



Durundur **Bulletin** *Railway*

Woodford, 25 km west of Caboolture in South East Queensland, is home to the Australian Narrow Gauge Railway Museum Society's Durundur Railway

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Removing Bundy's boiler for scheduled maintenance, 11 January 2013. Ryan Silk photographer.

Running Days: First and Third Sundays

Trackwork Saturdays: 16 Mar, 20 Apr, 18 May, 15 June, 20 July
(Note changed weekend to third Saturday)

Work Days: Every Saturday; Light Duties on Third Wednesday

Our Safety Goal - No Injuries

ANGRMS: Margaret Street, Woodford (PO Box 1135, Woodford Qld 4514)
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Scheduled Activities

General Meetings: Third 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 each month. The gates open 9.30 am to 4.00 pm.

Annual General Meeting: 23 March 2013. Please set this date aside in your diaries and come along and learn about what the Society has been doing and has planned.

Donations and Bequests

Donations to the Society's Museum Fund are tax deductible. Please make cheques payable to the 'Australian Narrow Gauge Railway Museum Society' and mail to the PO Box above or deliver in person. Remember to include a note indicating that it's a donation, plus your name and address so that a receipt can be posted to you.

We appreciate your help and support now, but also consider mentioning the Society in your Will. Donations/bequests can be for a particular project or for museum development (restoration or infrastructure). For details, contact the President

President's Report

Terry Olsson, President

On Sunday 24 February, our local councillor Adrian Readel announced that the Moreton Bay Regional Council has purchased the block of land at the rear of our Woodford station site. This is fantastic news for the long term future of our society. A very big thank you to Adrian and the Moreton Bay Regional Council – their ongoing support and help is much appreciated.

This block of approximately 4 acres was land locked when Norm Freeman sold the society the block we own at Woodford station many years ago, and an access easement was included over part of our land. Should this land have been purchased by a developer, it would have not only resulted in houses on the 'third side' of our land, severely restricting our activities, we could have had a 24/7 public access road built right through our site because of the easement.

This land has been purchased for 'community purpose' and several similar community groups will share this land once it is rezoned and a management plan put in place (expected to take about two years). As well as the Woodford Men's Shed, ANGRMS will also have use of part of this land for storage sheds, possible relocation and expansion of our workshop, etc. If we are going to grow and expand over coming years it is important that we put the foundations in place to support this.

The above announcement was made at a special running day and open day which was held on Sunday 24 February to formally welcome the Woodford Men's Shed to our site, and sign the lease. The Woodford Men's Shed now has a leased area to undertake their work, and have approval to use our picnic area and the toilet on the platform. While there are obviously some disadvantages with having another group on our site, the advantages will far outweigh them. We look forward to working with them and I encourage any members visiting our site to make themselves known to them.

In addition to Councillor Adrian Readel representing the Moreton Bay Regional Council, this event was also attended by representatives of the Woodford Lions Club and representatives from the local media. The Lions helped with the preparations and it was really great to see the three groups working together.

This open day was a huge success in many ways. Not only did it help bring the three groups closer together, but it helped raise our profile in the local community and made a lot more people aware we exist. As the event was focused at our Woodford station, as well as providing train rides for a 'gold coin donation', ANGRMS also operated a tea and coffee stall which was very

successful. The Woodford Men's shed provided demonstrations of plasma cutting, wood turning etc, as well as a sausage sizzle and a great men's choir. Netherdale was also used on passenger trains and looked great in its new coat of paint. A BIG thank you to everyone who contributed to the success of the day – your help on the day and on the days leading up to it, is much appreciated.

As well as a lot of work getting Netherdale available for the open day, work has also now commenced removing the old boiler tubes from the boiler of our steam locomotive Bundy. Once the tubes are all removed, a full internal inspection can be carried out. We will then know exactly what we are up against, and can commence the work of returning it to service. Work is also progressing well on the repairs to the Grovers wagon. New timber is being fitted to the floor and sides, while Peter Hall and Ryan Silk have been checking the bearings and 'bogies'.

As part of a philosophy of reducing future track maintenance, as well as increasing difficulties in obtaining timber sleepers, we have tried installed some concrete sleepers in our running line, and fitted steel sleepers to the points we are reconditioning for the new Storey Brook run around loop. Trying these sleepers is part of our policy of continual improvement.

And lastly, a reminder that the society's annual general meeting will be held at our Woodford site on Saturday 23 March commencing at 3 pm. It is your society so come along and see and hear what has been happening.

Remember, safety first. Take your time and do a job safely. As they say in the road safety promotions, it is better to arrive late but alive than not arrive at all.



The second container belonging to the Woodford Men's Shed organization was placed on site early January. Terry Olsson photographer.

Remember – safety first!

Safety and Training Report

Gordon Anderson, Vice President, Safety and Training

Hazard Forms

An Audit conducted on behalf of Qld Transport by Parsons Brinckerhoff in July 2011 recommended that the 'Revision Record of the Hazard Log requires updating'. Member Graham Wilson undertook the provision of a Hazard Log to meet these requirements.

The Board approved Graham's final draft in September 2012, he subsequently donated books of these Hazard Forms (FO-015) and their use begun. Up to this point of time, all minor Incidents/Accidents were required to be reported on two forms. 'Accident and Incident Report Form' and 'Minor Accident and Incident Report Log Book'. In February of this year, the Board decided to simplify the reporting of Incident/Accidents by using only the new forms.

The new Hazard Form is being introduced to Rail Safety Workers with a Procedure Form and Tool Box Talks. As part of ANGRMS Risk Managements, all Incidents/Accidents have been entered into the Hazard Forms since the introduction of the Safety Management Plan 2011 on the 1st September 2011.

Thank you to Graham Wilson for his work in composing the Hazard Forms and Terry Olsson for his contribution.

Incident/Emergency Reminder

Category 'A' Incident/Emergency (Death or Serious Injury or Major Incident or potential for Death or Serious Injury or Major Incident): the President, Safety Manager and Queensland Transport must be notified immediately.

Category 'B' Incident/Emergency (Non-serious Incident or potential for a Non-serious Incident): the President and Safety Manager shall be notified immediately and Queensland Transport notified in writing within 72 hours.

Read Section 16 of the SMP for full details of requirements of Emergency and Incident Procedures.

Some Civil Notes

Greg Stephenson, Track Day Coordinator

Track Maintenance Work

In the previous edition, we highlighted our methods for replacing timber sleepers in the existing track. In recent times, we have actually been gaining experience with prestressed concrete and steel sleepers.

When the Peterson Road level crossing was being built, the contractor left a quantity of surplus new concrete sleepers with us. We used these on the connection between the mainline and the workshop sidings which connects two parallel tracks. Because of the close proximity of these tracks, it was not possible to follow our normal practice of removing the sleepers out to the side. Instead, we had to remove all ballast from around the sleepers and from between the rails, turn the sleepers through 90 degrees and lift them out between the rails. Similarly, to place the new sleepers they were dropped down between the rails and turned sideways into position. Certainly, driving an elastic spike into a performed hole in the concrete sleeper is a lot easier than drilling and spiking timber sleepers. It is very pleasing to see a section of track with 7 consecutive concrete sleepers.

Some time ago, we obtained 6 reclaimed ex-QGR steel sleepers which we wanted to trial as bearers (sleepers) in pointwork. We have now started to use these to replace the timbers in a set of points which will be used at the Peterson Road passing loop. We have been using a bolted steel clamp originally used by CSR for connecting rails to their first generation of concrete sleepers – a similar method of connecting rails to steel sleepers has been used at Invicta Mill, Giru.

The points we are working on are not located in the track so can be jacked up to allow access to install the bolts. This is a time consuming process as the sleepers are temporarily clamped into position and bolt holes marked. They are then removed and taken to the workshop so that the holes can be drilled using the drill press. The sleepers are returned to the points and bolted into position. We have shown that the sleepers are suitable but we are investigating options to drill the sleepers in place and using a welded shoulder for 'pandrol' clips to speed up the installation process.

We hope that these concrete and steel sleepers will set the standard we adopt for future trackwork at Woodford.

For the rest of the year, the monthly track work parties will be held on the third Saturday of the month to allow some members to spend their weekend at Woodford with Saturday devoted to trackwork and Sunday to train

operations. The track work days are scheduled for Saturdays 16th March, 20th April, 18th May, 15th June and 20th July 2013.

Ex-Nambour Mill Compressor Wagon

Towards the end of 2012, the diesel engine for the compressor started to have problems with overheating and it was found that the radiator was leaking. Wayne Harman removed the radiator and arranged for it to be repaired and some pipework to be replaced. The opportunity was taken to repair some other long standing issues at the same time. The overhead gantry in the workshop proved its worth in lifting the engine out so that broken engine mounts could be re-welded and a gasket between the compressor and air tank replaced. With the compressor out of action for a few weeks, it soon became obvious how reliant we've become on air tools for our track maintenance and its return to service will be welcomed.

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.

During January our passenger figures were similar to January last year. However, passenger figures during our normal running days during February were extremely low due to the effects of flooding and high winds on Australia Day weekend, plus heavy rain on the second weekend.

On Sunday 24 February, in conjunction with the Woodford Men's Shed we held an open day which was very successful. One purpose of this open day was to try and make more people aware of our railway and for this reason we ran for 'a gold coin per ride'. We carried 136 passengers in less than three and a half hours, and despite the 'gold coin fare' still brought in a reasonable income. Because events were focused at our Woodford station, we also ran a tea and coffee stall which was also successful. I would like to thank everyone who helped out on this day, and the preparations leading up to the day. On behalf of ANGRMS, I would also like to thank members of the Woodford Men's Shed who did a huge amount work and advertising which helped make the day such a success.

Roster: Neil Trevorrow is the ANGRMS roster officer so please direct all enquiries to him: e: trevorrow26@optusnet.au, p: 32636761 or 0402051546.

If you are part of the operating team and have not received your roster for the first half of 2013 then please contact Neil.

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 (p: 07 33542140 or e: bwebber5@bigpond.com.)

Bus Groups/Car Clubs, etc.: The bus visit on Australia Day was cancelled due to the extreme weather event, and will now take place on the morning of Saturday 23 March (we are holding the AGM in the afternoon). If you can help please let Neil know if you have not already done so.)

Shows

Caboolture Historical Village Australiana Day – Sunday 24 March 2013: Brian Webber has generously offered to attend this show to represent the society. If you can help Brian please contact him direct. We will have a small display and sales table.

AMRA Show – 4 and 5 May 2013: This show is rapidly approaching and we are still very short of helpers both during set up/dismantle and during the show. Brian Webber who is normally there every day will be overseas this year, plus due to the show only being two days, we will be having our normal running day at Woodford on the same day we need to dismantle the stand. If you can help please let me know (preferably by e-mail if you have e-mail). While showing up on the day will also be most welcome, it is preferable to roster in advance so we do not end up with an excess number of people one day, and a shortage another day as has happened in the past. Remember, this show is our biggest single sales income earner for the year.

Toowoomba Model Railway Show – 1 and 2 June 2013: This show is another valuable marketing and sales outlet for our society. We will also be having our normal running day at Woodford on the Sunday so if you can help with this show (and set up on the Friday) please let me know.

Pine Rivers Model Train and Hobby Exhibition - Strathpine – 10 and 11 August 2012: This show is also another valuable marketing and sales outlet so please let me know if you can help.

Monthly Statistics

	May 2012	June 2012
Paying Passengers	127	172*
Guards Sheet	159	184*

* Includes 136 passengers open day 24 February.

Sales Items:

Sydney Mail 1887 - 1930: This new book by Gary Schwarzrock is A4 size and 24 pages. It covers what was then the prestige Queensland Government Railways passenger train which ran between Roma St and Wallangarra where it connected with the standard gauge passenger train to Sydney. Price: \$12.00 plus postage.

New Releases at AMRA Show:

ANGRMS will be releasing a new booklet on Jim Fainges drawings of early Southern and Western Railway (later becoming part of Queensland Government Railways) locomotives and carriages. This is Volume 1 of Jim's Southern and Western drawings and I would like to thank Jim for granting ANGRMS the rights to publish these drawings, and Brian Webber for his efforts in getting it published. Price unknown at time of preparing this.

History of Com Eng Vol 4 – this is the second last in the series and provides a fantastic history of this now closed railway rolling stock manufacturer. Price \$65.

Rail Safety Terminology

Lynn Zelmer, Editor and Webmaster

An overview of rail safety terminology and acronyms as the rail safety environment evolves from state-based to a consistent national system.

NTC: National Transport Commission of the Commonwealth government: www.ntc.gov.au

ONRSR: Office of the National Rail Safety Regulator, opened 20 January 2013: www.onrsr.com.au. [See this site to download Rail Safety National Law 2011, etc.] Queensland will transition to ONRSR late 2013 or early 2014. What were operational audits will become focussed compliance inspections.

TRSA: Transport (Rail Safety) Act 2010, Queensland legislation

RRU: Current Queensland government Rail Regulation Unit

SMS: Safety management system. A SMS is not strictly required for Accreditation but it is required before commencing rail transport operations.

Audit: desktop exercise as SMS evolves to ensure SMS agrees with rail safety legislation

Compliance Inspection: on the ground verification that operations conform to SMS

RSO: Regulator-based rail safety officer

RTO: Rail transport operator

RSW: RTO-based rail safety worker

Accreditation: The approval process, with related documentation, that allows a RTO to provide transportation services. Existing Queensland Accreditations will be recognised under the new Rail Safety National Law for a two year transition period, after which full compliance with the RSNL will be required.

Unaccredited Railway: Small lengths of track for static displays, plinths, etc., owned by Heritage Villages, Museums, Councils, etc. Normally if rail transport operations occur they need to become accredited.

2013 Flood Events

Lynn Zelmer, Editor and Webmaster

The Bundaberg Railway Museum and the Australian Sugar Cane Railway (Bundaberg Botanical Gardens) were severely affected by the recent flood events. In both cases it will take many months for restoration of their facilities and we extend our best wishes in their restoration efforts.

The lack of accommodation and eating facilities, as well as the sites still being restricted, means that coordination is required for anyone assisting their efforts: Graham Hibberd for the Museum (grhibberd2@bigpond.com) and Wendy Driver (poppy52au@yahoo.co.uk) for ASCR.



Part of the many tons of ballast washed from the North Coast Line into the Bundaberg Railway Museum precinct. Graham Hibberd photographer.



Installing Mackay concrete sleepers in crossover to Workshop, 5 January 2013. Terry Olsson photographer.



Site of the new Storeybrook Station, cleared 16 February 2013. Terry Olsson photographer.



First steel sleeper in points for New Storey Brook crossing loop. Terry Olsson photographer.



ANGRMS operating crew with the Jenbach loco used for the for Men's Shed Open Day, 24 February 2013. Jill Gough photographer.