

Durundur Railway *Bulletin*



Newsletter of the Australian
Narrow Gauge Railway Museum Society

Margaret Street, Woodford

PO Box 1135
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ISSN 0158-785x, ABN 92 009 872 011, ACN 009 872 011

Volume 31

Number 301

Jan/Feb 2010



It is the 11th August 1969 and oil-burning *Macknade Number 4* powers towards Lucinda Point with another load of bulk sugar for the terminal. Photo: D Mewes

Trackwork Days: Saturdays 13th Feb, 13th Mar, 10th Apr and 8th May 2010

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Scheduled Activities

Track Work Parties	Saturdays 13 th Feb, 13 th Mar, 10 th Apr and 8 th May 2010.
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

November and December 2009 were very significant months for ANGRMS.

November marked 30 years since public passenger trains first operated at our Woodford site. This is a significant milestone in the history of any organisation, and all present and past members can be proud of what we have achieved. A whole generation has grown up in Woodford only knowing ANGRMS being there. 30 years is even more significant when you realise that QR only ran on the branch for 54 ½ years!

December also marked the centenary of the opening of the QGR line from Caboolture to Woodford on the 6th December 1909. After months of hard work cleaning and preparing the site, plus a huge amount of organising, a very successful ceremony was held at our Woodford station on the 6th December prior to the start of our normal running day. In addition to numerous ANGRMS members, opportunity was taken to invite a considerable number of "special guests". These special guests included people who had helped us of the years, representatives of local organisations and representatives of the Moreton Bay Regional Council and QR.

Long time member and historian John Browning was MC for the event. The event began with Peter Mills (who was also driver of the official train) unveiling a replica railway seat and Woodford Station sign which he and his wife Nani had donated. QR Historian Greg Hallam representing QR then unveiled a plaque marking the centenary which was donated by QR. Councillor Adrian Raedel representing the Moreton Bay Regional Council then announced that as their contribution to the centenary, the council would be assisting ANGRMS with its plans to extend our track by making a significant contribution to our level crossing at Peterson Road. (as details are finalised in coming months, I will be able to reveal more details - Terry). The official party then moved to the front of our steam loco "Bundy" where assisted by myself and Greg Hallam, Councillor Raedel cut the official ribbon. This ribbon was blue as this was the colour used at the original official opening. You will notice in the photos that "Bundy" had a special headboard fitted to mark the centenary, and I would like to thank Adrian Raedel for donating this. The official guests then boarded the train and were conveyed to Storey Brook where a morning tea and book launch was held.

At Storey Brook, opportunity was taken of the centenary day to officially launch ANGRMS new book "The Railways of Caboolture, Woodford and Kilcoy". Written by ANGRMS member and well known railway author Brian Webber, this book not only marks the centenary of the opening of the QGR railway from Caboolture to Woodford, but also marks 30 years since ANGRMS began operating public passenger trains at our Woodford site. On behalf of ANGRMS, I would like to thank Brian for all of his time and hard work researching and writing the book. The book launch was followed by a morning tea.

I would like to thank Councillor Raedel and the Moreton Bay Regional Council, as well as Greg Hallam and QR for their help and support leading up to and on the day. I would also like to thank all of those members who put in an extraordinary effort leading up to the 6th December, as well as all of those who helped on the day.

A huge amount of work was put in by a lot of members for over a year leading up to the 6th December. As well as a huge amount of organising, and a lot of behind the scenes work such as producing the book, an incredible amount of work was put in cleaning up and preparing the site. Some examples of this are the "midweek" boys cleaning down and repainting the Malcolm Moore loco and wholestalk cane truck on display at our front gate. The Malcolm Moore was built for World War 2 and looks great in its war time green paint. ANGRMS still has an original tin of paint from the army stores and this was used to colour match new paint. I would like to take this

opportunity to thank each and every one who helped prepare for the 6th December. You can all be proud of the tremendous job that was done. The centenary ceremony and the book launch both ran without a hitch, and we received numerous compliments about the site. While you all did a great job, there is one person who I must make special mention. This person is our civil engineer Greg Stephenson who took it upon himself to single handily repaint the ex Northgate building and the ex D'Aguiar station building prior to 6th December. This was a tremendous effort.

As ANGRMS had its hands full with the centenary ceremony, book launch and a normal running day on the 6th December, it was decided that we would hold a special running day on the following Sunday for the local people of Woodford. The ANGRMS Board considers it is important that we are part of the local community, so with this in mind it was decided to donate the train operation to the local Lions club who could use it as a fund raiser on this day.

In addition to the above events, ANGRMS ended 2009 with some great news. As mentioned previously, ATRQ holds what it calls the Chuff awards every year to highlight the importance of volunteers to the railway preservation movement. These awards are open to all railway preservation groups in Queensland who are members of ATRQ. Therefore, it was with great pride that I learnt late in 2009 that our Greg Stephenson had won the 2009 Chuff award for "Behind the Scenes". Greg is a quiet achiever and very hard worker for ANGRMS and he certainly deserves this award. Well done Greg. This award also means that ANGRMS has won an award every year since they were introduced – certainly something to be proud of.

Well 2009 certainly ended on a high note for ANGRMS. Let's make 2010 another great year. I would like to thank everyone for their help and support during the year.

Safety and Training Report

Gordon Anderson

Remember – Safety First

Amendment 6

There are only five Members who have not returned their completed Form FO-001, Amended Record for Amended 6 of ANGRMS's Operations Manual. A reminder letter will be sent to these Members.

Training

Congratulations to the following Members who have completed their training for the following positions:

Steve Baker:

5 year Accreditation for Driver/Fireman, Station Master, Guard.

Owen Coster:

5 year Accreditation for Driver/Fireman.

Sam Erb:

5 year Accreditation for Fireman.

Kevin Stiller:
Accredited for Sales.

John Parnell:
Accredited for Sales.

Safety Alerts

Three Safety Alerts have been issued since the last Report. They cover:

- Cable insulation
- High visibility Vests
- Level Crossing Incident Data Base

There is no action required by ANGRMS on these Alerts; however Members may read these alerts on the Notice Board in the Station Master's Office for their own interest.

Audits

A Rail Safety Spot Audit was conducted by Mr. Greg Almond, Qld Transport (Rail Safety Unit) on the 15th November, to review the Risk Register to ensure that the controls in place are aligned with NAP elements and the Recommendations from last year's Audit had been complied with. ANGRMS has been advised that the Audit was satisfactory.

Train Notices

Two Train Notices will be issued in the near future. They pertain to the placing and removal of chocks and Clarification of Driver and Guard duties.

Once these Train Notices are issued, all Staff are required to read these notices and sign the form provided before commencement of the day's duties. If you have any queries about these notices, contact Terry Olsson or myself for clarification.

Light Duties Work Day – 3rd Wednesday of each month

- (a) RM Bogie Passenger Car PL-111.
L.H.S. Wall frames wire brushed, primed and painted.
Some floor boards removed to check R.H.S. timber fixing plate for floor boards. This plate will require to be renewed.
Several floor boards require to be replaced.
One door has been structurally restored.
- (b) Malcolm Moore on static display at front of site has been cosmetically restored.
- (c) Walkway over track adjacent to Station is being rebuilt.

Future duties for work days:

- (a) Clean out Northgate Building.
- (b) Continue to repair Passenger Car PL-111.
- (c) Repair where required and paint accredited rolling stock.

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**.

In conclusion I would like to thank Peter Hall, Neil Trevorrow, Kevin Stiller, Bill Blannin and Michael Wood for the extra effort they put in to have the Malcolm Moore ready for ANGRMS special day on the 6th December.

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.

The centenary of the opening of the QGR line from Caboolture to Woodford on the 6th December has resulted in some excellent local publicity which will help to boost our numbers over the quieter summer months. The centenary was also an opportunity to thank many of those who have helped the society over the years. The Board of ANGRMS considers it very important that we are part of the local community. So with this in mind, we held a special running day for locals on the following Sunday in conjunction with the Woodford Lions Club.

On the 6th December we also held a very successful book launch at Storeybrook Cottage for ANGRMS new book "The Railways of Caboolture, Woodford and Kilcoy" Written by member and well known railway author Brian Webber, this book not only marks the centenary of the opening of the QGR railway from Caboolture to Woodford but also marks 30 years since ANGRMS began public passenger operations at Woodford. At the time of writing, this book is also being sold locally at the Woodford Historical Society's new museum beside the Woodford library, Clewes News (Woodford Newsagent) and the Wamuran Historical Society. Thanks to Brian, we have also received excellent local publicity for the book.

Brian Webber also represented ANGRMS at the Moreton Bay Regional Council mini tourism expo held in November. This was an excellent opportunity to help "spread the word" amongst people in the area so thank you to Brian for taking advantage of this opportunity.

During November we operated the Gemco diesel instead of our usual steam loco due to total fire bans. I am not sure if it was just people expectation now days that we would be running a diesel, or the publicity that the extreme weather received, but it was very noticeable that passengers readily accepted the lack of a steam engine. In fact, I gathered the impression that we would have done much more harm to our reputation had we tried to run steam (disregarding the other issues such as unacceptable risk to property etc).

As mentioned last month, the increased patronage means we urgently need extra capacity on our train. As well as needing more capacity, we urgently need an "all weather" carriage before we can push for more bus visits, weddings etc. After having to attend to some other matters in preparation for the 6th December, and a break for Christmas, Gordon and his team of midweek workers will be back into it from January on the third Wednesday of the month. If you can spare a day during the week, please let Gordon know as the more help the better.

In addition to the RM trailer, there are numerous other jobs to be undertaken around the site which will not only help preserve items, but will present a much better image to the public. A recent example of this was the cleaning and painting of the ex World War 2 Malcolm Moore and cane truck on display at our front gate.

They certainly present a much better “welcoming sight” to our visitors now!! In addition, we have arranged for a new sign for our front fence as the old one was certainly “showing its age”.

Roster

If you have not already received it, those involved should shortly receive the operating roster for the first half of 2010. I thought I would try something different this year, and have also sent out a “special runs” roster. So far this only has two extra runs on it (Fri 7th May and Easter Monday) but hopefully there will be many updates as the year progresses. If you cannot make one of your rostered days, please let me know as soon as possible. If you find you have another day free, please also let me know, as a lot of members put in many other days helping the society in other ways and it is good to give them a break when possible.

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:

Special Running Days:

It is good to see that in late 2009 we are already receiving requests for special running days throughout 2010. In the first half of 2010, we have special running days booked for Friday 7th May (week after AMRA show) and Easter Monday (our normal running day is Easter Sunday). :

Bus Groups/Car Clubs etc:

At the time of writing we have bus groups visiting our railway on our normal running days on 17th January and Easter Sunday. As noted last issue, 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:

At the time of writing, we have no confirmed bookings for weddings during 2010. As noted above, we really need to return our railmotor trailer to traffic in order to provide an “all weather” carriage before we can actively pursue the wedding market.

Shows:

Sandgate Model and Hobby Show - March 2009.

At the time of writing we are still awaiting advice as to if this show will be held during 2010. It is normally held on the first weekend in March so please keep this weekend free at this stage. As the Sunday is a running day at Woodford, and I will be representing ANGRMS at the ATHRA meeting in Tasmania during this time, we will need all the help we can get.

AMRA – 1st, 2nd, and 3rd May 2010

Our application to have a stand at the 2010 AMRA show has been accepted so please keep these dates free as we will need all the help we can get. The Sunday is a running day at Woodford so we need even more people on this day!! If you can help, please let Gordon or myself know as soon as possible – and please remember the set up on the Friday!!

Toowoomba Model Railway Show – 19th and 20th June 2010

This is another excellent opportunity to promote our railway so please let me know if you can help on this weekend. The Sunday is a normal running day at Woodford so again we will need extra help.

Monthly Statistics:

	Sept 09	Oct 09	Nov 09
Paying Passengers	225	220	144
Guards Sheet	287	287	210

Sales Items:

Even though he now lives in England, member John Knowles continues to show his support for ANGRMS. John has recently sold the remaining stock of his Mapleton Tramway book to ANGRMS with John making a donation to ANGRMS of an equivalent amount. I would like to thank John for his extremely generous offer, and for his continued support.

The Railways of Caboolture, Woodford and Kilcoy

Written by member and well known railway author Brian Webber, this 32 page book published by ANGRMS has just been released. The book contains a history of the QGR Caboolture to Kilcoy railway which closed in 1964 and was written to mark the centenary of the opening of the line to Woodford on 6th December 1909. It also contains a chapter on ANGRMS to mark 30 years of public running on part of the old line in November 2009. A must for anyone interested in the history of QR, the Caboolture, Woodford, Kilcoy area as well as the history of ANGRMS.

Price: \$14.95 plus \$5 P&P anywhere in Australia.

Tall Timbers and Tramlines – Queensland

Written by well known railway historian John Kerr and published by LRRSA, this recently released book provides a good history of timber tramways all over Queensland. As well as the more well known tramways such as Laheys Tramway at Canungra, it covers many lesser known tramways from the Qld border to the Atherton Tablelands near Cairns. A must for anyone interested in industrial railways or the history of timber milling in Queensland.

Price: \$29.95 plus P&P.

Bundy Coffee Mug

To help mark 30 years since ANGRMS began public passenger running at Woodford, we have re-released the coffee mug featuring our Bundy Fowler No.5. This mug uses the same base mug as our recent series of QR loco mugs and would make a great addition to the set – as well as being great for a drink of course!!

Price: \$14.95 plus P&P

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

Track Matters

Greg Stephenson

On a personal note, December 2009 was a very “rewarding” time. As many of you know my “real” job is with Brisbane City Council as a road engineer. On International Volunteer Day, held on 5th December 2009, I received a *Certificate of Appreciation* from Brisbane City Council in recognition of the contribution to the community through the work with ANGRMS and the Durundur Railway.

At the end of year BBQ after the running day on 6th December 2009, I was presented with the Association of Tourist Railways Queensland *2009 Chuff Award* for ‘Behind the Scenes’ services to the Tourist and Rail Heritage Industry.

Whilst we do not undertake our roles at Woodford for the “glory”, it is very gratifying to receive these personal awards. These are really team awards as progress at Woodford relies on strong teamwork. Without the support of all our volunteers, there would be no railway and no reason for the awards. So a big thank you to all those who have contributed to our progress as these are your awards as well.

Building and Platform Works

The second half of 2009 saw a concentrated effort to tidy the Woodford Station area for the railway centenary celebrations on 6th December 2009. The ex-Northgate first aid room – the first building on the Woodford platform – was repainted. The ex-D’aguilar station building – current ticket office – was similarly repainted as were the timber railings around platform. Terry Olsson undertook repairs to and repainting of the timber edging to the platform.

The locomotive timber supply area at the end of the platform was also attended to with long grass and non-burnable scrap timber removed. Other areas generally visible to the public are being progressively tidied to improve the overall presentation of the station area. The very favourable comments received on Centenary Day show the value of these activities and the importance of the presentation of the site to the public.

Annual Independent Track Inspection

On Saturday 19th December 2009, Phil Hardy undertook the Annual Independent Track Inspection. His report comments:

“The standard of track is generally good. There were five medium priority defects and one low priority defect located during the inspection.” and “Track strength was found to be acceptable for the traffic task required of this track”.

The medium priority defects are to be rectified within 3 to 6 months and relate to four locations where the “top and line” (dips and hollows) needs adjustment by lifting and packing. This work was delayed last year whilst the compressor was being repaired and will now be rescheduled.

The low priority defect relates to “frozen” joints and Phil has recommended that fishplates be oiled over the next year to free them so they can allow the rails to move to better cater for expansion and contraction due to temperature changes.

It was very pleasing to see that only 3 sleepers were marked as defective and requiring replacement. Two of these are located in one of the areas to be lifted and packed and the other will be removed as part of the work at Storybrook Station.

Once again, we must express our appreciation to Phil for marking his time and expertise available to undertake this inspection. Similarly, thanks are also due to all our volunteers that have contributed to the maintenance of the track. The support has been greatly appreciated.

Track Maintenance Work

Whilst the concentration for the latter part of 2009 was on preparation for the Centenary Celebrations, essential track maintenance has not been neglected. A number of point timbers and sleepers in the main workshop access siding have been replaced. Similarly, isolated defective sleepers in the mainline have been replaced as required. Regular poisoning has also been undertaken to keep weeds growth under control.

After a series of mechanical challenges, the failed diesel injector pump on the ex-Nambour rail mounted compressor has been repaired. It was available for service on the December track day allowing replacement sleepers to be mechanically spiked and packed. Since the annual track inspection was due the following weekend, the afternoon was spent raking and blowing leaf mulch off the track to ensure that the sleepers could be inspected. This has the added advantage that it also reduces our fire risk as readily combustible material is removed from the track.

We have several areas of the mainline that can be improved by lifting and repacking the ballast as noted in the track inspection. Now that the compressor has been returned to service and available to operate the ballast hammers, this non-urgent work will be scheduled for future track days. The first of these areas was treated on the track day of 9th January 2010 and two defects identified on the annual inspection have been rectified.

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 13th February, 13th March, 10th April and 8th May 2010.**

Bundaberg Fowler – “Pleystowe No. 5” – ex-Pleystowe Mill, Mackay

In October, “Pleystowe No. 5” passed the annual boiler inspection and has been recertified for another 12 months. However, Peter Ford, our Boiler Inspector, has recommended that a small number of boiler tubes be replaced before the 2010 inspection. Planning for this work is in hand.

Hudswell Clarke – “Melbourne” – ex-Victoria Mill, Ingham

The first step to returning “Melbourne” to service is a detailed boiler inspection. This was co-ordinated with the annual boiler inspection “Pleystowe No. 5” whilst our boiler inspector was on-site to save travel costs. He has asked for a number of things before this inspection can be completed. These include removing the boiler from the frame, removing the boiler tubes and descaling the interior of the boiler barrel before reinspection. This means that the absolute minimum work required is to re-tube the boiler because the tubes removed cannot be reused. Planning for this work is now in hand.

RMP Baguley “Mulgrave No. 1” – ex-Mulgrave Mill, Gordonvale

Work continues on removing rusted areas of the bonnet, filling unused holes and treating the areas with rust converter and priming the treated areas. The bonnet is being prepared to be 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.

PL111 – Ex-QGR Railmotor Trailer

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 steel frame currently exposed has been repainted where it will be concealed after re-sheeting is completed.

PL111 will soon enter the workshop so some welding repairs can be completed. The mid-week “retirees” group is undertaking this project. The repairs will still be a long project, but it is good to see it progressing.

Accreditation of Maintenance Rolling Stock

The following additional maintenance rolling stock has been accredited by Department of Transport and Main Roads for operation:

Number	Description	Source
1001	Short wheel-base 4 wheel line bogie, steel frame	ex-Nambour Mill
1002	Long wheel-base 4 wheel line bogies, steel frame	ex-Nambour Mill
1003	Long wheel-base 4 wheel line bogies, steel frame	ex-Nambour Mill
1811	Short 4 wheel open frame wagon, steel frame	ex-Nambour Mill

This rolling stock is for transport of tools and materials necessary for track construction and maintenance tasks. This maintenance equipment is NOT available for public passenger transport. This rolling stock is not fitted with seating and is NOT available for worker transport.

With the increasing amount of accredited rolling stock Gordon Anderson has arranged for small aluminium tags (about 100mm x 50mm) with the vehicle identification to be attached to each piece of accredited rolling stock. This is typically on the end closest to Peterson Road. This initiative ensures that accredited rolling stock can be easily identified so that only this rolling stock is used as part of our operations.

Calender

1st and 3rd Sundays of the month	Scheduled running days
3rd Wednesday of the month	Light duty work days with Gordon Anderson
Saturday 13th February	Trackwork Day
March	Sandgate Model and Hobby Show
Saturday 13th March	Trackwork Day
Easter Monday – 5th April	Special running day
Saturday 10th April	Trackwork Day
Labour Day long weekend – 1st, 2nd, 3rd May	AMRA Model Railway Show
Friday 7th May	Special running day
Saturday 8th May	Trackwork Day
19th and 20th June	Toowoomba Model Railway Show



ComEng built, *Tully Number 18*, heads out from Tully Mill with a rake of empty bins bound for recently rain soaked fields, 1980. Photo: D Mewes



Ex-Moreton Mill's *Moreton*, now *Number 20* in the Innisfail District roster, rests quietly outside the shed at South Johnstone Mill shortly before Shane Yore took it for a trundle across to Babinda Mill. Friday 26th October 2007. Photo: S Yore