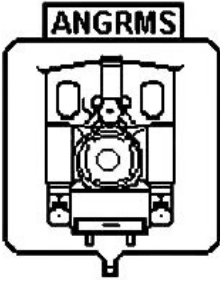


Durundur Railway *Bulletin*



Newsletter of the Australian
Narrow Gauge Railway Museum Society

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More on the salvage operation at Goondi Mill inside (Report p 4, photos p 7).
Paul Rollason photo above.

Recent Moreton Mill and Howard Street Yard closure photos p 15.

Our Safety Goal - No Injuries



President's Report

Paul Rollason

Well another two months have slipped past and we are suddenly in the middle of the year. It seems life has hit the accelerator pedal and is passing us like there is no tomorrow. Never the less life still goes on. Unfortunately this leaves us less time to do the things that we all wish to do and all of us struggle to find time for the things we like doing such as being involved in ANGRMS. In today's society we are continually getting bogged down in more and more paper work to the point where we are drowning

in it.

I personally spend 1-2 days per week sifting through everything from safety returns, annual reviews of our safety management system, finding public liability insurance, writing reports in response to requests from Queensland Transport to sorting out the day to day running of ANGRMS. It is this work that prevents me going to Woodford and participating in other activities. It is becoming very apparent that we tend to be working our life away to find the smallest amount of time to enjoy our hobby. This is only what I do for ANGRMS little lone the other organizations I am involved in. I am not trying to fly my own flag, but if you add up the time that everyone puts in such as Greg Stephenson's track work and site maintenance, Leslie Beahan's work in the workshop, board members contributions etc, it adds up to be a phenomenal amount of time we all place into trying to keep this railway running.

One may say is it all worth it? Do we get anything but heartache from the deadlines and constant ridicule from colleagues and friends? The easy approach would be to throw the towel in and give it all away. But where is the challenge in that? If we all did that, then there would be no trains to restore, display or operate. In fact there wouldn't be any trains left if members 34 years ago hadn't been committed, they would have been all scrapped and reborn as a new Toyota.

Spare a thought to those that are at least trying to keep ANGRMS running and while you are doing that see if you can offer some assistance to assist no matter how small it may be. There has never been a time where we require the assistance from every member of the Society. If you can't assist on site (rosters, track work, mowing, painting etc) there are plenty of other jobs that can be done off site such as roster clerk, sales manager, public relations, writing articles and grants, maintaining an asset register, lobbying local and State politicians etc. If you can assist we would love to hear from you no matter how small a contribution you can make.

Thanks must also be extended to Lynn Zelmer who contributes to ANGRMS from Rockhampton by being editor of the DRB and also maintaining our web site. Lynn

has also been working through the difficulties that we have been facing where our web site was hosted. Thanks Lynn from everyone for your continued support.

Our biggest activity that we have had recently is the AMRA show in May where we put up our usual display boards. This year our theme was "Farewell to Moreton Mill" and a whole new display board was designed. The display was very impressive thanks to all those that contributed their photographs. Special thanks must go to the following people:

- Terry Olsson for coordinating the roster, new display and the sales items
- Laurie Erb for making us some new lights which highlighted the display and made it look far more inviting and professional
- Light Railway Research Society of Australia for contributing to the display and allowing to sell their books on our stand on commission
- Raymond Mewes for putting together a slide show presentation at short notice
- Shane Yore & Michael Bertucci for transporting the display to the show
- All the volunteers that manned the display (Terry Olsson, Greg Stephenson, Dianne Ezzy, Bob Gough, Shane Yore, Raymond Mewes, Greg McHugh, Kel Ayling, Owen Coster, my wife Sherie and anyone else that I have forgotten)

We had a lot of interest in the stand and our sales this year were huge. In fact we took about \$3000 gross which is about 4 times more than we have ever taken before. Congratulations to everyone for a marvellous effort and it shows if we all pull together and contribute a little we can achieve a lot.

Finally all the equipment from Goondi Mill has arrived on site and has been stored away neatly. It took three truckloads to transport it all down and you can see more in my separate article in this issue. Thanks goes to all those involved in the loading and unloading process. The ex-St Helena Island equipment is also now on site. This whole operation of recovering all this equipment cost just over \$4000 and we are desperately asking for some donations to assist with paying for this equipment.

On the 8th May, Terry Olsson represented ANGRMS at the Association of Tourist Railways – Queensland Inc meeting. The day started with a risk assessment workshop followed by ATRQ's normal meeting. ATRQ is now officially incorporated, has its own web site (www.atrq.net), has an elected subcommittee and is working on issues affecting all tourist railways. The largest issue still remains the public liability insurance dilemma. There are now 4 insurers looking at this proposal. ATRQ will be represented at the upcoming Association of Tourist Railways – Australia meeting in South Australia in June.

ANGRMS other huge task at the moment is to do the annual review of our Safety Management System (SMS) and report back to Queensland Transport (QT). Our anniversary date is the 19th June and as of this year we have to officially report

back to QT to say that we have reviewed our SMS. This is proving to be a little hard as we are not operating and finding the time to review it by 3-4 members is also proving to be difficult. Yet another piece of paperwork but none the less it is part of our accreditation and if we wish to operate trains then we have to abide by this. Just another fact of modern day society.

Terry Olsson and I had the opportunity on the weekend of the 28-30 May to travel to Melbourne to take part in a Rail Workshop run by the Association of Tourist Railways – Victoria held at Puffing Billy. The welcome dinner was on Friday night on a dinner train at PBR and the workshops extended over the two days. The weekend was extremely worthwhile and a full report on this weekend as well as the meeting of the Association of Tourist Railways – Australia (being held on the 19-20th June) will be reported on in the next issue of the DRB.

Last but not least, we desperately require donations for various projects that are on the go. If you can spare anything from \$10-1000 we would be grateful. **Remember this is the perfect time to make a tax-deductible donation before 30th June** (please don't make your donation project specific). The projects requiring funding include:

- Rebuilding and refurbishment of the timber frames of PL111 (our passenger coach) – Approximately \$1200
- Transportation, crange and recovery costs of the Goondi and St Helena Island equipment – (\$3600 and \$835 respectively)
- Rebuild of our air compressor (approx. \$1000)
- Purchase of air drill and air hammers (approx \$1200)
- New display photos (\$500)
- Finishing off Hudswell Clarke “Melbourne” (approx \$6000)

Please reach into your pockets, if you can, and assist ANGRMS in its time of need. These are listed in order of priority and you can specify what your donation is to be used for. Keeping in mind that when we do obtain insurance, the cost of the policy will be in excess of \$10000.

Anyway, that's enough from me, until next month take care and we look forward to your continued support and assistance throughout the year and years to come. If you would like to discuss any issues, don't hesitate to contact me at (H) 3278 9110 or serpar@bigpond.com.

SALVAGED GOONDI MILL EQUIPMENT

Paul Rollason

On Sunday 6th March 2004, Steve Baker, Terry Olsson, Shane Yore and myself accompanied by Tom Porrit (member of Illawarra Light Railway and Mulgrave Mill employee) and ANGRMS' member David Blakely, descended upon the old

Goondi Mill site to recover some 60 tonnes of obsolete equipment. Bundaberg Sugar kindly allowed us to salvage the equipment before it was scrapped. We managed to salvage 68 bogies from the old sugar boxes along with several other wagons. 24 bogies and some work wagons were salvaged for ANGRMS. The remainder of the equipment was salvaged for other railways from Illawarra to Port Douglas.

I am very proud of the team that went to Innisfail and worked their backsides off over the week in some fairly atrocious conditions. With no shelter from the intense sun, the high humidity and the mountain of work that was required, the team battled though the task at hand with no complaints from anyone. It was true teamwork. In actual fact, all these members paid for their own transport and accommodation and took time off work to do this with no remuneration. Not really a junket but just one of those things that you do for the further development of the Society.

All of us stayed in Innisfail for the week and drove out the old Goondi Mill site each day. Day one saw us complete our safety induction and then it was down to the task of salvaging. Our first task was to identify what we were going to salvage and mark it appropriately so it wouldn't be scrapped. Next we had to arrange the equipment in such a way that we could dismantle it with the minimal amount of movement and do so safely.

It was decided to shunt the sugar boxes around so that we could lay the box itself on its side. Our shunting technique started with 4-person power and we quickly upgraded and sort the assistance of our newest 2 foot gauge Toyota shunt tractor, commonly called a Ute. Once the boxes had been turned on their side our next task was to remove the pin that held the bogies to the wooden frame. Easy we all thought. Wrong!!!! It was left to Tom, Steve and Terry to crawl under the wagons, remove the tapered keeper pin and push out the main pin. Problem number two arose. After some 30 or more years, these pins didn't want to budge. Out comes the handy ten tonne hydraulic jack, a bolt or socket to act as a spacer, lots of penetrating oil, lots of choice words, sweat and patience and 15 minutes later you had the first pin. Only 63 to go. At that rate we were going to need the whole week to get the pins out. At the end of day one, we had about 6 wagons de-pinned. It was going to be a long week.

Day two arrived and Terry, Steve and Shane set out to remove the rest of the pins as would be their job for the rest of the week. Now they're experts. Tom Porrit and I set about blowing off the nuts from the frame so that the bogie casting could be removed from the frame. We also had to cut the metal frame so that the box and metal frame could be removed from the wooden underframe. 8 nuts, 4 brackets and 4 angles had to be oxy cut for each wagon. This whole process continued until Wednesday when it was all complete.

Next it was time to call in the heavy artillery. The scrap dealer had a 'dirty' great excavator with a huge pair of industrial strength tin snips on the front and he plucked the sugar boxes off like using a pair of tweezers leaving us with the frames. We then removed the remaining pins easily and our excavator friend returned to remove the wooden frames.

Thursday morning saw us recover two more old sugar boxes and a ballast wagon (another job for the Toyota shunt tractor) from under a tree along with some other bogies and work wagons. All that was left to do was sort out the bogies and clean them up for transport. Tom and I set about grading the bogies whilst the others cleaned up the bogies and picked up all the salvaged pieces, plates and pins.

Over the following weeks, 3 semitrailers back loaded the equipment to Woodford and it is now all neatly stored at Woodford for future use.

The equipment that we salvaged includes the following items with thanks from John Browning for identifying various aspects of each:

- 22 bogies from 20' and 30' raw sugar boxes from the Innisfail Tramway
- 2 roller bearing bogies from a steel flat wagon
- 1 roller bearing bogie ballast wagon is Innisfail Tramway VH class ex Condong Sugar Mill modified with rearranged door controls and "hungry boards" added by QR or Mourilyan
- 1 tool wagon (wooden) which is a straightforward cane truck conversion probably by CSR, Goondi
- 1 caged tool/gas bottle wagon which is a straightforward cane truck conversion probably by CSR, Goondi
- 1 bogied flat wagon possibly a 'C' wagon from the Innisfail Tramway and is complete with brake gear minus a brake cylinder. This was converted into a work wagon with a roof and dining table so that crews could do track work in the rain.

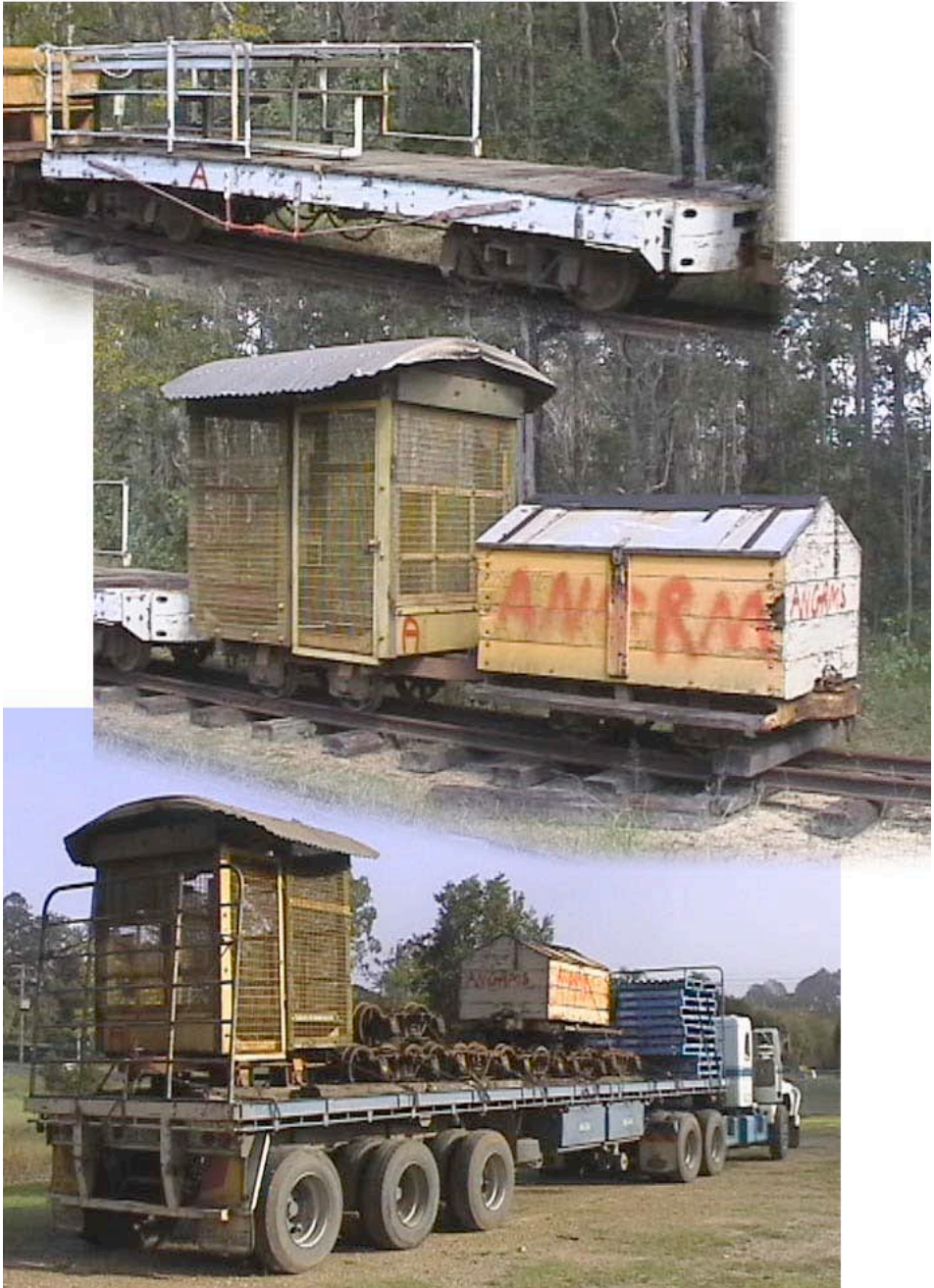
It was a long and tiring week but everyone stuck together and worked as a team with little or no complaints. It was a job well done.

Special thanks go to Tom Porrit for his assistance and supply of equipment and to Shane Yore for transporting all the pins and castings back to Brisbane. Tremendous effort and a job well done guys.

The photos on the cover and the next several pages help document the Goondi Mill salvage operation and show some of the equipment acquired by the Museum in this operation. All photos by Paul Rollason.









Board Notes

Di Ezzy, Hon. Secretary, 6 June 2004

Two (2) meetings (May and June) of the Board have been held since the last edition of the DRB and the following items were discussed:

Review of the extent of work required to be carried out on the Hudswell Clarke locomotive, *Melbourne*. Costings are to be prepared with a view to applying for a restoration grant.

Review of the extent of work required to restore the Passenger Coach, PL111 and subsequent allocation of funds to this project.

The President extended thanks to the Track Work team for the exceptional work carried out in relation to the points.

Thanks to members and non-members who assisted with the AMRA display and in particular to Laurie Erb for the display lighting work and Michael Bertucci for assistance with transporting the Pumper Trolley.

In accordance with Workplace Health and Safety legislation, we need to ensure that all ANGRMS and non-ANGRMS electrical equipment used at Woodford has been appropriately tested and tagged.

ANGRMS has now joined the Association of Tourist Railways Queensland (ATRQ) and some ANGRMS members are actively involved in the management of ATRQ. We are currently awaiting the proposal for Group Insurance through ATRQ.

Thanks to Lynn Zelmer who arranged for the transfer of the ANGRMS web domain name, www.angrms.org.au.

Looking at the future production runs of the Garratt and BB18 _ mugs.

The Safety Management System has been reviewed and the strategy for re-opening when insurance is available is to include re-accreditation/training for the modified track layout at Woodford.

Development of a start-up strategy in preparation for running again when insurance cover is obtained incorporating an advertising strategy including the "local" press using the "We're Back" theme. Also, we will need to marshall the forces again to get up and running.

The implementation of the National Standard for Health Assessment of Rail Safety Workers will need to be addressed and implemented by ANGRMS where appropriate.

Members' support/assistance is requested for the Sunday Roster at Woodford.

Cash flow issues due to loss of income from running days and requests for suggestions as to possible fundraising opportunities.

Paul Rollason and Terry Olsson recently attended a workshop at *Puffing Billy* in Victoria addressing issues of marketing and merchandising.

We were unsuccessful in our application for the first round of the Federal Government's *Volunteer Small Equipment Grants 2004*. However, we will be submitting another application for Round 2.

We will be exhibiting at the Antique Machinery and Vintage Vehicle Show to be held at the Caboolture Historical Village on 3-4 July.



Track Matters

Greg Stephenson

Trackwork: Since the May DRB, our attention at Woodford has been largely directed to non-trackwork activities. The day scheduled for the May Track day turned out to be wet so other indoor activities were undertaken such as cleaning out the workshop and reassembling the display stands in the Waruman Station building after the AMRA Show. Late in the day, it fined up sufficiently for us to cut up some old sleepers and mow

some areas.

A small party gathered for the June Track day on 5th June. The opportunity was taken to replace the two long sleepers supporting the end of the blades on the points from the mainline to the Workshop. This involved removing and reinstating the point throw mechanism and juggling the two long timbers into place. This work required a high priority to ensure the safety of any shunting operations into the Workshop and certainly would have been required before any passenger operations recommence.

It is envisaged that the next track days will see a return to working on the mainline relocation project. We plan to continue these major work parties generally on the second Saturday of the month. The monthly work parties for 2004 are scheduled for **Saturdays 10th July, 14th August, 11th September, 9th October, 13th November and 11th December, 2004**. We normally kick off about 9.00 am. If you can help on any of these projects, let me know on telephone 3844 9269 or via email at greg.stephenson@uqconnect.net.

BLC Storage Shed: One of the advantages (!?) of the wet track work day in May was that it became very apparent how badly rust has affected the roof of the BLC wagon body used as a storage shed near the Workshop. We have since patched about a third of the roof with flat iron and silicone sealer which will keep the rain out in the short term. The rest of the body is in poor condition and will require major repairs or replacement in the future.

Passenger Coach PL111: The Board has decided that rehabilitation of the former rail motor trailer PL111 should receive priority for repairs and funding so that it can be returned to good condition by the time we can recommence passenger operations. Space has been cleared in the Workshop so it can be stored to protect the uncompleted works from the weather. To date, the internal and external wall sheeting has been removed from one side to assess the extent of the repairs required. The major problem is that walls are bolted to piece of 8" x 2" timber that runs full length of the coach on both sides. These pieces of timber require replacement, as do the bases of the wall supports. It promises to be a real act of "cabinet making" to match the recesses and rebates in the current timber. Window jambs and sills will be replaced, as will external timber mouldings – treated timber will be used to reduce future maintenance demands. When the repairs are completed the coach will be repainted prior to re-entering service.

Any support that members can give this project – especially financial to allow for the purchase of replacement materials – is needed and would be gratefully appreciated.



Sales And Marketing

Terry Olsson: Ph 07 5497 4285 (or via the PO Box)

New Sales Items: We now have access to the Ross Rail Video Productions range of videos. Please help support you society by purchasing these through ANGRMS. The following titles are of particular interest:

Steam in Queensland: This video is approx one hour long and features Queensland Railways steam operation in the 1960's. Includes nine different classes in action and previously unseen archive footage of Brisbane suburban workings, the main line to Wallangarra, the Cairns area, and much more. Price: \$39.00 plus \$6.00 postage.

Diesels in Queensland: This brand new video is approx one hour ten minutes long and features diesel locomotives built between 1953 and 1983 for operation on Queensland Railways. It includes archive shots from the 1960's to the 1980's, plus some updated shots to the present day. Price: \$39.00 plus \$6.00 postage

Steam In Wales: This video is approx 65 minutes long and features the world famous narrow gauge railways of Wales. It includes over 30 different locomotives and features the Talylyn and Festiniog railways as well as the Welsh Highland Railway, Llanberis Lake Railway, Snowden Mountain Railway, Bala Lake Railway, Fairbourne & Barmouth Railway, Welshpool & Llanfair Light Railway, Vale of Rheidol Railway, Teifi Valley Railway, and the Brecon Mountain Railway. Price: 39.00 plus \$6.00 postage.

Existing Sales Items: Just a reminder that we still have plenty of AC16 coffee mugs available, as well as the excellent video/DVD "Moreton Mill - End of the line" by Tracks and Trains.

Roster: Shane Yore now has a job working for a sugar mill up north so we are down a valuable helper. Spend a few peaceful hours at Woodford and help your society by staffing the site from 11 to 2 on a Sunday. It is important that ANGRMS "shows the flag" by having the site open to the Public. Please check your calendars and see if you can help by being there one day a month or even one day every second month.

2004 AMRA Show: I would like to thank everyone who helped to make this our most successful show yet, whether you prepared the display, staffed the stand, or moved the stand and display items. This year we themed our display on "Farewell to Moreton Mill" and this certainly created a lot of interest.

We arranged to sell Light Railway Research Society of Australia books on a commission basis which proved to be very successful. This combined with John Knowles specially reduced show special for his red Steam Locomotives of Queensland book, and the new video/DVD of Moreton Mill by Tracks and Trains resulted in sales five times better than we have done before. We can all be proud of ourselves.

I would specially like to thank people like Barry Coster and Paul Rollason who put in many hours preparing for the show. Also, Micheal Bettucci and Shane Yore for moving the stand/display items. This behind the scenes work is not seen but it is certainly very important. I would also like to thank Steve Malone and Phil Hadley for providing the display models, Raymond Mewes for his incredible working in putting together the CD of Moreton Mill images at short notice, and the of course J. Armstrong, Jim Christie, Bill Dunn, Chris Malone, David Mewes, Bob Perrin, Paul Rollason, Danny Sheehan, Brian Webber, and of course Lynn Zelmer for providing photos for display. Of course also, a big thank you to all who staffed the display during the weekend - your help was also invaluable.

Thank you all!!!!!!!

Image: Along with Paul Rollason, I recently attended an ATR conference hosted by Puffing Billy in Victoria. One thing which came out very strongly was the importance of "image". This includes not only the way we treat our customers, but the presentation of our site and operation. Just as important as the train ride, is things such as clean rolling stock, clean and tidy staff, clean toilets etc. Basically, we are not in the Transport industry, we are in the entertainment industry.

Therefore, I would like all members to think about our image and what they can do to improve this. It is often the little things that count. We all put in a lot of hard work to make sure we have good track, working rolling stock, sales items, the site

is staffed on Sundays etc. However, if we do not go just that fraction further, we are not getting the maximum return for our efforts.

Let me give an example of what I mean. Some very thoughtful members recently moved Netherdale and our new diesel "Mulgrave No1" to the platform for our visitors on Sundays to look at. This was a great idea. However, on the last Sunday I staffed the site, I gave them a wash and removed the collection of leaves, sticks, pieces of wood, wire etc. This improved upon the original idea considerably and helped boost our "image".

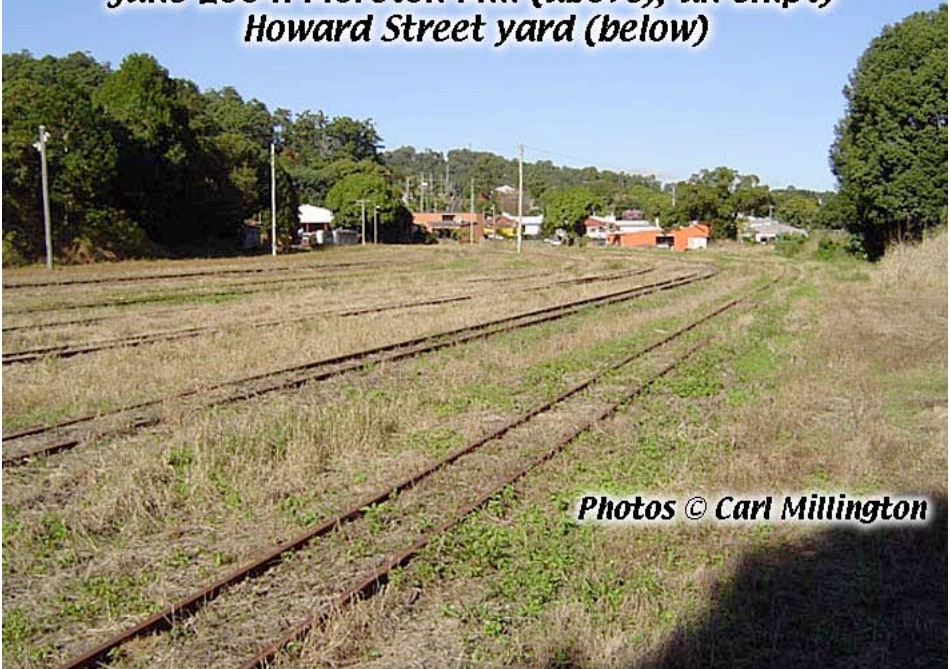
Something to think about.



Cook and Ivy (top) at Andreasen's siding canetainer loading ramp, Mossman Mill on 21-10-03. Strathalbyn departing Invicta Mill at Guru heading south on 20-10-03. Photos by Paul Rollason.



June 2004: Moreton Mill (above), an empty Howard Street yard (below)



Photos © Carl Millington

ANGRMS web site changes ISPs

Lynn Zelmer

ANGRMS received its domain name (www.angrms.org.au) some years back when such registrations were without charge or expiry date. More recently domain name registration became a commercial business and ANGRMS, like many other organisations, was required to conform to the new system. At the same time we have taken the opportunity to consolidate the web site in a single location. I would like to thank Brian Evans and colleagues at Railpage for hosting part of the site for many years and say hello to David Halsey of ByteRocky, who will now be responsible for servicing the whole site.

Scheduled Activities and Contacts

2004 Track Work Parties	Saturdays 10 July, 14 August, 11 September, 9 October, 13 November and 11 December
General Work Parties	Every Saturday
Woodford Open Days	Every Sunday
Running Days	Suspended until further notice

Paul Rollason	President	07 3278 9110 or e-mail serpar@bigpond.com
Di Ezzy	Secretary	07 3323 3396 or e-mail EzzyDi@telstra.com
Steve Baker	Treasurer	07 3857 2495
Greg Stephenson	VP & Track Day Coordinator.	07 3844 9269 or e-mail greg.stephenson@uqconnect.net
Terry Olsson	VP	07 5497 4285 or e-mail terryolsson1@hotmail.com
Bob Gough	Board Member	bobjillba@iprimus.com.au
George Hadley	Board Member	gchadley@bundysugar.com.au
Lynn Zelmer	Webmaster & DRB Editor	lynn@zelmeroz.com
Society web site		www.angrms.org.au
Station Master's Office	At Woodford	07 5496 1976