



# *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 42**

**Number 368**

**March/April 2021**



ANGRMS' Australia Day stand at Caboolture Historical Village, 26 January 2021. Terry Olsson photographer.

**Running Days: 1<sup>st</sup> and 3<sup>rd</sup> Sundays**

**Trackwork Saturdays: Saturday before the  
second running day of the month**

**Work Days: Every Saturday as required**

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**Our Safety Goal - No Injuries**

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### 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.

### **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. Any suggestions will be discussed at the next board meeting.

## President's Report

*Terry Olsson, President*

Well 2021 has certainly started with a bang. Right when we thought we had put most of COVID behind us, we had to defer our planned January full reopening to the public when COVID restrictions were temporarily increased with a lockdown during the month. However, as reported in my Sales and Marketing report February more than made up for it with a record number of passengers for the month.

I would like to thank Ryan who had to get up in the wee hours of the morning to make some quick changes to our Facebook site so that we did not lose it just before a running day. Unfortunately, while the issue was a political one pertaining to news, a lot of other areas got caught up in it with a significant number of heritage and community groups waking to find they did not have a Facebook page. This highlights the benefit of ANGRMS not putting all of their eggs in one basket like others have done, and spreading our marketing over different methods.

In addition to the need for more helpers on public running days noted in my Sales and Marketing report, the COVID shutdowns have also resulted in a shortage of helpers on Saturday work days. While it does not have the same public face, it is just as important that we keep up our track, rollingstock and site maintenance. In addition to the "simple no track or no rollingstock then no public running day", there is also the impact an accident or even service unreliability will have on our passenger numbers and therefore our income. The issue with Dreamworld and the ongoing impact on their income is a good example.

As noted in Davos Safety Report, we were audited by the Rail Regulator on 17 January and it is a credit to all concerned that no non-compliances were found or recommendations made. Well done!

As can be seen in the financial statements you will hopefully have received by the time you read this, even with the \$10,000 COVID Hardship assistance grant from Moreton Bay Regional Council, we were still down around \$15,000 in income last year. Unfortunately being a railway, COVID or no COVID, costs still remain fairly constant. Therefore we not only need as much help as we can from members at shows, running days, etc., to help maximise our income, but we need to also watch our expenditure by obtaining discounts, donations, etc.

As noted elsewhere in this edition, remember our AGM on Saturday 20 March. If you cannot attend please submit a proxy form especially for adopting the new constitution. It is very important this document is brought up to date.

Apologies for having the AGM on the day before a running day, but we had to bring it forward a week at short notice after the date for a Fire Exercise was set for Saturday 27 March. This exercise will involve multiple local fire brigades and Rural Fire Brigades and a lot of planning and preparation between now and then. This is not only a good training exercise but will reduce the build up of combustible material alongside our railway. As Emergency Services will be taking control of our site for the day, access to the site will be restricted to those taking part in the exercise, and will require a reasonable level of physical fitness and full PPE. I will be sending out a separate email to relevant members with more details as these become available. I would like to take this opportunity to thank the Woodford Fire Brigade for their support and help with this exercise.

Remember, stop and take a breath rather than just rushing into a task. This will give you time to mentally assess the risks, etc., and help keep you safe.

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## **Remember – safety first!**

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### **Safety and Training Report**

*Dave Caruzzo, Safety Manager*

#### **Rail Regulator Audit**

On 17 January 2021 ONRSR (Office of Rail Safety Regulator) conducted an onsite audit (#6820) covering Rollingstock Maintenance, Track Maintenance and Rail Safety Worker Compliance. ANGRMS' representatives were Terry Olsson, Ken McHugh, Ryan Thomas and Greg Stephenson.

There was much discussion by all present of how ANGRMS reports/records these issues and we were required to produce documentary evidence. I am very pleased to report that no non-compliances were found.

#### **Restart Public Running Days**

Unfortunately we had to cancel our planned running day in January due to a temporary increase in COVID restrictions. These returned to level 6, for us to resume public running in February with two busy running days. It took a while to get used to the new way of doing things but we now have the COVID part of our operations sorted and working very well. Please remember to continue with your hand sanitising and maintain social distancing where practical.

#### **Training**

Sales: E Knight was tested in theory and practical and passed; Driver Gemco/Funcky: Sam Erb and Shane Yore were tested and passed.

## Some Civil Notes

Greg Stephenson, Track Day Coordinator

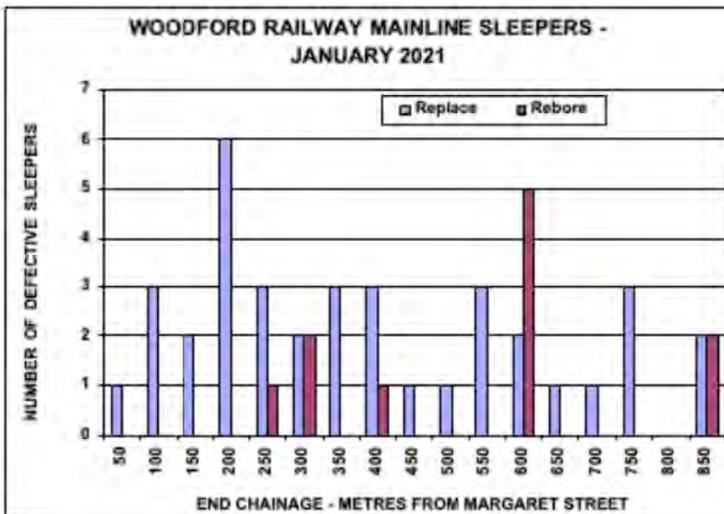
### Independent Track Inspection

On 19 January 2021, 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 two locations.

In total, 37 defective or ineffective timber sleepers along the main line were marked out with white paint for replacement and actioning. A further 11 sleepers can be rebored and re-spiked. In the passing loop at Woodford Station, 2 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. The fair condition “top and line” was attributed to frozen fishplate joints and joint oiling and general joint maintenance were identified as opportunities for improvement.

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 200m and Ch 850m. Between Ch 750m and Ch 800m, there are no defective sleepers due to recently completed pointwork. It highlights that maintenance should focus on Ch 150m to Ch 200m and Ch 550m to Ch 600m.

In the previous report of January 2020, 46 sleepers were marked for replacement compared with 37 this year. This indicates that our rate of renewals is exceeding the rate of deterioration of the remaining timber sleepers.



## **Mainline Maintenance**

Since the independent track condition inspection, sleeper renewals have concentrated in Woodford Station Yard. Substantial progress has been made on replacing the defective sleepers on the mainline up to Ch 200 and all defective timber sleepers in the passing loop at Woodford Station have been replaced with concrete sleepers recovered from Ingham in 2013.

The Independent Track Inspection has given us a clear program of necessary 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.

## **Operations, Sales And Marketing**

*Terry Olsson, Operations, Sales and Marketing*

Unfortunately the unpredictability of COVID struck again and we had to cancel our first running day in January. However we more than made up for it in February when things reverted to COVID level 6. On the first full public running day on 7 February we carried a fantastic 308 passengers! Not only was this an incredibly hot day but being our first full on run since COVID changed things, the large numbers meant it was a very sharp learning curve for all. This was not helped by our QR code electronic contact details system not being available so contact details all had to be taken manually – a big thank you to Kallie for handling this so well.

The second running day in February was another very busy day with 283 passengers carried! This time the QR code was available and worked very well, saving a lot of work. Between the two running days we have learnt a lot and have had to make some adjustments along the way. Everyone involved can be very proud of yourselves and the way we have continued to be very friendly and professional and present a good image to our passengers.

During February we carried a total of 591 passengers, a record for February! We have had some 500ish months in recent years but usually in winter and none as high as this. Lets hope it continues as we sure need the income to make up for last year.

Unfortunately COVID has nearly doubled the number of people we need on a running day so we need lots of extra helpers. We also continue to be short of our normal staff such as drivers, station master, etc., as we have lost several during the shut down.

AMRA are still working through COVID issues for their train show in May. Subject to these being sorted the show will be going ahead and we have been accepted as a participant. In addition to the need for more funds from the sales items after our greatly reduced income last year, it is also a very

important marketing opportunity. Because the Sunday is also a running day at Woodford, and with the extra people now required there, we are going to need everyone to help out on this weekend. Please mark it in your diaries now.

### **Date Claimers**

**Saturday 1 and Sunday 2 May 2021:** The AMRA model train show will be held this year at the Brisbane Exhibition grounds. We need your help.

## **Member's Notice: Annual General Meeting and Payment of Membership Fees for 2021**

Despite a reminder in the Jan/Feb DRB, a substantial number of members have still not paid their fee for 2021. Please bear in mind that you cannot vote, either in person, or by proxy, at the upcoming AGM unless your 2021 membership fee has been paid!

**Our Annual General Meeting will be held on site on Saturday 20 March 2021 commencing at 2:00pm.**

At the time of writing nominations for the Board of Directors had not closed so I cannot say if a vote will be required. Either way it is very important that those members who cannot attend the AGM lodge a proxy form so we can have the required quorum to vote on the new constitution. Our previous Memorandum and Articles were first produced back in the 1970s so we needed to update them to meet new model rules for a non-profit company. The basics of the old Memorandum and Articles remain intact, the main changes being to how things are worded, as well as including the ability to use electronic means rather than limiting to paper.

**Please remember to register with the Secretary about a week prior if you are going to attend so we can COVID plan accordingly.**

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RSVP: Ian Thompson 0421239309 or [ianthompson359@gmail.com](mailto:ianthompson359@gmail.com).

## **DRB Back Issues**

*Lynn Zelmer, Editor*

Back issues of the DRB have been available with full colour on the Society's website since 23:261 (February/March 2002), although until recently that particular issue was incomplete and several issues in Volume 23 are formatted differently from the print version.

The 2001-2002 Board had some issues about posting the newsletter on the nascent web site but 23:261 was simply the first issue then editor Ken McHugh provided to me as webmaster. However I had been a member since mid-1999 and received print copies from 20:233 (July 1999).

As part of sorting out my personal archives I recently scanned issues 233-260 and those issues, primarily black and white, are now also available. I didn't read every issue while scanning them but I did catch some of the articles (and photographs) and found it interesting to revisit issues and activities... we've come a long way in the last two decades.

<https://www.angrms.org.au/news.html>



One of the many behind the scenes activities required to keep ANGRMS running – replacing sleepers 30 January 2021. Terry Olsson photographer.