



Durundur **Bulletin**

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

Volume 36

Number 334

July/August 2015



Re-spiking timber sleepers for mainline maintenance: Dave Pearson with spiking hammer, 27 June 2015. Greg Stephenson photographer.

Running Days: First and Third Sundays

Trackwork Saturdays: 18 July, 15 August, 19 September and 17 October 2015

Work Days: Every Saturday; Light Duties on Third Wednesday

Our Safety Goal - No Injuries

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Scheduled Activities

General Meetings: 2015: 21 Aug, 16 Oct, and 11 Dec at 7:30 pm, entry from 7:00 pm; combined with LRRSA at the refurbished BCC Library, 107 Orange Grove Road, Coopers Plains, a 10 minute walk from Coopers Plains Railway Station or a phone call to Dan Sheehan or Bob Gough for transport to the new venue. A bus stop is at the front of the shopping centre and Express buses run services from the stop.

Light Duties Work Day: Normally 3rd Wednesday of the month. Contact Neil Trevorrow m:0402051546 if planning to attend.

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

After the exciting news about the shed grant last edition, there is not much to report this month.

With regard to the loco shed, there is a lot of work going on behind the scenes. In addition to the paperwork issues, we have to clear the site of rollingstock and tracks. There is a lot of work to do so we certainly could use more assistance. Members have been wanting a loco shed for many years now so now is the time to do your bit to help make it happen.

Construction of the loco shed will mean a delay in the work on the new track at the Peterson Rd. end as it is also very important that our regular track maintenance does not fall behind.

Rollingstockwise, the Perry project has been delayed due to the extra work now required, while the work on Melbourne is still progressing at a great rate of knots with most work on the frame now completed (excluding the side rods/valve gear) and work now also starting on the boiler.

Elsewhere in the edition there is a report of the Perry project by the project leader Mark Gough. Next edition we will have a report on Melbourne.

During the last month, over ten thousand dollars was spent purchasing new boiler tubes for Melbourne and Bundy. These will be moved to site shortly.

We are presently in discussions with the council regarding a new lease for the council land we use at Woodford station. The council are very supportive of community groups and I would like to thank the Council for the assistance they will provide as part of this new arrangement. Due to the unique requirements of our operation compared to the majority of other community groups in the shire, it is a bit more complex than your average group and discussions are underway.

I would like to take this opportunity to congratulate the Woodford and Region Mens Shed who have recently completed their new shed to lock up stage, and relocated their ex-fettlers cottage beside the new shed. We have been working closely with the Mens Shed for a while now and they are making incredible progress. Their new shed is the first construction to take place in the area out the back of our Woodford station site which the council purchased for use by community groups. The containers presently used by the Mens Shed located near our cottage will also be moved to near their new shed at some time in the future"

ANGRMS has also been allocated some land near the Mens Shed with exact details to be determined as part of the formal council master plan.

Remember – safety first!

Safety and Training Report

Noel Haynes and Dave Caruzzo

Safety is a very important part of our operation and ANGRMS remains committed to providing a safe railway.

During the last couple of months a serious medical condition was detected in one of our members while undergoing the regular train crew medical check. This condition was detected because of the different type of health check undertaken and shows that not only do these regular medical checks help make our railway operation safer, they are also of great personal benefit. This member has now undergone surgery and is on the road to full recovery.

During the last couple of months, we submitted our Annual Safety Performance Report.

Some Civil Notes

Greg Stephenson, Track Day Coordinator

An Historical Interlude

Those of us with an interest in history, no doubt have delved into the National Library of Australia's Trove website (<http://trove.nla.gov.au/>) where there is free access to digitised newspapers. This is a very valuable source for historical research and occasionally real gems are found. The Cairns Post of Thursday 8th January 1925 included a short article.

Mulgrave Tramway

Keeping the tramline in a good state of repair is one of the chief aims of the Mulgrave Mill, and at present gangs may be noticed working on different sections of the permanent line, renewing sleepers, bolts, etc., and seeing that the lines are keeping the correct width, says our Gordonvale correspondent.

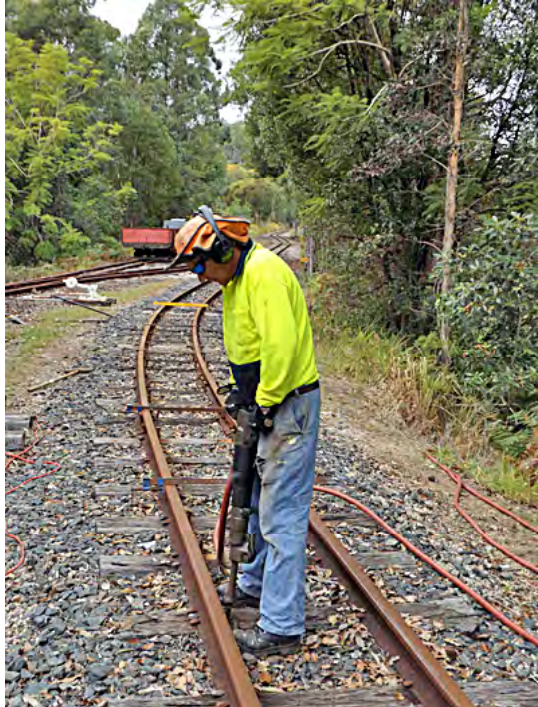
Ninety years on and our chief aim is to ensure that *our* track work is in a good state of repair.

Track Maintenance Work

Only mainline maintenance has been undertaken recently. With regular Saturday train drivers, Steve Baker and Bob Gough recuperating from surgery and Terry Olsson being involved with Train Show activities, there have been limited opportunities for track work activities. However, some

concrete sleepers have been installed in the straight approaching Storybrook Station. I also took the opportunity of a short break in China – it is somewhat surreal to be sitting in a train travelling at nearly 250km/hr and watching people ploughing rice fields with oxen.

During one of our routine inspections, it was found that there were loose rails in the mainline near the points that head off towards the compound. Detailed inspection showed that in a 20 metre section there was one rotten sleeper, the dog spikes in the remaining sleepers were working loose and the rails were slightly over gauge. The rotten sleeper was replaced with a new concrete sleeper. However, the remaining timber sleepers were in fair to good condition and did not require replacement at this time. The decision was made to re-drill and re-spike these sleepers.



Re-spiking timber sleepers for mainline maintenance: Terry Olsson with air-operated hammer driving dog spikes – note the gauges and clamps used to hold the rails in the correct place for re-spiking, 27 June 2015. Greg Stephenson photographer.

Due to work with concrete and steel sleepers, it has been several years since we have worked with timber sleepers. In fact, it has been so long that all our timber drill bits had rusted up and needed to be resurrected before the sleepers could be drilled. Returning to timber sleepers was almost a “heritage” experience in itself. The air-driven hammer added to the heritage experience when it decided to stop working. We had to return to spiking hammers for the last six sleepers! Two air-driven spiking hammers were obtained from Nambour Sugar Mill after it closed in 2004. With the failure of the hammer, it was found that the “spare” actually contained relatively new internal parts. Ryan Thomas has used his recently obtained pneumatic

experience to combine the best parts of both hammers into one overhauled unit.

After the re-spiking was complete, the section was adjusted to the correct levels and the ballast repacked under and around the sleepers.



Re-spiking timber sleepers for mainline maintenance: Terry Olsson using air-operated ballast packing tools after the sleepers had been re-spiked and levelled, 27 June 2015. Greg Stephenson photographer.

Future Locomotive Running Shed

As highlighted in the previous DRB, we have received a grant towards the erection of a locomotive running shed. This will be placed over three of the existing storage tracks next to the picnic area. To allow the earthworks to be undertaken and the shed erected, this area has to be cleared of rail vehicles and the existing track removed and later replaced after the shed is finished. This is a big enough task in itself. However, there is an added complication - there is no track on which to store the rail vehicles currently in that area. This can be overcome by extending one of sidings into the compound. This will be about 80 metres long and fortunately we have enough concrete sleepers from Ingham and 42lb/yd rail from Nambour to allow this track to be laid.

After mainline maintenance, this will become the next highest priority project. Some time has been spent in sorting materials such as sleepers, bolts and clips in preparation for these works.

Peterson Road

As highlighted above, there has been limited work in this area in recent times. This work will be temporarily mothballed whilst the track work associated with the new running shed is undertaken.

The monthly track work parties will generally be held on the Saturday before the second running day of the month and are planned for Saturday 18th July, 15th August, 19th September and 17th October 2015. Depending on available people, we can undertake some form of track activities on most Saturdays.

As well as more members for the track gang, we are still keen to hear from any of our drivers that would like to assist and diversify their driving experience on Saturdays.

Operations, Sales And Marketing

Terry Olsson, Operations, Sales and Marketing

I do not know what it was about June this year, but after a well below average May, for some reason we had two charters plus two exceptionally good running days. In May we only carried 115 passengers, while in June we carried a total of 626!

During June the Kilcoy and Woodford Anglican Church chartered the train for another successful family day, with 292 passengers carried in about 4 hours. In addition to bringing in badly needed revenue, this event also allows us to be part of the local community. The church is now looking at making this a bi-annual event.

Later in the month we ran a special charter for Kangaroo Bus Lines, with the passengers having lunch at Champagne and Roses. Unfortunately the wedding charter was cancelled.

The normal running days during June were also well up with 295 passengers carried. This shows the importance of continually marketing our railway at events like the AMRA and Toowoomba Model Train shows. I would like to thank the Woodford and Region Mens Shed who assisted us by putting our brochures on the stand at the Woodford Show during June. This sort of assistance is invaluable as we simply do not have the members to attend everything and cannot afford paid advertising. Therefore, as a member if you know of a similar opportunity you can help by asking them to give out brochures etc.

By now those who are on the Operations team should have received your roster for the period July to December 2015. I would like to thank Neil for another great effort in preparing this. If you are on the Operations team, or want to be, please let Neil or myself know.

During this period, we also had two very successful shows. The income from both was the highest in over 5 years and I would like to thank everyone who assisted either at the shows, or behind the scenes. While sales were certainly boosted by the release of Brian's new book "Exploring Queensland Railways – South and West of Toowoomba", interestingly other sales were also up on previous years.

As discussed at the AGM, we will be raising our fares from 1 July. We have not raised our fares for at least 7 years, despite continually increasing costs. The price rise has been kept to a minimum as we can look at another rise when we return to steam operation.

Date Claimers

Pine Rivers Model Train and Hobby Show – 22 and 23 August 2015. Please mark these dates in your diary and let me know if/when you can assist.

AMRSQ Heritage Fare, Woodford Showgrounds – 22 and 23 August 2015. This antique machinery show will again be held at the Woodford Showgrounds. This is a good opportunity to bring in some extra income as well as promote our railway. Unfortunately Morry and Liz, who looked after this event last year, are not available this year. As it is the same weekend as the Pine Rivers Show, we need additional help to take advantage of this great marketing opportunity. Please let myself or one of the Board members know if you can help.

Monthly Statistics

	May 2015	June 2015
Paying Passengers	84	580
Guards Sheet	115	626

Progress Report: Perry Steam Loco ex-Dreamworld

Mark Gough - Project Leader

Last November the Perry Steam Locomotive from Dreamworld was delivered to the ANGRMS site at Woodford. At that time it was thought that only some minor repairs would be needed to return it to service. However, once on site detailed inspections were able to be undertaken which have indicated we need to undertake more work than originally planned.



Ryan Silk machining the Pony truck wheels, May 2015. Bob Gough photographer.

Work has been slow and while not a lot seems to be happening, things are going on behind the scenes. When the regulator body (in the steam dome) was removed from the boiler, the casting was found to be badly corroded and had been patched previously. A brand new casting was found to be available and the decision was made to purchase it. It is presently being machined and finished off ready for installation which should happen soon. When the oil firing equipment was removed from the firebox, a leaking boiler stay was discovered. The boiler inspector has advised that this needs replacing. Arrangements are being made to have this work undertaken in the near future.

The trailing truck wheel was found to have faults where previous attempts to weld it had not been successful. The trailing truck wheel from stored Perry loco R D Rex on site is being removed to replace it. The firebox doors will also be borrowed from RD Rex.

The boiler and side tanks need washing out but this cannot be done until the loco can be moved out of the workshop.

Many other small jobs still need to be done. A new smokebox door heat defector plate plus a spark arrestor still need to be made and fitted. The cold water feed pipes from the side tanks to the injectors need to be replaced. The substantial amount of carbon built up in the chimney also needs to be

removed. Arrangements are underway to fit a flashing light and two way radio.

Various suppliers have been contacted to get prices and availability of materials so that when the time comes to move onto a particular area of work, it can all happen with a minimum of delay. Due to the need to ensure this loco is safe before being returned to service no completion date is known at this stage.

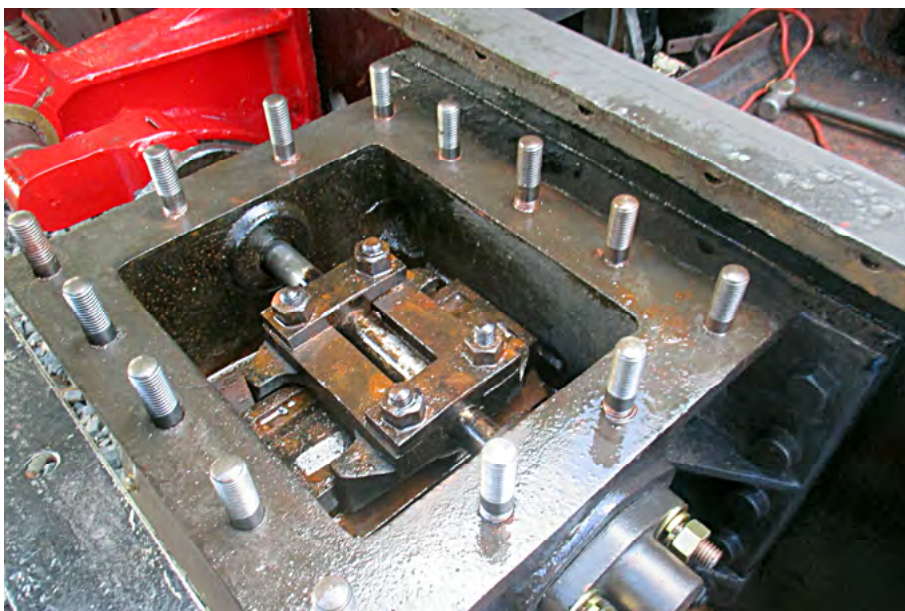
Long time member Laurie Erb is now assisting with this project.



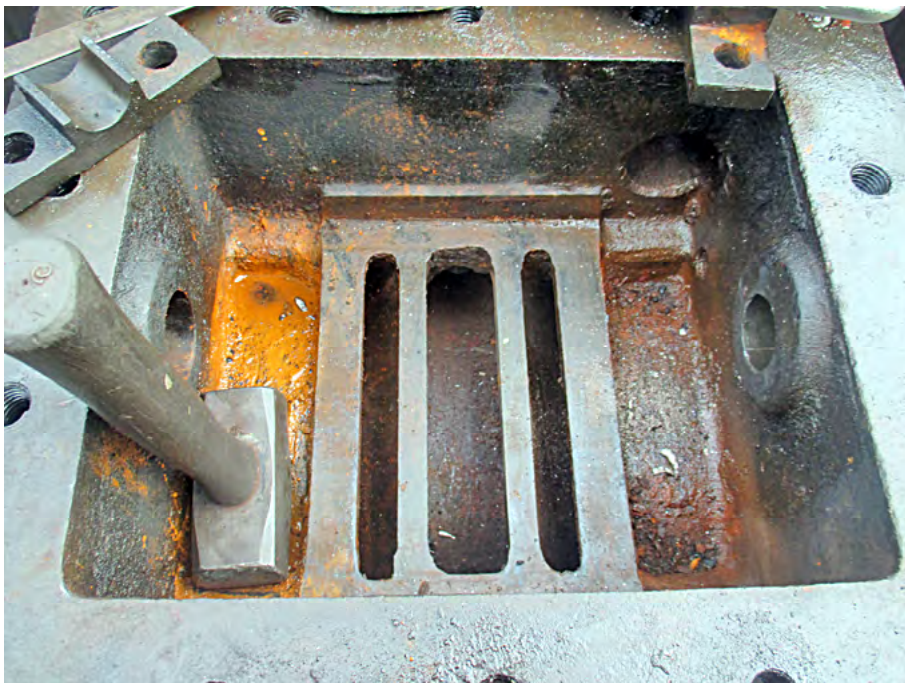
Aaron and Curtis painting the boiler with the boiler paint. Ryan Silk photographer.



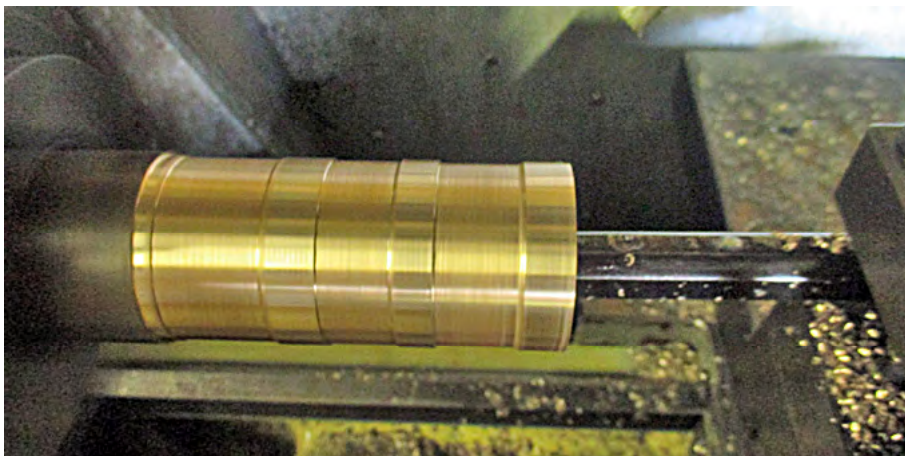
Tyler fitting new studs to the fireman's side. Ryan Silk photographer.



Newly machined studs fitted to the cylinder. Ryan Silk photographer.



The valve seat in the fireman's side. Ryan Silk photographer.



Machining one of two bearings for the valve. Ryan Silk photographer.