towards completing the passing loop at Woodford Station.

On 7th May 2005, we enlisted the help of Ralph Cumner and his backhoe to ballast a new section of mainline from the workshop points back towards the station. Ralph used his backhoe to carry down many bucket loads of ballast and place it on the track. He travelled a tortuous route from the stockpile near the QCWA Cottage, through the carpark, along the side of the mainline at the station, across the track near the workshop then along the new track being ballasted. His efforts in transporting the ballast saved us considerable "shovel" work and

allowed us to complete the section in the day. We are particularly grateful to Ralph for donating his time and expertise for the morning.

Ralph Cumner using his backhoe to transport ballast to the new mainline – 7 May 2005. *Photo courtesy of Bill Blannin.*

With the ballast roughly in place, we proceeded to level the track using track jacks. The ballast was then packed under the sleepers and trimmed to profile. We ended the day with a very professional looking piece of track. Currently, this section of track is being used as temporary storage until further sidings are constructed and the mainline "cut in" is undertaken near the BLC shed.

At the end of May, some more track materials and additional wagons arrived from Nambour. The track materials consisted of 10 sets of 42lb/yd points – some are complete with timbers and require very little work to be made trafficable. Other will require considerably more work and will provide a useful source of spare parts. The big bonus is that these are 2 foot gauge points. The points that we have previously used were made from ex-QGR 3 foot 6 inch gauge points suitably modified and narrowed. The availability of 2 foot gauge points will save considerable time and effort. Once again, we are deeply indebted to Jack Walden of Woombye for transporting this equipment from Nambour at no cost.

On 4th June 2005, we made a start on placing some of these points for the passing loop at Woodford Station. A left hand set was placed at the Margaret Street end of the passing loop and curved rails cut and fitted to connect to the mainline. These were spiked to new sleepers that had been predrilled on an earlier track day. Ballasting of this section of track will be undertaken in the near future. At the other end of the passing loop, other sets of points were roughly placed into position. The location

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of these points is currently being “fine tuned”. These will form part of the passing loop and the new access to the storage compound. Once these points are connected, we can lay track into the compound. This will provide additional storage and needs to be completed before the new mainline “cut in” can be undertaken.

Mainline Maintenance and Rehabilitation

Whilst this new construction activity is being undertaken, we need to continue with maintenance of the current mainline. Recently, I took the opportunity to walk the mainline. Whilst the sleepers are generally in good condition, I marked about a dozen sleepers that require replacement. A few of these occur together in clusters and will need to be replaced in the near future.

Track work parties are planned for the second Saturday of the month. The next monthly work parties are scheduled for **Saturdays 13th August, 10th September and 8th October 2005.** I’m sure there’ll be plenty of work to fill these days. If you can help on any of these projects, let me know on telephone 3844 9269 or via email at greg.stephenson@uqconnect.net.

Safety and Training

Paul Rollason

Well, it is hard to believe that it has been some two months since I wrote my last report. I have recently been on holidays in Canada and visited some similar railways.

As you are aware, rail reform continues across Australia similar to what Canada did some 10 years ago. They survived the process but it caused a lot of heartache during the process but those who grew with the changes coped. It is extremely important that ANGRMS continues to keep up with all the changes. No longer can one person handle all the safety aspects of the Society and I have flagged to the Board that I most likely will not be doing Safety next year so I can spend more time with my family. This doesn’t mean that I won’t be involved in the Society but

taking a lesser role and we will need others to learn the processes in the meantime.

Currently there are many changes occurring within the industry. Some of these include:-

- The formation of a National Accreditation Package (NAP)
- Drugs and Alcohol Codes of Practice
- Fatigue Code of Practice
- Rollingstock Codes of Practice (which compromises of 34 individual chapters)
- ME79 (the rewrite of Australian Standards AS4292 and AS5022)
- National competencies for Rail personnel

These in combination with the requirements of Occupational Health & Safety (OH&S) occupy 1-2 days per week to keep ahead of the changes. Both the Associations of Tourist Railways – Queensland (ATRQ) and Association of Tourist & Heritage Rail Australia (ATHRA) have committees to make submissions to the relevant organisations that are drafting these documents.

Shortly, ANGRMS will be reassessing all the risks within the Society so that we can rank them and manage the risks appropriately. Any input/suggestions or further assistance from members would be appreciated.

David Mewes and myself have conducted an internal safety audit. This included both a desktop and operational audit. Overall we pulled up OK however there were a few issues that we need to rectify. I will tackle these issues shortly. May is also the time where ANGRMS submits an Annual Safety Review of our Safety Management System (SMS) to Queensland Transport. The review, findings of the audit and input from members allows us to make the required changes to our SMS so that we can ensure we maintain a high level of safety whist keeping our systems simple. The proposed changes have been submitted to Queensland Transport for their approval.

Where our deficiencies lie has been identified and members can assist in the following areas. These issues are very important and require everyone's diligence to ensure we improve.

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1. ***Uniforms and protective footwear***

All crews are reminded that full uniform must be worn each day for our image but more importantly for safety. The Sales Officer only is permitted to wear the ANGRMS Polo shirt that is now available as an alternative to the uniform. Safety footwear for train crews is also essential and is an OH&S requirement. We have proposed some changes to the SMS where we now specify that Station Master and Sales Officers only require "appropriately enclosed footwear (such as leather shoes). You are reminded that certain other activities and roles (such as track work and in the workshop) require safety footwear to be worn.

2. Completion of Forms

It has also been brought to my intention as well as being identified in the audit that crews are not completing the relevant forms at the appropriate time. For example, crews must fill out and sign FO-008 (Light up of Steam Locomotive) before lighting the loco and on completion of the light up process. This form is to be filled out at this time and not at the end of the day. The form is designed so that if there is a safety critical failure at pre-light up, light up will not proceed until the form is completed and the problem rectified.

Completing the form at the required time will not only protect yourself in the case of an accident/incident but will also help ensure you have completed the required tasks. Obviously these procedures are for your benefit.

All this may seem to be over the top but I assure you it is for your and the people around you safety and well being.

FIRE TRAINING DAY

To be conducted in conjunction with local Rural Fire Brigades will be held at Woodford on Saturday, 13 August.

Operations, Sales & Marketing
Terry Olsson: Ph 07 5497 4285 (or via the Society PO Box), or e-mail sales@angrms.org.au

Public Running
Public running days continue on the first and third Sunday of the month, between 10am and 4pm. Over the four running days since my last report, we have carried 264 paying passengers (based on 5 per family ticket).

Numbers have varied considerably between running days. While I am sure other factors were also involved, these low patronage days coincided with days that the portable direction signs to our site were not placed in their usual positions, or without weights to stop them blowing over. The marketing research we have done so far indicates that these signs certainly do attract extra passengers. While a permanent blue "Railway Museum" direction sign has now been placed on the Margaret Street sign on the main road, this is not that easily seen from a distance and our portable signs are still very important.

It has been decided to place the signs in a set position each running day and see what effect this has. A diagram showing sign locations is being prepared to go on the wall in the SM's office, and some directions are noted elsewhere in this issue. I would like to ask all members on site on running days, and in particular the Station Master, to help by ensuring that the signs are placed in the required positions prior to 10am. You have already made the effort to be on site, so let's make the best use of your valuable contribution. If you have any other suggestions or ideas regarding the placing of these signs, please let me know.

While on the subject of signs, the Board is chasing up what can be done about permanent brown tourist type signs. However, this will be a long slow process, as we have to get approval, get prices, and then get a grant to pay for them. In the meantime, I am looking for someone who can help by arranging for another portable sign to be made, which can be placed on the Kilcoy approach to Woodford. We are presently missing passing trade from this direction, particularly in the afternoon when people are heading back towards Caboolture and Brisbane (which is also the time our passenger numbers drop off). We also need to get our existing canvas type signs altered to reflect our new operating days. We can then look into having at least one of these placed as required on the

Caboolture Shire Council display poles opposite the Fire Station at Woodford. If you can help with either of these tasks, I will be only too pleased to hear from you.

Recording "non standard" Sales Items

It is important that we have accurate records of fares, sales, passenger numbers, etc. Not only does this assist with effective marketing and sales, correct payment of bills etc, but as a non-profit organisation it is very important we ensure any income is properly accounted for. At the end of a running day (or sales event) I need to know exactly what was sold, at what price, and if there was any change to the marked price. In recent times, I have had to spend many hours doing things such as stocktakes in order to ensure the books balance after each running day or sales event, which means I cannot spend time doing other things for the society.

With a lot of help from Shane Yore, we have recently purchased a new cash register for Woodford (or big sales events). I have donated a price labelling machine which will not only make our pricing look more professional, but has the ability to include a PLU number on the price tag. The use of PLU numbers will make life a lot easier for sales staff, and a list of PLU numbers with their relevant details has been placed on the wall near the cash register. PLU numbers for fares and other unmarked items (such as postcards) are also shown on this list. Because it is very easy to alter the programming (which Shane will readily tell you takes a long time), only the "operators" key will be left on site, and I will keep the "master" keys. All operators are reminded that the cash register should be turned off using the key at the end of the day, but the power MUST be left turned on at the wall. This is very important because the memory batteries only have a limited time span (a week or so) and when they run out, everything including the programming could be lost.

While the cash register will record most things, it cannot record everything. Therefore, it is still very important that ANYTHING unusual or non-standard is written down in the notebook include with the cash tin. If it is not written down I do not know what has happened when I come to balance the cash against the sales, and it can take many hours to try and find out what happened. Some examples of things which need to be written in the book are giving someone an all day ticket for the price of an

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ordinary ticket (affects Guards sheet numbers), an incorrect pricing label, or making a mistake with a manual entry. I certainly appreciate the effort you all put in and I am not going to complain if you make a mistake - we are all only human after all. However, make sure it is written in the book or else I simply cannot make things balance. If you wish, you can make a note with the entry, and I will make sure it is destroyed after I balance things.

Special Fares
Several members have suggested we should have an “All Day” fare and I think it is a great idea. However, because we presently have only two small carriages in operation, and often have full trains, I am holding off until we at least have the third carriage in use.

Despite this, “All Day” fares can presently be issued in certain circumstances such as group bookings. Requests for “All Day” or other special fares, group bookings, or any other special arrangements should where possible be referred to myself for approval prior to the running day. If this is not possible, the SM (in conjunction with the Sales person) can make a decision on the day. With the limited seating capacity available, anyone being given an “All Day” ticket should be asked to preferably avoid the busiest times when the trains are full.

Market Research on Running Days
As mentioned last month, in order to make the best use of members’ time and our marketing dollar, we need to undertake some market research. The relevant forms are on hand at Woodford, and Sales staff are responsible for ensuring that this form is filled out each running day. We will be doing this for at least 12 months, after which we will review the benefits.

The most important data is the postcode and related number of passenger fares, followed by how people found out about our railway. The other questions are for the Caboolture Shire Tourism Survey form we need to complete every three months, and some of these are not really relevant to our particular operation. To minimise inconvenience to our passengers, these questions should be completed by observation only.

Presentation

One thing which keeps coming up in any marketing/sales type talk or advice is the huge impact presentation can have on patronage. Word of mouth is a great marketing tool, but just as easily it can work against you.

As mentioned in my President's report, we are not in the Transport Industry, but rather we are in the Entertainment Industry. Therefore, we are competing against all of those other tourist/entertainment places out there.

This means it is very important that members on site on running days ensure that the toilets are clean and stocked with the required supplies, and the platform is swept at least once (preferably prior to the start of public running). The steam loco should be clean, and the carriages swept out and clean. Loco crews can help by not leaving old rags or the cap off the chimney etc on the platform, or leaving the "fuel" wheelbarrow on the platform. When you are on site, try taking time out every so often to look at things from a passenger's point of view. We all put a lot of effort into the society, so let's make sure we get the best return for our time and effort. Putting in just that little bit of extra effort will help ensure our patrons return, hopefully bringing their friends.

Members should wear the correct uniform, greet our patrons in a friendly manner, and treat them with respect no matter how silly their question or comment may seem. Small things such as showing a child how a steam loco works can have a big impact. I recently had a first hand example of this when I saw a small boy looking at the loco and went up to him and showed him how it worked. His parents thanked me and said they would not only come back again, but also bring their friends.

ANGRMS do not have much money to spend on advertising etc, but with your help, we can still achieve the required results.

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Shows and Displays

Recent AMRA Show

I would like to thank all of you who helped make the recent AMRA show a great success. There is a huge amount of preparation for such a show, and I alone put in over 100 hours before the show even began. I would also like to thank all of those “non members” who helped in various ways such as making sales stock available.

This year our turnover was approx 50% better than last year, so ***WELL DONE everyone***.

As well as making money via sales, these shows are a great marketing tool for our operation. With almost 3,000 brochures given out, it will certainly help boost our patronage at Woodford.

Toowoomba Model Railway Show

On the weekend 18/19 June, ANGRMS had a stand at the annual Toowoomba Model Railway Show for the first time.

As well as a boost to our sales income, this was a very welcome opportunity to publicise our railway in this area. While you tend to think of Woodford being in the Brisbane/Sunshine Coast area, it really is not that far from Toowoomba. Hopefully we can tap into this part of the market.

ATRQ Display at Grandchester for QR’s 140th.

ANGRMS as a member of ATRQ (Association of Tourist Railways Queensland) will be helping to organise and then take part in the ATRQ display at Grandchester on Sunday 31st July. The two BB 18 _ steam locos and the A10 will haul trains to Grandchester to help mark 140 years of QR.

While we will not be doing sales, we will have photos of our operation on display and will be handing out our brochure along with a combined groups brochure. This is another great opportunity to publicise our operation so if you can help, please let me know.

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New Sales Items

Steam, Rails, and Sugarcane (VHS)
This excellent video has a lot of historical footage of narrow gauge cane operations, as well as other historical footage of QR. This video is produced by Rowlingstock Productions and is a must for anyone interested in the steam era in Queensland.
COST: $38.00 plus $6 postage if required.

Newington Navy Armaments Depot (VHS)
This excellent video covers the fascinating 7km long 2ft gauge electric railway used at this navy depot. This video is also produced by Rowlingstock Productions.
COST: $38.00 plus $6 postage if required.

Wallaville at the Brisbane Miniature Train Show 2005
Lincoln Driver with some models from Carl Millington

Lincoln Driver's HOn30 layout, the only major cane railway display at the 2005 show, was built around the current Wallaville operations and has models of all the major buildings, cane fields, locomotives and rolling stock. Carl Millington works from photos and measurements of specific locos, etc., and is one of the country's best HOn30 model builders.

Wallaville cane depot. Lynn Zelmer photo lz_3820.

Rowlingstock Productions
ANGRMS is now an agent for Rowlingstock Productions videos. If you are interested in purchasing any other videos from their extensive range, please let me know and help support your society. Visit their website. http://www.rowlingstock.com.au

McArthur's Return (DVD and VHS)
Yet another excellent production by Tracks and Trains, it covers QR's recently restored AC16 steam loco from its test runs through to its third long distance excursion. A must for anyone interested in QR, or just steam generally.
COST: $39.95 (VHS) $45.00 (DVD) both plus $6 postage if required

Brisbane Northside (DVD)
Produced by Water Street Productions, this DVD covers Brisbane's Northside Suburban system.
COST: $39.95 plus $6 postage if required

Down to the Bay (DVD and VHS)
Also produced by Water Street Productions, this excellent video/DVD covers the Cleveland line on Brisbane's Southside. Not only does it include modern electric multiple units and diesels, but also has a lot of historical footage including things such as the electric railway from Murarrie station to the powerhouse, and the Belmont Tramway.
COST: $37.95 (VHS) and $39.95 (DVD) both plus $6 postage if required

Bundy's Last Great Adventure (DVD and VHS)
We now have this excellent documentary in both DVD and VHS. It covers the historic trip of our very own "Bundy" in 2001, when it travelled on sugar mill lines from Nambour to Mossman.
COST: $35.00 DVD and VHS plus $6 postage if required.

Memories of Moreton Mill CD
This new ANGRMS production has over 350 photos of Moreton Mill covering the early days through to its closure in December 2003. In addition to a map of the tramway system, it also contains information on the various locomotives as well as drawings of most of the rollingstock. An absolute must for any one interested in this now closed sugar mill at Nambour.
COST: $34.50 plus $6 postage if required

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John Moffat of Irvinebank
This excellent book by well-known author and historian Ruth Kerr covers the life of John Moffat and his impact on North Queensland. Includes information on the now closed 2ft gauge Irvinebank Tramway.
COST: $30.00

RJ Models 0n30/0n2 Models:
The car rego plates are now available.
COST: $6.20 for a pkt of 24 different pairs of plates

7 different types of Australian figures are now available. With the masters produced by well known modeller and figure sculptor Ian Fainges, the packs of 1:48 scale pewter figures include: Children, Station Staff, Workers, Sitting Figures, Cane Cutters, Drivers, and Towns Folk
COST: $19.90 per pkt of 4

ANGRMS SHIRT
As announced in the last DRB, ANGRMS has now released its own good quality polo shirt for $39.00 ($40 with pocket). Some sample sizes are now available at Woodford. Please show your support for our society by purchasing one of these great shirts. Orders to Paul Rollason or myself.

PLACING OF PORTABLE DIRECTIONAL SIGNS ON RUNNING DAYS

After looking at various alternatives, the following instructions have been prepared in order to ensure everyone is aware of where our portable direction signs to our Woodford site are to be placed. This will help ensure patrons can easily find our site and pick up some passing trade. A diagram is also being prepared for displaying on the wall in the SM's office at Woodford.

Double Sided Sign:
This sign should be placed near the water tower as close as possible to the actual corner of Margaret St and the D'Aguilar Hwy. Placing it

approx. 1 metre from the gutter (for the Highway) and as close as possible to Margaret St will allow it to be seen from either direction. Weights MUST be placed on both sides of this sign or it will blow over.

Single Sided Sign:

This sign should be placed beside the highway up against the wooden light pole on the left hand side of the road (when travelling from Caboolture) approx 400 metres on the Caboolture side of Margaret St. There is a light pole almost opposite Margaret St and this is the next wooden one back towards Caboolture on the western side of the highway. As well as people who are already looking for our site, it is important that we also attract the attention of those passing by. By placing the sign this far back from Margaret St, it gives a passing motorist (who is doing 60 km/hr) time for it to register, perhaps ask others in the car, and then make a decision to turn off the highway and have a train ride. With the arrow on this sign pointing to the right, when placed in this position Margaret St is still the next street on the right. This sign should be placed with the protruding legs each side of the pole, and the vertical part up against the Caboolture face of the pole. In this way the sign will not be blown over by passing trucks etc. Because the ground is not level, it will require approx 100mm to 125mm (4 to 5 inches) of packing under the western side.

Weights and Packing for signs:

The signs are usually kept in the SM's office or the Sales room. Several short lengths of steel reinforcing bar are presently being used as weights for the signs and these, along with some pieces of timber for packing, are to be kept either with the signs OR placed under the rear/Margaret Street corner of the old Northgate building (the one at the Margaret Street end of the platform). It is very important that these weights and packing timber are returned to either of these positions with the signs at the end of the running day. They MUST NOT be left beside the road because they will not be there next time. If anyone has or can supply some small sandbags or similar to replace the pieces of reinforcing rod, please let me know.

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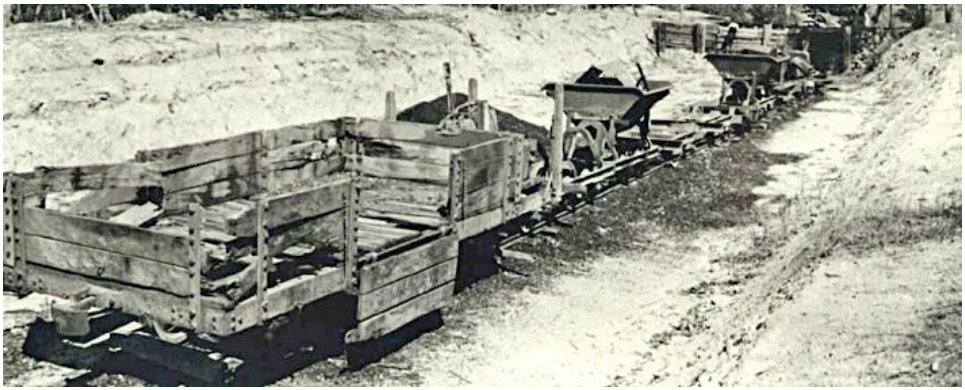
Goondi Mill's #1 (John Fowler 18260, 1929 0-6-0 DM) (above) and wagons (below) [Woodford, c 1980?]. Bill Blannin photos bb_223 and bb_227.