



Durundur Railway *Bulletin*

Newsletter of ANGRMS, the Australian
Narrow Gauge Railway Museum Society

Margaret Street, Woodford

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The Gemco, No 56 Grovers bogie wagon, two covered four wheel wagons and the Hudson Hunslet (as brake/guard's van) just before the last run of the day on 20 May 2012. Mark Gough photographer.

Running Days: First and Third Sundays

Trackwork Saturdays: 14 Jul, 11 Aug, 8 Sep & 13 Oct

Work Days: Every Saturday; Light Duties on Third Wednesday

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)

Light Duties Work Day: Third Wednesday of the month. The gates open 9.30 am to 4.00 pm.

Bequests

We appreciate your help and support now, but consider mentioning us in your Will. 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

The highlight of the last couple of months has been the installation of a level crossing over Peterson Road.



Peterson Road level crossing completed and road reopened, 9 June 2012.

Terry Olsson photographer.

In the early part of last century, railways revolutionised transport and played a very important role in developing Australia. The railway from Caboolture to Woodford opened on 6 December 1909 and opened up the Woodford area. This railway closed beyond Wamuran in 1964; the rails were removed and the land sold.

ANGRMS acquired use of part of the old formation in the late 70s, and subsequently constructed a depot on part of the old Woodford station yard and laid a kilometre of track using the old formation.

At a ceremony to mark the centenary of the opening of the railway in December 2009, our local Councillor Adrian Raedel announced the Moreton

Bay Regional Council would fund a level crossing over Peterson Road to help mark the importance of railways to the area and celebrate 30 years of operation by ANGRMS at Woodford. ANGRMS has been wanting to extend its track for many years but did not have the resources to undertake the task.

After two years of planning, tenders were called in January 2012, with work commencing in April. Unfortunately the work was delayed waiting for Unity Water to lower a recycled water pipe, with the level crossing being finished and Peterson Road reopened for the weekend 9-10 June.

On behalf of ANGRMS I would like to thank our local Councillor Adrian Raedel and the Moreton Bay Regional Council for their help and support.



Firing and pouring the alumino-thermic 'portion' into the mould for welding the rail joints for the Peterson Road crossing. Additional photos in the *Civil Notes*.
Bob Gough photographer.

Many members have expressed their extreme pleasure that the level crossing has finally been built after so many years of waiting. Now that the level crossing is in place across the roadway, it is up to ANGRMS to install the crossing protection, construct the connecting trackwork, and undertake

the necessary paperwork. This work will involve a new upgraded platform at Storey Brook.

Therefore, we are looking for all members to come along and give us a hand to undertake this work and be part of this exciting time in ANGRMS history.

I recently attended an ATRQ meeting where I gave a short presentation on what ANGRMS has been up to recently. For a relatively small group, it is amazing what we are achieving, and the high quality of work being produced. The construction of the inspection pit and level crossing, along with production of another book and restoration of the bogie open wagon from Moreton Mill are great achievements.

Unfortunately it is not all good news as a midyear review of our train operations has shown we are presently 37% down on passengers carried and 35% down on operations income compared to this time last year. Discussions with other heritage railway groups at the recent ATRQ meeting revealed they are all suffering from a similar problem in these tough economic times.

While we are certainly not in any financial trouble, it does mean we all need to think carefully before wanting to spend money, and where possible investigate things like obtaining sponsorship. We also need to put that bit extra effort into marketing our railway and ensure those customers that do visit enjoy their visit. Word of mouth is a very powerful marketing tool.

Some people have recently received membership forms from a group called Queensland Heritage Railways Limited. This is a new group and does not represent any of the existing heritage railways groups, nor is it affiliated with any existing heritage railway group.

I would like to finish this month's report with a couple of items of housekeeping.

The Station Master's office has recently been cleaned up and I would ask all members to keep it clean and tidy. The old coffee cups were thrown out so if you bring along a new cup and leave it there please make sure it has your name on it. Remember you are responsible for keeping it clean as well as keeping the tea making area clean if you use it. Some disposable cups are on hand for use by visitors, etc.

The area around the end of the head shunt at Woodford station is a walkway used by the public on running days. Therefore we need to keep it well presented and free of trip hazards. Members driving their cars between the main car park area and the workshop are asked to use the two gateways and Margaret Street and not drive via the walkway.

Remember – safety first!

Safety and Training Report

Gordon Anderson, Vice President, Safety and Training

ANGRMS Incident/Emergency Discussion Paper

This Discussion Paper was presented to Members on the Incident Training day at the Woodford site on 31/03/2012. The majority of Volunteers who work on site but were unable to attend this Training Day have subsequently received this training.

I have received some valuable input from some Members on this Discussion Paper. If you have not made your comment, the termination date for your input is 22 July. After this date, after a review of comments received and included where appropriate, this document will be included as part of ANGRMS Emergency Strategies.

Emergency Training Day

Emergency Services of Woodford have yet to advise ANGRMS of a new date for this delayed exercise.

Accredited Infrastructure (Safe Working /Train Control System)

The Safety Management Plan (SMP) 2011, Section 15.2.1. Operating Rules has been extensively upgraded in the SMP 2011 from the previous Operations Manual (SMS). It is important that all operating staff understand the new rules that ANGRMS operates under.

General Training

Congratulations to Tony Weber on completing his training as Driver for the Gemco Locomotive.

Some Civil Notes

Greg Stephenson, Track Day Coordinator

Track Maintenance Work

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 July, 11 August, 8 September and 13 October 2012.

Storeybrook Station

With the completion of the Peterson Road level crossing, we need to progress our connection to the crossing. Once we have cleared and shaped

the area, we have to complete the track work to connect up to this crossing as well as beyond. There are 2 sets of points to be built and one set to be refurbished so there is plenty of work ahead of us for some time.

Peterson Road Level Crossing

On 26 May 2012, the Contractor for the Peterson Road level crossing engaged a specialist rail welding contractor to undertake alumino-thermic welding of the rails prior to pouring the concrete slab.



Checking the alignment and levels of the rails before fitting the moulds. Greg Stephenson, photographer for all photos in this section showing the alumino-thermic process as applied to the Peterson Road level crossing.

General Principal: Alumino-thermic welding is basically a process in which a mixture containing finely divided aluminium and iron oxide is ignited and reacts in a crucible to form molten steel and slag. Molten steel then flows into the moulds where it fuses with preheated rail ends and fills the gap to form a continuous fusion welded joint. Molten steel produced through the reaction of iron oxide and aluminium is cast at a temperature exceeding 2000 degrees C in refractory moulds designed to suit the rails to be welded.

Alumino-thermic welding is an exothermic process and is also known as thermite welding or more commonly by the trade name “thermit” welding. Apart from Thermit, there are other suppliers of alumino-thermic welding

materials in the Australian market. The Contractor for the Peterson Road level crossing used materials supplied by Railtech Australia Limited.



Placing and adjusting the moulds around the rails.

Due to the high cost of alumino-thermic welds, the cane railway industry commonly uses continuous wire feed and electric arc stick welding methods. These welding processes have been developed within the cane railway industry and they have been extensively tested and satisfactorily used over many years. However, the alumino-thermic process is still regularly used by the main line heavy haul railways.

The Beginning: In 1837 Theodore Goldschmidt founded the Goldschmidt Company in Berlin to supply chemicals to the textile industry, and established a research and development facility investigating processes for refining metals and their oxides. In March 1895, Dr Hans Goldschmidt was granted German Patent #96317 for a "process to manufacture metals and alloys" based upon the reduction of heavy metal oxides by a more reactive metal such as aluminium.

The process was first used to provide the thermal energy for a method for forge welding rails in 1899, when a number of welded joints were installed in the Essen Tramway. The process was first used in the UK to weld tram rails installed in Leeds in 1904.

Further development leading to the addition of alloying elements to the basic alumino-thermic reaction produced steel with compatible metallurgy to the parent rails, thus enabling a full fusion welding process to be developed. While early welds were produced by casting the Thermit steel into hand produced moulds encompassing the two rails to be joined together, subsequent development lead to the introduction of pre-formed refractory moulds designed to fit specific rail profiles.

The basic alumino-thermic process still forms the heart of these welding processes.



Using the gas burner to preheat the rail ends.



The crucible is charged with the “portion” – the chemical reaction produces the molten metal to form the weld.



Using the hydraulic shears to remove the excess metal from the weld before it completely cools.



The motorised grinder finishing the weld to the profile of the rail.

Netherdale Update

Mark Gough

Work continues on Netherdale with Ryan Silk removing old paint from inside the cab, wire brushing and sanding where required, then painting with primer before a final top coat is applied.

The driver's side rear sanding pipe was involved in a accident some time during its working life and has been removed for a new one to be bent to the same profile shape.

See also photo of earlier work on Netherdale, page 16.

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.

While we have continued to have reasonable patronage, the combination of less special runs, using the Gemco diesel, wet days and the tough economic times has unfortunately meant that as of 30 June we are running approximately 37% down on total passengers carried and 35% down on income.

Discussions with other heritage railways have reported similar drops. This means we all need to put that bit extra into marketing and to ensuring our

visitors enjoy their experience when they do visit. We still have a few shows, etc., to attend between now and the end of the year so if you have not already volunteered, please come along and help market our railway – thereby increasing patronage and income.

Roster: Neil Trevorrow is the ANGRMS roster officer so please direct all enquiries to him (e-mail trevorrow26@optusnet.com.au, phone 07 32636761 or 0402051546).

The roster for the six months July to December 2012 has now been sent out. If you are part of the Operations Team and have not yet received your roster please let Neil know. I would like to thank Neil for looking after this important aspect of our operation.

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 (phone 07 33542140 or e-mail bwebber5@bigpond.com).

Bus Groups/Car Clubs, etc.: We have just had our first two special runs for the year. Like tends to happen, this resulted in a particularly busy few days with a special run on the Thursday, normal running day on the Sunday, and another special run on the Monday. I would like to thank everyone who helped out for their efforts on these days.

Shows

AMRA Show: 5-7 May 2012 – This show is now over, with our income from sales being up 7% on last year – an excellent result. AMRA also experienced an increase in patronage this year. For the first time we used an electronic credit card machine at the show, which certainly made life a lot easier. I would like to thank everyone involved for their help and effort.

Toowoomba Model Railway Show: 2-3 June 2012 – Due to a mainly wet “cool” weekend, patronage to the show was significantly down on last year. We experienced a drop of about one third in income. With my regular helpers Brian Webber, Neil and Diane Trevorrow unable to make it this year, John Parnell and Bradley Bell gave me a hand over the weekend – thanks John and Brad.

Queensland Air Museum Open Cockpit Weekend Caloundra: 30 June/1 July – We have been invited to have a stand at this year’s Open Cockpit weekend again this year. This is a great opportunity to promote our railway to a different audience, and I would like to thank Brian Webber and Tony Weber for offering to look after this year’s stand.

Caboolture Town and Country Fair: Saturday 14 July 2012. – We have accepted the invitation to have a display at this year’s Fair, which will be slightly different this year with the Caboolture Historical Village running the

event on the Saturday. This is a great opportunity to promote our railway in the local area so if you can give me a hand please let me know.

2012 Modelling Railways of Queensland Convention: Saturday 4 August 2012. We have been accepted to have a sales stand at this bi-annual event. As several members who normally help are involved in the actual convention, assistance is required for this sales stand.

Strathpine Model Railway Show: 25 and 26 August 2012 – an application form has been submitted. If you have not already done so, please let me know if you can help with the setting up on the Friday, and/or during the show on the Saturday. There is a lot of work in one of these shows so please do not leave it to the “same few”.

Monthly Statistics

	May 2012	June 2012
Paying Passengers	245	186
Guards Sheet	302	215

New Sales Items — Books

Locomotives of Bundaberg Foundry: This new book, written by Brian Webber and John Browning and published by ANGRMS, was released at the AMRA show. Containing 80 pages of excellent photos (many in colour) and informative text, this book is excellent reading and a must for anyone with interest in locos built by this noted Queensland narrow gauge loco builder. Price: \$22.50 plus postage if required.

Narrow Gauge at War - Volume 1: This excellent book by Plateway Press in England contains 56 pages of very interesting photos and text about the extensive two foot gauge light railway network used by during WW1. In the days before roads and road transport had developed to any great extent, these light railways played a very important part in the war. Two Thousand miles of track were laid and over 1500 locos used. There were four Australian Light Railways Corps involved in operating the light railways mainly in France. Price: \$24.95 plus postage if required.

Narrow Gauge at War - Volume 2: The second volume by Plateway Press in England, this excellent 116 page book continues the story of light railways and their contribution to the war effort in WW1. Price: \$34.95 plus postage.

New Sales Items — DVDs

Queensland Sugar Trains DVD – Volume 1: Produced by Waterstreet Productions, this excellent new DVD has approx. 51 minutes of amazing archival as well as some modern footage of the cane railways of Queensland. There is good coverage of the now closed Moreton Mill at

Nambour as well as other mills throughout Queensland. A must for anyone with an interest in these fascinating railways. Price: \$34.95 plus postage.

Way it Was DVD - Volume 4: Another excellent DVD in this fascinating series on early Queensland Railways by Waterstreet Productions. This volume also include some early Queensland sugar railway footage. Price: \$34.95 plus postage

Isis Central Mill Tramways DVD and Babinda Mill Tramways DVD: These two new DVDs in the *Sweet and Narrow Series* by Byron Page Productions each contain two discs and two hours of excellent footage on these mill systems largely as they are today. Price: \$34.95 each plus postage

Mossman Mill Tramways DVD and Marian Mill Tramways DVD: These two new DVDs in the *Sweet and Narrow Series* by Byron Page Productions each contain three discs and over two hours of excellent footage on these mill systems largely as they are today. Price: \$39.95 each plus postage.

Mulgrave Mill, Peterson Road and other photos



A maintenance shift provides an opportunity to view the Mulgrave Mill unloading station designed by the late Harvey Flanders. Cane bins come in on the right hand side line to be tipped and then are taken to the empty line on the left by a traverser. The two modified bins are for the spilt cane billets that are cleared away. John Browning photographer, June 2012



Firing the weld, with the extra material clearly showing on the near rail which must be removed as part of the finishing process. Bob Gough photographer.



Peterson Road level crossing completed and road reopened, 9 June 2012. Terry Olsson photographer.



Ryan Silk trialing the use of the new inspection pit with some wire brushing on Netherdale. The driver's side front and back steps were removed for cleaning, rust removal and painting with red oxide primer (completed on Saturday 2 June 2012). Bob Gough photographer.



The Hudson Hunslet, two covered four wheel wagons, Grovers bogie wagon and the Gemco at Storey Brook station, 26 January 2011. Mark Gough photographer.