

Durundur Railway *Bulletin*



Newsletter of the Australian
Narrow Gauge Railway Museum Society

Margaret Street, Woodford

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Mulgrave Mill *Number 8* poses for picture, August 2005. Photo: Raymond Mewes

Next Track Work Parties: 8th Mar, 12th Apr, 10th May, 14th Jun 08.

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Scheduled Activities

Christmas Party

8th Mar, 12th Apr, 10th May and 14th Jun 08.

General Work Parties

Every Saturday

Running Days

First and Third Sundays

Our Safety Goal - No Injuries

President's Report

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

I would like to apologise for the long period of time recently between issues of DRB. As mentioned previously, the workload in all areas of running a railway society has increased dramatically in the last few years. Unfortunately when the work load tends to be left to the same few, it gets harder and harder to do everything in the time required. Moving house recently has certainly not helped! Combined with our editor changing jobs, it has meant DRB has been delayed. The Board is working to resolve this issue and hopefully our magazine will begin to appear when it should next year.

Some of you may have seen recent reports in the press regarding ANGRMS and the sale of our 3'6" gauge steam loco Kilrie to QPSR. These negotiations are presently still underway between the two Management Committees so I cannot say much at this stage. While it would have been nice to have given Kilrie to QPSR as suggested by some members of both societies, the harsh cold reality is ANGRMS has certain commitments which must be met. In recognition of the fact that QPSR has had a nominal lease over Kilrie since 1980, ANGRMS has offered them a considerable discount to purchase the loco (QPSR decided they did not wish to continue to lease).

Three years ago, after being shut down for two years due to excessive Public Liability Insurance costs, ANGRMS obtained acceptable insurance as part of a ATRQ/ATHRA scheme. This required us to increase our level of excess to \$10 000 in the case of a major incident. As the society had little money in the bank at the time, it was decided to introduce a \$30 a year levy on all members for up to four years until this amount was built up. The Board is pleased to announce that we have managed to reach this target a year early. As a result, you will notice that the Membership Renewal notice in this DRB does not include this levy. Hopefully, removing this levy will also help us gain new members, as most people I talk to see membership as \$70 a year.

As mentioned in the Operations, Sales, and Marketing report, Ian Thompson has won the ATRQ CHUFF award for the last half of 2007 for customer service. I would like to congratulate Ian on winning this. David Thornton also won an award last year so this means ANGRMS members have won a customer service award two years in a row!!!! Good customer service is important and is a team effort. I would like to thank not just operations staff, but also all of those behind the scenes who help make a railway neat, tidy, and safe.

It is hard to believe, but another year is over. On behalf of ANGRMS, I would like to thank everyone for their help and support during the past year, and wish you all a very merry Christmas and a happy and safe new year. Even though we are a small society, we have achieved a lot during the year and we can all be very proud.

Safety and Training Report

Gordon Anderson

Remember – Safety First

General Safety Induction

These Induction Documents have been finalized and are now in operation.

Any new volunteer, whether they are a member or a non-member, or new contractors on site at Woodford immediately after signing on, shall complete the ‘General Safety Induction’.

This “Induction” shall be performed by an ANGRMS’s Board Member. The Inductee will be requested to sign a form to acknowledge the completion of the Induction.

To date 3 Volunteers have completed this Induction.

On behalf of ANGRMS I would like to welcome Nani Mills, Moya Anderson and Geoff Wilson to our small team of Volunteers.

Nani Mills and Moya Anderson have been working around the station buildings, particularly in the Station Master’s Office. Geoff Wilson has augmented our Saturday’s Track Team and is also involved in our running days. We are always ready to welcome new Volunteers to our small workforce, even if it is only occasionally.

Proposed Rail Safety Bill – 2007

This Proposed Bill is continuing to engage our attention.

Following ANGRMS’s original letter to Queensland Transport setting out our real concerns about this Bill as proposed, Terry Olsson has sent additional comments to Queensland Transport on the Revised Draft of this Bill, as requested at the recent ATRQ Meeting. Of particular concern to us is the issue of Rail Safety Workers Training scalability.

Operations Manual

Paul Rollason on behalf of ATHRA, requested Training Material from ANGRMS. As part of our continued support for ATHRA, we released our Operations Manual to them to aid ATHRA to continue work in this vital area

REMINDER – Amendment Record No 5

A further reminder to members who have not returned their Form FO-001, The Amendment Record Receipt, indicating the superseded documents have been destroyed and the amended documents, dated 26th February 2007, have been inserted into their Operations Manual.

Accreditation

The loop line at Woodford Station has been completed and accredited by ANGRMS.

The Caged Tool Wagon ex Goondi Mill and the Rail Mounted Water Tank ex Moreton Mill have been accredited by ANGRMS.

We await Accreditation from Queensland Transport for the above three Items to complete the paperwork involved so we can commence to use these Items.

ATHRA Alert No 36, November 2007

ITSRR Discussion Paper.

Safety Regulations of Heritage Railway Operators.

Submissions required from Heritage Railways and Tramways in N.S.W. No action required from ANGRMS.

External Audit

Queensland Transport proposes to do an External Audit on ANGRMS on the Running Day of the 20th January 2008. This date has yet to be confirmed.

Notice Board – Station Master's Office

I continue to upgrade this Notice Board.

Operations Manual

There are several instances where our Operations Manual needs to be upgraded. We are in the process of itemizing and revising these areas that require upgrading. These revisions will form our Amendment Record No 6.

Operations, Sales And Marketing

Terry Olsson: Ph (07) (or via the Society PO Box), or e-mail

sales@angrms.org.au

Public Running

Public running days continue on the 1st and 3rd Sundays of each month. As usual, our passenger numbers have dropped off during the hotter months of November and December.

Brian Webber has generously offered to help out with marketing. With the ever increasing workload in all areas of running the society, I simply do not have the time to put into this important aspect. Even simple things like some articles in the newspaper, e-mails to radio stations etc can make a huge difference to our passenger numbers. Our operating costs are pretty much fixed, so every extra passenger adds directly to the bottom line. Please assist Brian where required, and let him know if you have any ideas, contacts, or can help in some way. Brian can be contacted by e-mail on bwebber@tpg.com.au or by phoning 33542140.

At the time of writing this, David Mewes had sent out a draft running day roster for the first half of 2008. If you are available for running days and have not received a copy of

this roster yet please contact David – we are still desperately short of staff for running days. If you are on the roster, please help David by letting him know if you are available on the suggested days, and if not, what other days you are available (or not available).

David's contact details are:

Postal Address: PO Box 5233 Algester Qld 4115

Home Phone: (07) 3273 2014

Mobile Phone: 0407 146 750

Home e-mail: mewesdj@powerup.com.au

Extra Running Days

Bus Charters:

On the 21st October we had a visit from Byways Bus group, while the QR Heritage Volunteers Christmas bus trip called in for morning tea and a train ride on the 16th December.

Car Clubs:

We had a visit from the Caloundra Car Club on the 16th September.

Weddings:

We did not have any wedding charters during this period.

Shows:

While we did not have any shows during this period, work has already started on planning for the start of the 2008 shows. Application forms have been submitted for the Sandgate show in March and the AMRA show in May. As you can see, there is a lot of work goes into these shows for many months before hand, so if you can help in this area please let me know.

With regard to the AMRA show, we have requested Michael Bertucci's ON30 layout be adjacent to our sales stand. Michael is being assisted in getting this layout ready by the AMRA Narrow Gauge Group, which includes several ANGRMS members. Having this layout adjacent to us will not only assist us with sales of RJ Models kits, but will also help promote narrow gauge railways. It is good to see the two groups working together.

Monthly Statistics: The figures below are the statistics for the Sept, Oct and Nov 2007 period:

Type	September	October	November
Paying Passengers	218	183	92
Passengers as per Guards Sheet	235	129	127

Guards Sheet Figures:

There has been some confusion over who is counted in the guards sheet figures. The guard's sheet figures should include all passengers, including babies and members going for a ride. These figures should be noted on the guard's sheet prior to departure from each end of the line. If there is an incident and it is necessary to evacuate the train, ANGRMS staff or Emergency Services staff will need these figures to ensure everyone is safely evacuated or accounted for.

Track Matters

Greg Stephenson

Mainline Maintenance

On the October and November track days, we concentrated our efforts on spot re-sleeping between the start of Freeman's Cutting and attended to a cluster of defective sleepers close to Storybrook Station. The availability of air-operated spike drivers and ballast packers has greatly increased our effectiveness and productivity. A total of 32 sleepers were renewed on these two days. Some re-levelling, packing and ballasting was undertaken near the points from the mainline to the compound on the December track day.

We plan to continue the monthly track work parties into 2008. They are scheduled for **Saturdays 12th January, 9th February, 8th March, 12th April, 10th May and 14th June 2008.**

Annual Track Inspection

On the morning of Saturday 15th December 2006, I accompanied Phil Hardy, an experienced Trackmaster, on the annual independent inspection of the track at Woodford. Phil's report following this inspection concluded "The standard of track is generally good. There were two medium priority defects located during inspections" and recommended that the defects be "attended to in priority order".

The two defects located are listed below. It is interesting to note that no defects relate to ineffective sleepers. Overall, there are 2 defective sleepers in the mainline.

Location	Defect	Priority
0 to 850m	Vegetation, Weeds to spray	3 months
170m	Points & Crossings, Loose Switch Stops	6 months

We are well aware of the need to attend to weeds growing through the track. On the 3 occasions during November and December, Bill Blannin planned to poison the track and it had to be postponed due to rain and showers. This will be attended to as soon as conditions allow. The loose switch stops require the replacement of 3 bolts and are also planned for the near future.

We are particularly thankful to Phil for making his time and expertise available. Over the years, his inspection reports have formed the strategy to target our maintenance activities to ensure we maximise the safety benefits from our track work days. This

report continues the very pleasing trend of reducing defects on each consecutive inspection. This is a credit to our maintenance practices and the valuable contributions that members continue to make to this vital task. Naturally, we would like to spread this load across as many members as possible and more help is always required.

Woodford Station Modifications

In early September, Ralph Cumner assisted us with his back-hoe to install the 300mm diameter Fibre Reinforced Concrete (FRC) pipes under the mainline and passing loop near the ex-Wamuran building. The pipes were donated by James Hardie Australia Pty Ltd and replaced the existing small sized storm water pipe that drains from the picnic area. Ralph's work with the back-hoe also saved us considerable time and physical effort with ballasting this section. Concrete headwalls on the inlet and outlet of this pipe have now been completed.

With the pipes installed, work continued on placing rails and sleepers and ballasting. The passing loop is a real "Nambour" venture – the majority of sleepers, rails, fish plates, dog spikes and points at Margaret Street were all sourced from Nambour Sugar Mill.

A test train consisting of "Pleystowe No. 5" locomotive, passenger carriages No. 20, No. 29 & No. 56 and Malcolm Moore successfully operated on the passing loop on Saturday 6th October 2007. An additional test train consisting of the GEMCO locomotive and the open ballast wagon also operated on Saturday 27th October 2007 to verify operation of the points at the Margaret Street end of the loop.

Engineering certification was issued on 30th October 2007 and approval to use the passing loop has now been sort from Queensland Department of Transport.

The Christmas Party on 8th December 2006 coincided with the monthly track day so following a BBQ lunch, we "officially" celebrated the completion of the passing loop. We used the operational Malcolm Moore (84002) locomotive and Port Douglas wagon No. 20 to operate the "special" work train to signify the completion of these works! This proved to be a most enjoyable way to celebrate another significant track work milestone.

As well as work on the passing loop, other activities have been underway in Woodford Station. The storage siding in front of the BLC is being extended and point levers installed on the "fan" of tracks towards the compound. Work to complete these parts of the Woodford Station Upgrade will be undertaken during 2008.

Of course, a passing loop at Margaret Street isn't much use without one at the other end of the track! Planning for a passing loop at Peterson Road is currently underway. Additional assistance is always required to progress these projects.

Other Activities

Some time ago, Mackay Sugar donated a significant quantity of Thermit welding moulds and other equipment. We were particularly fortunate in locating a highly experienced thermit welder who has guided us through the use of this equipment.

Initial welds have been undertaken on the siding in front of the BLC wagon. Whilst we do not plan to weld all joints, we see the real advantages in joining different size rails where transition fishplates are not available and for eliminating short “make-up” pieces of rails. We just need to source the necessary “portions” of weld metal to undertake additional welds as required.

Member Wayne Harman, who is a motor mechanic by trade, has been servicing/overhauling some of our motorised track tools and lawn mowers. Due to his efforts, we now have two operational petrol driven rail drills and a rail saw. It really wasn't that long ago that we were still using the hand ratchet drill for fishplate holes!! Wayne has also been servicing Malcolm Moore locomotive 84002. It is expected to be a reliable performer once some problems with the electrical system are rectified.



The first Thermit weld being used to extend the siding in front of the BLC.

Photo: Bill Blannin

ANGRMS WINS ATRQ CUSTOMER SERVICE AWARD FOR SECOND YEAR IN A ROW.

It was with great pleasure that I learnt at the November ATRQ meeting the Ian Thompson had won the ATRQ CHUFF award for the second half of 2007 for customer service. These awards are open to all Qld societies and are made twice a year. David

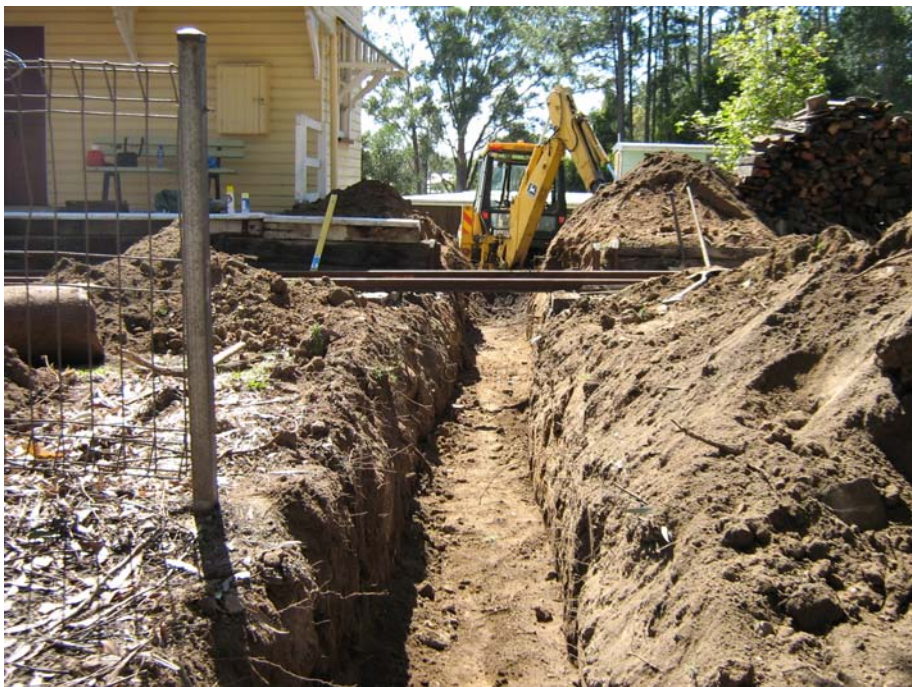
Thornton won this award last year so it is a real feather in ANGRMS cap that one of our members won again this year. Well done Ian.

While he did not win his category, Gordon Anderson was also nominated and was a finalist in the "Behind the Scenes" Category. Good customer service, along with all the work that goes on behind the scenes, is very important if we are going to survive in this highly competitive industry. It is a team effort, and everything from maintaining the track to mowing the grass to being the train driver can make a difference. Thank you all for your help and support.

Tramway both operated by the Maroochy Shire Tramway. Perhaps as a sign of the future, we find in the table of "Motor Cars and Coaches from Railway Stations" that services are provided between Mapleton and Nambour to the following times.

Membership Renewals

It is that time of year again boys and girls. Time for the annual membership renewal. Support your Society and renew your membership.



Trench being excavated under mainline and beside ex-Wamuran Station by Ralph Cumner to allow installation of drainage pipe. Photo: Bill Blannin.

IMPORTANT NOTICE!

Do you have a paper-based license or ticket for any of the following occupations?

Occupation	License codes
Boiler operator	(BB, BI, BA)
Crane operator	(C0, C1, C2, C6, CB, CD, CN, CP, CS, CT, CV)
Dogger	(DG)
Forklift truck operator	(LF, LO)
Materials hoist operator	(HM, HP)
Plant operator	(LB, LBG, LE, LL, LP, LR, LG, LS, LZ)
Rigger	(RB, RI, RA)
Scaffolder	(SB, SI, SA)
Steam engine operator	(ES)
Turbine operator	(TO)
Truck concrete placing	(PB)
Work Platform operator	(WP)

If so, you must tell Workplace Health and Safety Queensland of your intention to keep your license or ticket. You can do this by:-

- completing and submitting the form Notification to continue holding particular certificates of competency, or
- completing and submitting the Ticket notification online form available at:-

<http://www.deir.qld.gov.au/Tecs-LC/index.do>

You will then receive a plastic license.

You must have a plastic license by 30 June 2008 to continue to work in these occupations.

For more information:

- contact the Workplace Health and Safety Licensing Hotline on 1300 655 986
- visit the Workplace Health and Safety Queensland web site at:-

<http://www.deir.qld.gov.au/workplace/training/changes/index.htm>



Renewal of defective sleepers is an important activity to maintain the integrity of the mainline. On 13th October 2007, sleeper renewal was in progress near Storybrook.

Photo: Bill Blannin



Bundy sits at St Crispins Station before heading on another run to the Marina Mirage, August 2005.

Photo: Raymond Mewes