

Durundur Railway *Bulletin*



Newsletter of the Australian
Narrow Gauge Railway Museum Society

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One of the earliest passenger trains at Woodford was the Woodford School Special run for the local primary school. Here an unlined Bundy Fowler, fitted with suitable headboard, prepares to make another trip over the lightly laid line. At this time the main running track ran right down to the fence on Margaret St, but on the alignment that would take it through the middle of the Workshop Building today. This is the original Q.G.R alignment. The track was eventually moved further into the middle of the site and a platform was created from earth bulldozed from the original alignment.

Photo: David Mewes

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Our Safety Goal - No Injuries

A Note from the Editor

Raymond Mewes

As you may notice, this is issue number 300 of the DRB, as well as being the 30th year of publication. It is also 30 years since moving to our permanent home at Woodford, lots of 3's all round!

To celebrate these milestones we have decided to make this issue a special one with lots of pretty pictures of the early years of the Society, in particular 1979 and the early days of the Railway. For newer members it is a chance to see many of the first steps the Society took, and for those who have been around since the beginning it will no doubt be a chance to reminisce on those early years.

All photos were taken by David Mewes. If anyone has any more photos of the early years of the Society they would like to share I would be more than happy to include them in future editions of the DRB.

So grab a cuppa, sit back and enjoy this special edition of the DRB.



From 1971, when ANGRMS was formed, until mid-1979 the Society did not have a permanent home to store its growing collection. As a result the collection was spread throughout Southeast Queensland, from transport depots, to fellow societies and even member's backyards or garages. This made tracking of items very difficult, a permanent home needed to be sought to bring the collection together. Through the early years a number of sites were investigated, including amongst others the range up from Bracalba to D'aguiar, though this site would have provided passengers a spectacular run up the range, there was no power or running water/sewerage available. Woodford was considered close enough to the top of the range for future extensions whilst providing the amenities the Society required.

Before there was track....



It is 1979 and here is a view looking up Freeman's Cutting, as can be seen the original track formation for QR's Kilcoy Branch is still quite visible even after 15 years since the line's removal. It was scenes like this that greeted us early on and helped convince us that Woodford was the place to start, very little in the way of earthworks would be required before track could be laid and trains run.

Just visible through the trees on the right is Norm Freeman's house, Norm was an early supporter of the Society moving to Woodford and would open his door to members to use his shower if they were spending the night onsite before the Society had such amenities of its own.

A view of the Compound before it was cleared and widened....



This was one leg of the triangle in Woodford Station Yard during the years QR ran trains to Woodford and Kilcoy. The track once continued beyond the current boundary fence to a sawmill, as can be seen here. One leg of the triangle ran along where our current “yard” runs, whilst the other leg ran through the middle of what is now our carpark. Margaret Street did not exist in those days. Woodford Station was actually located in what is now Tilney Park.

The Compound begins to take shape....



In this early view of the Compound two temporary tracks have been roughly laid. These utilised the light weight 20 lbs rail from the Australian Army, which was in abundance at the time. The track diverging off to the right led down through the current car park to an unloading ramp. A number of the locos and rollingstock touched down on site via this ramp.

The Bundy Fowler has arrived....



In this scene we are standing on the unloading ramp, with the front entrance to the site behind us. The Bundy Fowler has just recently been delivered to the site after taking part in celebrations for the opening of the Merivale Bridge at South Brisbane, also in 1979. To the right are the panels of track used at the bridge opening.

Not all the locos and rollingstock have arrived onsite, this work continued through 1980 and into 1981 as each temporary site was cleared. Other than the Bundaberg Fowler which had been stored at the Brisbane Tramway Museum's site at Ferny Grove the remaining locos had been stored at Queensland Transport Terminal, Rocklea.

The locos present in this scene are:

Bundaberg Fowler, *Pleystowe Number 5*;
 Hudswell Clarke, *Melbourne*;
 John Fowler/Hudswell Clarke, *South Johnstone Number 5*;
 The tenders belonging to *Melbourne* and the *B9 ½*;
 Hudswell Clarke, *Pyramid*;
 John Fowler, *B9 ½ Number 11*;
 Perry, *R.D Rex*;
 John Fowler, *Airdmillan*

And lurking amongst the trees behind the Bundy Fowler is the Ruston, *Condong Number 5*. .

Celebration as more steam locos arrive at Woodford....



Society members mingle with truck drivers and crane operators after the second batch of steam locos to arrive at their new home has been safely unloaded. It had been raining and the ground was very muddy and slippery making for an interesting time getting the trucks on site and unloaded.

By this time the unloading ramp had been dismantled and the first group of steam locos had been pushed back into the Compound.

The locos arrived in convoy on the same day from the Brisbane Tramway Museum site at Ferny Grove. The crane used to load at Ferny Grove was courtesy of Brambles Industrial Services and the five low-loaders were donated by NQX. This second group from front to back include:

The Borsig from Cattle Creek;
 John Fowler, *Miallo*;
 The Hunslet from Cattle Creek;
 John Fowler, *Pioneer*;
 The Buderim Krauss

Melbourne is just visible between the Krauss and the crane, by this stage she had been stripped and the boiler jacked up out of the frames as restoration commenced.

Restoration begins on *PL111*....



The first carriage used at Woodford was known as the *Animal Cage* and was homemade on a 4 wheel rigid, unsprung chassis. This was only a small vehicle carrying only a handful of passengers at a time with no roof for protection from the weather and due to the unsprung nature of the chassis a rough ride as well. It was determined very quickly a more permanent solution was needed to carry passengers in, something that could handle more people, provide weather protection, and greater travelling comfort for visitors to enjoy the railway. Thus one of the three Railmotor Trailers purchased from Q.G.R was overhauled and placed on 2' gauge bogies.

Here ex-Q.G.R Railmotor Trailer *PL111* has been lifted from her 3'6" gauge bogies and placed on stands to begin restoration and conversion to 2' gauge. The conversion involved placing the coach onto the tender bogies from B9 ½ *Number 11* and connecting the brake gear from the bogie on the Guard's end of the carriage to the brake handle inside.

The yard takes shape....



Looking back from the Compound towards what will become the picnic area in future years, a partially dismantled Hudson Hunslet sits alone on one of the tracks that leads to the mainline whilst the track to the left heads towards the front gate. At this stage both tracks leading into the Compound had access to the mainline making the movement of locos and rollingstock easy to undertake.

The old Blitz crane truck was lent to us by local contractor, Clyde Itzstein. It proved invaluable in towing locos off low-loaders at the unloading ramp and towing them into position in the Compound.

We had a great deal of help from many local people in those early years and without them we would not have succeeded as well as we did.

Clyde brought down his D9 bulldozer on several occasions, free-of-charge.

The locos move into their new home...



The Compound receives its first residents. Here Melbourne, South Johnstone Number 5, B9 ½ Number 11, Pyramid, R.D Rex and Airdmillan sit contemplating their futures in retirement.

These locomotives were moved one at a time from Queensland Transport Terminal using an Aitkin Transport low-loader. They were loaded using an Aitkin crane at Rocklea and then unloaded at Woodford using the unloading ramp and Clyde Itzstein's Blitz truck. We had very little money and David Mewes used all his negotiating skills to get the job done as cheaply as possible (preferably gratis).

The steel open wagon on the left is No.8 ex-Douglas Shire Tramway, which, even then, was being used as a ballast wagon. The ballast was actually bituminised road gravel which had been donated from a road construction project. This and many other wagons were transferred to Woodford using a truck fitted with a ramp normally used for carrying cane trucks. This truck was kindly loaned to us by Rocky Point Sugar Mill. Rocky Point were keen to help as we had helped them celebrate their centenary using No.5 Ruston & Hornsby.



Amongst a forest of pine trees the Bundy Fowler sits quietly at the end of track at Margaret St, note the lightly laid track that was used at this time.



The reason ANGRMS needed a permanent home: This is a scene at Aitkin Transport's Readymix Yard at Eagle Farm. These locos had to be shifted to Queensland Transport Terminal at Rocklea when Aitkin's decided to sell the property.

It was a constant issue regarding secure storage and we are grateful that we never had to pay any lease fees.