



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 45

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Gemco arrives back at Woodford station on a wet Sunday, 21 April 2024. Terry Olsson photographer

Running Days: 1st and 3rd Sundays
**Trackwork Saturdays: Saturday before the
second running day of the month**
Work Days: Every Saturday as required

Our Safety Goal — No Injuries

ANGRMS: Margaret Street: Woodford (PO Box 1135, Woodford Qld 4514); Station Master's Office, Woodford (07) 5496 1976; ISSN 0158-785x, ABN 92 009 872 011, ACN 009 872 011



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Donations and Bequests

Donations to the Society's Museum Fund are tax deductible. Donations can be made either by Direct Transfer, cash or cheque made payable to the "Australian Narrow Gauge Railway Museum Society" and posted to the PO box above. 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.

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

Communication is an essential part of safety. As well as taking the time to let others know what you are doing before and while undertaking a task, your feedback is always welcome. Remember there is a suggestion box in the Station Master's Office at Woodford Station and any suggestions will be discussed at the next board meeting.

President's Report

Terry Olsson, President

Our AGM was held on site on Saturday 23 March. There was a good attendance and I would like to thank everyone who took the time to attend.

The following were elected at the AGM:

Terry Olsson – President

Ryan Thomas – Vice President

Elsie Knight – Vice President

Ian Thompson – Secretary

John Parnell – Treasurer

Steve Baker – Board Member

Dave Curuzzo – Board Member and Safety Manager.

I would like to thank them all for putting their names forward to manage the society during the 2024/25 year.

Those who attended the AGM will be aware that prior to the AGM founding member David Mewes (who was President for many years) provided some information on why the society was formed, etc. As promised at the AGM, the historical aspects provided by David are included in this DRB for the interest of all members.

David writes:

ANGRMS was formed following a meeting of the Queensland Division of the Australian Railway Historical Society. It was announced that the ARHS would NOT be seeking to proceed with a narrow gauge railway (that is – cane railways) museum. This proposal had been pending for some time prior.

At that time early 1970 several significant locomotives had recently been scrapped when the scrap merchants went through all the sugar mills searching for scrap. One locomotive that "tipped the scales" in our decision to found a new society was the scrapping of an Avonside 0-6-0T located at Marian Mill. This locomotive was in good condition being maintained as a spare loco in the loco shed. The Marian Mill company was a co-operative and felt that the loco should be sold rather than given away. They were asking (if I remember rightly) the princely sum of \$700 (?) as a token price. The ARHS balked at this ultimately deciding that they would not purchase the loco as they now saw that they would have to pay money to buy it and then there was the cost of transport to Brisbane and there was an issue – where would they store it pending the acquisition of a museum site. This amounted to a possibly a lot of money which they felt they could not afford. The ARHS told Marian thanks but no thanks so the loco was scrapped along with another Avonside (an 0-6-2T) and a Dick Kerr 0-4-2T that were stored in good condition in the mill yard.

This decision by the ARHS led directly to the formation of ANGRMS which we originally called the "Queensland Narrow Gauge Railway Museum Society". During the preparation of our paperwork for incorporation Ed Hancox convinced us to be named ANGRMS as he felt we should be an over-arching body with sub-groups in other states not unlike the ARHS. This idea was always "pie in the sky" and did cause some ill feelings in southern states. Anyway ANGRMS it became.

We always had the idea of having a working museum railway but we did not manage to acquire a site for some time which was embarrassing as I had been successful in negotiating the donation of quite a number of locomotives which the mills wanted shifted off their property ASAP.

My memory is somewhat hazy as to the sequence of events. The first steam locomotive we obtained was No.5 Bundaberg Fowler from Pleystowe Mill. Here, Bob Gough was a big help as he arranged for us to store the loco in an out-depot of Aitken Transport at Eagle Farm known as the "Readymix Yard". No.5 had been donated but we faced our first monetary hurdle. Queensland had a State Road Tax to minimise road transport competing against Queensland Railways. I organised a deputation to see Keith Hooper the then Minister for Transport to see if we could be granted relief from the Road Tax. The tax amounted to 7 cents/per tonne/per mile which added a significant amount to the cost of road transport. To help our case I was able to point out that a New South Wales group, similar to ours was recently able to transport a similar weight steam locomotive from Innisfail to Port Kembla for less than half the cost of our transport as the road transport was between states and not subject to the road tax in this state.

Our exemption on Road Tax was granted then came the negotiations for transport. We were fortunate at that time that a lot of heavy machinery was being transported by road to North Queensland for the coal mines and rail projects then under way. The road transport was very competitive and we were quoted some very good prices as they would calculate their full price going north and gave us a significant discount coming south as it was termed an "indivisible load" which meant it was loaded and straight through to Brisbane. Cream on top for the road transport operators. We ended up using Aitkin Transport, Nicholson's Transport, Bell Brothers (from WA who were delivering to the mines) and Brambles Industrial Services but I was the one who negotiated all the deals and we got some very good ones including some straight out donations.

We always had the intention of having an operating railway with a static museum so locating a suitable site was a major issue. Some sites we investigated included Ernest Junction over which we had a Special Lease; Blackheath Colliery (Redbank Loop); other section of the Redbank Loop;

Cabanda – Kunkala; along Bulimba Creek at Carindale; Wunderlich Tile Factory Ferny Grove (in association with the BTMS); other sections of the Dayboro Branch and so on. We moved outwards from Brisbane as the years passed.

The site we eventually chose was the Woodford Branch between Wamuran and Woodford. Here we had the support of the Caboolture Shire Council whose member, along with myself and Ed Hancox toured the line including walking up the formation from the bottom to D'Aguilar. We chose the Woodford site as we would have access to town water, electricity and sewerage. The site we selected was the former turning angle to the east of Woodford Station with the support of the land owner Norm Freeman. We had a "handshake agreement" with Norm to occupy the site pending a formal lease. We started moving material on site almost immediately. We had a lot of support from local people.

Remember — Safety First

Safety and Training Report

Dave Caruzzo, Safety Manager

RBT (Random Breath Test)

RBTs were conducted over the reporting period with no adverse outcomes.

New test units have been purchased for both alcohol and non-prescription drugs.

ANGRMS has a zero tolerance on alcohol and non-prescription drug use

Training

Harrison Silk has commenced training as Diesel Fireman.

As noted last DRB, Chris Henderson and Geoff Howes had completed their training and are now both proving to be valuable additions to the Operations team.

ANGRMS' Mechanical Engineer has produced a booklet detailing diesel locomotive components - Netherdale (6w DM 1954). This document is now carried on the loco and is not only a valuable training aid but will also prove useful to the existing drivers and fireman.

Radio SMS 14.3

We are using an open CB radio channel, which is available for others to use at any time. Radio communication **MUST NOT** be relied upon as the only means of communication for any safety critical task (for example if using the radio for shunting only do so when hand signals can also be used if needed).

Think before you speak. Remember others can hear you.

14.3.2 General Procedures When using two-way radios:

- Every engine has a designated name or number and this must be used in or as the call sign during radio transmissions (ie "Bundy", "Gemco", etc.).
- The base station at Woodford station is to be referred to as "Woodford Station".
- Guards, shunters or person in charge of a work train using the radio are to use their position and first name when making transmissions (ie "Guard Terry").
- "Out" should be used to end all conversations to indicate that the conversation is finished and the channel is clear for use by others.
- People's names on their own should not be used for identification purposes when movement of any train will be a direct result of the radio message.
- If the guard only has a hand-held radio and the loco has a base station radio fitted, any transmissions between Woodford Station and the train should be via the loco unless it can be established that the guard can receive/transmit successfully.
- As more than one user could be operating on the same channel, correct call signs **MUST** precede all instructions, for example, "Bundy slow down, you have 40 metres to go".
- When using hand-held radios, speak distinctly at a normal conversation level with the microphone adjacent to the mouth and approximately 100mm from the lips.
- With all radios, the Press to Talk (PTT) button must be pushed in to transmit and released completely to receive.

Track Matters

Greg Stephenson, Track Day Coordinator

Mainline Maintenance

Whilst the existing mainline is in good condition, routine inspections continue so that any emerging issues can be addressed. The continued rain and hot weather mean that regular herbicide treatment has been required to control weed growth along the track. The challenge has been finding dry times when people are on-site to undertake this work. The wet weather has also encouraged tree growth beside the rail track and regular pruning is also required to prevent branches from brushing against trains.

With the concentration on the refurbishment of the mainline over the last two years, work on the future mainline and passing loop at Peterson Road was put on hold. Over the period, the area had become overgrown. Recently, we have commenced cleaning away 1 metre grass growth and saplings so that we can recommence work in this area in the future.

Certificate II in Rail Infrastructure Course

No dates have been set for the trainees from Movement TwentyTwo Inc. to undertake their practical training this year.

Other Works

When we installed the underground drainage around the workshop annex, provision was made to install an additional gutter downpipe on the station end. This has now been completed and with the roof drainage flowing to both corners of the annex the gutter overflowing over the entrance door has stopped.

Investigation and preliminary design work shows that with some minor filling and regrading the access ramp from the rear carpark onto the platform at the workshop end of Woodford Station could meet the grading requirements for access under the Disability Discrimination Act. This will be investigated further.

Operations, Sales and Marketing

Terry Olsson, Operations, Sales and Marketing

The ongoing wet weather has continued to take a toll on our passenger numbers, and subsequently our income. Because of our open sided carriages, when rain is predicted we go low on marketing, etc. As at the end of April our passenger numbers are down 29% compared to the same period of time last year.

By the time you read this the 2024 AMRA Brisbane Train Show should be either underway or over. As well as being a major marketing opportunity, this annual show it is now our only external sales event that we attend each year. The Toowoomba Model Railway show is no longer happening and we don't undertake sales at the Pine Rivers train show any more due to the cost. Finding new sales items is always a challenge but we have managed to obtain a few. This year we will be trying something new in that we have reduced the size of the sales section of our stand and will, thanks to a kind offer from member Steve Malone, be displaying a narrow gauge model railway.

This year the annual Antique Machinery Show will be returning to the Caboolture Historical Village on 22 and 23 June (which does not clash with one of our running days). As noted below I am looking for helpers for that weekend to help promote our railway.

Unfortunately we have had to decline an invitation to have a display at the annual Heritage Day at the Caboolture Historical Village on Sunday 4 August due to several critical members being away at the time, clashing with a public running day this year, and a shortage of available members.

Harry Silk has recently commenced training as diesel fireman with the aim of having him trained before Steve Baker departs on his holiday.

Monthly Statistics

	March 2024	April 2024
Paying Passengers	208	97
Guards Sheet	278	123

Date Claimer

ANTIQUE MACHINERY SHOW – Cabooture Historical Village – Saturday 22 and Sunday 23 June 2024

We will be having our usual display at this year’s Antique Machinery Show. This is an excellent opportunity to promote our railway in the local area (particularly as noted above we will not be attending the annual Caboolture Historical Village Heritage Day this year). Any assistance to help set up and staff the stand during the show will be much appreciated.



Ryan undertakes testing of the tamper, 6 April 2024. Terry Olsson photographer.