



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 41

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Ryan measuring wheels 22 December 2019. Terry Olsson photographer.

Running Days: First and Third Sundays

**Trackwork Saturdays: 18 January, 15 February,
14 March and 18 April 2020**

Work Days: Every Saturday

2020 AGM: Woodford 2:00pm Saturday 21 March

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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Woodford	Station Master's Office	(07) 5496 1976

Scheduled Activities

General Meetings: 2020: 21 Feb, 17 Apr, 19 Jun, 21 Aug, 16 Oct and 18 Dec, 7:30pm entry from 7:00pm. Combined with LRRSA at the BCC Library, park and enter at rear 107 Orange Grove Road, Coopers Plains; 10 minute walk from Coopers Plains Railway Station or a phone call to Dan Sheehan or Bob Gough for transport to the venue. Bus stop 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

Another year has flown by and I would like to thank each and everyone of you for your help and support during the past year. For a small group with a small work force I am continually amazed and very proud of how much we achieve. If you disregard Mary Valley who have had many millions of dollars of tax and rate payers money given to them, we are way up there when it comes to achievements by heritage rail groups in Queensland. We also have a good relationship with our local council as well as the rail regulator and have a good reputation. I look forward to working with you all during 2020.

Running a railway is a team effort and you all played a very important part.

From the Operations staff who presented a very cheerful and professional image to our passengers on public running days (even when we were under the pump) to the quiet achievers behind the scenes like Ryan and his team who not only kept our running fleet well maintained but managed to do a lot of other repairs and even some restoration work, Greg and his team who not only maintained our existing track but managed to work on some new, Sam who is working away on the Northgate building refurbishment, Roland and Brian and their helpers with marketing, those who kept the grass mowed and our site tidy, Davo with the Safety, Lynn with the DRB and everyone else who helped in any way, a very BIG THANK YOU. You can all be very proud of yourselves.

Over the past few years, we have focused on getting our track, rollingstock and passenger numbers up to a sustainable level. During 2020, two major things we need to focus on are increasing our active membership and finishing (or making a big dent in) the overhaul of the RM coach. We have reached the point where both of these are now holding us back. The lack of new active members is impacting all areas of the society. We need the RM coach if we are going to increase and even maintain our passenger numbers/income as our current train is at capacity. Also, we need an all weather coach for rainy days as well as to move into the profitable wedding/charter market. We need your help – at this stage please contact myself if you can help with new members and Ryan or Tony Weber re helping with the RM coach.

During the past year Greg and his track team have been busy doing day to day maintenance as well as improving the safety and sustainability of our track with there now being just over 40% of steel and concrete sleepers in our mainline. Subject to ongoing maintenance requirements, as well as having enough helpers, we would like to make a start on the additional points

needed at Peterson Road to connect up the new trackwork heading towards the level crossing.

On the rollingstock front, Ryan and his team have been very busy. In addition to the incredible effort put into the overhaul of our 90 year old diesel "Goondi" (which we expect to finish off during 2020), as well as keeping up with ongoing maintenance, during December Ryan also undertook the annual rollingstock inspections which is a big but very important part of rollingstock maintenance. The annual inspections are a vital part of sustainable asset management as they not only help with programming day to day maintenance, they enable us to undertake some future planning such as when wheels will need changing etc. Work on the ballast wagon has been slow but getting there. During the year a big achievement was the reprofiling of the loco driving wheels for Goondi, Bundy and Perry. Opportunity was also taken to replace the cracked driving wheel tyre on the Perry as well as replace defective axlebox bearings on one of Bundys driving wheels.

A training day on the new SMS (Safety Management System) as well as a refresher for site inductions was held on site on Sat 30 Nov. With 21 members attending this was a very successful day – thanks Ken McHugh for managing this.

Upon completion of the training, we held our annual ANGRMS Christmas get together. I would like to thank Sam for the incredible amount of effort she put into organising this. Not only did she put on fantastic food, but she also organised some activities including guessing competitions and eskys full of goodies as a surprise reward for members who have contributed over 50 hours volunteer work during 2019. Every one enjoyed themselves and I have had nothing but positive feedback.

Despite only a few of us contributing, during the last year we raised \$370.10 from container refunds. To put it in perspective, this is 10 new concrete sleepers, or a year's supply of paint brushes, grinding discs and wire brushes! Lets target \$500 next year!!

To claim the money the drink container needs to have the 10c refund wording on it and needs to be undamaged (ie do not crush cans). Either take the containers to one of the collection points, or if you cannot make it to a collection point, talk to John Parnell and he can pick up from Woodford. As a non profit group ANGRMS has registered with Containers for Cash and our Scheme ID is C10047214..

The Board has decided that the 2020 AGM will be held on site at 2pm on Saturday 21 March so please mark this in your calendars.

And finally, a reminder that your annual membership fees are now due. If you pay annually and have not received a renewal form please let Neil Trevorrow or myself know.

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 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.

Training: On Saturday 30 November 2019 a training and feedback session on the revised SMS (Version 2, 2019) was conducted on site at Woodford by Ken McHugh with 21 members attending.

Afterwards new SMS folders were distributed to those present who required copies of the SMS, with a record kept of who received copies and the issue number of their SMS. Also on this day, opportunity was taken to renew site inductions for everyone present when Ken held a Safety Induction session.

Feedback/Hazard: A hazard report was submitted on 1 December 2019 regarding a hazard at point 3-0 (Loco Storage Roads, bordering the fence) detailing a potential trip hazard if needing to access or exit the points other than via the track. This was due to a pile of old vegetation plus old rail and sleepers restricting movement. On 7 December the area of concern was cleaned up with vegetation removed and rail and sleepers stacked towards the fence. This now gives a clear pathway.

NOTE: Due to the height of ballast at that location, points 3-1 and 3-2 in the entry to the loco shed are higher than normal relative to the adjacent ground level. These points should be changed by standing on the ground, not on the sleepers that support the point lever.

On the public running day on 15 November 2019, a very strong storm passed over our site with high winds, heavy rain and hail. Fortunately the train was at our Woodford station for the lunch break. The line was walked by Operations Manager to check all was clear after the storm passed and prior to operation of the first train after lunch.

Over this reporting period Fire Danger Ratings have reached Severe. Whilst ANGRMS is not running steam, "Hot power tools" should also not be used

outside of workshop areas on days of high plus ratings. These tools include grinders, welding equipment etc .

New SMS: While our SMS was updated to meet the requirements of the National Rail Regulator prior to 30 June, we were not completely happy with the layout. Many thanks to Graham Wilson, Ken McHugh and Terry Olsson who have put in a mountain of work to not only update the SMS, but to also reformat it so it is much easier to read and flows better. We also took the opportunity to separate out the “Forms”.

The SMS provides the structure to make our railway safe for not only our passengers, but also our volunteers.

Stay safe.

Some Civil Notes

Greg Stephenson, Track Day Coordinator

Numbering of Turnouts

An “Opportunity for Improvement” that had been suggested in the last two independent track inspections was that turnouts be numbered for better identification. This has now been completed and markers attached to the turnouts. To aid in identifying their location, the following number scheme has been adopted:

Woodford Station Mainline points – 1-0, 1-1, 1-2, 1-3

Workshop points – 2-0, 2-1, 2-2

Locomotive Shed points – 3-0, 3-1, 3-2, 3-3 (throw not yet installed), 3-4

Peterson Road Station (future) points – 4-0, 4-1, 4-2

Track Maintenance

During a recent inspection, a broken bolt was found in the front of the “V” in the frog of the mainline points closest to Margaret Street (Point No. 1-0). Further investigation revealed the crossing timber under the “V” and the adjoining timber were in poor condition. Since these original Nambour points are in a highly visible location, we have undertaken the renewals using timber bearers. The steel plates under the frog were badly rusted and these were replaced at the same time. After having worked with steel and concrete sleepers for so long, it was challenge to return to drilling and spiking timber sleepers.

During the recent hot weather, we spent a day cleaning up old timber sleepers and debris around the siding into the Locomotive Storage Shed and the mainline. Fortunately, most of this work was in the shade! The sleepers were cut into short lengths and stacked as future loco fuel. The accumulated leaf litter was removed from around Point No. 3-0 to improve access.

A loose rail was identified in the workshop end of the passing loop in Woodford Station. Whilst re-spiking would have provided a temporary fix, it was decided to replace 7 consecutive sleepers with concrete sleepers from Ingham. Two timber sleepers were also re-spiked.

The Independent Track Inspection is scheduled for late January 2020 so future track days will concentrate on removing leaf litter from the track to expose the sleepers prior to this inspection. This is achieved by a combination of raking and blowing with the compressed air lance.

There is always a need to be undertaking sleeper renewals and other maintenance work. 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.

Locomotive Storage Shed – Bypass Road

The “right angle” point throw from the Workshop siding has been refurbished and installed on the points at the compound end of the Locomotive Storage Shed. The ballasting has been placed, packed and trimmed to shape. “Netherdale” was successfully operated over the siding and through the turnout. A few minor adjustments are required before final testing and commissioning can be completed.

Operations, Sales And Marketing

Terry Olsson, Operations, Sales and Marketing

We have done it again!!!

We have continued to increase our passenger numbers, with 4558 carried this year – an increase of 13.6% on last year!!

Our paying passenger numbers were 3646 which is also an increase of 13.6% on last year (roughly 20% of our passengers are under 5, etc., who don't pay). This is despite having only one special running day during 2019. This is an incredible effort!!

During 2019, our income from other sales items was up an amazing 27% on last year, while general donations were up 51% on last year. These increases continue to show the benefits of things like a bit of extra effort by our sales team to upsell, plus things like the novelty coin slot on the top of the donation tin.

Credit card usage is steadily increasing as would be expected in today's world, with 28.4% of sales on site now by credit card, an increase of 5% on last year.

Getting passengers to ride our train is a team effort. While those who drive the train, sell the tickets etc play a very important role in our “public image”, those that work behind the scenes maintaining our rollingstock and track,

doing our marketing, upgrading and looking after our stations and grounds etc, are all just as important. Without any one of you the process fails. A big thank you to you all!!

At the time of writing this I had not yet undertaken the annual stocktake of sales items so cannot say how we went overall during 2019.

For those on the Operations team, you should have received your roster for the first half of 2020 by now. If not please contact Neil. The shortage of operations staff is becoming critical and as those who receive a roster will have noticed, there are still some gaps left unfilled.

Woodford Gardens Café at the other end of our line continues to be popular with our passengers and we have a good working relationship now with the new owners. The café continues to only be open to the public on weekends, with their focus moving to events and group bookings other times. I would like to thank Woodford Gardens who have taken on the role of looking after the plants, etc., at our Peterson Road station which builds on the work done by Sam and Dingo Pete.

Date Claimers

AMRA Show 2 and 3 May 2020: We will be having our usual sales stand at this show again in 2020. This show will again be held in the “Exhibition Building” in Gregory Terrace in the Brisbane Showgrounds. Not only is this a significant opportunity to market our railway, but it is also our biggest show sales income wise. 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 6 and 7 June 2020: We will again have our usual sales stand at this show again during 2020. As well as an opportunity to raise additional income selling books, etc., this show is also a good opportunity to market our railway to a different area – it is surprising how many Toowoomba people regularly travel through Woodford. As is also a Woodford Running Day on the Sunday, we need every helper we can get. Please keep this weekend free to help your society.

Monthly Statistics

	November 2019	December 2019
Paying Passengers	367	114
Guards Sheet	436	146