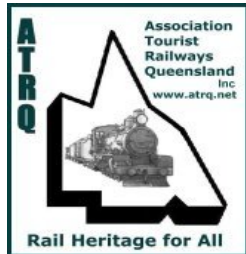


Newsletter November
2008
Volume 5, Issue 2



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Upcoming Events

- ◆ Next ATRO Meeting Ipswich - 22 November 2008

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Articles can be emailed
as word/rtf attachments

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TRACKS

The ATRO Inc Newsletter

Chat from the Chair

Welcome to the eleventh issue of the ATRO newsletter.

Well it is hard to believe that we are now in November and Christmas is only 6 weeks away. Where did 2008 go? What did we achieve? What is our goal for 2009? Whilst on the surface it seems that ATRO is stagnant, I can tell you a lot is happening behind the scenes. What I find disappointing is that I wish I had the time to achieve more for members but alas unless we can find that magical wand to create another two days a week; it seems we have to be content with what we do achieve.

This day and age our working lives see us working more than 40 hours a week and some find themselves spending weekends working in our jobs which has deleterious effects on our families, spare time and our hobby. The knock on effects are that our jobs/businesses take a fall, our family feels like they are abandoned and the dog bites you when you walk in the door, or we simply don't get the time to spend doing the things we enjoy.

Add all of this to the ever increasing demand for more regulatory paper work and reform, it is little wonder why we ponder over why we do this to ourselves as we become less interested in our hobby and not do the vary things that we joined our hobby for. So why do we all keep coming back? The answer is the fire in our hearts keeps burning so that our industry survives in the hope that one day we will get back to enjoying what we like the most.

The secret to surviving this is to ensure we have balance in our lives. We have hobbies to get our minds away from work. So why do we allow our hobby to become a chore? The answer is that we feel that we are the only ones that can do the role and that no one else can help.

Continued page 2.

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Chat from the chair continued

In turn we shoot ourselves in the foot as when things get tough and timelines shorter and shorter there is no one to lend a hand. When we are not involving others and training them up over time we have no one and we tend to burn ourselves out quickly. This is a recipe for disaster.

Sharing the load and gently involving others in other tasks is essential for the longevity of any business. Nurturing others and mentoring them will go a long way to getting them involved. The knock-on effect is that your workload is reduced, you may enjoy things more and your business has a much more solid foundation and fruitful future.

Remember, balance and management is the key to a long, health and bright future.

In closing, I would like to take this opportunity to thank everyone for their continued support and friendship. If you have any queries at any stage the please do not hesitate to contact me via president@atrq.net .

*Report by
Paul Rollason*

Rail Safety Unit News

Julie Bullas

The Safety Unit in Queensland Transport has undergone some significant operational changes over the past six months. Spot audits are just one of these changes as a result of recommendations to Queensland Transport in the Mindi double fatality rail investigation.

A spot audit program has been introduced to monitor compliance of Safety Management Systems of rail operators, including commercial and tourist/heritage railways in Queensland.

To enhance safety on Queensland railways, all rail operators will be subject to three types of audits:

- Spot audits are carried out to address specific rail safety issues or specific issues relating to the railway's Safety Management System
- Compliance inspections are carried out to mitigate risk and support audits of the Safety Management System. A compliance inspection may be done following accidents/incidents, major safe working breaches, if there is non-compliance of accreditation conditions, or if the safety regulator has other concerns
- Safety Management System audits are conducted on railway managers and/or railway operators approximately six months after becoming accredited and then annually to verify compliance with the accredited railway's Safety Management System requirements. These include national audits where railways are also accredited in other states within Australia.

Continued page 3.

Rail Safety Unit News *continued*

Spot audits do not replace a Safety Management System audit but are an additional compliance checking process. They are designed to capture a snap shot of the railway operations at a particular point in time and will usually take two hours to complete.

When preparing to undertake a spot audit, Queensland Transport will give the railway at least 24 hours notice to ensure the railway has an appropriate representative available onsite to escort the Rail Safety Unit officer conducting the audit.

For the integrity of the spot audit to be maintained, it is important confidentiality is maintained. The Rail Safety Unit officer will conduct an entry and exit meeting with the railway representatives and provide a brief report to the railway shortly after the completion of the audit. The report will detail any safety directions or recommendations if required.

In other news, Queensland's Rail Safety Bill remains on hold, pending a national review into rail safety and workplace health and safety.

Discussions continue between industry, regulators, and the National Transport Commission around competency training and assessment for tourist and heritage operators and who is best positioned to do this training and assessment. The National Transport Commission is progressing this matter in consultation with the Association of Tourist and Heritage Rail Australia.

The development of the national Safety Management System guidance material for tourist and heritage operators is continuing and will be released in early 2009 for public consultation. A reference group comprising of operator and regulator representatives is currently reviewing the material for consistency with the new National Model Rail Safety Legislation.

Christmas in July - Mareeba 2008

Graham Wilson

The Far North Nomads Chapter of the Campervan & Motorhome Club of Australia conducted their annual Christmas in July event in Mareeba on 24-27 July. The event was held in Davies Park Football Ground, Mareeba and ATRQ was present on the public Open Day, Sunday 27 July.

ATRQ brochures were supplied to the organisers prior to the event for inclusion in information packs distributed to all motorhomers attending. Around 1700 visitors also attended on the day, according to the people who staffed the gate.

There were trade and tourism stands, and a number of market stalls and food vendors were present.

Continued page 4

Christmas in July - Mareeba 2008 *continued*

Quite a number of people who approached ATRQ indicated that they already had an ATRQ brochure. This indicated that they remembered that they had received the brochure in their packs - a good sign!

Brochures were also handed to the 'open day' visitors. All responses were positive.

From the perspective of raising awareness about rail heritage and tourism, this was an exercise well worth doing as many of the attendees were unaware of the diverse and interesting rail experiences available in Queensland.



View of the camping ground in Mareeba



Leanne answers an enquiry at the ATRQ Information Stand - Source: G Wilson

“Who the hell designed this thing?” ----A ‘bit of progress’ report on the restoration of Brisbane tram No.400
Peter Hyde

Tuesday has become an important day at the Brisbane Tramway Museum, when retired members spend their day trying to keep things in good order, and even restore a tram or two.

Two significant trams are currently in the workshop being restored:-- No. 136 and No.400.

No. 136 is a member of the 65-strong 'Standard Centre Aisle' class (generally known as "Dreadnoughts"), and will be a good addition to the operational list as it will close a gap between four-wheel trams of the early 20th Century and a 'drop-centre' tram built in the mid-thirties. (Dreadnoughts were built from 1908 to 1925).

The significance of 400 is that it is the class-leader of the 'Standard Four Motor Cars', 155 of which were built, including eight 'Phoenix' trams built after the destruction by fire of Paddington Depot and 65 trams in September 1962. (The last tram, No. 554, runs regularly at the museum).

No. 400 was built during 1937 at the Milton Workshops of the Brisbane City Council Department of Transport, employing novel construction methods. It has a steel body of unitary construction, riveted and welded, with a composite steel and timber framework for its canvas-covered timber roof. In keeping with the new construction was a modern styling with tapered ends and rounded noses. The streamlined appearance was marred by the most obvious difference - large destination roll boxes atop sloping roof ends set back to where the roof was wide enough for them. All subsequent trams had destination boxes at body ends and incorporated in the roof.

It is 49 feet long with seating for 64 passengers and an officially-imposed maximum load of 110, which was heavily-breached during World War 2 and subsequently in peak-period runs. It has four 40 h.p. motors in Melbourne-type trucks (or bogies) of pleasing appearance. Gearing gave No. 400 a more-than-adequate top speed.

The new tram, painted silver with a dark blue band below the windows, was on the road for trials and showing off in December 1937, but was not delivered to start service until early in January. It was the first Brisbane tram fitted with air brakes (and therefore a seat for the motorman), and about one week was devoted to crew familiarization before it began earning revenue on Jan. 12th 1938.

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Continued page 6

Restoration of Brisbane tram No.400 - *continued*

for the motorman), and about one week was devoted to crew familiarization before it began earning revenue on Jan. 12th 1938.

It served Brisbane until tram services finished in April 1969, and was then passed to the Tramway Museum. It was moved into the Museum workshop building in August 2005 for what was thought might be a relatively-straight-forward restoration. One target date for completion - its 70th birthday - has passed, and it is still a near-empty, although protectively-painted shell. Members of the restoration team have shown remarkable restraint when talking about the designers and the amazingly-complex way in which the interior fittings and linings were installed. Even replacing a window is a major operation - first remove the standee grab rails, then remove the seats, next remove the window sill and interior wall panelling! And the complexity of securing the panelling in the drivers' cabins has to be experienced to be believed. A further complication is that in many instances, the physical tram does not resemble the plans! However, being dedicated tram enthusiasts, the restorers have pushed on, and the work will soon enter a good stage. New canvas will soon be applied to the roof, and repainting the exterior with silver enamel can then follow. Several alterations were made to the tram during its service life, and most are being reversed during the restoration. A new target completion date has not been adopted, but the idea of completion during or before Queensland's sesquicentenary next year appeals. Besides, other members are waiting to start the restoration of another class-leader.

The restorers of 400 will wish them 'Good luck' as they watch from a distance.

ATRO - May 2008 Chuff Awards

Leanne Bartlett

Congratulations to Alex Wright of Townsville, volunteer with the Australian Railway Historical Society - Queensland Division and Irma Deas of Ipswich, who volunteers at The Workshops Rail Museum.

Alex was nominated for his 'Behind the Scenes' service assisting the local endeavors of the ARHS in North Queensland.

Irma was recognised for her 'Excellent Customer Service' helping visitors to the Museum and assisting Collection staff at The Workshops Rail Museum.

ATRO would like to congratulate Alex and Irma, winners of the May 2008 Chuff Awards and recognise the efforts they and others make to the heritage rail tourism sector

Continued page 7

ATRO Chuff Awards - *continued*

ATRO Chuff Award Sponsorship:

ATRO would like to thank the following sponsors of the 2008 Chuff Awards recognizing individuals for 'Excellent Customer Service' and 'Behind the Scenes Service' to the heritage rail tourism sector -

Australian Narrow Gauge Railway Museum Society, Woodford

Bundaberg Railway Historical Society, North Bundaberg

Cairns Kuranda Steam, Cairns

The Workshops Rail Museum, North Ipswich

What are you waiting for?

Do you know someone who has given excellent service to your organisation? Well what are you waiting for? Put pen to paper and nominate them for an ATRO Chuff Award today it's that easy. **Nominations for the May 2009 Chuff Awards are now open.**

Nomination forms are available by down loading them from the ATRO website www.atrq.net or can be forwarded to you by contacting the Awards Co-ordinator by telephoning 07 4045 3958

Correction to Caption Top Photo Page 8 "Tracks" February 2008 Vol.3 Issue No.1

Jeff Smith receives the Chuff Award Certificate "Special Mention" on behalf of Jim Taylor of the Darling Downs Historical Rail Society, Toowoomba from Paul Rollason, President ATRO



Irma Deas and her Chuff Award at The Workshops Rail Museum. Source - TWRM

MUSEUM CELEBRATES RAIL ANNIVERSARY

The Workshops Rail Museum commemorated a significant milestone in Queensland's rail history with a special steam train event on Thursday 31 July. On this date in 1865, four A Class locomotives steamed from Ipswich out to Bigge's Camp, now Grandchester, marking the start of railways in Queensland

For this commemorative excursion, over 270 passengers boarded one of QR's restored heritage trains, departing from The Workshops Rail Museum's own platform for a one and a half hour round trip to Grandchester, followed by a traditional roast lunch in the Museum's Trakside Café.

Director of The Workshops Rail Museum, Andrew Moritz, said he was delighted that the Museum was able to celebrate such an important date in the State's rail history in such a unique way.

"This steam train event was a wonderful, chance for people to experience for themselves the excitement and sense of occasion that passengers would have felt on the same day 143 years ago. It was a chance to relive the romance and grandeur of steam train travel and appreciate the craftsmanship and engineering feats of the early rail workers," Mr Moritz said.

The Workshops Rail Museum is a campus of the Queensland Museum.

For further information and bookings about upcoming steam train excursions please phone (07) 3432 5100.

www.theworkshops.qm.qld.gov.au



*Enjoying the steam train excursion from
The Workshops Rail Museum to
Grandchester on 31 July 2008
Source: TWRM*

RESTORATION OF SLEEPING CAR JCS 1007 at ARCHER PARK RAIL MUSEUM

Two volunteers are progressing well with the restoration of Sleeping Car JCS 1007. The 1921 Ipswich built sleeping car has had extensive woodwork done on one side with many uprights being either renewed or pieces spliced into the existing woodwork. The platform side of the coach has had all new three ply sheeting installed which was grooved with a router to give the impression of the original QGR matchboard siding used on coaches of that era.

The platform side of the coach has been undercoated and painted in the Tuscan Red colour scheme along with both ends. Walkways have been removed and straightened, doors have been removed and the bottoms planed so they fit like new. New industrial lino has been laid in the hallway between the First and Second Class compartments. This work was done by a carpet layer the co-ordinator knows, and was done free-of-charge to the Museum. All windows and shutters were removed on the platform side and extensive woodwork had to be done on these to bring them up to an acceptable standard. All shutters and windows are now painted and all the fiddly side strips where the windows slide up and down have been screwed into place and finally all the windows and shutters have been reinstalled. Extensive woodwork and sheeting has also been done on the interior walls under the windows plus many new cover strips have been made and fitted. Almost all of the platform side of the coach has now been completed except for the name and number of the coach to be painted on the outside. One of the two toilets has had to be pulled apart as sheeting and woodwork were found to be rotten.

One volunteer has already started on the other side of the coach renewing the top cover stripping. It was very disheartening for one volunteer while fitting a new sheet of glass for the toilet window to have it crack and while trying to cover the crack with a cover strip the glass cracked even more and in the end had to buy a new sheet of glass and this time fit it into a framework so it would stand the pressures of fitting it to the coach. The two volunteers who have taken on the big job of restoring JCS 1007 are to be commended for a first class job and it is good to see volunteers so eager to work on such a mammoth project and loving every minute of the time they put in. I must point out that we were lucky to have another volunteer early in the restoration, who tackled the task of renewing uprights and the routing and installation of the ply sheeting to the exterior of the coach, unfortunately, due to ill health, he left the Museum and retired to Bundaberg.

No doubt we will have a grand opening when the restoration of JCS 1007 is complete. In its early life, JCS 1007 was one of the sleeping cars used between Brisbane and Cairns and later used on the Mail Train between Brisbane and Dirranbandi. It brings a tear to one's eye when people walk through the coach and reminisce about the time when they rode and slept in coaches like JCS 1007.

Another Tourism Accolade for The Workshops Rail Museum

Arts Minister Rod Welford has congratulated The Workshops Rail Museum in Ipswich for taking out top honours in the Heritage and Cultural Tourism category of the Queensland Tourism Awards.

"The Workshops Rail Museum was recognised for excellence at the 2008 Queensland Tourism Awards held in Brisbane on Friday night," Mr Welford said.

"This is the second consecutive year the museum has won the award for Heritage and Cultural Tourism at the Queensland Tourism Awards.

"This award highlights the quality experience on offer at The Workshops Rail Museum and the dedication of both the Museum staff and the many staff in QR.

"The museum was also a finalist in the Tourist Attractions category this year.

"I also want to congratulate staff at the Museum of Tropical Queensland, which was also a finalist in the Heritage and Cultural Tourism category this year."

Other finalists in the Heritage and Cultural Tourism category included - Proserpine Historical Museum Society Inc; Australian Stockman's Hall of Fame; Outback at Isa; and Ghost Tours in Brisbane.

Director of The Workshops Rail Museum Andrew Moritz said receiving the award was an enormous honour and a well-deserved accolade for the talented team at the Museum.

"We are proud to be recognised as a significant part of the state and local tourism industry and look forward to contributing to the development of the industry into the future," Mr Moritz said.

The Workshops Rail Museum will now compete against interstate winners of the Heritage and Cultural Tourism category in the Australian Tourism Awards which will be announced on 27 February 2009 in Melbourne.

Set at the birthplace of rail in Queensland, The Workshops Rail Museum is a \$20 million wholly interactive, authentic heritage and cultural experience with hands-on exhibits, multimedia encounters and colourful stories that trace the history of rail and its impact on the lives of Queenslanders and visitors to the State.

Continued page 11

Another tourism accolade for Workshops Rail Museum - *continued*

A highlight of the visitor experience is the Behind the Scenes Tours of the Working Workshops where visitors enter the real QR Workshops to view actual restoration and maintenance work of the QR Heritage Fleet.

The Workshops Rail Museum is a campus of the Queensland Museum and is located at North Street, North Ipswich.

For further information or for ticket prices, please call (07) 3432 5100 or visit www.theworkshops.qm.qld.gov.au

BUNDABERG RAILWAY HISTORICAL SOCIETY

Graham Hibberd

The Annual General Meeting for the Bundaberg Railway Historical Society was held on 13 September 2008 at the society's museum premises, Station Street, North Bundaberg. Elections for the committee resulted in the following appointments -

President:	Graham Cossart	Vice President:	Eddie Wolff
Secretary:	Gary Fletcher	Treasurer:	Ruth Fletcher
Assistant Secretary/Curator:	Graham Hibberd		

At this stage, we have no Patron nominated since the previous mayor relinquished the position when she retired from the previous city council. The new regional council, having a bigger combined area is not readily available for selected bodies. Although, upon our enquiry they have quoted to resurface the edge of our platform at materials cost, which is some concession. Our small work team have finally finished restoring our hopper wagon and collected some more rail which has been stored on our president's farm. This is for more sidings to be laid into our work shed and allow a couple more of the four remaining wagons stored in the yard to be brought under cover. We have some repair work to be done on the van again and then we plan to set up some lighting around the approach area beside the van for the night coach visits when we participate in the "Museums Alight" event. This is a very popular event in Bundaberg when all the local museums are visited during a coach trip with a meal included along the way. We have just had a coach load of 40 people from Childers spend a couple of hours with us and the ladies prepared a morning tea for our visitors.

Our saddest event this year was the passing of Cyril Wendt at 102 years. Cyril was the rail motor driver on the Mt Perry Branch (Bundaberg Railway) and drove the last one out some 40 odd years ago.

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BUNDABERG RAILWAY HISTORICAL SOCIETY - *continued*

Now we are looking forward to the Q150 Steam Train event next year with a stopover in Bundaberg for a couple of days.

Meantime, internally, we have been given a display stand from the historical museum to better present our items and have been promised some more show cases when Hinkler House has been refurbished before Christmas.



*Restored ballast hopper at
North Bundaberg
Source: Graham Hibberd*



*A train of new coal hoppers
passes the Bundaberg
Railway Historical Society
Museum at North Bundaberg
Source: Graham Hibbard*



JCS 1007 stored inside the Wagon & Carriage Shop at Ipswich Railway Workshops in 2001. This vehicle deteriorated significantly when it was moved to outside storage soon after. Steel plate covering damage following an incident during its last months of service on the Dirranbandi Mail can be clearly seen on the corner of the vehicle nearest the camera. The volunteers at Archer Park are to be congratulated on their efforts in restoring this carriage. Source: David Mewes

Congratulations ATRQ Recipients of the 2008 ATHRA Awards

Steam Locomotive Restoration Award - Australian Sugar Cane Railway for restoration of the 1907 John Fowler 0-6-2T *INVICTA*
Tourism Promotion Award - The Workshops Rail Museum in recognition of their efforts to promote visits to The Workshops Rail Museum and activities in the broader community.

Warwick Steaming its way via the Jazz Express

by Adam Cole

On 20 July 2008, Southern Downs Steam Railway held its 3rd Jumpers and Jazz Event, with a big difference. This time the Jazz Express was going to be running.

Previous years have seen us do an Arts and Jazz Night on the Warwick Railway Station platform, but this year, SDSR decided to completely change its format. This year the Warwick Railway Precinct facilities were used as the venue and restored steam locomotive C17 971 was the feature attraction.

The enthusiastic SDSR members put on a terrific day which included 3 jazz groups and a BBQ lunch. The music was fantastic, the atmosphere was festive and everybody had a great time.

A chef and waitress were engaged to cook and serve the food and when a lunch time rush occurred, Everyone stepped up to help the queue along. Volunteers were busy behind the scenes in the hexagon preparing the food for the BBQ. The restored carriages were in constant use, full with people dining and drinking their purchases, which included tea or coffee with a sticky bun.

The platform cinema ran again, however, this time in the darkened camp wagon fitted out for this. A good steady stream of people watched Buster Keaton in an exciting train chase movie.

The main attraction for the day was the cab rides being run by C17 971. Crews started lighting up the loco at dawn on what proved to be a cold frosty morning. A quick test of track and loco, and all was in readiness for the 10 am opening time. The loco ran non-stop all day with a constant queue keeping the volunteers busy. Records show 48 cab rides offered, totalling close to 200 people given the chance to experience 5 minutes on the footplate of a live steam locomotive.

How many people turned up? Lots and lots.

The next chapter in SDSR's story should be the completion of main line trials in the not too distant future, with members working hard on making sure all the paperwork is in order, and the realisation of SDSR's goal of operating a heritage tourist train on the Southern Downs.

Keep checking SDSR's website for updates on our progress at –

www.southerndownsteamrailway.com.au