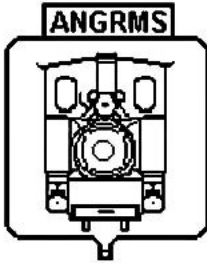


Durundur Railway *Bulletin*



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Just hanging around. The Shay from Nambour dangles in a rather undignified position for a locomotive as she awaits the arrival of the Traverser with a flat wagon for the loco to sit on at The Workshops Rail Museum, 7th April 2006.

Photo courtesy: The Workshops Rail Museum

Next Track Work Parties: 13th May, 3rd June and 8th July 2006

Contact Details

Terry Olsson	President Operations, Sales & Marketing	(07) 5497 4285 (a/h please) terryolsson1@hotmail.com
Bob Gough	Vice President	(07) 3848 3769 (7 pm - 9 pm only) bundybob@iprimus.com.au
Gordon Anderson	Vice President	
Shane Yore	Secretary	
Steve Baker	Treasurer	(07) 3857 2495
Di Ezzy	Board Member	(07) 3323 3396 ezzydi@bigpond.com
Greg Stephenson	Board Member Track Day Coordinator	(07) 3844 9269 greg.stephenson@uqconnect.net
Paul Rollason	Safety & Training	(07) 3278 9110 or e-mail separ@bigpond.com
David Mewes	Roster Clerk	(07) 3273 2014 0407 146 750 mewesdj@powerup.com.au
Lynn Zelmer	Webmaster ANGRMS web site	lynn@zelmeroz.com www.angrms.org.au
Woodford	Station Master's Office	(07) 5496 1976

Scheduled Activities

Track Work Parties	13 th May 2006, 3 rd June, 8 th July
General Work Parties	Every Saturday
Running Days	First and Third Sundays

Our Safety Goal - No Injuries



President's Report

Terry Olsson: Ph (07) 5497 4285 (or via the Society PO Box), or e-mail sales@angrms.org.au

Bundy's recent boiler problems have highlighted the need to finish off Melbourne as a second steam loco. While Leslie works on it when he can, he is usually snowed under with other tasks. So if you can help, or know of a potential member who would be interested in taking on this important task, let me know.

I know it has taken a long time to get the stay repaired, but we just could not afford the prices wanted by the limited number of companies who still do steam loco boiler work. Also, to have taken the boiler out of the frames would have been a huge task for our presently limited work force. Having been there on the three weekends involved (including the initial ultrasonic testing), I am glad we did what we did. While I am no boiler maker, I was impressed by the skill and sheer hard work involved in doing the work in situ. It is a tribute to the skill of Ross, Twissy, and Scott from ASCR (Australian Sugar Cane Railway in Bundaberg) that this stay was replaced and welded in without causing any of the adjacent stays or rivets to leak. I have to also thank Leslie Beahan and Owen Coster for their valuable help. Owen turned up the replacement stay, and it fitted perfectly!! I think everyone has learned a lot.

Something which is often overlooked is the tremendous benefits we obtain by being a part of ATRQ and ATHRA. In this case, simply being a part of such a group, and networking with the other groups, resulted in this very generous offer of help from ASCR. It is hard enough running a railway nowadays, but being able to talk to others who have common problems, and work together to solve these is, of infinite benefit. Just knowing the support is out there is a help. While Paul, myself, and others spend a lot of time with ATRQ and ATHRA, without them we would just be swamped under with rules and regulations etc. With the push for national codes and rules by the big multi million dollar mainline railways such as QR and Pacific National, it is only through working together via ATRQ and ATHRA, that we have been able to make sure the tourist and Heritage rail sector is considered. Provision is now being made in the various codes to cater for our requirements. While there will still be a need for some changes etc, I can assure you that without ATRQ and ATHRA, we would be swamped under and put out of business.

While I realise there is a lot of paperwork now days, unfortunately it is fact of life in everything we do. I understand members reluctance to do these things, but unfortunately, without them we simply do not turn a wheel, and probably would not even be allowed on site. To me, the sight of Bundy in steam and the pleasure it gives our passengers, makes it all worth while. I have been in many railway groups over the years, and in my opinion, ANGRMS has a lot of potential. A lot of work has been put in to get ANGRMS to where it is, and we have been through a tough couple of years, but we all need to hang in there. Things are now on the improve.

With the AGM over, I would like to welcome the new members of the Board, and look forward to working with them, as well as the Board members who continued on from last year.

The new Board is:

President:	Terry Olsson
Vice Presidents:	Bob Gough and Gordon Anderson
Secretary:	Shane Yore
Treasurer:	Steve Baker
Board Members:	Di Ezzy and Greg Stephenson.

Despite Cyclone Larry, Shane Yore is expected to be departing sometime in May for Babinda. Therefore, we are in need of a replacement society secretary. So if anyone is prepared to help and take over this important role, please contact me urgently. Having a company secretary is a requirement of the Companies Act, so no Secretary means no society.



Safety and Training Report

Paul Rollason

An emergency training day was held on the 25th March 2006. The day was planned to be a joint emergency training and fire control exercise between ourselves and the local emergency services. A mock evacuation of the train and reaccreditation of some of our operational staff was also carried out.

The aim of the day was to organise and execute a joint emergency training and fire control exercise via a back burning exercise between ANGRMS and the local emergency services, as well as instructions in effectively containing

and extinguishing fires. In addition, in the event also involved evacuating the train.

Those involved included:

- Volunteers of ANGRMS (16 in total)
- Queensland Fire Service (5 QFS officers)
- Queensland Ambulance (1 QAS officer)

The training day was planned in conjunction with the Queensland Fire Service – Woodford Station as following up from the previous control burn and emergency training day held on 13th August 2005.

The Queensland Fire Service felt a combined training day would allow greater interaction between ANGRMS and the emergency services. The opportunity was also taken to train our members in the methods used in containing and fighting fires.

A back burn of the ANGRMS site and adjacent properties was organised to reduce the fuel load in the vicinity. Due to rain on the days leading up to the training day, the back burning was not performed.

ANGRMS' members were given the opportunity to be trained in the use of the recently set up fire train consisting of ex-Moreton Mill water wagon, pump and fire hose. The QFS demonstrated the proper use of the fire hose nozzle, how to roll and bowl hoses and how to couple hoses. The QFS also demonstrated the proper use of beaters and rakes and the hazards to look out for.

Members then participated in a practical train evacuation. Two scenarios were played out (one with a disabled person). A general discussion was then held. The QAS officer then critiqued the attempts and provided feedback.

A general safety discussion and reaffirming emergency procedures was held towards the end of the day.

In conclusion the training day was a huge success with the training of all involved. The sixteen ANGRMS members that participated worked well together and worked well with the emergency services and should be congratulated for their efforts. I would like to personally thank all those members who gave up their precious time to attend this very important day.

Overall a very positive result and the training outcomes were achieved.

PRECAUTIONS WHEN PERFORMING HIGH RISK TASKS ON SITE

ALL members are reminded that there are certain Work Place Health & Safety (WPH&S) requirements when performing high risk tasks on site. While everyone has an obligation to work safely, some tasks have greater risks than others.

Working at heights, welding, painting in side a building or vehicle, and working in confined spaces are examples of high risk tasks which require special precautions. These tasks **MUST NOT** be performed if you are the only one on site. Depending upon the task, it may not be necessary for someone else to be present continuously, but that person must be on site and regularly check on the person performing the work.

If you are performing one of these tasks and something happens to you, it is important to have someone there to help you and call emergency services if required.

Working in confined spaces is completely prohibited in ANGRMS as there is no one with adequate training to supervise such a task.

The new laws also prohibit anyone working at heights over two (2) meters without adequate restraining devices or barriers. This height has recently changed from 2.4 meters. At present the Bundaberg Fowler side tanks just fall within this limit but if the locomotive is in the platform you further reduce the height and the situation is satisfactory.

The laws are tightening up and we have to enforce these if we are going to have a safe work environment.

This is for your own safety.

ATHRA ALERT #16 – SHUNTING ACCIDENTS

Following several recent railway shunting accidents in the commercial railway sector, ATHRA has issues a “Safety Alert” (<http://www.athra.asn.au/alerts.htm>) to remind all tourist and heritage groups of the dangers involved in this activity. Shunting is one of the most dangerous tasks we perform when operating trains and shunting holds the highest death and injury rate out of all the train operation injuries.

ALL ANGRMS’ members involved in train operations (including work trains) are reminded of the need to take extra care when they are involved in shunting or when it is taking place.

You are reminded to:

- Never jump onto or off a moving locomotive or wagon. Wait for it to come to a stop.
- Never run beside a moving train.
- Always walk well beyond the last rail vehicle when moving between or around rail vehicles.
- If you are not actually doing the shunting, stand well clear.
- There should only be one person in charge of any shunting operation.
- When you are the shunter, stand where the driver can see you at all times even when coupling up.
- Do not move between moving vehicles. Keep fingers, hands and limbs well clear of buffers and couplings. Bring the train to a stop before adjusting couplers etc. Where possible use a stick or something similar to push a coupler over so you can avoid going between the vehicles.



Track Matters

Greg Stephenson

Safety Alert – Track Related Incidents in the Sector

Association Of Tourist And Heritage Rail Australia (ATHRA) issued Safety Alert #15 in March 2006 concerning track related incidents in the heritage rail sector. It gave a brief review of incidents on four heritage railways where poor track condition had either resulted in derailment of passenger trains or cessation of operations. In one case, the track maintenance backlog had reached the point where complete reconstruction at huge cost would be necessary before re-accreditation could occur. As can be expected neither of these outcomes are desirable.

The key message of this Safety Alert is that monitoring of track condition and periodic reinvestment is essential to continued operation. Without this continued commitment and vigilance, issues requiring immediate action can arise even on straight track and at low speeds.

As reported in DRB 282, the annual independent inspection of the track at Woodford showed that the standard of our track is generally good. However, this has only been achieved through continued regular commitment of our volunteers and the targeted programme of monthly track maintenance days.

Without a commitment from members to maintain the track, we can't run trains. We need to continue this commitment to this fundamental operational area.

Mainline Track Work Maintenance

Monthly track work days are continuing. On the March work day, we found that the recent rain and wind had blown over another large gum tree around Ch 600. Whilst this had fallen away from the track, it had fallen across the boundary fence and into the adjoining property. Much of the morning was spent in clearing up the head of the tree and clearing the trunk from the fence line. Whilst in the area, we replaced several isolated defective sleepers.

In April, we returned to the start of Freeman's Cutting where we replaced 4 sleepers and topped up the ballast over 15 metres of track. This was one of the defects identified in the annual track inspection. After lunch, we replaced a group of 4 more sleepers at the Peterson Road end of the cutting. As part of this work, the opportunity was taken to rectify the irregular sleeper spacing.

If you can help on any of these projects, let me know on telephone 3844 9269 or via email at greg.stephenson@uqconnect.net.

Woodford Station Modifications

Maintaining the existing main line takes precedence. However, this work continues when time and personnel are available. In recent weeks, some works have been undertaken in preparation of the Peterson Road end of the passing loop at Woodford station. Components to assemble a right hand set of 60lb/yd points have been located – some rails remain to be loaded and transported from the rail dump at Peterson Road. In addition, two sets of 42lb/yd points from Nambour are being refurbished. Check rail, frog and fish plate bolts have been replaced and timbers renewed where necessary. Once connected, these points will allow additional storage sidings to be constructed in the compound area.

Train for the Track Gang

The Bridge Carpenter Tool and Crib Van – ex-Moreton Mill – is proving a real bonus for track work saving considerable time and effort in not having to load and unload a wagon with tools at the start and end of each track day.

The rail mounted compressor also from Moreton Mill has been started after a "heavy" service to replace all filters, fan belts and the like. Once running, it was found that the generator was failing to charge so this has been removed

for repair by an auto electrician. It is hoped that this compressor will be available for service in the near future.

Passenger Rollingstock

With the popularity of the roof and seating modules added to Wagons No. 20 and No. 29 - the Douglas Shire Tramway open wagons – the decision has now been made to fit a similar roof/seating module to Wagon No. 56. Materials lists are currently being prepared to progress this project.

Due to commitments with other projects, no work has been undertaken on the return to service of PL 111. Considerable work remains to complete this project which is required to provide an all-weather coach.



Operations, Sales And Marketing

Terry Olsson: Ph (07) 5497 4285 (or via the Society PO Box), or e-mail sales@angrms.org.au

Public Running

The big news is Bundy's back!! After many months under repair, our Bundy Fowler steam loco returned to service for the running day on the 17th March. With the quieter hot months behind us, it was important to have Bundy back in steam for the busy cooler months. On the first day back, we had our

best patronage for over 6 months, which goes to show the importance of having an operating steam loco.

Public running days continue on the first and third Sunday of the month, between 10am and 4pm. Following suggestions from some members, I have now altered the ANGRMS brochure to show trains operate between 10am and 4pm, with the last train at 3.45pm. As there are over 10 000 existing brochures out which advertise us running to 4pm, I would like to ask all operating staff for your understanding and help while we phase this in over a period of time. If it is quiet with no one around, certainly do things such as lock the rear gate and get things ready, but please do not drop the fire in the loco until 4pm. Remember we are only operating half as many times as we used to, with half the income, so we need every passenger we can get!!

One of the problems recently raised was the heat on the platform late in the afternoon now that the pine trees have been removed. I have raised this issue with Greg Stephenson but he presently has a big work load, so if anyone can help by purchasing and planting suitable trees then please contact Greg or myself. Remember, with the present water restrictions, we

need to carefully consider what we plant. In the mean time, operating staff are reminded to drink lots of water and stay in the shade as much as possible.

We are still desperately short of operations staff, so if you can help, even occasionally, please let David Mewes know.

Extra Running Days/Charters.

While some members have already indicated they can help with the following special runs, more are still needed. Both of the special runs listed below are important to the society, so if you can help please let me know. We will also need to spend some time cleaning and sprucing up the Bundy and coaches on Saturday 2nd September, and the Tuesday and Friday just before. Please keep some time free.

ATHRA Charter Thursday 7th September 2006

The Association of Tourist and Heritage Railways Australia (ATHRA) will be holding one of their national meetings at The Workshops Rail Museum (Ipswich) over the weekend 9th and 10th September. As part of the pre-conference tour, ATHRA will be visiting ANGRMS on Thursday 7th September. This is our chance to show off our railway to representatives of tourist and heritage railways from all over Australia.

Wedding Charter Saturday 9th September 2006

In conjunction with Storey Brook Cottage, we will be operating special trains for a wedding on the 9th September.

AMRA Model Railway Show – Help Urgently Needed

I am still urgently in need of helpers for this show. Please contact me if you can help, even if it is only for half a day. This year, we are also trying a separate stand for the RJ Models, which means even more helpers are required. This show is held on the May Day Weekend, which this year is Sat 28th and Sun 29th April, as well as Monday 1st May. This show is very important sales wise, as well as for promoting our railway.

Toowoomba Model Railway Show

This show is being held on Sat 17th and Sun 18th June this year. While we tend not to think about Toowoomba, it is in fact not that far away and is therefore an important source of passengers. If you can help please let me know.

Modelling Railways of Queensland Convention

This bi-annual event is being held on Saturday the 5th August at Salisbury. This is an excellent opportunity to promote and sell the RJ Models range, as well as our usual books, models etc. If you can help please let me know.

Monthly Statistics: The figures below are the statistics for the first three months of 2006:

	<i>Jan</i>	<i>Feb</i>	<i>Mar*</i>
Paying Passengers	89	104	87
Passengers as per Guards Sheet	120	121	132

* The running day on the 5th March was very cold and very wet, with only 6 paying passengers.

Publicity

We have recently had a couple of articles in local papers following the return to service of our Bundy Fowler steam loco.

Marlene from Clews News in Woodford gave our railway a good report in one of her Woodford news segments in the Caboolture News. Following on from this, we had a photo and article on page two of the 12th April Caboolture News.

After contacting us, Bob Gough arranged an article in the Range News (Maleny).

Di Ezzy has also sent off a lot of letters to clubs and bus companies, giving them our running days and times.

Sales - New Releases

DVD – Steaming Up the North Coast

This new DVD from Water Street Productions, covers the special 140th Anniversary Queensland Railways steam train which ran from Brisbane to Kuranda in 2005. Locos seen are BB18 ¼ 1089 and AC16 221A.

Price: \$39.95 plus \$6 postage if required.

RJ Models QR 45hp AEC Railmotor

The prototype was 3ft 6in gauge and ran on Queensland Railways as well as the Aramac Shire Tramway. This kit is a valuable addition to the ¼ inch to the foot scale model kits that we sell. This kit is available in On42 (S gauge track), On30 (HO track) and On2.

Price: Special price for AMRA show and the month of May - \$375.00. Plus postage if required.



The gang all gather for a chance to have a go at watering the trees with our new fire fighting equipment during the emergency training day on 25th March .

Photo: Paul Rollason



Fireman Rob is on the job! Rob Deskins is having a ball during fire fighting training, whilst your editor seems to be doing seal impressions in the background.

Photo: Paul Rollason