



Signal Post



National Railway Museum Member & Volunteer's Newsletter
Edition 3 – February 2017

FROM THE CHAIRMAN: DAVID BURNETT

Here we are and its already mid-February, Christmas and the holiday period are all a memory with life returning normal pace, I hope that you were able to enjoy some down time during January.

Yet again as you are all aware the weather has thrown all sorts of extremes our way over the last few months which had led to some more cancellations of running days at Semaphore both from hot, wet and cold weather. Overall, we are down on revenue at Semaphore but hope to make up lost ground as the season rolls on. We have picked up three new volunteers at Semaphore which is tremendous but still need more people to put your hands up to lessen the burden on others so if you fancy volunteering at Semaphore as a Guard or Ticket Collector. We are still looking for more volunteers in our shop. The shop is undergoing an exciting transformation. We also have numerous other volunteer positions available, have a look on our web site www.nrm.org.au (in the volunteer section). If you are interested in any of these positions please contact the NRM's Volunteer Co-ordinator, Graham Vincent volunteering@nrm.org.au or phone 8341 1690 to make a time to meet and discuss where you can come and join us.

BOARD HAPPENINGS:

The Board last met on Wednesday 11 January 2017. We had many matters on the agenda. As alluded to in the January 2017 Catchpoint the Museum did obtain accreditation from History SA. This is a major achievement and on behalf of the Board I want to acknowledge the enormous work that was required to achieve this milestone. Bron Lloyd who now longer works at the NRM was instrumental in this achievement but there were others who had their fingers in this pie, so sincere thanks to all concerned, a job very well done.

As we continue to run trains the work that is required behind the scenes to ensure that we meet all of the requirements is large and continues to demand more of our volunteer's and paid staff time. I have included details of some of the requirements that the museum must meet to be able to run these trains.

Rail Safety Worker Guidelines

In accordance with the Office of National Rail Safety Regulator (ONRSR) newly released Rail Safety Worker Guidelines, NRM will need to review every rail operational role and document the risk profile and findings of that review, to enable compliance with those Guidelines.

A review undertaken by members of the Rail Safety Management Group, of roles and responsibilities as they apply at NRM has reconfirmed those positions that are definitely Rail Safety Workers, but also has risk assessed the duties and rail safety work done, by non-rail safety workers. The outcome being the implementation of a new procedure whereby Rail Safety Workers will supervise, inspect and authorise those specific tasks.

I have added the Rail Safety Audit findings penned by Graham Dorling our Internal Rail Safety Officer

Rail Safety Audit

Introduction: The prime objective of this internal rail safety audit was to verify that the National Railway Museum has continued to maintain its Rail Safety Management System in compliance with the requirements of the standard and conducting its railway operations in accordance with its documented set of procedures and policies.

The internal rail safety audit was conducted in accordance with NRM's internal audit procedures as detailed in clauses 7.2 and 7.3 of the Rail Safety Management System 2012.

Scope: The 2016 internal audit commenced at 1330 hours on Thursday 21 July 2016 when the opportunity was taken to observe the NRM operation of 1600 mm broad gauge Red Hen railcars 321 and 400 and narrow gauge train using steam locomotive, 'Peronne' working in conjunction with the Museum's Family Fun Fair event. Selected volunteers were asked as to their understanding of the interface agreement between the NRM and Adelaide Metro to which they demonstrated a clear understanding. The volunteers were asked to demonstrate a series of hand signals to which they did accurately. The volunteers were asked to provide their Authority Cards and the qualifications on each card were checked against the activities being performed on the day. The volunteers were also questioned as to their understanding of various aspects of the Rail Safety Management System 2012 to which they showed a clear understanding.

The desk top component of the 2016 internal audit was conducted with NRM Operations Manager, R Crookall and NRM Rail Safety Manager R Sampson and commenced at 1030 hours on Monday 12 December 2016 within the Museum's Board room. The scope of this audit was guided by previous rail safety performance and examination of the Risk Register. R Sampson advised that evidence of the annual review of the Security Management Plan could not be provided as this would take place in the following week. Aspects of the RSMS that were audited included the following:

1. Drug and Alcohol testing.
2. Recent rail safety performance including the reporting process of any notifiable occurrences.
3. Rollingstock Maintenance
4. Competency and retraining schedule for volunteers
5. Risk and Corrective Actions Register
6. Volunteer retraining

The following documents were either referenced by or provided to the Internal Auditor by the Operation Manager during the course of the Audit.

- Volunteer retraining schedule
- Risk Register as reviewed in September 2016
- Rail Safety Medical Register
- Drug and Alcohol testing results of 8/5/16 and 23/7/16
- Rollingstock Maintenance Register
- Insurance documentation
- Steam Locomotive Peronne boiler certificate
- Volunteer Handbook
- Track layout plan

At the conclusion of the desk top audit, the opportunity was taken to inspect the Museum site and discuss recent track alterations and maintenance arrangements with the Operations Manager. Operational diesel locomotives 801 and 515 were inspected and their recent repairs and maintenance discussed.

Audit findings: There were no non-conformances and no observations recorded as part of this audit. General discussions with all volunteers in respect to the RSMS indicated a high level of competency in tasks being performed and a dedication to rail safety. This is supported by the processes and training in place as part of the RSMS.

457mm gauge system

Bill

- At Semaphore for the operating season, no issues to report at this stage

Bub

- Loco is still stripped down with no further progress due to boiler still at Adelaide Fabrication
- Adelaide Fabrication has advised Bub should be back at the museum by the end of March.

No.7 KEN

- Operating with nothing to report for this period

No.8

- This project is progressing. Final touches to internal / external body sheet metal work in progress. Completion of wiring and instrumentation in progress. Air conditioning fit out continuing. Work in progress on adjustments to front final drive chains and other issues identified.

Rolling stock accredited under Rail Safety National Law

Railcar 257 Kestrel

- Car 257 is operational but the main water pump requires repair and fitting.

Redhen railcar 321

- This railcar has a failed engine at present, and needs to be further assessed to identify the extent of work required to fix the problem. It can be operated on one engine, in conjunction with railcar 400, but the engine fault must be established and rectified.

Loco 515

- Electrical plug refurbished and fitted and minor rectification to wiring completed.

Loco 517

- No further progress at this stage, and the Board has indicated any further work be postponed due to other priorities.

Loco 801

- Operated 2 shunt movements recently with no failure. However further investigations are needed as throttle control movement is excessive for power delivered. Hoping to enlist the assistance of a Dry Creek electrician to check engine governor settings.

Restoration projects

Brill Railcar 8

- Alternative Gardner 6LW engine yet to be inspected and confirmed as being suitable, however the Board has postponed the operational return to service at present, due to conflicting priorities and limited resources.
- Sheet metal work and carpentry work on going. Carpentry slow down due to one carpenter leaving.
- All interior lights have been stripped, cleaned. Awaiting warmer weather to be painted.

Brill Railcar 8 (cont)

- All seats have now been upholstered.
- Seat frame refurbishment in progress
- No further progress on bogies/bearings etc. at present.

The following major events were endorsed by the Board to occur during 2017 -

2017 Events:

- 18 & 19 March** Unveiling of GB8394 – special train running. 801 with Centenary 376 and GB.
- 23 April** Bub's Birthday celebrations and Kestrel drivers experience.
- 20 & 21 May** History Festival Month – Barossa Wine Train experience and Kestrel running, Peronne and Ken running.
- 24 & 25 June** Drivers Experiences on Redhens and Peronne.
- 20 - 23 July** Family Fun Fair - Bub/Bill and Redhens and Peronne running.
- 19 -20 August** Steampunk Festival'17 – Peronne and Bub running.
- 3 September** National Train & Father's Day – plenty of trains running

In the last edition, we introduced Moana Colmer. This month meet Board Member Dr John Radcliffe AM – John is one of two Board Member appointed by the South Australian Government.

MUSEUM BOARD MEMBER – Dr JOHN RADCLIFFE AM

Under the Museum constitution, the South Australian government has the opportunity to appoint two members to the NRM Board.



John Radcliffe was first appointed a Board Government representative in 1992 and has been periodically reappointed by the Minister for the Arts since then. He is professionally an agricultural scientist, did dairy research at the then Northfield Research Centre, later became Director-General of Agriculture in South Australia and then Institute Director and Deputy Chief Executive of CSIRO where he is now an Honorary Research Fellow

When a university student, he was in a delegation to the then General Manager of the Municipal Tramways Trust to ask for some trams for a museum. This led to the now extensive collection of the Australian Electric Transport Museum at St Kilda, where John continues as a volunteer and regularly drives the trams.

If you have any questions or suggestions in respect to this newsletter or in general please contact Frank Hussey vicechair@nrm.org.au , David Burnett chair@nrm.org.au or, Bob Sampson exec@nrm.org.au