

Durundur Railway *Bulletin*

Newsletter of ANGRMS, the Australian Narrow Gauge Railway Museum Society

Margaret Street, Woodford

PO Box 1135, Woodford QLD 4514

ISSN 0158-785x, ABN 92 009 872 011, ACN 009 872 011

Volume 33

Number 318

November/December 2012



ANGRMS Fire Exercise, 22 September 2012. Terry Olsson photographer.

Running Days: First and Third Sundays

Trackwork Saturdays: 10 Nov, 8 Dec 2012 & 12 Jan 2013

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. 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

Another year is almost behind us, and I would like to thank everyone for their help and support during the year. I would also like to wish you all a very merry Christmas and a great new year. As noted elsewhere in this edition, our annual Christmas Party will be held at our Woodford site on Saturday 1 December, and I would like to invite all members and their families to attend. Not only is this a good opportunity to just relax and chat, but it is also the Board's way of thanking you all for your help during the year.



Netherdale mid-October with the repaint work almost completed. Ryan Silk photographer.

As mentioned in my Sales and Marketing Report, passenger numbers and income from running days continues to be down on last year. The reduced income means we need to take extra care with our spending and reduce costs where ever we can (without reducing safety). We need to look at doing some work ourselves we would previously have just paid someone else to do, as well as exploring all opportunities for a reduced cost for items we need, or even better – sponsorship.

I recently attended the ATRQ (Association of Tourist and Heritage Railways) meeting at Ipswich where it was decided that due to the tough times and reduced income by most Heritage Railways, the ATRQ portion of next year's

membership fee would be optional for non profit heritage railway groups. This is a great example of how all heritage groups are now working together and supporting each other. On behalf of ANGRMS I would like to congratulate the ATRQ Committee and its members for taking this initiative.

Running a railway is not just running trains, there is a huge amount of behind the scenes work which goes on. A recent example of this was the Fire Training and Burnoff which finally took place at Woodford in September (after being postponed three times!!). As mentioned in Gordon's Safety report, a number of local organisations were involved, without which it would not have happened. In addition to being a valuable fire emergency training exercise, it allowed us to reduce the lineside fuel which is particularly important this year with a predicted bad fire season. I would particularly like to thank the Woodford Fire Service for their incredible help.

I am regularly asked, when we are going to have our steam engine back in operation, and when we are going to finish our track extension. I am sure many other members are also asked these questions. My reply to these questions is ANGRMS is only a small group with a limited number of workers, and they will take as long as they take to do properly and safely. While we all want to see them happen, we will not be taking any short cuts. The best way to make these happen faster is to get more members (which means more work done and/or more income) or to find sponsors or other outside sources of help at a price we can afford. If anyone can help us in these areas, please do not hesitate to contact myself or one of the Board.



Bundy with the boiler cladding and cab removed late September. At this point the boiler was ready to be lifted from the frame for retubing; with a new smoke box, new internal steam pipe, boiler thickness test, new brake blocks and other work to be done as needed. Bob Gough photographer.

ANGRMS Christmas Party – Saturday 1 December

All members are invited to come along and help celebrate Christmas at the ANGRMS Christmas party. This will be held at our Woodford site on Saturday 1 December where a BBQ will be provided commencing at 3 pm. The BBQ and soft drinks will be provided free of charge to members as the Board's way of thanking you for your help and support during the last year. Some picnic tables are on site but if you prefer please bring your own chair. Also, please bring your own drinks if you want anything other than soft drinks (or water).

For catering purposes, if you plan to attend please RSVP to Ian Thompson 19 Waterlot St, Moorooka 4105, e-mail ianthompson359@gmail.com, or phone (07) 3848 5611 by 7 pm on Sunday 25th November.

Remember – safety first!

Safety and Training Report

Gordon Anderson, Vice President, Safety and Training

Fire Training Day

As part of our emergency training and preparation, a fire burning off exercise was held on Saturday 22 September. This exercise involved several QFS Fire Units and Rural fire units, as well the local Council, Queensland Ambulance Service and SES.

In addition to valuable fire training (particularly in regard to use of our fire wagon and how to fight trackside fires), we also burnt off a lot of our trackside vegetation. With a forecast high fire danger summer, it was very important to reduce the amount of lineside fuel. Unfortunately, we had a storm the previous night so we were later than planned getting fires going, which meant we did not get everything we planned burnt. However, we managed to get the high risk areas done.

These exercises take a lot of planning and preparation, and I would like to thank everyone involved, particularly the Woodford Fire Service. I would also like to thank all of those members who made the effort to attend, plus those who fronted up again on the Sunday to finish off.

Queensland Transport Audit

On Saturday 29 September, Queensland Transport's Rail Safety Unit conducted an audit on site at Woodford. This audit focused on our track and involved both an inspection of our entire mainline, plus a desk top audit. I would like to thank Greg Stephenson for his very valuable help during the

audit. As of writing this report, we had not yet received a copy of the audit report. Thanks to the high standard of work by Greg and his helpers, we do not expect any major issues.

Rail Safety Worker Cards

As part of the Rail Safety Act 2010, Rail Safety Workers are required to have a card signifying they are a Rail Safety Worker for that railway. If for some reason, you are a Rail Safety Worker and have not received a card, please let me know.

Some Civil Notes

Greg Stephenson, Track Day Coordinator

With the fire safety training day and the Department of Transport and Main Roads' (DTMR) condition and safety audit of our track, we have been diverted from major track work activities in recent months. It was reassuring that the DTMR audit found our track to be in sound condition with appropriate systems in place for its maintenance. Special thanks are due to all those who have contributed to maintaining the track.

Elevated Inspection Track

To allow easier access to this area when locomotives are being inspected, some additional excavation has been undertaken outside the originally retained area and concrete steps formed up and poured in concrete.

Stage 1 - Storeybrook Station

The fire safety training day had the added benefit of helping to dispose of undergrowth and saplings that had been cleared from this area.

Negotiations are underway to have the four large trees removed and the formation levelled and graded between the existing mainline and the level crossing. It is anticipated that this may occur before Christmas 2012.

Preparations are also in hand to source additional materials required for the track work – in particular, sleepers are required. It is hoped that supplies of prestressed concrete or steel sleepers can be obtained so as to reduce our long term maintenance requirements.

Track Maintenance Work

Despite the cooler and drier weather over winter, poisoning of the mainline and storage sidings has been undertaken.

With all this work on the extension, we still need 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 November, 8 December 2012 and 12 January 2013.**

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.

As our steam locomotive Bundy is still under repair, we continue to use our diesel Gemco. Unfortunately work has not yet progressed to the stage where we can use Netherdale as another passenger train loco, but it is certainly getting close.

Due to the tough economic times, passenger numbers continue to be down on last year. As of the first run in October, we are 25.5% down in passenger numbers and 28% down in income from running days. We are also down 50% in the number of charters which has contributed to these figures. While this may not seem very good, compared to some other heritage railways and local businesses we are doing well. I would like to specially thank Brian Webber and his helpers for their superb efforts in marketing and promoting our railway. It is tough times out there at present, and without Brian's extra efforts we would be a lot worse off.

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

With the end of the year rapidly approaching, it is time for another roster so please help Neil by letting him know when you will (or will not) be available for the first six months of 2013.

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.: We had a visit by a bus on the first running day in September which helped with passenger numbers on that day. Bus visits on running days are a big bonus to us as we already have staff on site etc.

We will have two buses visiting us on Australia Day next year, so please let Neil know if you can help.

Shows

Strathpine Model Railway Show – 25 and 26 August 2012 – While this show proved to be a very valuable marketing exercise for us, sales over the weekend were down on last year.

Caboolture Historical Village Mega Motor Show – Saturday 8 September.

A big thank you to Brian Webber who looked after our display at this event. We had not attended this event before so it gave us exposure to some different potential customers. This event was also a good opportunity to help out and show our support to the Caboolture Historical Village.

AMRA Show – 4 and 5 May 2013: Yes – it is now time to start planning for next years shows!! The AMRA show next year will be a two day event and will be held at the new venue of Doomben Racecourse on 4 and 5 May. This is a major sales and marketing opportunity for our railway so please mark this date down in your diaries as we need considerable help over the weekend.

Monthly Statistics

	September 2012	October 2012
Paying Passengers	198	159
Guards Sheet	270	193

Sales Items:

We have no new sales items to report this month. However I am very pleased to report that our latest book “Built By Bundaberg Foundry” by Brian Webber and John Browning has returned a profit in just 5 months!!! This is a magnificent effort and is well ahead of budget. A very big thank you must go to Brian and John for not only writing the book, but also doing the majority of its marketing and sales.

Netherdale Update

Mark Gough

Since last report Ryan Silk has completed painting of Netherdale and he must be congratulated with the job he has done. A few touch-ups here and their still required but the job is essentially done and the loco is looking good.

Mechanically, the engine oil and oil filters have been changed along with the gear box oil of which 60 litres were removed with the colour and consistency of runny caramel. We thank Brad Bell for purchasing the replacement oil for both engine and gearbox. Having the pit to access the under side of locos and rolling stock has made jobs like oil changes an easier task.

A meeting with Terry on 29 September discussed the remaining tasks to prepare Netherdale for use as a stand by loco in case of the GEMCO being out of action or on work trains. We came up with a list of 1/2 a dozen items that needed attention but nothing that will affect the operation of the loco.

[Ryan Silk's photos showing Netherdale's repainting appear elsewhere in this issue; a full selection of photos should soon be available from the web site.]

Safe Working—Lessons from the Zig Zag Railway

Phil A'Vard and Lynn Zelmer [Editor]

Several tourist and heritage railways have recently had their operations limited until they upgrade infrastructure and/or operating procedures. This has raised issues of governance and safe working in the online discussion groups and organisational newsletters. What follows is a heavily edited version of a *Victorian Transport Tourist and Heritage Rail eNews* article by Phil A'Vard, a rail preservation advocate with decades of practical experience in the tourist and heritage sector. While it refers directly to the Zig Zag Railway, it has relevance to all tourist and heritage railway operators.

What the Zig Zag Railway report reveals

On 18 June 2012, the President of the Zig Zag Railway had the unenviable task of telling the membership that, as a result of a variation to their accreditation by the Office of Transport Safety Investigations (OTSI), they were no longer permitted to operate passenger trains until the requirements of that office were met. This resulted in all staff being laid off, a serious loss of vital income and, in all probability, a loss of respect and confidence from the general public.

The suspension of services by the OTSI was triggered by a set of safeworking irregularities that led to a collision between a rail motor and Hi Rail vehicle on 1 April 2012. The announcement has been followed by wails of anguish and much gnashing of teeth from many involved in the rail preservation movement. Cries of: 'We're just volunteers! Why do we have to put up with all this?' and 'The bureaucrats have set the bar too high!' have already been heard from individuals both within the group concerned and other similar societies.

The OTSI Interim Factual Statement is available to the public on www.otsi.nsw.gov.au. It sets out in detail the events that led to the incident on 1 April 2012.... Some of the more obvious breaches are: staff not collected by the guard from the staff box, driver proceeding through the section without sighting the staff or having it in his possession, Hi Rail traveling in neutral gear backwards... with driver and observer not looking ahead [and] exceeding the approved speed limit, guard exceeding his authority by authorizing the Hi Rail vehicle to enter the section, Hi Rail driver not checking the authority of the person giving this authority, and non-completion of Train Register books....

The safeworking breaches alone may not have caused the Regulator to react so decisively. It is the fact that the rail operator has allowed a safety culture to evolve that is sufficiently lax to enable these breaches to happen.

Continuous Improvement in Safeworking...

When the rail preservation movement started in the early 1950s we lived in a less litigious age, an era where society's attitudes were more relaxed, the media was inclined to support those who battled adversity and the law profession was controlled. Apart from certain legislative matters that imposed governmental supervision, safety in industry was something that was left to the workplace. It was to the great advantage of railway preservationists that each state railway was under a single management structure in which various individuals both tolerated and encouraged their efforts. In fact, some state railways even took responsibility for preservation efforts.

But we have to remember that that was half a century ago! The legislative scene of today's world is very different to that of the 1950s and the reason is quite simple. The world has changed because, we, as a society, have changed it. And the legislative changes can be traced back to some form of public pressure on, or risk to, government.

A consequence of this is that the much-maligned bureaucrats must perform within the parameters of regulations arising from these laws. If they don't the laws may well apply to them! Therefore, I do not think they should be blamed for doing their job.

The form of legislation we know as 'accreditation' was introduced to ensure that those involved in the rail industry were capable of operating their enterprises in a safe and financially responsible manner. The concept was that the rail organisation and the government-appointed 'Rail Regulator' would agree on the operational practices for the railway, and the Regulator would ensure they were being followed by conducting periodic audits. Matters arising from non compliance of the agreed practices would be the subject of negotiation for improvement or, at a last resort, withdrawal or variation of accreditation.

It could be said that once Regulator and railway have agreed on a set of practices these become the laws under which the railway operates. To put it even more simply: practice what you preach and the Regulator will leave you alone. There is also an implicit principle behind the 'accreditation' process, one that is almost as old as the rail industry itself, that of continuous improvement.

[The full article is available at <http://enews-touristheritage.ptv.vic.gov.au/> (Oct 2012).]

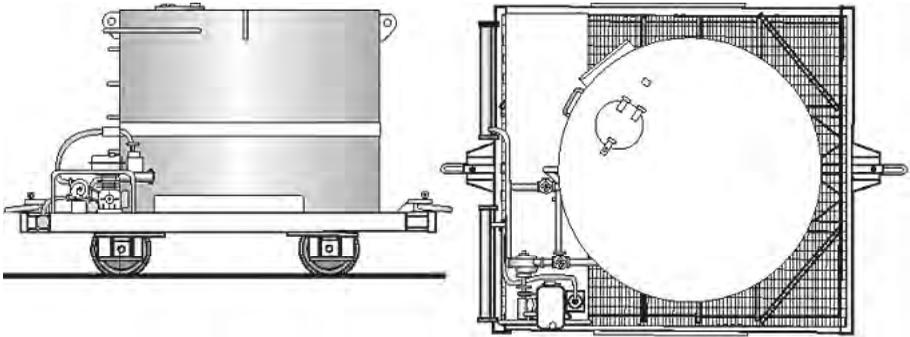
ANGRMS President's Comment: It should be emphasised that the rail operator (eg ANGRMS) and the Regulator work co-operatively, taking into account the type of operation. Thus ANGRMS has much simpler safeworking than say Queensland Rail, or even Zig Zag, due to the type of traffic, equipment operated, complexity of trackwork and road crossings, etc.



Netherdale earlier this year sitting over the inspection pit during the repainting project. Ryan Silk photographer.



ANGRMS Fire Exercise, 22 September 2012. Terry Olsson photographer.



The ex-Moreton Mill water wagon, now an important part of the ANGRMS fire protection system (see cover photo and previous page). John Burgess' model of this wagon appeared in the Summer/Autumn 2003 issue of *Narrow Gauge Down Under* magazine and 1:48 scale plans can be found in the CaneSIG image collection. [www.zelmeroz.com/canesig/] Jim Fainges drawing.



Brad Bell removing cladding support timbers from Bundy's boiler during the work party, 29 September 2012. Bob Gough photographer.