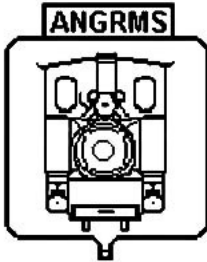


Durundur Railway *Bulletin*



**Newsletter of the Australian
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Fairymead Mill's *Delta* hauls a load of chopped cane back to the mill in August 1968.

Photo: D. Mewes

Next Track Work Parties: 10th Feb, 10th Mar and 14th April 2007

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Scheduled Activities

Track Work Parties

10th February, 10th March and 14th April

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!!!!

I am very pleased to announce that David Thornton has been awarded the ATRQ CHUFF award for "Front of House".

Every six months, ATRQ presents a volunteer from one of the member groups with a Chuff Award for "Front of House" and one for "Behind the Scenes". These awards are designed to recognise the significant contribution that volunteers make to the tourist and heritage sector in Qld. Nominations are invited from all member groups and an independent panel selects the most outstanding volunteer in each area.

On behalf of the ANGRMA Board, I would also like to thank David for his outstanding efforts over the years. David has been a member of ANGRMS since day one. Of recent times he has had some significant health issues, but he has not let this stop him from enjoying his hobby. Despite everything, David is still very bright, cheerful, and helpful to passengers and members alike.

At the recent members Christmas BBQ at Woodford, I had the privilege of presenting David with a framed Certificate as well as several other prizes, including; a copy of John Armstrong's recent book "Locomotives in the Tropics - Volume Three", a free entry pass to Ipswich Rail Museum, two free tickets on QPSR at Swanbank, a framed photo of "Kilrie" (3'6" gauge ex cane loco owned by ANGRMS but leased to QPSR), and a free rail only pass on the Savanahlander.

This award, along with Greg Stephenson receiving a "Special Mention Certificate" at the previous round of Chuff Awards, goes to show that ANGRMS and its members must be doing something right!! A society is only as good as its members, and it is fantastic to see our members being recognised for their efforts. It is only through the efforts of members that we can continue to exist and develop. I and the Board thank you all.

ANGRMS held its Christmas party/BBQ on site on Saturday 9th December. Last year we held the event on a running day, so it was decided that this year we would hold it on a trackwork day in order to recognise the significant contribution that these members make. On behalf of everyone who attended, I would like to especially thank Di Ezzy for putting on a great spread of food. No one left hungry!

As part of the day, it was decided to also hold an "official opening" of the new section of mainline. The ex Luggage Point pumper trolley was removed from display, and placed on the track. After some "official thank you's", Greg Stephenson and Bob

Gough had the honour of pumping the trolley through the "official ribbon". Several other members then had a turn at pumping up and down the new line. All I can say is I am glad I did not have to travel long distances to a worksite that way!

As well as presenting David Thornton with his "Chuff Award", the formal part of the day also included presenting Di Ezzy and Dianne Thornton with a small plant to thank them for their help during the year. Greg Stephenson also took the opportunity to present a special memento to Leslie Beahan, Bill Blannin, Bob Gough, Steve Baker, and Gordon Anderson for their incredible efforts in finishing off the new mainline on a very wet and miserable day. I also presented Greg with one of the mementos. It is important that we as a society recognise such extraordinary efforts which go beyond the normal "call of duty".

"Kilrie" is a 3'6" gauge steam loco ex Pioneer Sugar Mill which ANGRMS has leased to QPSR at Swanbank for the last 25 years for a nominal sum. This lease is now up for renewal and we are presently in negotiations with QPSR to either re lease or purchase the locomotive. At the time of writing this we are awaiting a proposal from QPSR.

Well, another year is over. It has certainly been a busy year for us, with 2007 shaping up to be just as exciting.



Track Matters

Greg Stephenson

Annual Track Inspection

On the morning of Saturday 16th December 2006, I accompanied Phil Hardy, an experienced Trackmaster, on the annual independent inspection of the track at Woodford. Phil's report following this inspection 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 five defects located are listed below. It is interesting to note that only two defects relate to a cluster of (two or more) defective sleepers. Overall, there are around 20 defective sleepers in the mainline. In the January 2006 report, there were six defects listed compared to December 2004 report with nine defects and thirteen in the December 2002 report. 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.

We are particularly thankful to Phil for making his time and expertise available. Over the year, the report from this inspection will provide the strategy to help us target our

maintenance activities to ensure we maximise the safety benefits from our track work days.

Location	Defect	Priority
340m	Sleepers ineffective	3 months
405m	Ballast profile light	3 months
300m to 400m	Top & Line	6 months
520m	Sleepers ineffective	3 months
580m to 650m	Top & Line	6 months

Mainline Maintenance

The majority of defects identified in the track inspection are located between Ch 300 and Ch 405 which is through Freeman's 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. We plan to concentrate our maintenance activities through this area in the coming months.

Recent track days have shown that the use of air tools for spiking and ballast packing has dramatically increased our productivity on these days. However, they have also clearly demonstrated that we need to have the necessary manpower available to take advantage of these gains.

The monthly track work parties are scheduled for **Saturdays 10th February, 10th March and 14th April 2007.**

Woodford Station Modifications

The Christmas Party on 9th December 2006 coincided with the monthly track day so prior to lunch we undertook some sleeper replacements on the mainline. Following a BBQ lunch, we "officially" opened the new section of mainline. In recognition of their special efforts working through the wet weather on 4th November 2006 to complete the work prior to the scheduled running day, special commemorative trophies featuring a figurine and track nut under an umbrella were presented to Bill Blannin, Leslie Beahan, Bob Gough, Steve Baker, Gordon Anderson and Greg Stephenson. We then used the BCC Luggage Point Tramway Pumper Trolley to break "the ribbon" and declare the mainline open! This proved to be a most enjoyable way to celebrate the completion of a significant track work milestone.

On Saturday 23rd December 2006, we had a crane on site to remove the original compound points and surplus 60lb/yd rails. These have been relocated to Peterson Road for storage until required for the future passing loop at the Storeybrook Cottage Station. This has cleared the area around the front of the BLC wagon body and work has now commenced on extending the original mainline past the BLC to provide dedicated storage for the track gang's navvies train.



Bob Gough, in the background packing ballast, whilst Greg Stephenson, Gordon Anderson and Leslie Beahan develop the art of operating the rail drill under an umbrella, 4th Nov. 2006.

Photo: B. Blannin



Ralph Cumner carries another bucket load of ballast from the stockpile prior to lifting and packing. Ralph's efforts saved us considerable manual effort in ballasting this section, 4th Nov. 2006.

Photo: B. Blannin



The BCC Luggage Point pumper trolley was used to open the relocated mainline at Woodford Station. Greg Stephenson, Gordon Anderson, Terry Olsson and Steve Baker return from a trip over the new mainline, 9th Dec. 2006. Photo: B. Blannin



At the Christmas Party, the "Wet Weather Warriors" were presented with plaques. At rear - Bob Gough and Leslie Beahan. In front - Gordon Anderson, Greg Stephenson, Bill Blannin and Steve Baker, 9th Dec. 2006. Photo: B. Blannin



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PUBLIC RUNNING

Public Running continues on the first and third Sundays of the month.

The cutting in and use of the new section of mainline has certainly been a highlight. Not only has it made for a smoother ride, the elimination of some sharp curves will mean less wheel wear as well as a significant reduction in "wheel squeal". We need to consider our neighbours and

anything which reduces our noise level is definitely a plus. If you have not yet seen or ridden over the new section of line, I urge you to pay us a visit.

November was a particularly busy month, with a car club visit and two special runs. On Wednesday 15th November we did a special run for the Bribie Island Independent Retirees group. As well as a ride on our train, they had lunch at Storey Brook Cottage. Working together with Storey Brook Cottage benefits both of us and helps bring more money to the local community.

On our normal running day on 19th November, we had a visit from the Mini Minor and Morris Minor car clubs. Originally planned as just the Brisbane Morris Minor Club, the visit soon mushroomed into including the Mini Minor club, and having cars from Toowoomba and Sunshine Coast clubs as well. In all there were 70 Minis and Morris's on site - something to behold! It is a long time since patrons have had to park in Margaret Street, and the members on roster certainly had a very busy day.

Then, on Monday 27th November, we did a special run for the Kilcoy Playgroup who were celebrating one of their children's birthday. This was a very enjoyable day for those involved.

We decided to give our last run in December a Christmas feel and those on roster wore Santa hats (I could not find a volunteer to be Santa!!).

WEDDINGS

We now have weddings booked for Saturday 27th January (Australia Day Weekend) and Saturday 17th March (St Patrick's Day). We have had some other enquiries but no bookings as yet.

These special runs are being organised in conjunction with Storey Brook Cottage and are a great way of working with and being part of the local community. They are also very important to our finances. If we are going to build this business, we need to present a professional image which includes making sure we provide a clean locomotive and carriages. Therefore, as well as helpers on the day, we need help on the previous weekend, and particularly on the Friday before, to give the rollingstock a

good clean and polish. Please check your diaries and let myself or Bob Gough know if you can help.

SANDGATE PCYC SHOW

This annual event will be held on Saturday 3rd and Sunday 4th March 2007 at the Sandgate PCYC.

AMRA SHOW

This show will be held on the long weekend 5/6/7 May 2007.

Both of these events are not only of financial benefit to our society, but are a great opportunity to promote and advertise our railway. As well as both shows being on the same weekend as our running days, there is a huge amount of work involved in preparing for and running these shows. It is no longer possible to leave this to just a few people so please mark these dates down in your diaries, and give me a call to offer your help. If we spread the workload it becomes a pleasure for all, not a chore for a few.

Monthly Statistics: The figures below are the statistics for October through to December 2006:

<i>Type</i>	<i>Oct</i>	<i>Nov</i>	<i>Dec</i>
Paying Passengers	159	343	85
Passengers as per Guards Sheet	185	399	117



ASCR's Bundaberg Fowler *Number 3* rounds the bend at the Bundaberg Botanic Gardens.
Photo: T. Olsson

Mackay Trip Report, August 2006 – Part 1

By Bob Gough

On Saturday 19th August 2006, I met Brian Webber at Mackay Station as he detrained from a QR 2000 class Railmotor that he boarded in Charleville on special hire to the ARHS tour group.

The group was to travel to Winton then to Hughenden but due to closure of that section of rail line' the tour travelled via the coal railways from Emerald to Mackay.

We take Brian's travel cases to the Boomerang Hotel Motel at the crossroads once called City Gates across the road from the Tourist Information centre. I like this H/M as you can hear and see cane trains going to and from Marian Mill. Also you can drive to various locations quite easily and also obtain good meals at the motel.

We left the H/M and head North-West towards Proserpine looking for QR and Cane trains. On the way to Wagoora we find 'Walkerston' No. 44 heading to Marian Mill from Kuttatubul area and a photo taken on Constain Creek Bridge beside the Bruce Highway and other small bridges in the area. We call in at Wagoora the end of the Farleigh Mill system. This area was busy with Semi-trailers and tractors hauling cane to this site which is a good sign that a loco isn't far away.

One hour later Loco, 'Farleigh' No. 36 EIMCO B/N L254/1990 arrives with a long train of empties as the yard is almost to capacity. The loco must be a welcome site to truck and tractor drivers lining up to unload and re-load the last of the empties.

'Farleigh' travels through the main part of the yard, crosses the road through the middle of the site and onto long storage yard giving the impression that he is continuing on as these yards are almost 1km long, his assistant has stepped off the loco before the level crossing, the train stops, he places chocks under the wheels, cuts off and the train moves forward clearing the crossing. The loco uncouples and returns light engine to the rest of the train to repeat the process. The back of the train is beyond the entry point of the yard and the empty yard seems to hold up to 100 wagons per siding.

The crew starts clearing full bins on the long sidings so the rest of the empties can be cleared off the main line. We estimate this could take up to an hour so we move along the Bruce Highway towards Mackay and Baldwin No. 35 B/N 10123-1-5-82 Inverness crosses the Highway on its way along Baron Pocket line. We follow for a while and watch the loco from a distance. The loco is stationary for some time so we decide to find the loco, which was at the end of the branch. Also there was a small crane and a gang of men who had just finished cleaning up a derailment. The loco was picking up the full bins and heading towards the main line as this cane train crosses the Bruce Highway and over the QR main line north and as the cane train clears the Highway, a Pacific National train can be seen approaching heading north. As we drive towards Calen we overtake a 28 with an empty sleeper train which takes the passing loop at Calen. We suspect the driver is rostered for a meal break so we do the same.

We take up a photo position east of Calen on a level crossing. The lights start flashing and a 21 class passes with empty sugar boxes for Proserpine. The 28 class then continues its journey south and so do we.

At Kuttabal a brake van can be seen. We stop at the level crossing over the Highway and along come ex-73 class or 94's as they are known in Mackay sugar area. The loco is Walkerston No. 44 B/N 672 of 1971 rebuilt Pleystowe 1994 passes with a train to Marian mill. We follow along the Hampton-Marian Road over the Mesmate Range. We pass the first siding over the range and find a cleared field which would make a good photo but after 15 or so minutes, no train so we head back to find the train parked at the siding at the base of the range with the motor shut down. Talking to the driver he informs us the crossing lights have failed to work and he cannot leave this point. This is the second occasion today that we take a photo of this loco. We leave him to it, drive to Marian mill finding the trains in the 'Empty' yard waiting to leave but have to wait for full trains to arrive. I photo an Eimco on empties.

Heading back to Mackay, several Pleystowe and Racecourse locos are passed as it is dusk and we call it a day.

Sunday 20th August after breakfast, with car loaded we leave the motel and head south finding the main road blocked by a loaded cane train. We decide to head towards Homebush. We arrive at a large area and level crossing and a 0-6-0 arrives from Racecourse Mill which can be seen a couple of kilometers north of this site. This train turns left over the level crossing from where we were expecting a full train and head in a southerly direction towards Sarina. At the same time the 0-6-0 which was on site when we arrived headed west with a few wagons but was soon back. Light engine picked up the rest of his empties and headed west, and then we follow the road to Homebush and North Eton where we find another 0-6-0 delivering empties. Talking to the crew this is the last drop off for M/T's – now they start to make up a train of full bins to the mill. We head towards Sarina to find a motel.

We book into a motel and start looking for cane trains on the southern line; it is not long before we find ex-QR DH No. 3 Koumala, North of Yukam about to pass under the coal railway heading for the mill. We soon find Karloo and John Page both ex-QR DH loco's heading south with 300 empties. We decide to follow to Karloo siding. Much shunting takes place as full loads are emptied and replaced with empties. There are several sidings fitted with roll on & off loading and one for tip trucks to load a trackside bin and then fill the cane bins after an hour the train is made up and ready to leave and so do we. We then head for the next side road towards Sarina, travelling along this road till a QR and Cane Railway crossing, arriving as the train can be seen in the distance and we ready for photo's. The train stops and adds bins to the front and continues.

End of Part 1.



Victoria Mill's *Wallaman* catches up on some sleep while the mill is shutdown due to wet weather, 2005. Photo: R. Mewes



Isis Mill *Number 4* delivers empty bins towards Farnsfield, east of the mill, 23rd August 2006. Photo: R. Gough