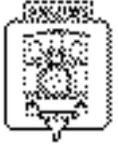




# THE AUSTRALIAN NARROW GAUGE RAILWAY MUSEUM SOCIETY

A.C.N. 009 872 011 A.B.N. 92 009 872 011



## PRESIDENTS REPORT

By Bob Gough

In the early 60's I was a member of the ARHS and after many meetings, my suggestions to look at the Queensland Narrow Gauge in use on the Coal and Sugar Industries, and on looking around the state while on holidays, I made note of locomotives at the sugar mills.

Armed with this knowledge of the items of interest I bought this information to the Board of ARHS and a list was drawn up for railway preservation. I was made the Narrow Gauge Representative on the ARHS Board.

After a time of slow decisions a few Narrow Gauge friends and I thought it was time to make a break and start a new society. The goal was to preserve the Narrow Gauge and Industrial Railway items of interest. The ARHS decided to follow the Queensland Railway 3' 6" only.

We had our first meeting at Newstead House where George Bond was Caretaker and he organised a spare room for us to use and so ANGRMS was formed in very humble beginnings at an historic site.

Ed Hancock was our first President followed by John Browning, myself, David Mewes and now back to me again.

The 2002 Board will put our collective minds to work to try and raise funds to complete on going projects and restoration of locomotives and rolling stock. Also we will cover ideas to attract more public to our site. Suggestions from members are important and will always be accepted. They are especially useful when they are in writing. The new Board is listed below:

President	Bob Gough
Vice Presidents	Paul Rollason & Greg Stephenson
Secretary	Shane Yore
Treasurer	Stephen Baker
Board Members	Tony Lindsay & Ken McHugh

I take this opportunity to say thank-you to Raymond Mewes for a year's service to the Board and a warm welcome Greg Stephenson and Ken McHugh, who have both been returned to the Board after an absence.

Critical issues right now are the need for volunteers as well as insurance matters. We are calling on all members to move into the Sunday Roster. We need ticket sellers / sales, Guards and Station Masters. If we can get more people we can spread the workload out. It's very true, there are too few doing the work expected of a large team. Insurance will be discussed later.

The Brisbane Miniature Train show is being held at the Royal National Association on the weekend of May 4<sup>th</sup> to 6<sup>th</sup> 2002. Set up is Friday May 3<sup>rd</sup> & we are looking for members with good people skills to volunteer their time.

Donations to the Society are always needed, and with Tax time just around the corner, please consider us for your next donation.

We are also looking for members who would be interested in coming onto one of the several committees to assist the Board. If you believe you can contribute to the Operations Committee, Engineering Committee, Safety Committee or Fund Raising Committee, I would like to hear from you. I'm also considering a position of Public Relations Officer, what are your thoughts?

Lastly, I would like to thank David Mewes who chose not to stand this year. David has exceeded the requirements and expectations usually associated with that of a volunteer. David's guidance and knowledge is unique and has done ANGRMS proud. It is fair to say ANGRMS has a very credible standing within our industry orchestrated through David's effort. We will continue to enjoy your support as a member and hope you make the most of "life after ANGRMS Presidency" – Well done David.

As your President for 2002, I will initially focus on 3 key areas:

Safety

Strategies to progress our aims (inc grants/fundraising/marketing)

Do what is necessary to provide a clean and enjoyable experience for our customers and volunteers.

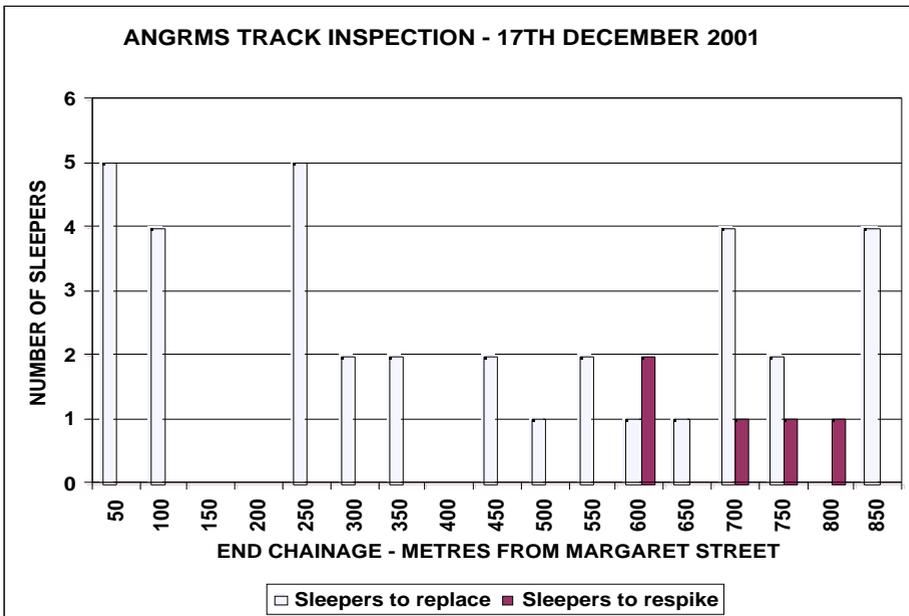
**Bob Gough**  
**President**

# TRACK MATTERS

By Greg Stephenson

## Annual Track Inspection

On Monday, 17<sup>th</sup> December, 2001, our annual independent track inspection was undertaken by two experienced Trackmasters Phil Hardy and Alan Padget. They have now provided a written report which shows that our track is of adequate standard and condition for our traffic. We are particularly thankful to these two gentlemen for making their time and expertise available.



We marked 35 sleepers for renewal and 4 to be re-spiked. At the previous inspection, we marked 52 for replacement and 30 to be respiked. Following the 1998 inspection, we had 77 replacements and 42 rebores. The 1998 inspection identified a number of “clusters” – groups of defective sleepers – whereas the current inspection found only one cluster. It is pleasing to see that our efforts over the past few years are reflected in the reduced number of defective sleepers and we are improving the overall condition of the mainline.

The chart shows the location of sleepers to be replaced and re-spiked as identified on this inspection. The major defects highlighted from the

inspection are “light ballast profile” between Ch250 and Ch300 and between Ch and Ch . These locations correspond with areas that have not been rehabilitated and the locations with the greatest numbers of sleepers to be replaced. This chart forms the basis of our maintenance planning for the year

### **Future Trackwork Days**

Previous schedules have been somewhat successful it is planned to continue with a monthly track maintenance work party. These are planned for the **2nd Saturday** of the month (except June to avoid the Queen’s Birthday long weekend)

13<sup>th</sup> April, 11<sup>th</sup> May, 15<sup>th</sup> June, 13<sup>th</sup> July, 10<sup>th</sup> August, 14<sup>th</sup> September, 12<sup>th</sup> October, 9<sup>th</sup> November and 14<sup>th</sup> December.

Its fairly simple, just turn up by 9am and we can include you into the work group. If you need a lift give me a call, I’m sure something can be arranged. Helping in either the AM or PM is also ok if a full day is too long.

***Greg Stephenson***  
***Vice President***

## **BOARD UPDATE**

**By Ken McHugh**

I will be bringing members closer to those issues the Board debate this year. As Editor of the DRB I’ll be providing you periodic updates of some of the issues the Board are covering. Of course there will be times when sensitive information won’t be printed due to confidentiality. However there are areas where communication between the Board and the membership can be improved, and that is where this column will be most useful.

**Insurance** – The global community is suffering from increased insurance premiums and this has affected us. In short, the insurance for our buildings needs urgent attention. Its clear that more passengers, more fares, more money would solve this.

Key contributing issues are lower than expected Bus Group visits, lower than expected Sunday patronage and higher insurance premiums. Grant applications are not given to cover recurrent expenditure, therefore we have 2 options at this point:

- 1) do nothing
- 2) 2) seek donations from the membership. Option 1 has obvious consequences, option 2 is our preferred option from members that are unable to contribute ANGRMS on a regular basis.

The Board is also considering options with regards to 3' 6" stock on site and the role these items have in our future plans. Suggestions should be forwarded to a Board Member. (in writing please).

**Grants** – By the end of March we will have made an application for an extension to our engine shed. This project has been in the pipeline ever since the existing engine shed was erected and it is being made on the basis that maintenance of current assets is key to preservation. The Board are working earnestly during March to finalise this application. The outcome will be shared as soon as its known.

**Safety** – We all recognise that volunteer organisations are unique in that no one is rewarded with money for the effort given. ANGRMS is recognised in many ways as a 'business' even though people give their time freely, so we have to be on the ball like a boss is paying us. In terms of Safety, we receive no concessions for being a non-profit organisation. Upon reading the vast amount of literature on Safety, one often sees that lack of communication as a key contributor to errors and mishaps. Often the mishaps are because a person hasn't done their best to communicate with another. At home we might get away with it, but certainly not in the workplace.

The Board request that everyone on site, running day or not, take the time to look out for one another, talk to one another so that there is never a mishap or error made due to poor communications (or for any other matter). Board members will set the example in this area.

The Board sincerely thank all those who contribute regularly on site and in other ways. Keep up the good work everyone!

## MUSEUM UPDATE

By Lynn Zelmer



Lynn Zelmer's latest additions to the museum function at Woodford were installed mid-December and feature models of representative Queensland cane trains with photographic backdrops. The dioramas, with models solidly epoxied in place for ease of moving, have replaced his earlier photo exhibition in the glass showcase.

The first diorama features wholestick cane trucks and a Baldwin 0-6-0 as it might have appeared in the cane fields, complete with open cab and diamond stack. Rows of mature cane, an old tractor, a draft horse and portable track sections help provide the historical context while the backdrop shows some of the equipment on ANGRMS' back track.



The second diorama is more modern and features cane fields, a farm yard with a wheeled mechanical harvester and several loaded cane bins behind a model of a Jenbach diesel as it looked when introduced to the cane industry. The backdrop for this diorama shows cane fields and a typical mill.

The models were all built from scratch or kits by local modellers (Jenbach and cane bins by Bob Dow, the harvester by Tom Badger, and the remainder by Lynn Zelmer). Information on modelling the cane rows, the wholestick cane trucks and the portable track, plus how the dioramas were created, is on the CaneSIG web site ([www.zelmeroz.com/canesig](http://www.zelmeroz.com/canesig)). Photos by Lynn Zelmer 2001.