



Durundur **Bulletin**

*Australian Narrow Gauge Railway Museum Society,
trading as the Woodford Railway, is located
25 km west of Caboolture in Woodford, Queensland*

Volume 34

Number 321

May/June 2013



Grovers bogie wagon wheel set, disassembled with work being conducted on the entire bogie frame. Ryan Silk photographer.

Running Days: First and Third Sundays

**Trackwork Saturdays: 18 May, 15 Jun, 20 Jul and 17 Aug
(Note changed weekend to third Saturday)**

Work Days: Every Saturday; Light Duties on Third Wednesday

Our Safety Goal - No Injuries

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ISSN 0158-785x, ABN 92 009 872 011, ACN 009 872 011

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Scheduled Activities

General Meetings: Second Friday: Feb, Apr, Jun, Aug, Oct, Dec; combined with LRRSA at the BCC Library, Garden City Shopping Centre, Mt Gravatt; 7:30 pm, entry from 7:00 pm (after hours entrance at rear of Library)

Light Duties Work Day: Third Wednesday of each month. The gates open 9.30 am to 4.00 pm.

Donations and Bequests

Donations to the Society's Museum Fund are tax deductible. Please make cheques payable to the 'Australian Narrow Gauge Railway Museum Society' and mail to the PO Box above or deliver in person. Remember to include a note indicating that it's a donation, plus your name and address so that a receipt can be posted to you.

We appreciate your help and support now, but also consider mentioning the Society in your Will. Donations/bequests can be for a particular project or for museum development (restoration or infrastructure). For details, contact the President

President's Report

Terry Olsson, President

The society's Annual General Meeting was held at our Woodford site on 23 March 2013. The meeting was well attended and was again held in the Workshop building (although without the major rain event that happened last year!!). These meetings are a great opportunity for members to hear about what the society has been up to during the last year, as well as discuss any concerns, suggestions etc.

The following were elected to the society's Board of Directors for 2013:

President: Terry Olsson

Vice Presidents: Gordon Anderson (also Safety Manager), and Bob Gough

Secretary: Ian Thompson

Treasurer: Steve Baker;

Board Member: John Parnell (one position still left vacant)

I would like to welcome the new Board and look forward to working with them to make 2013 another exciting year for the society. I would also like to thank Peter Hall for his valuable contribution to the Board during the last two years.

One particular issue discussed at the AGM was the marketing name we use for our railway. While the organisation will always remain known as the Australian Narrow Gauge Railway Museum Society (or more commonly as ANGRMS), there was much discussion about whether we keep "Durundur Railway" as our trading/marketing name. While "Durundur" has served the railway well for many years and was a great choice at the time, it was felt that the name "Durundur" had lost a lot of significance, particularly with the current trend to rely more on computers and the internet, search engines etc.

After much discussion, a motion put forward by Brian Webber to change to "Woodford Railway" was carried by all at the meeting. It will take time to convert to the new name, so both names will continue to be used for a while. For example, we will not be requiring members to go out and get new patches on their existing shirts. The Board Meeting following the AGM also agreed that this magazine will continue as the "Durundur Railway Bulletin".

Apart from the AGM mentioned above, in recent months we have improved our passenger numbers and have continued important work on projects such as boiler work on our steam loco Bundy, overhaul of the Grovers bogie wagon, and repairs to Netherdale. We have also continued our excellent work in keeping the grounds neat and tidy as well as inserting more concrete sleepers into our track.

An important part of being a member of ATRQ is the networking and working with other groups to mutual benefit. A good example of this is the ASSCO display of section cars mentioned in my Sales and Marketing report. We helped ASSCO by loaning them some 20lb rail and sleepers to display their section cars, while they handed out our advertising brochures – a win win for both groups.

Another win win for both groups has continued to be our partnering with the Woodford Mens Shed. While they are still setting up on the land we leased them, they have already helped us by making and donating wooden file handles so we can make sure we comply with the recent safety rule requiring files to have their own handles.

And a couple of date claimers – December 22 this year marks 100 years since the railway opened from Woodford to Kilcoy. We have been in touch with the Kilcoy Historical Society who are planning an event at the end of November (likely 23 Nov but not confirmed). While some initial discussions have been held about something at the Woodford end, nothing has been finalised yet.

Another anniversary this year is 10 years since the closing of Moreton Sugar Mill at Nambour (hard to believe isn't it!!). The Nambour Historical Society will be holding an event at their museum on Saturday 30 November to mark this event. We have been in discussion with them about a display there also.

And finally on a more serious note, many of you will have seen the news reports about an unauthorised and unqualified person moving a loco at the Mary Valley Heritage Railway at Gympie. For those members who come to our Woodford site, we need to start thinking more about security and how we can prevent such a thing happening at Woodford. It is no good saying it won't happen as that is what MVHR thought!

There are some simple things we need to put in place immediately:

- never leave a loco running unattended,
- never leave the keys in an unattended loco (eg, take the key with you when everyone goes to lunch),
- if in doubt, check that individuals have an ANGRMS Rail Safety Worker Card, and if still in doubt, check with Gordon or myself, and
- close the Margaret St gate/s when no one is in an area where they can see anyone coming through the gates.

We will be holding toolbox talks in the near future and welcome any suggestions or ideas from members.

Remember, safety first - take your time and do a job safely. It is better to arrive late than not arrive at all.

Remember – safety first!

Safety and Training Report

Gordon Anderson, Vice President, Safety and Training

Risk Management

Following on from my report in the March/April DRB, the Hazard Forms are now in use and form a vital part of ANGRMS Risk Management Policy.

As part of this policy, a "Hazard Log Register" is also now in operation. One purpose of this register is to expeditiously identify Accidents/Incidents which occur more than once and therefore require more training of staff to prevent future Accidents/Incidents of the same type reoccurring.

Since we began using the Hazard Forms, they have proved to be a great success and have been well accepted by all members on site. We have seen a noticeable increase in reporting of incidents. Remember these forms are also for potential risks/near misses, not just for actual incidents.

We do need to be aware of Accidents/Incidents so we can take remedial action to prevent such Accidents/Incidents reoccurring. Training has taken place and is ongoing to emphasize the need for vigilance in these matters. Part of this process also involves looking at the equipment used to see if it can be improved to reduce risks. For example, a new type of chock for easier insertion/removal and better visibility is under consideration.

One type of Accident/Incident now being recorded in the Register is minor injuries such as cuts to fingers/hands and abrasions etc. When using any tool of any type due care is required.

ANGRMS has now been operating for several years since its temporary closure due to the insurance crises. Like all sister organizations with many years of successful operation, complacency can creep in. As volunteers we need to guard against this by regularly monitoring our own working behaviour to ensure as an SAFETY FIRST organization, we do not become a victim of complacency. If we do, it is not a question of "IF" but "WHEN" a Notifiable Accident/Incident will occur.

The success of the introduction of the Hazard Forms has been due to you - the volunteers on site - reporting all Accidents/Incidents, however minor, and doing the appropriate recording. I thank you for your support in this important component of the Risk Management System and look forward to your continued support.

Safety Systems Upgrade

As part of ANGRMS continuous upgrade of Safety Systems, foam fire extinguishers have now replaced the powder extinguishers on Gemco and Netherdale locomotives. This was a result of advice from the Woodford Emergency Services received at the Emergency Training Day last year.

Some Civil Notes

Greg Stephenson, Track Day Coordinator

Track Maintenance Work

The last few months have been a frustrating time to undertake outdoor activities due to rain or the imminent threat of rain – we don't want to start track activities like removing sleepers that cannot be finished if "rained" out and then prevent train operations. The short periods of fine weather have been used taken up with mowing the prolific grass growth and weed poisoning.

Time has been spent hand digging and cleaning out the side drains through Freeman Cutting to help the stormwater drain away. This helps to keep the sleepers dry to prevent them from rotting out. It also helps to limit loss of strength in the ground that is supporting the track which can otherwise result in the track moving out of alignment.

Saturday 20 April 2013 turned out to be a fine day and the opportunity was taken to replace a developing cluster of rotten sleepers – these were located in one of the areas where the drains had been previously cleared and were clear evidence of the effects of poor drainage. From our limited stock of prestressed concrete sleepers, we placed five in this location. To ensure drainage and support, we removed all the existing contaminated ballast and replaced it with fresh ballast before repacking the section.

The monthly track work parties will be held on the third Saturday of the month to allow some members to spend their weekend at Woodford with Saturday devoted to trackwork and Sunday to train operations. The track work days are scheduled for Saturdays 18 May, 15 June, 20 July and 17 August 2013.

Storybrook Station

In February, Jim and Robert Itzstein removed the four large trees on the future alignment of the mainline, passing loop and station area. They removed all the resulting debris to the rubbish tip and did some preliminary shaping of the area. However, with the continuing rain, it has been too wet to return to the site to complete the final levelling. We are grateful to Jim and Robert for making their time and machinery available at no cost and look forward to their return when ground conditions are favourable.

With the area cleared, we undertook some surveying to establish the track centre lines. Near Peterson Road, the track bed (on which ballast, sleepers and rails are laid) is at existing ground level and only a final trim with a grader is required. Closer to existing mainline, around 200mm of fill is required to build up to track bed level.

There is an open drain in our property that runs parallel to our fence line and collects the runoff from the uphill properties and the stormwater discharge pipes from the swimming pool, and diverts the water away from the mainline. This drain needs to be relocated to allow the new tracks to be constructed. However, the continued wet weather makes this area too wet for machinery to operate until it can dry out.

Negotiations have continued to source track materials for Storybrook Station and the extension. Following our successful trials of reclaimed ex-QR steel sleepers as bearers (sleepers) in pointwork, we have sourced a good supply of these sleepers. These are currently located beside a section of QR mainline and the continued wet weather has prevented road access for their collection.

We have been offered reclaimed "obsolete" prestressed concrete sleepers from a North Queensland sugar mill. Whilst details are being finalised, these sleepers have been removed to a central stockpile and we will need to sort, stack and strap the sleepers into pallet size bundles for road transport. At this stage, we are targeting a week in July after the school holidays to be in North Queensland for this task. We will be looking for volunteers for this project.

The other challenge will be to find economic transport for the delivery of these sleepers to Woodford.

Pandrol Australia have agreed to supply enough weld-on shoulders and "e" clips for 200 steel sleepers and "CF2" elastic clips for 200 concrete sleepers. Delivery is expected in the near future so we will be well prepared for the arrival of the steel and concrete sleepers. Our thanks go to Pandrol for their advice and generous support.

These concrete and steel sleepers will set high standards for future trackwork at Woodford and their use will minimise the on-going maintenance task of timber sleeper replacement.

Workshop Report

Bundy No 5: Work is progressing on removal of the tubes. Some are stubborn and need a lot of hammering to start moving them from the firebox end. The smoke box end of the tubes have been collapsing and a small oxy nick has been used to help release them.

Grovers Bogie Wagon: Ryan Silk has taken on the task of rebuilding the bogies from this wagon, one of the rare items we have on site.

Netherdale: The two very large and heavy brake cylinders under the cab have been removed and inspected. Their removal took three of us to do the job, one to work the winch, one to guide the cylinder and a third person on the out side for assistance where required. We are getting quite good at this procedure due to the fact that one brake cylinder had been removed about a month prior to the removal of both cylinders.

With both cylinders now removed for inspection, cleaning and replacement of springs and buckets can be undertake, we hope to have all back together and reinstalled by mid-May. Thanks must go to Brad Bell, Alex Perkins, Ryan Silk, Bob Gough and Wayne Harmen who assisted Mark Gough with the removal of these heavy items.



Above left: Mark Gough in cab and Ryan Silk in the pit removing Netherdale's brake cylinders. Bob Gough photographer. Above right: Alex Perkins standing in the pit and holding onto the winch rope that made life so much easier for the removal of the brake cylinders. Mark Gough photographer.



One of the brake cylinders sitting on the pit floor (left). Without the pit this job would have been more difficult and taken longer. Cylinder top removed (right) to reveal built up dirt oil and a well used spring. Mark Gough photographer.



Bob Gough in the fire box of Bundy No 5, grinding the ends of the boiler tubes so that they can be removed. Mark Gough photographer.

Operations, Sales And Marketing

Terry Olsson, Operations, Sales and Marketing

Public Running Days:

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

During March and April, despite effectively losing a running day due to wet weather (total of 14 pass carried), a visit from two car clubs and a special run for a bus company has meant that we finished the two months on average passenger wise. The good news is that income for the March and April is up 26% on the same time last year! This shows the importance of marketing our railway, and the need to continue putting significant effort into this important aspect of running our railway so we can pay the ever increasing bills.

Roster: Neil Trevorrow is the ANGRMS roster officer so please direct all enquiries to him (trevorrow26@optusnet.au; ph: 3263 6761 or 0402051546).

It is now time to start looking at the running day roster for the second half of this year. If we are going to bring in the income to pay the bills and undertake the various projects we all like to see happen, it is vitally important we run when advertised so please help your society by making yourself available as often as possible.

Special Running Days: Brian Webber is the co-ordinator for special running days and group bookings. Therefore if you have any suggestions or contacts in bus companies, car clubs etc please let Brian know (ph 07 33542140 or bwebber5@bigpond.com).

Bus Groups/Car Clubs, etc.: We presently have no car club or bus visits planned for the next few months.

Shows

If we are going to continue to grow our patronage, it is important that we broaden our horizons by exploring new opportunities for marketing our railway to reach new audiences. You will see below that we are trying some new areas, especially working with other heritage groups so all benefit. Please come along and give us a hand at the various shows we attend.

Kilcoy Show – 19-20 April 2013: By the time you read this, this show will have come and gone. ASSCO, which is another heritage group, had a display of section cars at this year's Kilcoy Show. We loaned them some rails and sleepers for their display, in return they gave out our brochures and displayed our advertising board. Brian Webber also attended on the Saturday on behalf of ANGRMS.

Caboolture Markets – 21 April 2013: Thanks to some excellent detective work by Brian Webber (and the Caboolture Show Society for the free stall)

we had a very successful stand at this popular Sunday Market. While it meant an early start (you have to be ready by 5.30 AM!!), it certainly was a great opportunity to promote our railway and to obtain some much needed sales income.

AMRA Show – 4-5 May 2013: This show is rapidly approaching and we are still VERY SHORT of helpers, both during set up/dismantle and during the show itself. This show is our major income source for the year so let's not have to cancel due to lack of helpers.

There is a huge amount of work in preparing for such a show, as well as in running the sales stand. It cannot be done by just one or two people so please let me know (by e-mail preferably) when you can help. This year's show is even harder than previously because we have our normal running day on the Sunday when we also have to dismantle at the end of the Show. We also cannot park right beside our stand as it will be on the first floor.

While showing up on the day will be most welcome, it is preferable to roster in advance so we do not end up with an excess number of people one day, and a shortage another day. Advanced planning makes the best use of your valuable time as well.

Steam and Vintage Machinery Rally at Old Petrie Town – 18-19 May 2013: We have been invited to have a stand at this years Rally near Petrie. This is another great opportunity to promote our railway to a part of our shire we have not previously explored. Brian Webber has offered to staff this stand but he certainly could use one or more helpers – please let him know if you can help. Helping at the show means you will also get time to have a look around this great old time collection.

Toowoomba Model Railway Show – 1-2 June 2013: This show is another valuable marketing and sales outlet for our society. We will also be having our normal running day at Woodford on the Sunday so if you can help with this show (and set up on the Friday) please let me know.

Pine Rivers Model Train and Hobby Exhibition - Strathpine – 10 and 11 August 2012: This show is also another valuable marketing and sales outlet so please let me know if you can help.

Monthly Statistics

	Mar 2013	April 2013
Paying Passengers	109	154
Guards Sheet	135	212

Sales Items

History of Commonwealth Engineering – Volume 4: This new volume in this excellent series on this significant Australian railway rolling stock manufacturer is now available. In addition to rolling stock for various "larger" gauges, his company produced narrow gauge rolling stock. This is the second last in this well researched series, with the last volume (No 5) due out later this year or early next year. Price: \$65.00 plus postage if required.

QGR S&W Railway Locomotives and Carriages 1881 Drawings - By Jim Fainges: This spiral bound book is the first of two we will be publishing, and contain photos and some dimensions (where these were available) of the locomotives and carriages in use on the then Southern and Western Railway (which later became part of Queensland Government Railways) in 1881.

This volume covers locomotives and carriages while the second volume will cover wagons and guards vans This book will be of interest to those with an interest in early Queensland Railways as well as to modellers. Thanks go to Brian Webber, who did the actual publishing work, as well as Jim for generously making the manuscript available to ANGRMS. Price: \$18.00 plus postage if required.



One of the Grover's wagon bogies rebuilt, mid-April. Ryan Silk photographer.