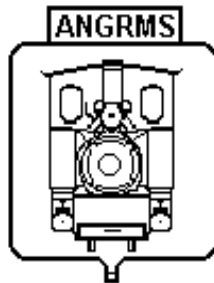




DURUNDUR RAILWAY BULLETIN



Newsletter of

The Australian Narrow Gauge Railway Museum Society

A B N 92 009 872 011

Editor

Ken McHugh

A C N 009 872 011

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PRESIDENTS REPORT

By Bob Gough

A warm welcome is extended new members. One of the new initiatives I would like to progress is the introduction of an ANGRMS Membership so that new members such as yourselves immediately feel 'included' in our ANGRMS family.

At this point I would like to run through some of the tasks each of the Board Members have been allocated to cover.

President – I am the Chair, Senior Driver as well as monitor and evaluate all other activities. I continually look towards the future and like to meet and discuss views of members so that at decision-making times, I can take the broadest range of views into consideration.

Vice President – Greg Stephenson – Greg is site Manager of our Woodford site, he Chairs the Engineering Committee & Fundraising committee. Greg is also the head Track Ganger. If members are interested in starting or wanting to help on projects as Woodford, please talk to Greg or myself. There are several "already commenced" type projects that we would dearly like to see finished.

Vice President – Paul Rollason – Paul Chairs the Safety & Training Committee assisted by Tony Lindsay and Shane Yore. Paul is also looking after the Caboolture Project.

Secretary – Shane Yore – Shane receives & distributes the mail and coordinates many of ANGRMS activities with external organisations. Shane also represents ANGRMS at the Woodford & District Community Association.

Treasurer – Steve Baker – Steve is our financial coordinator and keeps a keen eye over the books.

Board Member – Tony Lindsay – Tony is a an excellent all round support person for several projects including Safety & Training, Track Work, Workshop & the Caboolture Project.

Board Member – Ken McHugh – Ken works on the DRB & coordinates changes to the web page.

Fundraising Committee – Greg Stephenson (Chair), Terry Ollsen, Lynn Zelmer and Ken McHugh

Workshop – Leslie Beahan – Les is in charge of the Workshop with regular assistance from Paul Jones & Tony Lindsay. Note: Members are asked not to dismantle anything whatsoever without first consulting Greg Stephenson or myself.

Roster Clerk – Thank you to Martin Wiltshire for his assistance on this often complicated task, Martin is undertaking more study and we wish him well in this endeavour. We now welcome Terry Ollsen to the role. Please offer as much assistance to Terry and the roster as you can.

Thank you to Laurie Erb for fitting a new sealed beam to the headlight of BFC5 recently. On the matter of headlights, one of the original headlights off BFC5 is not accounted for. Please phone me ASAP if you know where it is.

Uniforms. The Board has agreed that overalls are now also an acceptable item to be worn by loco crews as long as they are a good fit and are NEAT & CLEAN.

I have noticed we are getting a bit slack on wearing the full uniform. It has been observed by members and visitors and myself that some wear tracksuit type clothing as well as shorts. Folks both of these items are unacceptable as train crew personnel. Non-Safe practices like these must cease. I reiterate that flammable (tracksuit) and shorts (reduced personal protection against fire / sun / scratches etc) are totally unacceptable. Any concerns in this area can be raised with myself.

Basically the uniform is – males - a dark blue shirt and trousers – Females - dark blue skirt or collets & blouse or skirt – all to be non flammable.

Our rostered crew in correct uniform is a credit to the Society and visitors must be able to easily recognise staff on duty. Uniforms are to be used whenever representing the Society please.

Insurance – You may well know the difficulties that some clubs and societies are having with public risk insurance in the current climate. ANGRMS is certainly no exception. Our latest insurance issue was only met by a member using his own credit card to ensure we were covered.

In times like this we need all the funds we can get our hands on to cover the increased burden. It is reasonable to say we were not expecting the insurance hike, yet we have not had an increase in 'income' to balance the books. We again need your help here.

1/ Do not under any circumstances commit Society funds without prior approval from an authorised person. I will not sign off on unapproved expenditure.

2/ If you can assist via a donation, please complete the attached Fund Raising Appeal 2002 form. [See last page]

Training Day – On June 22 I will offer a Driver and Fireman training session starting at 9am at Woodford. Please come prepared in work style clothes as practical loco tuition is planned. Safety boots and gloves will also be required. Guard and Station Master accreditation is currently being scheduled and I'll let you know more about that shortly.

If you are interested in attending, please phone me to confirm so I know how many people to expect.

Security – On April 13th we found that the Workshop had again been broken into as well as the BLC. Three padlocks had been cut however no tools were discovered missing (the BFC5 headlight was noted missing BEFORE this event). Please continue to be vigilant, we're working with the police in terms of 'trends' however it's important if you witness anything like this, don't attempt to confront the intruders yourself. Note down as much as you can ... person's description, clothing, height, build, vehicle and registration number – but don't confront them yourself, try to attract the attention of others as witnesses so that hopefully, these people can be prosecuted. A Photo would be useful!

LRRSA – ANGRMS members are invited to a Light Railway Research Society Meeting at the Brisbane City Council Library meeting room at Garden City Shopping Centre – Mt Gravatt on Friday the 14th June at 7.30pm. The theme of the meeting is the Buderim Tramway and it promises to be an interesting night!

Model Railway Show – a HUGE thankyou to everyone who contributed to the show, a large amount of effort was well recognised – thankyou to all!

OPERATIONS UPDATE

By Shane Yore

Hi everyone. We are in need of volunteers to assist as mid-week operating crews when we have groups that hire our train. These mid week runs are a great source of revenue for us and your help will directly earn ANGRMS more funds.

Some members find weekday runs a useful alternative to the weekend runs. The benefit of the week day run is that it's a shorter time period, a disadvantage is that there are only limited people on site and the work can be more intense than usual. Upcoming dates are

27th July - Wedding 10th July – Wedding 20th August – Tour Bus

I am seeking excellent photo's of BFC 5 in action at Woodford that will be suitable for use in a postcards / fridge magnets. Anyone with a high quality (& preferably a shot from a new angle), please contact me ASAP.

I've now arranged for ANGRMS to participate in the Yesteryear Machinery Expo at the Caboolture Historical Village on the 13th & 14th of July. I need members to assist with working on our stand and talking to visitors about ANGRMS. I have arranged for the Handcar as well as the Pleystowe Trolley to be in attendance however it's a shame the Pleystowe Trolley can't be operational for a "machinery" event. There will be over 500 separate exhibits with Grand Parades at 11am and 2pm. Call me as I need your help to help ANGRMS make money to cover our increased operating expenses!

Members often ask about details of our operations, the Board thought this information might be of use for everyone.

MARCH 2002	Passenger Journey's (Total Passengers)	328
	Train Kilometres travelled	122.4
	Passenger train kilometres	112.2
	(Kilometres of track 0.85)	

APRIL 2002	Passenger Journey's	318
	Train Kilometres travelled	93.5
	Passenger train kilometres	86.7

Shane Yore
Secretary



TRACK MATTERS

By Greg Stephenson



FUND RAISING

Following my election to the Board at the last AGM, I have accepted a number of jobs. For the present, I will continue as trackwork co-ordinator however I have taken on the added role as Chair of the Engineering Branch. For this role, I will unashamedly rely on Leslie Beahan for his mechanical knowledge and input. To highlight the need and give clear focus to its importance, a new role has been created as Chair of Fund Raising. As this is somewhat allied to the Engineering Branch - as the main benefactor/instigator of the potential projects - I have agreed to take on this role. I have co-opted Lynn Zelmer to this sub-committee as it was through his persistence that the importance of this role has been recognised by the Board.

Whilst I am still "getting my feet under the table", some issues have been plainly apparent. The operations at Woodford are just managing to cover operational costs - the major one being Public Liability Insurance which at over \$5,500 this year represents a weekly expenditure of \$106. I like to think of costs in terms of passengers. At our fare of \$3.00 per adult, the first 35 passengers fares each week only covers the public liability insurance. Unfortunately, we can't pay weekly and have to have this money available by the end of February each year. On top of that there's volunteer workers and building insurances, Council rates, power and telephone bills that must be met. In short, this means that to allow further developments at Woodford and/or locomotive and rollingstock restoration to be undertaken then we need to significantly increase our income.

The obvious means are other funding sources, increased patronage and increased spending from existing passengers. These last two sources are best addressed by the Operation's Branch, however some simple steps have already been implemented. A raffle of a donated framed print was undertaken with tickets being sold at Woodford on running days and resulted in an increased income of \$200 from existing passengers.

The Operations Branch is looking at suitable prizes for future raffles. As part of the recent Brisbane Miniature Train Show, we allowed children to experience the "delights" of the pump trolley. By simply having the donation box available, we generated over \$100 in donations with no extra input from the members present.

OTHER INCOME SOURCES

I use this term to refer to income that is not directly generated by the train operations on the Durundur Railway. The most obvious of these sources are grants, cash donations and in-kind donations.

GRANTS

Grants present the best potential for funding development works. The difficulty is matching our projects with the funding priorities of potential grant sources and complying with their application procedures. Of course, there is very strong competition for most grants with applications always much greater than funds available. The applications often require extensive support documentation which does make them time-consuming and demanding to prepare. We have recently submitted an application to provide an extension to the workshop to allow an area for the lathes, the milling machine and drill presses to be installed. We expect to know the outcome of this application by the end of June.

We are currently preparing estimates for the completion of the restoration of MELBOURNE, a building in the Compound and publication of a Museum Guide. Once prepared, this will allow the projects to be matched to potential grant sources. I am currently investigating the application procedures/forms for five other different grants.

CASH DONATIONS

Remember that donations of \$2 or over to the Museum Gift Account are allowable tax deductions and it's getting to tax time again. For those members who are unable to participate at Woodford, you can still make a contribution to the development of our Society by way of a cash contribution. Details of our current Fund Raising appeal are included.

IN-KIND DONATIONS

These are donations where goods and/or services are donated. In many cases these go unrecognised but are extremely valuable to us because if they were not donated, then we would need to buy the services. An example is loading the ballast wagon - this happens 5 to 6 times a year and either Clyde Itzstein or Ralph Cumner (we like to share our "patronage" around) normally do this at no cost.

To include travel time, a backhoe operator would expect a minimum hire of 1 hour which is worth about \$45 so having the ballast wagon loaded 6 times a year is worth about \$270 or a saving of 90 passenger fares. Other examples have included the free transport of firewood sleepers and fabrication of loco parts. In many cases, the people supplying these services do not seek acknowledgement or any recompense so they can slip through unnoticed. We need to encourage these "in-kind" donations however we need to consider a way of acknowledging them and "bringing them to account" because they represent a real benefit to the Society.

Through this column, I intend to keep you informed about the progress of grant applications and acknowledge as many of In-kind donations as come to my attention. Don't forget to make your contribution to this year's end of financial year Fund Raising appeal.

FUND RAISING APPEAL

With tax return time rapidly approaching, now is a good time to consider a donation to the ANGRMS Fund Raising Appeal. Remember that donations of \$2 or more are allowable tax deductions. Even if you don't pay tax, we'll still accept your donation!

The fund raising target for this year is \$1,500 with the money to be used to purchase an electric "Kanga" hammer principally for use by the track gang. Mechanisation of the track gang commenced last year with an electric drill and immediately demonstrated its value in doubling the amount of track that could be repaired on a track day. One of the most physically demanding, and hence slowest jobs now is the driving in of the dogspikes. The use of a "Kanga" hammer will reduce the physical demands and greatly improve efficiency of track construction and maintenance.

For those of us who can't make it to track work days due to physical or time restrictions, here is a very tangible way that we can assist on trackwork days by helping to make it easier for those that are available. We invite you to contribute to this appeal. **To launch the appeal, Lynn Zelmer has offered to match each \$1 raised with a donation of \$0.25. Another member is seriously considering a similar offer.** The challenge then becomes for the rest of us to raise the remaining \$1,000. I urge you to consider a donation - no matter how small or large - to this appeal.

[Note: See last page of this newsletter for donation form.]

CONCRETING PLATFORM

The condition of the rotten timber deck in front of the original ticket office was identified as a major potential safety hazard and its replacement has been an on-going project for some time. On the 6th April 2002, we poured a concrete slab using 2 cubic metres of 32 MPa concrete from Neil Mansell Concrete at Bracalba. The concrete supplier provided the concrete at \$20 per cubic metre below their normal list price. We are particularly grateful to Paul Rollason for his donation of \$261.50, which covered the cost of the concrete. Fortunately, I was able to borrow concrete vibrators and a screed that also saved at least \$50 in hire charges for the day.

Since the slab has been poured, we have installed the handrails that only need another coat of paint to complete the project. The challenge now remains to fit out the building for its new use for Museum displays.

Bill Blannin's photographs show:

1. Formwork and reinforcing steel in place ready for the placement of the concrete. The steel channel formwork was made from the sugar frame attached to one of the ex-Innisfail Tramway wagons stored at Peterson Road. We are masters at recycling!



2. The concrete arrives and the driver checks his access to the site.



3. Leslie Beahan (our learned Mechanical Engineer) considers a career change as he tries his hand at concrete screeding. He was also responsible for fabricating the steel formwork.



RESOURCE PAGE**Monthly Meetings**

TBA

Woodford Address

Margaret Street, Woodford, Qld

Website Address

www.angrms.org.au

Track Work Parties2nd Saturday of each month**General Work Parties**

Every Saturday

Running Days

Every Sunday 10am 4pm

NAME	ROLE	NUMBER
Bob Gough	President	3848 3769
Shane Yore	Secretary & Ops Manager	3888 1307
Steve Baker	Treasurer	3857 2495
Terry Ollson	Roster Clerk	07 5497 4285
Greg Stephenson	V.P. & Track Day Coord.	3844 9269
Paul Rollason	V.P. & Safety & Training Manager	3278 9110 or email serpar@bigpond.com
Lynn Zelmer	Webmaster	lynn@zelmeroz.com
Ken McHugh	DRB Editor	kensuzy@bytesite.com.au
SM's Office	At Woodford	5496 1976

Key Dates

LRRSA – Buderim Tramway Evening	14 June
Track Work Day	15 June
Driver & Fireman Training	22 June
Caboolture Yesteryear Machinery Expo	13 & 14 July

Cover Photo

Isis Mill No 3 (EX QR DH 18) A long way off the tracks after being hit by a low loader transporting a Bull Dozer on the Childers Bundaberg Road. Photo by News Mail Bundaberg – Reprint by R Gough (29 June 2001)

Annual Fund Raising Appeal 2002

Members,

It is again nearing the end of the tax year and we would like to appeal to members to consider making a donation towards your society.

It seems that each year comes with new challenges and to date, your Society has risen to the challenges which has been a commendable effort by those that help onsite and in other ways.

I ask for you to seriously consider a donation, no matter how big or small and I can assure you it will be put to very good use.

There are several projects that we are undertaking and would like to undertake to further the aims which cannot be finalised with purely labour. I'll be blunt, we need cash! We pride ourselves on being debt free, and this is remarkable. Lets keep it that way.

- 1 Extension of Workshop road for a pit to allow easier access to maintain our fleet (a requirement from last year still unable to be commenced)
- 2 Concrete mowing strips to make mowing less onerous (partly fulfilled)
- 3 Work on the design and construction of a new passenger coach (design started, construction stalled – no funds – can be constructed for free, require materials)
- 4 A Programmed Maintenance of Repairs for locomotives (only ad hoc repairs can be accomplished without funds)
- 5 Continued development of a Museum Display Area (ongoing, with some progress last year)
- 6 Purchase of more sleepers for Track Maintenance (ad hoc progress last year)

REMEMBER Donations of \$2 or more to the Society's Museum Fund Gifting Account are an allowable Income Tax Deduction and more receipts will be available early in the new financial year.

The Australian Narrow Gauge Railway Museum Society
CAN 009 872 021 ABN 92 009 872 011

Annual Fund Raising Appeal 2002

To The Australian Narrow Gauge Railway Museum Society, PO Box 1135 Woodford QLD 4514

Please find enclosed a cheque to the value of \$ being a donation to The Australian Narrow Gauge Railway Museum Society Museum Fund Gifting Account

Name

Address

Signed

Dated

I approve / do not approve my name being printed in the DRB as a member that donated.