



Durundur **Bulletin** *Railway*

*Australian Narrow Gauge Railway Museum Society,
trading as the Woodford Railway, is located
25 km west of Caboolture in Woodford, Queensland*

Volume 36**Number 331****January/February 2015**



Unloading the Perry locomotive (0-6-2T, Perry Engineering 5643 of 1951), recently donated by Dreamworld (originally ex-Bingera Mill), at Woodford 6 November 2014. Terry Olsson photographer.

Running Days: First and Third Sundays

Trackwork Saturdays: 17 January, 21 February, 21 March and 18 April 2015

Work Days: Every Saturday; Light Duties on Third Wednesday

Our Safety Goal - No Injuries

ANGRMS: Margaret Street, Woodford (PO Box 1135, Woodford Qld 4514); ISSN 0158-785x, ABN 92 009 872 011, ACN 009 872 011



Terry Olsson	President, Operations, Sales and Marketing	m: 0429100911 terryolsson1@hotmail.com
Noel Haynes	Vice President, Safety and Training	m: 0417195507 mcallwork@hotmail.com
Bob Gough	Vice President	(07) 3848 3769 (7 pm - 9 pm only) bundybob003@bigpond.com
Ian Thompson	Secretary	(07) 3848 5611 ianthompson359@gmail.com
Steve Baker	Treasurer	m: 0428572495
Greg Stephenson	Track Day Coordinator	(07) 3844 9269 or m: 0423417326 greg.stephenson@uqconnect.net
Neil Trevorrow	Roster Clerk	(07) 3263 6761 or m: 0402051546 trevorrow26@optusnet.com.au
Brian Webber	Special Running Days, Group Bookings	(07) 3354 2140 bwebber5@bigpond.com
Lynn Zelmer	Webmaster, DRB Editor	lynn@zelmeroz.com
	ANGRMS web site	www.angrms.org.au
Woodford	Station Master's Office	(07) 5496 1976

Scheduled Activities

General Meetings 2015: 20 Feb, 17 Apr, 19 Jun, 21 Aug, 16 Oct, and 11 Dec at 7:30 pm, entry from 7:00 pm; combined with LRRSA at the refurbished BCC Library, 107 Orange Grove Road, Coopers Plains, a 10 minute walk from Coopers Plains Railway Station or a phone call to Dan Sheehan or Bob Gough for transport to the new venue. A bus stop is at the front of the shopping centre and Express buses run services from the stop. [ANGRMS/LRRSA/AMRA NG group at AMRA, Zillmere, 10 April 2015.]

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

Donations and Bequests

We appreciate your help and support now, but also consider mentioning the Society in your Will. Donations/bequests can be for a particular project or for museum development (restoration or infrastructure). For details, contact the President. Donations to the Society's Museum Fund are tax deductible. Please make cheques payable to the 'Australian Narrow Gauge Railway Museum Society' and mail to the PO Box above or deliver in person. Remember to include a note indicating that it's a donation, plus your name and address so that a receipt can be posted to you.

President's Report

Terry Olsson, President

In what would have to be the highlight of 2014, on 6 November ANGRMS took delivery of the Perry steam locomotive from Dreamworld on the Gold Coast.

ANGRMS would like to thank Moreton Bay Regional Council, Ready Towing, Burpengary Cranes and Gold Coast Cranes for their help with the move.

In 2013 Dreamworld decided that they no longer needed their Perry steam locomotive. Thanks mainly to the efforts of Peter, Mark and Bob Gough, ANGRMS were successful in obtaining the Perry. It is a credit to everyone at ANGRMS that Dreamworld holds ANGRMS in such high regard as to donate the loco and a surplus bogie open wagon to ANGRMS over other requests. It took nearly 12 months of discussions and planning before the loco and wagon were finally delivered to site.



The Perry (0-6-2T, Perry Engineering 5643 of 1951) in wholestick service, Bingera Mill, mid-late 1950s, George Bond Collection. Builder's plate photo (above) s/n 5643/51/1. Bob Gough photographer.

As has been seen in the heritage railway field in recent times, asset management is a very important part of sustainability. Obtaining this

locomotive will allow us to not only return to steam operation quicker than planned, but will allow much better maintenance and overhaul management of the operating steam fleet. While there is work to be done on the Perry, and the time it takes will depend on the help received, it is hoped to have it operational by May/June next year. This takes some of the pressure off Ryan and allows him more time to give our steam loco 'Melbourne' a thorough and complete overhaul which will result in many years of reliable service.

Once Melbourne returns to service the Perry will drop back to standby loco until Bundy returns to service after a complete overhaul. When Bundy and Melbourne are both operational the Perry can be given an overhaul... and so on. Having two operational steam locos at any one time not only also allows more time for boiler inspections and general maintenance, but also leads to increased revenue due to increased ability to market the product as a result of increased reliability when it comes to providing a steam loco for things like wedding trains etc.

Mark Gough (e-mail steamtrainmark@bigpond.com or phone 0412916462) will be the project leader for getting the Perry back into service so if you can help please contact Mark. Knowing you are coming also allows Mark to better plan the work. Due to work commitments, at this stage there will be a definite Perry work day on the second Sunday of the month, with other days as work and other commitments permit.

As well as improving our asset management of the steam loco fleet, Greg and the track team continue to improve our track asset through use on concrete and steel sleepers etc.

I would like to congratulate Greg on obtaining a good result in the recent Queensland Transport audit on our track – well done Greg.

I would also like to congratulate everyone involved in the *Salute to the Hudswells* book which, as mentioned in my Operations, Sales and Marketing Report is selling outstandingly well.

As mentioned in my Operations, Sales and Marketing Report, while train operations income was up during 2014, income from sales, etc., was well down. This means we need to watch our spending very closely. While the majority of members are doing the right thing and chasing up the cheapest price, discounts or even sponsorships, unfortunately some members are still wanting to buy things at the first price they find. It is important that everyone looks around for cheaper prices, discounts and where possible sponsorships.

It is that time of year again! If it has not already happened, you will be receiving your 2015 membership renewal very soon. Please help put a smile on Steve's face and renew quickly.

It is also fast approx approaching AGM time (see below).

Sadly, I would like to report of the passing of long term member Des Malone. Our condolences go out to Des's two sons Steve and Chris. Our thoughts are with them.

ANGRMS AGM – Sunday 29 March 2015

All ANGRMS members are advised that the 2015 AGM will be held at our Woodford site on Sunday 29th March 2015 commencing at 11am. This will be followed by a BBQ lunch for those attending.

Come along and hear what ANGRMS has been up to over the past year plus our plans for 2015.

Please consider standing for the Board as several existing members could do with a well deserved break. ANGRMS is a small but very active society and it needs your help to make things happen. Do not think you are busy so someone else can do it as everyone is busy and thinking the same thing!

Just a reminder, as mentioned in last months DRB, one thing which we need to discuss at the AGM is do we rename our Storeybrook station.

If you plan to attend the BBQ lunch after the meeting, for catering purposes, please let myself or our Secretary Ian Thompson know (e-mail ianthompson359@gmail.com or phone 3848 5611) by 5pm on Wednesday 25 March.

Safety and Training Report

Noel Haynes and Dave Caruzzo

Safety is a very important part of our operation and ANGRMS remains committed to providing a safe railway.

As mentioned in Greg Stephenson's report, on Monday 20 October 2014, the Department of Transport & Main Roads (Rail Safety Regulator) held a Compliance audit on our track at Transport House, Fortitude Valley, Brisbane. I am pleased to announce that we passed the audit with no safety issues identified and we demonstrated compliance with section 63 of the Transport (Rail Safety) Act 2010.

Queensland Transport Rail Safety believe in a co-regulatory type approach where they work with us to help us meet our obligations under the Rail Safety Act. As part of this, they will be visiting our site on Saturday 17 January and again in late February or March to discuss and help us with various aspects.

Remember – safety first!

Some Civil Notes

Greg Stephenson, Track Day Coordinator

Compliance Inspection – Department of Transport & Main Roads

On Monday 20th October, 2014, Terry Olsson, Dave Caruzzo and myself participated in a Department of Transport & Main Roads (Rail Safety Regulator) Compliance Inspection at Transport House, Fortitude Valley, Brisbane. This was a “desk top” audit of our records to demonstrate that we are undertaking the track inspection and defect management in accordance with our Rail Safety Management Plan (our SMS). We were able to provide documentary evidence of recent track inspections, track defect records and defect corrective actions.

It was noted that our system is paper based and uses an inspection regime tailored to the relatively light axle loadings and train operation requirements of our railway. The auditors noted that the use of steel and prestressed concrete for sleeper replacements was part of our fundamental strategy for improving our track infrastructure assets.

Within the scope of the audit, it was concluded that we had demonstrated compliance with section 63 of the Transport (Rail Safety) Act 2010 – requirement to have and implement safety management system (SMS).

Whilst this is a good outcome for us, it is a just a snapshot of where we are at the present time and we need to continue this commitment to maintaining and improving our standards – not only in trackwork but in all our activities.

Track Maintenance Work

The graphs in the last DRB showed that there were 16 sleepers marked for replacement or re-spiking – generally only one per 50 metres with the exception of Ch 750m to Ch 800m where there are 7 ineffective sleepers. This area is part of the new work at Peterson Road and will be replaced when the new pointwork is constructed. Whilst there were 7 sleepers marked, we took the attitude of “if in doubt pull it out” and replaced 16 sleepers to ensure that the track integrity is maintained. We used the ex-CSR Ingham sleepers with bolted clips so that they can be recovered when the pointwork is constructed. Overall, we now have a very low rate of defective sleepers and the single isolated defective sleepers will be attended to as other works are required in their vicinity.

It is vital that we continue with our regular maintenance on the existing track and position ourselves for the long term. Our plans are to continue our sleeper renewals in concrete or steel. The monthly track work parties will generally be held on the third Saturday of the month and are scheduled for Saturday 17 January, 21 February, 21 March and 18 April 2015.

Peterson Road

Whilst most work has concentrated on the existing mainline, some work has been undertaken at Peterson Road. An additional panel of track with 42lb/yd rail and concrete sleepers was assembled and fish-plated into position on the future passing loop. The workshop crew were seconded to help lift the rails into position on the day.

More recently, we have started cleaning materials to build and position panels with 60lb/yd rails and concrete sleepers for the future mainline. Very hot weather and impending rain has slowed progress as summer conditions arrive.

As the backlog of mainline maintenance is completed, we plan to return to these works. The steel sleepers for the pointwork on the existing mainline are being progressively fabricated for these works.

Position Vacant – Track workers and Diesel Locomotive Driver on Saturdays

Whilst we appreciate the support of the many people that contribute to the maintenance of our operations, to progress the works at Peterson Road, we need assistance with these activities. We need the work train to transport tools, materials and people from Margaret Street to Peterson Road. As well as more members of the track gang, we are still keen to hear from any of our drivers that would like to assist and diversify their driving experience on Saturdays.

Operations, Sales And Marketing

Terry Olsson, Operations, Sales and Marketing

While more detailed information will be provided at the AGM in March, as far as public running days went during 2014, our overall passenger numbers were up 8.2%, paying passenger numbers were up 14.6%, income from fares was up 14% while income from sales was up 5.7%. We had four special running days during the year. Hopefully this is the start of an upward movement but let's not forget we are still down on figures of a few years ago. A huge number of passengers on the open day on 11 October certainly helped boost figures while on the other hand for some reason passenger numbers during November were well down.

While running day figures were all up, unfortunately sales income from shows and other special events was down 24%. While this was not helped by having no new ANGRMS book to sell at shows during 2014, we cannot just rely on new books and need to grab as many opportunities as we can.

We need to remember that income from running days is not doing much more than paying the basic operating bills with all other work funded from sales. It is important that all members help by promoting our railway and assisting at shows etc.

While we expect an increase in passenger numbers during 2015 when we return to steam operation, we also need to start looking at, and working towards other income streams such as weddings and even perhaps driver experience. Both need a fair bit of preparation work as well as assistance from additional members.

Please give these issues some thought – happy to discuss and hear any suggestions at the AGM.

We continue to have a shortage of volunteers for our public running days so if you can help please let myself or Neil Trevorrow know.

Sales of our new book *Salute to the Hudswells* have certainly exceeded my expectations with over half the books already sold. Thanks to the fantastic efforts of the sales team, and in particular John Browning, we have received orders from all over the world. At the time of writing this we are still to receive payment for approximately one third of the books which have been sent out, but once all orders have been paid for I am very pleased to announce that we will have paid for the printing and other costs! This is an amazing effort in such a short period of time and everyone involved, including the authors, are to be congratulated.

While I cannot say much at this stage, we hope to have another new book for release during the year (hopefully in time for the AMRA show).

Date Claimers

AMRA Show 2015 – 9 and 10 May 2015. Our biggest show for the year, the annual AMRA show will be held on the second weekend in May this year. This means it will not clash with our normal running day for a change. It will be returning to the Exhibition grounds but in a new location – the show bag marquee in the hospital corner of the grounds. This show is our major marketing and sales event for the year so please block out the dates in your diaries and come along to help. The more helpers the easier it is for everyone. As well as the Saturday and Sunday, remember assistance is also required on the Friday to set up.

Toowoomba Model Trains, Craft and Hobby Expo – 30 and 31 May 2015. Only two weeks after the AMRA show, this show is also an important marketing and sales opportunity for our railway so your help and assistance is also required. As well as the Saturday and Sunday, we will be setting up on the Friday. This year this show does not clash with our normal running days so please block out these dates in your diary.

Monthly Statistics

	November 2014	December 2014
Paying Passengers	45	112
Guards Sheet	62	150

Sales Items

Tracks in the Sun – The price shown in the last edition of the DRB was incorrect, this DVD sells for \$49.95 (plus postage if required).

2014 Christmas Lunch



ANGRMS members' Christmas lunch at Champagne and Roses, Woodford, 14 December 2014 (above and below). Terry Olsson photographer.



'Perry' (0-6-2T, 5643 of 1951)

David Mewes

ANGRMS has now added an 0-6-2T built by Perry Engineering in South Australia to its collection of Queensland sugar industry locomotives.

Perry Engineering had its beginnings in 1902, when Samuel Perry established a blacksmith's shop in Adelaide. Perry's nephew Frank, joined the business in 1903 which soon became an iron foundry and boiler shop. The business was moved to Mile End, where there was space to expand, when an order for a number of locomotive boilers was received. Perry then expanded into locomotive construction in 1915 when Perry purchased James Martin & Company located in Gawler, South Australia.

The company built a number of main line locomotives over the years for the Commonwealth Railways, South Australian Railways and the Tasmanian Government Railways. Between 1923 and 1928 Perry built 17 0-4-0T, 3 ft 6 ins gauge, contractor's locomotives the Victorian State Rivers & Water Supply Commission and the Melbourne & Metropolitan Board of Works for several Victorian water supply projects. Three of these ended their commercial working life at the Pioneer Mill, Ayr where they were converted to 0-4-2T locomotives. Two of these ex-Pioneer Mill locomotives still survive with one, named "Kilrie", once owned by ANGRMS but now owned by the Queensland Pioneer Steam Railway, at Swanbank near Ipswich.

Perry began construction of 2 ft 0 ins gauge locomotives specially for the Queensland sugar industry in 1934. The first, an 0-6-2T, went to the Kalamia Mill at Ayr where it was named "Ivanhoe". It was later sold to Inkerman Mill and renamed "Carstairs". It is now preserved in the Burdekin district.

Perry also supplied an 0-4-2T version to the Queensland sugar industry. A total of 13 of the 0-6-2T locomotives were supplied while there were 6 of the 0-4-2T type. The last to be built was in 1952, an 0-6-2T supplied to the North Eton Mill, near Mackay. The 2 ft 0 ins gauge locomotives built by Perry Engineering have piston valves, the only locomotives in the Queensland sugar industry to be so fitted.

Bingera Mill at Bundaberg received the second last Perry cane locomotive to be built. An 0-6-2T, it was delivered to Bingera in 1951 with serial number 5643.51.1. This locomotive, named "Perry" at Bingera, worked hauling cane over the Bingera Mill network until the early 1960s when it was relegated to standby duties and soon placed in storage. Their two Bundaberg Fowler 0-6-2T's, "Ralf" and "Kolan", apparently seeing more time in service than "Perry". "Perry" was sold to Bruce MacDonald at Goulburn, NSW in April 1974. Bruce on sold it to Paul Simpson, Sydney, NSW in 1977. Paul, in turn, sold it to Dreamworld Productions Pty Ltd, Coomera, Qld.

“Perry” was considerably rebuilt by Dreamworld before joining a former World War I Baldwin 4-6-0T (also considerably rebuilt) to work an amusement railway around the Dreamworld site.

Care and maintenance of a steam locomotive fleet is a costly business and parts are hard to find, let alone staff to maintain and operate them. The Perry and the Baldwin were replaced by a representation of a steam locomotive made in Italy and powered by a diesel engine.

Dreamworld donated the Perry to ANGRMS in 2014 and it is now undergoing assessment at their Woodford site (see President's Report, page 3). “Perry” joins another Perry built 2 ft 0 ins gauge locomotive owned by ANGRMS. This is “R D Rex” an 0-4-2T which had been purchased in 1949 by the Douglas Shire Council for their Douglas Shire Tramway operating between Mossman and Port Douglas.

References

1. Australasian Locomotive Builders Lists – James Martin & Company, Gawler and Perry Engineering Company Ltd, Mile End and Gawler, South Australia; edited by Peter Medlin and published by the Light Railway Research Society of Australia.
2. Personal Notes – D J Mewes.



Perry at the Bingera mill in wholestick days, mid-late 1950s, George Bond Collection.



Perry with an early Bingera chopped cane bin, 24 September 1963. John Browning Collection from QldRailHeritage.com online image collection.



Perry at the Bingera loco shed, Easter 1968. David Mewes photographer.