



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 39

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The Melbourne (Hudswell Clarke 0-6-0 #1701 of 1938) tender's new paint job, 13 January 2018. Ryan Thomas photographer.

Running Days: First and Third Sundays

**Trackwork Saturdays: 17 March, 14 April, 19 May and
16 June 2018**

Work Days: Every Saturday

Our Safety Goal - No Injuries

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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

All members are reminded that **the AGM will be held at our Woodford site on Saturday 17 March commencing at 2pm**. All members are welcome to come along and hear what your society has been up to as well as what will be happening in the upcoming year. One of our biggest problems is lack of workers for all areas of the society so I would welcome any ideas/suggestions/discussion.

If you have not already done so, members are reminded to pay their subs for 2018. Apart from making Steve happy when you pay, you cannot vote at the AGM if you are not paid up.

As can be seen from the accounts in the Annual Report, sales income (which includes fares as well as sales items) is up this year compared to last year and I would like to thank everyone involved, either directly or indirectly. Considering the general lack of new sales items this is a great result.

During the later part of 2017, we received a grant from the Moreton Bay Regional Council for a couple of projects associated with the new loco shed. One of these is fitting gutter guard, which has proved to be badly needed due to the proximity of numerous trees. This work has now been completed.

The other task is to bring power to the shed and install a switchboard in one corner of the shed. We originally intended to put the switchboard at the cottage end of the shed, but upon checking it was found that the conduit we had cast into the shed base had somehow become blocked. Fortunately we had a second lot of conduit installed at the workshop end just in case and this is where the switchboard will now go. I would like to thank Laurie Erb for looking after this part of the grant work. Getting power to the shed and installing the switchboard is all that is covered under this part of the grant and any additional work such as lights will have to wait for funding at sometime in the future.

During the last couple of months we were lucky enough to have a professional spray painter offer his services and Melbourne's tender is looking absolutely fantastic! Thanks Craig.

Now we have full access to the workshop again, Ryan is just powering along with work on the ballast wagon. This wagon will be of great assistance to the track gang and reduce the manual labour required in at least one aspect of trackwork.

We recently acquired six wooden wholestalk cane trucks which were stored out the back of Ipswich Workshops. This sort of wagon is getting harder to obtain as time goes by. Our plan is to restore several of these to operating

condition as well as restore at least one for static display. If you know of anyone who can help with some voluntary woodwork to restore these historic items please let myself know.

I would like to thank those members who beaver away every Saturday before a running day to cut the grass and make our site look presentable. With the recent rain and hot weather you could almost watch the grass grow. This task does not require any special skills but is of great help to ANGRMS – so if you know of anyone who can help us with this task please let me know.

On the subject of grass, I would like to thank Steve for the effort he has put in growing grass on the bank beside the loco shed (and yes he also mows it!!)

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 an 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.

Random Breath Tests (RBT) were conducted Jan/Feb with no adverse results. Terry Olsson attended a meeting in Brisbane with the Office of National Rail Safety Regulator (ONRSR) in late January on the subject of Drug and Alcohol testing of rail safety workers.

While ANGRMS always considered track and rollingstock workers to be safety workers in addition to the obvious train crew, they are now officially recognised as such under ONRSR. As such they are subject to the same Drug and Alcohol testing as train crew and must have a Blood Alcohol Content (BAC) of 0.00% under the national rail safety law. The way ANGRMS manages its Drugs and Alcohol is called its DAMP (Drug and Alcohol Management Plan).

It is important all members who work on site are aware of what DAMP means. While ANGRMS will continue to undertake its own drug and alcohol testing, members need to be aware that they can now also be tested by ONRSR (or its representatives including the police). While rail safety workers will be tested after a significant incident, they can also be tested and any time by ONRSR, who will arrive unannounced.

An interesting thing which came out of the meeting with ONRSR is the requirement to have a BAC of 0.00% and the drug and alcohol testing they conduct is the same as for heavy vehicle drivers on road. The same fines also apply.

Hazard Reporting

Another important part of rail safety is managing risk and Section 3 of ANGRMS' Safety Management Plan (SMP) talks about Risk Management. Report any incidents and injuries in the Hazard log book (which forms part of Risk Management) located in the Station Master's office. While on their own some incidents or injuries may seem trivial, if there are a lot of them reported it indicates a problem in a particular area which may lead to a more serious incident. Reporting and communication will assist ANGRMS to manage its risks as this is a working railway.

Some Civil Notes

Greg Stephenson, Track Day Coordinator

Quarry Materials

Bracalba Quarry continues to support our museum project with contributions of materials to the Society. These include:

- 12 tonnes of 35mm "Greenstone" Screenings. This material will be used as ballast for on-going track maintenance.
- 12 tonnes of screened "deco" which will be used as pipe bedding for the electrical conduits serving 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

With the trackwork for the locomotive storage shed completed, there has been a concentrated effort on main line maintenance during January and February. Further sleeper renewals were undertaken on the approach to Storybrook Station using ex-Ingham sleepers with bolted sleeper plates. We then concentrated on locations where multiple defective sleepers were in close proximity to each other. We then addressed locations with defective sleepers in pointwork – replacing the timbers with steel sleepers.

The annual independent track inspection in December 2017 identified 54 defective or ineffective timber sleepers - 47 replacements and 7 rebores and spike. Following recent works, this has been reduced to 27 replacements and 7 rebores and spike still required.

We have actually replaced more than 20 sleepers! When we are working in an area, we often replace other sleepers with limited remaining life. To

remove one sleeper, we remove the crib and shoulder ballast from one side and knock the sleeper sideways into the cleared area to remove it. Having removed the ballast from one sleeper, it is easier to remove the ballast from the adjoining sleeper and replace it at the same time.

On 17 February 2018 we turned our attention to the track from the main line to the workshop siding. Two sleepers had been marked for renewal as well as a long timber in the points. Closer inspection showed that the two remaining sleepers should also be replaced.

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 **17 March, 14 April, 19 May and 16 June 2018**.

Locomotive Storage 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.

Operations, Sales And Marketing

Terry Olsson, Operations, Sales and Marketing

We are getting desperately short of operations staff so if you would like to join this team, or know of someone who is interested in joining and becoming part of this team please let myself or Neil know.

The year has started well passenger wise, with numbers roughly double this same period of time last year. A big thank you goes to Roland and Brian for their efforts, along with everyone else who has helped. We are well on track to beating last year's record so lets hope we can keep this happening!

On running days we also sell DVDs, books, etc. This value adding is a good way to boost our income without requiring additional volunteers or volunteers to work additional time. While the year did not start all that well in this regard, it has picked up recently.

On the very hot Australia Day, Brian Webber and myself looked after a stand at the Caboolture Historical Village. As well as supporting a local historical group, we gave out a lot of brochures with a good response. These events are an excellent opportunity to promote our railway at the right price! It is also an excellent opportunity to network with another local historical group. During the preceding year they have made some good progress and if you have not visited or have not visited for awhile it is well worth a visit.

The café at the Peterson Road end of our railway is still under renovation with re-opening not expected to be for a few months yet.

Date Claimers

AMRA Show 12 and 13 May 2018: We will have our usual sales and promotion stand at this year's 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 2 and 3 June 2018: We will have our usual sales and promotion stand at this year's model railway show in Toowoomba (with set up in the Friday). It is surprising how many passengers we get from Toowoomba. As it is also a running day at Woodford on the Sunday, we need a lot of people this weekend so please let me know if you can help in Toowoomba.

Pine Rivers Model Show (Strathpine) 4 and 5 August 2018. Being in the same council area it is important we "fly the flag" at this show and promote our railway (as well as make some extra income by selling the usual sales). Set up is on the Friday. Again this is also a running day on the Sunday so we need as much help as we can get. Please mark it in your diaries and let me know if you can help.

Monthly Statistics

	January 2018	February 2018
Paying Passengers	192	142
Guards Sheet	241	193

Melbourne Update, January 2018

Ryan Thomas

Melbourne is now in the shed, and was the first locomotive into the shed for storage. Work continues on the tender with parts being refitted for the first time since the locomotive arrived at Woodford. A new chimney base has been cast due to cracks in the old casting and it is hoped that with the Perry out of the workshop progress can now continue on the Melbourne overhaul.

[See also the cover photo and note in the President's report on painting Melbourne's tender.]

Photo next page: Brian Webber with the Caboolture Historical Village's pumper trolley, based on the pumper trolley at ANGRMS. ANGRMS had a stand at the Village on Australia Day, 26 January 2018. Terry Olsson photographer.



Sleeper renewals on the connection from the mainline to the workshop: Harrison Silk removes dog spikes while Terry Olsson and Dave Caruzzo remove ballast (and sift to remove dirt and small stones for reuse) from around the sleepers. In the foreground, the long steel sleeper to replace the point timber sits on the rail. Greg Stephenson photographer.