

Durundur Railway *Bulletin*



Newsletter of the Australian
Narrow Gauge Railway Museum Society

Margaret Street, Woodford

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Marian Mill, Mackay, purchased the Gemco, seen here in a fresh coat of paint and sporting builder's plates (inset) in the mill yard, in 1978 from the Lake View and Star Gold Mine in Western Australia. George Moss and Company in Perth built the loco itself in 1965. This locomotive is now a regular performer at Woodford.

Photo: Bob Gough

Next Track Work Parties: 11th Aug, 8th Sep and 13th Oct 2007

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Scheduled Activities

Track Work Parties

11th Aug, 8th Sep and 13th Oct 2007

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

With Paul Rollason stepping down from the role of Safety Manager due to other commitments, Gordon Anderson has very generously agreed to take on this role. He has certainly been dumped in the deep end, having to conduct our annual internal audit, a Queensland Transport Audit on the 1st July, and facing more possible changes to our SMS due to the new Transport (Rail Safety) Bill 2007 which is presently out for consultation and due for implementation by 1st July 2008. In addition to this, Gordon has managed to conduct an audit on our buildings, and is presently implementing some long overdue changes such as a safety notice board in the Station Masters Office at Woodford.

Gordon has taken on this new role in a very professional manner and on behalf of ANGRMS and myself, I would like to thank Gordon for taking on this role. I would also like to thank David Mewes and Paul Rollason for their work in getting the SMS to where it is today, along with Graham Wilson for his considerable assistance in making the SMS compliant with NAP. These gentlemen have indicated they will continue to provide help and assistance, for which I thank them.

We still have a casual vacancy on the Board for an ordinary Board member, so if you are interested in helping shape your Society's future, and please contact myself or one of the other Board members.

Greg Stephenson and his team not only continue to do an excellent job maintaining our track and rollingstock, but are steadily working towards additional storage tracks and the track extension. In addition to the physical work, there is also a huge amount of paperwork to do behind the scenes.

ANGRMS has huge potential, and with the track extension finally looking like going ahead after 20 years, there is certainly a lot happening. Add to this the need to maintain what we have now, plus do things such as marketing and running trains and you can see we need as many helpers as we can get. I would like to personally thank all of you who contribute now, and would again like to ask other members to seriously consider contributing some time to help your society during these busy times. I realise a lot of members cannot help due to distance etc, but for those who can even one day every two months would make a huge difference. In addition to assistance with work on site, we can always do with assistance in areas such as marketing, grants etc. Unfortunately everyone is busy nowadays, so please do not leave it to the same few. Every little bit helps.

Level 5 water restrictions are still in place. Therefore I ask all members to "watch every drop" and be very careful with any water they use on site at Woodford. Even though it is not compulsory at this level, we would like to do our bit by obtaining and installing a water tank. As the existing workforce is already fully committed with other vital work, if you can help, please let myself or Greg Stephenson know.

Track Matters

Greg Stephenson

Recent Donations

- James Hardie Australia Pty Ltd has donated 16 metres of 300mm diameter Fibre Reinforced Concrete (FRC) pipes. These will be used to upgrade the existing small size plastic storm water pipe that drains from the picnic under the main line to beside the ex-Wamuran building. These pipes will be installed before the passing loop is constructed at Woodford Station.
- Cam Cherry of Cherry Manns Transport collected these pipes and delivered them and 100 sleepers to Woodford on 25th May 2007 at no cost to the Society.
- Concrib Pty Ltd has donated a number of precast concrete retaining wall "sleepers". These will be used to progressively replace the deteriorating timber sleepers in the platform facing at Woodford Station. This will be an ongoing project and once completed should result in a maintenance free platform.
- Bracalba Quarry has donated 25tonnes of screenings for use as ballast. The screenings were collected on 16th June 2007 and are stockpiled for use on mainline maintenance and construction of the passing loop at Woodford Station.
- Ralph Cumner has continued to assist us by using his back-hoe to keep the ballast wagon topped. Recently, he removed a number of pine tree stumps from the area behind the station buildings. This will allow the area to be more readily maintained and provides an additional car parking area when required.

We are particularly grateful for these donations as they represent a very significant contribution to our development activities at Woodford Station.

Mainline Maintenance

On the May and June trackwork days, we concentrated on lining, levelling and ballast packing on another section of Freeman Cutting and from the gate to the workshop points. Some spot re-sleepering has been undertaken closer to Peterson Road and at Woodford Station. We plan to continue this work in the coming months.

Bill Blannin continues to use his weed spraying expertise to control growth along the mainline.

The monthly track work parties are scheduled for **Saturdays 11th August, 8th September and 13th October 2007.**

Woodford Station Modifications

Following the opening of the new section of mainline late last year, the original mainline is being extended to the "BLC" shed as a storage siding. After lunch on the June trackwork day, a panel of track was ballasted and packed towards the "BLC".

Preparatory works for the passing loop continue with the removal of stockpiled timber and sleepers from the future alignment. Much of this material has been relocated for use on the fourth storage track heading up to the old compound area. Work on this siding will continue as time permits. Work also continues on fabricating the transition rails from 60lb/yd RBS rail to 42lb/yd rail for use at the start of the passing loop. Once the recently donated drainage pipes are installed, the track laying on the passing loop will commence in earnest.

Additional assistance is always required to progress these projects.

Other Activities

Six side and door planks have been replaced on the ex-Douglas Shire Tramway open wagon No. 56. These planks replace rotted timbers and treated pine was used on the door to reduce the weight to ease the strain when opening and closing the door.

Your Help is Needed!

Gordon Anderson

As a result of a Building Audit I performed on the 24th May, 2007, I have identified repairs that are required to maintain our Buildings to a satisfactory level of preservation. Our Buildings are of Historic Importance and require regular maintenance.

These repairs are presently undertaken by Bill Blannin. However Bill could do with some help. This additional help at present comes from members of Greg Stephenson's trackwork team, which can be better employed maintaining the track and other engineering matters.

This is an opportunity for members who can't do trackwork but can handle lighter duties, such as repairs and painting, to become involved in YOUR Society.

SAFETY AND TRAINING REPORT

Gordon Anderson

REMEMBER - SAFETY FIRST.

I have now taken over the role of Safety Manager Role from Paul Rollason who has advised he wishes to stand down from the role due to other commitments. Due to his medical knowledge, Paul has agreed to continue looking after the medicals, as well as assisting with training. I would like to thank Paul, and David Mewes before him, for the incredible amount of work they have put in to get the societies SMS to where it is today. I would also like to thank Graham Wilson for his help in getting our SMS compliant with the recent requirements of NAP.

There is certainly a lot to learn, and I will certainly need to call upon these gentlemen for help and guidance. I have certainly had to learn fast as I have just had to conduct

our annual internal SMS audit, on the 1st of July we will be having a Queensland Transport desktop and operations audit at Woodford, and I will be attending a consultation session on the draft Transport (Rail Safety) Bill 2007 which will result in further changes to our SMS. Also, at the request of our Engineering Manager Greg Stephenson, I have conducted an audit on our buildings at Woodford.

In order to assist, you the member, to be aware of the latest developments in the safety and training area, I am presently installing a new blackboard/noticeboard in the Station Masters office. As well as any Train Notices, Safety Alerts will be on display, along with some reports such as the investigation into the Ariah fatality in NSW. All members on site should take the time to read these. To make them easier to find, I will also be hanging clipboards with the various operating forms such as Guards Sheets, Loco preparation sheets etc.

We recently had an incident on site where one of the two line cars being used to move some lengths of rail about the site derailed at a set of points. Greg Stephenson, our Engineering Manager, has investigated this incident and a report has been submitted to Queensland Transport. As a result of this incident, Greg has made the following recommendations:

- Members are reminded that it is important to load wagons evenly out the centreline of the vehicle;
- while no one was riding on the wagons, members are reminded that they are NOT to ride in vehicles which are not approved for the transport of passengers and personnel;
- and during shunting operations, personnel are to stand well clear of moving rollingstock, and not to approach the rollingstock until it has been brought to a complete stand still.

REMINDER

Thank you to the Members who have returned their Form FO-001, THE Amendment Record Receipt, indicating the superseded documents have been destroyed and the amended documents, dated 26th February 2007, have been inserted into their Operations Manual.

However there are some Members who have not complied with this requirement. Please treat this as a matter of urgency.

INTERNAL AUDIT

I have presently performed our Annual Internal Audit. A copy of this Audit may be found on the Notice Board in the Station Master's Office. I would request all Operating Staff to read it.

TRAINING

I would like to congratulate Ian Thompson on behalf of the Society for gaining accreditation as Station Master and Guard on the 20th May, 2007.

SAFETY ALERTS

The following Safety Alerts have been received:

ATHRA Alert #30 – April 2007 – “Derailments – How the Various Factors can Line Up”

ATHRA Alert #31 – April 2007 – “Wagon Headstock Carrier Plate – Warning of Potential ASBESTOS Materials”

ATHRA Alert #32 – April 2007 – “ASBESTOS Detected in Bogie Side Bearer - Fibrous Wear Liners”

ATHRA Alert #33 – April 2007 – “Older Diesel Locomotives – Warning of Possible Presence of BONDED ASBESTOS Materials”

ATHRA Alert #34 – May 2007 – “N.S.W. Office of Transport Safety Investigations – Arianah Park FATALITY Report”

A copy of Alert No 30 is included in this DRB and I ask all members to read it. While it deals with some overseas incidents, it shows how several different factors come together to cause an accident.

Alerts Nos 31, 32 and 33 relate to **ASBESTOS** and as such should be read by all Engineering Staff. While these Alerts do not affect us directly, we need to be aware of any ABESTOS RELATED MATERIALS when performing any work on our equipment.

A copy of Alert No 34 is included in this DRB and I ask all members to read it. While it deals with mainline operations, it concerns a fatality due to a shunting accident. There are recommendations in it that we need to consider in relation to our own operations.

Our shunting operations will be reviewed when the run around loops are completed and before commencing to running around the train.

Full Reports on each of the above Alerts will be placed on the Notice Board so that all Members may familiarise themselves with them.

Operations, Sales & Marketing

Terry Olsson

Public Running

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

I would like to thank those members who give up their valuable time to help on the roster now, many of whom are there practically every running day. Luckily we have not yet had to cancel any running days due to lack of members, but we have come very close. Again I have to appeal to all members to come along and help your society. Unfortunately everyone is busy now days, so even if you can give just one day every

couple of months it would be a big help. If we have to cancel a running day we don't just lose the income for that day, but it has a devastating impact on our income for many months after.

So far we have not had to use a diesel due to water restrictions, but it is important we do our bit and save water where ever we can. Also, we are in urgent need of someone to follow up obtaining a grant for a rainwater tank. Even if you cannot get to site, this is a way you can help your society.

Unfortunately high fuel prices have had an impact on our patronage, with a notable drop in passenger numbers during June. On 23rd May, we had a special running day for Channel 7's Great South East who not only filmed our railway, but also Storey Brook Cottage at the end of our line. At the time of writing I do not know when this will be shown, but hopefully it will lead to a considerable increase in patronage. Despite our regularly attending shows such as the AMRA show, I regularly have people state they did not know we existed.

Some members have commented that they could not help with special runs due to the relatively short notice. As noted below, we have two special happenings in October, so reserve these dates in your diary now, and let Bob or myself know if you are available.

EXTRA RUNNING DAYS/CHARTERS WEDDINGS

The next wedding we presently have booked is on Saturday 20th October. Please reserve this date in your diary, along with the preceding day when we need to put in an extra effort to clean the locomotive and carriages. These weddings are vital extra income so it is important we do a good job.

BUS CHARTERS

We have a bus group booked for Sunday 21st October, so we will be looking for extra helpers on this day also.

SHOWS

The annual AMRA show and Toowoomba Model Railway Shows are now behind us. I would like to thank those members who gave up their valuable time to help before, during, and after the shows. There is a huge amount of work involved before and after these shows.

Both shows had increases in attendance, with the AMRA show having an approx 50% increase. While sales are a vital part of our income, distributing brochures advertising our running days is a very important part of our marketing.

CABOOLTURE HISTORICAL VILLAGE HERITAGE FAIR - 7th and 8th July

This annual event is a significant local event, with a large amount of antique machinery on site and operating. While we do not have sales at this event, it is a very important way of distributing our brochures to the local community. We will be displaying the Pleystowe Trolley which usually attracts considerable attention. I am looking for assistance for these days, even if it is only for a few hours so I can have a break.

RMCQ MODEL TRAIN AND HOBBY EXPO – 11th and 12th August

This was the show previously held at Bald Hills, which has been enlarged and moved to bigger premises. We will be having our usual sales and display at this show so help is certainly needed. Again, even if you can only help for a few hours so I can have a break and something to eat it would be of great assistance. Please do not leave this to the same few again – it is a great opportunity to spread the word about our railway. Like the Sandgate show, we can expect a good response to any marketing here because it is relatively close to our railway.

Monthly Statistics: The figures shown below are for April, May and June 2007.

<i>Type</i>	<i>April</i>	<i>May</i>	<i>June</i>
Paying Passengers	174	175	106
Passengers as per Guards Sheet	221	216	140

RUNNING DAY ROSTER:

It is time for a new roster for the last six months of the year so can all qualified members please contact David and let him know when you are available. Even if you are not qualified but would like to help, contact David who is only too willing to discuss what is required. As noted above, we are very short of running day staff, so we need you now.

David's contact details

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

Home Phone: (07) 3273 2014

Mobile Phone: 0407 146 750

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

NEW SALES ITEMS

Diesels in Australia DVD: Following on from the very successful "Diesels in Qld", Ross Rail Video has now released this new DVD. Good coverage is provided of each state, and it is must for anyone interested in what happens in other states as well as Qld.

Cost: \$39.00 (plus postage if required).

Out of Dalby DVD: Water Street Productions have just released the latest addition to their "Rail Around Queensland" range of DVD's. This DVD documents the history of the railways in the Dalby area on the Darling Downs. With approx 79 minutes Main Feature and approx 67 minutes of Special Features, this production covers branch lines as well as the mainline.

Cost: \$39.95 (plus postage if required).

RJ Models On30/On2 Models: Newly released is the 1/4" to the foot scale model of the trailer to go with the Red Fred type railmotor.

Cost: \$199.00 (plus postage if required).

Report on Derailment of Linecar Bgies

Report Prepared By Greg Stephenson

Introduction

On Saturday 26th May 2007, 41¼ lb/yd from the stock pile near the Margaret Street end of the mainline was loaded onto a pair of linecar bogies for transfer to the storage sidings being constructed towards the compound. The rails had been loaded by crane and the crane dispatched from site. The GEMCO locomotive was in use. Whilst being hauled through the mainline points for the future passing loop, the rear bogie (Linecar 110) derailed causing one end of the rails to drop from the bogie. Details are shown on the following photographs.



Above: Derailed Linecar Bogie No. 110. Looking towards Peterson Road.



Above: Looking towards Margaret St showing rails dropped from rear Linecar Bogie.

Following the derailment, the crane was called back to site to lift the rails clear of the bogie so it could be re-railed. The rails were then reloaded and repositioned towards the centre of the bogies. The bogies were then shunted into the required position.

Investigations

During loading of the rails, they were loaded “off centre”. When being hauled round the curve, the “off centre” loading caused the wheels of the rear bogie to lift off the inside rail on the curve. The back of the wheel then failed to engage the check rail on the points leading to the derailment on the frog of the point. With the bogie derailed, the loaded rails were pulled forward and dropped off the bolster onto the ground before the train could be brought to a halt.

No rollingstock or infrastructure defects were observed. Similarly, no rollingstock or infrastructure damage or personal injury occurred. No personnel were riding on the loaded bogies and were standing well clear of the rollingstock during the shunting operating. This ensured that no injuries occurred to personnel during the derailment. The cause of the derailment was attributed to the “off centre” loading of the rails.

Recommendations

ANGRMS personnel are advised that:-

- When loading of linecar bogies, the rails must be evenly distributed about the centreline of the linecar bogie so that “off centre” loading does not occur in the future.
- During shunting operations, personnel are not to ride on rollingstock that is not approved for the transport of personnel.
- During shunting operations, personnel are to stand well clear of moving rollingstock and are not to approach the rollingstock until it has been brought to a complete stand still.



Greg Stephenson and Bob Gough watch on as Ralph Cumner removes pine tree stumps at Woodford Station.
Photo: Bill Blannin.



Typical mainline maintenance activities with track being levelled with track jacks prior to packing ballast.
Photo: Bill Blannin



Construction work on the third storage siding heading towards the compound area.
Photo: Bill Blannin