



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 38

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January/February 2017



The driver has skillfully manoeuvred his truck to the stockpile site behind the former QCWA cottage to deliver another load of ballast from Bracalba Quarry. Greg Stephenson photographer.

Running Days: First and Third Sundays

**Trackwork Saturdays: 14 January, 18 February, 18 March
and 8 April 2017**

Work Days: Every Saturday; Light Duties on Third Wednesday

Our Safety Goal - No Injuries

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Scheduled Activities

General Meetings: 2017: 17 Feb, 21 Apr, 16 Jun, 18 Aug, 20 Oct, and 15 Dec at 7:30 pm, entry from 7:00 pm; combined with LRRSA at the BCC Library, park and enter at rear 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 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 2017.

We have a busy year ahead of us, particularly during the first few months when we need to get the tracks laid into the new shed, plus get the concrete poured. The concrete is being largely funded by a council grant and we need to discharge this grant before we can apply for another one. With the next round in March there is not a lot of time and we need as much help as possible – please contact Greg or myself if you can help.

On Saturday 10 December, we held our Christmas get together on site at Woodford for the first time in several years. Everyone who attended had an opportunity to inspect our new loco shed, not to mention enjoying a great BBQ lunch and presentation by Greg Stephenson on our Ingham trip back in 2013. I would like to particularly thank Moya and Elsie for the help in organising the food. (and blame me for no cheese cake!).

We have spent considerable time during the later part of 2016 getting our internal audits completed and up to date. Greg arranged for the usual independent check of our track, while Ryan has further improved on last year when conducting the required annual rollingstock audit. Dave has also conducted the usual Safety Management Plan and Operations audits. As part of our being on council land, council also conducted their building structural check.

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.

During the last few months of 2016 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. I would also like to thank Moreton Bay Regional Council who carried out a structural inspection of all the buildings located on council land (all of our railway related buildings).

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.

Another benefit of these audits is they allow us to better manage our assets. For example the rollingstock audit has shown a some wheel flange wear has occurred during the last year. We will continue to monitor this during coming years but in the mean time we will try greasing the two curves near Woodford station to see if this reduces the amount of wear during 2017.

All members are reminded that they need to conduct a visual check of things like electrical leads before use. If you find a defect do not use it. Make sure you also label or otherwise mark it not to be used and also tell someone so it can be repaired.

Some Civil Notes

Greg Stephenson, Track Day Coordinator

Quarry Materials

Bracalba Quarry has made some very significant contributions of materials to the Society. These include:

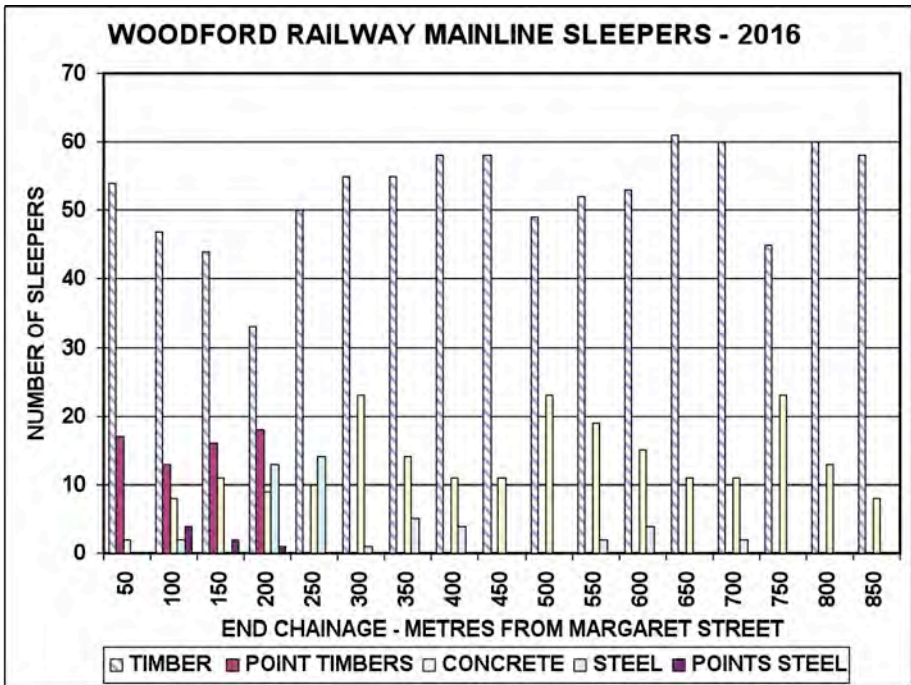
- 108 tonnes of 35mm "Greenstone" Screenings. This material will be used as ballast for the entry tracks to the locomotive storage shed and for on-going mainline maintenance.
- 160 tonnes of crusher dust which will be used flatten the batters on the earthworks around the locomotive storage shed.

We are particularly grateful to Bracalba Quarry for their on-going support which will allow us to continue to develop the museum site.

Track Maintenance

The previous issue highlighted the arrival of 100 "heavier" prestressed concrete sleepers from Isis Central Sugar Mill. We have had a concentrated effort over recent weeks and 59 of these sleepers have been inserted between Ch 140 and Ch 560. With this recent activity, it was good time to review overall progress. In the mainline, there are 222 concrete sleepers and 54 steel sleepers and point "timbers". Overall, this represents 22.4% of all sleepers. There are individual sections such as Ch 150 to Ch 300, Ch 450 to Ch 500 and Ch 700 to Ch 750 that have over 30% concrete or steel sleepers as shown in the graph. Our on-going strategy of renewals in concrete and steel is starting to show in the overall condition.

A recent inspection found 4 loose sleepers in Woodford yard near the former Wamuran Station building. The sleepers were re-spiked and the ballast repacked. After having worked with steel and concrete sleepers for the last 4 years, it was a challenge to use a spiking hammer again to drive dog spikes into timber sleepers!



Whilst the forested sections of the mainline are attractive for passengers, the ever present leaf mulch and debris presents some challenges for maintaining

good track condition. The mulch provides good moist conditions for rapid decay of the tops of timber sleepers. In the longer term, this should be less of an issue for concrete sleepers. It also makes inspection of the sleepers much more difficult. With the annual independent track inspection scheduled for 22 December 2016, the previous Saturday was spent with rakes and the compressed air lance to expose the tops of all sleepers in preparation for the inspection. An interested observer was a 2 metre long carpet snake that appeared out of the long grass beside the locomotive, followed the track for about 20 metres before disappearing back into the long grass.

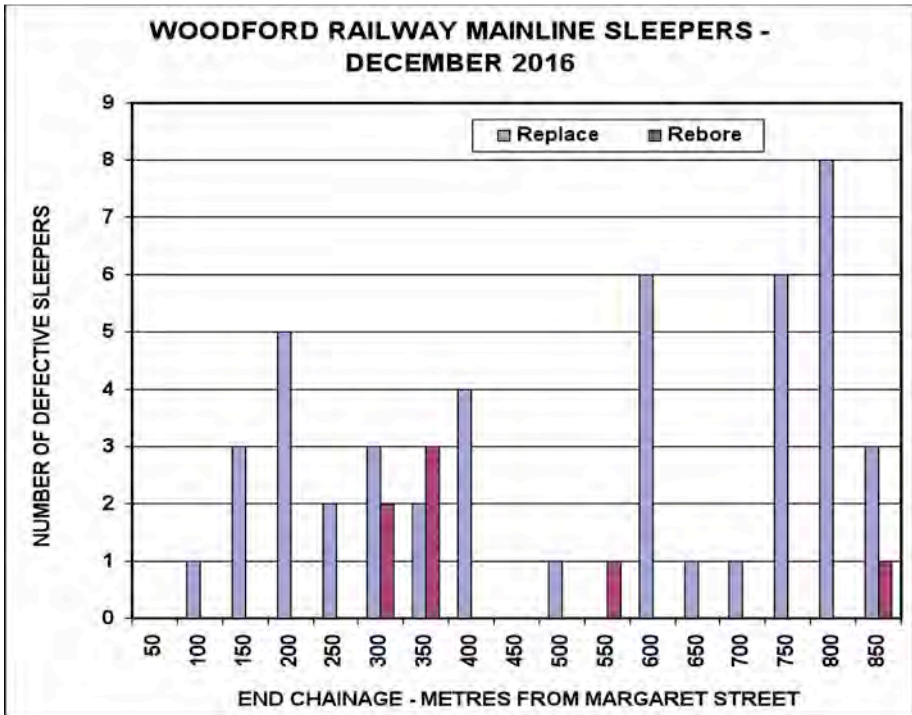
Future track days will concentrate on renewing defective timber sleepers in steel or concrete in the mainline. The long point throw-over lever timbers on some points in the workshop area require replacement with steel sleepers. It is proposed to continue these renewals with the monthly track work parties generally being held on the Saturday before the second running day of the month and are planned for 14 January, 18 February, 18 March and 8 April 2017. The April trackday is the second Saturday to avoid the Easter weekend.

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.

Independent Track Inspection

On Thursday 22nd December 2016, an independent track condition inspection was undertaken by Glenn Phillips (an experienced Trackmaster). Timber sleepers are in generally fair to good condition with the exception of one location at the 750 metre mark where one cluster of three ineffective sleepers was noted. In total 52 defective or ineffective timber sleepers- 46 replacements and 7 rebore and spike - were marked out with white paint for replacement and actioning. 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 400m and Ch 600m. This is the area where we have concentrated on sleeper renewals with the Isis Central Sugar Mill sleepers. It also highlights that future repairs should focus on Ch 550m to Ch 600m and Ch 700m to Ch 800m. Much of the section between Ch 750m and Ch 850m will be by-passed when work to connect the Peterson Road level crossing is completed. However, sleeper renewals will be undertaken to ensure that track safety is not compromised.



Whilst the report shows 46 sleepers require replacement and 7 reboring and re-spiking, this only represents 4.3% of all sleepers in the mainline. Replacement of 4.3% of sleepers per year represents an average sleeper life of 23 years. There is only one cluster of 3 consecutive defective sleepers.

Future Locomotive Storage Shed

With the focus in recent weeks being on mainline sleeper renewals, there has been limited progress on tracks to service this shed. However, one and half panels of track have been fabricated using the ex-Ingham concrete sleepers. A roof water drainage pipe needs to be installed across the end of the shed before the track work advances too far.

With the ballast and crusher dust on-site, this trackwork will progress early in the new year.

Peterson Road

This work has been temporarily mothballed whilst the track work associated with the new running shed is undertaken. However, vegetation control continues in this area.

Operations, Sales And Marketing

Terry Olsson, Operations, Sales and Marketing

During 2016 we had four special runs/charters (double what we had in 2015) and roughly doubled our income from that source. Interestingly we only carried the same number of passengers – this is because during one charter in 2015 we carried close to what we carried in four charters this year!



Woodford Kindergarten special run on Saturday 19 November 2016. Bob Gough photographer.

As far as normal running days went, during 2016 we carried slightly more passengers, but the number of paying passengers was down. This is explained by the fact that we target the family market, which means there can be a lot of under fives.

Overall we carried 2425 passengers, very close to the same as last year. We carried 2003 paying passengers which is down approx 5% on 2015. Income from fares was up 10% on 2015, while income from sales on running days was down 13%. General donations received on running days was also down approx 7%. However, overall our income from running days/charters was up 4.6%.

We raised our fares during 2015 and this has not seen any obvious drop in passenger numbers nor have we received any complaints.

I am not sure why, but as can be seen from the figures below, we had an outstanding November passenger wise.

Considering we are running diesels, these results show we are making some improvements. Brian Webber (our publicity officer) plus everyone else who has (a) helped market our railway at the various shows, via our website and Facebook site etc (b) presented a cheerful professional manner on running days/charters, and (c) helped behind the scenes to maintain our site, track, rollingstock, etc, can be very proud of themselves. We cannot let our guard down during 2017, and it is very important to keep up the good work if we are not to take a down turn.

While we only had a very low rate of return on the "two for one" vouchers we gave out during 2016, I do however believe these had a very positive effect on passenger numbers.

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 2016 compared to 2015.

Neil has distributed the running day roster for the first half of 2017. 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

Sunday January 15: We have a birthday party on our normal running day.

Australia Day 2017: 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.

AMRA Show 6 and 7 May 2017: 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.

Monthly Statistics

	November 2016	December 2016
Paying Passengers	310	72
Guards Sheet	345	85

Sales Items

There are no new sales items to report this issue.

Loco Shed Construction

Here are some photos of the loco shed construction that we didn't have space for in the last issue.



ANGRMS' shed site preparation, 22 June 2016. Terry Olsson photographer.



ANGRMS' shed kit delivery 5 September 2016. Terry Olsson photographer.



ANGRMS' loco shed construction, 15 September 2016. Terry Olsson photographer.

2017 Membership Renewal

Members are reminded that fees for 2017 are now due. Membership renewal notices have been forwarded by e-mail or will be an enclosure with the DRB or mailed separately.

You cannot vote at the upcoming Annual General Meeting unless your fees for 2017 are paid.



Woodford Kindergarten special run on Saturday 19 November 2016. Bob Gough photographer.