



DURUNDUR RAILWAY BULLETIN

Newsletter of...



THE AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY

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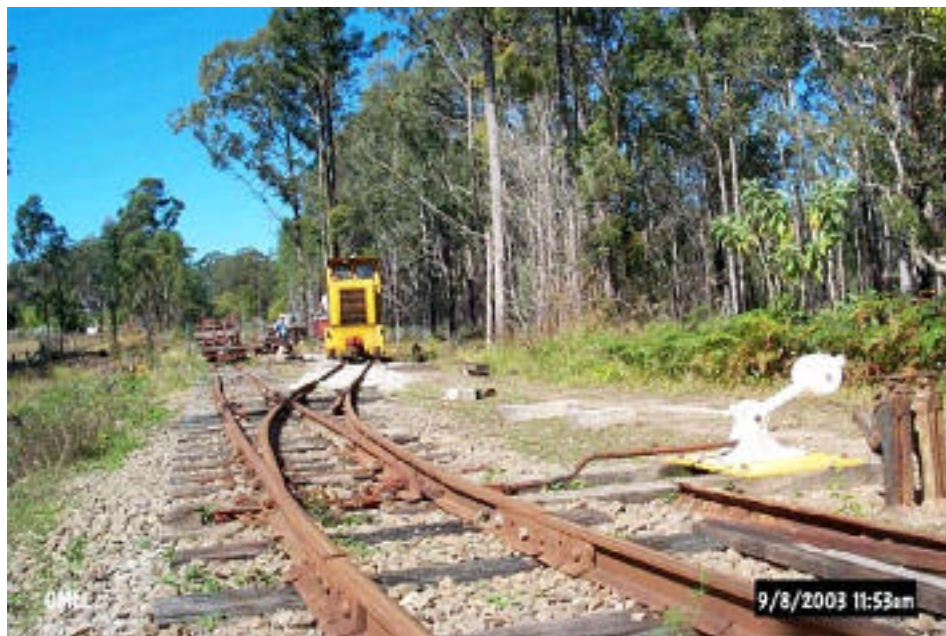
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The first set of new points (No. 9) completed. GEMCO locomotive is sitting on second set (No. 10). Saturday 9th August 2003. (Photo Ken McHugh)

President's Report

By Bob Gough

We are progressing slowly with our various projects, redesigning Margaret Street end of the Woodford site. Greg Stephenson will give a report on the track matters.

Our insurance problems have been eased a little with us receiving limited relief to permit public on site for conducted tours of the site; Paul will expand further details in his report.

We have not had a board meeting this month (August). Shane Yore is working on Bally Hooley railway in Mossman. Steve Baker is on holidays in North Queensland. The night of the board meeting, George Hadley had to have day surgery & was not well.

Les Behan & Brian Wilson have been busy putting the Bundy Fowler together after a successful boiler inspection. The steam test would have been done by the time you receive the magazine. Les has also been busy on the Gemco with two problems. The first as reported early this year with the brakes, then the generator drive shaft coupling failed & a new part had to come from England. The Gemco is now in good order.

We have not as yet started to move the Baguley & wagons from storage at Tingalpa, as we are short on funds. We are still looking for donations to help transport this equipment. The board feels that we do not need all the wagons and has offered some for sale to help cover costs.

We were hoping to have a new coffee mug for the May model train show, but production is held up, the design faults are to be fixed. When the coffee mug arrives & is distributed to various outlets, it will be a good income for the society.

Restoration on the Hansen line loco car ex Sarina mill is progressing slowly. It was found that the wheels are worn badly & we have found four new ones which we will exchange some light rail for.

We had a clean up of the books in the cottage and placed them in order in the cartons. We are selling them at the model train show & also at various model train shows around the north side. This has returned some money. It was felt that this had to be done as the books were dumped on the floor & when people read them they were thrown on a messy pile.

We found some of the books in the Rob Henderson collection have gained in price. For example, "Last of the Hudswells" is now worth up to \$130, not bad for a book if it was not saved by our members. This was in a pile about to be despatched to a dump. A silent auction for our members is being organised.

The Woodford gates are open to the public every Sunday 11am-2pm. We need your help to be tour guides & handle sales for these 3 hours. We still need help on Saturdays work days and donations to help move the RMP Baguley.

Track Matters

By Greg Stephenson



Woodford Station Modifications: In previous DRB editions I reported that the first set of points (No. 9) had been fabricated and inserted into the mainline. We had the straight leg of the points forming the through route of the existing mainline opened on Saturday 22nd of February. When we came to complete the curved leg of the points, it became apparent that there was a problem with the geometry. This was eventually resolved when it was realised that I had mistakenly selected a “1 in 5” frog. This

frog was replaced with the correct “1 in 7” frog and curved rails re-bent to suit. Satisfactory operations have now been achieved through both legs of these points. I would like to thank all those who have helped overcome these difficulties and I appreciate all the frustrations in repeating the same work.

The second set of points (No. 10) virtually fell together with minimal difficulties and were hauled into position. These two sets of points have now been connected and a start made on laying panels of track on the new mainline. On Saturday 9th August 2003, we spent the morning levelling, packing and ballasting these points and the connecting track. We had the ballast wagon emptied by lunch time and in time for Ralph Cumner to refill it using his back hoe. Ralph had previously filled it the previous Thursday evening so it would be available for us on Saturday. We've been lucky with Ralph “fitting us in” especially given that it's a “love job” and he's pretty busy working with DMR up at Eumundi Range.

We spent the afternoon, loading rails from the Peterson Road rail dump for use in the mainline at Woodford Station. As this project develops we are gaining more experience in identifying and selecting compatible rails – we appear to have at least 4 types of 60 lb/yd rail which cannot be easily bolted together due to different fishplate sizes and bolt spacings.

We are continuing to work on this project most weekends, however I plan to continue the major work parties on the second Saturday of the month. The monthly work parties for the rest of 2003 are scheduled for **Saturdays 13th September, 4th October, 8th November and 13th December**. Note that 4th October is the first Saturday of the month – many of the participants will be involved in a LRRSA tour on 11th October the normal track day.

If you can help on any of these projects, let me know on telephone 3844 9269 or via email at greg.stephenson@uqconnect.net.

Mechanical Activities: With passenger operations suspended the opportunity has been taken to carry out some maintenance on rollingstock. The work on the mainline relocation has also highlighted a need for some additional rollingstock to allow for the movement of rails.

Pleystowe No. 5: Leslie Beahan and Brian Wilson have prepared the locomotive for its annual boiler inspection. The internal inspection has been undertaken by George Preston – our Consultant Boiler Inspector – who is very pleased with the internal condition of the boiler. The locomotive has been reassembled and the steam test is scheduled for Thursday 21st August 2003.

GEMCO Diesel Locomotive: This locomotive has had reliability problems for some time and was withdrawn from service whilst repairs were made.

The major issues rectified so far include:

Replace ignition switch; replace couplings on generator drive; overhaul brake cylinder; repair air leaks in pneumatic system; refit automatic coupler
This work was being co-ordinated by Leslie Beahan. The major delay in finishing these repairs was waiting for the rubber couplers for the generator drive on the Gardner Diesel to be delivered from England. This locomotive has now been returned to service and has been used on the mainline relocation project.

PL111 Passenger Coach: Bill Blannin has undertaken the repainting of the roof of the passenger coach. Other timber work repairs are planned.



Ballasting the second set of points (No. 10) on 9th September 2003. Herb Coleman and Greg Stephenson levelling ballast whilst Brian Wilson and Terry Olsson unload wagon. (Photo Ken McHugh)

Line Car Bogies: With the mainline relocation project underway, it became obvious that we needed rollingstock to move rails around the site. We own a series of ex-CSR line bogies previously used for carrying portable rail. A number of these were overhauled by replacing corroded bolts, cleaning and oiling axle boxes, replacing axle boxes and couplers as required. Timber bolsters have been fitted to four of these bogies. These were used to collect rails from the Peterson Road rail dump on Saturday, 9th August 2003.

Proserpine Mill Wreck, 25 July 2003

Photo by David Rowe
©2003



One man was seriously injured when a cane train with a full load and another pulling empty bins collided outside Proserpine. As can be seen, one locomotive essentially sheared the top off the other.

According to a mill spokesman, the incident was being investigated to “establish the root cause and to set in place actions to prevent a recurrence”. Replacement locomotives were apparently sourced from Mackay Sugar.

Reported by Penelope Lynch, The Guardian, week starting 30 Jul 2003.
David Rowe photo.

INSURANCE UPDATE

By Paul Rollason

Just to bring all members up to date with the insurance dilemma, there is some light at the end of the tunnel.

As you are all aware, ANGRMS was unable to secure an affordable and safe insurance policy thus causing us to cease train operations at Woodford. Since then we have secured a static public liability insurance cover which enables us to operate our trains for maintenance purposes under the Transport Infrastructure Act. However we are still unable to take passengers under this policy.

ANGRMS is not the only rail group suffering from this situation as it is wide spread all around Australia. Our only chance was to form a State based group and see if we can purchase a bulk policy and divide it amongst several groups.

As a result of this, the Association of Tourist Railways Queensland (ATRQ) was formed by quite a number of rail groups across the State. There are now 21 groups involved in the Association. Of these groups, 17 have requested that they would like to be a part of the insurance group. Each group's insurance proposal has now been collated and sent to an overseas underwriter.

We now wait to see what the premium is going to be. From here ATRQ will decide on a formula to assess the risk for each group so that the premium can be fairly divided amongst the groups. The next ATRQ meeting will be held on the 4th October. If you wish to attend as an observer, then please don't hesitate to contact me.

On a local front, continued support of the Society is required while we wait out the storm. Another way which you can assist this appalling situation is by expressing your concern to your local or federal member not only for railways but for all community groups.

Congratulations

Timothy Stephen Rollason, born to Paul and Sherie, 3 July 2003: 6 pounds 1.8 ounces (2.77kg), 50cm long and very happy and healthy.





Isis Mill's Baldwin-built D10 on "The Hill" about to come out of Barnes's School line with fulls, 16 July 2003. Carl Millington photo.



Llanberis Lake Railway's 0-4-0T Elidir near the Welsh Slate Museum, 27 June 2003. Lynn Zelmer photo.

Light Railway Research Society of Australia Inc, SE Qld Group

Next Meeting: Bob Gough will present slides on "Queensland Narrow Gauge Railways", 7.30 pm, Friday 10th October 2003 at the BCC Library Meeting Room, Garden City Shopping Centre Mount Gravatt

After hours entrance (rear of library) opposite Mega Theatre Complex next to Toys'R'Us.

Railways – Equitable Solutions for Customers with Disabilities

The Railway Technical Society of Australasia Qld Chapter Half Day Seminar, Tuesday 16 September 2003, to address obligations under the *Disability Standards for Accessible Public Transport* in relation to rail public transport, including accessibility modifications to both rolling stock and stations.

For further information please contact George Nikandros – Tel: 07 3235 1473 or e-mail george.nikandros@qr.com.au.

Scheduled Activities and Contacts

Monthly Meetings	TBA
Track Work Parties	13 Sep, 4 Oct, 8 Nov and 13 Dec
General Work Parties	Every Saturday
Running Days	Suspended until further notice

Bob Gough	President	07 3848 3769
Shane Yore	Secretary & Operations Manager	07 3888 1307
Steve Baker	Treasurer	07 3857 2495
Terry Ollson	Roster Clerk	07 5497 4285
Greg Stephenson	VP & Track Day Coordinator	07 3844 9269
Paul Rollason	VP & Safety & Training Manager	07 3278 9110 or email serpar@bigpond.com
Lynn Zelmer	Webmaster & DRB Editor	lynn@zelmeroz.com
SM's Office	At Woodford	07 5496 1976

Our Safety Goal - No Injuries