



# *Durundur* **Bulletin**

*Australian Narrow Gauge Railway Museum Society,  
trading as the Woodford Railway, is located  
25 km west of Caboolture in Woodford, Queensland*

**Volume 35**

**Number 329**

**September/October 2014**



Woodford workshop activities: Ryan on the left working on Melbourne parts, Greg grinding steel sleepers for welding, Wayne at the work bench cleaning parts for the Baguley, and Bob working on the Bundy frame and boiler out of photo at the left, 26 July 2014. Bob Gough photographer.

**Running Days: First and Third Sundays**

**Trackwork Saturdays: 20 September, 18 October and  
22 November (fourth Saturday) 2014**

**Work Days: Every Saturday; Light Duties on Third Wednesday**

**Our Safety Goal - No Injuries**

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### Scheduled Activities

**General Meetings: 21 Feb, 4 Apr, 13 Jun, 8 Aug, 17 Oct, and 12 Dec;** combined with LRRSA at the BCC Library, Garden City Shopping Centre, Mt Gravatt; 7:30 pm, entry from 7:00 pm (after hours entrance at rear of Library).

**Light Duties Work Day:** Third Wednesday of each month. The gates open 9.30 am to 4.00 pm.

### Donations and Bequests

Donations to the Society's Museum Fund are tax deductible. Please make cheques payable to the 'Australian Narrow Gauge Railway Museum Society' and mail to the PO Box above or deliver in person. Remember to include a note indicating that it's a donation, plus your name and address so that a receipt can be posted to you.

We appreciate your help and support now, but also consider mentioning the Society in your Will. Donations/bequests can be for a particular project or for museum development (restoration or infrastructure). For details, contact the President

## President's Report

*Terry Olsson, President*

During July Rusty Smith and partner Joan Gross donated an old kerosene loco headlight to the society for our collection. Rusty and Joan have been supporters of our society for many years and on behalf of ANGRMS I would like to thank them for this very generous donation. It is much appreciated.

It is important that as a society we continue to improve the way we do things. As mentioned in Greg's report, we recently installed our 100th steel or concrete sleeper in our existing mainline. Replacing timber sleepers with steel or concrete as they come up for renewal not only improves the standard of our track, but over time will see a reduction in the amount of labour required to maintain our track – something very important in a volunteer organisation. It is for the same reason, we are constructing the track extension using all steel or concrete sleepers.

On the rollingstock front Ryan has continued to set a high standard in the overhaul of our steam loco Melbourne. The bronze main driving wheel bearings have all been replaced with new ones and I would like to thank Ryan for his excellent efforts.

It is important that we all continually look at ways of cutting the societies costs – either by obtaining donations, sponsorships, reduced prices or simply doing work in house. We simply cannot afford to just go out there and pay commercial rates for everything we need. A good example of how we can cut costs are the main bearings for Melbourne and I would like to thank Ryan for his efforts in this regard. Not only did he save the society thousands of dollars by spending considerable time and effort tracking down a foundry which would cast the new bearings at greatly reduced price, but he then arranged to use a friend's lathe and took a week's leave to spend it turning the bearings instead of paying someone to do so. This also saved the society thousands of dollars. Well done Ryan.

On behalf of ANGRMS I would like to thank G S Castings at Torbanlea for the generous help in providing the castings we need for Melbourne at a considerable reduced price. It is only through help from companies such as this that we can continue to preserve these items of industrial historical significance.

Remember - think about what you are doing, take your time, and do a job safely. It is more important to go home safe than rush through a job.

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**Remember – safety first!**

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## Safety and Training Report

*Noel Haynes, Vice President, Safety and Training*

Safety is a very important part of our operation and ANGRMS remains committed to providing a safe railway.

Firstly I would like to thank Dave Caruzzo for offering to learn the Safety Managers role and what is involved. It will be a steep learning curve for him and I ask all members to help and support him wherever possible.

On Sunday 13 July Bruce McKenzie and Paulien Anderson from Queensland Transport visited our railway and gave our members a very interesting talk on the Rail Safety Act and our obligations. I would like to thank Bruce and Paulien for their time, as well as the large number of ANGRMS' members to took time out of their busy schedules to attend.

As well as the usual day to day safety matters, during the last couple of months we have submitted our annual return for our operations figures as well as a return regarding Accreditation Fees. We will soon be submitting our annual Safety Performance report.

## Some Civil Notes

*Greg Stephenson, Track Day Coordinator*

### Annual Independent Track Inspection

After 10 years of conducting the independent inspection of the track condition, Phil Hardy has relinquished this role. We thank him for the valuable expertise and insights that he gave the Society over this period and wish him well for his retirement. We have been fortunate that Glenn Phillips, an experienced Trackmaster, has now undertaken an independent track inspection on 25 June 2014.

One of the consequences of operating our railway in a bushland setting is that there is a constant build-up of leaf litter and mulch on the track. The Saturday prior to this inspection, the day was spent with the air compressor and air lance blowing the leaf litter off the track so that the condition of the sleepers could be more easily assessed.

Glenn Phillips' report found:

- *All defects identified from the previous inspection have been actioned or reassessed.*
- *Top and line is suitable for the traffic task that is required of this track.*
- *Track strength was found to be acceptable for the traffic task required of this track.*

- *Ballast is crushed metal type with some areas a mixture of sand and gravel and is adequate to ensure track stability.*
- *Fastenings were found to be satisfactory with the exception of one location.*
- *The turnouts inspected are in fair condition.*

The major defects recorded were:

- *180 metre mark where one cluster of three ineffective sleepers was noted.*
- *345 metre mark where ineffective rail to sleeper fastenings (cluster of three) causing loose rail was noted.*
- *62 defective or ineffective timber sleepers and 2 turnout timbers under the main line points that lead into the compound roads were marked out with white paint for replacement.*

The report also highlighted the following Opportunities for Improvement.

- *Establish a program for lubrication of angle and bar fishplates.*
- *Establish a program for lubrication of point's and components.*

The leaf litter on the track from the surrounding trees throughout the site requires regular clearing, particularly in the vicinity of the 700 metre to 850 metre marks where termite activity was noted.

We thank Glenn Phillips for making his time and expertise available to undertake this inspection and for the recommendations to improve our practices. His report also gives us a strategy and priorities for our future maintenance activities

### **Track Maintenance Work**

Whilst not highlighted as a specific defect, around Ch 700 to Ch 750, there were about 11 rotten sleepers. This is one of the areas hidden by the leaf mulch which has promoted decay and termite attack. These sleepers have been replaced with concrete sleepers. At Ch 180, the cluster of three ineffective sleepers has been replaced in concrete. In this area, some sleepers not marked for replacement were also found to be in poor condition and were replaced before a 20 metre long section was levelled and the ballast repacked. At Ch 345, the cluster of three sleepers marked to be re-spiked was replaced with concrete sleepers to provide a long term solution.

Between Ch 380 and Ch 402, three steel sleepers and four concrete sleepers have been inserted and the complete section levelled and the ballast repacked. When repacking the ballast, it was found that there were holes under some sleepers that needed to be filled with ballast. Tree roots in this area have always created problems and the holes are expected to have been caused by the tree roots that have rotted out since the pine trees were removed through Freeman's Cutting.

Work has concentrated on locations where rotten sleepers are in close proximity to each other and approximately half of the sleepers identified in the inspection being replaced leaving isolated single sleepers to be replaced over the next few months.

On 9 August 2014, a minor milestone was achieved when the track gang completed the replacement of the 100th rotten timber sleeper with a steel or concrete sleeper in our existing mainline. This does not include the steel and concrete sleepers used in the new track work for track extensions at Peterson Road.

It is vital that we continue with our regular maintenance on the existing track and position ourselves for the long term. Our plans are to continue our sleeper renewals in concrete or steel. The monthly track work parties will generally be held on the third Saturday of the month and are scheduled for Saturday 20 September, 18 October and 22 November (fourth Saturday) 2014.

### **Peterson Road**

Following the Independent Track Inspection all track activities have focussed on mainline maintenance and there has been no progress on track laying at Peterson Road. We plan to return to these works when the backlog of mainline maintenance is completed.

### **Position Vacant - Diesel Locomotive Driver on Saturdays**

Whilst we have been working in sight of Woodford Station, Terry Olsson and Bob Gough have assisted with moving the work train on Saturdays. As we move back into construction work at Peterson Road, we need the work train to transport tools, materials and people from Margaret Street to Peterson Road. We are still keen to hear from any of our drivers that would like to assist and diversify their driving experience on Saturdays.

## **Operations, Sales And Marketing**

*Terry Olsson, Operations, Sales and Marketing*

### **Public Running Days**

Passenger numbers were slightly down on this time last year. We had an excellent response from the Caloundra Air Show so it is certainly worth looking at different avenues to promote our railway. We do however need more helpers if we are going to increase our coverage so please let Brian Webber, Tony Weber or myself know if you can help – they are not hard days but of great benefit to ANGRMS.

Brian Webber puts a lot of effort into trying to get groups to visit. Unfortunately a lot of the effort results in nothing but it does appear to be

starting to have an effect as there is an increase in group booking enquiries. All members can help by spreading the word amongst groups you know – it all helps.

**Date Claimers:**

**Saturday 6 September 2014** – This wedding charter has been confirmed so we need as many helpers as we can get to clean the train in the morning as well as operate the actual charter in the afternoon.

**Saturday 11 October 2014** – We now have a confirmed charter for this day so a train crew plus general helpers are required.

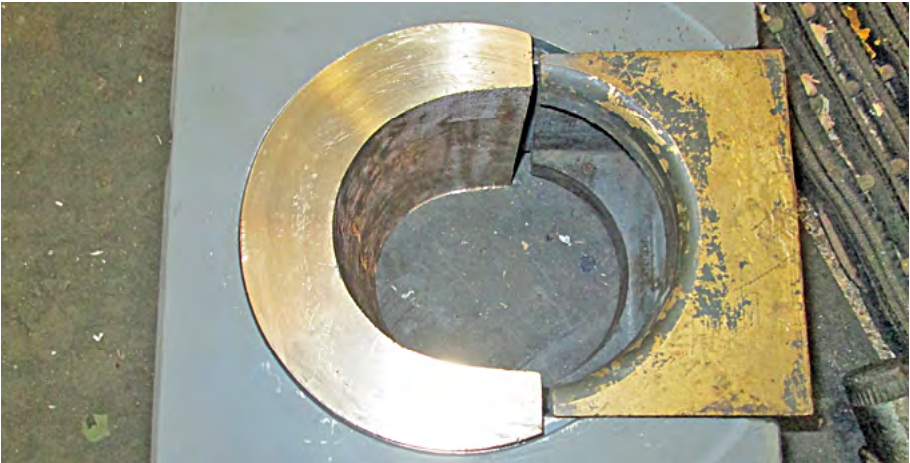
**Saturday 25 October 2014** – Also as yet not confirmed, we look like having a special run on this day also so please mark it in your diaries.

**Monthly Statistics**

	July 2014	August 2014
Paying Passengers	194	140
Guards Sheet	244	167

**Sales Items**

**Queensland Railways Safeworking History Vol 1** – Even though this book is called Safeworking History, it contains a lot more. There is a good history of the QR Childers Branch including some station layouts. This book by Frank Tybislawski is the first of several volumes which will not only cover safeworking but various QR lines. Price: \$25.00 plus postage if required



Ryan's work machining new axlebox bearings for Melbourne, July 2014. Terry Olsson photographer.



Greg Stephenson and Dave Carusso (above) using hooked lifting bars to move and place the 100th steel or concrete sleeper on the existing main line and the sleeper in place (below). Terry Olsson photographer.

