



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 40

Number 356

March/April 2019



On 26 January 2019 we undertook the "heritage" activity of again working with timber sleepers. Terry Olsson uses the lifting bar to support the sleeper located at the highly visible Margaret Street passing loop points, while Samuel Erb drives home the dog spikes. Greg Stephenson photographer.

Running Days: First and Third Sundays

**Trackwork Saturdays: 16 March, 13 April, 18 May
 and 15 June 2019**

Work Days: Every Saturday

Our Safety Goal - No Injuries

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Scheduled Activities

General Meetings: 2019: ~~15 Feb, 19 Apr~~, 21 Jun, 16 Aug, 18 Oct, and 20 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

Sadly I have to advise that ANGRMS recently lost two valuable members. Barry Rogers, who looked after our Material Safety Data Sheets and helped out at shows, lost his battle with cancer. I represented ANGRMS at Barry's funeral. Long time member Bob Deskins also passed away recently. Unfortunately due other commitments I could not attend Bob Deskin's funeral so Bob Gough represented ANGRMS. Our thoughts go out to their families.

While not an ANGRMS member, the recent loss of Peter Ford (Chairman ATRQ and owner of Far North Engineering, our independent rollingstock certifiers) will have a huge impact on not only ANGRMS but the Tourist and Heritage sector generally. John Parnell and myself flew to Mackay to represent ANGRMS at the funeral. The loss of Peter will mean changes to the way some things are done – I ask all members to respect Peter's family's privacy and to be patient. Just wait and see what develops – no decisions have been made yet and I expect it could be several months before things sort themselves out.

Unfortunately ANGRMS does not bring in enough money to fund everything we would "like to have". This means if we want these sorts of items we rely heavily on donations. In addition to the recent replacement of the lathe in the workshop by a bigger and more suitable one funded by donations, we recently acquired and had delivered a 40ft turntable (ex Beaudesert). This turntable was donated by the ARHS (Rosewood Railway) and its delivery and sandblasting/undercoating was covered by a significant donation to the society. This turntable will prove useful for not just turning steam locos, but also for turning rollingstock regularly since Ryan's annual rollingstock inspections are finding wheels are wearing more on one side. This turntable, which was built in England in 1886, has been placed on display until funds can be found to install it. 60ft turntables are fairly common but 40ft ones are rare so it was important we took advantage of this opportunity.

During February the National Rail Regulator conducted an onsite audit on our track and I am very pleased to announce that no non-compliances were found nor were any recommendations made. This is a credit to Greg and his track team – well done!!

On the rollingstock front, Ryan has been concentrating on the overhaul of Goondi. For various reasons this job is a priority and unfortunately was in poorer condition than expected in a lot of areas.

At the time of writing this, the old managers at Woodford Gardens café were about to finish and new managers had not yet taken up. The ownership of the

café remains the same, just change of managers. We will need to wait and see if this has any impact on us but I don't anticipate any.

We continue to be short of helpers in all parts of the society so if you are not already helping out, or know of others who would be interested in joining and helping please let me or one of the board members know. We certainly need the helpers...

Members are reminded that the **2019 AGM will be held on site on Saturday 30 March**, so please mark this in your calendars. All members are encouraged to apply for positions on the Board – please do not leave it to the same few!!

And finally, a reminder that your annual membership fees are now due. At the time of writing this there were still several members still to pay and only current financial members are eligible to vote at the AGM.



The recently acquired 40ft turntable (ex Beaudesert) donated by the ARHS (Rosewood Railway). Its delivery and sandblasting/undercoating was covered by another significant donation. Terry Olsson photographer.

Remember – safety first!

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

RBTs continue on site with no adverse results to date. Disposable straws have been purchased for use with the machines for hygiene purposes .

All fire extinguishers on site have been tested and tagged as part of ANGRMS' lease agreement with Moreton Bay Regional Council. As part of this ANGRMS purchased three new units to replace units which were date expired.

A Tool box talk was held on site Saturday 09/02/2019.

- The Officer In Charge (OIC) of the worksite is in control and is the only person to communicate with the driver re train movements.
- Hand Signals (day time only) were revisited as per SMS.
- PPE (Personal Protection Equipment) be worn as required.
- Lifting of heavy materials — if you cannot comfortably lift an object SEEK ASSISTANCE.
- The TOOL BOX TALK BOOK is located in the SM's Office for anyone to read at any time. Any suggestions for Toolbox Talks are always welcome via the suggestion box located in the SM's office.

A Track Audit was conducted on site by staff of ONRSR (Office of National Rail Safety Regulator) on site on Wednesday 13/02/2019. ANGRMS' members present for the Audit were Greg Stephenson and Terry Olsson. I am very pleased to advise that no non compliances were found.

Medical Emergency Booklets have now been kept on site for 1 (one) year. While voluntary, if you work on site I strongly recommend completing one as the information could save critical time in case of an emergency. You can also update your information at any time. For privacy reasons, these booklets are kept in a locked container in the SM's office so see Davo or myself.

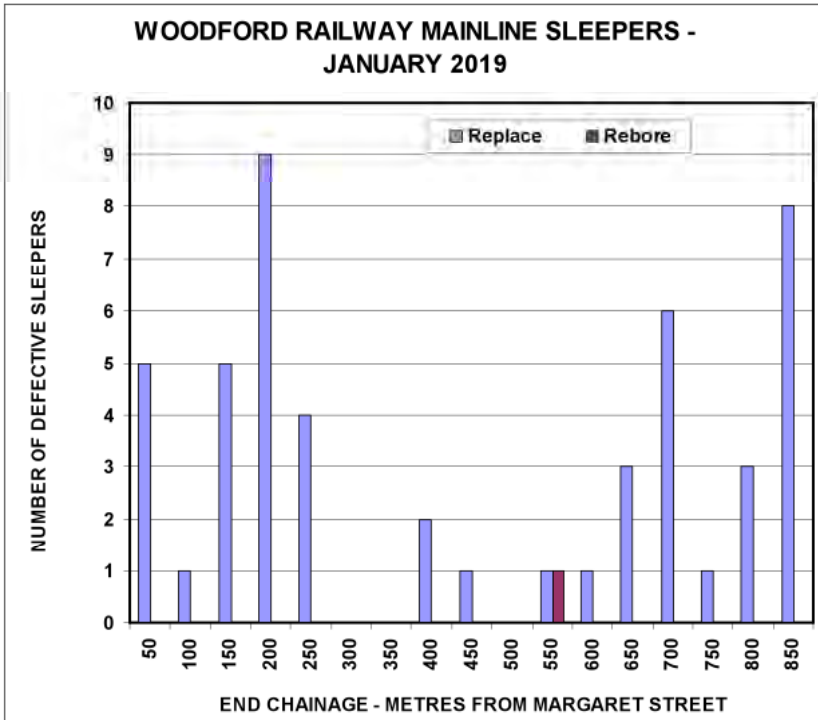
The BLC wagon adjacent to the workshop is deteriorating so care should be taken when entering and moving about inside the BLC.

Some Civil Notes

Greg Stephenson, Track Day Coordinator

Independent Track Inspection

On 4 January 2019, 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 20 metre mark where one cluster of three ineffective sleepers was noted. In total, 53 defective or ineffective timber sleepers along the main line were marked out with white paint for replacement and actioning. In the passing loop at Woodford Station 8 defective timber sleepers were marked for renewal. The report concluded that the track strength and "top and line" were found to be acceptable for the traffic task required of this track. There were some low priority defects located and an opportunity for improvement was 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

defective sleepers between Ch 300m and Ch 650m. It also highlights that future repairs should focus on Ch 150m to Ch 250m and Ch 800m to Ch 850m. Much of the section between Ch 800m and Ch 850m will be bypassed 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.

Whilst the report shows 53 sleepers require replacement, 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. Nine (9) defective sleepers in a 50m section represent 12.5% (1 in 8) of the sleepers in that section. There was only one cluster of 3 consecutive defective sleepers which has since been repaired with timber sleepers.

Compliance Inspection (ONRSR)

On 13 February 2019 representatives of the Office of the National Rail Safety Regulator (ONRSR) undertook an on-site compliance inspection of track condition and defect management records. This involved a walking inspection of the main line and Woodford station yard to observe the track condition and to verify the satisfactory completion of track defects corrective works against ANGRMS records.

The ONRSR Report concluded that within the scope of their inspection, from the evidence presented during the inspection, ANGRMS is managing the track inspections and track defect records in accordance with the requirements of the specific sections of the SMS procedures and had demonstrated compliance with the Safety Management System.

It was particularly rewarding that no non-conformances were identified and there are no actions for ANGRMS to follow up as a result of this compliance inspection.

Track Maintenance

The independent track inspection identified one cluster of three ineffective sleepers at the 20 metre mark. This location was 3 sleepers under the switch blades of the points at the start of the platform. These points originally came from Nambour Sugar Mill and since they are beside a highly visible public area, it was decided to renew them in timber. On 26 January 2019, we undertook the "heritage" activity of again working with timber sleepers in this location.

We have since renewed a further 3 sleepers under the switch blades of the points from the main line to access the Workshop. Only two of these were

marked for renewal but the opportunity was taken to renew an adjoining sleeper with limited remaining life. These renewals were in steel as were 3 nearby mainline sleepers. Five of the nine defective sleepers identified between Ch 150 and Ch 200 have now been renewed in steel.

Future track days will concentrate on renewing defective timber 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. The April track work day will be a week earlier to avoid Easter. Track work days are planned for 16 March, 13 April, 18 May and 15 June 2019.

Locomotive Storage Shed – Bypass Road

Packing and shaping of the ballast still remains to be completed to finish off this section of track. Once completed, final testing and commissioning can be undertaken.

The point throw lever still remains to be fitted. However, until the track from the curved lead is constructed, these points will remain clamped for use on the through track only.

Operations, Sales And Marketing

Terry Olsson, Operations, Sales and Marketing

Public Running Days

As mentioned last issue, getting passengers to ride our railway is very much a team effort. Thanks to the efforts of everyone involved, our patronage continues to improve. In January/February this year we carried 681 passengers which is up nearly 50% on the same time last year!!

Due to ever increasing costs we raised our fares effective 1 January. I am glad to report that we have not only had no negative feedback about this rise, but as can be seen we continue to increase our patronage.

A shortage of volunteers in our operations team continues to be an issue with some running days having no spare staff available should someone go sick, etc. If you would like to help please let me or one of the Board members know.

Unfortunately, due to a combination of short notice and a lack of available volunteers I had to decline a stand at the Caboolture Historical Society Australia Day event in January.

Attending shows is not only a vital source of extra income, but still makes a significant contribution to marketing our railway. As noted below, we have been accepted for the annual AMRA Model Railway show on the first

weekend in May. As the Sunday is also a running day at Woodford, please note the dates in your diary since we will need all the helpers we can get.

As noted below, the Toowoomba Hobby Show is on the first weekend in June. This also clashes with a Woodford running day on the Sunday. We have also been invited to the Petrie Village Steam Festival on that same weekend. While the Toowoomba show and running day require a lot of volunteers, it would certainly be well worth our having a presence at the Petrie event – not only is it in our shire but they had approx 12,000 visitors last year!! Because of the Toowoomba show and running day, my thoughts are we just have a gazebo at the Petrie event with a small photo display (like we took to the Woodford Antique Machinery show last year) and focus on giving out brochures, etc. Please let me know asap if you can help at the Petrie event.

As well as closing the gate at the boundary between our station area at Peterson Rd and Woodford Gardens Café carpark at the end of the running day, train staff are reminded to also bring back the clock.

Date Claimers

AMRA Show 4 and 5 May 2019: We have been accepted for this show at the Brisbane Showgrounds (RNA). It is not only our biggest show saleswise, it makes a valuable contribution to marketing our railway. We have a Woodford Running day on the Sunday so we need a lot of help that weekend – please earmark it in your diaries.

Toowoomba Hobby Show plus Petrie Steam Festival 1 and 2 June 2019: We have two significant events on this weekend plus it is a Woodford Running Day on the Sunday. Therefore we need every helper we can get. Please keep this weekend free to help your society.

Monthly Statistics

	January 2019	February 2019
Paying Passengers	292	226
Guards Sheet	391	291

New Sales Items

DVD "Way it Was" Vol 10. The next in this very interesting series by Water Street is now available. \$44.95 plus postage if required.

Changing the way we work...

Several of the images in this issue show the contrast in installing timber and steel sleepers in points. While perhaps not quite so dramatic, there are similar changes in all of our trackwork installation and replacement.



Greg Stephenson drilling the timber replacement sleepers at the Margaret Street passing loop points, 26 January 2019. And don't forget, we used to drill all these holes with a hand drill! Terry Olsson photographer.



Samuel Erb using the magnetic base drill on the new steel sleepers (TOP) and bolting the chair plates to the new steel sleepers (BOTTOM) on the Mainline to Workshop points, 9 February 2019. Greg Stephenson photographer.

Ex-Beaudesert 40ft Turntable



See details inside. Terry Olsson photographer.