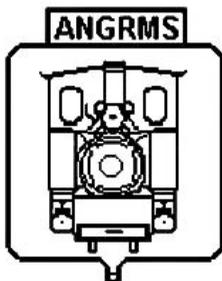


Durundur Railway Bulletin



Newsletter of the Australian
Narrow Gauge Railway Museum Society

Margaret Street, Woodford

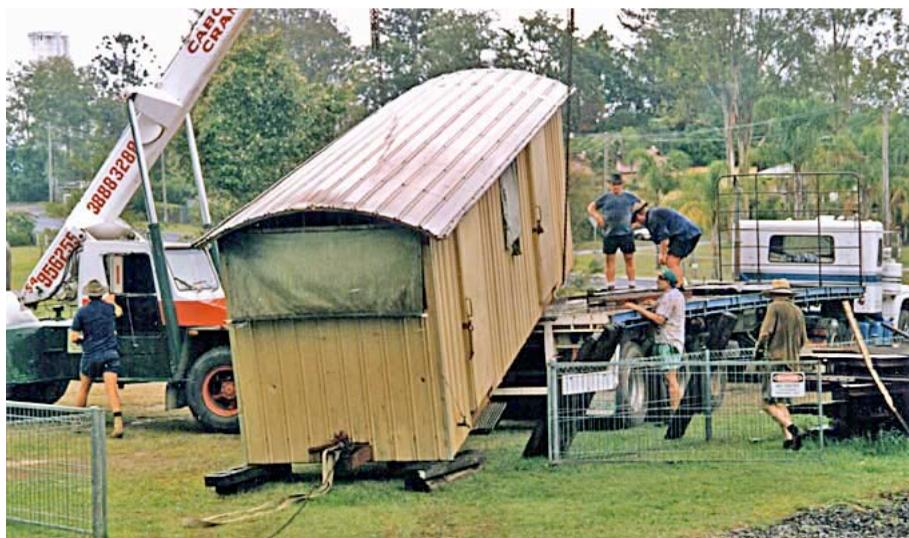
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Saturday 20 Nov 2004. Lifting heavy end of ex-Morton Mill tool car while trailer drove out from under wagon, then is lowered to ground. Loco tows wagon, crane follows and wagon placed on track. R Gough photo rg_06.

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Next Track Work Parties: 12 Feb, 12 Mar & 9 Apr 2005

Running Days Recommence Sunday 20 February 2005

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Scheduled Activities

2005 AGM	Wednesday 2 March
Track Work Parties	Saturday: 12 February, 12 March, 9 April
General Work Parties	Every Saturday
Extra Training Day	Sunday 13 February
Running Days	20 Feb, then First and Third Sundays

Our Safety Goal - No Injuries



Trackwork party, October 2004. Lynn Zelmer photo, lz_2391.



President's Report

Paul Rollason

Well Christmas has come and gone and I sincerely hope that everyone had a Merry Christmas and I wish you all the best for 2005.

2004 was an interesting year for our Society and it provided many challenges for us whilst we were not operational due to the lack of insurance. Now that we have insurance and at a very reasonable rate, we can once again prepare to become operational. In late November we had our theory training day and the following weekend our practical assessments for reaccreditation. To date about half of the operation staff have been reaccredited in preparation for the recommencement of operations.

An additional theory **training day** is planned for 13th February 2005 where we once again will run through the requirements for the Health Assessments for Rail Safety Workers, the changes to the Operations Manual and Safety Management System and of course sit the theory examinations for each role you wish to undertake. This additional training day will be held at Local Government House at 25 Evelyn Street, Newstead from 9.30am. Naturally, if you have already done this day in November you will not have to do it again.

Also during November, we had our **special general meeting** where the insurance was discussed and the additional \$30 **levy for insurance** was voted upon. There was a resounding vote to accept the additional levy which will be used to build a reserve to cover the excess should we ever have an insurance claim made against us. Our excess on the insurance is \$10000 for any rail related incident (ie. train accident) and \$1000 for any other claim (ie. slip, trip or fall). Having this \$10000 excess reduces our premium significantly. The lower the excess the higher the premium just like your car insurance. In fact if we were to halve our excess, our premium would have doubled.

ANGRMS could simply not have covered the \$10000 excess should we have had an accident and likewise we could not afford a higher premium, hence the Board took steps to make sure we had some sort of reserve to cover the excess to cover any such event. A separate bank account is being set up to hold the reserve and it cannot be used for any other purpose. The levy will be in place for up to 4 years so that the reserve can be built up. The Board will also top up this reserve from monies raised from fares.

As mentioned there was an overwhelming support for the levy, much to our surprise, and I would like to thank all members for their support of the Board in this difficult matter. Many members asked many questions and they were satisfied that the need for the levy was justified. Many also spoke favourably for

the Board's initiative to rectify a potential problem and some even mentioned that we should have done this years ago like other organisations have done.

An even bigger thankyou goes to the members who have donated more than the \$30 to kick off the reserve at a much faster rate. Quite a number of people have given up to \$100 (\$40 membership + \$30 levy and an additional \$30 for the levy). Some of these people that have done this have asked that the additional money be used to assist the individuals who are not so well off financially. Naturally there have been a few resignations (3 to date) with most of these being pensioners that simply could not afford the increase. The Board is assessing these individuals and using the additional money donated to cover their insurance levy. Once again my sincerest appreciation is extended to those individuals who have donated more.

I am very pleased to say that ANGRMS will **recommence full passenger operations** on the 20th February 2005. This is 8 days short of two years since we ceased operations. We will be operating on the first and third Sunday's of each month at this stage until we see the need to operate every Sunday. This will give us the opportunity to retrain staff, train new staff and get ourselves back on our feet without burning out the small number of crew that we have. It has taken us a long time to get to this point but I was always confident that it wasn't "if" but "when". It has taken quite a bit out of a number of people and I have certainly learnt far more about the insurance industry than I ever wish to know (I can tell you I feel like someone had opened my blow down and I'm completely drained). None the less we are ready to get going again and I urge all of you to consider taking part in the roster (full uniform for a good public perception is essential).

As we recommence operations I ask all members that they conduct themselves in a **safe manner** so that we avoid any accident or incident within our Society so that the safety of yourselves and others is maintained at a high level. Should there ever be an accident or incident no matter how small it may seem to you, please advise the Officer in Charge or myself immediately as we may have to report this incident to either Work Place Health and Safety or Queensland Transport immediately. We won't be jumping down your throat for reporting it but we wish to avoid any consequences that may result for not reporting it if the relevant authorities, which another Society recently tried to get away with and were dealt with quite severely.

The Society will have its **Annual General Meeting on Wednesday 2nd March 2005**. I encourage all members to attend and have their say in the Society. I look forward to seeing you all there.

Once again, I thank each and every one of you for your patience and support over the last twelve months in these very difficult times. I trust that you will continue to support the Society in what every way you can. Your assistance from

basic paper work, to writing articles and grant applications, to yard maintenance or restoration would be greatly appreciated and we could find a small job to suit your skill level and time available.

Important Information On A Serious Matter

Over the last 12 months there has been a spate of little occurrences on site that have left us all scratching our heads. Some items have simply gone missing such as tins of paint, tools and other minor items. These items are not there for members own private use but for the use in various projects. Some items are been purchased by the Society and others by individual members out of their own pocket. It all seems too common and if the offender is caught, then the matter will be handed over to the police.

The latest incident was the failure of the steam brake on the Bundaberg Fowler just prior to the training day. After two days pulling the locomotive brake system apart it was found that someone has tampered with the brake spindle in the cab, removed it and put it back together in the wrong position. The person who has done this had some idea what they were doing and it is looking more like sabotage. If this person is ever caught they will not only be removed for life out of the Society (if it is a member) but this serious matter will be will be handled over to the police and criminal charges will be laid with the full force of the Law including the Transport Infrastructure Act which has some harsh penalties in it.

Whoever altered the brake handle wanted to make someone look very stupid or meant to cause an accident. This could have resulted in a **very serious** accident.

Some members are accusing Leslie Beahan for not putting the brake back together properly but I can assure you all that after speaking at length with Leslie he had not even touched the brake spindle prior to the brake failure and only found it when he pulled it apart as a last resort when the brakes were still not working. These accusations and finger point towards Leslie need to cease immediately as I am very satisfied Leslie was not the cause. Further accusations towards Leslie will be treated as slander and dealt with appropriately.

It angers me that anyone would attempt such an extremely stupid and dangerous thing but it is looking more like an inside job as there have been other items not put back where they should be and were definitely in a different place from one weekend to the next. Be assured, we are watching things like a hawk. Friend or not, I will have no hesitation to hand these situations over to the police.

If anyone knows any information to who is tampering with things or is removing items from site then please advise me immediately and anonymously if you wish and I will deal with the situation promptly. If a member is involved I urge you to not tamper with things as someone will end up hurt or worse, killed. I certainly do not take this situation lightly.



Board Notes

Di Ezzy, Hon. Secretary, 23 January 2005

Welcome to 2005.

The Board held meetings in December and January with the main topic under discussion being the start-up tasks and progress in preparation for recommencing train operations in February 2005. Other items discussed at these meetings are as follows:

- Submitting an application for a Department of Veterans Affairs grant to restore the Malcolm Moore as part of a restoration, preservation and display of Wartime memorabilia project;
- Arranging to document (catalogue and photograph) the contents of the Moreton Mill navvies wagon to show the tools that a typical Bridge Gang used. Retaining the navvies wagon as a semi-Museum exhibit;
- Review of Woodford site master plan.
- 2004 Annual Report



Track Matters

Greg Stephenson

Mainline Trackwork Maintenance: On 14th December 2004, we had our annual independent inspection of the trackwork at Woodford. The inspection found that ... “it is suitable for the traffic task that is required of the track.” It was pleasing to note that ... “sleepers are in generally good condition, with some single ineffective sleepers requiring replacement. There are two locations where two in a row ineffective sleepers were noted.” We were supplied with the following prioritised defects list.

Location (km)	Defect	Priority	Comments
0.270	Ballast profile light	3 months	
0.320	Sleepers ineffective	3 months	Replaced 01/05
0.320	Sleepers spacing not to standard	6 months	Respaced 01/05
0.300 to 0.350	Top & Line	3 months	
0.400	Ballast profile light	3 months	
0.400 to 0.550	Top & Line	6 months	
0.455	Sleepers ineffective	3 months	Replaced 01/05
0.470	Ballast profile light	3 months	
0.720	Tree over track	Immediately	Removed 12/04

Four of the nine defects have been rectified. The three spots shown with “ballast profile light” will be topped up on the February track day. The areas marked for

“Top & Line” need to be lifted and levelled and the hollows removed before being repacked to reinstate the “Top”. As part of this, some areas need realigning to remove kinks and to improve the “Line”. This work will proceed during the year.

This report is a credit to all those that have helped to maintain the track and we can be proud of the standards we have achieved under the trying conditions of the last 2 years.



Leslie Beahan works on the Hudson Hunslet as the new brake wagon for our passenger operations. Paul Rollason photo pr_0041.

New Train for the Track Gang: We have been particularly fortunate that Bundaberg Sugar have donated a number of work vehicles from their closed Nambour Mill. The items include their Bridge Carpenters Wagon, a rail mounted compressor and a Malcolm Moore locomotive – a complete works train. Once accredited, the Bridge Carpenters Wagon will become a mobile tool store where all the track tools can be stored and transported to the work site. This will remove the time consuming task of loading and unloading a tool wagon each track day. This wagon also includes a lunch room facility in one end. The rail mounted compressor marks a new era of mechanization for the track gang. We will be able to use air driven hammers for driving dog spikes and packing ballast

instead of spiking hammers and ballast picks. This should ease some of the physical demands of track work and considerably increase our productivity. This will become particularly useful as we attend to the “Top & Line” work through Freeman Cutting.



Recently acquired rail mounted compressor and bridge gang work wagon from Moreton Mill. Paul Rollason photo pr_0043.

So if you'd like to be amongst the first to join this new era, you are most welcome to be part of the major work parties for track work generally held on the second Saturday of the month. The monthly work parties are scheduled for **Saturdays 12th February, 12th March and 9th April, 2005**. We normally kick off about 9.00 am. If you can help on any of these projects, let me know on telephone 3844 9269 or via email at greg.stephenson@uqconnect.net.

Passenger Rollingstock: Work is nearing completion on the fit out of Douglas Shire Tramway open wagon No. 29. A steel frame has been fabricated for the seats and incorporates supports for a roof to provide an additional passenger vehicle. Once completed work will then concentrate on the fit out of the other Douglas Shire Tramway open wagon.

Our staff training day revealed a couple of limitations in the use of the Hudson Hunslet 4 wheel diesel locomotive from Cattle Creek Mill as a brake wagon. The

most serious of these was that when releasing the handbrake, it was possible to completely wind off the thread and have the connecting links of the mechanism fall off. Leslie Beahan has fabricated and fitted a stop bracket to prevent this from occurring. Whilst the concept is simple, the position where it is fitted made installation less than simple! As Leslie said he couldn't see where it was to go so had to rely on feel and his arms were about 5 inches too short! Meanwhile Bill Blannin has been repainting the brake wagon.

Bundaberg Fowler BFC No. 5: During December, in preparation for recommencement passenger operations, a boiler inspection was undertaken on Bundaberg Fowler locomotive Pleystowe No. 5 to verify that it had not deteriorated due to the long period of inactivity. George Preston - our Boiler Safety Consultant - reported that ... *"the boiler was seen to be in good general condition with no significant deterioration or corrosion since previous internal inspection of July 2003"* and that ... *"boiler tubes displayed no significant increase in scale"*. Our storage strategies have been successful and locomotive is now available for service.



Sales And Marketing

Terry Olsson: Ph 07 5497 4285 (or via the Society PO Box), or e-mail sales@angrms.org.au

Public Running Recommencing 20th February 2005 - We Need You

As noted in the Presidents report, after almost two years work, ANGRMS is finally able to re-commence public train operations. The first public running day will be on Sunday 20th February 2005, and we will operate on the first and third Sundays of the month thereafter.

We had originally hoped to recommence on Australia Day but various things prevented this. Because we have already commenced paying the insurance, February and March are traditionally quite months passenger wise, and because the usual few will be flat out getting things ready, we have not planned any big event for the 20th February. Having not run for nearly two years, it is felt that this quieter time will enable us to get back on our feet, retrain staff etc. It is always possible to have an "official reopening" at a later date so if you have any ideas please let me know.

Now that we have a reopening date, there is a lot of work to be done to clean up the site and buildings so that they are presentable again. The picnic area, BBQ's and tables/shelters all need a good clean, along with the station buildings (inside and out), toilets, platform area etc etc etc. Because we have not run for almost exactly two years, we already face a difficult task in rebuilding our patronage, and we do not want to make that any harder by having a badly presented site.

During the last twelve months Paul Rollason and myself have attended several meetings of railway groups from all over Australia, and this was one issue which regularly came up. Dirty toilets, stations or carriages will result in passengers simply not returning to our railway.

Therefore, two special “clean up days” have been organised for Saturday 12th February and Saturday 19th February. The 12th will be the main day when we need as many helpers as we can get. The 19th is really a back up day for the 12th in case we do not get everything done, or in case of rain. Being the day before we start running, it will also be used for any final tidying up. Please do not leave it to the few existing regular workers because they already have a full programme getting other things done. There is a lot to do so please make a special effort to come along and help your society make this long awaited event a success. While you are certainly welcome to just show up on the day, if possible, please give myself or one of the other Board members a ring before hand because that will help us to plan the day better.

As well as a clean and tidy site, it is equally important that any staff on the running days present themselves in a neat and tidy condition, and where applicable, wearing the correct uniform. The official uniform is dark blue shirt and pants/skirt (or suitable alternatives such as dress/calottes etc, with the ANGRMS patch on the shirt/top. In the case of loco crew, dark blue overalls can be worn if desired. The train crew and anyone who is required to go “trackside” must have safety shoes/boots.

The other thing we need to do is to present a bright, cheerful and professional image to our passengers. I have spent many years now working on various “heritage” type trains and I have found that there is an increasing number of people out there who are not familiar with the “railway environment”, and a large number who have never even travelled on a train before. Therefore, we need to treat all passengers or potential passengers/visitors with respect, and try to help them or answer their questions politely, no matter how stupid it may seem. Rude or grumpy staff will drive people away. We can all do other things to help in this area as well. For example, if you see a small boy looking at the loco, go over and explain to him how it works. Not only will this help our image on the day – he may just be a potential future member.

Running Days Roster: Bob Gough will be looking after the rostering of members on running days and he eagerly awaits your call on 3848 3769 (7pm to 9pm only please). After our start up day on 20th February, we will only be operating on the first and third Sundays of the month. During the long shut down period we have lost quite a few of our regulars for various reasons (permanently or temporarily), and this is one of the main reasons the Board has decided to only run twice a month at this time. Even with this reduced number of public running days, we may have difficulty filling all the positions on the roster. Therefore, I again ask you to look closely at you diaries, calendars etc and let

Bob know when you are available. More re-accreditation courses are planned so contact myself or Paul Rollason if that is an issue. We have waited two years to re-commence public operations – help us make the wait worthwhile!

Can you help in spreading the word that we are running again?: After two years closed to the public, we need to rebuild our patronage. We recently had an article in the Northern Times newspaper, and I am arranging to get new brochures printed. I am also seeking your help in spreading the word. Therefore, please let me know if you can help by distributing some brochures, or if you know of a club or other organisation which might like to visit and ride on our railway.

New Sales Items: Beyer Garratt Coffee Mug: We have just taken delivery of a re run of the popular Queensland Railways Beyer Garratt coffee mug. These are now available at Woodford station or by contacting myself. Cost: \$14.95 (plus postage if applicable).

RJ Models On30/On2 Models: The “7ft” brakevan from the Innisfail Tramway is now available at \$55.50 (plus postage if applicable). Unfortunately, due to an increase in costs, the “HB” class wooden open/brake van kit is now \$59.50 (plus postage if applicable). At the time of writing, there are two Bundy Fowlers kits available for immediate delivery, so if you want one now is your chance to get it without the usual waiting period. And for those who are into modelling QR, as well as those who model “narrow gauge” (yes I know – is QR narrow gauge????), later in the year RJ Models will be releasing a _ to the foot 1932 AEC 45 HP Enclosed Railmotor which will be available in a number of gauges. If there is enough interest, a trailer will also be produced – so let me know if you are interested and I will pass this on. In addition to selling the kits, if someone requires one of these models but does not want them in kit form, we can arrange to have them assembled and painted for them. Because the amount of work will vary from kit to kit and will depend upon exactly what is required, please enquire about the additional cost of this service.

Books: We now have on hand, the following books at the prices shown plus postage:

The Aramac Tramway \$15.00; Laheys’ Canungra Tramway \$9.95; Triumph of Narrow Gauge (QR) \$59.95; Built by Baldwin \$44.00.

Videos: We now have the following videos on hand at the prices shown plus \$6 postage:

Tracks in the Sun \$34.95; Steam in Queensland \$38.95

Thomas: We have decided to try selling “Thomas” and now have a limited range of the Thomas “Take Along” diecast models on hand. These will be available at Woodford when we recommence public running, otherwise please enquire about

our range. The range of Thomas available is just too extensive to stock everything.

Sandgate PCYC Model Train and Hobby Show: This annual show is being held on the weekend 5th and 6th March this year, and ANGRMS will again be taking part. Because we will have just re-commenced public running, we have decided to have a slightly bigger display and sales stand this year. This show is held over both days of the weekend and members are being sought to help staff this stand. Not only will you be able to help provide some badly needed sales income, but you will also be able to help “spread the word” that we are running again. Please let me know if you can help. Assistance is also required on the Friday to help set up and on the Sunday evening to dismantle the stand.



Recently acquired Malcolm Moore “Jimpy” and rail mounted compressor from Moreton Mill. Paul Rollason photo pr_0042.

ANGRMS Web Site Update

The recent and continuing changes to the web site are to make it easier to use and maintain. In particular, the photo gallery is being restructured to eliminate the search facility that was subject to frequent failures.

A full colour version of the DRB will still be available from the web site, as is a 2005 calendar.

Cane Railways in Fiji, 2004



Clyde #3 entering Lautoka Mill. Ian Dunn photo, July 2004.



Clyde #11 at Lomo Lomo. Ian Dunn photo, July 2004. More of Ian's Fijian cane tram photos from July and December 2004 can be found on the CaneSIG web site (follow the Fiji link from www.zelmeroz.com/canesig).

Volunteers and their Limits

Reprinted from *The Turntable, Newsletter of the New Zealand Railway and Locomotive Society Inc*; 88, Sep 2004

[Compiler's Note: The NZRLS publishes one of Australasia's better rail magazines as well as fostering restoration and heritage activities. Their plight is similar to that of many rail heritage organisations in Australia, including ANGRMS. Where will we get the next generation of people to run our societies?

Perhaps more importantly for ANGRMS, where will we get our next generation of trackwork, maintenance and restoration workers?]

Our Board and the people who do the work of running the Society are getting no younger. They have long experience running our Society and to a number of us, it is close to a full-time job in retirement. The Society benefits enormously from those peoples' experience and dedication.

The down side is that the people we depend on are no longer able to carry stress and pressure the way they did. The younger members of the team who still work are under pressure from their work and every so often it becomes necessary for something to "give", with results that show.

It is an uncomfortable fact that tolerance of less than full paid-professional standards expected of commercial magazines is no longer acceptable to many people. Our management team is willing and able, but age is having its effect and some are no longer able to carry on at the same pace performing the Society's tasks with the energy and endurance they could bring when younger.

Overall, the limits of willingness and ability of some are being approached. If members insist on full commercial standards of response, then a fully commercial administration will be needed. Paying an administrator will cost appreciable more than will volunteers who do much of their work at home, on their own computers.

Some years ago, our Thomas McGavin Building at Ava was set up so a part-time worker could be employed there to carry out our administrative tasks under reasonable working conditions. Instead, elected officers of the Society and their helpers, including our Ava team, have taken up the slack. We costed employing a woman who wanted to earn while youngsters were at kindergarten or school, then out of consideration of the effect on members' subscriptions, did not act on this idea. For someone to work for us 10 am - 2 pm up to 50 weeks in the year easily entails a time sheet cost of \$240 per week, \$12,000 a year, \$13 a member. Is this a viable option? Your Board didn't think so several years ago.

In all of this there is a challenge to members, where is the next generation of people to run our Society? We are rapidly getting into a position of no longer being able to rely on the same old soldiers to do all the work. A smoothly running Society entails having a willing team behind the scenes doing a great deal of work out of sight.

A Look Back at ANGRMS

Bill Blannin recently made a large selection of his photographs available for scanning and eventual placement on the web site. As space permits a number of these images will be included in the DRB to remind members about the progress that we have made over the years.



Ferney Grove [BF5 ready for painting], nd (above) and Woodford, June 1992 (below). Bill Blannin photos bb_207 and bb_260.





Woodford, unloading ballast train, May 1998. Many of the trees have since been removed from trackside. Bill Blannin photo BB353.



Trackwork party. December 1998. Bill Blannin photo BB357.