



Durundur **Bulletin** *Railway*

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

Volume 37

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Mainline Steel Sleepers – The cluster of defective timber sleepers at Ch 240m replaced with steel sleepers. Greg Stephenson and Harrison Silk put the finishing touches to the ballast. Ryan Thomas photographer.

Running Days: First and Third Sundays

**Trackwork Saturdays: 21 January, 18 February, 19 March
and 16 April 2016**

Work Days: Every Saturday; Light Duties on Third Wednesday

Our Safety Goal - No Injuries

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Scheduled Activities

General Meetings: 2016: 19 Feb, 15 Apr, 17 Jun, 19 Aug, 21 Oct, and 16 Dec at 7:30 pm, entry from 7:00 pm; combined with LRRSA at the refurbished BCC Library, 107 Orange Grove Road, Coopers Plains, a 10 minute walk from Coopers Plains Railway Station or a phone call to Dan Sheehan or Bob Gough for transport to the new venue. A bus stop is at the front of the shopping centre and Express buses run services from the stop.

Light Duties Work Day: Normally 3rd Wednesday of the month. Contact Neil Trevorrow m:0402051546 if planning to attend.

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

Well another year has flown by and I would like to thank everyone for their tremendous help and support during the year. Without each and every one of you we would not have achieved what we did. I look forward to working with you all during 2016.

I am very pleased to be able to announce that ANGRMS has been successful in obtaining a grant of \$15,000 from the Moreton Bay Regional Council Community Grant towards the loco storage shed. On behalf of ANGRMS I would like to thank our local councillor Adrian Raedel and the Moreton Bay Regional Council for their ongoing support and efforts. I would like to thank Tony Weber and Greg Stephenson for their assistance in preparing and submitting the grant application. While this combined with the state government grant of \$35,000 is a significant amount of money, it still only comes to just over half the overall cost of this shed. Unfortunately everything to do with railways needs to be bigger and heavier!

We have now signed the contract for supply and erection of the shed and work is underway to submit the building application, etc., to council. We still have to finalise the contract for the concrete floor. The next few months should see construction of the shed actually underway!

As part of Queensland Rail's 150th anniversary celebrations, communities along their tracks were presented with replica platform seats. Moreton Bay Regional Council has presented ANGRMS with one of these seats. I would like to again thank our local councillor Adrian Raedel for his support.



Platform and loco wheel scales. Brian Webber photographer.

Recently ANGRMS was contacted by Annette Bostock of Aspley. She has donated items her father collected when he was station master at Nanango station. During December, Neil, John Parnell and myself collected a set of platform scales, a decoration which hung on the station wall, and the gate from the station masters house. The platform scales, along with the QR150 seat mentioned above are now proudly on display at our Woodford station. The decoration and gate have temporarily been placed in storage until a suitable display location becomes available.

And while on the subject of scales, the loco wheel weighing scales have been returned from QPSR and are now stored back on site.

I am also very pleased to be able to announce that our project leader for Melbourne, Ryan Thomas not only won the Aurizon Mechanical Apprentice of the year for 2015, he also won the overall Apprentice of the year. Well done Ryan!

The ANGRMS annual Christmas was held on Saturday 12 December at the Champagne and Roses café. With the rainy weather I am certainly glad we did not choose the BBQ at our station option! Everyone who attended had a great time and on behalf of ANGRMS I would like to thank Toni and the staff at Champagne and Roses for another excellent meal. I would also like to thank our local Councillor Adrian Raedel who attended.

For those who were not there, we took the opportunity to also have a 21 birthday celebration for Ryan as well as celebrate Greg Stephenson's recent marriage. I think we did very well to keep it a secret from both of them!

Photo right: Ryan's 21st Birthday at Champagne and Roses, 12 December 2015. Brian Webber photographer.

The membership renewal forms have been sent out and numerous members have already paid. Please make our treasurer happy and pay your membership as soon as possible.

Lack of workers continues to be an



issue so if you or someone you know can help out please let us know. Unfortunately everyone leads busy lives now days so please do not leave it to the same few.

Remember – safety first!

Safety and Training Report

Dave Caruzzo

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

I have now taken over as Safety Manager and would like to thank everyone for their confidence in me. This will be a big learning curve for me and I would like to thank everyone in advance for their understanding and assistance.

In the last few months there has been a lot going on and I have had to learn all about audits very quickly!

As a result of the Queensland Transport audit back in August, plus Queensland Transport education sessions during 2015, we found we needed to improve our internal auditing process. This is still very much a "work in progress" but we have developed some forms to assist with the process and to better record the information needed.

During the last few months of 2015 we conducted internal audits on Operations, the SMS, buildings, track and our operational rollingstock. As you can see we have been very busy and I would particularly like to thank Greg Stephenson, Ryan Thomas and Terry Olsson for their help and assistance.

While these audits might have a down side in that they are a lot of work, there is also a positive side. We have had to stop and look at what we are doing, as well as review its condition. This has a very positive contribution to the safety of our railway, helping to ensure our passengers and workers go home safe after each day on site.

There will be a lot more to do and learn during 2016. Now I have actually done some things like audits I have a better understanding and look forward to learning more during 2016.

Some Civil Notes

Greg Stephenson, Track Day Coordinator

Independent Track Inspection

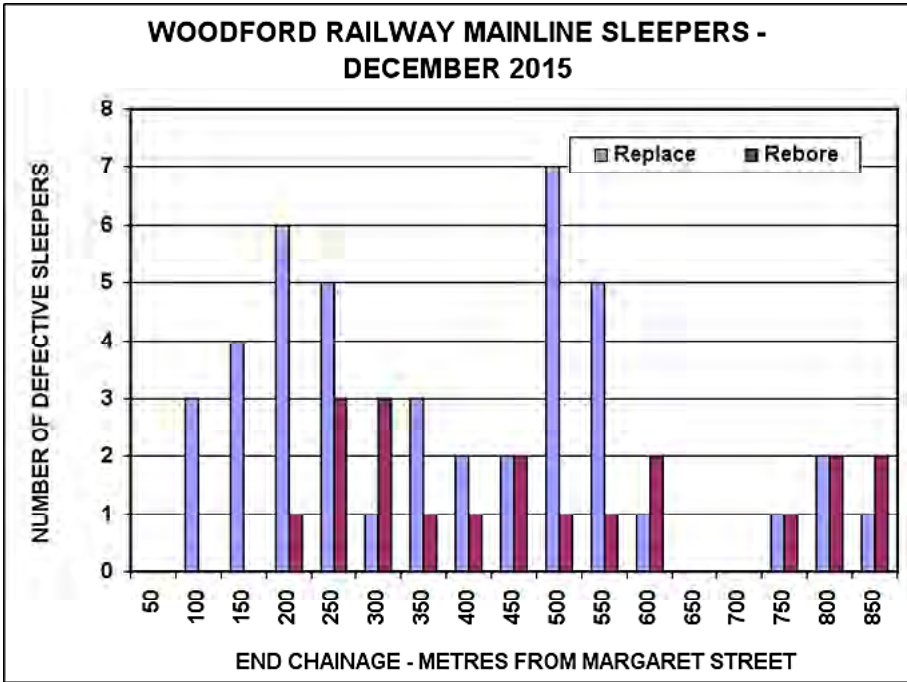
On Thursday 10 December 2015, an independent track audit inspection was undertaken by Glenn Phillips (an experienced Trackmaster) along with Thomas Caston (Civil Engineering Work Experience Student). The main observations from this audit are:

- Top and line is generally only of a poor to fair standard, although it is suitable for the traffic task that is required of this track
- Sleepers are in generally fair to good condition with the exception of one location at the 240 metre mark where one cluster of three ineffective sleepers was noted.
- In total 66 defective or ineffective timber sleepers- 42 replacements and 24 rebore and spike were marked out with white paint for replacement and actioning
- 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 inspected and found to be satisfactory

The report concluded that the standard of track is generally good. There were some low priority defects located during inspections and a number of opportunities for improvements were identified.

The chart shows the location of the defective sleepers in 50 metre intervals measured from Margaret Street. It is pleasing to see the small number of defects between Ch 550m and Ch 750m. This is the area where we have concentrated on sleeper renewals in the last year. It also highlights that future repairs should focus on Ch 150m to Ch 250m and Ch 450m to Ch 550m.

Whilst the report shows 42 sleepers require replacement and 24 reboring and re-spiking, this only represents 5.1% of all sleepers in the mainline. Replacement of 5% of sleepers per year represents an average sleeper life of 20 years. There is only one cluster of 3 consecutive defective sleepers.



Track Maintenance Work

Following the track audit, we decided to address the cluster of defective sleepers around Ch 240m. Whilst 3 sleepers were marked for replacement, the opportunity was taken to renew 6 consecutive sleepers using steel sleepers. It is expected that we will not need to return to this area for many years. This has eliminated one of the defects noted in the audit report.

Future track days will concentrate around Ch 150m to Ch 300m and Ch 450m to Ch 550m where there are higher concentrations of poor condition sleepers. It is proposed to continue these renewals with the monthly track work parties generally being held on the Saturday before the second running day of the month and are planned for Saturday 16 January, 20 February, 19 March and 16 April 2016. Depending on available people, we can undertake some form of track activities on most Saturdays.

As well as more members for the track gang, we are still keen to hear from any of our drivers that would like to assist and diversify their driving experience on Saturdays.

Future Locomotive Storage Shed

There are 3 sets of 42lb/yd points between the mainline and the future storage shed. These points originally came from Nambour Sugar Mill and were dropped into place when the original tracks to the compound were replaced. As part of the works for the storage shed these points need to be lifted to new levels to match the new building floor levels. This will be achieved by jacking the points to the correct level and increasing the depth of ballast. Some of the point timbers need renewal so the opportunity will be taken to completely “re-timber” the points with steel sleepers. Since the points are jacked clear of the existing ballast, it is somewhat easier to remove and replace the timbers when not sitting in ballast.

The sleepers are placed into position and the locations for bolt holes marked and drilled with a magnetic base drill clamped to the steel sleepers. We are using the ex-CSR rail clips meant for concrete sleepers which are then bolted to the steel sleepers. So far 11 steel sleepers have been inserted into the first set of points. We are progressively working away from the mainline and will continue until all timbers in these points are replaced are steel.

Photo right: Replacing point timbers with steel sleepers on points leading to the new storage shed. Greg Stephenson checks the gauge of the points as Harrison Silk watches. Magnetic base drill is sitting on timber sleeper in foreground.



Peterson Road

This work will be temporarily mothballed whilst the track work associated with the new running shed is undertaken.

Operations, Sales And Marketing

Terry Olsson, Operations, Sales and Marketing

During 2015 we hauled effectively the same total number of passengers (actually 3 less!) as we did during 2014 while paying passengers were up slightly. This is despite only having two special runs compared to four during

2014. Total income from operations was up 7.7% compared to last year despite an over 50% drop in special runs income and general donations, as well as a slight drop in running day sales income.

We raised our fares effective 1 July and this has not seen any drop in passenger numbers nor have we received any complaints. This increase in fares would certainly have contributed to the increase in overall operations income.

I am still to conduct the annual stocktake of our sales items numbers so at the time of writing this I am unable to comment on how other sales went during 2015 compared to 2014.

During December we held discussions with a representative from Caboolture Historical Village about attending their Australia day event as well as other ways we can work together. It is difficult in that they are open 7 days a week while we are only open once a fortnight but the discussions were very beneficial. We will be trialling a two for one promotion at the Australia Day event. We need to keep "thinking outside the box" and it will be interesting to see how this goes.

Thanks to a generous offer from Shane Yore, we will also be trialling a stand at the Bundaberg Model Railway show in March this year.

Neil has distributed the running day roster for the first half of 2016. If you are on the operations team and have not received a copy, or you would like to join the team, please contact Neil.

Date Claimers

We have a bus visit on our normal running day on Sunday 17 January.

Australia Day 2016: We will have a stand at the Caboolture Historical Village on this day. It is important that we work with local organisations as well as continue to promote our railway locally. Brian Webber will be there representing ANGRMS but could use some helpers – please contact Brian direct.

Bundaberg Model Train Expo 19 and 20 March 2016: ANGRMS will have a sales stand at this show which is held in the Civic Centre, Bourbong Street Bundaberg.

AMRA Show 7 and 8 May 2016: We will have our usual sales and promotion stand at this years AMRA show. It will be held in the same place as last year. This is our biggest sales/promotions event for the year and requires a lot of helpers to set up on the Friday as well as during the show on the Saturday and Sunday. Please mark this in your diaries and let myself or one of the Board Members know if you can assist.

Toowoomba Model Show 4 and 5 June 2016: Please mark this on in your diary as we will need extra help because it clashes with a running day at Woodford. I will also need help on the Friday to set up.

Strathpine Model Show 6 and 7 August 2016: Please mark this on in your diary as we will need extra help because it clashes with a running day at Woodford. I will also need help on the Friday to set up.

Monthly Statistics

	November 2015	December 2015
Paying Passengers	102	67
Guards Sheet	112	96

Sales Items

There are no new sales items to report this issue.



Special running day for Anglicare group, 28 October 2015. Bob Gough photographer.



Moreton Bay Regional Council's Adrian Readel and Terry Olsson with the replica station bench (left) and presenting the Community Grant Letter for the loco shed, 12 December 2015. Brian Webber photographer.



The last combined LRRSA and ANGRMS meeting of the year always includes the Mike Loveday Photo Competition and Friday 11 December 2015 was no exception. The winner was a slide of Perry Loco 0-6-2 B/N 1850.46.01 (Skipper), hauling sugar cane to Qunaba Sugar Mill in 1975. Bob Gough photographer. Incidentally Qunaba's name comes from a renaming following a takeover by mortgagees **QUEENSLAND NATIONAL BANK**.



ANGRMS Christmas Party at Champagne and Roses, 12 December 2016.
Brian Webber photographer.