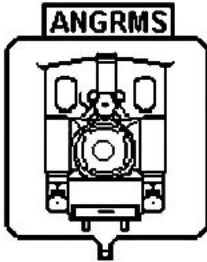


Durundur Railway *Bulletin*



Newsletter of the Australian
Narrow Gauge Railway Museum Society

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Just for a bit of reminiscing. *Pleystowe Number 5* is seen entering the yard at Woodford Station in the early years of operation. A lot has changed here in recent years, this alignment now forms a headshunt for the workshop and the new mainline into the platform runs along where the row of wagons is sitting.

Photo: D. Mewes

Christmas Party: 8th December 2007

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Scheduled Activities

Christmas Party

8th December 2007

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

One serious issue facing all volunteer railway organisations is the ever-increasing requirements of various government and non-government departments. This is not just complying with the various requirements, but the huge amount of changes happening. These are all important but unfortunately with volunteer groups, workers are limited and people usually have multiple rolls out of necessity.

The huge increase in the amount of work required to comply, plus the huge number of changes proposed by all areas mean we are continually snowed under. While each proposed change is important and needs due care and attention, when a lot are happening at once it is impossible to give them all the attention that is required.

With the public liability insurance issue resolved, I think this is now one other major issue facing all groups and peak bodies like ATRQ and ATHRA. If you can help in this area please let myself or Gordon Anderson know.

Bundy Number 5 recently underwent its annual boiler inspection and there are a few minor things such as replacement of some studs on one of the gauge glasses which need to be done prior to the next inspection.

With the retirement of our previous boiler inspector, George Preston, Peter Ford from Mackay now does our boiler inspections. It is getting harder and harder to find a boiler inspector who will inspect riveted locomotive type boilers.

Peter has also provided us with some instructions to help with care of the boiler such as increased washouts. These instructions will be included in the Bundy Maintenance book as well as on the wall in the SM's office.

Thanks to the extra help provided by new members like Geoff Wilson and Wayne Harmon plus the incredible effort by stalwarts such as Greg, Bill, Bob, Steve and Gordon the track gang have made some major progress recently.

While it takes time and a few days work, Greg and his team have been working on installing our first run-around loop. While this is part of the formal planning required for the track extension when we will need to have to run around the train, it also has a considerable safety benefit. It will allow us to reduce shunting manoeuvres, which is one of the more hazardous aspects of railway operation.

Safety and Training Report

Gordon Anderson

Remember – Safety First

External Audit

Queensland Transport, Rail Safety Unit, conducted their Audit on the 1st July. This Audit was quite detailed covering 21 Items from the Safety Management System to Emergency Management. In particular, Items such as Safety Articles in the DRB, Safety Talks at our members meetings with the LRRSA and Toolbox Talks at Woodford were noted. Another important Item was to prove to our Auditors satisfaction that we had developed a “**Safety Culture**” within our Society.

As a result of this Audit, three Items were noted which require our compliance.

No 1 – The Board to handle the approval of amendments to our Operations Manual in a more detailed manner. This has already been complied with at our Board Meeting on the 1st August.

No 2 – This requires an amendment to our Operations Manual in regard to a definition of what is a “tolerable/intolerable risk”. This has been complied with.

Queensland Transport has accepted our compliance with Items No.s 1 and 2.
11/09/2007.

No 3 – This Item involved me in replacing the emergency phone list adjacent to the phone. This has already been complied with.

I have been further advised by Julie Bullas, Director (Rail Safety), that the emergency contacts and telephone numbers List for Queensland Transport have been amended from those listed in our Operations Manual, Appendix C, page 1 of 1. The new numbers are:

Queensland Transport

*** Major Rail Occurrence Reporting: Ph 1300 139 959 Fax 31378935**
*** Senior Business Manager – Rail Safety (QT) Ph 3137 8904**

These amendments will be incorporated into our Amendment Record No 6.
For the present these new emergency numbers will be noted on our existing emergency phone list in the Station Master's Office behind the phone.

I believe the past and present small dedicated group of volunteers for infrastructure and running day staff deserve great credit for achieving and continuing to maintain the high standard of excellence in the running of our railway.

General Induction Form

A General Induction Form has been prepared by Greg Stephenson for issue to new members on site at Woodford. This draft is at present being checked by Graham Wilson.

Transport (Rail Safety) Act 2007 – Accreditation Notice

We were required by Queensland Transport to supply information pertaining to Infrastructure, Operations and accredited rolling stock to comply with the above Act.

This information has been supplied to Queensland Transport. I would like to thank Graham Wilson, Terry Olsson, Greg Stephenson, David Mewes and Paul Rollason for their help in completing these documents

Proposed Rail Safety Bill – 2007

Terry Olsson, Greg Stephenson and myself attended a consultation session on this above Bill on the 26th June. This Bill could have a major impact on the operation of our railway. I believe the Draft has been written with the major operators, such as Qld Rail in mind. It would be nearly impossible with our small membership and limited finances to meet some of the requirements in this Draft. The Society has submitted our concerns, as have other similar Societies. We have a good working relationship with our Rail Safety Officers who understand our problems, so we hopefully wait for a satisfactory outcome.

ATHRA Alert No 35, July 2007

U.K. Heritage Railway Fatal Accident Report.

This report deals once more with a shunting accident fatality. The key message in this report is that clear communication between workers is vital and hand signals should be reviewed by Societies. The full report is included in this DRB for your perusal. It may also be read on the Station Master's Notice Board. A copy of the hand signals from our Operations Manual is included in this DRB for your reference.

REMINDER – Amendment Record No 5

A further reminder to members who have not returned their Form FO-001, The Amendment Record Receipt, indicating the superseded documents have been destroyed and the amended documents, dated 26th February 2007, have been inserted into their Operations Manual.

Notice Board – Station Master's Office

I continue to upgrade this Notice Board.

You will note a clip board for suggestions. This is for members to make a note of any matters particularly safety issues to be brought to the Board's attention. You may see something that we as a Board have missed or is a concern to you. Some concerns

have already been brought to my attention; I have noted them and will rectify them as soon as our small work force is able to. This suggestion clip board is in line with our Amendment Record No 5, to allow more input from the Society members.

NOTICE

Members who have current paper-based OCCUPATIONAL LICENSES must have them replaced by a plastic licence by the 30th June, 2008. Refer to enclosed pamphlet.

Operations Manual

There are several instances where our Operations Manual needs to be upgraded. We are in the process of itemizing and revising these areas that require upgrading. These revisions will form our Amendment Record No 6.

CASH REGISTER MANUAL

Finally a non safety item. The Cash Register Manual has been finalized for issue.

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 days continue on the first and third Sundays of the month, with the Bundy Fowler continuing to perform well.

David Mewes has recently issued a new roster covering the period to the end of the year. We are still desperately short of crews so please let David or myself know if you can help. A lot of days we have just the bare minimum to run and if one person was ill we would have to cancel the running day. It would be very helpful if we know who was available in reserve so if you are not rostered on but available if required on any of the running days between now and the end of the year please let David or myself know.

Extra Running Days

Weddings

We provided the train for a wedding on the 25th August, and despite showers of rain, this went very well.

Bus Charters

On the 19th of August we had a bus load of visitors from fellow railway society "Downs Steam" from Toowoomba. This visit was beneficial to both organisations and cannot but help bring us closer together.

Shows

There are now no more shows until March next year.

This year we attended the first RMCQ Model Train and Hobby Expo held at Strathpine and this proved to be financially successful for us.

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

Monthly Statistics: The figures below are the statistics for July and August 2007:

	July	August
Paying Passengers	196	250
Guards Sheet	256	321

ANGRMS Christmas Party and Official Opening of Woodford Station Passing Loop

The ANGRMS Christmas party will be held onsite at Woodford on the 8th of December. Included on the day will be the official opening of the new passing loop at Woodford station, come along and help to celebrate this milestone.

RSVP by the 3rd of December to Ian Thompson on (07) 3848 5611. BYO alcohol.

It's a Boy!

Congratulations to Samuel Erb and his wife Rebecca on the birth of their first child, Rory Levi Erb, born on October the 5th and weighing in at 7 pounds 5 ounces.

Now remember Dad it is never too early to start him in his 'training'.

NOTES ON AN OLD TIMETABLE by Greg Stephenson

My 14 year old nephew John Cherry spent school holidays with his grandparents. "Pop" Cherry is a retired QR Guard most recently working between Nambour and Brisbane. John returned from his holiday with a copy of the Queensland Railways Timetable effective from 28th October 1934.

This is a fascinating document containing timetables for many closed QR branches some of which have now been converted to cane railways. Of particular interest to ANGRMS is the timetable for the Woodford-Kilcoy Branch which shows a mixture of Mixed Trains, Passenger Trains and Motor Pass (Railmotors). The notes in the front of the timetable on the principal alterations in timetables from October, 1934 show that for the Kilcoy Branch "The 9.15 a.m. mixed train from Kilcoy on Fridays will leave Kilcoy at 9.0 a.m. and run to the same times as on other days."

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WOODFORD-KILCOY BRANCH.

To Kilcoy—Read Down.

From Kilcoy—Read Up.

Height.	Miles from Brisbane Central.	—	Pass. Sun. only.	Mxd. Mon. Tue. Thur. Fri.	Pass. Mon. Tues. Thur.	Motor Pass. Wed. and Fri.	Pass. Sat. only.	Stations.	Motor Mon. and Thur.	Motor Tues. and Sat.	Motor Wed. and Fri.	Goods Tue. Wed. Fri.	Motor Pass. Sun. only.	—
Feet.	Miles.		p.m.	a.m.	a.m.	p.m.	p.m.							
87	4	...	5 50	11 35	* 8 0	4 42	* 12 57	dep ROMA STREET ... arr	11 50	11 55	10 45	4 28	9 6	...
39	...	...	6 5	11 45	8 20	4 50	1 5	BRISBANE Central arr	11 44	11 44	10 40	4 23	8 56	...
19	6	...	...	12 19	8 41	b	1 30	NORTHGATE JUNC.	11 18	11 18	e	a	3 59	8 30
23	7	...	...	a	...	b	1 33	Virginia ...	11 15	11 15	e	a	8 26	...
45	8	...	...	a	...	b	1 36	Geebung ...	11 12	11 12	e	a	8 23	...
59	9	...	...	12 29	...	b	1 41	Zillmere ...	11 9	11 9	e	a	8 20	...
37	12	...	...	12 38	...	b	1 48	Bald Hills ...	a 11 2	a 11 2	e	a	8 13	...
57	14	...	...	a	...	b	1 52	Strathpine ...	10 57	10 57	e	a	8 8	...
43	16	...	...	a	...	b	1 57	Lawnton ...	10 52	10 52	e	a	8 3	...
23	17	...	...	12 56	9 7	b	2 1	Petrie ...	10 49	10 49	e	a	3 12	8 0
135	20	...	...	d	d	b	d	Dakabin ...	d	d	e	d	d	...
146	22	...	...	1 14	a	b	a	Narangba ...	10 37	10 37	e	a	2 50	7 48
74	26	...	...	1 23	a	b	a	Burpengary ...	10 29	10 29	e	a	2 39	7 40
23	29	...	...	a	a	b	a	Morayfield ...	a 10 20	a 10 20	e	a	a	...
39	31	...	...	7 30	1 43	9 42	6 10	arr Caboolture ...	* 10 15	* 10 15	9 25	2 20	* 7 23	...
...	32	...	...	7 45	2 30	10 35	6 20	dep Ditto ...	10 0	10 0	9 20	1 50	7 15	...
104	34	...	...	d	d	d	d	Zanow's Siding ...	d	d	d	d	d	...
179	38	...	...	d	d	d	d	Moodlu ...	a	a	a	a	d	...
216	40	...	...	d	d	d	d	Wamuran ...	a	a	a	a	d	...
474	46	...	...	d	d	d	d	Bracalba ...	a	a	a	a	d	...
391	40	...	...	d	d	d	d	D'Aguliar ...	a	a	a	a	d	...
...	...	...	...	4 5	...	...	...	arr Woodford ...	8 55	9 5	8 25	11 50	6 20	...
398	51	...	...	d	d	d	d	Ditto ...	d	d	d	d	d	...
390	55	...	...	d	d	d	d	Durundur ...	d	d	d	d	d	...
334	58	...	...	d	d	d	d	Neurum ...	d	d	d	d	d	...
321	60	...	...	d	d	d	d	Royston ...	d	d	d	d	d	...
342	61	...	...	d	d	d	d	Villeneuve ...	d	d	d	d	d	...
396	63	...	...	d	d	d	d	Glenfern ...	d	d	d	d	d	...
340	65	...	...	9 30	6 20	12 30	8 20	arr KILCOY ...	8 0	8 15	7 35	9 0	5 30	...
									a.m.	a.m.	a.m.	a.m.	p.m.	

* Passenger Trains—Change at Caboolture.

† Motor Car between Kilcoy and Caboolture.

For times between Northgate Junction and Brisbane, see pages 19 to 29.

* Passenger Trains—Change at Caboolture.

† Motor Car between Kilcoy and Caboolture.

For times between Northgate Junction and Brisbane, see pages 19 to 29.

Timetables are also included for QGR network of 2' gauge tramway around Innisfail.

INNISFAIL TO SOUTH JOHNSTONE, AND NERADA.

Miles from South Innisfail.	Station.	Mixed. Alter-nate Fri.	Pass. Alt'ate Sat. only.	Mixed. Tues. only.	Mixed. Alt'ate Friday only.	Mixed. Alter-nate Fri.	Mixed. Alt'ate Friday only.	Mixed. Alt'ate Sat. only.	—	—	—	—
m. ch.		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.				
1 24	INNISFAIL .. dep	4 40	5 55	7 0	8 0	2 35	2 50	2 50	..	..	..	..
	South Innisfail ..	4 55	6 10	7 15	8 15	2 50	3 5	3 5	..	..	..	..
4 53	Currajah .. arr	5 20	6 35	7 40	8 40	3 15	3 30	3 30	..	..	..	..
	Ditto .. dep	5 30	6 45	7 45	8 45	3 20	3 35	3 40	..	..	..	..
6 48	South Johnstone arr	..	..	7 55	8 55	3 30	3 45	..	..	..	..	..
	Ditto .. dep	..	..	8 10	..	3 45	..	..	..	..	..	..
	Currajah .. dep	..	..	8 30	..	4 5	..	..	..	..	..	..
16 35	NERADA .. arr	6 40	7 55	10 30	..	6 5	..	5 40	..	..	..	..

NERADA AND SOUTH JOHNSTONE TO INNISFAIL.

Station.	Mixed. Alter-nate Fri.	Mixed. Alt'ate Sat. only.	Mixed. Alt'ate Fri. only.	Mixed. Tues. only.	Mixed. Alter-nate Fri.	Mixed. Alt'ate Sat. only.	Mixed. Alt'ate Fri. only.	—	—	—	—
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.				
NERADA dep	6 55	8 10	..	10 45	..	5 55	6 20	..	..	..	..
Currajah dep	8 40	..	..	..	..	..	..	..	..	..	..
South Johnstone dep	9 0	..	9 10	..	4 0	..	..	..	..	..	..
Currajah arr	9 10	..	9 20	..	4 10	..	..	..	..	..	..
Ditto dep	9 15	9 55	9 25	12 40	4 15	7 50	8 15	..	..	..	..
South Innisfail	9 40	10 20	9 50	1 5	4 40	8 15	8 40	..	..	..	..
INNISFAIL arr	9 55	10 35	10 5	1 20	4 55	8 30	8 55	..	..	..	..

Further particulars can be obtained from the General Manager, Townsville, or Station-master, Innisfail.

MOURILYAN TRAMWAY

There is no regular Service on this Line.

Further particulars can be obtained on application to the General Manager, Townsville, or Station-master, Innisfail.

As well as railways and tramways operated by QGR, timetables are also included for Shire and private tramways providing connecting services to QGR stations. Timetables are included for the 3'6" gauge Beaudesert and Aramac Shire Tramways.

Of particular interest to ANGRMS are the tramways in the Maroochy Shire. These include the 2'6" gauge Buderim – Palmwoods Tramway and the 2' gauge Mapleton Tramway both operated by the Maroochy Shire Tramway. Perhaps as a sign of the future, we find in the table of "Motor Cars and Coaches from Railway Stations" that services are provided between Mapleton and Nambour to the following times.

Leave Railway Station	Arrive Town	Leave Town	Arrive Railway or P.O.
Daily ex. Su. noon	1.0 pm	Daily ex. Su. 7.30 am	8.10 am
Sa. 4.30 pm	5.30 pm	Sa. 2.20 pm	3.10 pm
Fares	Single	4 shillings	
	Return	8 shillings	

The motor coach takes around 1 hour for the trip from Mapleton to Nambour compared to 2 hours for the tram. However, this speed comes at the higher cost of 4 shillings each way compared to the 2 shillings and 6 pence for the tram.

BUDERIM—PALMWOODS TRAMWAY.

Miles from Buderim.	Stations.	Mixed. Ex. Sat. and Sun.	Mxd. Sat. only.	—	Fares from Bud'm. Single.	Stations.	Mixed. Daily, except Sat. and Sun.	Mxd. Sat. only.	—	Fare from Palmwoods. Single.
		p.m.	a.m.		s. d.		p.m.	a.m.		s. d.
...	BUDERIM ... dep	2 0	7 0	...	...	PALMWOODS ... dep	4 30	11 20	...	...
3	Telko ...	2 20	7 20	...	0 6	Chevallum ...	4 40	11 30	...	0 6
4	Forest Glen ...	2 40	7 40	...	1 0	Forest Glen ...	4 55	11 45	...	1 0
5	Chevallum ...	3 0	8 0	...	1 6	Telko ...	5 10	12 0	...	1 6
7	PALMWOODS ... arr	3 15	8 15	...	2 0	BUDERIM ... arr	5 40	12 30	...	2 0

‡ Connects at Palmwoods with the train leaving Gympie for Brisbane at 1.14 p.m.

* Connects at Palmwoods with the 8.20 a.m. Train from Brisbane to Gympie, and the Train leaving Gympie for Brisbane at 6.35 a.m.

MAPLETON TRAMWAY.

Tram runs daily, except Sunday, as follow :—Mapleton depart 8.30 a.m., Nambour arrive 10.30 a.m. Nambour depart 12.30 p.m., Mapleton arrive 2.15 p.m. Fares, 2s. 6d. each way.

The Commissioner for Railways is not responsible for the running of Trams over the Buderim and Mapleton Tramways.

Also of special interest is the timetable for the Nambour-Coolum Tramway operated by the Moreton Central Sugar Mill Company. Tourists of the 1930's must have been a hardy species to leave Nambour at 4.45am on a Saturday morning and to travel in the open toast rack carriages.

NAMBOUR-COOLUM TRAMWAY.

Tram leaves Nambour Wednesdays at 12.45 p.m. and leaves Coolum at 3.30 p.m.

Tram leaves Nambour Saturdays at 4.45 a.m. and 12.45 p.m., and leaves Coolum on return at 7.0 a.m. and 3.30 p.m.

Tram leaves Nambour Sundays at 9.0 a.m., and leaves Coolum on return at 4.0 p.m. Fares, 2s. each way, Children Half-price.

The Commissioner for Railways is not responsible for the running of Trams on the Coolum tramway.