



# *Durundur* **Bulletin**

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

**Volume 39**

**Number 349**

**January/February 2018**



ANGRMS' "Bundy" being moved to the new loco shed, 18 December 2017.  
Terry Olsson photographer.

**Running Days: First and Third Sundays**

**Trackwork Saturdays: 20 January, 17 February, 17 March  
and 14 April 2018**

**Work Days: Every Saturday**

**Our Safety Goal - No Injuries**

**ANGRMS:** Margaret Street, Woodford (PO Box 1135, Woodford Qld 4514); ISSN 0158-785x, ABN 92 009 872 011, ACN 009 872 011



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### Scheduled Activities

**General Meetings: 2018:** 16 Feb, 20 Apr, 15 Jun, 17 Aug, 19 Oct, and 14 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 2018.

After two and a half years work, I am pleased to announce that in late 2017 we received the final building certification for our new loco storage shed! Upgrading and realigning of the trackwork leading to the new shed has also now been completed and signed off! This was a big project for a small team and everyone involved deserves a very big thank you. You can be very proud of what you have achieved – this is something ANGRMS have needed for a long time and something which will be a fantastic asset to the society.

This project would not have happened without the financial help and support of our local state member Andrew Powell and the Queensland Government Gambling Fund, our local Councillor Adrian Readel and the Moreton Bay Regional Council Community Grant, and the late Rev John Green who left us money in his will. A big thank you to all of you.

Completion of the shed and associated trackwork meant we could finally start using it. Melbourne's frame and tender were the first to be placed in the shed, with Bundy's frame and the Baguley now also placed in the shed out of the weather.

Coinciding with completion of the new shed, another significant milestone was reached in December. After just over three years, the Perry was lowered back onto its wheels and moved to the new shed. While there is still a lot of work to do, this loco can now be moved around as required to complete the remaining work.

Moving the Perry has meant other projects which have been on hold can now access the workshop. The first of these is the ballast wagon with work already well under way – with a big thank you to Ryan.

November and December saw Dave Caruzzo conduct the annual SMP and Operations internal audits, Greg Stephenson arrange and attend our annual external track audit work, and Ryan undertake our annual rollingstock inspections. These are a very important part of ensuring we continue to run a safe railway and I would like to thank the three of them for their efforts.

I would like to thank Clive Platter from Eudlo (who is also president Nambour Historical Museum) for the donation of some ex-QR carriage running boards which will come in very handy as part of the work on the railmotor trailer. Several of us visited Clive's in late December to collect these.

Prior to our annual Christmas BBQ on the 10 December, Ken McHugh held another of his training sessions — thank you Ken. There are now only a handful of members left to complete one of these sessions in the new year.

I am not sure if it was the later hour, the fact it was held on a Sunday, the training session prior, or some other reason, but there was not a very large attendance at our annual Christmas BBQ this year. I would like to thank Moya for the excellent catering! If you have any suggestions for next year let me know.



ANGRMS Training Day 10 December 2017, Terry Olsson photographer.

Also in late December, the new entry off Archer St to the community area out the back of our site was opened. A big benefit will be a reduction in vehicle movements through our site. Where required, Ryan and myself erected sections of temporary fencing along the rear of our site.

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.

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**Remember – safety first!**

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## Safety and Training Report

*Dave Caruzzo, Safety Manager*

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

Communication is also an important part of safety and member's feedback is always welcome. Remember there is a suggestion box in the Station Master's Office at Woodford station. Any suggestions will be discussed at the next board meeting.

Internal SMP and Operations Audits were completed in November after a delay in the planned Audit day in October due to heavy rain on the running day of October 15 2017. Communication and reporting was part of the scope and one purpose of this Audit. Report any issues that need addressing on the relevant forms and also in the vehicle log book if required. If there are no issues this should also be noted on the relevant forms.

Drivers are reminded to note on the Daily Running Sheet Form FO-003 (Station Master's form) the loco condition while the guard is required to complete the section pertaining to the track inspection.

The annual Rollingstock inspections have also been conducted, as has our annual independent track audit.

With the increased number of passengers riding on trains, ALL operations staff and any other staff on the platform are asked to keep an eye on visitor movements. If you notice any unauthorised person in a non public area, ensure your own work area is safe, then identify yourself as a ANGRMS member to the person/s and walk them safely to a public area. Site tours can be conducted if spare staff are available (or Brian Webber is available on site) and these should be arranged via the Station Master on the day.

Hi viz fencing is still in place around the relocated picnic hut, with permanent fencing now in place around the new loco shed. This area is a great site, as it allows visitors to safely watch trains depart/arrive while enjoying a day out.

Prior to the December 10 Christmas party, a second special site induction session was held. In addition to general induction issues, some emergency issues were covered while GRW Safety training session was also involved. Thanks to Ken McHugh for holding these sessions and thanks to all those attending. This is a necessary component of our work environment and regulatory obligations.

A medical booklet (voluntary to complete ) is available to update emergency contact details plus update any medical issues emergency services will need if called to site. If you have a booklet and have not yet filled it out please do

so, and if you do not have one please contact myself or Terry Olsson. These booklets are in hard copy only and will remain confidential.

A big thank you to all at ANGRMS for achieving a safe, enjoyable, successful and motivated railway society in 2017.

## Some Civil Notes

*Greg Stephenson, Track Day Coordinator*

### Locomotive Storage Shed

The external trackwork and concreting of the floor of the shed has been our main focus for nearly two years. Engineering Certification has now been received for:

- All track and pointwork from the mainline to service Roads 1, 2 and 3 of the Locomotive Storage Shed
- Roads 1, 2 and 3 within the Locomotive Storage Shed
- Points in Road 3 to connect to the future Bypass track
- Points from the future Bypass track to access the adjoining property
  - Straight section only
  - Turnout section not included in this certification

A condition of this Certification was that "Before the operation of trains over the Points from the future Bypass track to access the adjoining property, a point lock clamp must be in place to only allow operations onto the Bypass track."

These works reached the stage of Practical Completion on Saturday 2 December 2017 and were suitable for general access traffic from that date.

Whilst this allows for access into the shed, the Bypass track beside the shed to connect to the existing tracks in the Compound still needs to be constructed. This will be completed as time becomes available.

### Track Maintenance

With the trackwork for the locomotive storage shed completed, there was a return to main line maintenance during November and December. Work concentrated in Freeman's Cutting with replacement of timber sleepers with Isis Mill concrete sleepers and lifting and packing a 20metre long section. Sleeper renewals were undertaken on the approach to Storybrook Station using ex-Ingham sleepers with bolted sleeper plates.

While 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. It also makes inspection of the sleepers much more difficult. With the annual independent track inspection scheduled, the

previous Saturday was spent with rakes and the compressed air lance to expose the tops of all sleepers in preparation for the inspection

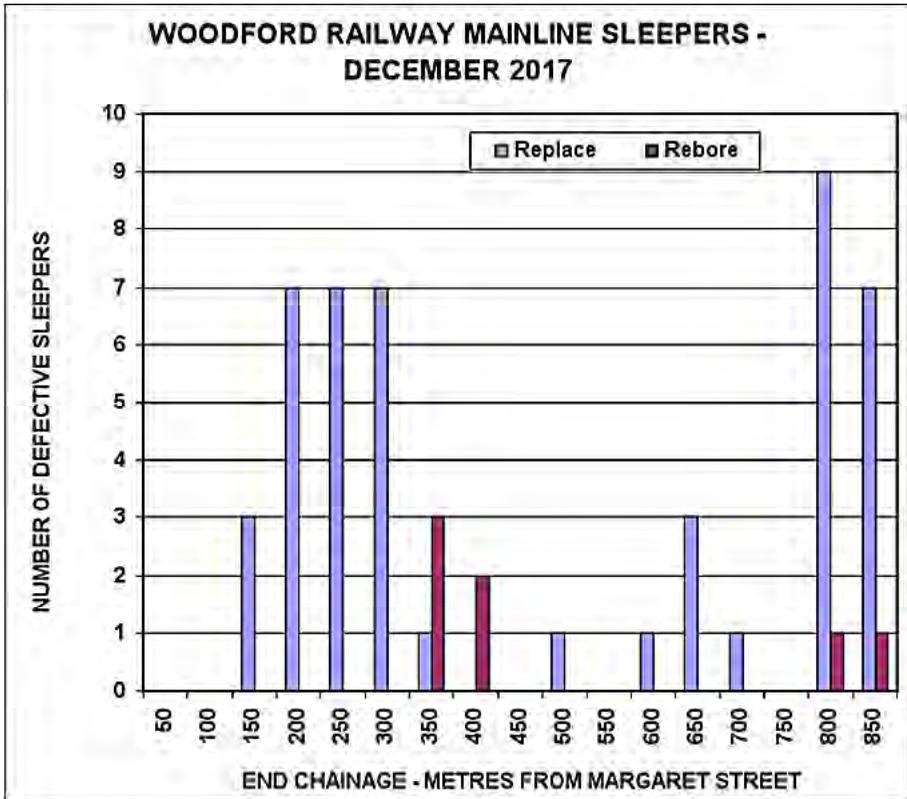
We will have a concentrated push on main line maintenance over the next few months before returning to the Bypass track at the locomotive storage shed. Future track days will concentrate on renewing defective timber main line sleepers in steel or concrete. It is proposed to continue these renewals with the monthly track work parties generally being held on the Saturday before the second running day of the month and are planned for 20 January, 17 February, 17 March and 14 April 2018.

### **Independent Track Inspection**

On Monday 18 December 2017, 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 220 metre mark where one cluster of three ineffective sleepers was noted. In total 54 defective or ineffective timber sleepers — 47 replacements and 7 rebores and spikes — 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 (next page) shows the location of the defective sleepers in 50 metre intervals measured from Margaret Street. It is pleasing to see the small number of defective sleepers between Ch 300m and Ch 750m. 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 150m to Ch 300m and Ch 750m to Ch 850m. 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. In this area, we have been using ex-Ingham sleepers with bolted sleeper plates to allow for future removal when the Peterson Road level crossing is connected.

While the report shows 47 sleepers require replacement and 7 reborings and re-spikeing, this only represents 4.3% of all sleepers in the mainline. This is the same number as the previous year which shows that our maintenance at least matches the rate of the deterioration. 7 defective sleepers per 50 metre section represent less than 10% (1 in 10) of the sleepers in that section. There was only one cluster of 3 consecutive defective sleepers which has since been repaired with steel sleepers.



## Operations, Sales And Marketing

*Terry Olsson, Operations, Sales and Marketing*

2017 has been an excellent year operations wise, with just over 3000 passengers carried!!! This is a 28% increase on last year and a figure we have not obtained since we suspended steam operation. This is despite having only one special run compared to four last year and the fact running diesels does result in a drop in patronage. I would like to thank everyone involved in promoting our railway, be it through shows, via the internet, presenting a professional, happy and polite face to the public on running days, or by keeping our site clean and our track/rollingstock safe. I would particularly like to thank Roland Paroz and Brian Webber who have put in an extra effort over the last twelve months.

Overall we carried 3111 passengers compared to 2425 last year, and 3072 when we last ran steam. We carried 2473 paying passengers which is up

23% on last year and compared to 2423 when we last ran steam. The difference between total passengers carried and paying passengers is explained by the fact that we target the family market, which means there can be a lot of under fives who travel free.

Compared to last year, income from fares was up just over 30% however sales on running days was down nearly 15%. General donations received on running days was down approx 60%. If you have any ideas/suggestions on how we can better promote our sales items on running days please let me know.

One issue we faced this year was the introduction of credit card fees (previously we had been exempt) which when you consider roughly 15% of our income on running days is now by credit card, makes a difference. While we pay a percentage on every transaction, the monthly fee has a big impact percentage wise because we effectively only operate two days a month compared to a business which uses it over 20 days a month.

Taking the new credit card fees into account and despite the drop in sales and general donations income, we still increased our income from running days by nearly 16% compared to last year.

We cannot let our guard down during 2018, 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 and 2017, 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 2017 compared to 2016.

Neil has distributed the running day roster for the first half of 2018. 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**

**Australia Day 2018:** We have received an application form for 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 has said he can be there but could use some helpers — please contact myself or Brian direct.

**AMRA Show 12 and 13 May 2018:** We will have our usual sales and promotion stand at this years AMRA show, which 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 2017	December 2017
Paying Passengers	158	96
Guards Sheet	210	125

### Sales Items

We now stock train key rings which sell for \$2 each.



ANGRMS' Perry locomotive being moved to new loco shed, 18 December 2017. Terry Olsson photographer.



ANGRMS' 'Melbourne' locomotive in the new loco shed, December 2017.  
Terry Olsson photographer.

## Editor's Note: PDF version change

*Lynn Zelmer, Editor and Webmaster*

As of this issue the DRB is being saved and optimised for PDF version 9 (updated/issued c 2010) since it appears that some newer tablets and handhelds may not read version 7 correctly.

This may cause problems for readers with older computer systems that have not been updated since the early 2000s. The solution is to update with the newest version of the free *Adobe Reader* software ([www.adobe.com](http://www.adobe.com)) that will run on your system.

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**Best Wishes to All for a Safety-Wise, Happy,  
Healthy and Productive New Year!**

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Terry Olsson unloads ballast, 23 December 2017, to pack steel sleepers installed to replace the cluster of defective timber sleepers identified during the annual independent track inspection. Greg Stephenson photographer.



**Looking Back:** The twins, Valdora and Maroochy at Moreton Mill, 1 August 2002, with some of the navy wagons now at ANGRMS. Lynn Zelmer photographer.