



Durundur Railway *Bulletin*

Newsletter of ANGRMS, the Australian
Narrow Gauge Railway Museum Society

Margaret Street, Woodford

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A milestone reached after 12 months of work: Steve Baker drives the Gemco, our heaviest axleload locomotive, over the new inspection pit for the first time, Saturday 7 January. Terry Olsson photographer.

Running Days: First and Third Sundays

Trackwork Days: 10 Mar, 14 Apr, 12 May, 3 Jun

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.

Date Claimers

Caboolture 1st Aid Training, 10-11 March

AGM & BBQ, Woodford 3 pm, 17 March

New SMS Training, Woodford afternoon, 31 March

Burning Off Exercise & Fire Training, Woodford, 8:30 am, 28 April (note this is also Council Election Day, vote early or Postal Vote)

AMRA Show, Brisbane RNA, 5-7 May.

President's Report

Terry Olsson, President

As noted in my Sales and Marketing Report, we have experienced a noted drop in patronage since November last year. While we expected a drop in patronage due to Diesel operation, this drop has been greater than just that. All similar preserved railway and tram groups are reporting recent significant drops in patronage. Due to excellent efforts put in last year by Brian Webber and the Marketing team, our drop has been significantly less than some of these other groups.

This drop in patronage means we need to carefully review any expenditure even more than normal. We cannot cut down on safety related things like track and rolling stock maintenance, but some "nice to have" requests for funding may need to be deferred. While we cannot control external costs like rising water and electricity costs, we do have control over a lot of our expenditure and how we get the best value per dollar.

One way we can cut our expenditure is through sponsorship, donation or obtaining reduced prices for what we need. A very good example of how members can help in this regard is the recent ongoing donation of loco firewood arranged by Mark Gough, and the ongoing donation of coal arranged by Sam Erb.

While chatting with one of our members recently, I found out that they were not happy with a couple of things. After discussing the particular items and explaining the reasoning behind some decisions, the member told me that they now understood and were now just as enthusiastic as ever to get in and help. Time does not permit me to spend as much time as I would like talking to and explaining things to every member, but I do encourage all members to contact me and lets have a talk if you do have any concerns. While it is not possible to please everyone all of the time, understanding the reasoning behind things usually eliminates any concerns etc

Continual improvement is a great thing, and ANGRMS has adopted this philosophy. We are a small group so things can take longer than we would

sometimes like, however so long as we are continually improving that is what matters. Greg Stephenson has gradually been improving our track and the way track work is carried out, while the present construction of the inspection pit will enable improved access to the underside of our rolling stock and enable us to develop improved asset management. Continual improvement is not limited to just track and rolling stock, with the recent re write of our SMS in to a clearer more readable format by Graham Wilson, and the recent commencement of first aid training by some ANGRMS members as good examples.

I would like to end this edition's report with a couple of reminders:

Membership renewals are now due. While most have already renewed there are still a few outstanding, and

March 17 is our AGM. I encourage all members to attend and have your say/ask questions – it is your society!

Remember – safety first!

Safety and Training Report

Gordon Anderson, Vice President, Safety and Training

Training

Rail Safety Management Plan 2011 Manual (SMP): Saturday 31 March 2012.

Training of staff is required with the introduction of this new Manual. While there are a lot of things that will only apply to train operations staff, this training is also of value to non train staff. On this day we will review the changes made in upgrading to this new SMP Manual from the old Operations Manual (Safety Management System). There are new Sections in the SMP such as Random Breath Testing, Radio Procedures, working in Confined Spaces and moving unaccredited rolling stock which we need to be familiar with.

It is hoped that an Exercise with the Ambulance Service on Emergency Procedures will also take place on this day.

Bring along your SMP for this day's training. ANGRM will provide a BBQ lunch commencing at 12.30 pm, the Training Seminar will commence at 1.30.

Saturday 28 April.

This day is a combined exercise with the Woodford Fire Brigade, Ambulance and Police, plus some local Rural Fire Brigades.

The object of the exercise is to burn off vegetation along a selected portion of our railway thereby training the Emergency Services, Rural Fire Brigades personal and us in the use of the available firefighting equipment. This will also provide valuable training for ANGRMS Staff for a fire related emergency on our railway using our equipment.

Training will also be given to ANGRMS Staff in the use of fire extinguishers.

A requirement for this day is that Staff must wear non-synthetic long sleeved shirts and long trousers with enclosed footwear, preferably safety boots, also bring along hats, water and sun screen.

This Exercise will commence between 8.30 am and 9.00 am. A BBQ lunch will be provided.

I would urge all Staff to make yourselves available on these two days.

AMENDMENTS to the Rail Safety Management Plan 2011 Manual (SMP)

(a) Page 148, Section 16.3, Emergency Contacts and Page 149. Section 16.4, Incident Reporting Contacts. The Safety Manager's mobile phone number is incorrect, the correct mobile phone number is 0435 768 866

(b) Page 150, Section 16.4, Incident Reporting Contacts. Woodford Family Medical Centre phone number is incorrect, the correct phone number is 07 5422 9446. (This Practice is open on week days and Saturday Morning only)

Please note these amended phone numbers in your SMP. A new page will be issued in the next amendment of the SMP.

Audit Performed By Parsons Brinckerhoff 24/07/2011

ANGRMS has received a Report, 05/01/2012, from the Department of Transport and Main Roads, Rail Safety Regulation, listing Findings from this Independent Audit which we need to address. No non-compliances were found, however some recommendations were made for improving our present Safety Management Plan.

Among the recommended improvements were:

Creation of a Hazard Log where by hazards which are noticed/reported can be logged and attended to. These hazards are then used to monitor and update if necessary, our Risk Register.

Additional clarification re allotting relevant sections of the Risk Management to a responsible person.

Develop a short and long term Asset Management Plan.

Updating our records relating to the qualifications and experience of our Rail Safety Workers. Copies of any Professional and Trade Certificates are needed so they can be incorporated into Staff records.

ANGRMS has already completed other Items requiring attention and other comments from this Audit which will improve our operations are being considered.

Graham Wilson, Author of ANGRMS SMP, is reviewing the Findings of the Audit to include them, where required, into the next amendment.

ATHRA ALERT No 56 – December 2011

NSW Office of Transport Safety Investigations, Collision, Hi-rail and Rail Motor, Zig-Zag Railway.

Due to the size of this railway, their safe-working procedure is much more complex than ANGRMS. However the Findings of the Report illustrate how complacency and not following the Safety Procedures can cause accidents. This accident is a classic example of how several different people breaking a few rules at the same time combined to cause an accident. Many accidents are caused by multiple things all coming together at the one time – if any one of the contributing factors had not been there an accident probably would not have happened.

The full Report is on the Station Master's Office Notice Board for your perusal.

Council Workshop “Weather Proof Your Business”

A Recommendation from this Workshop was that all Businesses should have a Media Spokesperson to handle all aspects of contacts with the Media. This is particularly important in an emergency that one person is responsible for dealing with the Media. The Board of Directors has appointed Brian Webber as ANGRMS Media Spokesperson.

General Training

Congratulations to Tony Weber, who having completed all training requirements, has been appointed by the Board of Directors as an Engine Driver for BF No 5.

Some staff are at present undergoing training on the Gemco Locomotive.

Notification Of A Category “A” or” B” Incident

The Department of Transport and Main Roads, Rail Safety Regulation, must be notified immediately by phone if a Category A (Death or Serious Injury or Major Incident) or a Category B (Non-serious Incident) occurs.

An electronic Form, held by Terry Olsson and myself, must be completed and transmitted within 72 hours to the Department of Transport and Main Roads, Rail Safety Regulation.

There are Incident Forms on the Notice Board in the Station Master's Office to be filled in as soon as is possible after the Incident by the OIC while the

details are fresh in the mind for later reference. Do not forget to place the date and time on this Form.

There are also Minor Incident Forms on the Notice Board in the Station Master's Office which must be filled in for Minor Incidents such as someone tripping without injury etc.

(If the tripping, for instance, was caused by a slight difference in levels in a joint between adjacent concrete slabs on the platform, please note this cause so it can be added to the hazard log, and the Risk Register checked and added if necessary.)

This completed Form may be required at a later date if an injury appeared after the event.

In conclusion thank you to the Staff who have volunteered for the First-Aid Training.

Track Matters

Greg Stephenson, Track Day Coordinator

Number 2 Workshop Road

After the frenetic pace of pouring the concrete foundations and floor slab for the elevated service track, work has continued at a much more leisurely pace on connecting No 2 Workshop Road to the rails bolted onto the steel beams. After a suitable period for the concrete to cure, it was with some sense of achievement that the Gemco locomotive was the first piece of rollingstock onto the steel beam on 7 January 2012.

Safety fences have been installed on both sides to prevent unwary people from walking into the excavated area. Work continues on an elevated area near the BLC Wagon body to extend the track beyond the excavated area. Rails have been concreted into the ground to allow low retaining walls to be built in this area.

Other work to be completed includes the steps to access the area.

Track Maintenance Work

The annual track inspection clearly identified that the highest priority for sleeper replacement is between Ch 600 and Ch 700. On the January and February track work days, we commenced sleeper renewals at Ch 600 and so far have renewed defective sleepers, levelled the track and packed ballast between Ch 600 and Ch 650. With our sleeper renewals, we have adopted a policy of "if in doubt, rip it out" so we have renewed a number of sleepers not marked for replacement but are likely to need replacement in the next year or so. Once we are there with all the tools, it makes sense to replace these sleepers at the same time to avoid having to return to the area regularly.

We plan to continue working from Ch 650 to Ch 700 on future track work days. We need to continue our commitment to routine maintenance activities with the monthly track work parties held on the second Saturday of the month. We will bring forward the June track work day to avoid the Queen's Birthday weekend. The track work days are scheduled for Saturdays 10 March, 14 April, 12 May and 2 June 2012.

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 (except for 1st January).

With our "Bundy" out of service for boiler tube replacement, we have been using our diesel "Gemco" to haul the passenger trains. Unfortunately we have had problems with this loco on the first two running days of the year. Luckily both problems occurred towards the end of the running day which meant no actual passenger runs were cancelled. I would like to thank Bob Gough for his extra efforts to remedy each problem so the loco could run the next running day.

While we expected a reduction in passenger numbers because of the diesel, we have continued to suffer from the significant drop in passengers experienced in the last couple of months of 2011. Talking with other railway groups, they have also experienced a recent significant drop in passengers which we seem to think is the tough economic times starting to hit family outings. Fortunately thanks to the efforts of Brian Webber and those who help with the marketing we have not experienced as great a drop as many other groups. ANGRMS along with several other rail groups received good coverage in the Courier Mail on Friday 3 February which helped to boost numbers on Sunday 19 February.

Donation of Steam Loco Firewood

Late last year thanks to John and Shane Yore we received several ute loads of cypress pine offcuts for use in our steam loco – thank you Shane and John.

As a result of this, and thanks to the efforts of Mark Gough who followed up on the original supplier, Cypress Supplies Caboolture Pty Ltd have very generously offered to donate as much cypress pine offcuts as we want as loco firewood. We have always had a supply of old sleepers and other timber, but this has not been enough to meet our needs. The donation of this cypress will save us money and time having to go off site to cut timber ourselves. Because of the oil in the cypress, we will still need to burn a mix of

cypress, other timber and coal to prevent additional blocking of tubes if only cypress was burnt.

I would like to thank John Jeffery (the Manager) and Cypress Supplies Caboolture Pty Ltd for their generous donation and ongoing support for our railway. Located in Piper St at Caboolture, I hope you will all support this company by purchasing any cypress products you need from them

Roster: Neil Trevorrow is the ANGRMS roster officer so please direct all enquiries to him: E-mail: trevorrow26@optusnet.au. Phone: 32636761 or 0402051546.

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

While we have had several enquiries, the next confirmed special run we have is a bus group on the 18th of June. If you can give a hand on this day please let Neil know.

Shows

AMRA Show: 5-7 May 2012 – This show is not very far away now and we need as many members as possible to help out. With tough economic times, we need as much income from sales as we can get, plus we need to use this opportunity to do as much free promotion of our railway as we can. I am now starting to look at things like the roster so please let me know when you are available (I presently have three blank pages!!!). In addition to the actual show days, we need assistance setting up on the Friday

Toowoomba Model Railway Show: 2 and 3 June 2012 – we have received initial acceptance and are presently in the process of submitting a detailed application. Assistance will also be needed for this show.

2012 Modelling Railways of Queensland Convention: Sat 4 August 2012. Nothing further to report at this stage.

Strathpine Model Railway Show: – 25th and 26th August 2012 – We have now received an application form for this show.

Monthly Statistics

	January 2012*	February 2012
Paying Passengers	53	97
Guards Sheet	70	117

* Only one running day this month.

New Sales Items

There are no new sales items to report this month.

Work is progressing on ANGRMS latest book on locomotives of the Bundaberg Foundry and we hope to release this book at the AMRA show.



DURUNDUR RAILWAY

INFO: 5496 1976; angrms.org.au

COST: Adult \$5, seniors \$4, child (5 to 15) \$2.50, family \$15

This line is operated by the Australian Narrow Gauge Railway Museum Society, a group of railway enthusiasts who preserve a collection of locomotives and rolling stock used on the Queensland sugar mill tramways. The group runs steam-train rides on the first and third Sundays of each month between 10am and 4pm from Margaret St in Woodford, north of Brisbane.

The Courier Mail's promotional article on Queensland's rail heritage in their issue of 4 Feb 2012 had a special follow-up feature on their web site. This image was close to the end of about 10 selections which included the ARHS Winlander, Ravenshoe and The Workshops Rail Museum.



Mark Gough seen attaching jumper leads from the Gemco to assist in starting Netherdale, work party day, Saturday 18 February 2012. Bob Gough photographer.



The Nambour wagon outside the workshop on 4 February 2012 showing recent rebuilding progress. It's attached to Ex-Nambour Mill locomotive Jimmy. Bob Gough photographer.



Shunting three of the Society's diesel locomotives (Gemco, Hunslet and Malcolm Moore), 28 May 2011. More details of all three locomotives can be found in the 'Collection' pages of the web site. Bob Gough photographer.



Terry Olsson's QR camp wagon being restored at the Woodford site, June 2011. Terry Olsson photographer. Detailed photos of this wagon were used to assist Lynn Zelmer develop an O scale model camp wagon. The computer was used to resize images for printing on card for a 'photorealistic' model (reduced size images below). Lynn will be demonstrating this technique at the Modelling the Railways of Queensland Convention, 4 August 2012.

