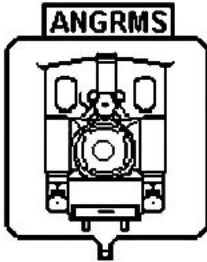


Durundur Railway *Bulletin*



Newsletter of the Australian
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Speedy (Bundaberg Fowler B/N 6 of 1952) runs round her train at Port Douglas Station in preparation for the second run of the day, 1 October 2006.

Photo: R. Gough

Next Track Work Parties: 9th December 2006

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Scheduled Activities

Track Work Parties

9th December 2006

General Work Parties

Every Saturday

Running Days

First and Third Sundays

Our Safety Goal - No Injuries



President's Report

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ALWAYS REMEMBER - SAFETY FIRST!!!!

Welcome back Ian and Gordon.

I recently had the privilege of being invited to Bundaberg for the official start of work on the track extension for the Australian Sugar Cane Railway (ASCR). I would like to

congratulate ASCR on this achievement.

It is always good to look at other societies and how they work. One of the reasons ASCR has been successful in achieving this goal is that everyone chips in and does a bit. There is no "someone else should" attitude. There is a huge amount of work involved in running a railway nowadays, and it is no longer physically possible for the President, or even the Board, to handle it themselves. By spreading the workload, people are not overloaded and have time to plan and work on new projects, apply for grants etc.

We are still short of help in all areas of the Society, from train operations staff to track workers to people to write grant applications etc. If you can help please let one of the Board members know.

On Saturday 7th October, ANGRMS had a display at the local Woodford Community Expo held at Bush Families Connections Neighbourhood Centre in Archer Street. It is important that we are part of the local community. This includes, where possible, purchasing locally.

I would like to welcome new member Ian Thompson. Ian has been a great help on several running days and has already learnt the roles of Station Master and Sales Officer. While on the subject, welcome back Gordon Anderson. Gordon has been on a well earned around Australia holiday, and it is good to see him back. I would also like to thank Graham Wilson for his help with NAP (the new National Accreditation Package). While they now live in Cairns, Graham and Leanne even managed to come along and help out on a couple of recent running days.

As noted in Greg Stephenson report and else where in this issue, we have now have a new section of Mainline near Woodford station. On behalf of the society I would like to thank those members who put in a special effort on Saturday 28th October to "cut in" the new line. A special thank you goes to the Hurley and McCulloch families from the Narangba Scouts who came along and gave us some much needed help.



Safety and Training Report

Paul Rollason

There will be no Safety and Training Report this issue as Paul is taking a well earned holiday travelling various north Qld lines on an ASSCO trip.

In the mean time work has been continuing on bringing our SMS in line with NAP.



Track Matters

Greg Stephenson

Woodford Station Modifications

As I write these notes, we are undertaking connecting up of the new mainline and relaying the curve into Woodford Station near the BLC. Preliminary works have been underway for some months and have included installation of additional storage areas using ex-Nambour Mill 42lb/yd rails, sleepers and dog spikes. The existing track to the compound was disconnected on Saturday 21st October

2006 and panels of track removed to allow the new curve to be installed.

On Saturday 28th October 2006, the mainline “cut in” commenced. The workforce on the day was bolstered by Adrian Hurley, his teenage son and three of his scouting mates who provided valuable labour for lifting rails and shovelling ballast. The day commenced by disconnecting the existing mainline at the compound points and near the former Wamuran station building and crow barring this track to one side and out of the way. At the same time, the track at the platform was barred over into final position to line up with the new curve. This also has the advantage of improving the clearance between the track and the existing platform.

After levelling the area, sleepers were placed into position and curved 60lb/yd rails lifted into position on the sleepers and bolted up. Transition joints between 60lb/yd and 42lb/yd were fitted near the Wamuran building to connect to the original rails in the platform. After lunch the “old gang” concentrated on gauging the rails and drilling and spiking the sleepers whilst the “young gang” dug out the deteriorated sleepers through the platform and placed new sleepers ready for spiking.

When the curve had been spiked, the section of track has jacked up so that a layer of geotextile fabric could be placed over the existing ground and under the sleepers. This area has long been a problem with the clay sub-grade working up through the

ballast. The use of the geotextile fabric should prevent this happening and help to maintain "top and line" through the curve. It was then all hands to the ballast wagon and a full load of ballasted was placed around the curve.

By the end of the day "the steel" was connected and the work train could travel from the new mainline into the platform around the new curve. However, much work was still required to level and pack the track prior to passenger operations. This was planned for Saturday 4th November 2006. It is expected that by the time these notes appear in print that the new mainline will be in use. **Train crews will need to check for any train notices issued in relation to use of the new mainline.**

These days are the culmination of many months of work on this project. It will remove the need to operate passenger trains through the reverse curve points between the workshop points and the gate at Freeman's Cutting. This was always seen as a temporary measure until these works on the new mainline were completed.

This section of mainline includes the points for the Peterson Road end of the passing loop and the next stage of the project is to commence on laying the passing loop for Woodford Station.

On Saturday 4th November 2006, we planned to work on ballasting the new section of mainline and completion of the final rail joints to connect to the existing track at the Woodford Station and so complete the "tie in". Unfortunately, the day dawned wet but we were committed to having the mainline available for normal running days.

I wish to pass on an extra special vote of appreciation to Bill Blannin, Leslie Beahan, Bob Gough, Steve Baker and Gordon Anderson who laboured on through rain and wet conditions to ensure that the works were completed and available for our scheduled Sunday running day. We all ended up soaked for most of day but excellent progress was made under these trying conditions.

It turned out to be a very long day. Of course, as we ran the necessary test trains near the end of the day, the setting sun began to break through the clouds.

Mainline Maintenance

With track gang efforts being concentrated in Woodford Station in recent months, November and December track days will see a return to spot sleeper renewals along the mainline. A "hole in the road" around Ch 400 needs to be lifted and ballast packed.

The next monthly track work party is scheduled for **Saturday 9th December 2006.**

Other behind the scenes activities also continue to be undertaken. Recently, Bill Blannin sprayed the weed growth along the mainline and checked the rest of the property for noxious weeds. On this day, the ex-Nambour water wagon was parked at around Ch 450 to provide a convenient source of water for these activities.



GEMCO Diesel Locomotive

In recent months, flat batteries in the GEMCO have been a regular occurrence. Woodford Automotive Electrics have tracked the problem to the generator combined with failing batteries. The generator has been re-energised and the batteries have been replaced.

PLEYSTOWE No. 5

Leslie Beahan and Owen Coster have adjusted the brakes on Pleystowe No. 5. It was further complicated by the need to remove the pipes from the sand domes to gain access to the bolts on the brake mechanism. This proved a particularly arduous task without access to a service pit. However, some relief was gained by undertaking the work on a section of new track that had not yet been ballasted.

Workshop Equipment

Many years ago, the Society acquired a lathe, radial drill and filing machine for use in the workshop. Due to the generosity of Graham Chapman, these have been stored under cover in his workshop at Kallangur. Graham has now sold this property and the time had come to remove them to Woodford. These were loaded on a Friday afternoon and transported to Woodford on the following Saturday morning. This allowed cranes for loading and unloading to be better scheduled.

We are particularly grateful to Cam Cherry of Cherry Manns Transport who donated his time and truck to minimise the cost of this move.

**Operations, Sales And Marketing**

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Public Running

Public running days continue on the first and third Sundays of the month.

Now we are into the warmer months, passenger numbers will start to drop off. Unfortunately however, our expenses do not. Therefore, as mentioned previously, it is very important that we do not cancel any public running days.

At present running days are often being left to the same few regulars so please check your diaries. I realise a lot of people are very busy nowadays, but even if you can only give one day every couple of months it is a help.

In addition to our regular Sunday running days, valuable extra income can be earned from special charters. However before we can accept these charters, or even go out seeking charters, it is important that we know we have the people available to run them. As can be seen from the list of charters/visits, we often get a considerable amount of advance notice.

We had two special events in the first week of September. The visit by ATHRA members on Thursday 7th was an excellent opportunity to showcase our society to

representatives of heritage railways from all around Australia. Unfortunately that day had very high winds, so after consultation with the local fire brigade, we only operated steam as far as our gate, and diesel beyond. While this was a disappointment, everyone understood as they often face similar problems.

On the following Saturday, we had our first wedding charter since we recommenced operations. My dad and I spent most of the week cleaning, polishing, and repainting parts of the loco and carriages. The loco and carriages look absolutely magnificent on the day. There is good money to be made if we can get into this business, and work with Storey Brook Cottage to our mutual benefit. However, if it is going to work, it is vital that we present a clean locomotive and carriages. We cannot keep leaving these things to the same few. We need as many members as possible make themselves available on the Sunday (or during the week) prior to the wedding to help with preparations. Anyone who has been involved in organising a wedding will know how important it is that things are right on the day. As part a result if this charter we now own some bows, ribbons, a "Just Married" sign etc which we can use for future weddings if required.

Extra Running Days/Charters.

Bribie Island Independent Retirees Charter Wednesday 15th November 2006.

This group has chartered the train on this day and will be going to Storey Brook Cottage for lunch. While we have a crew rostered on, any extra help would be appreciated. We cannot take the entire group on the train at once, so we need so show those remaining around the site while they wait.

Ilcoy Day Care Charter Monday 27th November 2006.

This group has chartered the train for the morning so it will mean an early start for our crew. Again, while we have a crew rostered on, any extra help would be appreciated.

Wedding Charter Saturday 27th January 2007 (Australia Day Weekend).

In conjunction with Storey Brook Cottage, we will be operating special trains for a wedding on this date. As well as help on the day, we will be looking for help in the days leading up to the wedding to ensure our rollingstock and site are well presented.

Car Club Visits

We had a very successful visit from the Classic and Historic Automobile Club of Caboolture on Sunday 1st October. Approx 30 cars showed up, including a Rolls Royce!! As part of their visit, Raymond Mewes gave a short talk of ANGRMS history and what we are all about. As well as being an added attraction on the day, we gained valuable extra revenue and publicity out of the visit.

On Sunday 19th November, we have the Morris Minor car club paying us a visit. So if you are interested in old cars it is a good time to visit the site, so please help spread the word.

Group Visits

On Sunday 18th March 2007 (our normal running day) we have a group of approx 35 people booked. Group visits on running days are a good way to boost income. We

give them a discounted price so if you know of any groups, have a chat to them and encourage them along.

Date Claimers

It is almost time to again start taking our display to the various shows. We are now booked in for the Sandgate PCYC annual Model and Hobby Show on Saturday 3rd and Sunday 4th March 2007. We are trying to give members as much notice as possible so please see if you can keep at least one of these days free to give us a hand. As well as the actual show, there is a lot of work setting up before hand on the Friday afternoon, and packing up on the Sunday evening. These shows are very important; not only from a sales point of view, but also from the valuable publicity we receive. They are also an important part of our membership drive. As the Sunday is running day at Woodford, we will need extra people to help out. Please let myself or one of the Board know if you can help.

Monthly Statistics: The figures below are the statistics for the August and September 2006:

<i>Type</i>	<i>August</i>	<i>Sept</i>
Paying Passengers	150	113
Passengers as per Guards Sheet	203	164

Sales - New Releases

Comeng – A History of Commonwealth Engineering book Vol 1: 1921 – 1955 by John Dunn.

This excellent new book is now available. Hard cover, with 316 pages of text and photos, it records the history of the company in a very interesting and informative manner. This company also produced narrow gauge locomotives. We purchase these books in boxes of 8, and the first box never even made the sales shelf. With some of the second box already sold, get in early to make sure you do not miss out!!

Price: \$59.95 plus postage if required.

2007 Train Calender

Mentioned in the last DRB, we are trying something new this year and have purchased some 2007 calendars to sell. Produced by Bartel, the Great Railway Journeys of Australia 2007 calendar is now available. Support your society and purchase your calendar from us. We have purchased these in conjunction with some other member groups of ATRQ.

Price \$9.95 plus postage if required.

CHRISTMAS SPECIALS

With Christmas fast approaching, during the month of December, we will be offering members a special 10% off the purchase of DVD's, Videos, and for those of you into modelling, all R J Models items. This offer is only valid while stocks last.

NEW MAINLINE TRACKWORK IN USE

By the time you read this, a new section of mainline will be in use between the crossover to the workshop area and the Woodford platform. This new route eliminates several curves,

All Operations Staff, particularly **Drivers, Fireman and Guards** MUST walk the new section of line so they are familiar with it BEFORE any passenger train they are responsible for travels over the new line.

Special Train Notice No4 has been issued to cover this change and is on display in the SM's office.

A plan of the new track alignment has been included as centre spread in this magazine.

PUBLIC LIABILITY INSURANCE LEVY

We recommenced public train operations in February 2005 after a 2 year shutdown due to lack of affordable Public Liability Insurance. It was only after Qld groups joined together as ATRQ, and then the states joined together to form ATHRA, that affordable insurance become available due to the bulk purchasing. Even then, in order to keep the insurance at an affordable level, we had to agree to a \$10 000 excess. In order to achieve this, a special resolution was passed to set up a special bank account to hold this amount, and to accumulate that amount of money by placing a \$30 per year levy on all members for a period of 4 years.

It is again necessary to charge members this levy for the 2007 membership year, and membership forms are enclosed with this issue. If things work out the way the Board has planned, we have no major problems during 2007, and subject to receiving the insurance requirements for 2008, we hope that we will have sufficient in the special account at the end of 2007 that we do not need to use the Levy option in 2008.

******* 2006 ANNUAL VOLUNTEERS CRICKET DAY *******

In recognition of the outstanding contribution made by volunteers to their communities, Volunteering Queensland, Queensland Cricket, and Brisbane City Council would like to invite all volunteers throughout Queensland to a Day-Night one day cricket match between the Queensland Bulls and Victoria Bushrangers at the Gabba on Friday 8th December 2006.

Tickets are free and each ticket admits two people, gives you free transport to and from the Gabba on city shuttles plus scheduled Translink bus, train and ferry services, and also entitles you to discounts on meals.

Gates open at 1.15pm with the match starting at 2.15pm, and finishing about 9.45pm.

ANGRMS has obtained 20 tickets so get in early for this fantastic offer. If you are interested in one or more tickets, contact Terry Olsson BEFORE Friday 1st December so that arrangements can be made to collect or post out the tickets.



Mechanical Engineer, Leslie Beahan, is seen here repacking the axle boxes on the Societies passenger stock, October 2006. Photo: G. Stephenson



Stored for many years with Graham Chapman, the Societies radial arm drill is manoeuvred around to be placed in the workshop for storage, October 2006. Photo: G. Stephenson