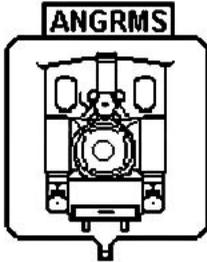


Durundur Railway *Bulletin*



Newsletter of the Australian
Narrow Gauge Railway Museum Society

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Bundaberg Fowlers Number 4 (Builder's Number 1 of 1952) and Number 6 (Builder's Number 6 of 1952) sit quietly in front of the loco shed at Qunaba while waiting for their next call to duty.

Photo: David Mewes

Next Track Work Parties: 8th July, 12th August and 2nd Sept. 2006

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Scheduled Activities

Track Work Parties	8 th July, 12 th August and 2 nd Sept.
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

ALWAYS REMEMBER - SAFETY FIRST!

As noted in Paul's report, there have been several serious accidents in the Tourist and Heritage railway sector recently. I want to remind all members that no matter what the task is carry it out

safely.

Railways by their nature involve a lot of risks, and we all need to work together to ensure we manage these risks so that we can reduce or even eliminate accidents. As Paul mentions, accidents are not restricted to "new chums". Just because you have had years of experience, does not mean you will not have an accident. Don't be complacent just because you have done it a thousand times before. Always be alert, and don't let your concentration lapse – accidents can happen in a fraction of a second.

I know I have previously stated how important it is that we run, and I stand by that. However, let me add that this does not mean sacrificing safety. While we desperately need the money, it is far more important that everyone goes home alive and well.

As part of its efforts to promote the Tourist and Heritage rail sector, and to emphasis the very important role that you "the member" play in this, ATRQ recently launched the "Chuff Awards". Twice a year, an award is presented for achievement in both "shop face" and "behind the scenes". The first of these awards was presented at the recent ATRQ meeting to coincide with National Volunteers Week. It is with great pleasure that I wish to advise all members that our Greg Stephenson received a "Special Mention" for his incredible work behind the scenes. While Greg did not win the actual award, the judges said it was very close – hence the "Special Mention". Well done Greg.

I would also like to mention that foundation member David Mewes was successful in being granted a study trip to England as part of his employment with Queensland Museum. David is presently over there presenting several papers, and studying museums such as the National Railway Museum in York. He is also forcing himself to ride on some of the

preserved railways whilst on his study tour - it's a tough job, but somebody's got to do it! Well done David.

The 2006 AMRA Model Railway show is over again for another year, and I would like to thank everyone who helped. It really is becoming a big operation, and requires a lot of work and help from many members. This show is not only a vital part of our annual income; it is also a very valuable way of promoting our railway. This year we managed to increase our sales by 15% - well done everyone who helped.

As a result of a conversation after the recent ATRQ meeting, ANGRMS was able to help "Downs Steam" with some bogies for their newly acquired Z class tram body. This tram body will be a static sales area and Downs Steam were looking for two light weight 3ft 6 inch gauge bogies to sit it on. As we still had a pair of the original railmotor trailer bogies on site, we were able to not only help Downs Steam, but also bring in some badly needed income. It is a win-win situation for both groups, and another benefit of being part of ATRQ.



Safety and Training Report

Paul Rollason

As you may be aware, there have been several incidents involving tourist and heritage railways over the last couple of months that resulted in one death and two serious injuries. I urge you all to take the time to ensure the safety of yourself, your fellow colleagues and the public. We are only a small operation but we have an equally important role to ensure the safety of all those involved around the railway. It is not only a legal requirement for us to take these steps but we have a responsibility to our fellow workers/friends and the public.

Please don't get into the trap of thinking we are only a small railway and nothing can go wrong and that we have never had an accident. I can tell you that every day that goes by is one day closer to an accident and if that accident resulted in a serious injury or fatality then it would almost certainly mean the end of the operations at Woodford. I am sure none of us want that.

Some of the worst incidents that occur usually are due to a simple accident where someone has lapsed in their concentration rather than it being negligence. One of the disturbing trends in the statistics is that many

accidents/incidents occur involving someone who has been involved in railways for many years or has worked for the railways. Often it seems that these people are so blasé they forget some of the most simple safety procedures or are stuck in their old ways which are not relevant in today's society. Now I hear a few of you grumbling at my comments but statistics do not lie and I certainly do not want to attend yours or someone else's funeral or hospital bed.

ANGRMS is committed to upholding its safety standard and record to ensure the safety of all. This year will once again see many changes to the rail regulations and ANGRMS will need to comply with these. The Rail Safety Bill is due to be released shortly and the National Accreditation Process (NAP) has already been issued and ANGRMS will need to comply with these before the end of this year. This is quite an onerous task and will take many man hours and rewrites of ANGRMS' Safety Management System so that we comply.

Two areas that concern me greatly are the areas of working at heights and shunting. Working at heights is clear cut. If you work at a height greater than 2 meters then you require a barrier or restraining device. As for shunting, I suggest that all crews revisit their Operations Manual and review some of the rules and hand signals.

All we ask is that you look at everything you do and look out for any such hazards around the site and report them so we can ensure we uphold our high level of safety. Remember it's your life that could be at stake.

Many of our operational staff have already completed their medical assessments which is very pleasing. If you are required to undergo a medical, you are reminded that these need to be completed prior to the 30th June 2006 otherwise you will not be able to participate in that part of the roster until you have had the assessment.

Queensland Transport has also reviewed ANGRMS' new risk register and they are very pleased with the extensive effort that the Society has made to identify the risks and put controls into place. This register has also been used as an example in the SMS Guidance Material for Tourist & Heritage Railways. There is still more work required on this document but it is nearing completion with 164 risks identified.

If you would like to get some sort of feel of what is happening in the areas of Rail Safety and regulations, take the time to visit the ATHRA web site at

<http://www.athra.asn.au> and click on the “Alerts” icon and view the various ATHRA Alerts.

REMEMBER, Think Safe and Think Smart and you will live to tell the tale.



Track Matters

Greg Stephenson

Special Thanks

I feel particularly honoured to have received a special mention in the Association of Tourist Railways Queensland. (ATRQ) *Chuff Awards*. Whilst I received the award, it is recognition of the value of the team that continues to contribute to the development of our railway. I would like to thank all those that have helped on work parties over many

years. Special acknowledgement must also be given to Bill Blannin and Leslie Beahan who have been stalwart supporters virtually every Saturday for as long as I can remember. It has only been through the dedication of members and friends that we continue to achieve the progress that has been recognised by this award.

Mainline Track Work Maintenance

The rail mounted compressor also from Nambour Mill was available for use on the May track work day. Whilst we are going through a steep learning curve, having air driven hammers for driving dog spikes and ballast packing is proving a real benefit. On this track day, we concentrated on re-sleepering and realigning a section of track around Ch 500 at the eastern end of Freeman’s Cutting. We replaced 9 sleepers and packed the ballast after “improving” the curve. This was a good chance to practice with the air tools.

In the afternoon, we replaced a couple of sleepers in Freeman’s Cutting and repacked the ballast. This is a job we’d been putting off until the air tools were available. In this area, we had major problems with tree roots a few years ago and the ballast is quite deep and was always difficult to pack with a pick.

The monthly track work parties are scheduled for **Saturdays 8th July, 12th August and 2nd September 2006**. We have a special wedding charter on the second Saturday of September, so the main line will not be available for track work. So the September track work day is the first Saturday of the

month. The weather at this time of the year is normally much kinder for track work. 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.

Woodford Station Modifications

This work continues when time and personnel are available. On Saturday 27th May 2006, we had a crane on-site to load rails from the Peterson Road rail dump for a right hand set of 60lb/yd points for the passing loop. These were transported to Margaret Street by special train whilst the crane travelled around by road to unload the rails. Whilst the crane was available, the 42lb/yd points being refurbished were repositioned into their final positions.

On the track work day of 3rd June 2006, work commenced assembling the 60lb/yd points and fitting transition fish plates between the 60lb/yd and 42lb/yd rails. Once connected, these points will allow additional storage sidings to be constructed in the compound area.

Passenger Rollingstock

The materials list has been prepared to fit a roof/seating module to Wagon No. 56 - the Douglas Shire Tramway Grover's Bogie open wagon. The necessary materials will cost around \$1,000 and fabrication can be undertaken at Woodford.

With the end of the financial year rapidly approaching, it might be an appropriate time to think about making a donation towards the costs of this project.



Operations, Sales And Marketing

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

With the cooler weather and return to service of our steam loco, patronage has increased. We managed to get some publicity in the form of a photo and article in the local paper "Caboolture News" and this certainly helped. As mentioned previously, we are very short of operating staff, and have come close to cancelling the running day a few times. So I ask

all operations staff to check their diaries and make themselves available as often as they can. Financially, we really need to aim at returning to public running every Sunday in the longer term.

The latest lot of brochures we had printed now state we operate between 10am and 4pm, with the last train leaving at 3:45pm. However, as mentioned in the last DRB, there are over 10000 brochures already out that say we operate until 4pm. I would like to thank everyone involved for their patience and making the effort to phase this change in over a period of time. Also, remember if we are going to attract repeat patronage, our operations staff needs to be cheerful, polite, and well dressed/groomed. It is also important that the platform, toilets, and carriages are clean and tidy. If you have finished your task, but someone else is still hard at it trying to get theirs completed before 10am, hop in and give them a hand. After all, you might be the one looking for some help next time.

ATHRA Charter Thursday 7th September 2006

The Association of Tourist and Heritage Railways Australia (ATHRA) will be holding one of their national meetings at The Workshops Rail Museum (Ipswich) over the weekend 9th and 10th September. As part of the pre-conference tour, ATHRA will be visiting ANGRMS on Thursday 7th September. This is our chance to show off our railway to representatives of tourist and heritage railways from all over Australia. We will also be looking for some extra help in the weeks prior to this in order to spruce up the loco, carriages, and site

Wedding Charter Saturday 9th September 2006

In conjunction with Storey Brook Cottage, we will be operating special trains for a wedding on the 9th September. If we can get into this market, it will be a significant boost to our income.

Car Club Visits

Thanks to a whole lot of letters sent out recently by Di Ezzy, we have had several visits by car clubs on running days. These clubs certainly make a significant boost to our income. We will be getting a visit from another car club on the running day on the 19th November.

Roster

Operations staff are reminded that 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 us finding out at 10 am on the running day when someone has just 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

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. If you can help please let me know urgently.

Town and Country Heritage Fare

The Antique Machinery Restoration Society Queensland Inc and Caboolture Historical Society will be holding their annual Town and Country Heritage Fair at the Caboolture Historical Village on the weekend 8th and 9th of July. This is a very interesting weekend with many old vehicles and other machinery on display and operating. Being a significant local show, it gains valuable publicity for our railway.

Unfortunately, I am not available that weekend, so if you can help please let me know. We do not have the sales table, but rather take one of our pumpers and distribute brochures.

Modelling Railways of Queensland Convention.

This bi-annual event is being held on Saturday the 5th August at Salisbury. This is an excellent opportunity to promote and sell the RJ Models range, as well as our usual books, mugs etc. We attended this show for the first time in 2004, and even though we did not have the RJ Models range at that time, it was still quite beneficial to the society. If you can help please let me know.

Monthly Statistics: The figures below are the statistics for the April and May 2006:

Type	<i>Apr</i>	<i>May</i>
Paying Passengers	205	184
Passengers as per Guards Sheet	237	231

Sales - New Releases**DVD – Back to the Gabba**

For any one who lived in Brisbane during the steam era, this excellent DVD will bring back memories of this railway icon. Produced by Water Street Productions, it was released just before the AMRA show, and has proved to be quite popular.

Price: \$39.95 plus \$6 postage within Australia (if required)

Book – Slow at the Frog

This new publication from the Brisbane Tramway Museum provides an excellent coverage of Brisbane's long closed trolley bus system. ANGRMS member Bob Deskins was one of the three authors of this book, and it is both well written and informative. This book proved to be our best seller at the recent AMRA Show.

Price: \$10.95 plus \$2 postage within Australia (if required)

New Baby For the Rollasons

Stephanie Kate Rollason was born at 4.41am 28th May 2006 at the Wesley Hospital. She weighed in at 3.22kg (7 pound, 1.8 ounces), was 52cm long, with a 34cm head.

Stephanie is very quiet and is an excellent feeder and is already above her birth weight.

Sherie and Stephanie are both doing very well.

WINTER SPECIAL OFFER FOR MEMBERS - WEST COAST WILDERNESS RAILWAY TASMANIA

As one of the benefits of ANGRMS being a part of ATRQ and ATHRA, the West Coast Wilderness Railway in Tasmania is making a special winter offer to members as noted below. The full e-mail is on the noticeboard at Woodford, or call Terry Olsson for details.

Between 1st June and 13th September 2006, the West Coast Wilderness Railway will be operating steam all the way through from Regatta Point to Queenstown. Normally diesels operate on the Regatta Point to Dubbil Barril section. Cold weather and occasional snow make for dramatic steam effects.

Departures are alternate days, with departures from Regatta Point in Strahan by train at 10.15 on Tuesday, Wednesday, Friday and Sunday, with return by coach, and departures from Regatta Point at 10.00 by coach to Queenstown on Monday, Thursday and Saturday, coming back to Strahan by train. We are offering members a 20% discount off rack rate during this time simply by booking through our Contact Centre on 1800 084620 (free call) and quoting the special code and some other details.

We are also operating two Special Enthusiast Days on 19th August and 2nd September 2006, which will feature inspection of Loco Shed and Workshops, Photo Stops, Special Goods Operations and double heading on the rack (subject to loco availability), dinner with viewing of a new video on rack railways and lots more.

We are offering a Special Enthusiast Winter Deal for these days as follows:

Premier Class: \$333.00 per person which includes travel in Premier Class on the train which offers lunch, all drinks (hot or cold), snacks, Tasmanian cheese and wines, private balcony, personal steward; 1 night's accommodation in a Hilltop Harbourview Room with breakfast at the Macquarie Inn, Strahan, coach transport to Queenstown, dinner at Hamers Hotel (drinks not included), special viewing of rack railway video. (\$461.00 with 2 night's accom. and 2 breakfasts) Train and coach only \$175.00.

Tourist Class: \$216.90 per person which includes travel in Tourist Class on the train, lunch, coach transport to Queenstown; 1 nights accommodation in a Motel Room with breakfast at the Macquarie Inn, Strahan, dinner at Hamers Hotel (drinks not included), special viewing of rack railway video. (\$303.90 with 2 night's accom. and 2 breakfasts) Train & Coach only \$99.90.

Bookings once again for the enthusiasts days are via the Contact Centre on 1800 084620 (free call) and quoting the special code.



VALE – Walter Norman (Norm) Freeman 1920 – 2006

I knew of Norm Freeman long before I ever met him. When my Uncle Jim Cantelo from Coffs Harbour visited us at Margate, he was always on his way to or from a visit with his old army mate who lived at Woodford. Later I joined ANGRMS and became involved at the Durundur Railway and came to know Norm Freeman, the man. Until recent times, Norm had been a regular visitor on work days sharing stories of growing up as a railway child, his army days including a few stories about my uncle, working and living in Woodford.

Norm was born in Toowoomba in 1920. However, he grew up at D'Aguiar and attended the Delaney's Creek State School from 1926. His

mother, Annie, was Station Mistress at D'Aguiar and his father, George, was the ganger on the railway. Norm was very familiar with the D'Aguiar Station and was particularly pleased to see its return to service on the Durundur Railway.

Norm joined the Australian Army in 1941 and served with the 9th Australian Infantry Battalion seeing action in Milne Bay, New Guinea. He attained the rank of Sergeant before discharge in 1946. He settled into a long career in the electricity supply industry initially as a linesman and finally as Storeman at SEQEB's Caboolture Depot.

After the QGR closed the railway from Wamuran to Kilcoy, Norm purchased the land adjoining his property. When the Society was looking for a site to establish our operation in the 1970's, Norm initially leased us the area we now occupy at Margaret Street. Subsequently, we purchased the area and Norm granted us an easement over part of his property that contains "Freeman's Cutting". It is due to Norm's support that ANGRMS now has a permanent home.

A confirmed bachelor, Norm led an active life and took great pride in maintaining his house and garden and had a keen interest in local history. In the last year or so, his health began to fail and he spent several periods in hospital before reluctantly selling his beloved 1963 EJ Holden and property early this year and "retiring" to the War Veterans Home in Caboolture.

Norm died on 28th April 2006 and now rests in the Woodford Cemetery.

Like all old “diggers” he did grow old, age did weary him and the years condemn. We will remember him. The cutting as you leave Woodford Station will always remain as “Freeman’s Cutting”.



Melbourne has her ashes raked out as she simmers at the Victoria Mill loco shed in August 1975.

Photo: David Mewes