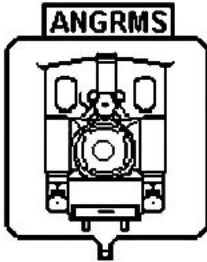


Durundur Railway *Bulletin*



Newsletter of the Australian
Narrow Gauge Railway Museum Society

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Mount Lyell Tramway Number 1 works hard leaving Dubbil Barrill for the climb towards Queenstown on the West Coast Wilderness Railway. Photo: R. Gough

Next Track Work Parties: 14th October and 11th November 2006

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Scheduled Activities

Track Work Parties

14th October and 11th November 2006

General Work Parties

Every Saturday

Running Days

First and Third Sundays

Our Safety Goal - No Injuries



President's Report

Terry Olsson: Ph (07) 5497 4285 (or via the Society PO Box), or e-mail sales@angrms.org.au

ATHRA recently issued Safety Alert #26 as a result of a collision on the preserved Great Central Railway in England. One of their steam locomotives was travelling at low speed towards Loughborough Central Station when it collided with the rear of the carriages in platform 1.

Important issues arising out of this collision were the driver and fireman being distracted from looking out, the driver failed to wear spectacles which was a requirement of his medical certificate, and the failure of staff attending to locate a first aid box. I would like to remind all members that they must remain vigilant at all times when performing duties that require it, and you must comply with any conditions resulting from your medical. While the requirements of our Safety Management System may often appear to be inconvenient, it is there for a good reason – we want you and our passengers to all go home safe and well. You will notice that train crew in England are also required to undergo medicals. With regard to locating a First Aid Box, all are reminded that these are normally kept in the Station Masters office, and on running days it is the guard's duty to ensure one is on the train. Similarly when operating a work train, one should travel with that train. We are presently in need of a member to look after the first aid boxes and ensure they are kept up to date. So if you can assist your society by doing this, please let me know.

I am very pleased to announce that mainly due to the efforts of David Mewes; ANGRMS has been successful in obtaining a Federal grant for \$1500 to assist with administration costs. We spend a lot of money each year on this, and it is great to see that this cost to societies is finally being acknowledged. Thanks David.

While on the subject of grants, we are seeking someone who can take on the role of applying for grants on behalf of the society. Greg and David have managed to make several grant applications recently, but they, along with the rest of the Board, are flat out with the multitude of other tasks required just to keep ANGRMS alive. So if you can help please let me know. There are a lot of grants out there we could apply for. While we obviously can only expect to get a small percentage of the grants we apply for, we won't get much if we don't apply!!

"Bundy" recently underwent its annual boiler inspection, and thanks go to Leslie Beahan and Owen Coster for the hard work they put in. The boiler is in good condition and shows the extra bit of effort put in is paying off. We have now commenced taking boiler water samples on the first running day of each month. These are being checked by Paul Rollason and we intend to build up a data base so we can determine if any changes are needed to our existing procedures. Our boiler inspector George Preston has advised he intends to retire before next year's inspection, so we have asked Peter Ford to take over this role.



Safety and Training Report

Paul Rollason

The rail safety and regulatory scene continues to evolve faster than we can catch it. This is making it ever increasingly difficult to stay on top of what is going on and the requirements we have to meet to operate our little railway.

The first major task at hand will be to satisfy the requirements of the NAP (National Accreditation Process) which will require us to ensure we have various areas included in our Safety Management System (SMS) and if we don't then we will have to amend it in such a way that we comply with the new requirements. This will be a lengthy task which will need to be completed by November 2006.

This review will need to be undertaken by a number of people so if you have the urge to assist we would like to hear from you.

In addition to this there will be additional requirements from the National Bill for Rail Safety which we will have to comply with by late 2007.

Once again there is a fair quantity of work that needs to be achieved and personally I no longer have the time, both from a work and family perspective, to devote to these projects in addition to the what I am already doing so help is desperately required.

As for the Medical Assessments, if you have not had your Assessment done for Category 2 (driver, fireman or guard) by the 30th June 2006, you can no longer take part in the roster in these roles until such time as you have completed a medical assessment. These are now the requirements of accreditation.

Other things that will affect us in the near future are in the area of training. Formal training and assessments and competencies will need to be met. It is a little unclear where we stand at this point in time and further talks will identify where we need to be.

ANGRMS Members General Information Meetings

Members are reminded that we are holding general members information meetings on the second Friday of every second month at the Council Library at Mt Gravatt (Garden City Shopping Centre). These meetings commence at 7:30pm and are held jointly with the Light Railway Research Society of Australia, a kindred group. All members are welcome and there is usually some form of entertainment after the mid meeting break. To help fund the refreshments during the break, a \$1 donation is usual.



Track Matters

Greg Stephenson

Special Thanks

Bracalba Quarry has donated a further 25 tonnes of screenings for use as ballast and 12 tonnes of screened “deco” bedding sand. Delivery was arranged for 15th July 2006. This donated material has a value of over \$725 and represents considerable benefit and significant savings for the Society. We are particularly grateful to Bracalba Quarry for their on-going support.

The ballast will be used on the passing loop in Woodford Station and for mainline maintenance as required. The bedding sand is required for upgrading the drainage pipe from the picnic area. The current pipe is in poor condition and passes under the mainline and beside the former Wamuran Station building. It will be easier to replace this pipe before the passing loop is constructed.

Woodford Station Modifications

Work has continued on assembling the 60lb/yd points at the Peterson Road end of the passing loop and fitting transition fish plates between the 60lb/yd and 42lb/yd rails. The 42lb/yd points are progressively being overhauled with corroded bolts and defective timbers being renewed.

On the July track day, we retrieved some of the ex-Nambour Mill 42lb/yd rails from the stockpile at Margaret Street for use on the additional storage sidings being constructed in the compound area. The rails were transported to the work site on the ex-CSR line bogies. Sleepers were laid out and the rails were roughly placed into position. The rest of the day was spent drilling new bolt holes where necessary and fitting fish plates and bolts.

On the track work day of 12th August 2006, the day started with Ralph Cumner using his back hoe to load the Douglas Shire Tramway steel wagon we use for ballast. He then used the back hoe to transport about 10 front bucket loads of ballast to the area of the 42lb/yd and 60lb/yd points. This was spread over the points and will be used to level and ballast this point work. Ralph donated his time and his efforts will save us considerable time and manual effort in ballasting this point work.

The rest of the day was spent adjusting the position of the 42lb/yd rails placed on the previous track day before drilling and spiking the rails to the sleepers. The electric drill was used to drill the timber sleepers. The rail mounted compressor from Nambour Mill was available for use and an air driven hammer was used for driving dog spikes. We soon developed a routine for gauging the track, drilling the spike holes and driving the dog spikes. These power tools are proving a great bonus for productivity and we were able finish spiking 7 panels of track on the day.

Future Track Work Days

Don't forget we have a special wedding charter on the second Saturday of September, so the September track work day will be transferred to the first Saturday of the month. The monthly track work parties are scheduled for **14th October and 11th November 2006.**

We normally kick off about 9.00 am. Just turn up with your safety boots. If you can help on any of these projects, let me know on telephone 3844 9269 or via email at greg.stephenson@ugconnect.net.

**Operations, Sales And Marketing**

Terry Olsson: Ph (07) 5497 4285 (or via the Society PO Box), or e-mail sales@angrms.org.au

Public Running

Public running days continue on the first and third Sundays of the month.

With the cooler weather we have had reasonable numbers of passengers. Unfortunately when the hotter summer months return, numbers will again drop off, so it is vital that we operate every day we say we will. If we

have to cancel a running day we will not only lose the income from that day, but it will have a detrimental effect on patronage for months after. As mentioned previously, we are very short of operating staff, and have come close to cancelling the running day a few times. We cannot keep relying on the same few to staff running days. I ask all operations staff to check their diaries and make themselves available as often as they can.

We have two special events in the first week of September. It is particularly important we get into the "wedding charter" business as we badly need the extra income. During the weekend and days leading up to the 7th and 9th September we need to clean and touch up the paintwork on the locomotive and train, and well as repaint the boiler/smokebox areas of the loco. There is a lot of work to do, so if you can help please let Greg Stephenson or myself know.

The Toowoomba Model Railway Show and the Modelling Railways of Queensland Convention are now past. Both shows were very successful from a sales point of view, while the Toowoomba show also allowed us to distribute a large number of brochures for our railway. These shows are also an important opportunity to try and get new members. I would like to thank those members who took the time out of their busy lives to help with these two events. I just cannot do them on my own and your help was greatly appreciated.

Extra Running Days/Charters

Association of Independent Retirees Charter Wednesday 15th November

The Association of Independent Retirees of Bribie Island will be visiting for a train ride. Any help on this day operating the train would be greatly appreciated.

Car Club Visits

We now have car club visits booked for our running days on the **1st October and 19th November**. These visits help to publicise our railway as well as boost our income on the day.

Roster

Operations staff are reminded that if for some reason you find you cannot make it on one of your rostered days, please give David a call (with as much notice as possible). At least he has a chance of finding a replacement, rather than us finding out at 10 am on the running day when someone has just not shown up.

David's contact details:

Postal Address: PO Box 5233, Algeester, Qld, 4115

Home Phone: 3273 2014

Mobile Phone: 0407 146 750

Home e-mail: mewesdj@powerup.com.au

Monthly Statistics: The figures below are the statistics for the June and July 2006:

Type	June	July
Paying Passengers	166	152
Passengers as per Guards Sheet	184	185

Sales - New Releases

DVD – Steam Rack Railways

This is a new release from Ross rail Video Productions and features various steam operated rack railways from around the world.

Price: \$39.00 plus \$6 postage within Australia (if required)

2007 Train Calender

While not confirmed at the time of writing these, we have been offered the opportunity to purchase some of the Great Train Journeys of Australia 2007 calendars. Because these calendars are also sold in newsagents, purchasing these is a bit of an experiment for us. So if you are looking to purchase one of these calendars, remember to get one from your society

Price: \$9.95 plus postage if required.



Ex-ANGRMS railmotor trailer bogie mounted under Downs Steam's ex-Melbourne tram number 80 at Drayton, 18th June 06.

Photo: T. Olsson

Tasmania Visit by Bob Gough 20th to 27th February 2006

Late 2005, Jill and I decided to travel to Tasmania for a holiday and whilst there attended the ATHRA Bi-Annual meeting at New Norfolk approximately 30km north west of Hobart.

We decided to leave a few days early on a fly-drive option departing Brisbane on Monday 20th February 2006 and returning precisely one week later. We considered spending the first night at Port Arthur but after collecting the rented Hi-top campervan, we also showed our intention of being in Strahan by Wednesday 22nd in time for the welcome dinner, for the delegates attending the ATHRA conference. We decided to make Launceston the first night travelling up the Midland Highway. Stocking the campervan with supplies on the eastern side of the Tasman Bridge, it was onto Domain Way, Brooker Highway to the Midland Highway and over the road rail lift bridge. Travelling north from Hobart there is a lot to see with hedges and bushes trimmed to resemble Koalas etc. At Perth, a park with a nice new clean toilet has a 'H' class without tender, and also three wooden statues cut out of two tree stumps with a chain saw and hand carving, well worth the stop to view. A guard with point throw in hand, loco fireman with shovel and female with two children.

Arriving late afternoon at a caravan park just outside of Launceston, we settled in for the night. Next day we tried to find the tramway museum, which shares area with Don River Railway workshop in an unmarked shed and the TAFE College on the banks of the North Esk River. I could not find the tram. A lot of 3' 6" is laid in the area in concrete but no overhead, which makes me believe the tram, is run on batteries or a motor generator is fitted. Future plans are to have a City Loop to Launceston Central.

After looking for the tram we headed for Devonport stopping at Deloraine for lunch not realising it is a busy railway centre. After a drive around Devonport we headed towards Burnie for the night only to find the Don River Railway. We took a good look around the well equipped workshop, which carries out work for other tourist railways.

A drive around Burnie before resting for the night, we find Burnie station with the market train parked at the station platform. It was not going anywhere for a while waiting for a decision from Toll Holdings to let all rail museums use the main line.

Wednesday 22nd, Burnie to Strahan we stopped at Waratah the site of the first and largest tin mine in Tasmania. Very little remains of these large projects but a nice town to look around with a few mining relics lying around.

We travelled down the Murchison Highway A10. Looking around at the town of Tullah we find the engine, Wee Georgie Wood. The track workshop store shed was locked but a look through the wire security mesh, we saw relics and a set of different points which are made like stub points but only one rail moves (photo supplied). Drove through Rosebury, with a side trip to Zeehan where one could spend a day looking at exhibits and photos. A most interesting place. I was hoping to look for the loco shed where the Garratts were kept but time wasn't kind to me as we had to head to Queenstown, find our accommodation, clean up then head to Strahan for the 6.30pm ATHRA dinner. It was a late night's drive back to Queenstown over the road with 300 corners, so they claim. (It seemed more).

Thursday morning, early visits to the ABT loco shed and workshop. This is a great place! The loco workshop pit is about 6 feet deep with plenty of room under the locos. Bailey bridging is used to best advantage to support the rails.

The loco was readied and left the shed for the 100m light engine movement to the station to couple onto the train for the run to Dubbil Barril, a trip you need to experience.

At Dubbil Barril the steamer was replaced by an 0-6-0 Drewry Diesel loco ex-Emu Bay Railway for the rest of the journey into Strahan.

The steamer was then turned on the table while the Drewry shunts the coaches. All passengers from both trains have lunch, which is delivered from Strahan by the diesel. The Drewry is also turned before the return trip.

The trains are scheduled to leave Dubbil Barril at the same time but on this day the Diesel was held while some of us took photos of the steamer on its way back up the rack. The sight and sound is truly something to see.

There was talk on the day that for next year (2007), triple headed steam will work the rack for a railway enthusiast special. Winter in this part of Tasmania can get very cold but three locos on the rack would be worth tolerating a bit of cold weather.

We arrived in Strahan about 2.15pm, hopping on the local bus and travelled the kilometre to the main town area. We then had a walk around town before the bus took us back to Queenstown at 4.00pm.

Arriving in Queenstown we met up with Robert Bushby whom I have not seen for 25 years. We all had dinner in the hotel near the train station. Afterwards he took us on a tour around the mine site. Robert's job is to keep the ore bins at Melba Flats full and organise trains and ship the ore to India for processing.

Friday morning we leave Queenstown for Hobart as the conference started at New Norfolk. Jill explored Hobart city and the markets.

Saturday, meant an early start to the conference from our Caravan Park which is 11km from Hobart. While I headed to New Norfolk; Jill travelled to Hobart and took a boat tour on the Derwent River. The conference finished at lunchtime. The conference attendees then travelled to the Tasmanian Transport Museum at Glenorchy. The visit was just great with rides on their rail car and spent time looking around the exhibits, well worth the visit. Three ex-QR EE23 class passed on a freight heading north. Late Saturday afternoon we visited the Derwent Valley railway to look at their collection. Their main loco (H) class was receiving attention in their workshop. When Tasmanian Railways converted these loco's using ASG frames and wheel sets, cylinders etc. they made the centre of the boiler rest on a saddle fixed to the frames and boiler. Movement resulted in cracks appearing.

Sunday morning was the final day of the conference, which finished at lunchtime. Many of the members caught afternoon flights home.

Sunday night, Jill and I drove up Mt Wellington to look at the lights. You could see the sun setting and we seemed to be the only visitors up there but we could hear music and another visitor turned his headlights on and told us he was waiting for runners en-route from the Nut to Hobart. Part of the run was to abseil down the mountain.

Monday 27th was our last day. We did the 9.00am tour through the Cadbury factory, which takes approximately two hours. From the factory we headed to the airport, refuelling the campervan and topping up the gas bottle, then set down Jill and luggage at the airport.

The flight home was smooth. We commenced our flight from Brisbane with Virgin and home with Jet Star. The return flight was interesting, leaving Hobart we flew up

the east coast over Flinders Island and mainland Australia came into view. We were flying at 36,000 feet and soon we were over Victoria. With long lakes behind sand dunes, no major towns could be seen. The Snowy Mountains area soon approached with Lake Jindabyne and township in view. Canberra was to the left of our aircraft, while I saw a town I thought was Beaudesert as there is a navigation beacon south of that town beside the Mt Lindsay Highway. We changed direction and then I could see Rocky Point Sugar Mill area. After collecting our luggage, we caught the Airtrain, changing at Central Station for a Beenleigh all stations and then home to Yeronga.

I wish to thank the organisers who must have spent long hours putting it all together and it was one of those holiday experiences never to be forgotten.



Set of unusual points used on the Wee Georgie Wood Tramway. Only the right hand two rails move, the inner being used as a check rail.

Photo: R.Gough



Greg Stephenson, Steve Baker and Brian Witheridge cutting sleepers to size, 20th May 2006.

Photo: R. Gough



Babinda Number 12 sits outside the workshop at the mill on a wet day in August 2005.

Photo: R. Mewes