



DURUNDUR RAILWAY BULLETIN



Newsletter of...

THE AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY

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Editor

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PRESIDENTS REPORT

By Bob Gough

The Society is starting to gain more passengers midweek. In July and August we expect up to 6 bus groups and are looking for members to contact us with offers of assistance on these occasions. Shane Yore as Operations Manager is the contact.

For anyone that may be wondering, we are not running in Nambour this year, At this stage the mill is experiencing changes so it's a case of 'wait and see'.

BFC5 has again undertaken an annual boiler inspection and passed. This year we have been provided copies of the digital photos taken inside the boiler and we'll have these posted on our website shortly.

I am planning a Driver / Fireman Training & update day before the end of the year. Its going to be a Saturday so can Drivers and Firemen please advise now of a Saturday that is definitely 'out' and I'll do my best to work around that for you.

In last months DRB I should have also referred to safety footwear when I mentioned uniforms. Let me make things clear. Full uniform on running days IS required. Part of having a full uniform is appropriate footwear for the role you undertake. Bottom line is:

steel capped for loco and trackwork,
appropriately covered footwear for all other tasks.

I've seen sneakers with holes in them, persons wearing shorts in the cab of the loco and it must cease! If anyone observes something that isn't quite right, be polite and in the most professional way, talk to the person quietly about your concern. If it can't be resolved there, advise the next most senior person (Station Master, Board Member or myself). Lets be upfront, no one wants conflict, nor do I as everyone is a valuable volunteer, however I cannot allow safety matters to lay dormant. Safety is everyone's responsibility and our goal is No Injuries. As for uniforms, clean and correct uniform is expected. If you have any queries or concerns about anything I have just said, please phone me, I'm happy to discuss without prejudice at anytime.

On Friday night 14th June a combined meeting of ANGRMS and LRRSA members and other interested persons attended a session on the Buderim Tramway. Two members of the Buderim Historical Society made a presentation which was well received. I certainly enjoyed this forum and look forward to further arrangements where ANGRMS and other societies can partner together.

We are looking at a sugar industry video to a view to on-sell. I've seen it and there are great railway scenes and some special footage where cane railways do not run anymore. Be on the lookout for this one, more next DRB.

Member David Thornton has been in hospital recently, our thoughts were with him and wishes for a speedy recovery – keep well David!

Lastly a small correction from last DRB, in my Presidents Report, 1st paragraph, 2nd line it should read ‘...like to progress is the introduction of an ANGRMS Membership Card so that new members...’ (*sorry Bob, it was the gremlins! K Mc*)

SAFETY & TRAINING

By Paul Rollason

Over the last 6 months I have reviewed the Operations Manual completely and have recommended quite a number of changes to simplify and further improve our Safety Management System. The Board has approved these changes and Queensland Transport has approved these changes with a couple of clarifications. Queensland Transport was extremely pleased with this review and has commended the Society.

During this period we also conducted our own internal safety audit. I am pleased to say that it was a very positive result. Our only downfall in our operations was that there seems to be a lack of knowledge in hand signals when it comes to shunting. I would encourage all train crews and those who perform shunting duties to review these in their manual with some urgency to help maintain our high safety level.

Once Queensland Transport has given their final approval of the reviewed Operations Manual, we will re-issue the entire document to those members that have a controlled copy in their possession. Unfortunately those that don't respond to the changes and update their manual are breaking the document control procedure that individuals agreed to when they signed for the original document. This means that they will not have a controlled copy and therefore will be unable to participate on the roster on running or special running days – placing further pressure on those that do. This is a key legislative requirement. Legislation driven by insurance claims is imposing on societies such as ours. Unfortunately we can't customise this process just for ANGRMS, but we can make it easier by working with the process and that way we can still get on and enjoy the things we love – live narrow gauge railways.

SAFETY ISSUES – CAB RIDES

Every volunteer Railway has to face the issue of Cab Rides. If you remove them to secure a good safety record, you're seen as "out of touch". If you do nothing, you jeopardise your accreditation as well as being perceived as a cowboy organisation.

The Board has given considerable thought to the matter of cab rides and believes while they are part of the "railway experience", if they can't be done with nil risk, then it must not be done. Therefore this Board is issuing the following notice:

ALL TRAIN CREWS PLEASE NOTE, current practice of persons under 16 riding on the footplate are a high risk and this process is discouraged.

Reason – Persons under 16 riding on the footplate can have higher risk of distracting the crew's attention from their duties and this in turn compromises the safe working of our whole operation.

Legislation - Under our Work Place Health and Safety Act and Duty of Care, all untrained persons present in a working area (this includes a steam locomotive) must be supervised by a qualified or competent person (driver or fireman). This is even more critical when the person is under the age of 16.

Notice - The ANGRMS Board ***discourages the train crews from allowing persons under the age of 16 from riding on the footplate.***

Option 1 – Current practice – unacceptable risk – it must cease.

Option 2 - The Board considers the risk of a single ride per day, per person, where agreed to between the Driver and the Fireman and Station Master, and when the locomotive is only going forward and when the person has had a local safety induction by a fully accredited Driver, would lower the risk. Multiple rides will not be permitted.

Therefore a compromise has prevailed and the ability to offer a cab ride under certain conditions is still available. The Board asks all crews to monitor this issue and report any issues immediately.

Our goal is No Injuries.

Statistics

	June		July
Passenger Journeys	271	Passenger Journeys	578
Train Km travelled	103.7 km	Train Km travelled	119.0 km
Passenger train Km	95.2 km	Passenger train Km	105.4 km
Kilometres of track	0.85 km	Kilometres of track	0.85 km
Employees	26	Employees	21

CONGRATULATIONS ON ACCREDITATION

I would like to take this opportunity to formally congratulate a few members on their accreditation for various roles within the roster. (see page 6 & 7 for full list)

It is the continual training and assessment of individuals which allows us accredit members so that they can take part in the roster and allow the normal operations of the Society whilst maintaining a safe environment for all.

Once members have completed the required training and hours for the role, they apply to the Board to be assessed. Once someone has assessed them in both the theoretical and practical components on the Safety & Training Committee, the applicant's name is presented to the Board by the Safety & Training Manager for final approval by the Board.

We welcome George McHugh back as an accredited driver after a long break. George's experience and patience are absolutely invaluable to the Society and trainee fireman and even qualified drivers will gain a vast amount from George's knowledge.

We also welcome Terry Ollsen and Robert Deskins onto the roster as firemen and Dianne Thornton into the role of guard.

The following members have completed their accreditation in the following positions:

George McHugh	Driver, Fireman, Guard
Terry Ollsen & Robert Deskins	Fireman
Dianne Thornton	Guard

I would like to thank Shane Yore for taking the time to accredit these members.

Paul Rollason
V.P. and Safety & Training Manager

LIST OF MEMBERS WHO HAVE SUCCESSFULLY COMPLETED VARIOUS ROLE ASSESSMENTS
as at 10 August 2002

<p>COMMON CORE No formal assessment made as yet. However the following members attended a training seminar.</p> <p>Raymond Mewes Robert Gough John Green</p>	<p>Paul Rollason Owen Coster Greg McHugh Stephen Baker Leslie Beahan David Mewes Shane Yore Tony Lindsay Ken McHugh Stephen Malone</p>	<p>GEN SAFETY INDUCTION – Theory Shane Yore Dianne Thornton Stephen Malone Greg McHugh Tony Lindsay John Green Stephen Baker Greg Stephenson George Hadley Peter Mills</p>	<p>Paul Rollason Owen Coster David Thornton Raymond Mewes Kelvin Ayling Leslie Beahan Martin Wiltshire Bill Blannin Robert Deckins Chris Hadley Paul Jones Terry Olsson Jenny Glasdhill</p>
<p>DRIVER – Theory & DRIVER Practical (General) David Thornton Raymond Mewes George McHugh</p>	<p>Paul Rollason Stephen Malone Leslie Beahan Shane Yore Martin Wiltshire George Hadley Tony Lindsay Stephen Malone Robert Gough</p>	<p>EMERGENCY TRAINING 30-10-99 Tony Lindsay Ken McHugh David Mewes John Green Theima Wiltshire Greg Stephenson Bill Blannin</p>	<p>Paul Rollason Owen Coster Stephen Malone Raymond Mewes Leslie Beahan Shane Yore Martin Wiltshire George McHugh Michael Bertucci</p>
<p>DRIVER - Practical – Melbourne Leslie Beahan Steve Baker George Hadley Martin Wiltshire</p>	<p>Paul Rollason George McHugh Robert Gough Stephen Malone Shane Yore David Thornton Tony Lindsay Kel Ayling</p>		

SALES - Theory Greg McHugh	Dianne Thornton David Thornton Thelma Wiltshire David Mewes Stephen Baker Ken McHugh Raymond Mewes Greg McHugh
No formal assessment was made of the following people as yet, however the following members attended a training seminar	
SALES - Practical	Dianne Thornton Greg McHugh Thelma Wiltshire

GUARD - Practical Cheryl Wiltshire John Baines Green Raymond Mewes	Dianne Thornton Greg McHugh Chris Hadley Paul Jones George McHugh Paul Andrew Rollason Owen Thomas Costler Greg William McHugh Stephen Harold Baker Leslie James Beahan David James Mewes Shane Patrick Yore Thelma Wiltshire David John Thornton Chris Hadley Paul Jones
GUARD - Theory George McHugh Tony Lindsay Ken McHugh Stephen Malone Raymond Mewes Robert Gough John Green Cheryl Wiltshire Dianne Thornton Kel Ayling	

DRIVER - Practical - BFC5	Shane Yore Raymond Mewes
FIREMAN - Theory George McHugh Tony Lindsay Steve Baker Robert Gough Owen Costler Raymond Mewes Martin Wiltshire George Hadley	Paul Rollason Stephen Malone Leslie Beahan Shane Yore Kenneth McHugh David Thornton Peter Mills Terry Olsson Robert Deskins
FIREMAN - Practical Martin Wiltshire Robert Deskins George McHugh	Owen Costler Shane Yore Raymond Mewes Peter Mills Terry Olsson

STATION MASTER - Practical	John Baines Green Kelvin Ayling Dianne Thornton David Thornton
STATION MASTER - Theory Tony Lindsay Stephen Malone Robert Gough John Green David Mewes	Paul Rollason Stephen Malone Leslie Beahan Shane Yore Ken McHugh David Thornton Dianne Thornton Kel Ayling

BOARD UPDATE

By Ken McHugh

Old Ticket Office - the old ticket office will be turned into a room focusing in on the sugar industry and funds will be sought to complete this task. The basin and tap will be removed and paint will be applied inside and out. Any further suggestions can be (in writing please) and passed onto a Board Member.

Fundraising – Fundraising has been very topical of late and ideas and strategies on how we can be better prepared and much more successful in obtaining grants etc are being pursued. We are meeting with individuals who professionally write and seek out funding for volunteer groups to see what benefits can be delivered, as well as holding special sub-committee meetings.

Gaming Machine Grant – Our latest application for funding was rejected in June, however the application remains current for the next 3 rounds (quarterly).

Budgets – The Board are regularly asked to providing internal funding for worthwhile projects however its plainly obvious that our accounts are lean due to 1/ lower than expected passenger numbers, and 2/ the increase in insurance. Rest assured we're aware of the needs, but we can only allocate funds – where those funds exist.

Engineering – It was decided (in consultation with ANGRMS members that supervise them) that “work for the dole type” arrangements are not suitable to our operations at this time. We will revisit this decision again should the conditions change.

Trackwork – high quality trackwork is being achieved – still require people. Everyone associated with the Track Work Party are to be congratulated.

Melbourne – Melbourne will remain out of service until her rods and motion gear are considered sound again.

Controlled burn off – A controlled burn will be undertaken shortly involving several official fire groups in bush area close to our precinct.

Phone - our Woodford phone has some emerging patterns of use. These will be closely monitored. It has just been arranged to have international and 1900 bar features switched on. It will also have a message service but not for callers to leave a message, rather as an information service where callers can find out more information ie opening days/times & website address.

OPERATIONS UPDATE

By Shane Yore, Operations Manager

The ANGRMS Christmas party this year has been approved to be held on the Bribie Island Ferry-man. Date is the 23rd November 2002. This is a four-hour BBQ lunch cruise. Cost \$35 Per. Person. Please forward you cheque as soon as possible to ANGRMS Christmas Party PO BOX 1135 Woodford 4514. It promises to be our best Christmas event yet!

A warm welcome to new members Herb Coleman and rejoining member Brian O'Sullivan. Welcome aboard gents.

ANGRMS have been active recently at several railway associated activities. Locally we attended the Caboolture Historical Machinery Show on the 13th and 14th July and provided 2 displays, the Luggage Point Hand Car and the Pleystowe Trolley. Both attracted interest from guests to our Society with extra interest being taken in the possible restoration of the Pleystowe Trolley to working condition.

On the matter of restoration, it has been stated previously in this forum very clearly that ANGRMS owned items Must Not Be Removed from site without authorisation. The reason for this is to ensure the Board know first and foremost the Quality and Cost of restoration (in writing), who is accepting responsibility for the item, estimated length of absence and more. It is NOT ok for one member to authorize another member to remove item/s. Each member is asked to take responsibility in this area and members are to report to the Board any unapproved items being taken off site. (Approval means written permission from the Board).

If you currently have an item off site, you must advise the Board immediately.

Lastly, David Mewes is very busy preparing for the opening of the Ipswich museum later in August. He's taken time out to provide our members with a photos – many thanks David and good luck with the opening!



Millaquin Mill wholestalk trucks restored by Ipswich Railway Workshops staff using ironwork donated by ANGRMS to The Workshops.

Rail Museum project –
Photo by D Mewes, June 2002



2-10-2T K-57 class locomotive (BN 99 1775-8) arrives at Moritzburg Station heading towards Radeburg near Dresden, Germany on the 22 June 2002.

Photo by Paul Rollason



0-4-0 steam tram (Krauss Bn.1813 of 1887) at Lake Chiemsee south of Berlin, Germany on 25 June 2002.

Photo by Paul Rollason

Special Feature - German Narrow Gauge Trains

By Paul Rollason

Recently on holidays in Germany, I was fortunate in coming across two narrow gauge railways. Both are run by the Deutsche Bahn (DB) (of German Federal Railways).

The first was a regular passenger service between Radebeul and Radeburg just outside Dresden just south of Berlin, West Germany. This railway is called "The Lößnitzdackel" a 2 foot 6 inch (762mm) gauge spur line and is approximately 17 km in length. The DB still operates this railway as a regular passenger service running approximately every hour. There are many tourist attractions along the way including Schloß Moritzburg (Moritzburg Castle) which was one of Mad King Ludwig's castles.

The railway owns about 5 steam locomotives and quite a number of 4 wheel traditional green passenger coaches with platforms at each end and several freight wagons. There a few different type of steam locomotives but we were able to ride behind a 2-10-2T K-57 type locomotive (BN 99 1775-8). This was a huge locomotive for the narrow gauge line it ran on.

The line ran through fields, dense forests and then through the outer suburbs of Dresden. At Radeburg we simply boarded a mainline train for a 15 minute run back into Dresden. This trip is a must for any narrow gauge or steam enthusiast travelling in Germany.

The second railway/tramway was a 3 foot steam tram (Krauss BN 1813 of 1887) at Lake Chiemsee. This railway runs as a tourist train every hour and is headed by a 0-4-0T steam tram followed by a string of small 4 wheel passenger coaches. The line is approximately 3km in length and travels through some stunning forests and the small town of Chiemsee.

A short paddle steamer ride to a small island on the lake takes you to another one of Ludwig's castles called Herin Chiemsee Schloß, the largest and most spectacular of all the castles.

Both of these trips are fairly cheap and really are the cost of a local train.

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

Our Safety Goal is - No Injuries

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 **Track Work Party:** 14th September, 12th October, 9th November and 14th December.

Christmas Break Up: Saturday, 23 November 2002. Go to: www.ferryman.com.au to view.

Cover Photo Perry 0-6-2T No.3 FLASH being lifted by two 30 ton capacity overhead cranes inside Ipswich Railway Workshops. They're making it look easy carrying the 18 ton locomotive! Photo D Mewes 13/6/02