

The Property Officer
Coorong District Council
95-101 Railway Terrace
TAILEM BEND SA 5260

21 June 2022

Project No. WGA220616

Attention: Mr Justin O'Brien

Dear Sir

COORONG COUNCIL CARRIAGE CONDITION ASSESSMENT INSPECTION OF RAILWAY CARRIAGES, TAILEM BEND ON 25 MAY 2022

1. BACKGROUND

The Coorong District Council has seven old railway carriages/wagons and it is seeking advice before deciding on what use to put them to.

This inspection addresses the structural and physical condition of the equipment.

A separate report has been commissioned to identify any potential contamination in the units. This was carried out by McMahon Services and is included in Appendix A.

2. DESCRIPTION

There are seven independent "carriages" lined up on a track opposite the Coorong District Council chambers, on Railway Terrace. Approach is from Station Drive. The track runs NW to SE.

Starting from the south-eastern end:



No 1: M7127 Enclosed Carriage. 11.1m long nett. Contains miscellaneous loose slings and rigging gear

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No 2: Timber sided Accident Van No 1, M8213. 13.5m long nett. Contains tools and recovery gear



No 3: White enclosed Accident Caboose. 15m long nett. Rec/work area, bathroom, kitchen, store



No 4: Older style open-sided goods wagon. 13.5m long nett



No 5: Very long white open-sided covered goods wagon. 23m long nett



No 6: Green metal clad enclosed carriage, 12.5m long nett



No 7: White timber sided enclosed accommodation carriage. 8m long nett

3. GENERAL OBSERVATIONS

The following observations apply to all carriages/wagons.

Rail gauge measures 1665mm centre to centre, i.e. Broad Gauge, which is 1600mm between the rails.

Highest point of the highest carriage (Crown of roof of No 6) is 4.3m from the rail.

None of the carriages is considered fit for re-use in service. However, it is considered that, subject to repairing damaged and deteriorated elements, each could be adapted to some static public use where the public could enter and walk around inside them.

The bogies and primary structure are clearly strong enough for such a use as it is considerably less onerous than the original industrial functional condition.

All roof sheets need to be checked before transportation as they may blow off during transit.

Loose interior items need to be secured for transport. The degree to which this needs to be done should be assessed when the style and duration of handling, transit etc is better known. i.e as a result of a specific risk assessment.



4. SPECIFIC OBSERVATIONS

No 1: Enclosed Carriage M7127

Enclosed storage carriage containing loose miscellaneous slings and gear.

Length 11.1m 12,1m coupling to coupling.

Nameplate Tare 30 tons.

Walls: Metal panels bolted (or riveted) together. Some significant rust in places near base. Also, at roof-wall joint.

Roof: sheet metal. Barrel form. Some significant rust.

Floor: Timber planks. Badly worn but generally sound. A bit springy at one end.

Chassis: sound but showing some sign of age. Surface rust but no significant loss of section.

2 No Bogies. Independent, i.e. easily removed for transport.



No 2: Accident Van No 1 M8213

Enclosed carriage fitted out to contain recovery equipment, tools and gear. Schedule of contents on board outside.

Length 13.3m nett, 14.3m coupling to coupling.

Nameplate Tare: 30 tons.

2 No Bogies. Independent, i.e. easily removeable for transport.

Chassis sound but showing some signs of age. Some surface rust but no significant loss of section.

Roof: Corrugated Galvanised iron. Appears sound.

Walls: Timber boards. Painted white. Some graffiti. Some damage at one corner.

Floor: Timber planks. Heavy duty. Sound.



No 3: White Accident Caboose

Enclosed carriage fitted out for a recovery team.

Length 15m nett. 16m coupling to coupling.

Nameplate Tare: 28t 7 cwt, i.e. 28.35 tons.

Four areas: seating. Kitchen. Toilet /shower, equipment store. Many loose items.

Walls: metal clad. Some rust at base of walls, otherwise sound. Windows with mesh protection.

Floor: timber planks. Sound.

Roof: Sheet metal. Appears sound.

2 No Bogies: Independent i.e. easily removeable. Longer style than the common bogie units.

Chassis: sound but showing some sign of age. Some rust but no significant loss of section.



No 4: Older Style Goods Wagon

Length: 13.5m net approx. 14.5m coupling to coupling.

Open-sided wagon with a roof over half the length. Timber floor. Fitted with a crude davit hoist.

Riveted chassis beams of profiled section. Deeper in the central section.

Nameplate Tare: 25t 7 cwt, i.e. 25.35 tons.

Two bogies. Independent i.e. removable for transport.

Timber planked floor. Poor conditions particularly where not sheltered by a roof.

Roof over about half length of the wagon. Plain sheet metal cladding.

No sides but regular posts-initially as handrail posts, but (later?) extended to support roof structure.

A crude underslung travelling hoist with a slewing jib has been installed beneath the roof structure. It was originally powered by compressed air. Not suitable for use.

Remove, or secure for transport.

Chassis showing signs of age. Sound with some surface rust. No significant loss.

Additional goods. Axle with two wheels. Some spare timbers.



No 5: Long White Open-Sided Covered Wagon

Length 23m net approx. 24m coupling to coupling.

Height: 4.3m from rail to the crown of roof.

2 No bogies. Independent type, i.e., easily removable for transport.

Floor: steel chequer plate. Sound.

Roof: Metal clad. Very poor. Condition poor, particularly near each end where there is little left.

Not safe for transport. The substructure is ok.

Chassis: sound but showing signs of aging. Surface rust but no significant loss of section.

Profiled stringers: max depth (central section) approx. 400mm.



No 6: Green Metal Clad Enclosed Carriage

Length 12.5m nett approx. 13.5m coupling to coupling.

Floor: Steel.

Walls: metal clad, and metal lined. Sliding doors.

Roof: plain sheet metal. Barrel form.

Nameplate capacity 40.7 tons.

Chassis is sound but showing some signs of age. Rust is present but no significant loss of section.

Floor, walls and roof metal work are all generally sound but showing local areas of significant rust.

Two bogies. Independent of chassis, i.e. could be simply disconnected by lifting the carriage off.

Full of miscellaneous materials. Check. Review before transport.



No 7: White Timber Clad Carriage Fitted Out for Accommodation, Consisting of Three Sections: Bunks, Bathroom, Kitchen

8m net length, approx. 9m coupling to coupling.

Walls are timber boards.

Floor: timber boards.

Ceiling: timber matchboard, barrel form.

Roof: Corrugated Galvanised Iron (CGI). Barrel form.

Nameplate Tare: 10.7 tons.

Two bogies – integral with chassis (older style). Not easily removed.

Chassis sound but showing signs of age.

Some rot in the wall timbers. One door damaged.

Floor appears sound.

Roof in poor condition but generally sound. Not extensive rust.

Chassis and bogies have surface rust but little overall loss of section.

Plenty of loose items.

Similar height to No 6. i.e. no more than 4.3m incl bogies.



5. CONCLUSIONS

All seven units are considered of sufficient structural integrity and strength to allow them to be used as static displays and most can be made accessible to the public without major works.

They all require special attention before transporting as loose items might fly off during transport. Also there is the potential for loose items inside to move around. Refer to the detailed observations above.

Any lifting or moving should be carried out by qualified professionals.

Refer to the McMahon Report for the recommendations on contaminated paint and asbestos.

If you have any questions about this report, please contact the under-signed or Rodger Weste of this office.

Yours faithfully



Mark Gilbert
Consultant
for
WALLBRIDGE GILBERT AZTEC

Appendix A – McMahon Services Contamination Report

SMG:RW:ks

