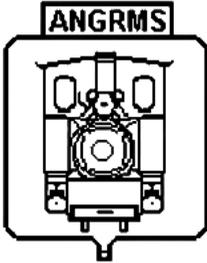


# Durundur Railway *Bulletin*



**Newsletter of the Australian  
Narrow Gauge Railway Museum Society**

Margaret Street, Woodford

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One of the two Caledonian Colliery Fordson 4wPM (chain drive) Rail Tractors at Woodford. Both were built by Forrers Pty Ltd of Ipswich using Fordson 4 cylinder tractors. Details inside. Greg Stephenson photographer.

**Trackwork Days: 12 June, 10 July, 14 August**

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## Scheduled Activities

**Track Work Parties** Second Saturday

**General Work Parties** Every Saturday

**Running Days** First and Third Sundays

**Light Duties Work Day** Third Wednesday

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

## Our Safety Goal - No Injuries

## President's Report

**Terry Olsson – Contact via Societies PO Box or [terryolsson1@hotmail.com](mailto:terryolsson1@hotmail.com)**

During March, ANGRMS again held its AGM on a Saturday on site at Woodford, with 20 members attending – certainly a much better attendance than we were getting when the AGM was held on a weeknight in Brisbane.

I am very pleased to announce that the following were elected/re-elected:

President: Terry Olsson

Vice Presidents: Bob Gough and Gordon Anderson

Secretary: Ian Thompson

Treasurer: Steve Baker

Ordinary Board Members: Greg Stephenson and John Parnell.

I would like to welcome John to the Board and look forward to working with all of the Board during the coming year. John will gradually be taking over the Sales role so I can concentrate more of other aspects of my role as President.

During March, I attended the ATHRA meeting in Tasmania. Having never been to Tasmania before, this was a great opportunity to experience the area as well as visit most of the heritage and tourist railways. In addition to making valuable contacts in other 2ft gauge railways in that state (and renewing previous friendships), it is a great opportunity to “see how others do it” and talk about similar issues. While it might sound like an odd thing to say, it is good to learn that others are having the same sorts of problems that we face. I had never ridden on a rack railway before, and we spent two days riding the West Coast Wilderness Railway, including our own special train from Strathan to Queenstown! Overall it was a very well organised tour, and I would like to thank everyone involved for their warm and friendly hospitality.

During the first few months of this year, our train patronage suffered from several wet days. This has highlighted the need for the return to service of our railmotor trailer PL111. Gordon Anderson, Peter Hall and their team of mid week workers have been steadily working away on this project, but if you are available on the third Wed of the month, they can certainly use the extra help.

Amongst other work, Greg Stephenson and his team have been steadily working away cleaning up the site. This is really starting to pay dividends with many positive comments being made by visitors to our site. Well done to everyone involved.

Unfortunately the production of the DRB has fallen behind in recent times, and the Board is working on trying to rectify this issue. Raymond Mewes has

advised that due to increasing work commitments, he can no longer undertake the task of DRB editor. I would like to thank Raymond for his efforts. Lynn Zelmer has very kindly offered to again take on the role of DRB editor for a period of at least two years – thanks Lynn. Myself and the Board are working with Lynn on ways to get the magazine back on schedule and keep it there.

## Sales and Training Report

Gordon Anderson

# Remember – Safety First

## Safety Alerts

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

**Rail Safety Regulation**, Safety Alert from Qld Transport and Main Roads. Re securing of seating and equipment in Passenger Carriages. These matters were discussed at a Board Meeting in relation to ANGRMS's Operation. As a result, some modifications will be made to our equipment.

**ATHRA ALERT No 47 – March 2010**: Draft National Code of Practice for Accessible Rail (Disability Access) for Review. ANGRMS has submitted its comments on this Draft.

**ATHRA LESSON PLANS – Update Report**: This document covers air and vacuum brakes. No comment required by ANGRMS.

Copies of the above documents are placed on the Notice Board in the Station Master's Office for Member's perusal.

## Training

The 5 year reaccreditations of our Running Day Volunteers is continuing.

With the new Running Day Roster to commence in July, if you are not part of our Team, why not join us and be part of the Team that keeps our Society functioning. Contact me or arrive on a Running Day and you will be provided with the information on the appropriate Training required for the various positions in the Team.

## First-Aid Boxes

The contents of the First-Aid Boxes have been checked. Remember, if you use any article in the Boxes, enter the item used in the book provided in the box so that the item can be immediately replaced.

## Light Duties Work Day – 3<sup>rd</sup> Wednesday of each month

**RM Bogie Passenger Car PL-111**: The wall frames have been welded up to form box sections. The painting of these members has been completed. Next Work Day we will look at re-sheeting this side.

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.

## **Track Matters**

**Greg Stephenson**

### **Track Maintenance Work**

The last few months have been challenging for track maintenance due to regular wet weather and mechanical failures. Fortunately weather and machinery availability combined on Saturday 22<sup>nd</sup> May 2010 to allow a successful track maintenance day. Nearly 50 metres of the mainline at the start of Freeman Cutting were lifted, levelled and ballast packed with the air operated ballast hammers. This was one of the sections that had only ever been packed with picks. Ballast was also topped up in low areas. It is planned to treat the adjoining section from the rear gates in a similar manner in the near future.

The mainline in this location was originally built with “straightened” curved rails and some kinks remained at joints. Some years ago, we obtained a hydraulic rail bender from Nambour Sugar Mill. It had been overhauled but we had never had cause to use it, so the opportunity was taken to “improve” the alignment at some of the rail joints in this section and bring them back into gauge. This bender is certainly an improvement over swinging on a crow bar to operate the manual “Jim Crow” bender.

There are several areas of the mainline closer to Story Brook Station that can be improved by lifting and repacking the ballast. This non-urgent work will be scheduled for future track days. We plan to continue our commitment to routine maintenance activities with the monthly track work parties generally scheduled for the second Saturday of the month. The track work days are Saturday 5<sup>th</sup> June (1<sup>st</sup> Saturday to avoid Queen’s Birthday), 10<sup>th</sup> July, 14<sup>th</sup> August and 11<sup>th</sup> September 2010.

### **RMP Baguley “Mulgrave No. 1”**

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.

### Gemco Diesel – Ex-Marian Mill

The renewal of the generator was only the first step in ensuring the reliability of starting of this locomotive. It was found that the batteries that deteriorated to the stage that they would not hold charge. Replacement batteries were fitted on 22<sup>nd</sup> May 2010.

### PL111 – Ex-QGR Railmotor Trailer

The mid-week “retirees” group is undertaking this project. The upright supports in the wall are a “C” channel section. Shaped timber was originally fitted inside the “C” for the external sheeting to be screwed into. This has proved a constant maintenance issue as the timber regularly rotted. Flat steel plate is being welded to the two legs of the “C” to form a box section. This will improve the strength of the uprights, provide a connection point for self-tapping screws for the external sheeting and remove an ongoing maintenance issue. PL111 is regularly shunted into the workshop at the end of a Saturday work day so these welding repairs can be undertaken by the mid-week crew. The repairs will still be a long project, but it is good to see it progressing.

### Compressor Wagon – ex-Nambour Mill

One of the challenges for the track gang was when a bracket that formed part of the radiator of the compressor failed. The compressor was removed from service whilst the radiator was removed and taken to a specialist repairer in Caboolture. This has now been returned to service and was used on 22<sup>nd</sup> May 2010.

### Accreditation of Maintenance Rolling Stock

Included in the rolling stock obtained when Nambour Sugar Mill closed was an 8 wheel bogie open wagon. This wagon has a steel underframe, timber floor, side and end panels. It is now being assessed for possible repair and accreditation as an additional maintenance vehicle. The rotten timber flooring has been removed so that the condition of the steel frame can be determined. Now that the undercarriage is visible, it is obvious that the bogies had been fabricated from cut down cane trucks – an adaptation of available materials by the sugar mill fitters. A plan to return this wagon to service and for accreditation will be prepared.

### Building and Platform Works

The retirement units on the main road side of our museum are nearing completion and they were required to replace the existing fence with a 1.5 metre high timber fence that has been erected along our boundary. We have reclaimed some materials from the existing fence for reuse in other areas. We agreed with their management committee that they could use our property to access the land behind the museum where they had stockpiled

topsoil. They provided machinery so that the former “Com Eng” shed components could be moved and remove some stumps from the area.

This shed was disassembled at “Com Eng” at Salisbury in the late 1980’s and stored at Woodford for re-erection. For a number of reasons mostly related to resources and finance this never happened. Moving the components was the ideal opportunity to evaluate their condition. Perhaps surprisingly, it was found that much of the hardwood timber was in reasonable condition and can be reused for various projects. However, most of the steel portal frames have rusted away to the stage of being beyond economic reuse and will be scrapped.

The locomotive timber supply area at the end of the platform has been cleared with long grass and non-burnable scrap timber removed. This area can now be mown. Other areas generally visible to the public are being progressively tidied and levelled to improve the overall presentation of the museum.

## **Operations, Sales And Marketing**

**Terry Olsson – Contact via Societies PO Box or e-mail [sales@angrms.org.au](mailto:sales@angrms.org.au)**

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

During January, Brian Webber arranged for the ARHS January bus tour to visit our railway. As part of ANGRMS policy of trying to be a part of the local community, Brian arranged for the local Lions Club to provide a BBQ lunch and Ron Trim ( President of the Woodford Historical Society) to travel on the bus from Woodford to Kilcoy and return in order to point out parts of the old railway formation.

After an absence of several years, it is good to have Mark Gough back as a member. Mark has commenced his recertification as an ANGRMS driver. While Mark has limited time available, he will be a valuable “back up” for the roster. Ideally the operating day roster needs to not only cover enough volunteers to perform each of the required duties, it also needs to include “back up staff” for each position in case one of the rostered volunteers is unable to make it on the day for some reason.

### **Roster**

The operating roster for the first half of 2010 has been issued, and will have been in use for some time by the time you read this. During May, I will be sending out a request for your availability for the latter half of 2010. If you do not receive this request by the end of May, please let me know.

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.

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:** The planned special running day on Easter Monday was for a scout camp being held at Woodford over Easter. Only a few weeks before Easter, after discussion with the Scouts, it was decided to operate some additional runs during our normal running day on Easter Sunday. This meant we had a very busy day that day, with over 200 scouts moved, as well as a bus group and our normal running day passengers. We ended up operating 17 revenue trips on that day and set a new record of 313 passengers carried in one day!!!

**Bus Groups/Car Clubs etc.:** Thanks to the efforts of Brian Webber, Mark Gough and Bob Gough, we had buses visit our railway in January and over Easter. Another bus will be visiting during our first running day in May, as well as special runs on 7th May and 8th June.

**Weddings:** At the time of writing, we have no confirmed bookings for weddings this year. 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 2010:** This show did not end up happening this year.

**AMRA – 1st, 2nd, and 3rd May 2010:** By the time you read this, this show will have been held. At the time of writing, there was still a lot to finalise but early indications are while income from sales was down on last year, it is similar to 2007 and 2008. In addition to sales income, this show is also a valuable way of marketing our railway.

**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.

**Caboolture Historical Village Town & Country Heritage Fair - 10th & 11th June 2010:** ANGRMS will be having our usual display at this show using our

Pleystowe Cane Inspectors Trolley. This is a valuable opportunity to market our railway to locals.

**Pine Rivers** Model and Hobby Show – 7th and 8th August 2010: We have booked into this annual show so I will be looking for assistance over this weekend, as well as the set up on the Friday.

**Modelling** Railways of Queensland Convention – Mt Gravatt – 28th August 2010: ANGRMS has been invited to have a display/sales stand at this bi-annual event.

### Monthly Statistics

	Dec 09	Jan 10	Feb 10	Mar 10	April 10
Paying Passengers	169	190	103	161	356
Guard's Sheet	232	249	137	234	421

### Sales Items

Fruits of Federation: Written by Robert Lee, this book covers the construction of the Grafton to Brisbane standard gauge line. Price: \$59.95 plus P&P.

### Reminder re End of Year Tax Deductions

The end of the Financial Year is rapidly approaching and you are reminded that donations to the Museum Fund are Tax Deductable. You can either make a general donation or it can be for a particular project. Please do not hesitate to contact one of the Board if you have any queries.

### Making up the Wholestick Rake...

Lynn Zelmer, Editor – [lynn@zelmeroz.com](mailto:lynn@zelmeroz.com)

Politicians and their policies are frequently recycled, so obviously are newsletter editors. My thanks to Raymond Mewes for editing the DRB for the last three years or so and best wishes in his work responsibilities.

As Terry mentioned in his report, our first priority is to get the DRB back on a regular publication schedule and into your hands in a timely manner.

However to do so also requires your help. I live in Rockhampton and cannot get to Brisbane/Woodford on a regular basis. Your input with activity reports and photos will be critical to maintaining an informative newsletter. So if you are involved in a Society activity please let me know about it.

Best practice with our publication process results in multiples of four pages. When space is available I hope to include at least one item that expands our knowledge of the ANGRMS collection or the industry it represents. These will be topical items, rather than research reports, and again I cannot do it alone.

Greg Stephenson's photos provided the basis for the following article on the two Caledonian Colliery rail tractors in our collection and is an example of what I intend. Send me your ideas by e-mail and together we can create a suitable article that is both interesting and informative.

### **Caledonian Colliery Fordson Rail Tractors**



The two Fordson Rail Tractors (Forrers Pty Ltd, Ipswich, 22 hp, 1928 and 1938) that operated at Caledonian Colliery at Thagoona before coming to ANGRMS. Greg Stephenson, photographer 2008.

Caledonian Colliery operated a two foot gauge tramline connecting its pit mines and a QR siding near Thagoona (between Ipswich and Rosewood). Fordson tractors, stripped of their rear wheels and front axle, were placed on the frame of an ex-QR leading bogie from a B15 or PB15 steam locomotive. The steering wheel was used as a brake wheel and an overall canopy, the remains of which can be seen in the second locomotive in the picture above, covered the locomotives. The two locomotives operated the line until it closed in 1965.

Eight inch rolled steel channels were bolted onto each side of the ex-bogie's top, with the channel facing out on the 1928 vehicle and in on the 1938 vehicle. Wood buffers on each end were later replaced on the rear with the spring side buffers from an Orenstein and Koppel steam locomotive. A sheet metal shield protected the sprocket and chain connection between the tractors's rear axle and the extended rear axle of the bogie. An internal sprocket and chain system connected the front and rear axles to power all four wheels.

Information from John Armstrong's draft collection guide and from John Knowles' letter to *Light Railways* 170, April 2003, pp 24-5. A photo of one of the tractors with its metal canopy accompanies John's letter. A history of the Colliery can apparently be found in the *ARHS Bulletin*, August 1968, p 178, and a letter in the *ARHS Bulletin*, April 1974, p 94.

Additional photos are on our web site: [www.angrms.org/cpages/fordson.htm](http://www.angrms.org/cpages/fordson.htm).



The second Caledonian Colliery Fordson Rail Tractor at Woodford; remains of the framework that held up the metal canopy can be seen. Greg Stephenson photographer.

According to John's letter, the placement of a tractor, minus its rear wheels and front axle, across a wheeled frame was much the same as the original Malcolm Moore patent. "Whether their builder had any idea of the Moore patent is not known."



1938 Fordson Rail Tractor with chain drive between the rear axles. Another chain drive down the centre of the rail axles connected the four wheels. Greg Stephenson photographer.

### **DRB via e-mail and the ANGRMS Web Site**

The paper version of the Durunder Railway Bulletin is printed in black and white only to minimise production costs. However a full colour version is available via e-mail or on the web site a couple of weeks after the paper distribution. Many of the images will also be available in colour from the image collection on the web site.

Contact the Secretary if you'd like to receive the DRB by e-mail instead of a paper copy.