

Durundur Railway Bulletin



Newsletter of the Australian
Narrow Gauge Railway Museum Society

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Modified Clyde HG3R, *Number 9*, makes her way into Hambeldon Mill Yard in August 1973. This loco has been modified to allow it to work under the QR bridge at Redlynch, to lower the loco's profile the cab roof folds back with the aid of big weights one of which can be seen on the cab side. Also in the case of an HG3R, the twin exhaust pipes fold forward almost like machine guns found on World War 1 planes. The whole appearance makes for a most unusual site.

Photo: D.J. Mewes

Trackwork Days: Saturdays 10th Oct., 14th Nov. and 12th Dec. 2009

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Our Safety Goal - No Injuries

President's Report

Terry Olsson: via the Society PO Box, or e-mail terryolsson1@hotmail.com

As mentioned previously, December this year marks the Centenary of the opening of the railway from Caboolture to Woodford, with the railway opening to Woodford on the 6th December 1909. At present it is planned to hold a ceremony to mark the event at about 9.30 to 9.45 on the morning of the 6th, with the official guests then proceeding to Storey Brook cottage for a morning tea and book launch. It is also planned, to hold a special running day on the following Sunday to help mark the event. More details will be realised as things are confirmed but in the meantime, please keep this day and the following Sunday free.

As well as planning for the event, there is a lot of preparatory work to be done in making our site look its best. One example of this is the repainting of the station buildings – something Greg Stephenson has taken on. I am sure he would welcome any help! A centenary of a particular line is something that only comes along once in a lifetime, so we need as many members as possible who are not already actively involved, to come along and help us make this a special event. Please let myself or one of the Board know if you can help – the 6th of December is really not that far away!

The book that Brian Webber is writing for ANGRMS to mark this event is progressing well, with the draft version having been sent out to several people for comment. It is certainly looking good and presently on track for release on the 6th December.

2009 also marks some other important anniversaries for ANGRMS. 30 years ago on the 27th June 1979, the first locomotive arrived on site at Woodford, while in November 1979, we operated our first public passenger trains (although regular public running did not commence until March 1980). The next edition of the Durundur Railway Bulletin is the 300th edition, so it has been decided to make that edition a special photograph tribute to these two significant anniversaries.

Following a suggestion by Lynn Zelmer, you will notice that from this edition of the DRB, there is now a list of upcoming important dates on the back cover. Hopefully this will help keep members informed of upcoming activities, and help them to plan ahead so that they can attend whenever possible.

Members are also reminded that following another suggestion, ANGRMS holds a short informal information meeting as part of the bi-monthly Light Railways Research Society of Australia (LRRSA) meeting which is held on the second Friday night of every even month at the Mt Gravatt Garden City Library. These are quite interesting meetings, with LRRSA providing some form of entertainment. ANGRMS members are welcome to attend, even if you are not an LRRSA member.

With summer coming on, the grass really starts to grow. Greg Stephenson and his team continue to do a marvellous job working behind the scenes to keep the site looking neat and tidy. With the upcoming centenary celebration, and the need for our regular mower operator Bill Blannin to take a break, we are looking for additional members to help in this regard. Another important task which needs to be undertaken is the control of lineside vegetation. This is particularly important with the forecast of a high fire risk summer due to extra growth from the wet winter.

Please remember that without the not so interesting “behind the scenes” activities, there will be no “front of scenes” train activity. If you can help with any of these important tasks, please let one of the Board know. If you cannot make it on weekends, as noted last edition, Gordon Anderson is now organising mid week work days. Your help would certainly be appreciated.

And last but not least, congratulations to member Sam Erb with the birth of his second child (a daughter – Marlee) on the 3rd of August, as well as to Laurie for another grandchild!



Whilst flipping through early photos of the Society to put in the next DRB, I came across this gem showing one of our quieter, yet dedicated achievers over the years. Greg McHugh shovels a pile of dirt on Gordon Yarrow's property at Rosewood, he seems to be enjoying himself don't you think? For many years we had some of our smaller locos and rollingstock stored here amongst Gordon's own collection of cars and odds and ends, this was also the site of our very first railway utilising some portable track; a couple of wagon turntables and the Army flatcars seen in the background. The year is pre-1979.

Photo: D.J. Mewes

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 Amended 6 of ANGRMS's Operations Manual. Having current Operations Manuals 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.

Training:

Congratulations to Neil Trevorrow who has been accredited in the positions of Sales Officer, Station Master and Guard.

Congratulations also to David Caruzzo who has been accredited in the positions of Sales Officer and Station Master.

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

The following jobs have been attended to:

- (a) Passenger wagons side ramps have been coated with clear non-slip paint.
- (b) Bundaberg Fowler No 5, number painted on buffer beam. Second coat to be applied.
- (c) Melbourne, boiler wash-out and inspection.
- (d) All accredited rolling stock located and inspected
- (e) RM Bogie Passenger Car PL-111 inspected and measured for commencement of repair

Future duties for work days:

- (a) Clean out vegetation around buildings.
- (b) Paint Malcolm Moore adjacent to front fence.
- (c) Install ANGRMS sign at front fence.
- (d) Continue to repair Passenger Car PL-111.

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 and junior member, Ryan Silk, put their green thumbs to work and planted some trees in the picnic area as part of National Tree Day 2009. Photo: T. Olsson

Operations, Sales and Marketing

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

Thanks to the efforts of Mark Gough and Brian Webber, passenger numbers continue to be better than last year's figures. For July and August, paying passenger numbers were up 47% on this time last year. This only goes to show that if we can get more members taking an active part in the society, we can achieve incredible things.

As mentioned last month, the increased patronage means we urgently need extra capacity on our train. As well as needing more capacity, with summer on its way, we also need an all weather carriage. Therefore, we need to get PL111 (our railmotor trailer) back into service as quickly as possible and Gordon Anderson has offered to lead this project. If you can help please let him know. Ideally it would be good to have this vehicle in service during December when we can expect considerably increased patronage due to the centenary of the opening of the railway to Woodford.

During July we had a small display at the Caboolture Historical Village annual Town and Country Heritage Fair. Being in the local area, this event is a good means of spreading the word about our railway, as well as maintaining contact with another historical organisation in the area.

Due to a mix up, we did not receive an invitation to this year's Pine Rivers Model Train and Hobby Show. By the time we followed up on this, the show had already been booked out. The organisers have said that we will be invited next year.

Roster:

HELP NEEDED – As mentioned in previous editions, we are still looking for someone to take on this role. The roster is 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.

Running Days

Bus Charters/Car/Motorcycle Clubs:

As noted last issue, we had a bus plus a motor cycle club visit during July. Visits by buses or clubs on our normal running days are a great help as they result in a significant increase in income for little or no extra cost. If you know of any bus or other groups that might be interested in visiting our railway, please let myself or Brian Webber know so that we can follow up.

Weddings:

The wedding on the 29th August went very well, although it was touch and go if they would have steam due to fire bans during the preceding week. Fortunately, the weather was kind on the day, and we were able to run with steam – much to the relief of the bride and groom.

Monthly Statistics:

	July 09	Aug 09
Paying Passengers	289	188
Guards Sheet	375	216



A partially stripped *Melbourne* sits quietly in the Compound not long after arrival at Woodford. Soon the loco will be completely stripped and the boiler jacked up out of the frames as part the first steps towards restoration. The year is 1979. Photo: D.J. Mewes

Track Matters

Greg Stephenson

Recently I've had the opportunity of a "road trip" to Mackay to watch cane train working. Of course, I couldn't help but look at the track work and observe how the sugar industry builds and maintains "real" narrow gauge track. Naturally, I was jealous of the level of mechanisation with self propelled sleeper inserters, ballast ploughs and tampers and long sections of ballasted track with welded rails and prestressed concrete sleepers. However, there are areas of much lesser standard. A number of branch lines had been rationalised – removed or shortened! It was interesting to see areas with a mixture of timber and concrete sleepers and how the fishplates had been modified to suit the elastic sleeper clips. In some locations, there were steel sleepers through the point work followed by a few long timber sleepers transitioning into concrete sleepers track. During the trip, I saw my fair share of rotten sleepers and loose rail joints and evidence of derailment damage. I also noted that during the season, the methods used were often done for expedient reasons to keep the trains moving.

In Proserpine, a set of points with new "experimental" plastic sleepers were being installed. Certainly, a lot lighter than the alternatives. It will be interesting to see how these perform in the long term and whether they are adopted more widely by the industry.

There was an opportunity to talk to the ganger installing these points. Many of the hand tools used were the same as those we use at Woodford and there's still a strong "manual" component

required. They were still contending with many of the issues that we face such as joining different rails that, whilst of the same nominal size, were of different section shape with fishplates that were not compatible. Because sugar mills are large industrial complexes employing most of the mechanical trades, they get the boiler makers to weld these joints. We have used a similar process but have tended to weld up transition rails or fishplates that can be bolted in to make these joints.

I came away with the feeling that we are doing very good job in maintaining our track at Woodford to a good standard appropriate to its traffic task. I can now return to Woodford with a fresh perspective on what we have achieved at Woodford.

RMP Baguley – *Mulgrave Number 1:*

Work in recent months has concentrated on removing rusted areas of the bonnet, filling unused holes and treating the areas with rust converter before priming the treated areas. The bonnet was removed so that this work could be undertaken at ground level and positioned for easy access. The bonnet has now been re-installed and some minor adjustments being made to ensure that it fits correctly. Work will now move to repairing the rusted areas of the roof and cab.

Hudswell Clarke – *Melbourne:*

This tender locomotive has not operated for some time as repairs to the motion and cylinders are needed. Mechanical Engineer, Peter Hall wants to reactive this project. Since the locomotive has been stored for a number of years, the first step is to have a detailed boiler inspection undertaken. This will be co-ordinated with the annual boiler inspection “Pleystowe No. 5” whilst our boiler inspector is on-site to save travel costs. To access parts of the boiler, the cab roof has been removed as well as the boiler lagging. Following the outcome of this inspection, a plan for returning the locomotive to service can be formulated.

Ex-QGR Railmotor Trailer – *PL111:*

The mid-week “retirees” group has re-started this project. PL111 has been relocated close to the workshop for access to facilities and power to allow the project to continue. The first task has been to clean out all the “stuff” that has been stored in the carriage to give a clear work space and access for the repairs. The repairs will still be a long project, but it is good to see it progressing.

Track Maintenance Work:

A challenge for the track gang has been the failure of the diesel injector pump on the ex-Nambour rail mounted compressor. Sourcing parts for an obsolete machine has become more of a challenge for the mechanical crew. According to the parts manual, the pump is not the original fitted to engines of the model in the compressor. Hopefully, this has been resolved and the compressor will be returned to service shortly. We have several areas of the mainline that can be improved by lifting and repacking the ballast. The compressor is required to operate the ballast hammers, so this non-urgent work will be scheduled when the compressor is returned to service.

A number of point timbers and sleepers in the main workshop access siding have been marked for replacement and will be attended to on the next track day.

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 10th October, 14th November and 12th December 2009.**

Building Works:

Gordon Anderson has fabricated a “non-standard” size replacement window for the kitchen of the QCWA cottage. It is currently being glazed and will be reinstalled in the near future. He is working his way around the other buildings as we’ve found two other windows with cracked or broken glass.

With the approaching railway centenary celebrations in December 2009, the opportunity is being taken to refresh the paintwork on other timber buildings. The ex-Northgate first aid room – the first building on the Woodford platform – has been repainted with just some trimming to be completed. We will work our way along the platform with the ex-D’aguilar station building – current ticket office - being the next to receive attention.



Melbourne is stripped of boiler cladding, fittings, steam dome and cab roof in preparation for a boiler inspection as the first step in determining the work that needs to be done and the cost to complete the locos overhaul, mid 2009. Any help you can provide to help complete the restoration to return the loco to her former glory when she was pride of the fleet at Victoria Sugar Mill would be gratefully received.

Photo: T. Olsson

Reminder to All

People are reminded help is needed every Saturday between now and December 6 to get the site ready for the Centenary celebrations.

Also, a call any members who may be available, we need as many as possible on site on Sunday December 6 and the following Sunday December 13 to help with proceedings on the days.

In addition to the already rostered crew for 6th December, we need a totally second crew to relieve rostered crew so the train can keep running continuously if required. Can anyone who is available contact Terry Olsson or one of the Board?



Condong Mill *Number 6* and *Number 5*, both Ruston and Hornsby products, rest between duties on a wet day in September 1969. *Number 5* now belongs to the Society and was a stalwart for many years being our first operational loco at Woodford and even taking over passenger train duties hauling the RM trailer when the Bundy Fowler was being overhauled during the 1980's.

Photo: D.J. Mewes

Calender

1st and 3rd Sundays of the month	Scheduled running days
3rd Wednesday of the month	Light duty work days with Gordon Anderson
Every Saturday until 6th December	Work parties at Woodford to prepare the site for Centenary celebrations
Saturday 10th October	Trackwork day
Saturday 14th November	Trackwork day
Sunday 6th December	Centenary celebrations at Woodford
Saturday 12th December	Trackwork day
Sunday 13th December	Further Centenary celebrations at Woodford
2nd Friday night of the month	Brief ANGRMS meeting followed by Light Railway Research Society meeting held at Mount Gravatt Library, Garden City Shopping Centre



Hambeldon Mill had a number of their Clyde's modified to operate under the low level QR bridge at Redlynch. Here one of the Clyde's has just crossed Brinsmead Kamerunga Road after leaving Redlynch Yard and is about to drop under the QR bridge. Not how the cab roof has been folded back to lower the locos profile. 13th August 1971. Photo: D.J. Mewes



ComEng, Norham, comes across from Rita Island with another load of cane for Kalamia Sugar Mill, August 1972. Photo: D.J. Mewes