

Durundur Railway *Bulletin*



Newsletter of the Australian
Narrow Gauge Railway Museum Society

Margaret Street, Woodford

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Bingera Mill's Bundaberg Fowler *Ralf* (Bundaberg Foundry B/N 4 of 1952) arrives back at the mill with a rake of full cane bins from Sharon, 26th August 1969. Photo: D. Mewes

Training Day: Saturdays 12th July, 9th August, 13th September and 11th October 2008.

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Scheduled Activities

Track Work Parties	12 th July, 9 th August, 13 th September and 11 th October 08.
General Work Parties	Every Saturday
Running Days	First and Third Sundays

Our Safety Goal - No Injuries

President's Report

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

Each year all societies which are part of ATRQ, provide a list of statistics such as our annual turnover, number of locomotives etc. While it takes a bit of effort to produce, this data gets used for a whole range of various things which can help us. Individually each railway's data would not have a huge impact, but combined it can be used to show Government and Tourism bodies we are a force to be reckoned with. Included in this DRB, which was accidentally omitted from the previous DRB, is a Pie Chart showing the huge impact that Tourist and Heritage railways have on the State's economy. It is certainly an eye opener, and surprised me. Remember this data does NOT include the big tourist railway operations such as the Kuranda Scenic Railway.

After over two years of negotiation, the sale of Kilrie to QPSR has now been finalised. ANGRMS is a great supported of the need for all groups to work together and to support and help each other. However having said that, there is also a need to balance this with what is needed to ensure ANGRMS not only survive, but also continues to grow and attract new members. While some members on both sides wanted Kilrie given to QPSR, the harsh cold reality was we have certain commitments we need it we are going to survive. Kilrie was leased to QPSR "as is where is" for 25 years for \$2 a year, with a clause in the lease that Kilrie was to be returned to ANGRMS at Woodford when no longer required by QPSR. Prior to being brought to Brisbane and leased to QPSR, this locomotive had been in use as standby loco at Pioneer Sugar Mill. It was only withdrawn because the cane season finished and it was no longer required due to the acquisition of enough diesels. As part of the negotiations when the lease expired, QPSR advised that they no longer wanted to lease the locomotive, requesting instead to purchase it. While ANGRMS received other offers for the locomotive, it was decided to sell the locomotive to QPSR at a reduced price in recognition of the fact that QPSR had had the locomotive for this period of time. To their credit, QPSR have funded the purchase of this locomotive by sponsorship from the Ipswich City Council, local businesses, and the local community. A win/win for all concerned!!

As I have stated previously, we are in the Entertainment Industry, not the Transport industry. As such, good customer service is vital. As part of this, it is necessary to listen to customer comments, good or bad, and to sometimes step back and look at things from the customer's side.

One of the things that has been brought to our attention is the need for some sort of timetable. While what we presently do at Woodford (running as required) is great for that end, it causes problems at the Storey Brook end where customers cannot enjoy their coffee etc because they have to rush so they can get back to the station in case a train comes along. After much consideration and discussion, we have developed a trial timetable which has certain set times at Storey Brook, while still allowing some flexibility at the Woodford end plus the ability to do extra runs in between if required. We will be trialling this timetable for the next few months, and Gordon or myself would welcome your feedback. Another thing to consider is we in the longer term we need to put the set Storey Brook times on our handout plus put a sign at Storey Brook station giving those times (due to increase in passengers boarding that end).

Another issue that has been brought to our attention is the need for name badges so the public can determine who are staff. This issue was brought to my attention during a recent cold running day when, even though I was wearing a shirt with the ANGRMS badge on it, I, along with everyone else, had a jumper on. What we are proposing is a simple badge with ANGRMS and your first name on it - I would value your feedback.



ANGRMS stand at the June 2008 Toowoomba Model Railway Show.

Photo: T. Olsson

Safety and Training Report

Gordon Anderson

Remember – Safety First

Compliance Audit Conducted by Queensland Transport (Rail Safety Unit) – 20/01/2008:

The four recommendations from this audit have been implemented and we have subsequently been advised by Queensland Transport that this audit has been finalised. As a result modifications to our work practice have been put into place.

1. Train Notices:

All staff working on site at Woodford on running and working days are required to read and sign that they have read all relevant Train Notices placed on the Notice Board in the Station Master's Office. These notices should then be read at regular intervals by staff to ensure continued compliance with their contents.

Three Train Notices have been placed on the Notice Board to comply with the above audit.

- (a) **Train Notice 1/08, issued 5th April 2008**
New passing loop – Woodford Station Yard
- (b) **Train Notice 2/08, issued 5th April 2008**
Whistle codes
- (c) **Train Notice 3/08, issued 5th May 2008**
Chocking of passenger trains when not in use

2. First-aid Boxes:

These boxes must be inspected annually by the Safety Manager or a designated person. Any items missing as noted from the contents form must be replaced. Any items used from these boxes are to be noted in the book provided so that they may be replaced as quickly as possible.

Note:- Any injuries occurring on site, except for the odd band-aid, must be reported to the Officer-in-Charge and noted on an Accident and Incident Report Form located in the Station Master's Office.

Station Masters and Guards please note:

There are inside and outside first-aid boxes. Outside first-aid boxes are to be placed on the train on running days.

Accredited Sidings:

All stages of the original staging plan of track modifications at Woodford Station have been completed and accredited by Queensland Transport (Rail Safety Unit).

The last items consisted of four sidings from point No.8 towards the storage compound, and a storage siding from point No.3 to the front of the BLC. These sidings have been authorised for use at the June Board Meeting. A Train Notice will be issued to cover these sidings.

Amendment No.6 to SMS Manual:

These amendments have been submitted to Queensland Transport (Rail Safety Unit). We await their accreditation.



Greg Stephenson, Bob Gough, Steve Baker and Geoff Wilson commence disassembly of the "Fields of Fire" track. Deteriorated sleepers have been cut into firewood in the background.

Photo: B. Blannin

Operations, Sales And Marketing

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

Public running days continue on the 1st and 3rd Sundays of each month.

While it is great to see some rain, it has affected patronage at a couple of our running days recently. The running day on the 18th of May was not only one of the coldest days in some time, it was also very blowy with some quite strong wind gusts early in the day and late in the afternoon. Fortunately the wind died down significantly by 10.30 when we ran our first trip. We were also lucky in that it did not build up until after 3.30 in the afternoon, by which time we had no passengers due to the weather. While it is important that we operate whenever possible, it is also important that we consider risks such as fire. If there is a high risk of lineside fire such as extremely high winds, contact Gordon Anderson or myself so we can seek advice from the local fire brigade if required.

Another reason for contacting Gordon or myself is we know what else has been happening behind the scenes. It was fortunate that we could run on this day because Brian Webber had arranged his first article in the Outdoors segment of the Courier Mail on the Friday. While the weather did not help, the item in the paper did result in additional patronage which counterbalanced the drop in our usual patrons.

There was also considerable rain in the week leading up to the running day of 1st June, but fortunately the rain held off until the afternoon. It is very important from a marketing and return patronage point of view that we not only run whenever we can, but also that we present a clean a tidy site. I would like to thank all of those on site on that day for putting in the effort. We will be talking some more on this subject at the training day on the 28th June, which I encourage all members to attend.

Roster

After feedback and consultation with various members, David has prepared a roster for the last 6 months of 2008. We are still desperately short of operations staff and there are many operating days when we just do not have any backup staff available. If you do not receive your roster by end of June please contact David. We think we have covered everyone's needs, but if for some reason you cannot make it on a particular day, please let David know as soon as possible so he can try to find a replacement. .

David's contact details are:

Postal Address: PO Box 5233 Algeester Qld 4115

Home Phone: (07) 3273 2014

Mobile Phone: 0407 146 750

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

Extra Running Days

Bus Charters:

We presently have a bus charter booked for Saturday 26th July, so if you can help please let me know.

Car Clubs:

Visits by car clubs have dropped off and we are looking for someone who can follow up with new letters etc to these clubs. As they usually visit when we are running anyway, they generate much needed extra revenue for minimal extra work or cost.

Weddings:

The wedding on Saturday 7th June is now behind us. I would like to thank everyone for their help not only on the day, but also Gordon Anderson and Geoff Wilson who finished painting the new loco buffer beam as well as cleaning the train and station during the preceding week. With poor weather resulting in lower than normal patronage on the preceding running days, this wedding was a very much needed boost to our income.

We have another wedding booked for Saturday 2nd August so I am again seeking helpers for the day as well as to clean the train during the preceding week. As this day is also the Modelling Railways of Queensland Convention, we will be stretched for staff.

Shows:**AMRA 3rd to 5th May:**

This show is now behind us and I would like to thank everyone who helped out. As well as the regulars, it was great to see new faces such as Wayne Harmon and Graeme Travers giving us a hand.

We also received help and support from Rusty and Joan, while Michael Bertucci had his On30 narrow gauge layout next door. Michael was assisted in getting this layout ready by the AMRA Narrow Gauge Group, and it was good to see both organisations working together to promote narrow gauge.

Toowoomba 14th and 15th June:

By the time you read this, this show will also have passed. It is always good to attend this show and visit old friends in this area. As well as valuable sales income, this is a great opportunity to make people in this area aware of our railway. A lot of Toowoomba area people regularly travel through our area – it is really not all that far away via Crows Nest and Esk.

Caboolture Historical Village – Town and Country Fair – 13th and 14th July:

Due to limited time and resources we usually only display the Pleystowe Cane Inspectors trolley at this show, as well as give out advertising brochures for our railway. Being a local show, it is a great way to promote our railway to locals, as well as do some valuable networking. If you can help on this weekend, please let me know. There is always a lot of interesting things to see.

Modelling Railways of Queensland Convention – Saturday 2nd August:

This biannual convention is on again this year and we will be having our usual sales table and display there. Not only is it a great opportunity to promote ourselves, but they are organising a visit to our railway on the Sunday. As we also have the special running day on the Saturday at Woodford for a wedding, we are again seeking helpers for this day.

Strathpine 9th and 10th August:

We will be have a display and sales table at this show again this year. Now being in the same shire, this show is a great opportunity to publicize our railway to people in this area. Please let me know if you can help with this show.

Monthly Statistics:

The figures below are the statistics for the period April 2008 to May 2008:

	Apr 08	May 08
Paying Passengers	174	173
Guards Sheet	209	211

Sales Items:**Queensland Canefields Steam Era.**

While this book has been around for a few years now, we have decided to restock it. This book by Train Hobby Publications has a very interesting collection of photos of sugar mill steam locos in regular operation.

Cost: \$35.00 plus postage if required.



Inside the workshop, Joe Cohen-Cramp, Bob Gough and Geoff Wilson fit the new buffer beam to Pleystowe No. 5.
Photo: B. Blannin

Track Matters

Greg Stephenson

Locomotive Maintenance:

Early in the year, we had termites treated in four locations at Woodford Station. One of these was the front buffer beam on Pleystowe No. 5!!! Following this treatment, it became apparent that the damage to the buffer was more substantial than originally believed and the buffer beam needed to be replaced. Fortunately, in amongst the bridge timber we purchased from Beaudesert, there was a 10" x 7" bridge headstock that could be adapted as the new buffer beam. Whilst removal of the old bolts presented a challenge, they were removed and the threads repaired with "dies" for reuse.

The old buffer beam was used as template to drill holes in the new buffer beam. It was then fitted temporarily to check bolt locations before being removed for painting with undercoat. The buffer beam was to be fitted on the following Saturday. Due to scatter showers, the locomotive was shunted into the workshop so that buffer beam could be refitted. Unfortunately, due to the rain final painting could not be completed that day, so the locomotive return to service the following day with a pink (undercoat/primer) buffer beam. This has now been painted the final red colour.

Let's hope it's at least another 56 years before this buffer beam needs replacing!

The GEMCO diesel locomotive has had intermittent problems with battery charging for some time. This was tracked back to the generator. Laurie Erb re-discovered the skills he last used as an apprentice electrical fitter with Brisbane Tramways to rewind the generator. This is currently being installed and the electrical system being rechecked by Woodford Auto Electrics.

The majority of equipment we have had a hard life in industry before coming to ANGRMS. The yellow Malcolm Moore locomotive, currently being used as a brake vehicle, is unusual compared to most of our locomotive fleet. Having been bought direct from Army Disposals, it suffers from lack of use during its life! Wayne Harman is using his skills as a motor mechanic and has the locomotive running well. Whilst it still needs some fine tuning, it is a reliable performer.

Woodford Station Modifications:

With the completion of the passing loop, work concentrated on the four storage tracks towards the compound area and a short length of track in front of the BLC.

A test train consisting of the GEMCO locomotive, open ballast wagon, compressor wagon and ex-Nambour Bridge Carpenters' wagon operated on the new trackwork on Saturday 19th April 2008 to verify correct operation of point work. In addition to this test train, numerous work train operations successfully occurred during the construction period.

The following sections reached the stage of Practical Completion on Saturday 19th April 2008:

- The four storage sidings from Point No. 8 towards the storage compound including Points No. 6, 11 and 12; and
- The storage siding from Point 3 to the front of the BLC wagon body.

This work represents completion of all Stages of the original Method of Working (Staging) Plan for Woodford Station and completion of all works originally approved by Queensland Transport in 2002!! We received accreditation of these works from Queensland Transport on 1st June 2008.

Track Maintenance Work:

Whilst the concentration has been on completion of works at Woodford Station, we have not neglected routine maintenance activities. Recently, we replaced 3 sleepers and 2 points timbers

in the main siding to the workshop. Bill Blannin continues to keep weeds in the trackwork under control.

We plan to continue the monthly track work parties into 2008. They are scheduled for **Saturdays 12th July, 9th August, 13th September and 11th October 2008.**

Storybrook Station (Peterson Road):

With the works completed at Woodford Station, there is no time to rest on our laurels. A passing loop at one end of the track is of no use without one at the other end! So it is time to turn our attention to Storybrook Station. Some preliminary works have commenced. The panels of track that were used in "The Fields of Fire" television series have dismantled – many of the sleepers had deteriorated and have been cut up for locomotive fuel. It now remains for the rails to be loaded and transported to storage.

Construction of the passing loop requires fabrication of two new sets of points and rehabilitation of a set removed from Woodford Station. Point timbers for these are being cut from the bridge decking obtained from Beaudesert.

TARGET 2009

In December 1909, Queensland Railways opened the Caboolture to Woodford Section of the Kilcoy Branch.

Our goal is to open the new Storybrook Station in December 2009 as our main focus of these centenary celebrations.

It is an ambitious target, but one I'm sure we can meet with the same dedication and commitment shown to the Woodford Station project.



Sleeper renewal underway on the pointwork leading to the siding to the workshop.

Photo: B. Blannin



New buffer beam being temporarily fitted to Pleystowe No. 5 to check alignment of bolt holes. In the foreground is the original buffer beam showing the extensive termite damage.

Photo: B. Blannin



ANGRMS stand at the March 2008 Sandgate PCYC Show.

Photo: T. Olsson



Bingera Mill's ComEng *Invicta* makes her way through the mill yard light engine, 26th August 1969.
Photo: D. Mewes



Bingera Mill's ex-QGR B13 *Number 48* clouds herself in steam whilst pushing back during shunting manoeuvres on the 3'6" gauge in the mill yard, August 1968.
Photo: D. Mewes

Current Contribution to the Queensland State Economy by Sector

Queensland Tourist and Heritage Rail Sector

The total annual state spend for people visiting enterprises in the sector is:

International - Contribution - \$91 per day
Contribution - \$0.346M

Domestic Overnight - Contribution \$157 per day
Contribution - \$4.51M

Domestic Day - Contribution \$101 per day
Contribution - \$5.075M

Total Direct Contribution \$9.931M

Total Direct and Indirect Contribution = \$29.793M

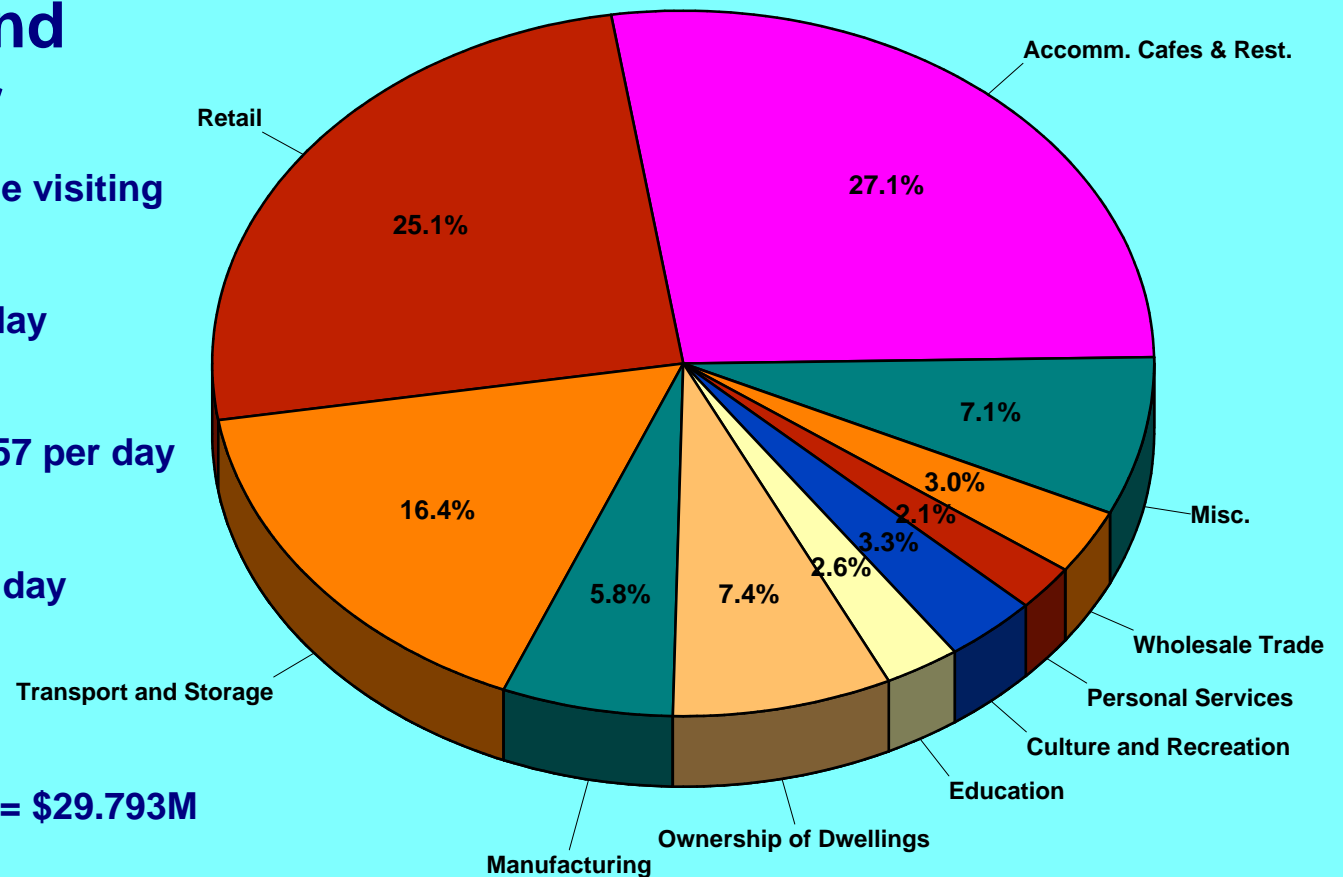
One job in tourism for every \$79,000 of input from tourism

126 FTE jobs created
plus 251 jobs from indirect contribution
Total - 377 FTE jobs

Compiled by:



LINAGE INTERNATIONAL



Sectorial Contribution

Total contribution - Direct - \$9.931M, Indirect - \$29.793M

Source - The Contribution of International and Domestic Expenditure to the Queensland Economy 2003 - 2004 - Queensland Government Office of Statistical Research, Tourism Queensland, and ATRQ

POINT WORK SCHEDULE
EXISTING POINT WORK

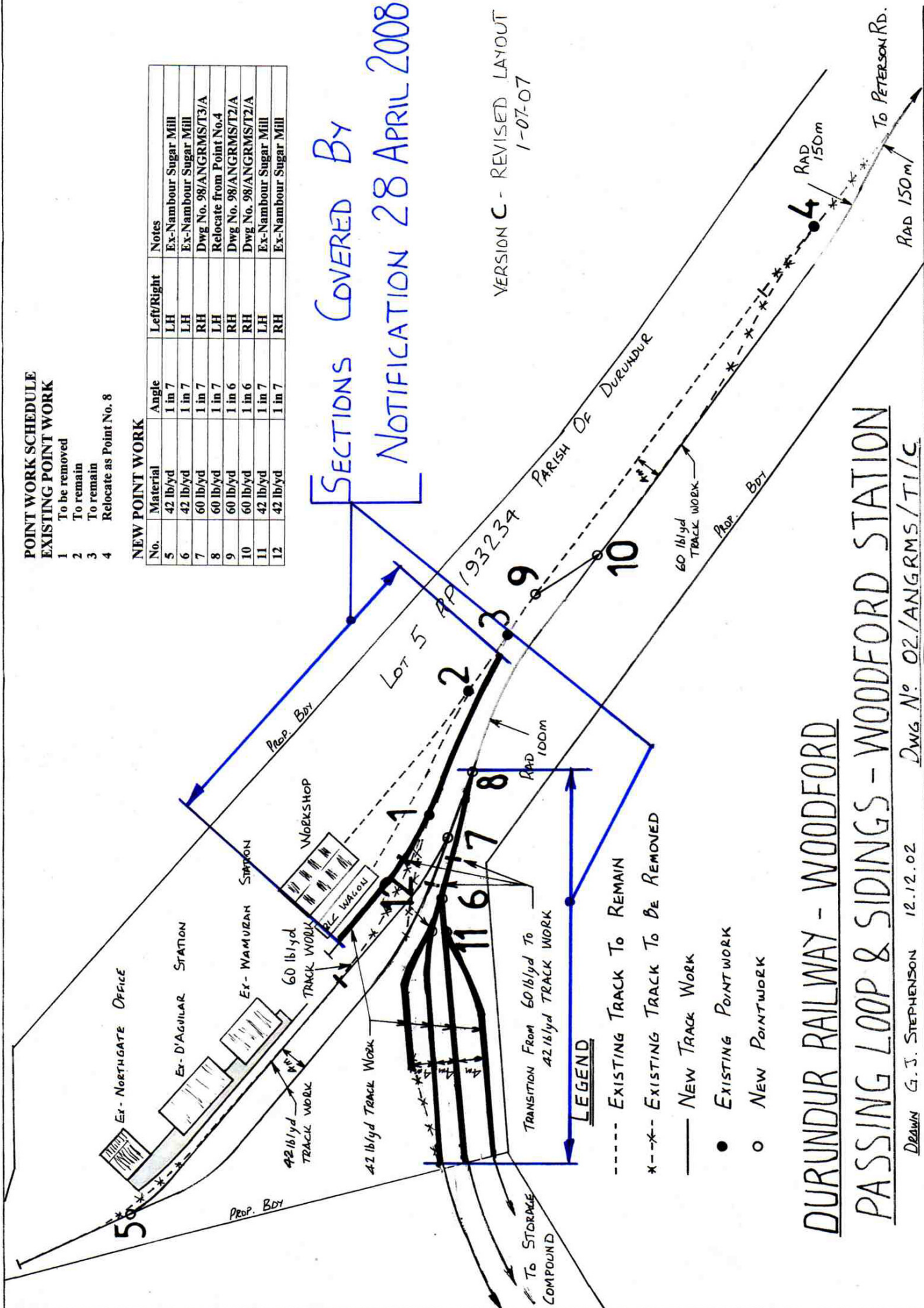
- 1 To be removed
- 2 To remain
- 3 To remain
- 4 Relocate as Point No. 8

NEW POINT WORK

No.	Material	Angle	Left/Right	Notes
5	42 lb/yd	1 in 7	LH	Ex-Nambour Sugar Mill
6	42 lb/yd	1 in 7	LH	Ex-Nambour Sugar Mill
7	60 lb/yd	1 in 7	RH	Dwg No. 98/ANGRMS/T3/A
8	60 lb/yd	1 in 7	LH	Relocate from Point No. 4
9	60 lb/yd	1 in 6	RH	Dwg No. 98/ANGRMS/T2/A
10	60 lb/yd	1 in 6	RH	Dwg No. 98/ANGRMS/T2/A
11	42 lb/yd	1 in 7	LH	Ex-Nambour Sugar Mill
12	42 lb/yd	1 in 7	RH	Ex-Nambour Sugar Mill

SECTIONS COVERED BY
NOTIFICATION 28 APRIL 2008

VERSION C - REVISED LAYOUT
1-07-07



DURUNDUR RAILWAY - WOODFORD **PASSING LOOP & SIDINGS - WOODFORD STATION**

DWG. NO. 02/ANGRMS/T1/C

DRAWN G.J. STEPHENSON 12.12.02