



Durundur Railway *Bulletin*

Newsletter of ANGRMS, the Australian
Narrow Gauge Railway Museum Society

Margaret Street, Woodford

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Ex-Tully Mill #6 (0-6-2T Perry 7967.49.1 of 1949) being shunted by ex-Goondi Mill No 1 (4w PM Simplex) at the Illawarra Light Railway Museum Society, Albion Park NSW, 9 April 2009. Lynn Zelmer photographer

Running Days: First and Third Sundays

Trackwork Days: 13 Nov, 11 Dec & 8 Jan

Work Days: Every Saturday; Light Duties on Third Wednesday

Our Safety Goal - No Injuries

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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)

Access Change: Relocation work on our front fence means changes to access the area behind the station buildings.

Christmas Party: Woodford site, Saturday 4 December, BBQ commencing 3 pm. Details next page.

Bequests

We appreciate your help and support now, but consider mentioning us in your will so your contribution to ANGRMS can be remembered. A bequest can be left for a particular project and commemorated through the placement of a permanent plaque or the naming of the project.

Bequests also allow us greater access to grants when a matching contribution is required from us or to assist with additional costs. For more information, contact the President.

VALE PETER MILLS

26 May 1948 – 12 October 2010

It was with great sorrow that we recently learnt of the passing of Peter Mills – one of our regular drivers. Peter had been a member since early 2001.

Peter was the driver of the official train at the ceremony to mark the centenary of the opening of the QGR railway from Caboolture to Woodford on 6 Dec last year. To help mark this special occasion, Peter and his wife Nani donated the new “Woodford” station sign and platform seat in use at our station (photo below).

Peter was very pleased last year to obtain his Department of Employment and Industrial Relations boiler and reciprocating steam engine tickets. Unfortunately Peter got caught up in the period when no government department wanted responsibility for these tickets unless you were in full time employment in that field, so it took longer than it should have.

ANGRMS was represented by several members who attended Peter’s funeral on Wednesday 20 September.

We will all miss Peter and our sympathies go out to his wife Nani and children Matthew and Sarah.



Peter and Nani Mills with the new station sign and bench. Brian Webber photo.

ANGRMS CHRISTMAS PARTY

All members are invited to come along and help celebrate Christmas at the ANGRMS Christmas party. This will be held at our Woodford site on Saturday 4 December where a BBQ will be provided commencing at 3 pm.

The BBQ and soft drinks will be provided free of charge to members as the Board's way of thanking you for your help and support during the last year.

Some picnic tables are on site but if you prefer please bring your own chair. Also, please bring your own drinks if you want anything other than soft drinks (or water).

For catering purposes, if you plan to attend please RSVP to Ian Thompson 19 Waterlot St, Moorooka 4105, e-mail thommoac16221a@optusnet.com, or phone (07) 3848 5611 by 7 pm on Sunday 28 November.

President's Report

Terry Olsson, President

Another year is rapidly drawing to a close. On behalf of myself and the Board of ANGRMS, I would like to wish you all a very Merry Christmas and a happy New Year. We will be holding our annual Christmas BBQ at Woodford on Sat 4 Dec and all members are invited (see details above).

At the September ATRQ meeting in Warwick, I was very pleased to learn that Bob Gough had won the 2010 "Excellent Customer Service" Chuff Award. Congratulations to Bob. This is the fourth year in a row that someone from ANGRMS has won one of the Chuff awards – we must be doing something right!!! This is quite an achievement, and I would like to thank everyone involved. Providing a good customer experience is a team effort, involving not only those who work on the train and station on running days, but also all of those who work behind the scenes mowing grass, maintaining the train and track, cleaning up the site, marketing, doing the paper work etc.

August/September was a particularly busy time for me. In addition to the actual ATRQ meeting held in Warwick, SDSR also conducted an emergency exercise using their steam loco and train which Gordon and I attended as observers. This involved a mock level crossing collision with the various emergency services all attending.

A week after this I flew to Perth to attend the ATHRA meeting, which as usual, was very interesting. Upon return from Perth, Gordon and I spent a couple of very busy weeks preparing for a Queensland Transport SMS audit (which went very well).

Overall it has been another busy year for ANGRMS. In addition to the necessary ongoing tasks of track and building maintenance, rolling stock

maintenance, property maintenance (including mowing) and cleaning up our site, we have several other projects underway.

The level crossing over Peterson Road is progressing with a lot of work going on behind the scenes before any work can take place on the actual road. It is still planned for the crossing to be constructed next year. As part of this project, we need to construct a new platform and run around loop at Storey Brook in order to connect up to the level crossing. The loco shed project is also progressing, with a request submitted to the Moreton Bay Regional Council to obtain "approval in principle" to construct a shed on their property. We can then obtain quotes etc and apply for the necessary grant to construct the shed, submit applications for building permits etc.

On the rolling stock front, the restoration of the Moreton Mill open wagon has reached the point where new timber has been purchased and is presently stacked on site. The bonnet for the Baguley is finished, with work now concentrating on the cab area. The mid week team are also progressing with the repairs to our ex QR railmotor trailer. As noted in my Sales and Marketing report, our steam loco Bundy is expected to require retubing in the not too distant future, with planning for this underway



Two of the restored automobiles at the Vintage Car Club special running day, Saturday 2 October 2010. Despite it being the end of school holidays, two football grand finals on the weekend, and rain predicted, we also had a good running day on the Sunday with 132 passengers carried. Photo: ANGRMS Collection

There is also a lot of work going on behind the scenes on the necessary "paperwork" resulting from the introduction of the new Rail Safety Bill as we need to update and improve our Safety Management System to bring it into line with the new Bill. Even though he lives in Cairns, Graham Wilson is doing a lot of work on this project.

The Moreton Bay Regional Council has now started work on the widening of Margaret St past our site, with our front fence and Malcolm Moore display being relocated. This work will take several months and all members are reminded to take particular care around any construction work.

I have been involved in various railway groups over the years, and never cease to be amazed at what ANGRMS achieves for a relatively small group. I would like to thank everyone for their help and support during the year.

Remember – safety first!

Safety and Training Report

Gordon Anderson, Vice President, Safety and Training

Training

Congratulations to the following Members who have completed their Training:

Terry Olsson, 5 year Accreditation for Sales

Gordon Anderson, 5 year Accreditation for Station Master

Emergency Training

Terry Olsson and I attended as Observers to the Southern Downs Steam Railway Training Exercise on 28 August. This Exercise covered all Emergency Services and involved a mock Level Crossing Accident involving their train.

While this Exercise did not at this stage involve the class of operation ANGRMS is involved with, there were several valuable lessons obtained from this Exercise.

- The Officer-in-Charge (OIC) requires to be easily identified by everybody, including the public, at the scene of the emergency.

ANGRMS has purchased two lemon coloured safety vests. One vest to be kept in the Ticket Office and the other on the train (when in use). Immediately in an emergency the OIC on the station or train as the case may be, is to put on this vest so they can easily and quickly be identified in an emergency. Orange coloured vests are to be used for other tasks such as lookout.

- The OIC is in overall charge of the emergency. If the Emergency Services are required, they assume control of the emergency once on site.

It is important that the OIC operates as the manager of the emergency and does not become focused on just one part of the emergency. For example, in case of a fire, directing the use of the fire extinguishers when there are members of the public in the station precincts, judging if the Fire Services are required, etc. The OIC also needs to note down times of events for use in the required report to QT, Rail Safety Regulation Branch. Delegate is the essential requirement for good management.

While ANGRMS can put in place Emergency Procedures, we need to be flexible in the handling of any emergency as things such as location, staff on hand, etc., can be slightly different each time.

- When the Emergency Services Personnel arrive on Site they assume control of the emergency. ANGRMS OIC is the person charged to explain the situation to the Commander of the Emergency Services. Any other Member or Public unless requested to do so, should refrain from engaging in conversation with the Commander so that he/she may concentrate on the actions required
- If there is an emergency on the train between stations, if possible the train should continue to a station so passengers can be unloaded there. Woodford station is preferred but it depends upon the train's location at the time. Emergency Services have advised it is quicker for us to travel to a station than for them to access the train in between. Obviously this depends upon the situation. Remember Emergency Services need to be told which end the train is heading for.

Another reason for this is passengers cannot easily be detrained enroute except by using the emergency ladder on board.

In an emergency, if between stations, passengers should preferably remain in the shade on the train. If this is not possible they should be moved to a suitable shaded area. NOTE: It is important that they are not permitted to leave until assessed by emergency services (some may be in shock) and permission given by emergency services and/or any investigators for them to leave. This permission must be obtained via the ANGRMS Incident Co-ordinator.

- In an emergency involving the train, water should be available for use of the patrons if they are held on the train or adjacent to it. This may be difficult as water becomes warmer during the day on the train and requires further investigation.

We are developing several emergency strategies. For example, what would you do if the train had departed and there was an emergency situation? This

will be one of the topics covered in our next training day so “put your thinking caps on”.

Emergency Training Day

Our training day has been delayed to allow the lessons from the Southern Downs Steam Railway Training Exercise to be included in the ANGRMS Training Day. Effectiveness of the lemon coloured safety vest for the OIC and other strategies will be discussed.

Members will be advised by the DRB on the date for ANGRMS Training Day.

Operations Manual (SMS) Amendment 6

ANGRMS Operations Manual is being upgraded to comply with the Transport (Rail Safety) Act 2010.

During my recent Internal Audit noted two Items requiring amending before the issue of the new Manual. These Items have been amended as noted below.

Appendix C, **Emergency Contacts and Phone Lists** has been amended to reflect the latest information collected during the recent Internal Audit. The Emergency documents on the Station Master’s Notice Board have been replaced with this amended Appendix C. The Station Master’s SMS Manual has also had the superseded Appendix C replaced with the amended version.

The **Index** has been amended as the existing Index was incomplete. The index in the Station Master’s SMS has been replaced with the amended Index

If you would like to include these two items into your Manual in the interim before the new Manual is issued, contact me and I will provide you with a copy of these amendments.

Light Duties Work day, Wednesday 15 September.

This day was spent mainly getting ready for the Audit by Q.TMR (Rail Safety) Rail Safety Regulation Branch. On the Workshop floor at the personal door striped yellow lines were painted to remind staff to keep this access area clear. This action was recommended in the Internal Audit.

If you are unable to attend our Saturday General/Track Work Days, Why not participate in these Light Duties Work Days on the third Wednesday of the month? 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 Day Coordinator

No report due to other commitments, weather and lack of activity, etc.

Operations, Sales And Marketing

Terry Olsson, Operations, Sales and Marketing

Roster

It is that time again!!! I will be preparing the roster for the first six months of 2011 during November/early December. Can all operations staff please let me know when they are available, or alternatively when they are not available, during this time?

Also, we are still looking for someone to take over the rostering, so that I can concentrate on other areas of the society...

Bundy Boiler Inspection:

By the time you read this, our steam loco Bundy will have had its annual boiler inspection. A few of the boiler tubes are starting to deteriorate on the firebox end so depending upon the results of the boiler inspection, we expect to need to do retubing in the near future. If this needs to be done, the plan is to do it during the quieter months early next year. During this time, which is also the hotter part of the year, we will be using one of our heritage diesels for at least a couple months. We are also looking at changing our annual boiler inspection to this time of year and regularly operating diesels for one month a year. This will not only permit more time for maintenance on Bundy, but also cater for those who are interested in diesels.

Bus Groups/Car Clubs and Other Bookings

We have a bus booked for Saturday 29th January 2011. Please let me know if you are available to assist on this day.

We presently have no weddings booked and the next show we have planned is AMRA on the Labour Day weekend in May next year.

Monthly Statistics

	Sept 2010	Oct 2010
Paying Passengers	192	219
Guards Sheet	225	351

New Sales Items

Winning the Coal: This 100 page book, produced by the Rosewood Scrub Historical Society, contains coal miners stories, history and some interesting

photos of coal mining in the Rosewood Scrub area west of Ipswich. It also contains photos and reference to the "Lizzies" which are 0-4-0 chain drive locos using a Fordson Tractor. Built by Forrers Pty Ltd in Ipswich for use at the Caledonian No 5 mine these locos are in the ANGRMS collection. Price: \$16.00 plus postage and packaging if required.

Christmas Special

During December this year (closing 20 December) members can purchase any sales item in stock for a 10% discount. This offer applies to any current financial members and excludes any postage and packaging should that be required.

New On-Line Magazine

Australian Rails is one of the recent free, on-line, interactive magazines and proposes to carry rail heritage and similar news. Check it out for yourself at <http://www.australianrails.com> and to register to receive an e-mail when new issues are available.

Perry Engineering of Adelaide

Neil Trevorrow

In 1897 Samuel Perry, newly arrived from Shropshire, England, bought a small blacksmith business in Hindley Street, Adelaide. The business prospered and eleven years later, with a view to expansion, he purchased 5 hectares of land at Mile End.

By 1913 the company of Perry Engineering was operating exclusively at the new site and in 1915 took over another South Australian engineering company, James Martin and Company of Gawler. Martin's had previous experience of steam locomotive construction and now the newly enlarged Perry Engineering began to attract orders to build locomotives for the Commonwealth, South Australian and Tasmanian Government Railways.

In 1922, the company received a contract to build the first batch of Q Class 4-8-2 heavy goods locomotives for the Tasmanian Government Railways. To assist with this project Perry's engaged the services of Mr LC Leslie, a consulting engineer from Melbourne. Leslie was also involved with the construction of the R Class Pacifics for the Tasmanian Government Railway.

Samuel Perry died in 1930 but the company continued to flourish and with LC Leslie as its Chief Engineer attention turned to the Queensland Sugar Industry and narrow gauge locomotives. In 1934, the Kalamia Sugar Mill purchased the first of Perry's 610mm locomotives. An 0-6-2 tank engine, it was designed by LC Leslie and based on an earlier 0-4-0 industrial tank engine also designed by him. From 1939 to 1945 Perry Engineering

contributed significantly to the war effort. Even so by the early 1950s a total of 19 locomotives had been delivered to Queensland Sugar Mills and Council operators. As well as the 0-6-2 design a number of 0-4-2 Tank engines were also constructed. One of these 'RD Rex' built in 1949 for the Douglas Shire Tramway can now be seen in the collection of preserved locomotives at Woodford Station. Perry's last steam locomotive, 'North Eton No.7', a 610mm 0-6-2T was built in 1952.



RD Rex (Perry 0-4-2T, 7650.49.1 of 1949), built for the Douglas Shire Tramway that operated between Mossman and Port Douglas until 1959 when it was taken over by Mossman Mill, at Woodford, 2002. Lynn Zelmer photo.

Perry Engineering merged with Johns and Waygood, an engineering and lift company in 1966 and in 1976 the merged company changed its name to Johns Perry. Johns Perry was itself taken over by the Boral Group of Companies in 1986 and continues to operate at the Mile End site.

It is a remarkable that very few of the locomotives built for the Queensland Sugar Industry were actually scrapped at the end of their working days. Samuel Perry's legacy can therefore be seen at locations all across Australia. Dreamworld on the Gold Coast operates an 0-6-2T formerly owned by the Bingera Mill. Babinda Mill's No 7 can be seen at Heyfield in Victoria. 'Skipper', an 0-6-2T built for Bundaberg's Millaquin Mill is on display at the National Railway Museum in Adelaide and an ex Inkerman Mill 0-4-2T is reportedly still operational on the Bennett Brook Railway at Whiteman Park in Western Australia.



Kilrie, ex-Pioneer Sugar Mill, (3' 6" gauge, 0-4-2T, Perry #265, 1924) overshadowed by the QR heritage carriages it is hauling at the Queensland Pioneer Steam Railway, Swanbank, 6 Aug 2006. Kilrie was once part of the ANGRMS' fleet and is now owned by QPSR. Lynn Zelmer photographer



Qunaba Mill 'Skipper' No 2 (0-6-2 Perry, 1850.46.1 of 1946) on the Port line, 2 Sep 1977. KJ Walker photographer from the Bill Blannin Collection

In conclusion, travellers to Tasmania should not fail to visit the Railway Museum at Glenorchy where one of the magnificent Q Class 4-8-2's built by Perry Engineering almost 90 years ago is proudly on display.

Acknowledgements: Information for this article came from several online sources and Leon Oberg (2010): *Locomotives of Australia*.

Modelling and Rail Heritage

Most ANGRMS members will be familiar with the various modelling exhibitions where we have a display, generating both income and support for rail heritage. While many modellers focus on overseas railways, the *Modelling the Railways of Queensland Conventions* are held every even year. Clinic notes from a number of past presentations can be found on the MRQC web site (www.zelmeroz.com/mrqc/).



The 2011 Australian Narrow Gauge Convention kit-bash competition was inspired by Jim Fainges' Guldup Cottage plans.

The *Australian Narrow Gauge Convention* occurs every odd year and will be hosted over the Easter 2011 weekend at *The Workshops Rail Museum*, Ipswich (www.theworkshops.qm.qld.gov.au/). As part of the Queensland focus it will include a competition to "bash" a cottage. Modellers are encouraged to build in their own scale and modelling locale, using their favourite materials and modelling techniques. Details and a free kit in HO or O scales are available (www.zelmeroz.com/ngrail/). This kit will form the basis of a series of articles in the *Narrow Gauge Down Under* magazine in 2011.

Rail Industry Changes

We should all be aware of changes to the rail scene occurring in Queensland and Australia with the disputes over third party access to the dedicated iron ore railways in WA, entry of Pacific National in to Queensland, QRNational's operation throughout Australia, and the current public offering of QRN.

Like most railways, ANGRMS is accredited under Queensland Transport's Rail Safety Unit. The increased operation of railway operators over state borders has meant ongoing rail accreditation changes, and increased work for ANGRMS with a lot of time spent on this aspect of the society.

While ATRQ (and the national body ATHRA) originally came about due to the public liability crisis, the ongoing changes to the rail accreditation scene mean there is now a huge benefit in being part of these groups and attending their meetings. As well as being able to discuss common problems and finding out how others overcome problems, they provide one united body for regulators, etc., to deal with. As an individual organisation, ANGRMS would stand little chance against the large commercial rail companies. However, as one united body, the heritage sector represents a large part of rail operation and has a considerable influence on rail accreditation type issues. This means various acts and rail standards now take the tourist and heritage sector into account.

A new rail safety Act was recently introduced in Queensland. This act is based on a national model, with a move to a national Rail Safety Regulator by 2013. Introduction of the new Act has meant changes are needed to our Safety Management System over the next 12 months. Even though he lives in Cairns, member Graham Wilson has offered to help out with this task. While some changes are necessary, the opportunity will be taken to change the format of the SMS to make it easier to use.

Another ongoing task is the gradual introduction of a national set of rail industry standards by the Rail Industry Safety & Standards Board (RISSB). Through ATHRA, the Tourist and Heritage sector have representatives who regularly meet with RISSB, with T&H representatives on some of the standards development committees.

ANGRMS spends a huge amount of time commenting on draft standards and codes of practice as these are produced. ANGRMS is only a small group when you consider the size of the Tourist and Heritage sector throughout Australia, but to the great credit of RISSB, our comments are listened to and we have been successful in obtaining changes to these national standards.

As an example of the support the T&H sector has in RISSB, they are presently spending considerable time and money to produce a new code of practice specifically dealing with steam locomotive boilers. With the exception

of the unique Queensland Rail heritage fleet, this code and others planned, are prepared solely for the T&H sector. They will be invaluable to the sector, not just because of the content, but also by increasing the safety and professionalism of the sector. In addition to the obvious benefits of this, it has other indirect benefits such as reduced insurance costs.

Thankfully, Heritage and Tourist Railways are able to work together via ATRQ and ATHRA to ensure these changes are compatible with the sector, and the effects minimised.

National Railway Level Crossing Safety Strategy 2010-2020

Level Crossing safety has been a major concern of the media, public, governments and railways alike for some time. Within Queensland the CRC for Rail Innovation, CQU's Centre for Railway Engineering and UQ have been looking at affordable level crossing protection, of interest to ANGRMS because of our plans for a level crossing at Peterson Road.

A national safety strategy developed by government, road and rail stakeholders and approved by the Australian Transport Council will be used to update the industry's railway level crossing strategy.

<http://www.atcouncil.gov.au/documents/> and <http://www.rissb.com.au/>



Shay locomotive, ex-Moreton Mill, being moved to The Nambour Museum mid-October from The Workshops Rail Museum, Ipswich. David Mewes photo

Making up the Wholestick Rake...

Lynn Zelmer, Editor

The next DRB will hopefully put us back on a regular bimonthly schedule, with each issue available for distribution the first week of the cover date. In response to your suggestions (and my preference) it contains a mix of reports, collection details and general rail heritage information. I have a small backlog of materials for future issues but am always open to your input.

Neil Trevorrow's notes on Perry Engineering provide an opportunity to reflect on changes in locomotive construction over the decades. RD Rex, for example, was built just three years prior to our Bundy Fowler but appears much older. It would be just as interesting to compare construction techniques between these two locomotives as it is to compare BFC5 and Alison, our 1923 Leeds Fowler.



Three generations of ANGRMS' members on Father's Day at Woodford Station, 5 Sep 2010. Train drivers Bob Gough (right) and his two sons Mark (left) and Peter, and grandson Andrew. Woodford Newspaper photo.

Finally, this is the last issue of the year. My very best wishes for a relaxed festive season with your family and friends, and a Safe and Happy New Year.