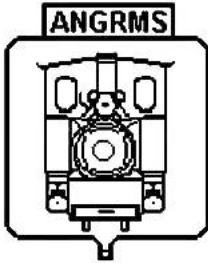


Durundur Railway *Bulletin*



Newsletter of the Australian
Narrow Gauge Railway Museum Society

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RMP Baguley being unloaded at Woodford Station, April 2004. Bill Blannin photo. (bb136)

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Next Track Work Parties: 12 Nov, 10 Dec 2005 & 14 Jan 2006

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ANGRMS Scheduled Activities

Track Work Parties	Saturday: 12 November, 10 December 2005, and 14 January 2006
General Work Parties	Every Saturday
Running Days	First and Third Sundays

***Members and their Families are invited
to join together to celebrate
Christmas at Woodford
on Sunday, 18 December
from 12.00 pm
BYO BBQ OR PICNIC LUNCH AND DRINKS
Our Safety Goal - No Injuries***



An Outing for Nelson

(article courtesy The Ballyhooley Steam Railway (BSR) Port Douglas Qld)

Nelson and No. 5 (left)

A team of Ballyhooligans headed out to Mulgrave Central Mill to take the mill's steam locomotive, Nelson, on an outing. Tom (Head of the BSR Infrastructure Division), Chris (member of the BSR Locomotive Operations Division) and Matt (Head of the BSR IT Division) were on hand to take the old fella for a leisurely stroll around the Mill's rail system.

Nelson spent all of his working life at Mulgrave Mill (MM) before being put on static display in a local park. He was eventually rescued from the park and returned into service for the Mill's "Mulgrave Rambler" tourist train. Sadly, the Mulgrave Rambler service was halted and Nelson hasn't been in steam for 8 years. He now spends his days in a shed out the back of the Mill.

It's been about 2 years since Nelson has moved so our first task was to give him some grease and oil. We then enlisted the help of MM Locomotive No. 5 to drag Nelson over to the Loco shed. Once at the shed Nelson was put over the (very nice) pits and given plenty of grease and oil. Tom managed to find a hose that fitted Nelson's air reservoir so he could be fed air by No. 5.

This allowed us to give his long disused brakes a bit of a work out. He was then given a quick wash before we headed down to the Mulgrave River for a photo shoot.



The old wooden bridge over the river is scheduled for replacement this wet season and Tom was keen to get some photos of Nelson on the bridge before it went. We spent almost an hour at the bridge taking shots of Nelson and No. 5. We were interrupted only once by a loaded train heading back to the mill and our two locomotives were stashed away in a storage loop while No. 19 and about 60 loaded bins headed past.



Nelson over the pits (above left) and Posing at the Rambler Station (left)

It was then time to head back but we wanted to turn Nelson before we put him away. We left Nelson in a siding near the Loco shed while we took No. 5 to clear the balloon loop which was being used to store empty bins heading for the workshop. The track was quite overgrown in one place but No. 5 did some excellent gardening for us. The Mulgrave Rambler Station is on part of the loop so we took some photos of Nelson at the platform before taking him home. We then headed done to the shed and put Nelson away. Hopefully it won't be another 2 years before his next day out!



President's Report

Terry Olsson

Our Bundy Fowler steam loco is still out of action awaiting boiler repairs. Whilst we could just get a company in, the cost is beyond our present resources. Therefore, it is taking a bit longer than expected. We are receiving considerable help and guidance from the Australian Sugar Cane Railway (ASCR) in Bundaberg and Peter Ford in Mackay. This assistance is greatly appreciated, and is one of those side benefits of being part of the Association of Tourist Railways Queensland (ATRQ).

With our steam loco out of action, the high cost of fuel reducing the number of people "*just driving about*", and the onset of the normally quieter hotter months, has seen a resultant effect on our income with a drastic reduction. Therefore, I again have to ask all members to try and reduce expenditure by thinking very carefully before purchasing something. Any donations will be most welcome.

On Saturday 2nd October, our operations were audited by Queensland Transport (QT). I would like to thank David Mewes and Paul Rollason for the incredible amount of work they have put into our "Accreditation". Audits such as this show how important it is to keep this area up to date.

I do not know where the year has gone. As this will be the last DRB before Christmas, I would like to take this opportunity to wish all members and our supporters, a very Merry Christmas and a Happy New Year. I would like to thank you all for your help during the year, and hope to see you at our Christmas Party on Sunday, 18 December.

DRB Editor

If you would like to share your skills – then Editor of the DRB may just be the thing you are looking for – please contact Terry Olsson if you are interested.



Board Notes

Di Ezzy, Hon. Secretary

Members are asked to please ensure that all electrical equipment, especially the kettle, from the Workshop to the Cottage is turned off and unplugged prior to leaving the site.

Any Member who can assist with the distribution of ANGRMS brochures to tourist information centres etc. please contact Terry Olsson.

2006 Membership Renewals - The 2006 Membership

Renewals are enclosed. It would be appreciated if all Members could complete the personal details section of the form so that the Society's records contain the necessary information for emergency contact/s, should it be necessary for those members attending Woodford, and for health assessment purposes. This would then enable us to make contact with your nominated representative in the event of an emergency. Details provided will be administered as per the Privacy Laws.

For those members, with a medical condition, attending Woodford, it is suggested that you may wish to provide details of your medical condition in a sealed envelope (the envelope would **not** be opened by ANGRMS). In the event of an emergency, we would then hand the sealed envelope to the Emergency Services (Ambulance) personnel attending the site. This would ensure that you receive the appropriate treatment sooner rather than later. We seek your assistance in the above matter as we want to make sure that you are looked after.



Track Matters Greg Stephenson

Woodford Station Modifications: Due to other commitments during recent months, progress has been limited on the modifications to the Woodford Station Yard. Priority has been given to maintenance works on the existing mainline.

Bracalba Quarry has agreed to donate a further 30 tonnes of screenings for use as ballast and delivery will be arranged in the near future. This material will be used on the passing loop in Woodford Station. This donation represents a considerable benefit and significant saving for this project. We are particularly grateful to Bracalba Quarry for their on-going support.

Mainline Trackwork Maintenance: Unfortunately, the September track day coincided with other commitments for many of the regular track workers. A very small crew gathered for this day. The morning was spent “de-spiking” ex-Nambour sleepers for use in the compound as part of the Woodford Station modifications. A cluster of “bad” sleepers was renewed in Freeman’s Cutting after lunch.

The October track day turned out to be an unseasonably hot day. However, good progress was made on sleeper renewals, respiking and ballast packing at around Ch 400 in Freeman’s Cutting. Further work will be scheduled in this area for a future track day. Late in the day, we repaired a washout beside the track near Storybrook Cottage. Some work was also undertaken to reinstate drainage channels in this area. Further work will be required on the drainage in this area.

The monthly work parties are scheduled for Saturdays 12th November and 10th December 2005. 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.

New Train for the Track Gang: Following “on track testing”, our Mechanical Engineer, Mr Leslie Beahan has certified the following items as fit for purpose on ANGRMS’ Durundur Railway:

Bridge Carpenter Tool and Crib Van – ex-Nambour Mill.

Bridge Carpenter Tool Box (Solid Sided) – ex-Nambour Mill.

Bridge Carpenter Tool Box (Mesh Sided) - ex-Nambour Mill.

Rail Mounted Compressor Wagon – ex-Nambour Mill.

An application for accreditation of this equipment by Queensland Department of Transport has been made.

Whilst the Rail Mounted Water Tank – ex-Nambour Mill has been successfully tested for rail operations, it requires some additional work to ensure safety of fire-fighting operations before “full” accreditation can be sought. These works include:

Positively attaching the water pump to the wagon frame;

Fitting a handrail around the end of the wagon where personnel stand to operate the fire hose.

Testing of the “Caged Tool Wagon – ex-Goondi Mill” has not been undertaken because it is currently stored in a location that cannot be accessed for testing.

Passenger Rollingstock: Work continues on fabrication of a seating module for Wagon No. 29 - the Douglas Shire Tramway open wagon. The roof has been fitted and modifications made to seat frames. Seats have been fitted and mesh panels installed on both ends. Some minor works such as touch up of the paintwork and fitting of signs remains to be completed.

Grounds: One of the anticipated outcomes of the fire training day was that it would help to dispose of the felled timber along the mainline. Unfortunately, due to wet conditions this was not totally successful. More work is required to clean-up these areas. Work is progressively continuing to clean up the area on the north eastern side of mainline between the workshop and the gate at Freeman’s Cutting. One of the advantages of having a ride-on mower available is that additional areas are progressively being mown. This is greatly improving the presentation of the site and will help reduce future fire risks.



Safety and Training

Paul Rollason

I know it must seem less interesting to read my article every two months over the other articles in the DRB. Nevertheless, this is one way that we can update all our members on the important changes in the safety and training arena.

The most significant event over the last couple of months was our first audit by Queensland Transport (QT) since our closure. In fact, it has been 3.5 years since our last audit and a substantial amount of water has passed under the bridge. The QT audit team was led by Sue Davies and she was accompanied by two other “new kids” on the block. The audit lasted 2.5 hours and consisted of both a desktop and operational audit. The audit went very smoothly and QT was extremely satisfied with the standard of our records. They were also pleased with our operations and there shouldn't be any huge recommendations. We know of a few minor things that will be recommended (like formally assessing and accrediting our diesel drivers and documenting this; and staff not knowing some basic information in our Safety Management System (SMS)) that will be in the final report.

As a result, we have now designed an assessment for our diesel drivers and all drivers will be assessed over the coming months so that we can complete our training requirements. This will then mean our drivers will have diesel accreditation as well.

There are two issues that I would like to bring to everyone's attention that will require all operations staff to make an effort to be sure they comply. These are:

Accident and Incident Report Forms.

There is now a folder in the Station Master's Office that is marked “Accident & Incident Report Forms”. There are two different report forms should an accident or incident occur.

Major Accident and Incident Report Form: This is to be used for any accident or incident that is anything other than minor. A slip, trip or fall, derailment, injury, major fire etc. should be recorded on this form and returned with the running sheets. Anything that is a significant accident also needs to be reported to myself and Queensland Transport or the Division of Workplace Health & Safety within two (2) hours of the accident.

Minor Accident & Incident Report Form: This form is to be filled out when there is a minor injury such as a mild cut or something requiring only minor first aid. These still need to be reported and recorded as it is a requirement of the Workplace Health & Safety legislation.

Re-familiarisation with all aspects of our Safety Management System (SMS)

All operational staff should take the time to re-familiarise themselves with the contents of our SMS so that you don't become too complacent with it as it could result in an accident and either yourself or a colleague being injured. Everyone forgets the little things over time and you should refresh the mind. I would suggest that prior to each running day have a quick flick through the SMS to remind yourself. A few minutes could save your life or someone else's.

With the many changes happening in the regulatory field in the rail industry, it is very difficult to keep abreast of all the issues. Some of the current changes include:-

The National Accreditation Package (NAP): We will have to change our SMS to make sure we comply.

Rollingstock Codes of Practice: There are 24 sections to this document and we will need to address all of them. They include Codes of Practice on axles, lighting of rollingstock, wheels, electrical, construction, radio communications etc.

Drugs and Alcohol Codes of Practice: We will need to become compliant in this area with our management of these potential problems.

Fatigue Codes of Practice: We will need to become compliant in this area with our management of these potential problems.

Re-newable Boiler tickets: There is a call by Workplace Health & Safety to make each ticket holder sit for their boiler ticket every 5 years which would have a huge impact on us all.

ME79 Project – Review of the Australian Standard AS4292 and AS 5022. These are the two Standards that determine our accreditation.

This is only naming a few of the changes occurring in our industry and as you may be able to appreciate there is a huge amount of paperwork that goes on behind the scenes. You can assist us all by participating in training sessions and reading these types of articles so you can be aware of the changes that will come through. Bodies like ATRQ (Association of Tourist Railways – Qld) and ATHRA (Association of Tourist & Heritage Rail Australia) make submissions on these sorts of issues to make sure our needs are met and that we don't become too overburdened by the changes.

Over the last three months, I have also been rewriting ANGRMS' Risk Register which identifies our risks, rates them and shows how we are going to manage them. I have had to do some in-depth research to see what would now be an industry standard and also call on many favours from other railways so that we can adequately identify and manage our risks. Previously, we had about 20 risks identified which is very low. Currently we have identified 142 risks that we will

have to manage. We are probably indirectly managing them already but we have to make sure that we are doing so properly and document it. This is a very time-consuming task but we hope to have this document complete by Christmas. This document will then be spread nationally to assist others railways and so we get some sort of “standard” happening right across Australia.

The safety statistics for the last couple of months are as follows:-

Item	Jul	Aug	Sep
Passenger Journeys	170	116	135
Train kilometres travelled	52.5	51.65	46.5
Passenger train kilometres	49.1	42.5	39.1
Employees	22	19	14
Injuries	Nil	Nil	Nil

Last, but not least, if you have **any suggestions for improvements** then please don't hesitate to contact me at any stage (H) 3278 9110 or e-mail serpar@bigpond.com . It is a team effort that will lead us to having a safe and injury free railway.

Operations, Sales And Marketing

Terry Olsson: Ph 07 5497 4285 (or via the Society PO Box), or e-mail sales@angrms.org.au

Public Running: Public running days continue on the first and third Sunday of the month, between 10am and 4pm. Unfortunately, our steam loco is still under repair, and with the onset of the hotter weather, our passenger numbers are dropping off.

New Roster Clerk: David Mewes has taken over from Bob Gough as Roster Clerk for our running days. David has recently sent out a roster for the rest of this year, and is in the process of sending out one for the first six (6) months of next year. We all live busy lives these days, and this advance notice should certainly help. I ask all members to support David in this difficult task. If all accredited members take their turn on the roster, we can spread the workload, and you should not be required any more than once a month or even less frequently.

If for some reason, you find you cannot make it on one (1) of your rostered days, please give David as much notice as possible. Not only will this make David's life a bit easier, it is also fairer on your fellow members who may have to change their plans to fill the vacancy. If you are accredited and have not been contacted, or are interested in becoming accredited in one of the operating roles, please contact David (details below) – he will be only too glad to hear from you.

Contact Details: Postal Address: PO Box 5233, Algester, Qld, 4115

Home Phone: 3273 2014; Mobile Phone: 0407 146 750; Home e-mail: mewesdj@powerup.com.au

Lunch Break on Running Days: Where possible, we will try to have someone available on running days to do lunch-time relief. If for some reason this is not possible, we are going to trial having a half hour lunch break at a suitable time between noon and 1pm. The actual time will depend on passengers, trip times etc. The Station Master (SM) will liaise with those on site and decide the actual time. If for some reason you need to eat at a certain time, please let the SM know as early as possible on the day so they can make any necessary arrangements.

Any passengers showing up just prior to or during this time should be advised very politely of the lunch break, and perhaps suggest they have a look in the display room while waiting. Remember to ensure those already down at Story Brook Cottage are aware of the break. Telephone numbers of some local shops will be put up on the wall in the SM's Office and it is suggested that anyone wanting cooked food phone earlier in the day and pre-order your meal so we can keep the lunch break to the half hour.

Sandgate PCYC Model Railway Show: ANGRMS will again be putting on a display/sales stand at the Sandgate PCYC model railway show on 4 and 5 March 2006. If you can help on either of these days, or with the setting up/dismantling, please let me know. It is important that members help with these vital promotion/advertising and sales events.

Pre Christmas Members Discount on Sales Items: Yes – it is time to start thinking of those Christmas gifts again! As a special offer to members, we will be offering a 10% discount on all sales items (excluding drinks) during December.

Monthly Statistics: The figures below are the statistics for August and September 2005:

Type	August	September
Paying Passengers	69	121
Passengers as per Guards Sheet	116	135

Note: All Day Tickets issued due to Steam loco not being available.

“VALDORA”

(article courtesy Ross Driver (Sec) Locomotives/Rolling Stock Maintenance Coordinator of the Australian Sugar Cane Railway)

On September 3rd 2005, Valdora was recommissioned by Grant McLean (Chief Executive, Bundaberg Sugar Co). The society asked Grant to drive the first diesel train to haul passengers around the gardens. “Germany” was under steam thanks to Dave Twiss former Engineer with the Royal Australian Navy and guests could enjoy this loco as they entered the shed. The diesel operated in the afternoon as part of Bundy in Bloom celebrations.

The locomotive was purchased from Bundy Sugar and when it first arrived was not drivable till our engineers took her apart to find the problems. These were mainly due to pneumatics and were quickly fixed. The loco was dismantled to repair corrosion areas as the engine had been sitting in the open for quite some time. The interior & exterior were completely stripped back to bare metal grit blasted and repainted with an industrial polyurethane 2-pack paint.

The striping at the front was kept to original Moreton markings as was the rest of the locomotive. It was decided that the time period for the engine would be as it saw service during the 2003 crush. We added doors to the engine bay to comply with Occupational Health & Safety these were painted matt black to make it appear as if there are no doors. (The loco ran with out engine bay doors for cooling purposes.) The restoration took the society approximately 10 months to complete and the dedication of members to seeing the task through was very admirable.

The society drew on the skills from members who were mainly ex sugar milling trades both current and retired plus members from other backgrounds that have recently joined. The locomotive has just gone through another modification in the form of having auto couplers fitted front & rear and these are making life a lot easier for the crews. The rest of our rolling stock & locomotives have now had this conversion and the job was done over three days thanks to our engineering section. (We had 3 engineers, 2 fitters, 2 boilermakers and 4 assistants working on the project.)

ASCR is currently restoring the "INVICTA" locomotive and when this has been completed will have the luxury of 3 working steam locomotives & 1 Diesel "VALDORA". As "INVICTA" restoration nears completion we will commence work on No.1 Fowler locomotive. "VALDORA" at present is only used for shunting duties and the occasional extra running day when it is not profitable to run the steam locomotives. Even though it is a beaut little locomotive all of us are steam people and do prefer driving the steamers.

We all realised that the "VALDORA" had to be restored to running order as it worked in the sugar industry so that visitors can obtain first hand a look at these little locos used in our industry today.

The Australian Sugar Cane Railway would like to thank ANGRMS for the opportunity of reporting on what we feel is a very historic little diesel locomotive.



President, Wendy Driver OAM inspects the lifting of “VALDORA”, Engineer, Jeff Mareese supervises the loading onto Bundy Sugar's low loader, Nov 2004



“VALDORA” Commences service for the Australian Sugar Cane Railway, September 3rd 2005