ANGRMS

Durundur Railway Bulletin

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

Volume 34 **Number 319** **January/February 2013**

Freshly painted Netherdale (6wDM Jenbach) and the Gemco (4wDH George Moss) double-heading the special train for the member's 2012 Christmas function, stopped to inspect the new road crossing. [lz_0806]

Running Days: First and Third Sundays

Trackwork Saturdays: 19 Jan, 16 Feb, 16 Mar & 20 Apr
(Note changed weekend to third Saturday)

Work Days: Every Saturday; Light Duties on Third Wednesday

Our Safety Goal - No Injuries

Contents copyright © ANGRMS

ANGRMS: Margaret Street, Woodford (PO Box 1135, Woodford Qld 4514)
ISSN 0158-785x, ABN 92 009 872 011, ACN 009 872 011

Terry Olsson	President, Operations, Sales and Marketing	m: 0429100911 terryolsson1@hotmail.com
Gordon Anderson	Vice President, Safety and Training	(07) 3205 6109 gha383@bigpond.com
Bob Gough	Vice President	(07) 3848 3769 (7 pm - 9 pm only) bundybob003@bigpond.com
Ian Thompson	Secretary	(07) 3848 5611 ianthompson359@gmail.com
Steve Baker	Treasurer	(07) 3857 2495
Greg Stephenson	Track Day Coordinator	(07) 3844 9269 or m: 0423417326 greg.stephenson@uqconnect.net
Neil Trevorrow	Roster Clerk	(07) 3263 6761 or m: 0402051546 trevorrow26@optusnet.com.au
Brian Webber	Special Running Days, Group Bookings	(07) 3354 2140 bwebber5@bigpond.com
Lynn Zelmer	Webmaster, DRB Editor	lynn@zelmeroz.com
	ANGRMS web site	www.angrms.org.au
Woodford	Station Master's Office	(07) 5496 1976

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.

Contents copyright © ANGRMS

President's Report

Terry Olsson, President

Welcome to 2013!! I would like to thank everyone for their help and support during 2012 and look forward to working with you again this year.

Unfortunately I have to start this report with some "not so good" news. During the last few months of 2012, passenger numbers really dropped off. The tough economic times are really starting to hit home, which combined with a lack of an operational steam locomotive, has resulted in an overall drop in passenger numbers of 25% for 2012 compared to 2011. This in turn has meant income from sales on site was also down 30% on last year, with overall income from running days down 26%.

We are not alone, with other heritage railways and local businesses also reporting drops in income. Unfortunately the predictions for 2013 do not forecast much improvement. However due to the nature and size of ANGRMS, plus our great dedicated team, I am confident we can meet this and the other challenges of 2013. Brian Webber and his team have done a fantastic job during 2012 to get us the patronage we have had – without their efforts it would have been a lot worse.

Less income means we all need to tighten our belts and review any spending. We cannot and will not be cutting any spending on safety related issues such as track and rolling stock maintenance, but need to look seriously at other expenses. We can all help by doing more tasks inhouse (where we have the capability), plus looking at any opportunity to increase our level of sponsorship, donations, grants or just paying a reduced price for things we need. It all helps.

Enough of the "not so good news"! Every year ANGRMS is audited by Queensland Transport, and this year the audit focussed on track and its maintenance processes. I am very pleased to announce that ANGRMS not only passed the Audit, but there are no actions as a result of the Audit. In December we also had our independent track inspection which only identified two minor issues which despite having a six month time frame to correct, were fixed that afternoon! Congratulations to Greg Stephenson and his track team for a job well done.

A big problem facing ANGRMS, along with other heritage railways, is a shortage of volunteers. While I am continually amazed at what ANGRMS achieves with its small but dedicated active workforce, we certainly could use more help. Being a part of the Woodford Community is also important to ANGRMS.

Contents copyright © ANGRMS

A local branch of the national “Mens Shed” organisation was recently formed in Woodford. I represented ANGRMS at the formation meeting and spoke on some of the challenges they will face. ANGRMS has agreed to a form of partnership with the Woodford Mens Shed, who will also have a form of partnership with the local Lions Club.

As part of this, we will be leasing them an area of our land on which they can set up a temporary work area until they can obtain their own permanent home, planned to be nearby. We will also be allowing them use of part of our car park and picnic area. While having another organisation on site will cause some inconvenience to ANGRMS and its members, the benefits will far outweigh this. Several members have already expressed an interest in joining ANGRMS. I encourage all members on site to introduce themselves and make the members of the Woodford Mens Shed most welcome.

The Mens Shed storage container being unloaded into its temporary location near the picnic area, 17 December. Geoff Westcott photographer. [gw_013]

The Board has selected Saturday 23rd March for this year’s AGM which will be held on site at Woodford. Please set this date aside in your diaries.

Our treasurer and membership officer also want to remind members that it is time to renew their membership. If you have not received a renewal notice already, you will be receiving one shortly. Hopefully we have corrected some errors which occurred last year – if you are a life member (financial or otherwise) and receive a membership renewal by mistake please just let Neil Trevorrow know.

You will notice a change to the cover of this edition of our magazine. The previous format caused issues fitting in the photo and work party dates. Your

comments/thoughts would be appreciated – please send to myself or Lynn Zelmer as the editor.

Remember – safety first!

Safety and Training Report

Gordon Anderson, Vice President, Safety and Training

Rail Safety Management Plan (SMP) 2011

This document is the basis for the accreditation of the operation of ANGRMS' Durundur Railway on the Woodford site. Our Safety Management System is reviewed every year as part of an Internal Audit and any amendments required are noted as part of the Audit.

During the last Internal Audit during August 2012, some amendments were noted for a future Amendment Issue. Also thank you to the Rail Safety Workers who have already submitted items for consideration for the future Amendment Issue.

It has been the policy in the past to include any amendments or updating of the SMS in an Amendment Issue every two years, if required. The existing SMP has been the accredited Operations Manual since 1 September, 2011. It is intended to re-issue the existing SMP, with the required amendments, as "Amendment A" before the next Internal Audit in August 2013.

There is a large amount of work by the people involved to meet this deadline, so if any Rail Safety Worker has any comments on the existing SMP, please submit them in writing to me as soon as possible so they may be put on file and considered for inclusion in the Amended SMP.

Risk Management

Risk Management forms an integral part of the "Safety Culture" for rail safety workers on site at Woodford.

A safety culture is not something attained and then forgotten about. It requires regular review of our work practices. Just because something has been done in a certain manner in the past; we, as Rail Safety Workers need to regularly review our methods of work to assess the risk factors involved in the changing work place.

If you do decide to change a method of work, whether during a work day or running day, assess any additional risk which could occur due to the change in your work practice.

This review should not inhibit change if a "Lower Risk" method of work has been found, but it is essential that "Risk Management" is included in the

basic thinking process so that we may achieve the goal of a safer work place both for ourselves and the members of the public who are our clients.

Queensland Transport Audit – 29/09/2012

This audit conducted by the Rail Safety Unit, focused on our track and involved both an inspection of our entire mainline and a desktop audit. The Audit result was "No action is required as a result of this audit". Congratulations to Greg Stephenson and his small band of dedicated track workers for obtaining this outstanding result.

Some Civil Notes

Greg Stephenson, Track Day Coordinator

Dog spikes have been extracted and ballast removed from beside the sleeper to be replaced. The sleeper will then be knocked sideways into the cleared area so it can removed. The white chalk mark on top of the rail shows the centre location of the sleeper. [lz_601]

Track Maintenance Work

As I write these notes, we are preparing for the Annual Independent Track Inspection on 22 December, 2012. This is a requirement of our Safety Management System and was one of the items reviewed by the Department of Transport and Main Roads' (DTMR) condition and safety audit of our track

early in the year. Whilst the DTMR audit found our track to be in sound condition with appropriate systems in place for its maintenance, we have had a concentrated effort on sleeper replacements in recent months.

On the morning of the Christmas Party, we replaced some sleepers and Lynn Zelmer photographed the process. Some of the photos are included in this issue. However, the plan is to document our sleeper replacement method as a training aid. Ultimately, this will be available to volunteers through our web pages.

Timber sleeper being held in place against the rails by a lifting bar whilst spike holes are drilled with the air drill. The rails are held in correct position with a track gauge and sash clamp. [lz_680]

Train crews had reported a rough riding rail joint on the mainline between the Compound and Workshop points. It was over-gauge by about 20mm and dipped by a similar amount. Part of problem was that the ends of the rails were touching and expansion was causing the joint to push out of gauge. We removed the fish plates and trimmed about 5mm off one rail. We then worked the rail bender along both sides of the joint for about 1 metre - beyond that the track was in gauge. We replaced the fishplates and bolts and put a new timber sleeper under the joint.

Contents copyright © ANGRMS

Steve Baker using a pick to push ballast under the sleeper while Greg Stephenson uses air hammer to tightly pack the ballast. To left of Steve is a screen used to remove fine material from contaminated ballast before reusing it in the track. [lz_735]

We then reached a “land mark” day for track maintenance at Woodford as we installed our first prestressed concrete sleeper on 60lb/yd rail in the mainline. It was a learning experience to make sure you dig enough ballast out to get the sleeper in since you can't belt them into position with sledge hammers as you can with timber sleepers! We then lifted and packed about 8 sleepers to level joint.

The section of mainline between Compound and Workshop points is our most heavily trafficked section - all passenger and work trains and most shunting movements use it - and since it is on a curve, it is best place to use the concrete sleepers we have.

On Saturday, 15 December, 2012, around 62 metres of the mainline through Freeman’s Cutting was lifted, levelled and the ballast packed. This involves using track jacks to lift the rails to the correct level, then packing around every sleeper with the air hammers. With a very small team of three, we worked two air hammers constantly by one person relieving the others. Another person would certainly have made the job less daunting.

I would like to thank all those who have contributed to maintaining the track. However, it is with some regret that there aren't more people to be able to thank for helping with this important task. We have seen the predicament that some other heritage railways are facing when track maintenance is neglected.

For next 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 19 January, 16 February, 16 March and 20 April, 2013.

Stage 1 - Storeybrook Station

Preparations are also in hand to source additional materials required for the track work – in particular, around 250 sleepers are required. Negotiations are underway to secure supplies of prestressed concrete or steel sleepers so as to reduce our long term maintenance requirements.

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.

As mentioned in my Presidents report, passenger numbers were down this year compared to last year. This was particularly noticeable during the last two months of 2012. Brian Webber and his team have done a tremendous job during 2012 and without their help and effort we would have been much worse off. I would like to ask every member to help Brian and his team where you can, be it by attending marketing opportunities like shows, pushing special run opportunities, or just helping by keeping our track and rolling stock in full operating condition, site neat and tidy or presenting a friendly and professional image to our passengers.

Roster

Neil Trevorrow is the ANGRMS roster officer so please direct all enquiries to him: E-mail: trevorrow26@optusnet.au, Phone: 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 (Ph 07 33542140 or e-mail bwebber5@bigpond.com.)

Bus Groups/Car Clubs etc.

On 25 November, the Logan Model Railway Club hired the train and site for their Christmas Party. This a very successful event and the club have written to us to thank us for a marvellous day. Thank you to all who helped on this day.

We will have two buses visiting us on Australia Day next year, plus a wedding photography visit so please let Neil know if you can help.

Shows

AMRA Show – 4 and 5 May 2013: The AMRA show next year will be a two day event and will be held at the new venue, Doomben Racecourse. The new venue has a lot of benefits such as free car parking, air-conditioning, three levels, and better food, but accessing our site for setting up and dismantling is more difficult.

We will have to carry our display boards up a flight of stairs so in addition to the usual help during the show, we are looking for extra help to set up on the Friday and dismantle on the Sunday evening. This is a major sales and marketing opportunity for our railway so please mark this date down in your diaries as we need considerable help over the weekend.

Monthly Statistics

	Nov 2012	Dec 2012
Paying Passengers	145	66
Guards Sheet	168	85

Sales Items

Way It Was DVD - Volume 5: Released just a day before our last running day of the year, this DVD continues the excellent series on the "old" Queensland Railways by Water Street Productions. As well as the usual scenes of regular steam in operation, it has several steam hauled tours including scenes on the standard gauge interstate line, early shots of the Electric Tilt Train, Electric hauled Sunlander and freight trains, diesel hauled suburban trains, and the diesel Tilt Train. Price: $34.95 plus postage.

E-mail Services Restored

We experienced some disruption to our angrms@ and sales@ e-mail in November. However these two addresses are again operational. Our apologies for any inconvenience and please resubmit any queries or orders that may have been lost during the disruptions.

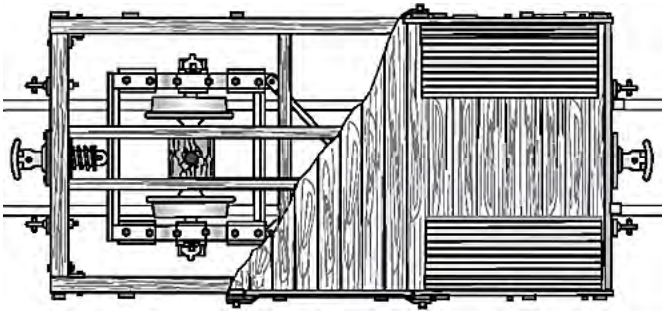
Contents copyright © ANGRMS

Puffing Billy Magazine Article

Brian Webber's most recent promotional item for the Museum is an article in the Puffing Billy magazine's December 2012 issue. The four page article has been scanned and can be viewed from our web site (Links page, pdf file).

Grover's Bogie Wagon

Grover's bogies, connected together but without the wagon frame, showing the crossed arms which cause the bogies to steer around corners, December 2012, Ryan Silk photographer. [rs_0217]



Jim Fainges drawing of the Port Douglas Grover's bogie wagon, showing one of the bogies and its connecting arm. Use Port Douglas as a search term to find this and other Port Douglas vehicles in the web site's image collection.

A montage of images from the Christmas function at Woodford, 1 December 2012. Bob Gough photographer.

Contents copyright © ANGRMS