



# *Durundur* **Bulletin**

*Australian Narrow Gauge Railway Museum Society,  
trading as the Woodford Railway, is located  
25 km west of Caboolture in Woodford, Queensland*

**Volume 34**

**Number 324**

**November/December 2013**



Unloading some of the fifteen panels of rail on concrete sleepers transported from Ingham, 26 August 2013. Ryan Thomas photographer.

**Running Days: First and Third Sundays**

**Trackwork Saturdays: 16 Nov (3rd Saturday), 14 Dec (2nd Saturday) 2013 & 18 Jan 2014**

**Work Days: Every Saturday; Light Duties on Third Wednesday**

**Our Safety Goal - No Injuries**

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### Scheduled Activities

**General Meetings:** *Third* 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).

**2014 Changes due to Easter and room availability:** 21 February, 4 April, 13 June, 8 August, 17 October, 12 December

**Light Duties Work Day:** Third Wednesday of each month. The gates open 9.30 am to 4.00 pm.

### Donations and Bequests

Donations to the Society's Museum Fund are tax deductible. Please make cheques payable to the 'Australian Narrow Gauge Railway Museum Society' and mail to the PO Box above or deliver in person. Remember to include a note indicating that it's a donation, plus your name and address so that a receipt can be posted to you.

We appreciate your help and support now, but also consider mentioning the Society in your Will. Donations/bequests can be for a particular project or for museum development (restoration or infrastructure). For details, contact the President

## President's Report

*Terry Olsson, President*

I cannot believe another year is almost over. For a small group we certainly been very busy during 2013 and I would like to thank everyone for their fantastic help. We could not have achieved what we did without you.

To help celebrate the end of the year, plus 100 years since the opening of the QGR railway from Woodford to Kilcoy, in conjunction with our good friends the Woodford and Region Men's shed, we will be holding a special open day on Sunday 22 December. This will be followed by a combined Christmas Party so please come along and enjoy this great day.

Following on from a suggestion by Ryan Thomas and thanks to the efforts of Ryan and Tony Weber ANGRMS now has a Facebook site plus a Facebook page. As the Facebook page is open to anyone, it is proving to be a great communication and marketing tool for the society. Tony, Ryan and Mark Gough have been regularly posting items and photos on the page which means it is kept very active and up to date – well done! The number of people following our Facebook page continues to grow with last weeks report showing our page reached 429 people.

After the tremendous effort put in by members to collect the concrete sleepers now on site, plus the subsequent delivery of a considerable number of ex-QR steel sleepers for use in points, the track team has been undertaking the slow and tedious job of sorting, preparing for use, and restacking. We already have over 40 concrete sleepers in track but more help is needed so please come along and give us a hand on the 3rd Saturday of the month which is our major trackwork day each month. Don't be shy if you can come along on other Saturdays as there is something happening all the time. Use of these concrete and steel sleepers not only raises the quality of our track to another level, it also leads to a reduction in maintenance required in the long term.

The track extension continues to progress slowly. With only a small team and a very limited budget, we have to concentrate on maintaining our existing track first so it will take time. Again, the more help we can get the quicker it will happen.

On the rolling stock front, Netherdale has now reached the point where it can be used on the passenger train – a fantastic effort by all involved. While taking longer than expected, work is still progressing with our steam loco Bundy. It is important that any work like this is done properly and safely, so unfortunately that means it will take whatever time it takes. We will not be

taking any short cuts. Similar to the trackwork mentioned above, more helpers will help get things done quicker.

On the Operations front, patronage has continued to be down, with minimal charters. However, ANGRMS has continued to run and members have continued to present a very friendly and professional image. I am regularly commended on our excellent customer service so thank you to all involved. Again, more helpers are needed.

On the safety front, we have continued to operate a safe railway. Unfortunately Gordon has been very sick so while we have been carrying out our normal day to day safety requirements, some of the improvements we have been thinking about will take a bit longer than planned.

During the year, we allowed the Woodford and Region Men's shed to temporarily use part of our site until they get a permanent home. This has been very successful with two groups getting on exceptionally well. We look forward to continuing to work with them next year.

And finally I would like to also thank everyone else who has supported and helped our organisation during the past year. Without all of you we could not have achieved what we have so a big thank you to all.

Remember, safety first - take your time and do a job safely. It is better to arrive late than not arrive at all!

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## Remember, safety first!

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### Safety and Training Report

*Gordon Anderson, Vice President, Safety and Training*

Due to illness, I have had to restrict things to the day to day requirements. Therefore this report will be shorter than normal.

**Safety:** Random breath testing for alcohol is being carried out prior to train movements. We report this testing as part of our monthly report to Queensland Transport.

**Training:** Neil Trevorrow has completed his training as Gemco (diesel) driver and is awaiting the approval by the Board.

Our diesel loco Netherdale has been out of service for several years awaiting repairs. These have now been carried out and as part of its reintroduction to regular service, loco crews who are already qualified on the Gemco diesel are being put through training on this loco.

## **Rail Safety Worker Cards**

All workers on site are reminded that they are required to have current Rail Safety Worker Cards with them when on site. You are also required to have some form of photo ID on site so an investigator can prove you are the person referred to on the card in the case of an incident.

## **Some Civil Notes**

*Greg Stephenson, Track Day Coordinator*

### **Prestressed Concrete Sleepers**

When we were investigating the use of these sleepers, we managed to locate the article “Prestressed Concrete Sleepers in Sugar Cane Tramways” by N. Caris of Humes Limited, published in the 1970 Conference of Queensland Society of Sugar Cane Technologists. As well as some technical details, the paper gives a good overview of the development of these sleepers.

In 1958, the management of the Colonial Sugar Refining Company expressed its interest in the feasibility of using prestressed concrete sleepers in sugar cane tramways. There was close liaison between Humes Limited and CSR Co. to investigate and develop a concrete sleeper suitable for the 24-inch gauge sugar cane tramways. In 1959, 1,000 sleepers were manufactured by Humes Ltd in Sydney and installed by the CSR Co in tracks around Ingham. Following satisfactory performance, a further 5,000 sleepers were supplied for further field performance assessment.

For large scale manufacture of sleepers for the sugar cane tramways in northern Queensland, a specially designed plant was established in Ingham in 1961. This plant was designed to have a capacity of over 500 sleepers per day and incorporated many special features applicable to the large scale production of sleepers including steam curing of the concrete.

By 1970, over 900,000 sleepers had been installed in the tracks by the CSR Co in the Ingham area in Queensland, and at Lautoka in Fiji. Other sugar mills in Queensland had installed over 150,000 sleepers in their tramways.

The previous Durundur Railway Bulletin recounted our expedition to Wilmar Sugar Australia Limited’s Victoria Mill near Ingham in North Queensland to reclaimed “obsolete” prestressed concrete sleepers. These are the main type of sleepers we collected from Ingham and the paper goes on to describe the type of fastenings developed for these sleepers. Fastener technology has continued to develop which has rendered serviceable sleepers with these fasteners obsolete for reuse in modern cane railways.

**Fastenings**

**General:** Almost as important as the sleeper design itself is the design of the fastening for the fixing of the rail to the sleeper. Numerous types of fastenings have been tried and many have proved to be unsatisfactory after long term track trials. Most railway authorities are continuing to develop and improve fastenings in regard to both performance and

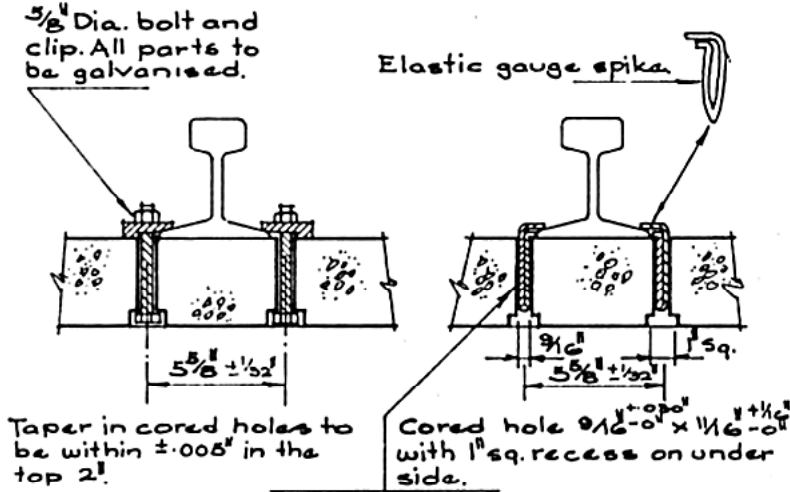


Fig. 4—Sugar cane tramway sleepers, fastening—left, bolt and clip; right, elastic gauge spike.

overall/economy. Details of some of the currently used fastenings in main line track are outlined in "Concrete for Railways—the Concrete Crossite", in Bulletin 60 of the Portland Cement Association.

The C.S.R. Co. initially adopted the bolt and clip fastening shown in Figure 4a. This had been shown as satisfactory in the track installation trials. About 1960, the C.S.R. Co. developed and patented the elastic gauge spike shown in Figure 4b. This fastening was also subjected to extensive trials and tests before becoming generally adopted. This fastening had the marked advantage of being quickly and easily placed, and eliminating the necessity for lifting the sleepers to place the bolts of the original fastening. The cored hole detail maintains the recess on the underside of the sleeper to accommodate the bolt and clip type fastening if desired. The C.S.R. Co. has developed a special machine which can manufacture these gauge spikes at a rate of 500 per hour.

In both cases the fastening provided for maintaining gauge width and holding rail to sleeper. As rail sizes in use vary from 30 to 60 lb per yard, provision for the different rail widths is incorporated in the arms of the gauge spike.

It is apparent that we have sleepers with both these types of fasteners – those with round holes for bolts and plates to hold the rails to the sleepers and those with square holes for elastic gauge spikes. The location of the holes is the same for all sleepers and different plates or gauge spikes allow the sleepers to be used for a range of different rail sizes. To cater for the different foot and head widths of different sizes of rail, the plates come in specific inside of rail and outside of rail plates with dimensions to suit the type of rail as shown in the drawing below (page 8) for 42lb/yd rail.

Now that the last of these materials have arrived at Woodford, we have started sorting, processing and stacking the sleepers for future use. Part of this process is removing and sorting the rail clips into their various sizes for reuse in assembling track panels. This will allow us to better determine which rails we can use with which sleepers to match the clips we have available. Whilst the drawings refer to 5/8” bolts, sometime after the introduction of metric units into Australia 16mm metric bolts began to be used, and we have found examples of both types in the bolts we have removed from the sleepers.

### **Steel Sleepers**

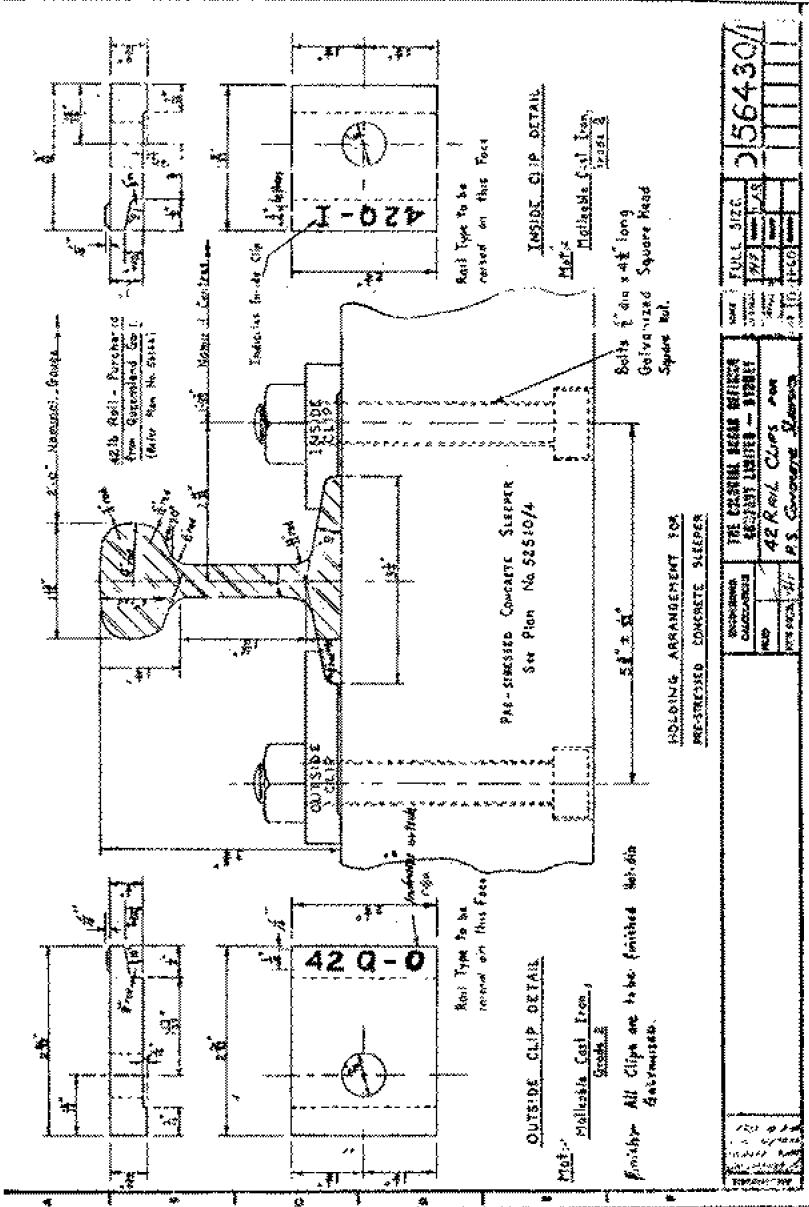
The steel sleepers will be initially used to fabricate pointwork required at Storeybrook Station using the weld-on shoulders and “e” clips donated by Pandrol Australia. Work has commenced on cutting and welding these sleepers to the various lengths required for pointwork.

Whilst we now have a good supply of both prestressed concrete and steel sleepers available at Woodford, they serve little purpose unless we use them in the track. Our challenge is to now capitalise on our efforts in Ingham by stepping up our track construction and maintenance efforts. All help to achieve this goal will be appreciated.

### **Track Maintenance Work**

On the September track day, we used around 15 concrete sleepers to replace rotten timber sleepers as part of our normal track maintenance requirements. As we progressively do sleeper renewals in concrete, the maintenance requirements on existing track should significantly reduce over time.

The monthly track work parties will be held on the third Saturday of the month to allow some members to spend their weekend at Woodford with Saturday devoted to trackwork and Sunday to train operations. The track work days are scheduled for Saturdays 16 November, 14 December (2nd Saturday) 2013 and 18 January 2014.



NO.	1	DATE	12/10/13
REV.		DATE	
BY		DATE	
CHECKED		DATE	
APPROVED		DATE	
PROJECT NO. 10-11-00			

DESCRIPTION	THE CRASH BEAR BEARING
NO.	42 RAIL CLIPS FOR
ISSUED BY	P.S. Concrete Division

DATE	12/10/13
BY	
CHECKED	
APPROVED	

156430/



## Operations, Sales And Marketing

*Terry Olsson, Operations, Sales and Marketing*

### Public Running Days

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

Passenger wise, we continue to be down on last year so please help promote our running days when and wherever you can.

### Date Claimers

Saturday 30 November 2013 - we have two events on this day so need extra help!

The Kilcoy District Historical Society will be holding an event in Yowie Park at Kilcoy to mark the Centenary of the opening of the QGR railway from Woodford to Kilcoy and we will need helpers on this day.

The Nambour and District Historical Society at Nambour will be holding an open day to mark 10 years since the closure of Moreton Sugar Mill.

Sunday 22 December 2013 - ANGRMS and the Woodford Men's Shed are also looking to hold another Open Day and special running day (the actual centenary day) so we will be looking for a train crew as well as other helpers on this day.

Friday 2 May, Saturday 3 May and Sunday 4 May 2014 – The annual AMRA Model Railway show will be held on 3 and 4 May next year at the Doomben Racecourse. We also spend the Friday setting up so please mark these dates in your diary as we will need lots of help for this weekend.

### Monthly Statistics

	September 2013	October 2013
Paying Passengers	157	166
Guards Sheet	199	213

### Sales Items

**They're All Half Crazy:** Thanks to the help and support of the Canegrowers organisation, we have obtained copies of this excellent DVD produced by them as a video back in 1995 to mark 100 years of mechanical sugarcane harvesting. Certainly some "interesting" machinery! Price: \$20 plus postage.

## September Workshop Report

*Bob Gough*

**Bundy:** Front tube plate and rust pit holes in the boiler barrel have been pad welded, but it needs more welding by a boilermaker. Bob Gough ground the welding as directed by Paul Slater and wire brushed the boiler belly.

**Grover's Bogie:** Morrie Mason worked on floor boards for the Gover's bogie wagon.

**Netherdale:** Ryan Thomas replaced worn and broken air hoses to front sand boxes and tested the air hoses to front sand boxes. Air leaks checked, air tank drain taps turned down by turning air tanks, etc. Full report next issue.

## ANGRMS Christmas Party And Open Day, Sunday 22 December 2013

Sunday 22 December 2013 is the centenary of the opening of the QGR railway from Woodford to Kilcoy. While the main Centenary celebrations will be held in Kilcoy on November 20, the ANGRMS Board has decided to mark the actual date with an Open Day at our Woodford site followed by our annual Christmas Party.

The Open Day will be held in conjunction with our good friends, the Woodford and Region Men's Shed, who will also be joining us for a combined Christmas Party afterwards commencing about 2.30pm (when the open day finishes).

All members are invited to come along and help celebrate Christmas and the Centenary of the railway from Woodford to Kilcoy. 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](mailto:thommoac16221a@optusnet.com), or phone (07) 3848 5611 by 7 pm on Sunday 15 December.

## Photos: Maintenance and Site Cleanup

**First photo next page:** Tubes removed from Melbourne for maintenance, 2013. Ryan Thomas photographer.



Mark and Bob Gough removing paint and rust from Netherdale's sand boxes prior to undercoating, 7 Sep 2013. Ryan Thomas photographer



Ryan Thomas and Mark Gough washing Netherdale for a September 2013 visit of Nambour and District Tourism Volunteers. Bob Gough photographer.



Maintaining the site, including sweeping the station platform, is important to give visitors a good impression. Ryan Thomas photographer.