

Durundur Railway *Bulletin*



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

Margaret Street, Woodford

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Track upgrading operations between points 8 and 10. Bill Blannin photo.
Details of track and maintenance activities and additional photos inside.

Also inside: Formation of Association of Tourist & Heritage Rail – Australia.

Our Safety Goal - No Injuries

President's Report

Paul Rollason



It is hard to believe that half of this year has disappeared already and we are into August. Before we know it, it will be Christmas. It's time to reflect where we have gone over the last 7 months. We had the AMRA Show in May, track work continues at a steady pace, we salvaged the disused Goondi Mill equipment, the battle for insurance is starting to bear fruits, the National Association has been established, we have produced more mugs and the list goes on.

Just because we haven't been running trains, ANGRMS has certainly not come to a grinding halt. The wheels are still in motion and occasionally we even give them a little oil.

The past two months has once again been very busy. Greg Stephenson and his team have been hard at the track work as usual but lately they have concentrated their efforts on replacing some rotten timbers on the **passenger coach** (PL-111). This is an extremely tedious task for Greg and his team but they are winning the battle slowly but surely. Great work guys.

Also during the period under review, ANGRMS has managed to secure some **rail** at an extremely good price from Moreton Mill. The 42lb rail is in reasonably good condition and has been transported to Woodford free of charge by a local truck owner. There was also a truck load of used sleepers that was salvaged and they too have been transported to Woodford. Thanks go to everyone that assisted with the loading and unloading of these vital pieces of infrastructure. Now Greg and his team will have more rail for the run around loops. I am sure Greg and the gang would appreciate your assistance on track days to lay the track.

Over the last 6-12 months, ANGRMS has been looking at taking over the old Ballyhooley Steam Railway in Port Douglas since the closure of the commercial operations. The Board has sort legal opinion to the best way we can manage this railway under our current structure as well as the viability of the venture to hopefully raise some more resources for the Society as well as expanding outside the south-east corner. We are still sorting through the final bits and pieces and we will hopefully have more news in two months time. There is great support from the north for this project with many people standing up to be a part of it. It may even be more successful than Woodford. Who knows?

As touched on at the beginning of my report, the **insurance** looks like to be only a few months away. With this in mind we should be back in operation in the next 2-3 months. What this means is that we will need people for the roster again. Please contact Terry Olsson to let him know your availability.

Recommencing operations again will mean two things. The first being the site will need a huge tidy up. Bob Gough is in charge of maintenance and will be calling on everyone to assist very shortly. It also means that we will have to reaccredit people and retrain everyone for the new operating environment at Woodford due to the changed track work. We will take this opportunity to update everyone on the changed Safety Management System (SMS) as well as advise you what else is happening on the Safety frontier. A **training day** will be set and everyone on the roster will be advised of this compulsory training and reaccreditation day.

On the 7th August, our Society put on a small display and sales stand (see photo below) at the **Modelling of Railways in Queensland Conference**. The day was extremely worth while and our sales were very pleasing especially John Knowles new book "Mapleton Tramway". Thanks go to Terry Olsson and Bob Gough for their assistance with setting up and running of the display. I was also on the stand for the day and was able to talk to many people about ANGRMS and inform them we are still in existence but should be operating again shortly.



As you may all be aware, on the 1st July 2004 there was a new National Standard released. This is the **National Standard for Health Assessment for Rail Safety Workers**. What this means is that everyone that participates in

driving, guard duties, Station Master, rolling stock repair or track work etc, will have to undergo a medical assessment. The assessment will have to be conducted by a medical practitioner that ANGRMS appoints (there will be several qualified QR doctors involved). Each assessment will be different depending on what Safety Category you fall under pending which tasks you perform on site. These assessments will need to be completed by the end of 2005 but I urge you all, the sooner they are completed the better off we will all be. The cost will be worn by the individuals and we should have a better idea of what that will be shortly. This is something we have no choice over and it is part of our accreditation. There is no point whinging about it, we just have to get on and do it. I have personally been working on the updates to the SMS and other documents to make this transition much easier. When we come closer to the time, each Rail Safety Worker will be issued several forms which they must complete and provide to the medical practitioner. At this point in time I would like to point out; all medical information is kept confidential and is held by the medical practitioner. The only thing that comes back to ANGRMS is whether you pass the assessment or not for that Safety Category. Stay tuned for more information.

The end of August (28-29) will see the **next meeting of ATRQ** (Association of Tourist Railways – Qld Inc) in Rockhampton. This weekend is shaping up to be an action packed weekend. The weekend starts off with a workshop by Queensland Transport about the new Health Standards, followed by the ATRQ general meeting and tour of the Rockhampton Roundhouse. The Sunday sees us travel to Mt Morgan to ride on the Mt Morgan Steam Railway and mine tour followed by the trip back to Archer Park for lunch and rides on the Purrey Steam Tram.

ATRQ has also set up a **Safety subcommittee** which will look at all the safety issues affecting the tourist and heritage rail sector. It will look at the emerging Codes of Practice, new National Standards, the review of old Standards and any piece that Queensland Transport wants input on. The subcommittee is made up of 6 individuals from several railways and represents a broad spectrum of the tourist & heritage sector in Queensland as thus will provide a good feedback to the relevant parties.

If you have a chance, have a look at the ATRQ website which has some important information on it. Go to www.atrq.net and see what you can find.

Last but not least, Terry Olsson and I travelled to South Australia on the 19-20th June for the first meeting of the Association of Tourist & Heritage Rail – Australia (ATHRA). For further information, please see the accompanying article in this issue of the DRB.

Well that's enough puff from the President this month. If you have any article or suggestions for the Society, please don't hesitate to contact me on (H) 3278

9110. I am always open to any suggestions no matter how trivial they may seem. Just remember, we are all volunteers and everyone needs to assist in some small way.

Take care and remember, "United we stand and together we succeed."



Side removed from PL111 for necessary repairs, details in Greg Stephenson's Track Matters. Bob Gough photo.



Board Notes

Di Ezzy, Hon. Secretary, 14 August 2004

The Board met on 7 July and 4 August and following are some items discussed at these meetings:

- Tourist type signage for Woodford is to be investigated;
- Eligibility for Council Rates rebate and free tipping is to be investigated;
- Insurance proposal - ongoing;
- National Standard for Health Assessment of Rail Safety Workers and how it affects ANGRMS;
- In accordance with Workplace Health and Safety legislation, we need to ensure that all ANGRMS and non-ANGRMS electrical equipment used at

Woodford has been appropriately tested and tagged. Testing and tagging of equipment is being arranged.

- We were unsuccessful in our application for the first and second rounds of the Federal Government's *Volunteer Small Equipment Grants 2004*.
- Discussion on start-up strategy in preparation for running again when insurance cover is obtained. Items that require attention are:
 - General clean up of the site including removal of tree stumps in the Picnic Area that are presenting a hazard and cleaning of Cottage;
 - Rearrange Sales Area;
 - Annual inspection of the steam loco to be arranged;
 - Restoration of the Passenger Coach, PL111, is progressing;
 - Re-accreditation Day to familiarise the Crew with operational changes (eg. Track changes) to be arranged;
 - Advertising "*We're Back*".
- The first and third Sundays of the month have been nominated as running days when we are operational again.
- Looking at the future production runs of the Garratt and BB18 1/4 mugs.



Replacing sleepers during the trackwork party, 14 August 2004, with the ex-Gooni Mill navy wagons in the background. Lynn Zelmer photo.



Track Matters

Greg Stephenson

Mainline Relocation Project: On 24th June 2004, we received approval from Queensland Transport for the use of the new section of track in Woodford Station as shown on the attached plan. This approval covers completion of Stages 1, 2 and 3 of this project. Points 9 and 10 are now in use and points locks must be used to lock the points for the mainline before passenger operations are undertaken.

This is a significant achievement and a credit to all those involved in the project. However, much still remains to be undertaken before the modifications to the Woodford Station yard are completed. Work is well advanced on assembling Point 8 and the rail and sleepers have been installed back to Point 10. Considerable ballast will be required in this section.



Brian Wilson, Lynn Zelmer, Bob Gough and Greg Stephenson on a typical trackwork party packing ballast under recently replaced sleepers (8 Nov 2003). Bill Blannin photo.

Recent track days have concentrated on replacing point timbers in the Points to the workshop (Point 3). The August track day was used to replace 14 sleepers in the existing mainline between the Workshop Points (No. 3) and the Compound Points (No. 1). This section remains as a siding in the final development, however, will remain in use as the mainline for the near future.

This work required a high priority to ensure the safety of any shunting operations into the Workshop and certainly would have been required before any passenger operations recommence.

It is envisaged that the next track days will see a return to working on the mainline relocation project. We plan to continue these major work parties generally on the second Saturday of the month. The monthly work parties for 2004 are scheduled for **Saturdays 11 September, 9th October, 13th November and 11th December, 2004**. We normally kick off about 9.00 am. If you can help on any of these projects, let me know on telephone 3844 9269 or via email at greg.stephenson@ugconnect.net.

Track Materials: The opportunity came to retrieve sleepers from the full yard at Nambour Mill. We had to sort through a couple of thousand sleepers to reclaim around 200 reusable sleepers. Due to unforeseen circumstances, the transport arrangements we made for the day didn't work out as planned. Fortunately, Jack Walden of Woombye left his tip truck for us to load and later delivered the sleepers to Woodford. These sleepers are now stockpiled at Woodford and were used for the repairs on 14th August 2004



Moreton Mill sleepers for transport to Woodford. Bill Blannin photo.

We have also taken delivery of a quantity of 42 lb/yd rail purchased from Nambour and we are again grateful to Jack Walden of Woombye for transporting the rail to Woodford. He left his semi-trailer at Woodford overnight so that we could unload the rail. This was undertaken by hand and was an extremely tiring day for those involved. This rail will be used for the Woodford passing loop and

for storage sidings in the compound. This will release a quantity of 60lb/yd rail from the compound for future mainline use.

Herb Coleman has also undertaken the collection and transport of future track materials at short notice during the week when many of us have work commitments. These materials will allow us to continue current projects into the foreseeable future.



Les Beahan working on PL111, 14 August 2004. Lynn Zelmer photo.

Passenger Coach PL111: Major repairs are being undertaken on our passenger coach – former QGR rail motor trailer PL111. All windows and internal and external sheeting have been removed from one side. To allow access for repairs, the seats were removed from one side as well. The piece of 8" x 2" timber that runs full length of the coach, has been replaced by 10" x 2" timber. This has allowed the ends to the floor boards to be trimmed back to sound timber to allow new screws to be fitted. New steel bases have been fabricated for the vertical wall supports. These bases have been bolted to the

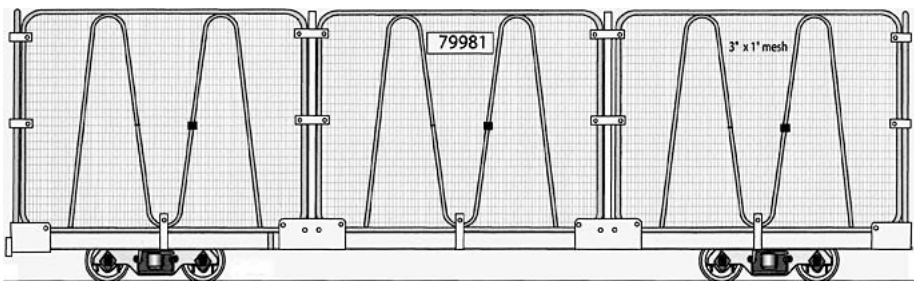
floor and welding them to the wall supports is progressing. Window jambs and sills need to be replaced before the wall sheeting can be refitted. When the repairs are completed the coach will be repainted prior to re-entering service.

This project will continue for some time. Any support that members can give this project – especially financial to allow for the purchase of replacement materials – is needed and would be gratefully appreciated.

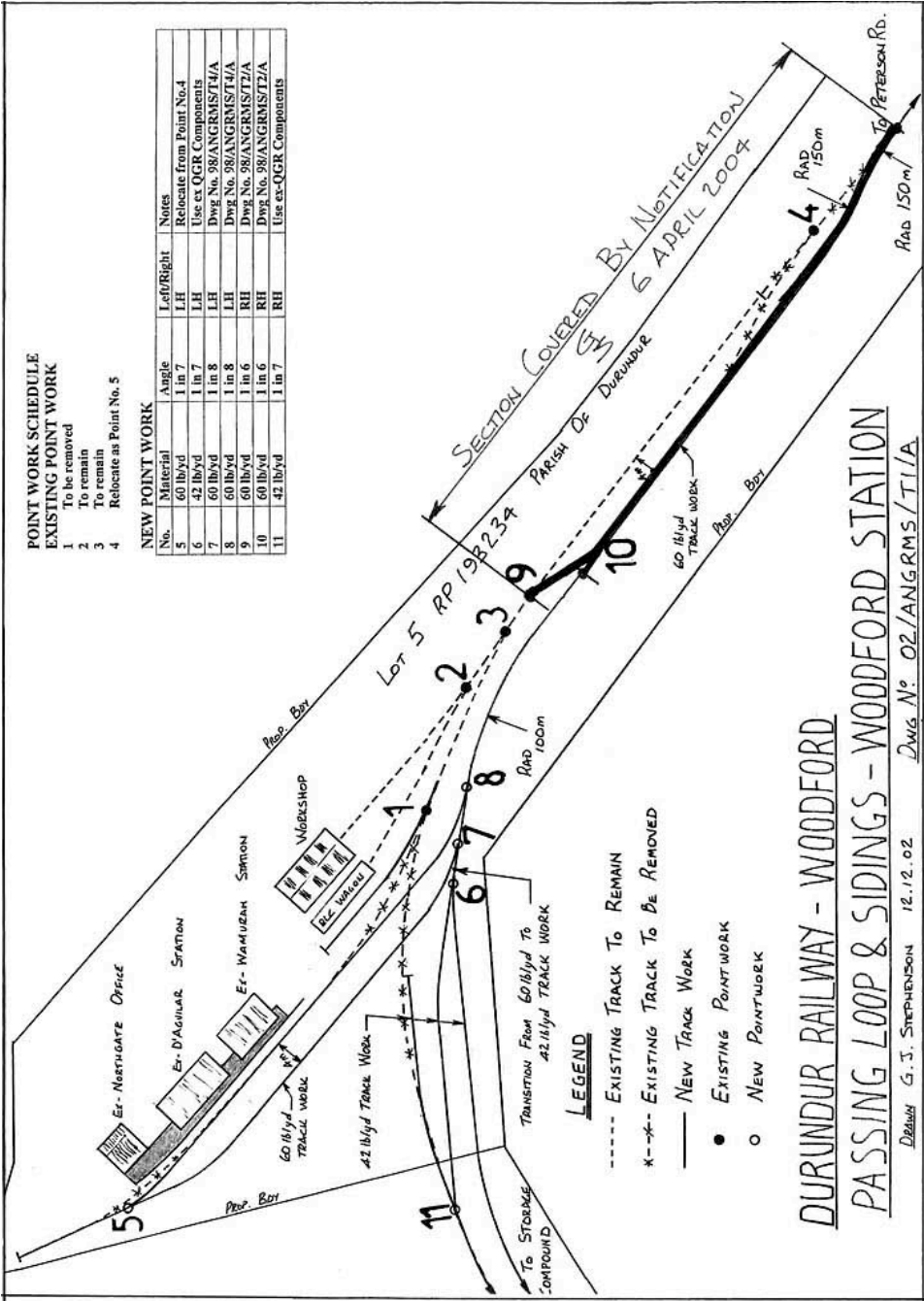
Melbourne: Leslie Beahan has prepared the following list of works required on Hudswell Clarke locomotive “Melbourne”

- Locomotive to be raised to allow main bearings to be checked for wear and damage due to lack of correct lubrication
- Cylinders to be checked for taper and ovality
- Piston to be checked for ring groove for tightness (when front cover taken off steam found to be leaking past piston rings at an alarming rate)
- Piston rings to be checked for “springness”
- Motion bearings to be closely examined for either complete replacement, or tapered steel adjustment pieces to be made up so as to adjust bearings
- Bearings to be examined for re-metalling with whitmetal as bearings have been overheated and have started to crack.
- Hydrostatic lubricator lines to be checked to determine if a choke is needed on them
- Larger tap arrangement fitted to tender water tank for cold water when injector overheats
- Straightening of piston slide bars

The majority of these works involve repairs to the pistons and valve gear bearings. It appears that shimmed packing pieces were used at the Mill to extend the life of the bearings however the bearings now need to be replaced for long term operations. The Board recently decided that the passenger coach PL111 is to receive priority for labour and funding to return it to good condition by the time we recommence passenger operations. Therefore, work of “Melbourne” is currently delayed on this project unless additional resources can be made available.



Marian Mill bogie cane bin. Jim Fainges drawing from Lynn Zelmer photos.





Sales And Marketing

Terry Olsson: Ph 07 5497 4285 (or via the Society PO Box)

New Release: *The Mapleton Tramway* by John Knowles

This long awaited book by noted historian John Knowles has just been released. Distributed by ANGRMS, this excellent book covers the history of the two foot gauge light railway from Nambour to Mapleton in south east Queensland. 11miles (18km) long, this line used steep grades and sharp curves to climb the Highworth and Blackall Ranges to the west of Nambour, reaching an altitude of 1247 feet above sea level.

Started by the Moreton Central Sugar Mill Company in 1897, the line was taken over by the Maroochy Shire Council in 1914 and extended to Mapleton. Due to the steep grades, this line was worked by two shay locomotives, known as "Dulong" and "Mapleton". Originally built by the mill to convey sugar cane, the line also conveyed general goods and logs. Despite the development of road transport, the Council kept the line running while revenue paid operating expenses. The shortages of World War Two prolonged the life of the line, but it eventually closed in 1944.

This soft cover book is A4 size and has 92 pages with 81 illustrations and an index. With numerous drawings of the rollingstock, this book is also of considerable interest to the railway modeller. Price: \$28.50 plus \$5.50 postage

Modelling Railways Of Queensland Convention: On Saturday 7th August, we had a small display and sales stand at the MRQ convention at Salisbury.

While this convention is mainly aimed at railway modellers, there were several talks dealing with the prototype, both QR and narrow gauge. As well as helping spread the word that ANGRMS is still alive, sales were excellent and gave us a well needed boost to our funds.

I would like to thank the MRQC Committee for allowing us to participate, Paul Rollason who staffed the stand during the day, Bob Gough for help before and after, and George McHugh for help loading the display boards at Woodford.

Kangaroo Bus Lines Visit: Despite the fact that we are still not running trains for the public, Kangaroo Bus Lines chose to include our site in their "mystery" tour on Tuesday 3rd August. Bob Gough along with George and Denise McHugh staffed the site and from all accounts, certainly made our visitors most welcome. With 62 passengers plus drivers in two busses, sales were good. Thank you to Kangaroo Bus Lines for showing their support, and thanks to Bob, George and Denise for giving up their day to help.

Antique Machinery And Vintage Vehicle Show: As well as the events mentioned above, ANGRMS also took part in the annual A.M.R.S.Q. machinery show at Caboolture Historical Village over the weekend 3 and 4 July.

This year we displayed the Pleystowe Trolley, and with over 3000 people passing through the gates, attendance at this show was a very successful “show the flag” exercise. Not only did we give out brochures advertising our site being open on Sundays, we also gained some valuable contacts who will hopefully permit eventual restoration of this valuable exhibit to working order.

I would like to thank Martin Wiltshire who tended the display on the Sunday.

Woodford Site Open Days: I am still looking for members to assist ANGRMS by staffing the Woodford site on a Sunday between 11 and 2. While it may not be the most exciting job, it is certainly an important one from a public relations point of view. Check you diaries and give me a call if you can help, even if it is only occasionally.

Behind The Scenes Help: As I have mentioned in earlier DRBs there are a lot of different tasks required to run a railway. Sales and Marketing is one area which is often forgotten, and I would like to take this opportunity to thank all those who help with this very important task.

Mentioned above are some recent events ANGRMS has participated in. As well as the actual event, there is a lot of work which goes on behind the scenes before and after the event. Display boards, photos, sales items etc don't “just appear”.

We have members such as John Green and Greg McHugh who help the society by donating no longer required magazines and books for the society to sell, while others such as Graham Prideaux spend time at various model railway shows selling these. Then we have others like Raymond Mewes and John Knowles who help the society with books such as the just released Mapleton Tramway book. Even though John Knowles lives in England, he is still managing to make a very valuable contribution to ANGRMS. As the author and publisher of “Queensland Railways Steam Locomotives 1900-1969: Design and Operation” and the “Mapleton Tramway”, John has shown considerable support and faith in ANGRMS by making us the distributors of these books. As such we get a percentage of all sales, something which has been very important, particularly in recent times. And let us not forget Lynn Zelmer, Ken McHugh and Bob Gough who quietly work away to bring you this magazine.

I know I have not mentioned everyone, but a huge THANK YOU to you all. You know who you are so take a bow, and be proud of the fact that you are playing a part in ANGRMS continued existence.



Recently restored (and repainted) Malcolm Moore loco sitting beside a pile of 'new' rail ex-Moreton Mill. Lynn Zelmer photo.

Association of Tourist & Heritage Rail – Australia

Paul Rollason

As everyone is aware, for some time there has been talk of forming a national association of tourist and heritage railways being made up of representatives of all state and territory peak bodies. On the 18-19th June 2004, all state representatives descended upon Adelaide for this meeting at the St Kilda Tramway.

This wasn't the first meeting of this kind however nothing was ever formalised from the first meeting. It was very quickly agreed that if this organisation didn't get off the ground this time, it probably never would.

The format of the weekend was to hear from several different speakers and then we would sit down and figure out how we could structure this organisation to best suit the needs of all the tourist and heritage rail organisations of Australia.

The speakers included, John Shalders from the ARA (Australasian Rail Association) on the Codes of Practice being developed for the rail industry and how the national organisation could be a part of the ARA, Chris LeMarshall on "An Overview of the Management of the Heritage Rail Sector", Sherree

Goldsworthy (South Australia's Rail Safety Regulator) on the updates within the Regulators in Australia and how we can fit in, and David Lloyd regarding an insurance proposal.



This took us up to the middle of Saturday afternoon and then it was time to get down to the crux of the weekend and see if we could establish this organisation. It was very clear from the outset that everyone was keen to see this organisation formed and a unanimous decision (as was all other decisions) followed. The Association of Tourist & Heritage Rail – Australia (ATHRA) was the name that was then agreed upon.

The remainder of the weekend discussed our involvement in the ARA, NTC (National Transport Commission) and tackling the insurance as a national group. Sounds easy doesn't it? I kid you not; it was a gruelling weekend that was mentally exhausting. We also nussed out the basis of a constitution and what forms of membership there would be. In addition to this we also formed 3 working groups; one for insurance, one for safety and the last to work on the constitution.

The Saturday evening saw us all travel by tram to the local pub (how novel) for dinner. We it was a very romantic evening by candle light with a warm fire by our side as there was a black out and 40 knot winds outside. None the less the meal was superb and the camaraderie was outstanding.

All in all we achieved an enormous amount over the two days and all states left the differences behind and got on with the task at hand. I am confident that this

organisation will benefit all rail groups in Australia. The next meeting has been scheduled for October.



Both images above at Association of Tourist & Heritage Rail – Australia formation meeting, St Kilda Tramway, June 2004. Paul Rollason photos.

North Ipswich Railway Workshop Redevelopment

Phil Nunn (pencad@gil.com.au) via ATRQ

As part of the redevelopment of the North Ipswich Railway Workshops it is proposed to build a 'Kmart' discount department store and a 'Bi-Lo' supermarket over the top of the first section of railway in Queensland (the Wharf Branch Line), the Southern and Western Railway built northern approach to the first shared road/rail bridge built in Queensland (Heiner Road), and the sandstone abutments of the first overbridge built over a railway in Queensland (Heiner Road Overbridge).

The developer was willing to save the heritage up until the end of 2002 and then in 2003 the project was totally re-designed without consideration for the existing heritage.

We have set up the web site: <http://www.youripswich.com> to provide some background information and a link to an E-Petition for those who live outside of North Ipswich..

We the concerned citizens of Ipswich hope that you and fellow like minded citizens of Queensland will sign this petition so that we can send a clear message to the Queensland Government that we value our heritage and want it incorporated into any new developments not destroyed or relocated by such developments.

We have not and are not trying to stop this development in Ipswich, we simply do not see why our important heritage should be destroyed or relocated because someone is unwilling to re-design a small part of the project to save heritage that has been on the Ipswich Heritage Register Since 1991.

Please review the site, any feedback would be much appreciated.

Modelling the Railways of Queensland Convention 2004

Lynn Zelmer

The Convention (7 August) was one of the best ever, among other things, an excellent talk from Carl Millington on modern cane railway operations. Unfortunately, Carl ran out of time and didn't get to adequately showcase his very good HOn30 models. Other sessions included everything from QR passenger operations, railmotors, Qld scenic effects, modelling preserved railways, train and station lighting, to electronics and Qld railway stations.

John Love's 'ESK' layout ran during the day along with several demonstrations and exhibits, including my own with HOn30/On30 cane models and posters, ANGRMS and LRRSA. Participants also had the opportunity to visit behind the scenes at ARHA-Q Rosewood and ride two railmotors.



An On30 (1:48) Hanovale kit Bundy Fowler 0-6-2T, professionally assembled by The Model Works Australia and painted for the 1970s, with a Ron Aubrey kit cane bin at the Modelling the Railways of Queensland Convention. Lynn Zelmer diorama and photo.

What have you missed?



Photos taken at the August trackwork party show just some of the artefacts on site, with tree stumps and survey stakes hinting at the changes in progress. Lynn Zelmer photos.

Next page: Two views of RMP Baguley at Woodford, Bob Gough photos.



Correction

The bogie loco at the bottom of page 14 in the last issue is STRATHALBYN, not Walby. It appears that the open cab door partially covered the nameplate and the mistake wasn't realised in time to correct the paper version of the DRB.

Saving Costs/Quicker Delivery

Contact the Secretary with your e-mail address if you are able to receive the DRB by e-mail instead of conventional mail. A reminder as well that a colour version of the DRB is available as a downloadable pdf file on the Society's web site shortly after the print version has been mailed.

Scheduled Activities and Contacts

2004 Track Work Parties

**11 September, 9 October, 13 November
and 11 December**

General Work Parties

Every Saturday

Woodford Open Days

Every Sunday

Running Days

Suspended until further notice

Paul Rollason	President	07 3278 9110 or e-mail serpar@bigpond.com
Di Ezzy	Secretary	07 3323 3396 or e-mail EzzyDi@telstra.com
Steve Baker	Treasurer	07 3857 2495
Greg Stephenson	VP & Track Day Coordinator.	07 3844 9269 or e-mail greg.stephenson@uqconnect.net
Terry Olsson	VP	07 5497 4285 or e-mail terryolsson1@hotmail.com
Bob Gough	Board Member	bobjillba@iprimus.com.au
George Hadley	Board Member	gchadley@bundysugar.com.au
Lynn Zelmer	Webmaster & DRB Editor	lynn@zelmeroz.com
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