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DownsSteam Historical Railway. ABN17 097 691 177



DOWNSTEAM
tourist railway & museum

Patron: Kerry Shine LLB • Chairperson : Ros Scotney : Treasurer : Graham Darbey

DownsSteam - *On track for the future - in touch with the past.* December 2017



Our Biggest Carnival Ever

DownSteam experienced its biggest ever Carnival of Flowers this year with visitors from as far away as Atherton and Perth flocking to take in our rolling stock as well as our amazing gardens.

With direct services from Sydney, Melbourne and Adelaide now flying into Toowoomba Wellcamp Airport, the numbers of visitors, both domestic and overseas, to the region's premier tourism event exceeded all expectations.

Visitors had wonderful things to say about DownsSteam, with some of the highest praise reserved for the Dreamtime Journey Coach.

Four out of the five large paintings Dom donated to DownsSteam have been sold and we are, as always, extremely grateful for his ongoing support.

Thanks also to our hardworking volunteers for their work on creating the new and improved disabled access at our front entrance, with financial assistance from Aurizon.

But special thanks should also go to our head gardener Ken Symonds who, with lots of help from Carol and Kevin Kelly, battled the elements to create a very creditable garden display in time for Carnival week.

The Members Library has Moved

DownsSteam's archivist Arthur Ellis has moved the library of DVDs, books and other literature on trains, to the archives carriage behind the Dreamtime Carriage.

If you want to borrow any item, fill in your details in the book provided.



Saving DP 13

In the next few months, the DP 13's proud heart will begin beating once again.

The dusty old Gardner engine will splutter to life and diesel will course through its six cylinders for the first time in three years, generating enough raw power for the steel wheels beneath it to turn at a velocity they'd forgotten they ever could.

The engine will be run for six straight hours - a marathon test and the last hurdle standing between its sedentary life in the shed, and its future back on the rails.

If the engine passes its "validation testing" with no major flaws exposed, it will be a red letter day for those who were there the day its blackened carcass was lifted gingerly from a low-loader, and into the care of a team determined to bring it back to life.

Project supervisor Ian Muller believes the engine will rise to the occasion.

"We can't ever be over-confident," he said.

"But we're confident in the work we've done."

While it can't be taken out onto the rails, Ian and the team will be able to run the DP 13 through all its gears and test its reliability thanks to a set of rollers made by Andrew Caldwell which allow it to be tested while stationary.

If the tests are successful, the engine will be moved back under the rail motor, while

the final touches are added to its interior and a bold new livery applied to its skin.

When the project is complete, it'll also be a proud day for Bob Naumann.

Known by all as "Bob the Welder", he was at the shed back in 2014 the day the DP13 arrived from Tasmania.

Along the way, he's been instrumental in giving the rail motor a "facelift" after losing most of its skin in a fire lit by vandals.

While he wasn't too worried about the job at first, it's given him his fair share of frustrations.

"As the months went on I was starting to think, 'gee this is bigger than what I'd expected,'" he said.

Luckily, he was able to do a lot of the earlier work at his old workplace, Downfields Engineering, where he worked for 27 years.

With the rail motor almost complete, Bob's next challenge is fitting the new ash pan to loco 106.

"It's going to be another nightmare," he said.

"I might get a few grey hairs trying to work that out."



Story Continued Page 3

DownsSteam's Peter Eldridge said Bob was recently honoured with a lifetime membership in recognition of his "commitment and dedication" to the organisation.

"He's here three days a week from 7am," he said.

"His work ethic is excellent and he is held in the very highest esteem."

While the work can be challenging at times, Bob loves keeping his mind and hands busy as well as the easy camaraderie of his fellow workers.

"I look at it as like a men's club," he said.

"It's getting out of the house and back into a work environment and speaking with other men. If you shut yourself off in retirement, you'll get very bored."



The Catering Team Needs You

The catering team need your help. It's probably no surprise that, until we commence operating services on the open line, catering is the main source of income for DownsSteam.

We are eternally grateful to the hardworking band of volunteers who work tirelessly in the kitchen and dining cars to provide outstanding service to the ever growing number of community groups and organisations that choose to hold their functions at our Drayton precinct. Without them, DownsSteam would struggle to survive.

But we are in desperate need of some more volunteers to support the catering team as DownsSteam's popularity as a function venue continues to grow.

If you're willing to lend a hand with cooking, cleaning, or as wait staff and you think you'd enjoy being a part of a friendly team and receive the satisfaction of helping provide a service that both raises vital funds for our organisation as well as enhancing its reputation within the Toowoomba community, get in touch with Gwen Cooper on 0402 158 456.



The New Forklift

A big thank you to the Queensland Government Gambling Community Fund for the \$23,000 which paid for our new forklift.

DownsSteam has now received in excess of \$100,000 for this fund which has been of great assistance to us on our journey of transforming our site from a bare paddock into a fully fledged heritage rail museum and one of the region's most popular tourist attractions.



Asif Rasheed's Incredible Journey

Asif Rasheed will never forget sitting in the arrivals hall at Brisbane International Airport, watching the silhouettes of passengers as they slowly walked towards the door into the lounge.

As he looked closely at the posture and gait of each figure, it took him only a few seconds to know instinctively that they weren't his wife or his children.

But it was only a matter of time.



It had been two and a half years since his and his friends' vocal rejection of Islam in his native city of Quetta in Pakistan, meant he had to leave everything behind including his home, his wife and three young children and his promising career with the United Nations and flee the country.

It's a story many who have worked alongside Asif as a volunteer at DownsSteam may not know and even those who know it find it hard to comprehend.

Had he remained in Pakistan, he'd have been executed by security agencies promoting radicalisation.

They had already murdered one of his closest friends in front of his family and when he was accosted at gunpoint and warned that, if found guilty of blasphemy, he would be next, he knew he had no choice.

"I discussed with my wife that it would take some time and we didn't know what the outcome would be," he explained.

"But in the end, we decided I was better alive and away than being dead and close."

For Asif, that decision marked the beginning of one of the most gruelling ordeals imaginable. He travelled to Australia in the middle of 2015, initially on a study tour, and later applied for asylum.

Although he was given full work rights, Asif's efforts to find employment were stonewalled at every turn.

The Masters' degree he'd earned in his native country, his experience in the development sector, including a decade with the United Nations, meant nothing in Toowoomba. He applied for 300 jobs and received 300 rejections.

If that wasn't heartbreaking enough, whenever he contacted his family back in Pakistan via Skype, his youngest children wouldn't talk to him directly. They would only whisper messages for him in their mother's ears.

"They became quite withdrawn over the passage of time," he said.

"It was the toughest period of my life ever."

Finding no paid employment, Asif decided until he could, he would volunteer as a way of utilising his time and giving back to the society that had given him freedom.

That decision led him to the St Vincent de Paul Society where he began working with migrants and refugees.

But it also led him through the cream shed doors of DownsSteam Tourist Railway.

While Asif admits he's not much of a "train buff", he soon found a role helping with administration. But the best part was how welcome the rest of the volunteers made him feel.

"I really admire that place," he said.

"A fear I had in my mind was being an outsider and feeling different. But I didn't get that feeling over there and that encouraged me even more."

Asif was granted asylum in January of this year, which meant he could apply for his family to come over and join him.

But that process was long and frustrating and made more difficult by the fact that back in Pakistan, his wife was being told Australia was no place to raise young Muslim girls and, at fourteen, his eldest daughter was ready to be "married off".

It was a situation that made Asif frustrated, but also scared. He knew how strong the peer pressure could be, especially concerning issues of "honour".

"Even the toughest of people give in," he said.

"That really scared us all."

He had thought he wouldn't be able to get his family out until he'd saved the money for their airfares. But with the generous help of good friends, he was able to book their flights and arrange their visas immediately.

A week later, on November 18, after a sleepless night, Asif was at Brisbane International Airport, watching the silhouettes on the other side of the gate until he at last saw some familiar shapes.

"It was pure joy holding them once again," he said.

"I don't know how long we all stood there hugging each other, but it was pure bliss."

Asif admits his family is still trying to get their heads around recent events and their new found home.

His fourteen year old daughter and twelve year old son can't get used to the freedom they have to explore their new surroundings saying it still feels like a dream.

"I read somewhere that birds born in a cage think flying is an illness," he explained.

"And sometimes if a bird is born in a cage and they are set free, they cannot fly properly."

But he is optimistic about the future because all of the family knows is it is infinitely brighter than the one they left behind.

"The past is just a memory," he said.

"One it's gone, it's just a figment of our memory. The future is the most important thing."



Project 106

DownsSteam is proud to announce Chassisline's sponsorship of the new ashpan for C16-106.

Toowoomba company Chassisline completed the design work, sourced material, undertook the precision cutting of the parts, formed the shape of the Ashpan and have tacked it together.

The ashpan is currently being welded together and all of the parts and accessories fitted.

A dedicated article covering the build and sponsorship of the ashpan will feature in the next newsletter.

However, a sneak peek photograph has been included in this edition.

106 has now received all its wheel-sets back from Condamine Drilling. Every journal has been dressed to match the respective axle-boxes which will ensure smooth running out on the mainline and allow for a long service life for the new bearings.

The riveting equipment from the United States has arrived including a gas rivet forge (used for heating the rivets), two rivet guns (with associated rivet snaps) and a pneumatic rivet holder.

These tools will allow for the completion of the drag-box replacement over the coming weeks.

The tools will be based at DownsSteam and will be available for the boiler overhaul early next year.



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Hello Members.

As I pen my last words for the newsletter for 2017, I look back and reflect on the amazing achievements of our organisation in the past 12 months, due to the commitment by our dedicated volunteers.

I know sometimes there is frustration and questions are asked about if we're ever going to become a fully functional tourist railway.

Well, YES we are and it is going to be in 2018.

As always, our biggest hurdle is \$'s and making them go around and prioritising our needs.

I am not going to single out anyone in congratulating you for your time and effort in your respective roles.

But I will just say a huge THANKYOU.

I would like to mention the relief and joy for Asif in welcoming his wife and children to Australia and trust they will become a special part of our DS family.

We look forward to meeting them at our Christmas breakup on the 17th Dec.

Finally on behalf of the board, Christmas blessings to you and your families and may 2018 realise the dream we have all been working towards.

Cheers ..

Ros Scotney, Chair.





DP13

Work has been progressing steadily on DP13 over the last few months.

The end of the electrical fit out is now in sight, which has been a major undertaking for the crew resurrecting the Gatsby flyer from the ashes.

Attention is now starting to turn to the finishing touches of DP13's overhaul.

For those who have been onsite recently, they would've heard the beautiful tones of 1930's music coming from DP13's freshly installed audio system. This has been complemented with an onboard wireless public-address system.

The dedicated team have reinstalled the radiator and were extremely pleased to find no leaks on the first fill. This has led to the conduct of the final preparations for the power bogie testing and initial runs commenced to uncover small leaks and weeps in the oil, transmission and gearbox.

Over the coming weeks these small problems will be solved in preparation for the final run before reinstalling the power bogie back underneath DP13.

Concurrently the air system of DP13 is being overhauled which has resulted in DP13 having fully functional Westinghouse airbrakes.

Shortly, the power bogie will be reunited with the mainframe of the rail motor and will be moving under its own power again.

We're looking to book the cranes early in the new year.

The team have also been focusing on creature

Project 106 continued..

The last few weeks of December will see a major milestone for C16-106 when the drag-box beneath the cab is rivetted back together and the entire locomotive body will be moved to the northern end of the shed to allow the boiler to be stored undercover, out of the weather.

Once the loco has been moved, trammelling will commence on C16-106, the driving wheels will be raised into the frame and it will finally begin looking like a steam locomotive again.

As always, funding the overhaul has been the major limiting factor. The project manager encourages all volunteers to help out where they can and any help with fundraising in the local community, fundraising functions or ideas are greatly appreciated.

Our fundraising goal over the next three months is \$15,000, which will allow for major work to be completed as well as starting the boiler overhaul.



comforts, finalising items such as the seating, toilets, train-control radio, food storage, air-conditioning and new floor covering in the driving area. Installation of these items should be completed over the coming weeks.

Overall it's an exciting time for DP13. Great progress has been made in all areas and we'll soon see the completion of some major milestones.

The team are always in need of workers to help with the jobs still to be completed and would love to see more people get involved in returning the Gatsby Flyer to the rails.

Managing Work Health and Fitness Policy DS-P-017(1.2)

DownsSteam is now accredited under the National Rail Safety Law after QLD moved from Transport and Main Roads (TMR) to the Office of National Rail Safety Regulator (ONRSR) from midnight on 30 June 2017. This change brings Queensland operators, including DownsSteam, under the same umbrella as all other operators in Australia.

Under Rail Safety Law (RSL), DownsSteam is required to ensure its workers (including volunteers) are fit for duty, referred to as Health and Fitness.

This term is the general medical condition and fitness for job for a rail safety worker and is broken down into multiple categories.

The depth and extent of the medical will vary on what job the worker undertakes. The can range from no medical required to a full medical, including sight, blood, and hearing screenings. The validity period of medicals varies based of the applicants age, lasting from 12 months up to five years.

Not everyone will require a medical. Those who wish to generally volunteer at DownsSteam and not participate in active duty on the main line will not require a medical with existing safety controls at Downs Steam (with a few small exceptions).

However, those wishing to become train crew or to undertake rail safety tasks at DownsSteam or on the mainline will require a medical.

Several health providers have offered special rates to DownsSteam members wishing to obtain a medical. To obtain these special rates, you must be a member of DownsSteam and intend to train as DownsSteam train crew.

Generally, if you wish to become an active train crew member up to and including driver, you will require a category two medical. However some roles can be performed with a category three medical.

Table A1 – Authorised health professional fees

AUTHORISED HEALTH PROFESSIONAL	Category 1		Category 2		Category 3	
	\$ rate	\$ DS	\$ rate	\$ DS	\$ rate	\$ DS
	253	198	253	171	198	154
	358	286	306	245	108	87
		253		253		198
	253		253		198	

DownsSteam has released a simplified policy on what is required to attain a medical and how the medical system works.

An uncontrolled printed copy can be found in the tram for reading. An electronic version will, be available on the website.

Those wishing to attain a medical must contact the training manager (Peter Burkitt) prior to booking appointments.

Alternatively, Andrew Caldwell can be contacted by email at andrew@downssteam.com for further information.