

Durundur Railway *Bulletin*

Newsletter of ANGRMS, the Australian
Narrow Gauge Railway Museum Society

Margaret Street, Woodford

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Tyler Meiklejohn (left) and Ryan Silk posing on the hand pumper trolley before being loaded on the trailer for display at the Caboolture Historical Village in June 2011. Bob Gough photographer.

Running Days: First and Third Sundays

Trackwork Days: 10 Sept, 8 Oct, 12 Nov, 10 Dec

Work Days: Every Saturday; Light Duties on Third Wednesday

Our Safety Goal - No Injuries

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Scheduled Activities

General Meetings: Second Friday: Feb, Apr, Jun, Aug, Oct, Dec; combined with LRRSA at the BCC Library, Garden City Shopping Centre, Mt Gravatt; 7:30 pm, entry from 7:00 pm (after hours entrance at rear of Library)

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

Bequests

We appreciate your help and support now, but consider mentioning us in your will so your contribution to ANGRMS can be remembered. A bequest can be left for a particular project and commemorated through the placement of a permanent plaque or the naming of the project.

Bequests also allow us greater access to grants when a matching contribution is required from us or to assist with additional costs. For more information, contact the President.

President's Report

Terry Olsson, President

The last few months have been extremely busy.

As reported last month, the new Rail Safety Bill 2010 was passed by the Queensland Parliament in September last year, with all accredited railways in Queensland being required to comply by 1 September this year. It was decided that this would be a good opportunity to also reorganise our Safety Management System (known as SMS and Operations Manual) so that it was in a more logical order and easier to read. Over the years, various amendments had been made which made the existing document difficult to use. By reorganising the SMS and putting similar things together, it revealed some areas of the SMS had slight variations in the way things were required to be done, so these have also had to be corrected.

In addition to the changes to the SMS document, we have also undertaken the biggest review of our risks in many years, with the new Risk Register now covering not just safety risks, but also covering such things as environmental, commercial and WPH&S risks. To make risk assessments more suitable to our operation, Graham Wilson has developed new categories for scoring risk.

Overall this has been a huge task, and I would like to particularly thank member Graham Wilson from Cairns (one of the advantages of modern technology!) who has lead these changes, along with Gordon Anderson, Greg Stephenson and Peter Hall who have assisted at various stages.

During the last few months we have also had our annual internal audit as well as an external audit by Queensland Transport.

During August we also reviewed and commented on the proposed new National Rail Safety Act and Regulations. This is part of the move towards a new national rail regulator (expected to be in place in 2013) which will replace the present system where each state has its own regulator and safety act. It is important that we review and comment on things like this, as we need to make sure small, lower risk, railways like ours are considered and catered for. While the timing was not good because we were already busy dealing with the State Act, having to review the National Act at the same time did make it easier to compare the differences, and see where any changes would be needed. As it looks at this stage, the work to meet the new state act will be of great benefit and save a lot of work in the future. I would like to again thank Graham Wilson for the incredible effort he put into reviewing and commenting on the proposed National Act and Regulations.

While all of this may appear ominous and complicated, most of it is really just common sense and documenting what we do and how we do it. It is

important we do things safely, not just for our passenger's safety, but also for our own safety.

In addition to the above, I have also been busy with the Strathpine show, as well as normal day to day operation of the society. With increasing costs, and tougher economic times, we have had to keep on top of our marketing to ensure we continue to maintain our patronage.

October this year marks the centenary of the turning of the first sod for the extension of the Queensland Government Railways line from Woodford to Kilcoy. ANGRMS, in conjunction with the Kilcoy Historical Society, will have a display in Yowie Park at Kilcoy on his day.

Remember – safety first!

Safety and Training Report

Gordon Anderson, Vice President, Safety and Training

ANGRMS Safety Management System (SMS)

All accredited railways are required by the Department of Transport and Main Roads (Rail Safety Regulation) Branch to have their SMSs amended to comply with the Transport (Rail Safety) Act 2010 and the supporting (Rail Safety) Regulation 2010, and submitted to the Department by 1 September 2011. The Department employed External Consultants Parsons Brinkerhoff to liaison with Queensland's Heritage/Tourist Railway Organizations to assist them in amending their existing SMSs to comply with the above legislation.

As this was a major exercise, it was decided to take this opportunity to do a total review of ANGRMS existing SMS (Amendment 6) so as to include the amendments required since its introduction in 2008, the amendments required to comply with the above legislation as well as to make the SMS more user friendly by being more concise with an improved layout.

An audit of ANGRMS' existing and proposed amendments took place at Woodford on 26 July 2011 with Terry Olsson, Greg Stephenson and myself. In addition to the audit and discussion on the SMS the consultants inspected ANGRMS' infrastructure and rolling stock.

At the conclusion of the audit, we were informed that ANGRMS' amended SMS appeared to comply with the requirements of the legislation, but on the overall review of ANGRMS' operations there were some minor items we need to address.

We await the official report of this audit.

Member Graham Wilson had generously offered to be the author of the amended SMS, and has spent considerable time on this project assisted by

Terry Olsson, Greg Stephenson, Peter Hall and myself have been involved in our areas of concern.

This amended SMS was adopted by the Board of Directors at the August Board Meeting and has now been submitted to the Department of Transport & Main Roads (Rail Safety Regulation) Branch.

I would like to thank the above Members for the many months of considerable effort and time they have put into this project to ensure ANGRMS continued future as an accredited railway.

Once Queensland Transport have advised they accept our changes as meeting the requirements of the new act, training sessions will be arranged for all concerned to make them aware of the changes.



The special train operated on Sunday 24 July 2011 for the Department of Transport and Main Roads - Rail Safety Audit. It's on the rehabilitated track between the Workshop and Compound Points. Greg Stephenson photo

Emergency Contacts, Phone Lists and Emergency Access Points

Included in the above amendments are updates of the Emergency Contacts and Phone Lists and the Emergency Access Points Map. As an interim measure, I have placed the updated lists and map on the notice board in the Station Master's Office, the QCWA Cottage and the Workshop.

Annual Review of Approved Safety Management System

As required by ANGRMS' accreditation, I conducted an Annual Spot Audit of compliance with our SMS. This Audit was conducted on 9 July, a Track/Work Day, 17 July, a Running Day, 20 July, a Light Duties Work Day, and a Desktop Audit from the Board Meeting on 6 July to the date of this report.

The results of the Audit are that, overall the practices on the Durundur Railway are safe and present no intolerable risk to the public or their staff. Some issues were identified, in particular, some staff are not signing off in the book on completion of their day's duties. Appropriate action will be undertaken to rectify these items by consultation with all volunteer staff who assist in the operation of our railway.

Random Breath Testing

As part of the new legislation noted above, ANGRMS is required to implement random breath testing of its Volunteer Staff. This is now part of ANGRMS policy on alcohol and drugs.

Emergency Training Day

I met with Members of the Woodford Emergency Services on 17 August to discuss the Draft Emergency Access Points Map and to implement an Emergency Training Day. It was decided to have a combined Training Day with the Rural Fire Brigades similar to the one we had in 2006. This included burning off the vegetation along our railway with the equipment from the Rural Fire Brigades and ANGRMS' fire fighting equipment.

The tentative date is in March 2012; as planning progresses a date will be set and members will be advised.

Some Civil Notes

Greg Stephenson, Track Day Coordinator

Number 2 Workshop Road

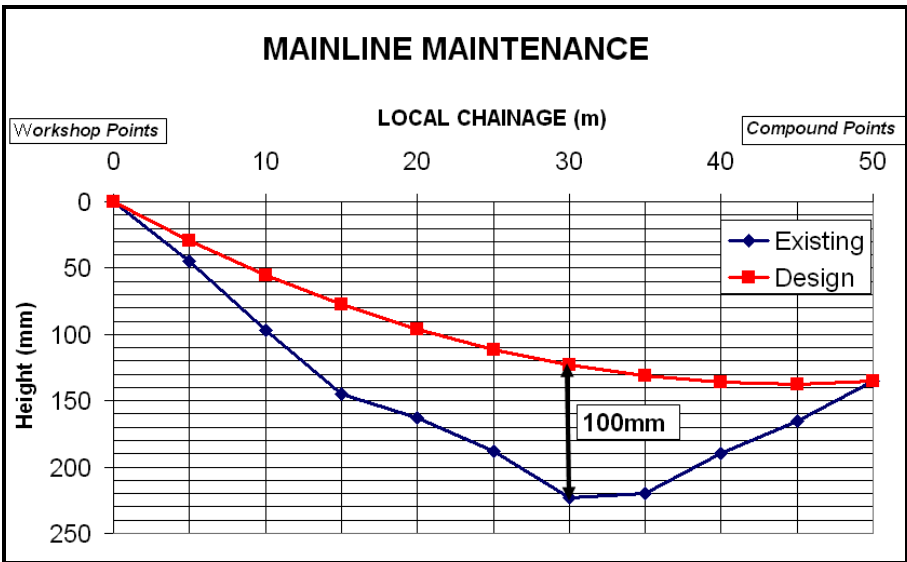
Work has continued on the servicing area with excavation and low retaining walls completed. A 150mm diameter pipe has been installed under the entry track in front of the workshop to ensure the excavated area will drain. Cages of reinforcing steel for the concrete foundations have been fabricated. The next phase is to place the concrete for the foundations and floor of the excavated area.

Currently the steel beams to support the rails are being stripped down and painted. When these are completed they will be temporarily supported in place to ensure that all the foundation bolts are in the correct location before concreting

This project will continue as resources and weather permit!

Track Maintenance Work

The previous issue of DRB highlighted that the mainline track from the Compound Points to the Workshop Points was "pumping" in the middle of the curve. This section has been strengthened by lifting and packing with additional ballast. With this section, we "raised the bar" on the standard of our track work. We started by taking a series of levels along the track and found there was a definite hollow that needed to be lifted by 100mm as shown in the following graph. A vertical curve was designed to tie into the two sets of points at each end. We then jacked the track to these new levels before placing a full wagon load of ballast and packing. The finished section looks very professional. Now, the challenge is to raise the rest of the mainline to a similar standard!!



An impromptu track day was held on the afternoon Saturday 6 August 2011 when we replaced a cluster of three sleepers and three isolated defective sleepers at Story Brook Station. An inspection had revealed that one of the rails was loose so it was repaired before the following running day. This section of track will be "by-passed" when the new Story Brook Station is constructed to suit the future alignment of the Peterson Road level crossing. However, it was considered important to maintain this section until the new track is completed.

The next priority is a group of defective sleepers around Ch 600 that need to be replaced. Continuing to treat these defects as they are identified ensures we keep "on top" of maintenance and maintain a safe operating track.

We plan to continue our commitment to routine maintenance activities with the monthly track work parties held on the second Saturday of the month. The track work days are scheduled for **Saturdays 10 September, 8 October, 12 November and 10 December 2011.**

Operations, Sales And Marketing

Terry Olsson, Operations, Sales and Marketing

Public Running Days

Public running days continue on the 1st and 3rd Sundays of each month. Thanks to the additional effort being put into marketing of our railway, we are continuing to hold our own passenger wise. With the tougher economic times at present, this is a tremendous achievement.

Roster

Neil Trevorrow is now ANGRMS roster officer so please direct all enquiries to him by e-mail (trevorrow26@optusnet.au) or phone (07 3263 6761 or 0402051546).

Brochures

We have just had a new batch of the yellow brochures printed so if you can help by placing these at a suitable location such as your local library, please contact Brian Webber or myself. These brochures are a very cost effective way of advertising our railway.

Woodford now has a new Tourism Information Centre located near the water tower in the main street. This is something which is very beneficial to the area, and is certainly helping to promote our railway by handing out a considerable number of our brochures every month. The Moreton Bay Regional Council and the volunteers who staff this centre are to be congratulated on their efforts.

White Passenger Information Brochures: As mentioned last month, thanks to the efforts of Brian Webber and the Moreton Bay Regional Council we now have a good supply of the white information brochures. The sales staff and Station Master on public running days are reminded to give these to the passengers when they purchase their ticket or board the train.

Coal

Thanks to the efforts of member Sam Erb, the New Hope Group of collieries has generously agreed to donate up to half a tonne of coal every two months. In order to get the type of coal we need, we will need to pick this up from one

of their mines on the Darling Downs. With ever increasing costs, on behalf of ANGRMS I would like to thank the New Hope Group for their generous help and support.

This coal will not be replacing waste timber as our principle fuel source, but will be used to fill holes in the fire which would otherwise require additional timber.

Special Running Days

Brian Webber is the co-ordinator for special running days and group bookings. Therefore if you have any suggestions or contacts in bus companies, car clubs etc please let Brian know (Ph 07 33542140 or e-mail bwebber5@bigpond.com).

Bus Groups/Car Clubs etc.

The bus visit planned for 27 August has now been deferred until the following Saturday (3 September).

We have a car club booked to visit on our normal running day on Sunday 16 October.

We now have a bus group visiting on Wed 2 November, so if you have not already done so, please let Neil know if you can assist on this day

Weddings

The wedding booked for Saturday 10 September has been confirmed and will be late in the afternoon. We are still looking for helpers in the morning to clean and prepare the train.

Shows

The Caboolture Historical Village Show (2-3 July 2011) has now passed and I would like to thank all who assisted, both before, during, and after the show. This show is not only important from the aspect of networking with the historical village, but being in our local area it is also a valuable marketing and public relations exercise. There are still people in our local area who have not heard of us or visited us, so we still have a lot of work to do.

Caloundra Air Show (2-3 July 2011). I would like to thank Brian Webber and Tony Weber for their help on this one. This show was a great opportunity to market our railway in a new area, with a considerable number of families subsequently visiting our railway from this area.

Strathpine Model Show (20-21 August 2011). This show has also now passed and I would like to thank everyone for their help. Sales wise we were down 14% compared to last year, but considering the tougher times this is still a good result. In addition to the sale of books, DVDs etc, it was also a valuable way of marketing our railway.

Date Claimer: Saturday 8 October – ANGRMS will have a display at Yowie Park in Kilcoy in conjunction with the Kilcoy Historical Society to mark the centenary of the turning of the first sod of the extension of the original QGR railway from Woodford to Kilcoy.

Monthly Statistics

	July 2011	August 2011
Paying Passengers	229	207
Guards Sheet	281	276

New Sales Items

There are no new sales items.

Ex-Nambour Wagon

Mark Gough update, Ryan Silk drawings



The wagon in April 2010 showing what we started with. We thought this would be a fairly easy project due to the solid steel chassis but looks are always deceiving. Mark Gough photographer

Work on the ex-Nambour Bogie Open Wagon is continuing with both bogies back under the frame and holes drilled in the floor timbers for the centre pins that hold the bogies in place. In the coming months we'll fix the floor boards and end boards in place, then move on to the side boards which fold down to provide access to the flat open area of the wagon.

It is envisaged that we will finish this wagon by the end of this year as the hard work has already been done. Thanks must go to Bob Gough and Ryan silk who have done a lot of the work in my absence.



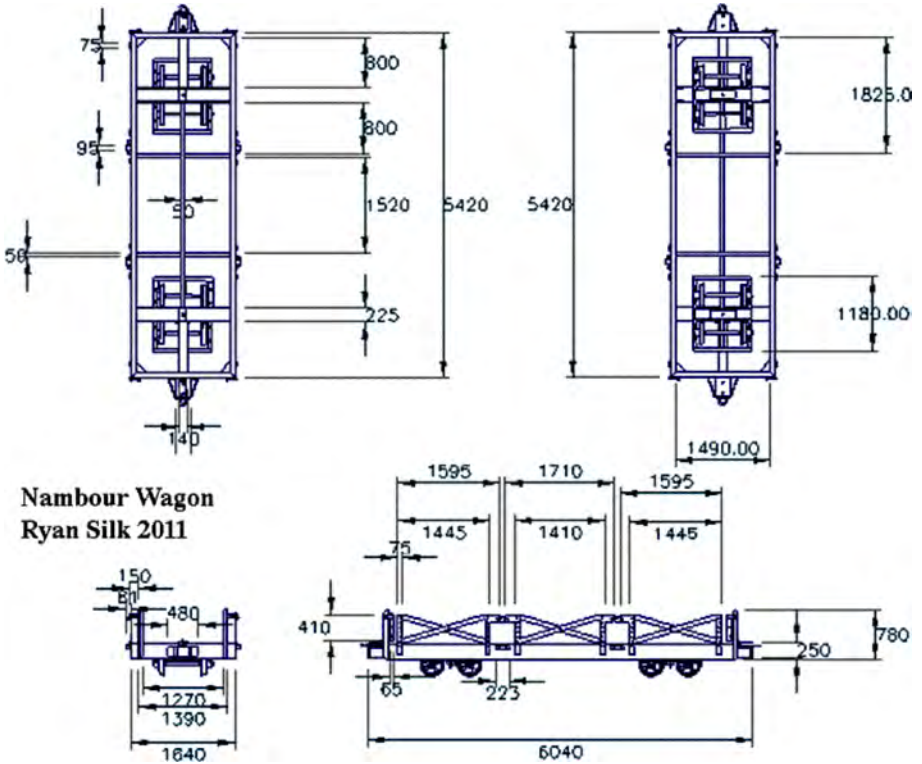
Progress to August 2011 showing floor boards loose and ready to fixed into position, with our rebuilt ballast wagon behind. Mark Gough photographer

Editor's Note: We often forget that our museum artefacts support aspects of rail heritage beyond the museum itself. Ryan Silk has used computer modelling software to 'draw' the ex-Moretton Mill wagon that he and several other members have recently been restoring.

Rescaled to fit the DRB page, his drawings were originally prepared in HO scale (1:87). With minor changes he can undoubtedly rescale them for other modelling scales and/or export them to a 'rapid prototyping' service for 'printing' as a scale model.

For a discussion of rapid prototyping and other new modelling techniques, download the editor's *2011 Narrow Gauge Convention* clinic notes 'Introduction to Computer-Based Modelling' from

http://www.zelmeroz.com/archives/2011/Zelmer_ComputerIntro.pdf



Dimensioned views of the wagon's framework. An HO scaled version of this drawing is available from the ANGRMS web site.



3D view with material (timber and metal) textures applied