

Durundur Railway *Bulletin*



Newsletter of the Australian
Narrow Gauge Railway Museum Society

Margaret Street, Woodford

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Macknade Number 4 pulls into the yard at Lucinda Point with a fresh load of bulk sugar in near new looking bulk sugar wagons, 11th August 1969. Photo: David Mewes.

Trackwork Days: Saturdays 9th May, 13th June, 11th July and 8th August 2009

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Scheduled Activities

Track Work Parties	Saturdays 9 th May, 13 th June, 11 th July and 8 th August 2009.
General Work Parties	Every Saturday
Running Days	First and Third Sundays

Our Safety Goal - No Injuries

President's Report

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

The Annual General Meeting is now behind us. For the first time in many years, the AGM was held on a Saturday at our Woodford site. After falling attendance at previous AGMs, it was great to see nearly 20 people attend. I certainly hope this is a sign of increasing interest in our society and what we have been up to/plan for the future. Because this year marks the centenary of the opening of the QR railway to Woodford, we arranged for well known QR Historian Greg Hallam to give a talk on the branch. It was certainly a pleasant problem to have to deal with "standing room only" in the main room of the cottage for Greg talk. After the AGM and Greg's talk, several members took the opportunity for a train ride to Storey Brook where Greg Stephenson showed everyone work to date on the new platform time again. On behalf of the Board I would like to thank everyone who took the time to attend, plus our special guests – Greg Hallam and Christine Ianna (who is doing our preservation and conservation report)

The following were elected at the AGM to run ANGRMS for the next year:

- President – Terry Olsson
- Vice President – Gordon Anderson
- Vice President – Bob Gough
- Secretary – Ian Thompson
- Treasurer – Steve Baker
- Board Member – Greg Stephenson
- Board Member – Wayne Harman

As mentioned previously, December this year marks the Centenary of the opening of the railway from Caboolture to Woodford. We have been unsuccessful in obtaining a grant, so the Board has decided to fund the publishing of a book to mark this important event. Well known railway author and ANGRMS member Brian Webber kindly offered to write the book, and present plan are it will be along the style of Aramac Tramway. A separate item is included in this issue where Brian is looking for help in some areas (although I am sure he would not knock back any assistance...).

As noted in my Sales and Marketing report, Brian Webber and Mark Gough have generously offered to take over some of the Marketing. Without trying to detract from the effort that they have both put in, they will both tell you that it has not taken an excessive amount of time to achieve some fantastic results. One of ANGRMS problems is the bulk of the work load tends to get left to just a few people. Unfortunately this means they simply do not have time to do everything. As can be seen from Brian and Marks example, if we can get more members to take on some of the tasks, we can spread the work load so no one is overworked, and yet we can still achieve incredible things.

With Brian and Mark now working on increasing our patronage, we now face the problem of needing more capacity in our train. With the return of wet weather, we also need to get an all weather carriage back in our train. Therefore, we are urgently in need of someone to finish off the repairs to the railmotor trailer.

Similarly, with work starting soon on our new platform at Storey Brook, we are looking for more help on a Saturday to carry out the necessary work. Greg is also looking for help with his many other tasks such as finishing off the painting of the ex CWA Cottage.

On the "museum" side of our society, things are steadily progressing. John Browning has started producing Significance Statements for our major items of rollingstock; while well known QR Historian Greg Hallam has offered to assist with Significance Statements for our buildings as well as producing an overall Significance Statement for our site. Christine is progressing with the

Preservation Plan and Collection Condition Assessment. We have been delayed in getting out the letter to all members asking if you hold anything on behalf of the Society, and hope to have this out in the near future. While this letter will be sent to present members, if you know of a former member who may have something, please either pass a copy onto them, or let the Secretary know so he can follow up.

And finally, I would like to thank everyone for their support during the past year, and look forward to working with you during the next year.



Junior member Ryan Silk practices his painting skills on the floor of the Hudson-Hunslet locomotive in preparation for its reassembly.

Photo: Bill Blannin.

Safety and Training Report

Gordon Anderson

Remember – Safety First

Amendment 6

There are several Members who have not returned their completed Form FO-001, Amended Record for Amendment 6 of ANGRMS' Operations Manual. Having a current Operations Manual is part of the accreditation process. Please update your Manual and return Form FO-001 to save the Society having to issue you with a reminder.

Occurrence Classification & Reporting Guidelines

ANGRMS has received from Qld Transport (Rail Safety Unit) an amended set of Occurrence Classification and Reporting Guidelines. These Items consist of the following:

- (a) Guideline for the Top Event Classification of Notifiable Occurrences and
- (b) Guideline for the Reporting of Notifiable Occurrences.

These Amended Guidelines and Report Forms are to be used in all future Notification to Qld Transport (Rail Safety Unit) of any Notifiable Incidents or Accidents.

The orange folder containing these documents, with spare forms, is located with ANGRMS' Manuals in the Station Masters Office.

Check Lists

Please remember to refer to the **CHECK LISTS** provided for Station Master, Guard, Sales Officer, to continue to maintain our high standard of safety and service to our patrons.

Training

Several Members are engaged in respective training programs to upgrade their skills. If you would like to join our Volunteer group who keep our Railway running, please advise me and you also can become one of our dedicated group of Volunteers.

Light Duties Work Day – 3rd Wednesday of each month

Commencing on the 20th May, a Light Duties Work Day will be available for Members who have been unable to attend the Saturday General/Track Work Day. On this Light Duties Work Day we intend to place on the Agenda such projects as:-

- Repair broken window panes in our buildings.
- Minor carpentry repairs to our heritage style buildings.
- Touch-up paint work to our heritage style buildings.
- Identify and mark where required our accredited rollingstock.
- Maintain the cleanliness of our facilities.
- Tidy up the contents of our buildings so we can better utilise the space.

If you are unable to attend our Saturday General/Track Work Days, Why not participate in these Light Duties Work Days?

The gates will be open from 9.30 am to 4.00 pm.

Even if you can only participate on this Work Day for a few hours, or only occasionally, remember this is **YOUR** Society. Its continued existence depends on **VOLUNTEERS**.



Greg Stephenson undercoats the reassembled rear veranda of the QCWA Cottage before the installation of new decking. Photo: Bill 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.

As mentioned last month, Mark Gough and Brian Webber have agreed to taking on part of the marketing role. Their efforts are already showing benefit, with Mark arranging for an article in the local Caboolture Northern Times newspaper, and through the efforts of Brian, a very good article appeared in the Weekend section of the Courier Mail. Not only did ANGRMS get its own article in the Courier Mail, but we also received a good plug in the article on travelling to Maleny on the opposite page. These articles, plus Brian's regular items in the Courier Mail "What's On" column are certainly boosting our passenger numbers in these hard times. Brian has also taken on the role of contacting car clubs, bus companies etc. With everything else I have on, I simply did not have time to undertake this vital role. A big thankyou to Brian and Mark.

With ever increasing costs, it is vital that we increase patronage. Now Brian and Mark have taken on these roles, we can expect to see an increase in patronage. However, this presents us with another problem. Apart from the fact that we presently do not have an all weather passenger coach, we can presently only seat about 30 passengers in each train. This is not only a problem on busy running days; it is also a problem when trying to encourage bus visits. Therefore, we are urgently looking for some volunteers to take on the task of finishing the repairs to our RM coach PL111.

As part of his efforts to improve Marketing, Brian has written a one page “publicity sheet” on our railway and a copy will soon be e-mailed to all members, or a hard copy posted out as applicable. Please feel free to distribute these to anyone or any group who may be interested, or post on your office notice board.

I would again like to mention the fantastic efforts of our “behind the scenes” crew. It is no good putting a lot of effort into marketing if our site and rollingstock is not neat and tidy when patrons arrive. Greg and his team always manage to have the site looking fantastic for running days, despite some very wet weather of late. Steve and Ryan have also been doing a great job in making the loco look fantastic.

Congratulations to Peter Mills. While he still has to undertake the WPH&S boiler test, he has now passed all ANGRMS tests to enable him to become a driver. Tony Weber has joined our Operations team and is progressing well as a trainee fireman.

It is good to see groups working together. AMRA Narrow Gauge Group has constructed a small circular model railway for ANGRMS to use at this year’s AMRA show. His layout uses a narrow gauge locomotive and visitors are required to try and stop the loco at the short station platform, fitted with electronic retarded braking, it is harder than it sounds!

Roster

HELP NEEDED – We have still not had any offers to take on this important role. As mentioned last DRB, the roster is only prepared every six months, and only requires someone with e-mail and phone access. As you do not need to be on site, this is an ideal way for someone to help who cannot visit site regularly or even at all. Please do not leave this to the members who already have a full work load.

With the time for the next roster rapidly approaching, can all operations staff please check “their diaries” and let me know when you are available and/or not available for the latter half of 2009. With all the increased marketing, and tougher economic times, it is very important we operate when required.

Monthly Statistics:

	Jan 09	Feb 09	Mar 09
Paying Passengers	143	144	213
Guards Sheet	193	193	268

Extra Running Days/Group Visits

Bus Charters:

We now have a bus visiting on the 19th July. As the cooler months are already busy, any extra help on this day will be appreciated.

Car Clubs:

We will be having a visit from the Mini Minor club on the 19th April.

Weddings:

By the time you read this, we will have operated a special train for a wedding on Easter Saturday. The bride and groom are locals and were pleased to be able to support the society. At present, he

only other wedding we have booked is on the 29th August. We some of our regular helpers away on the QR Q150 train, please let me know if you can help on his day, and also on the previous day when we need to clean the train.

Shows

SANDGATE HOBBY SHOW – 7th and 8th March 2009:

This show is now passed. For various reasons patronage was down by about a third on previous years, with a corresponding drop in our income. While it still lacked some scenery etc, opportunity was taken to trial the model train layout mentioned above. This certainly generated interest, and helped to promote narrow gauge as well as the important safety message that trains take a while to stop.

AMRA - 2nd to 4th May 2009:

This show is now almost upon us, so if you have not already done so please let me know when you can help. With a running day on the Sunday, and several of our regular helpers away on the QR Q150 train, we are desperately in need of your assistance. This show is our major income boost for the year, as well as an important marketing opportunity.

TOOWOOMBA MODEL TRAIN EXHIBITION – 13th and 14th June 2009:

Please let Gordon know if you can help out, particularly in moving items to and from.

Sales Items:

DVD- WAIT HERE FOR TRAMS – Parts 1 and 2:

Previously released some years ago on VHS, the footage of Brisbane's Tram and Trolley Bus Network has been digitally remastered and a new commentary added. It has also been split into two DVDs. A must for anyone with an interest in "how things used to be".

Cost: Part 1 or Part 2 - \$34.95 plus \$6 postage if required
 Part 1 and Part 2 - \$64.95 plus postage if required

For new Price Lists please see our website www.angrms.org.au.



Terry Olsson is a picture of concentration as he undertakes the delicate "cutting in" of the paintwork of the front veranda of the QCWA Cottage. Photo: Bill Blannin.

Track Matters

Greg Stephenson

Over the last two months, Saturday work days have regularly been interrupted by periods of wet weather. As well as leading to prolific grass and weed growth requiring regular mowing, it has made this task much harder as we have had to resort to mowing in less than ideal conditions to ensure that it is completed prior to the Sunday running days.

Over the years, many of the original pine trees were removed by cutting at ground level and leaving the stump in the ground. These have progressively rotted and the recent wet weather has exposed the stump holes. Fortunately, with the soft, wet ground conditions, the remaining central core of the stumps could easily be extracted before the holes were filled with "deco". This work receives high priority where the stump holes are located in the public areas so that these hazards are quickly removed.

RMP Baguley "Mulgrave No. 1"

The work on preparing this locomotive for accreditation will be an on-going project for some time. The bonnet section has been removed so that rusted areas at the front of the bonnet can be cut out and replaced. With the bonnet removed, the radiator was pressure tested for leaks and found to be in poor condition. Given the difficulties of removing the radiator once the bodywork was

refitted, it was decided to have the radiator core replaced. The radiator has been repaired and awaits reinstallation into the locomotive frame.

Hudson Hunslet – ex-Cattle Creek Sugar Mill

The 4 wheel Hudson Hunslet Diesel Locomotive has been used as a brake wagon pending major repairs to Passenger Coach PL111. The locomotive was not fitted with an engine and was only used to provide emergency braking for passenger trains. It was withdrawn from service whilst additional safety chains were fitted to the braking mechanism. Whilst these repairs are underway, the opportunity is being taken to re-install the engine. Whilst this has not been overhauled, the weight of the engine will provide better balance in operation and the locomotive will appear more complete to visitors.

This is another on-going project. However, re-assembly of the locomotive has commenced.

Track Maintenance Work

Bill Blannin has had a concentrated effort to treat the weeds along the mainline. On going recent wet weather has lead to prolific growth and hampered spraying efforts. However, his persistence has been rewarded and the effects of his efforts can now be seen as sections of track reappear from the sea of weeds.

We plan to continue our commitment to routine maintenance activities with the monthly track work parties held on the second Saturday of the month. The track work days are scheduled for **Saturdays 9th May, 13th June, 11th July and 8th August 2009.**

QCWA Cottage

Refurbishment of the QCWA Cottage continues despite delays caused by regular wet weather. The external repainting is well advanced. Front and rear guttering has been replaced. The outlet pipe for the rainwater downpipes has been extended and diverted away from the car parking area. The timber sub-structure and hand rails have been re-installed and “undercoated” in preparation for installation of the new decking. This project continues as time and weather permits.



Wayne Harman pauses to check his welding on the inside of the bonnet of Baguley locomotive *Mulgrave No.1*.
Photo: Bill Blannin.

ANGRMS BOOK TO MARK CENTENARY OF RAILWAY REACHING WOODFORD

December 2009 marks 100 years since the original QR railway opened to Woodford. To mark this very important event, the ANGRMS Board has decided to publish a book that will give a history of the line in QR days, a section on other narrow gauge lines in Queensland, and then a brief history of ANGRMS and the Durundur Railway. While the line opened as 3ft 6in gauge, the two foot gauge Durundur railway has now been there for nearly 30 years!

Well known railway author Brian Webber has generously offered to write the book, and would welcome the following help in preparing the book:

- (a) Any relevant photos – QR, Sugar or other Narrow Gauge, plus early days ANGRMS
- (b) Any memories
- (c) Detail of ANGRMS start up, opening and info re developments that deserve mention

If you can help, please call Brian on (07) 3354 2140.



In contrast to the photo on the front cover, *Macknade Number 14* is caught in the late afternoon sunshine on her way to Lucinda Point with another load of bulk sugar for the terminal, November 2008.
Photo: Raymond Mewes.



Giru heads out with a rake of empties for the canefields, as Invicta Mill is seen in the background. November 2008.
Photo: Raymond Mewes.