



Durundur Railway *Bulletin*

Newsletter of ANGRMS, the Australian
Narrow Gauge Railway Museum Society

Margaret Street, Woodford

PO Box 1135, Woodford QLD 4514

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

Volume 32

Number 307

January/February 2011



Melbourne (0-6-0 Hudswell Clarke, #1701 of 1938), 30 October 2010, with the cab and steam dome reunited with the loco, and the loco reunited with its tender. Restoration update inside this issue. Mark Gough photo.

Running Days: First and Third Sundays

Trackwork Days: 12 Feb, 9 Apr, 14 May

Work Days: Every Saturday; Light Duties on Third Wednesday

Our Safety Goal - No Injuries

Terry Olsson	President, Operations, Sales and Marketing	m: 0429100911 terryolsson1@hotmail.com
Gordon Anderson	Vice President, Safety and Training	(07) 3205 6109 gha383@bigpond.com
Bob Gough	Vice President	(07) 3848 3769 (7 pm - 9 pm only) bundybob003@bigpond.com
Ian Thompson	Secretary	(07) 3848 5611
Steve Baker	Treasurer	(07) 3857 2495
Greg Stephenson	Track Day Coordinator	(07) 3844 9269 greg.stephenson@uqconnect.net
Terry Olsson	Roster Clerk	m: 0429100911 terryolsson1@hotmail.com
Brian Webber	Special Running Days, Group Bookings	(07) 3354 2140 bwebber5@bigpond.com
Lynn Zelmer	Webmaster, DRB Editor	lynn@zelmeroz.com
	ANGRMS web site	www.angrms.org.au
Woodford	Station Master's Office	(07) 5496 1976

Scheduled Activities

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

Light Duties Work Day: Normally third Wednesday of the month, **but Wednesday 26 January this year** only. The gates open 9.30 am to 4.00 pm.

2011 AGM: Saturday, 19 March, 3:00 p, Margaret Street, Woodford.

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 JOE COHEN-CRAMP

12 May 1945 – 28 December 2010

It was with great sorrow that we learnt of the passing of Reginald Thomas Joey (Joe) Cohen-Cramp.

Joe was an active “behind the scenes” worker for ANGRMS. He spent much of his working life working with track maintenance and track machinery and material. He was an incredible source of information and will certainly be missed by the track team. Joe had a large involvement in the rebuilding of our ballast wagon.

Because he lived locally, he was also played a significant role in promoting the society locally, and liaising with local businesses, councillors, and federal/state members of parliament. He played a large role in organising the railway centenary celebrations last year, as well as setting things in motion for the council funding for our level crossing over Peterson Rd.

Steve Baker represented ANGRMS at Joe’s private funeral on 4 January.

We will all miss Joe and our sympathies go out to his wife Denise and his children.

VALE RAY GRAF

1944 – 30 December 2010

It was with great sorrow that we recently learnt of the passing of country member Raymond Graf. Ray has been an ANGRMS member for many years as well as a member of LRRSA.

Our sympathies go out to his brothers and sisters.

ANGRMS Annual General Meeting 2011

All members are invited to attend the 2011 Annual General Meeting of the society, to be held at our site in Margaret St, Woodford, commencing at 3 pm on Saturday, 19 March.

Please come along and hear/see what we have been up to during the last year, and hear what we have planned for 2011. After the meeting, everyone is invited to join us in a BYO BBQ, and if opportunity permits, a train ride. This is a good time to socialise with other members, and generally relax.

Change of Date for Light Duties Workday, January 2011

Due to the Australia Day public holiday for 2011 falling on Wednesday, 26 January, plus the fact that we also have a special charter on this day, for the month of January 2011 ONLY, it has been decided to move the monthly mid-week Light Duties workday back to Wednesday, 26 January.

This will also allow members who are normally not available during the week to come along and take part, as well as meet our mid-week team.

What better way to celebrate Australia Day than a BBQ. Therefore weather permitting, we will be putting on a lunchtime BBQ to celebrate Australia Day and thank our workers.

Clean Rags Needed

ANGRMS uses a considerable number of clean rags in tasks such as working on rolling stock and track and cleaning rolling stock, buildings, etc.

If you have spare rags or can make some from unwanted items, can you please let one of the Board know or simply drop them off at our Woodford site during one of our work or running days.

Corrections to DRB 306

Unfortunately gremlins struck last issue with a couple of errors creeping in. With huge apologies to Nani Mills, Matthew and Sarah, the correct date of Peter Mills funeral was Wednesday, 20 October. Also, with regard to Bob winning a CHUFF award for 2010, this is the fifth year in a row ANGRMS has received a CHUFF award, not the fourth.



Councillor Adrian Raedel presenting Bob Gough with a 2010 Chuff Award, 6 November 2010. ANGRMS photo.

President's Report

Terry Olsson, President

I hope 2011 will be a good year for you all.

Unfortunately it has not started very well as I learnt of the passing of two of our members at the end of December. It with great sorrow that I have to report the passing of members Joe Cohen-Cramp and Ray Graf.

Joe was an active "behind the scenes" worker for ANGRMS and will be greatly missed. He spent most of his life working with track and track machinery/materials, and his great knowledge in this field was incredible. Our Sympathies go out to his wife Denise, and his children.

Ray has been a member of ANGRMS for many years and lived in Orange NSW. Our sympathies go out to his brothers and sisters,

Sadly I also have to report that our kindred society ASCR has suffered considerable damage in the recent Bundaberg floods. Operating a heritage railway involves a huge amount of work and it is devastating when something like this happens. Our sympathies go out to ASCR.

With the close of ANGRMS financial year on 31 December, the Board is now preparing annual reports etc for our AGM which will be held on Saturday, 19 March 2011. Please note this date in your diaries. The membership renewals have been delayed but you should receive a copy with this DRB.

2011 will be another busy year for ANGRMS. In addition to the ongoing work such as track and rolling stock maintenance, cutting grass etc., it should see completion of projects such as

- installation of rails across Peterson Road,
- the council work widening Margaret St,
- construction of the inspection pit in the Workshop area,
- restoration and commissioning of the ballast wagon plus
- restoration and commissioning of the ex-Moretton Mill open wagon.

2011 should also see other projects well advanced and possibly even completed:

- restoration and commissioning of the Baguley diesel
- repairs to our ex-QR RM trailer PL111 and
- subject to a suitable grant, construction of a loco shed.

All of these tasks require a lot of on and off site work and we cannot do them without the continued help and support of you – the members. Please do not leave the work to the same few, they are already very busy – if all members

chip in and help we can achieve wonders, as well as spreading the work load to the benefit of all.

The wet weather has been having an effect on our patronage and if it continues as predicted, we will all need to tighten our belts and watch our spending more carefully than normal. The wet weather is also delaying projects such as construction of the inspection pit, which in turn means a delay to the retubing of our steam loco, Bundy. It is also delaying delivery of the ballast wagon from Tony Hewitt's so we can do the bogie work and accreditation..

While the wet weather has delayed the council work widening Margaret St, we now have a new front fence and the Malcolm Moore on display at our front fence has been relocated to its new position. The new fence means less width around the end of the head shunt so all members are asked to drive out one gate and back in the other when moving from one side of the station to the other.

I look forward to working with you during 2011, please take extra care during the wet weather with its increased risk of slips, etc.

Remember – safety first!

Safety and Training Report

Gordon Anderson, Vice President, Safety and Training

Training

Neil Trevorrow has been appointed by the Board of Directors as a Trainer for the positions of Sales Officer, Station Master and Guard. This will assist Ian Thompson and myself to ensure a Trainer is available on all Running Days to train volunteers in these positions.

Steve Baker, Bob Gough and Terry Olsson are responsible for training Volunteers for the position of Fireman and Driver on the locomotives.

Peter Hall is the Trainer for the driver and fireman theory and practical work of day to day maintenance of the boilers and locomotives.

If you are interested in being part of ANGRMS operating team, advise any of the above Trainers and we will provide the necessary training.

Note: A Category 2 Health Certificate is required for the positions of Guard, Fireman and Driver.

Congratulations to the Members who have completed their training for the following positions: Steve Baker, 5 year re-accreditation for Guard; Eric Kropp, Sales Officer, Station Master; Colin Paton, Sales Officer.

SMS Audit Report

The Audit was conducted by the Rail Safety Regulation Branch on 19 September 2010 and we have been advised that we met the Audit requirement.

Rail Safety Regulation – Safety Alert 06/2010

Cyclone and Storm Season Questions and Actions for Rail Transport Operators: This document contains important information on appropriate action to be taken during this storm/cyclone season. It is available to be read on the peg-board in the Station Master's Office.

Check Lists

Running Day Staff: Please use the appropriate Check Lists for the position you are responsible for so that all the necessary Forms and required tasks are completed at the end of the day's operation.

Track Matters

Greg Stephenson, Track Day Coordinator

Wet Weather

Whilst much of Queensland have been subject to record rainfall and flooding, the Woodford Museum site has been spared from the worst of these effects. There has been regular, and at times, heavy rain that has completely restricted outdoor activities. However, our drainage systems appear to have coped, track work remains stable and buildings are water tight. It has shown some deficiencies in our car parking areas and some temporary diversion works are in place. We are planning to gravel these areas when they dry out sufficiently to allow construction equipment into the area. We may also need to consider a concrete pathway from the car park to the station platform.

During 2010, the Moreton Bay Regional Council reconstructed part of Peterson Road including the frontage of the Museum with asphalt surfacing and kerb and channel. Topsoil and grassing of the footpaths remain to be completed. This will enhance the appearance of the Museum and allow easier mowing of the footpath area in the future.

A concrete access at the main gate remains to be completed by Council. The two original gates for access the rear of the station buildings and workshop have been replaced by a single wide gate. This gate is in a new location and the wet weather has highlighted that extensive gravelling of previously untrafficked areas is required to provide all weather access.

Annual Independent Track Inspection

On Saturday, 8 January 2011, Phil Hardy, an experienced Trackmaster, undertook the Annual Independent Track Inspection. His report comments:

“The standard of track is generally good”; and

“Track strength was found to be acceptable for the traffic task required of this track”.

There were a few medium priority defects located during the inspection. They generally relate to locations where the “top and line” (dips and hollows) needs adjustment by lifting and packing. We worked on lifting, levelling and packing some of these areas during 2010. Because “crippled” rail – previously curved rail that was partially straightened - was used in the original construction, it is very difficult to fix some of the alignment issues without replacing or re-bending the rails. They are not a safety issue so will just be monitored in the short to medium term.

Phil also recommended that the “oiling” of fishplates undertaken in 2010 be repeated to loosen “frozen” joints to allow the joints to move to better cater for expansion and contraction due to temperature changes.



Ray & Ryan working on the track on a wet day at Woodford. Bob Gough photo.

It was very pleasing to see that only 2 isolated sleepers were marked for replacement. One joint requires a replacement fishbolt. This work isn't urgent and will be attended to on future track days. This demonstrates that our continued commitment to regular maintenance is keeping the track in good condition.

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

Over time, I'd observed that a section of track in Freeman's Cutting was "pumping" – moving up and down under traffic and bringing water and fine material to the surface. This area was rectified in the latter part of 2010. It was found that there was a pocket of clay, up to 100 mm deep between the top of the original QGR ash ballast and the underside of our ballast. It appears that a "hole" in the formation had been filled in the past. We removed five sleepers, dug out the clay, installed a layer of "geofabric" – a synthetic cloth that allows for drainage but prevents the fine material from migrating through the ballast – renewed the sleepers and placed new ballast. This area now appears to be stable.

Isolated defective sleepers in the mainline have been replaced as required. Regular poisoning has also been undertaken to keep weeds growth under control. However, this has been a challenge with continuing wet weather.

In preparation for converting Number 2 Workshop Road from a storage track to a servicing track, the pointwork is being reconditioned and the siding reconstructed. As this was only ever a storage siding, it had wider sleeper spacing than our normal standard so this will be corrected as part of this work. All point timbers are being renewed and track joints remade where necessary. Progress has been severely impacted by wet weather. The rails to the workshop are now in place with sleepers ready to be spiked, so rail access to the workshop is expected to be available in the near future. This project continues as weather permits!

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 12 February, 12 March, 9 April and 14 May 2010.

Bundaberg Fowler – "Pleistowe No. 5"

In November, "Pleistowe No. 5" passed the annual boiler inspection and has been recertified for another 12 months. However, Peter Ford, our Boiler Inspector, has advised that we should be making preparations to re-tube the boiler in the near future. Planning for this work is in hand.

Industry Observations

During November, I had the opportunity to travel to North Queensland and ride on "The Savannahlander" from Cairns to Forsyth. The weekly railmotor service is operated by Cairns Kuranda Railway under contract to Queensland Department of Transport and Main Roads using ex-QR 2000 Class railmotors

provided as part of the contract arrangements. It was interesting to discuss a number of their accreditation issues and procedures with the crew.



Dave and Ryan dismantling the workshop area's storage siding in preparation for the new service track, 12 December 2010. Terry Olsson photo.

On the first leg of the trip, an internal audit of their Safety Systems was being undertaken by a representative of a Heritage Railway in Victoria. On a level crossing near Mt Surprise, a truck failed to give way to the Railmotor on the level crossing. Fortunately, we were travelling at low speed and no collision resulted. However, this triggered the "near miss" procedures involving advising their Cairns office, QR control in Townsville and completing Police reports after arrival in Forsyth as this is a notifiable incident. We will need to have our own procedures in place when the level crossing at Peterson Road is installed.

Because of the leisurely pace of the trip, there was plenty of opportunity to observe the condition of track work and procedures being used. Much of the rail is 41.25 and 60 pound per yard similar to what we use at Woodford. For point sleepers, steel box sections (200 mm x 100 mm RHS - Rectangular Hollow Section) were being used. Since the axle loads are similar to those of our equipment, we are investigating this as an option for future use in our point work.

The trip to and from Cairns was by road. Unfortunately, wet weather had stopped sugar cane crushing in most districts so there was very little action

on the cane railways. It was interesting to note in some areas, the cane railway networks were shrinking and the remaining rail appeared to be receiving minimal maintenance. Whereas, in other areas the systems were well maintained and being upgraded. I suspect that the next 5 to 10 years may see more major changes in where we'll be able to see cane railways as transport systems are "consolidated".

I did gain some heart when the navvies at one mill were swinging off crow bars on a manual rail bender to straighten rails after a derailment. At least, at Woodford we now have a hydraulic rail bender – pumping a hydraulic pump is much easier than swinging off the crow bars!

Operations, Sales And Marketing

Terry Olsson, Operations, Sales and Marketing

Roster

A new roster has been issued for the first six months of 2011. If you are one of our train operations volunteers and have not yet received your roster please let me know. If you are not on the roster for a particular day, but find yourself available, please let me know as this may allow one of the regulars to have a break.

Neil Trevorrow has generously offered to take over the rostering from the next roster – thank you Neil. As Neil will be starting to learn the job, you may be contacted by either Neil or myself regarding any roster issues from now on.

Public Running Days:

Public running days continue on the 1st and 3rd Sundays of each month. Unfortunately the wet weather is not helping our passenger numbers, with December numbers being well down on last year.

Bundy Boiler Inspection:

Bundy passed its annual boiler inspection on 11 November last year. There was no further deterioration of the boiler tubes, however it has been decided that we will still precede with the replacement of the tubes as soon as we can. The risk we run is that should the ends of the tubes start to leak, then we would need to immediately remove the boiler from service. It will be cheaper and more efficient, with Bundy being out of service for a smaller period of time, if we can do the tube replacement at a time that suits us.

When the tubes have been removed, our boiler inspector will take the opportunity to conduct a full internal examination of the boiler as required under the new national Code of Practice for locomotive boilers soon to be

released by RSSBI. A prerequisite for the tube replacement is our new inspection pit, work on this being delayed by repeated wet weather.



Wagon wheels ex-Nambour being cleaned by Ryan Silk, January 2011. Bob Gough photo.

Special Running Days

Brian Webber is the co-ordinator for special running days and group bookings. Therefore if you have any suggestions or contacts in bus companies, car clubs etc please let Brian know (Ph 07 3354 2140 or e-mail bwebber5@bigpond.com.)

Bus Groups/Car Clubs, etc.: We have a booking for the Caboolture Car Club on Australia Day (Wednesday, 26 January) weather permitting. We also have a bus booked for Saturday, 2h January 2011. Please let me know if you are available to assist on either of these days.

Weddings: We presently have no weddings booked.

Shows: The next show we have planned is AMRA on the Labour Day weekend in May.

Monthly Statistics

	Nov 2010	Dec 2010
Paying Passengers	191	50
Guards Sheet	258	78

New Sales Items

“The Buderim – Palmwoods Tramway” – This 103 page A4 size book has been written by Garth Fraser and Neil McGarvie and published by the local tramway historical society (Buderim – Palmwoods Heritage Tramway Inc). This book covers a history of the now closed tramway, the opening of a rail trail on part of the old formation, and the static restoration of the Krauss steam loco from this tramway. This book is a must for anyone with an interest in this tramway, and certainly well worth reading. Price: \$29.90 plus postage and packaging if required.

Melbourne Restoration

Mark Gough

On Saturday, 30 October 2010, Mark Gough, Bob Gough, Ryan Silk and Ray Sergernt temporarily reunited the top part of Melbourne's cab and the dome with the rest of the loco. This was done to aid in the clean up of the site overall and to allow access to I-beams that will be used in the soon to be built pit just in front of the work shop.

Once this work was completed Melbourne was shunted back into the siding with its tender, looking more complete than it has in along time. This is a great a achievement for those involved in this project—for some time now parts of Melbourne have been taken off and placed either on the loco or away from it, these have now been stored in a safe area or placed back on the loco. Physical work on Melbourne will slow considerably while we refocus our efforts back on the Nambour wagon and the pit in front of the work shop.

Ballast Wagon Restoration

Our ex-Mourilyan Mill ballast wagon is currently being rebuilt to eliminate much of the manual shovelling of ballast by our track work crews. The wagon had a lot of rust in the body so was sent to Tony Hewitts Engineering Works. When we get it back we will need to refurbish the bogies, and then get it accredited for use on our work train.

David Mewes indicates that the wagon was one of four built for the CSR Condong Mill in NSW. It and two others were sold to QR for the Innisfail Tramway in 1974 when the Condong Mill tramway closed and the fourth was

preserved at Condong Mill. The wagon came to Mourilyan Mill when the Innisfail Tramway was sold to South Johnstone and Mourilyan Mills in 1977. Mourilyan Mill then added the unloading wheels and operator's stands.



Progress to date (November 2010) on rebuilding the ballast wagon at Hewitts Engineering. Terry Olsson photo.

My North Queensland Holiday

Steve Baker

It is not often that I contribute to DRB but I would like to share some experiences from my holiday in North Queensland in August/September last year.

At Port Douglas, I visited Bally Hooley and experienced the wonderful hospitality of driver Peter Lloyd and fireman Steve Turvey. After explaining who I was and where I was from, I was invited to join them on the footplate for a trip to St Crispins. This is quite an interesting run with good scenery and crossing numerous roadways. They have a turntable at each end of the run to turn the loco.

Steve invited me to visit him the next day and he would show me what was involved in fitting new tubes to a boiler. It was helpful to see what was involved as ANGRMS will need to replace tubes ourselves in the near future. I was also shown another way of attaching safety chains between the loco

and carriages which will be something ANGRMS needs to consider before we start regularly running around our train.

I also visited Normanton and Croydon. Much has changed in Normanton since I was first there over 30 years ago!! Croydon has a brand new station building constructed to the same design as Normanton,



Bally Hooley's 'Bundy' and the tourist carriages. Photo from Steve Baker.

Being a train enthusiast I enjoyed visiting these two railways, however I would also recommend visiting them even if you are not a rail enthusiast. By travelling to these places you will not only be supporting these railways, but also helping the local economy.

Making up the Wholestick Rake...

Lynn Zelmer, Editor

This DRB is slightly later than anticipated. The printers had an extended yearend break and it seemed more reasonable to prepare an issue mid-January, rather than rushing something out prior to Christmas.

For all that it started out looking like a small issue, and the rain, there has been a lot of work going on at Woodford. Hopefully the reports and photos indicate this as well as highlighting those members doing the work. It would be good to feature photos of other activities, including the mid-week work party, but your editor hasn't received any yet.

For anyone who isn't familiar with it, the on-line rail heritage Image Collection keeps growing, most recently with several black and white photos taken by Peter Bruce, a southerner who travelled through Queensland in 1964.



Mark Gough grinding and welding the bogie from the Nambour wagon, January 2011. Bob Gough photo.



A trip back in time: one of the Moreton Mill photos taken during a 1964 trip through Queensland. Here 'Moreton', with a 4w tender, is pushing a rake of full wholestick cane trucks into the mill. Peter Bruce photo. Additional photos are available from the on-line image collection.