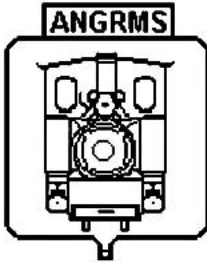


Durundur Railway *Bulletin*



Newsletter of the Australian
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The shadows lengthen as Babinda Sugar Mill's *Harvey* and *Bramston* head a load of cane to South Johnstone Sugar Mill. August 2005. Photo: Raymond Mewes

Next Track Work Parties: 11th March, 8th April and 13th May 2006

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Scheduled Activities

Track Work Parties

11th March, 8th April and 13th May 2006

General Work Parties

Every Saturday

Running Days

First and Third Sundays

Our Safety Goal - No Injuries



President's Report

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

I hope you all had a great Christmas and hope 2006 is a good year for you.

Unfortunately our Bundy Fowler steam loco is still out of action awaiting boiler repairs. While this work is taking a long time, the fact is there are limited places prepared to work on locomotive boilers, and the cost of those that do

is more than we can afford. Those two years shut down due to the Public Liability Insurance issue have had a big affect.

However, thanks to Ross Driver and our other friends at Australian Sugar Cane Railway in Bundaberg, there is now light at the end of the tunnel. Extensive ultrasonic testing has been carried out to check plate thickness on the boiler, and I am very pleased to say our boiler is in very good condition. We all owe a big thank you to Leslie, Paul and others who diligently look after the boiler feedwater treatment. The test results have been submitted and accepted by our boiler inspector, so we can now proceed with repairs. At this stage, we expect the steam loco to be back in operation by the end of February (fire bans permitting!!)

I know this job has taken a long time and I would like to thank all of those loco crews who have stuck with us during this time. While it may not be as interesting operating a diesel, we really needed the resulting income.

As noted in my Operations, Sales and Marketing report, we are really short of operations staff at present. We just cannot afford to start cancelling running days. Not only do we lose that days income, but it results in reduced income for months afterwards. And while on the subject, I would like to ask all operations staff to try and work together during the upcoming winter months. With a lot of members thinking of taking holidays during this time, let's try and work together so that we do not have to cancel running days during this peak time because everyone is away at the same time.

We are also very short of helpers on workdays. I know it is hot, but unfortunately trackwork still needs to be done, and you can just watch the grass grow. Even if you can only put in a day a month or every second month, it will be a great help. To those who do the work now, ANGRMS owes you a big thank you.

With the AGM coming up, I would like all members to think of ways we can increase our membership and workforce. As well as new members, we need to increase our workforce of existing members. However, please remember, the Board already has a full workload. It is a bit of a Catch 22 – if we had more workers we could achieve more - which would attract more workers.

Following suggestions from some members, and to try and make membership more interesting, we will be holding General Members information meetings bi-monthly. These will be combined with the regular LRRSA meetings on the second Friday of every second month at the Mt Gravatt Library at Garden City Shopping Centre commencing at 7.30pm. The first one will be Friday 10th Feb when Greg Stephenson will present a talk on Sugar Cane Railways during 2005. I urge all members to attend and support these meetings. To help fund the refreshments during the break, a \$1 donation is usual.

I am pleased to announce that David and Raymond Mewes have very generously offered to take on the role of producing DRB. While the Board members supply updates, I am sure David or Raymond would be only too pleased to receive articles of narrow gauge interest from members. Having said that, I must point out that we are not intending to go into competition with Light Railways magazine.



Safety and Training Report

Paul Rollason

As more and more changes occur within the rail regulatory environment, it becomes even more difficult to keep abreast of all the issues that affect our little railway. There have been more changes in the last 18 months than what there has been over the last 18 years and there is an enormous amount to come yet.

Two issues will affect us early in 2006. The first is the **National Model Rail Safety Bill** which is set to become legislation in April 2006 and we will have to become compliant by late 2006. This new Bill is set to replace the current legislation and there will be quite a number of areas we will have to address to become compliant.

The second major change will be the **National Accreditation Package (NAP)** which will stipulate new rules for groups to gain and maintain their accreditation. These amongst other changes in the regulatory environment will certainly set some new challenges for ANGRMS

This is only naming a few of the changes occurring in our industry and as you may be able to appreciate there is a huge amount of paperwork that goes in behind the scenes. You can assist us all by participating in training sessions and reading these sorts of articles so you can be aware of the changes that will come through. It is bodies like ATRQ (Association of Tourist Railways – Qld) and ATHRA (Association of Tourist & Heritage Rail Australia) that make submissions on these sorts of issues to make sure our needs are met and that we don't become too overburdened by the changes.

The other burning issue for ANGRMS is the **Health Assessments for Rail Safety Workers**. These health assessments will be for all crews and anyone that is involved in track work or rail maintenance. What this essentially means is that all rail safety

workers will be required to undergo some form of medical assessment pending what role they undertake. Drivers, fireman and guards will have to undergo a Category 2 assessment which will have to be done by a physician and be completed by 30th June 2006. All other positions are either a Category 3 or 4 assessment which is either a basic medical examination or no assessment respectively and will need to be completed by 31st December 2006. We will have to ensure all our employees undergo these assessments otherwise members will not be able to take part in the roster.

The other project on at the moment is the formal **accrediting of drivers for the Gemco diesel**. As drivers are rostered on and they are operating the diesel either myself, Raymond Mewes or Shane Yore will assess you so that we can complete our assessments records.

Once again I urge all operational staff and track gangs to **re-familiarisation** themselves with all aspects of our **Safety Management System (SMS)**. All key personnel should take the time to re-familiarise themselves with the contents of our SMS so that you don't come too complacent with it which could result in an accident and either yourself or a colleague being injured. Everyone forgets the little things over time and you should refresh the mind. I would suggest that prior to each running day have a quick flick through the SMS to remind yourself. A few minutes could save your life or someone else's.

I would also like to advise everyone that an **emergency training day** will be held in late March. These training days are part of our safety management system and form an essential part to our ongoing training. The last training day was poorly attended and we need to make sure that all operational and key members take part in one of these emergency training days at least once every two years. So it is extremely important that the remainder of our crews attend the proposed training day on **Saturday 18th March 2006**. We will cover operations in the new fire train, evacuation points and a mock exercise. Please mark this date in your diaries and stay tuned for more details.

The **safety statistics** for the last couple of months are as follows:-

	October	November	December
Passenger Journeys	69	109	83
Train km travelled	30.6km	39.1km	27.2km
Passenger train km	27.2km	35.7km	23.8km
Employees	18	20	15
Injuries	Nil	Nil	Nil

Last but not least, if you have **any suggestions for improvements** then please don't hesitate to contact me at any stage (H) 3278 9110 or e-mail serpar@bigpond.com . It is a team effort that will lead us to having a safe and injury free railway.



Track Matters

Greg Stephenson

Annual Track Inspection

Early on the morning of Saturday 14th January 2006, I accompanied Phil Hardy, an experienced Trackmaster, on the annual independent inspection of the track at Woodford. The report concluded “The standard of track is generally good. There were some medium priority defects located during inspections” and recommended that the defects be “attended to in priority order”.

The six defects located are listed below. In the December 2004 report, there were nine defects and thirteen in the December 2002 report. It is interesting to note that only one defect relates to a cluster of (two or more) defective sleepers. Overall, there are less than 20 defective sleepers in the mainline. This shows a very pleasing trend and is a credit to our maintenance practices and the valuable contributions that members continue to make to this vital task. Naturally, we would like to spread this load across as many members as possible and more help is always required.

Location	Defect	Priority
240m to 255m	Ballast profile light	3 months
250m to 300m	Top & Line	6 months
330m	Sleepers ineffective	3 months
350m to 400m	Top & Line	6 months
500m	Alignment	3 months
650m to 730m	Top & Line	6 months

The majority of defects are located between Ch 240 and Ch 400 which is the western end of Freeman's Cutting. Norm Freeman comments that when his father was ganger on the QGR Kilcoy Branch, that he always had trouble maintaining the track in this cutting. The presence of pine tree roots – both living and now rotting – has added to the problems of maintaining the line and level through the cutting.

Mainline Trackwork Maintenance

In recent months, track work has concentrated in Freeman's Cutting with sleeper replacements, levelling, lining and ballasting. Work has also been undertaken in Woodford Station Yard with new timbers installed under the frog in the current points to the compound. A quiet revolution has been occurring at the Peterson Road end of the Woodford platform where 9 prestressed concrete sleepers have been installed. We anticipate that these will not need replacing for many more years and hope to be able to source further supplies of these sleepers.

The monthly track work parties are scheduled for **Saturdays 11th February, 11th March, 8th April and 13th May 2006**. We normally kick off about 9.00 am. Just turn up with your safety boots. If you can help on any of these projects, let me know on

telephone 3844 9269 or via email at greg.stephenson@uqconnect.net. If these days are inconvenient, I'm sure we can arrange something for other days!!!

Woodford Station Modifications

With fresh supplies of ballast donated by Bracalba Quarry, the future head shunt and points at the Margaret Street end of the platform have been ballasted. However, we still need to relocate rails stored in this area before it can be opened for general traffic. These rails are earmarked for the compound and passing loop so hopefully will be moved in the near future as these works progress.

New Train for the Track Gang

The 7th January 2006 turned out to be wet Woodford day so looking for activities out of the weather, it was a good opportunity to clean out the Bridge Carpenter Tool and Crib Van – ex-Nambour Mill. We transferred some of the tools from the BLC to the wagon and now have most of necessary track tools in the wagon. This wagon is essentially a mobile lockable storage shed which can be taken to the work site. Having the track tools stored in it, means that we will not have to load and unload a wagon with tools at the start and end of each track day saving considerable time and effort.

Passenger Rollingstock

Wagon No. 29 - the Douglas Shire Tramway open wagon with roof and seating module added – re-entered service during October 2005. Currently, Wagons No. 20 and 29 have a roof and seats and Wagon No. 56 has seats only. Consideration is being given to fitting a similar roof/seating module to Wagon No. 56 as time and funds permit.



Operations, Sales And 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. Unfortunately numbers are well down due to the very hot weather and our steam loco still being out of action. As noted in my Presidents report, there is light at the end of the tunnel and we expect to have Bundy back in operation by the end of February.

We are desperately short of operations staff at present so if you can help, even occasionally, please let David Mewes know. Do not assume “someone else” will be available because the reality is they probably won't. Existing operations staff are already being stretched to the limit, and are often the same ones doing trackwork, rollingstock repairs etc etc. One person becoming sick or otherwise pulling out means the very real possibility of having to cancel the running day. This not only generates

bad publicity and loses the income for that day, but results in reduced income for months after.

Extra Running Days/Charters.

With ever increasing costs, we need to boost our income. Unlike sales, most of our operating costs are fixed for the year so every extra passenger is straight income. Once our steam loco is back in operation, Bob Gough and Gordon Anderson will be chasing up mid week charters – so please let these gentleman know if you will be available mid week, or if you can help organise/contact clubs, bus companies etc. I would like to appeal to all members to come forward and help with weekend or midweek runs. Every little bit is a help.

Charter 24th June 2006

After a fair amount of time on my part, we now have a charter booked for the morning of 24th June. This is a rail enthusiast tour group from Victoria and they have chartered the train for trips and photos, as well as requiring guided tours of the site. It is important we start getting into this sort of business so please let me know if you will be available on that day.

Roster

David is doing an excellent job with the roster, despite being extremely busy at work. He has put out a roster for the first six months of this year, and even managed to get a few extra helpers on the roster. Just these few extras has made an incredible difference. It has meant that people are now only required once a month or every six weeks. This means we are not expecting the same people who do trackwork and many other jobs, to also front up to running days every time. Even so we are still short so if you can make yourself available, even occasionally, please let David know.

And remember, if for some reason you find you cannot make it on one of your rostered days, please give David a call (with as much notice as possible). At least he has a chance of finding a replacement, rather than finding out at 10 am on the running day when someone has not shown up.

David's contact details:

Postal Address: PO Box 5233, Algester, Qld, 4115

Home Phone: 3273 2014

Mobile Phone: 0407 146 750

Home e-mail: mewesdj@powerup.com.au

Date Claimers

With our limited budget, a vital part of our marketing is distribution of brochures at various shows. These shows are also an important source of sales revenue. Based on the success of last year, we have booked into the shows listed below. Each show involves many days work before and after, as well as staffing on the actual show days. Last year I was left on my own a couple of times and that is not acceptable.

Therefore, I ask all members to see if they can help during these shows, as well as with the setting up (usually day or night before) and dismantling. Even half a day is a great help. Greg and Di were a big help last year but they both already have a lot of other society work to do. One of the complaints last year was not enough notice – so I have listed the shows known about so far this year.

Sandgate PCYC Model Railway Show

As mentioned last DRB, ANGRMS will again be putting on a display/sales stand at the Sandgate PCYC model railway show on Sat 4th and Sun 5th March 2006.

AMRA Model Railway Show

This show is held on the May Day Weekend, which this year is Sat 28th and Sun 29th April, as well as Monday 1st May. This show is very important sales wise and requires a lot of staff. This year we are going to try to boost our RJ Models sales by requesting a separate stand – so even more helpers are required!!

Toowoomba Model Railway Show

This show is being held on Sat 17th and Sun 18th June this year. While we tend not to think about Toowoomba, it is in fact not that far away and is therefore an important source of passengers.

Monthly Statistics: The figures below are the statistics for October, November and December 2005:

Type	<i>Oct</i>	<i>Nov</i>	<i>Dec</i>
Paying Passengers	46	81	57
Passengers as per Guards Sheet	69	97	83

Sales - New Releases

BB18 ¼ 1089 Coffee Mug

After 12 months work, we have just received the latest in our series of steam loco coffee mugs. This one is of QR steam loco BB18 ¼ 1089, the last steam locomotive built for a Government Railway in Australia. The real locomotive was in Redbank Railway Museum for many years until removed and later restored to full operating condition in 2001. It is now an important part of QR's Heritage Fleet.

Price: \$14.95 plus postage if required.

RJ Models 20ft Enclosed Innisfail Tramway Coach

We have just received this valuable addition to the ¼ inch to the foot scale model kits that we sell. This kit even includes 5 passengers!

Price: \$69.95 plus postage if required.



Mulgrave Mill number 1 rests between duties in the mill yard, 30th August 1984. This locomotive is now in the society's collection. Photo: David Mewes



Bli Bli struggles up Tennis Court Hill on the Moreton Mill system with a rake of wholestick cane. 1961

Photo: John Newell



Bob Gough cleans out ex-Moreton Mill bridge carpenter's wagon, while the Gemco sits on the mainline with part of the track gang's train in front and the passenger train at rear.
Photo: Bill Blannin



Steve Baker and John Cherry support a sleeper at metre post 350 whilst Greg Stephenson drives in the dog spikes.
Photo: Bill Blannin