



Durundur Railway *Bulletin*

Newsletter of ANGRMS, the Australian
Narrow Gauge Railway Museum Society

Margaret Street, Woodford

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Enjoying the BBQ at the 2011 ANGRMS Christmas function, Woodford. Additional photos on the web site, use '2011 ANGRMS Christmas' (without the quotes) as the search term. Mark Gough photographer.

Running Days: First and Third Sundays

Trackwork Days: 14 Jan, 11 Feb, 10 Mar, 14 Apr

**Work Days: Every Saturday; Light Duties on Third Wednesday
(Light duties gate open 9:30 am - 4:00 pm)**

Our Safety Goal - No Injuries

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Scheduled Activities

General Meetings: Second 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)

Bequests

We appreciate your help and support now, but consider mentioning us in your will so your contribution to ANGRMS can be remembered. A bequest can be left for a particular project and commemorated through the placement of a permanent plaque or the naming of the project.

Bequests also allow us greater access to grants when a matching contribution is required from us or to assist with additional costs. For more information, contact the President.

President's Report

Terry Olsson, President

It is hard to believe another year has gone. For a small group we have achieved a lot in the last 12 months. In addition to the huge amount of work involved in day to day tasks like maintaining our track and rolling stock in a safe condition, keeping our site in a clean and presentable condition, marketing plus complying with our rail accreditation, we have also managed to make significant progress with ANGRMS' first ever inspection pit, undertake a major upgrade of our SMS, continue with the restoration of additional rolling stock like the Baguley and Moreton Mill open wagon, and continue behind the scenes work involved in the level crossing. All members can be very proud of what we have achieved.



Another barrow of concrete being delivered for the inspection pit floor. Note how the steel beams are supported temporarily on long point timbers. Terry Olsson photo.

While the effort put in by all members is very much appreciated, I would particularly like to thank all of those members and friends who helped out on

the day of the big concrete pour for the inspection pit. This ended up being a larger than planned task when we had to wheelbarrow over 5 cubic metres of concrete from the other end of the workshop shed on a particularly hot day.

It has also been a very sad year with the loss of several members. In November we were advised of the passing of Shane and John Yore's father Mike (who was a former member). Several members attended the funeral service at Beaudesert. Our sympathies go out to Shane, John and the rest of the Yore family.

It was with great sorrow that we also learnt of the passing of Gwen Blannin (wife of Bill Blannin) during December. Our sympathies go out to Bill and the family. A considerable number of ANGRMS members attended the funeral service at the Albany Creek Crematorium on Monday 5th December. Bill has asked me to pass on his deepest thanks to all of those who attended.

As mentioned in the Operations report, the decision was made to withdraw our steam locomotive "Bundy" from service after the last public running day of 2011. While the boiler is retubed and inspected, we will not be shutting down and will continue to still operate on our normal public running days using one of our heritage diesels. This will mean we will need to put that bit extra into our marketing.



BFC 5 (Bundy) and the Jenbach, both products of Bundaberg Foundry, on 12 November 2011 when the Jenbach was being tested for use while #5 is undergoing maintenance. Terry Olsson photographer.

During the last few months of 2011, our patronage really dropped off. This has meant that we finished the year with a drop in passengers carried of approximately 5.5% on 2010 and 3.8% on 2009. While this does not sound

very good, thanks to the excellent efforts put in by Brian Webber, Mark Gough and all of those involved in marketing our railway, we have managed to minimise the effects of these tough times. This drop is not as bad as many other heritage railways, some of whom have experienced drops of between 10 and 20%.

The ANGRMS Financial Year ended on 31st December. At the time of writing this it was still too early to know how we ended the year financially. This also means that the AGM will be held in March and I would like all members to think about nominating for the Board or other management positions. Please do not leave it to the “same few” – the more people who help the more we can spread the work load and the better for everyone.

The end of our financial year also means that memberships are due and a membership renewal form is included with this DRB. Your help and support is invaluable and very much appreciated. If you are a Life Member (Financial or Honorary Life) and receive a membership renewal by mistake please accept our apologies and ignore it.

Remember – safety first!

Safety and Training Report

Gordon Anderson, Vice President, Safety and Training

Training

The Operations Manual is now called the Rail Safety Management Plan Manual and an updated version has been issued. If you presently have an Operations Manual and have not received the new version please contact myself or Terry.

A training day will be held in the near future, and a date will be set after consultation with as many of you as possible. Please let me know if there are any dates over the next couple of months when you will not be available.

With the introduction of the Gemco Locomotive as the locomotive in use on Public Running Days, there is a need for more staff to be trained as “Drivers Assistant” on this locomotive to provide adequate staff to maintain our Roster requirements. Thank you to the staff who have already volunteered for this training. If you would like to join this team, contact me and I will arrange the necessary training.

Netherdale has been selected as the back-up locomotive and similar training will be required for “Drivers Assistant” on this locomotive. A prerequisite for training as a Drivers Assistant is a Category 2 Health Assessment. If you are

interested in this training and do not have the Health Certificate, contact me and I discuss what is required to obtain one.

Due to his past experience driving cane locos at Mackay, plus experience when Netherdale operated previously on site, Mark Gough has been appointed by the Board as the Trainer for Netherdale. Peter Hall (Engineering Manager) and I will produce the necessary training requirements.

Emergency Training Day.

The Woodford Emergency Services are at present planning for this day. Members will be advised when a date is set.

Moreton Bay Regional Council Workshop “Weatherproof Your Business”

I attended this workshop in November. A lot of the emergency plan is covered by the ANGRMS SMS, but ANGRMS needs to evaluate some areas. A report is being prepared for the Board Meeting and Toolbox Talks will allow your input.

Some Civil Notes

Greg Stephenson, Track Day Coordinator

Donation of Quarry Products

When the Moreton Bay Regional Council reconstructed the Margaret Street frontage of the Museum with asphalt surfacing and kerb and channel, a new access gate was provide to the rear of the station buildings and workshop. This gate is in a new location and the wet weather highlighted that gravelling of previously untrafficked areas was required to provide all weather access. Wet weather during 2010 and 2011 has shown some deficiencies in our main car-parking areas.

Bracalba Quarry generously agreed to donate the supply and delivery of 51.3 tonnes of quarry scalps to allow these areas to be re-gravelled. They also donated 12.6 tonnes of screened “deco” that will be used for general filling including the approach to the elevated service track. These materials were delivered on 3rd December 2011. We are particularly grateful to Bracalba Quarry for this generous donation.

As the gravel was being delivered Jim Itzstein was on hand with his grader to spread the gravel and reshape the car-park and the access. Jim donated his time and grader for this work and we greatly appreciate his generosity.

These two valuable donations help us to continue to upgrade the standard of facilities we provide to the public.

Number 2 Workshop Road

After months of preparations and delays and frustrations caused by rain, the foundations and floor slab for the elevated service track was completed on Saturday 12th November 2011. In the weeks before the concrete pour, a temporary bed of sleepers had been laid so that the concrete truck could drive through the workshop to reach the location of the concrete pour. The original plan was to use two loads in a large “mini-mix” truck. However, on the morning of the concrete pour, it appears that there had been a “miscommunication” with the concrete plant and they had no record of our order! They could supply the concrete as required but only in a large truck that wouldn’t fit through the workshop. Rather than postpone the concrete pour, it was all hands to the job so that 5m³ – a full truck load – of concrete could be wheel barrowed from the truck, through the workshop to the floor slab location.



Wheel barrowing 5 cubic metres of concrete from the far side of the loco shed to the pit site. Bob Gough photographer

As the concrete was placed, levelling, vibrating and screeding commenced. This was a particularly difficult task as we had to work around, over and under the steel beams and columns that were suspended in place. The concrete slab was below the surrounding ground level and that also made

access for finishing difficult. Despite these difficulties, the slab was completed and marks a major milestone in this project. It now remains to connect the approach rails to the rails of the elevated beams.

The follow up to this story is that the Saturday after the concrete pour, the concrete plant rang me to ask if we still wanted the concrete that day. To which I said NO! We now know what happened to our order for the previous weekend!

Annual Independent Track Inspection

On Saturday 17th December 2011, Phil Hardy, an experienced Trackmaster, undertook the Annual Independent Track Inspection. His report comments:

"The standard of track is generally good"; and

"Track strength was found to be acceptable for the traffic task required of this track".

There was one medium priority defect and three low priority defects located during the inspection. Two defects relate to locations where the "top and line" (dips and hollows) needs adjustment by lifting and packing. They are not a safety issue so will just be monitored in the short to medium term. The other two defects relate to clusters of defective sleepers and will be addressed on future track days.

To help prioritise future work days, the number of defective sleepers in each one hundred metres of track was counted as shown below:

Location of Ineffective Sleepers		
Start Chainage	End Chainage	Number of Sleepers
0.0	100m	1
100m	200m	0
200m	300m	1
300m	400m	5
400m	500m	4
500m	600	3
600m	700m	11
700m	800m	4
800m	900m	3

This clearly shows that the highest priority for sleeper replacement is between Ch 600 and Ch 700 where there are 11 defective sleepers. The medium priority defect is in this area as well. The area around Ch 400 is also an area with a cluster of defective sleepers.

Once again, we must express our appreciation to Phil for making his time and expertise available to undertake this inspection. Similarly, thanks are also due to all our volunteers that have contributed to the maintenance of the track. The support has been greatly appreciated.

Track Maintenance Work

Following the annual track inspection, we now have clear priorities for our regular maintenance and time frames to have it completed. We need to continue our commitment to routine maintenance activities with the monthly track work parties held on the second Saturday of the month. The track work days are scheduled for Saturdays 14 January (note change of date), 11 February, 10 March, and 14 April 2012.

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 (except for 1st January). As the first running day this year falls on New Year's day, and our marketing brochures state we may not run on this day, after consultation with most of the Operations staff, the Board decided we would not operate trains on this day.

Steam Locomotive "Bundy"

As mentioned last issue, the decision has been made to withdraw our steam locomotive Bundy from service after the last running day in 2011. While the boiler tubes are not condemned, there is some deterioration on the ends and they have been in place for a considerable period of time. A new Australian code of practice for steam locomotive boilers has recently been introduced by RISSB (Rail Industry Safety and Standards Board) which introduces some new requirements. In order to comply with this code of practice, a full internal inspection will be carried out while the tubes are removed, and the boiler will need to be removed from the frame for a full inspection of the outside of the boiler.

It is hoped to complete this work in 6 months or less, but this depends upon finance and the work put in by members and outside helpers/specialists. If you can help or know of someone who can help please let me know. While we would like to get this work done as soon as possible, it is more important that it is done safely and all work meets the necessary safety standards.

Roster

Neil Trevorrow is the ANGRMS roster officer so please direct all enquiries to him: E-mail: trevorrow26@optusnet.au, Phone: 32636761 or 0402051546.

Special Running Days

Brian Webber is the co-ordinator for special running days and group bookings. Therefore if you have any suggestions or contacts in bus companies, car clubs etc please let Brian know (Ph 07 33542140 or e-mail bwebber5@bigpond.com.)

Bus Groups/Car Clubs etc

While we have had several enquiries, the next confirmed special run we have is a bus group on the 18th of June. If you can give a hand on this day please let Neil know.

Shows

AMRA Show: 5, 6 and 7 May 2012.

Toowoomba Model Railway Show: 2 and 3 June 2012

We have been accepted for the AMRA show and an application has been submitted for the Toowoomba show. Please mark these weekends in your calendars as we not only have to staff the sales stands, but both weekends are also our normal running Sunday.

2012 Modelling Railways of Queensland Convention: Sat 4 August 2012. We have received early advice of this bi-annual show.

Monthly Statistics

	November 2011	December 2011
Paying Passengers	161	111
Guards Sheet	190	153

New Sales Items

Dickabram Bridge – 125 Years – 1886 to 2011.

The Dickabram Bridge is a road/rail bridge over the Mary River on the now closed QR Kingaroy Branch. 2011 marked 125 years since this bridge was built and to mark the event the Theebine Memorial Recreation Centre has produced a book on the history of the bridge and immediate area. Cost: \$19.95 plus postage if applicable.

Trains to Some Place Else – Vol 2. A second edition of this excellent photo book on QR. Cost: \$7.00 plus postage if required.

DICKABRAM BRIDGE
125 Years
1886 - 2011



A brief history of the district

Light Railways in WWI

Greg Hallam, Tony Weber and John Browning



Cattle Creek #2 (4-6-0T Hunslet, 1229 of 1916) served first in France during WWI. Shown here (right) at ANGRMS in 2002. Lynn Zelmer photographer.

Light railways played an important part in WW1 in France. In the environment of the Western Front, main line railways could get no closer than five to eight kilometres from the trenches, as they were a prime target for artillery and were very expensive to install and maintain. Narrow gauge 'light railways' served as the vital connection between the main line railheads and the forward areas. By 1917, an average of 165,530 tons of war material was being moved per week on the light railways. A peak of 210,808 tons was reached in October 1917 in connection with the Battle of Ypres. By the Armistice in Nov 1917, these light railways totalled about 6000 km of track in the British sector alone, to which about 750 steam locomotives and a similar number of small internal-combustion locomotives had been delivered.

Australians played an important part in the operation of these Light Railways, with several Australian Light Railway Units.

YouTube link to some WW1 war movie footage showing these "Light Railways": www.youtube.com/watch?v=F3s01i3aa7w or www.atrq.net/?p=213

Light Railways In France: The Anzacs

S. H. Hancox, formerly in charge of the electric power house at the railway workshops, North Ipswich, writes from France to a friend in Brisbane:

I owe you many letters, but must plead the urgency of public affairs. Building and running light railways at the Front is a most time-absorbing occupation, especially when there is a thaw after a big freeze, and the whole country mud. Some of our lines were built during the winter, and, of course, are all more or less over shell holes, and as we had no ballast, and could not possibly get any, there was a good deal of ice under the line. That did not matter till the thaw came. Just then they piled in tons of ammunition for us to carry. I nearly went white headed over it. However, we struggled through. Many are the woes of railway building and working at the Front. To start with, we have to build the lines over shell holes, many 10 ft. and 12 ft. deep.

Then we have great trouble with the rails. We got over that to a great extent by gathering up old German rails, many of which had been blown up, bent and broken. We straightened them out, and pulled old dug-outs, &c, to pieces to get rails. Then we could not get sleepers for a long time. We split trees, but they were so filled with shrapnel that that did not pay. We cut any timber we could get. Then we could not get dog spikes, but managed to eke them out. We never could get enough ballast. We got a little, and have used bricks and chalk chiefly, but it is slow work digging them out, and, of course, the railways are wanted in a hurry.

We managed to set some locomotives which no one else wanted, as they were too hard to keep on the line. We got some tractors and trucks, but it is a terrible job to get any parts. We got a forge in an old shop and fixed it up to be driven from our motor tractors, and cast our brasses for bearings. We are now using old brass shell cases, and pick up scraps of iron in different villages for the blacksmith, and old machinery for tools. We even rose to making springs for our tractors, using whale oil to temper them in.

I forgot to Say we had to lay our rails without any fishplates. I had the selection of the men to work the lines. I went through all the battalions, and we got a pretty good crew of traffic and locomotive employees and fettlers together. Of course, in addition to the ordinary troubles of railways, we have German shells to contend with. We have been very lucky so far as we have not had any rolling stock hit. Altogether we have quite a decent show of mileage of track and rolling stock, and what we have managed to do surprised every one.

The corps staff says it has been a huge success, and has exceeded their most optimistic expectations. The chief engineer of the army says the Anzacs are the only people who take these light railways seriously, and construct and ran them as railways. One thing we did was considered so important that the people concerned immediately wired to General Headquarters to tell them. It is important, too. and I can see great possibilities from it. Now under the present exciting circumstances of course every one is worrying us, and we are in a great rush to build more lines. Herb would enjoy these railways. Our initials are A (Anzac) L (Light) R (Railways). I heard some one say they stood for 'Always Leaving Rails'. It will be all right when we get dry ground though.

While the big freeze was on we ran heavy loads at a great rate. I am glad we took. It would have been most disappointing if they had not let us do it after leaving us here all the winter.

In fact, I'm rather proud of the way in which the Anzacs have held their front right through the winter, under. I suppose, the worst conditions in the front...

The Queenslander (Brisbane, Qld.: 1866-1939), Saturday 30 June 1917, page 41. [E&OE: OCR errors corrected without reference to original.]

Nambour Wagon Restoration



Nambour wagon update: Saturday 19/11/11, floor boards fitted and screwed in place by Bob Gough and Ryan Silk. Bob Gough photographer.

Woodford Activities

Mick Ewer, Mark Gough and Wayne Harman got Netherdale started and did a trial run. Netherdale still requires considerable work but getting the loco operational has shown that this loco can in fact be used as a back up for the Gemco. Mick Ewer (next page top) marking out the lining on the rear buffer

and front buffer in grey undercoat (bottom). Wayne Harman continues to work on the wiring and sorting out minor issues. Mark Gough photographer.





Steve Baker brings another wheel barrow load of concrete through the shed (above) and Mike Ewer delivers another load of concrete as Greg Stephenson guides it into place (below). Bill Blannin photographer



Next Page (Top): Tony Webber firing and Mark Gough driving BFC 5 on its last run before being withdrawn from service for major maintenance, 18 December 2011. Brian Webber photographer.



Tony Webber firing and Mark Gough driving BFC 5 on its last run (above). Brian Webber photographer. More enjoying the BBQ (below) at the 2011 ANGRMS Christmas function, Woodford. Mark Gough photographer.

