

Durundur Railway *Bulletin*

Newsletter of ANGRMS, the Australian
Narrow Gauge Railway Museum Society

Margaret Street, Woodford

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Thanks to the help and support of our local councillor Adrian Readel and Moreton Bay Regional Council, work has finally started on the level crossing over Peterson Road. Photo looks toward Woodford town centre and the D'Aguiar Highway. Our end of track and Storybrook platform is off to the right; Storybrook Cottage and gardens is behind and to the right. Neil Trevorrow photographer.

Running Days: First and Third Sundays

Trackwork Days: 12 May, 2 June, 14 July and 11 August

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). [Note: check before attending as location may change due to booking conflicts.]

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 so your contribution to ANGRMS can be remembered. 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

Exciting News!! Level Crossing Work Commences!!

After many years of waiting, thanks to the support of our local councillor Adrian Readel and the Moreton Bay Regional Council, it is with great excitement that I can announce work has now commenced on construction of a level crossing over Peterson Rd. As well as constructing a track set into a concrete slab right across the road reserve, the contractor will also be undertaking some road regrading and protection of services such as water and sewerage. A short length of concrete sleepered track will be provided each end for us to connect our track to.

This work does not include installation of flashing lights which will be undertaken at a later date by ANGRMS (provision for cabling is included in the slab).

There is still a lot of other work to be undertaken by ANGRMS before we can connect to or use the crossing such as construction of a new mainline and crossing loop at Storey Brook and completion of a lot of paperwork including Interface Agreements. While not immediately required as part of connecting to the new level crossing, we also need to construct a new platform at Storey Brook and undertake formation work on the other side of the road.

As can be seen, there is a lot of work to be undertaken on our part, so we need as many members as possible to come along and help with this important project. Also, if you know of anyone, or any organisation, which can help either directly or indirectly (ie supply of people, machinery or materials – preferably donated!!) then let myself or Greg know. The second Saturday of the month is the regular "Trackwork Day" but we do undertake work on other days if you cannot make it on that day. It is important that we are part of the local community and work with our neighbours, so please let Greg or myself know if you are coming to work on this particular project as due to noise issues, we may need to change our work location on some days if there is an event on at Storey Brook.

During April we also finished restoration of the Moreton Mill bogie open wagon. This wagon was completely stripped down and has had all new timber fitted. Bob, Mark and Ryan have done an excellent job on this wagon. Work has now commenced on the paperwork and other processes to accredit the wagon.

As part of our continual improvement process, during February and March several members also attended First Aid training. Congratulations to all of those members who have now received their basic First Aid Certificates.



The Moreton Mill bogie open wagon, now restored and ready for accreditation.
Bob Gough photographer.

Another exciting activity during April was the release of ANGRMS new book on Bundaberg Foundry Locomotives. This is the second book ANGRMS has produced in recent years and I would like to thank Brian Webber and John Browning for their tremendous effort. This book is excellent and covers an important part of narrow gauge history in Queensland. The book will be released at the AMRA show.

Safety is everyone's responsibility and it is great to notice members are thinking safety. A recent example of this was Dave Caruzzo who, without being asked, placed "Caution Wet Floor" signs on our platform during a recent wet running day. Keep up the good work Dave. A new "Hazard Identification Form" is being developed by Graham Wilson so hazards can be reported.

During March, the societies AGM was held on site at Woodford with 15 members attending along with our local State Member, Andrew Powell. Depending upon how you look at it... unfortunately or fortunately... a very

heavy downpour making it hard to hear caused the meeting to be one of our shortest!!!

I would like to thank the following, re-elected to the ANGRMS Board for another year.

President: Terry Olsson

Vice Presidents: Bob Gough and Gordon Anderson

Secretary: Ian Thompson

Treasurer: Steve Baker

Board Members: Peter Hall and John Parnell

Unfortunately I end this report on a sad note, as we learnt of the passing of George Hadley during April. George was Tramway Engineer at Nambour's Moreton Mill for many years until it closed in December 2003.

George was an active member of the society for many years, and was instrumental in ANGRMS operating the Bundy Fowler at Moreton Mill on several occasions hauling cane, as well as helping us obtain numerous pieces of rolling stock and a supply of rail from Moreton Mill when it closed. After the mill closed, George retired to the Bundaberg area. George will be missed and our condolences go out to Wendy and the family.

Remember – safety first!

Safety and Training Report

Gordon Anderson, Vice President, Safety and Training

Operations Manual/ Emergency Training Day 31/03/2012.

Seven members attended this Training Day and as such are accredited for the SMP 2011 and Emergency Training. Four members have subsequently received training and are accredited for the SMP 2011 and Emergency Training. Thank you to these Members for their support.

Report on Training Day 31/03/2012

The Training Session commenced with a demonstration by Tim Anderson and his two Assistants from Woodford Ambulance, on how to remove passengers from the train between stations. A specialized plank was used to demonstrate the technique for removing injured passengers from the train. This technique was a vast improvement on the previous training for removing injured passengers. We also had a demonstration in lifting a sitting passenger from the train.

Following the demonstration by the Ambulance personal, Geoff Westcott gave a demonstration on how to use and care for the radios, how to install

the radio on the locomotive and the required procedures for their use. Geoff had also printed out the necessary documents for training material.

Terry Olsson continued the Training with a talk on the radios followed with a talk on vital Emergency Procedures and important changes with the issue of the SMP 2011.

For my section of the Training I had prepared documents showing the changes with the issue of the SMP 2011 and a discussion paper on Incident/Emergencies, and discussed the contents of these documents with the members present.

As the above documents form the basis for the SMP 2011 and the Incident/Emergency Training, they will only be issued when members are accredited after training.

The second stage of the Emergency Training will consist of reviewing Member's comments on the Discussion Paper I issued during training on Emergency Procedures.

One comment I have received from a Member is relevant:

Any near miss in the case of equipment use or potential personal injury must be reported and the appropriate forms filled in. This information could save a future incident or injury from occurring.

This also applies to a Category "A" or "B" Incident/Emergency.

Category "A" Incident/Emergency:

Death or Serious Injury or Major Incident or potential for Death or Serious Injury or Major Incident

Category "B" Incident/Emergency:

Non-serious Incident or potential for a Non-serious Incident

If there is a potential for either a Category "A" or "B" Incident/Emergency, it must be treated as such.

Non-Reportable Accidents/Minor Accidents, Injuries:

Although minor, all accidents/injuries must be reported to the OIC and recorded. The Forms to be filled in are located on the Notice Board in the Station Master's Office: "Accident and Incident Report Form" and "Minor Accident and Incident Report Log Book".

This is important because, for just one example, a case could arise where a person has a minor injury which eventually becomes infected resulting in loss of income/privation and a claim on ANGRMS Public Liability Insurance.

As a result of a suggestion made at our last audit, a new "Hazard Identification Form" is being prepared. This form will be located in the Station Masters Office and will be available for all members to report hazards. This is

required so that regular reviews may be made to identify new hazards and reoccurring hazards so that appropriate preventive measures can be undertaken.

General Training

Congratulations to Sam Erb, Tony Weber and Neil Trevorrow who have completed their training as Driver's Assistant for the Gemco Locomotive.

Some Civil Notes

Greg Stephenson, Track Day Coordinator

One of the unforeseen consequences of accreditation is the amount of time we need to devote to training. Compared to commercial organisations that operate at least 5 and up to 7 days a week, we have only limited days available for all our activities and therefore spend a greater proportion of our available time on training activities. Most of this training needs to happen on weekends and diverts us from our construction and maintenance activities. Similarly, many of our volunteers are involved across all areas of operation, maintenance and construction activities so require on-going training in multiple areas. Because of our commitment to this training, track work has been slower than we might have liked.

On the afternoon of the Annual General Meeting, there was torrential rain. Whilst the noise on the tin roof of the workshop during the meeting was almost deafening, it was good chance to watch how effectively the drainage systems operate. After the AGM finished, time was spent clearing drains and opening up areas that were ponding water. Whilst not glamorous work, it is important to ensure this part of the infrastructure performs to prevent damage to track and buildings.

Number 2 Workshop Road

The elevated area near the BLC Wagon body has been completed with low retaining walls and filled with "deco". The track beyond the excavated area has been completed and ballasted. Brightly coloured safety chains have been fitted around the openings into the excavated area to prevent people from inadvertently walking into the area.

Other work to be completed is the steps to access the area and a concrete headwall on the outlet to drain pipe.

Track Maintenance Work

Despite the limitations of time, personnel and wet weather, track maintenance has continued. Five rotten sleepers were replaced around the centre of Freeman's cutting of 14th April 2012, addressing a defect from the annual track inspection.

On 21st April 2012, a small crew replaced 8 sleepers between Ch 650 and Ch 675 and lifted, levelled and packed the track with air operated packers. Topping up of the crib ballast will be undertaken on the next available track day. On this section, we continued our practice of "if in doubt, rip it out" so we have renewed a number of sleepers not marked for replacement but are likely to need replacement in the next year or so.

We plan to continue working towards Ch 700 on future track work days. We need to continue our commitment to routine maintenance activities with the monthly track work parties held on the second Saturday of the month. We will bring forward the June track work day to avoid the Queen's Birthday weekend. The track work days are scheduled for Saturdays 12 May, 2 June, 14 July and 11 August 2012.

Storeybrook Station

As reported elsewhere, Council's contractors have commenced work on the Peterson Road level crossing. Once we have cleared and shaped the area, we have to complete the track work to connect up to this crossing as well as beyond. There are 2 sets of points to be built and one set to be refurbished so there is plenty of work ahead of us for some time.

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.

With our "Bundy" out of service for boiler tube replacement, we have been using our diesel "Gemco" to haul the passenger trains. After some initial problems, Gemco has since operated without any notable problems. Unfortunately we have had a few delays with the repairs to Netherdale, but hope to have this loco available in the near future. We have now located a suitable person to undertake the retubing of Bundy and preparations have commenced.

While we expected a reduction in passenger numbers because of the diesel, we have continued to suffer a significant drop in passengers. This has not been helped by the large number of "wet weekends" we have experienced so far this year. We are presently running at about 40% down on this time last year (excluding special runs of which we have had none so far this year). While numbers are steadily increasing, we all need to put that bit extra into marketing and to ensuring our visitors enjoy their experience when they do visit. Speaking to other heritage railway groups, they too are experiencing significant drops in patronage.

Roster

Neil Trevorrow is the ANGRMS roster officer so please direct all enquiries to him: e-mail: trevorrow26@optusnet.au, phone: 3263 6761 or 04 0205 1546.

It is approaching time to prepare the next roster for the second half of the year so please let Neil know when you are available.

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

While we continue to receive enquiries, the next confirmed special run we have is a bus group on the 18th of June. If you can give a hand on this day please let Neil know.

Shows

AMRA Show: 5, 6 and 7 May 2012 – By the time you read this, this show will be very close. As noted above, we need to put an extra effort into marketing and sales so please contact me if you can help during the weekend.

Toowoomba Model Railway Show: 2 and 3 June 2012 – We have been accepted for this show and the final paperwork has been submitted. With the Sunday being our normal running day at Woodford, and Brian Webber being away, assistance is required for this show.

Caboolture Town and Country Fair: 14 and 15 July 2012 – We have received an application form for this show. Assistance is required.

2012 Modelling Railways of Queensland Convention: Saturday 4 August 2012 – An application form has been submitted. As several members who normally help are involved in the actual convention, assistance is required for this sales stand.

Strathpine Model Railway Show: 25 and 26 August 2012 – An application form has been submitted.

Monthly Statistics

	March 2012	April 2012
Paying Passengers	109	153
Guards Sheet	146	203

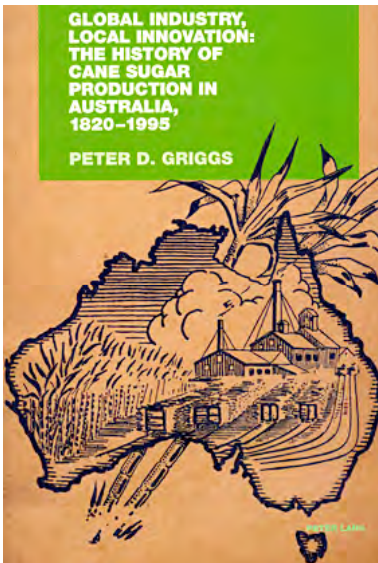
New Sales Items

Built by Bundaberg Foundry: This new book, written by Brian Webber and John Browning and published by ANGRMS, will be released at the AMRA show. Containing 80 pages of excellent photos (many in colour) and informative text, this book is excellent reading and a must for anyone with an interest in locos built by this noted Queensland narrow gauge loco builder. Price: \$22.50 plus postage if required.

Book Review

Lynn Zelmer

Griggs, Peter D (2011). Global Industry, Local Innovation: The History of Sugar Cane Production in Australia, 1820-1995, Bern: Peter Lang



Since much of the ANGRMS collection comes from the sugar industry it is important that we know that history to be able to represent it correctly. While quite expensive (roughly \$100 plus postage) and long (928 pages) this academic treatment is both interesting and a reasonable read.

The book begins back in the late 1700s and proceeds to the development of the sugar industry on the coastal areas of New South Wales and Queensland. It includes sections on the biology and environmental conditions required for growing cane as well as on the technologies for processing into sugar. I cannot pretend to have read the whole volume but I can indicate that it was very useful in developing a note on sugar mills in Central Queensland for the Archer Park Rail Museum's web-based

historical note series.

The book is likely not available from an Australian distributor but can be obtained quite easily through an on-line seller such as Abe Books (www.abebooks.com).

2011-2012 Tax-Deductible Donations

Donations to the Museum Account are tax deductible, but with the end of the current fiscal year approaching you need to get your donations in now if you want a tax receipt for 2011-2012.



More photos (above and below) of the Peterson Road crossing construction, April 2012. Terry Olsson photographer.





The newly restored Moreton Mill bogie open wagon during the same driving rainstorm that affected the 2012 AGM. Brian Webber photographer.