



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 35

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Greg Stephenson packing steel sleepers installed at track joint, 2014. Terry Olsson photographer.

Running Days: First and Third Sundays

Trackwork Saturdays: 15 March, 12 April (2nd Saturday to avoid Easter), 17 May and 21 June 2014

Work Days: Every Saturday; Light Duties on Third Wednesday

Our Safety Goal - No Injuries

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Scheduled Activities

General Meetings: 21 Feb, 4 Apr, 13 Jun, 8 Aug, 17 Oct, and 12 Dec; combined with LRRSA at the BCC Library, Garden City Shopping Centre, Mt Gravatt; 7:30 pm, entry from 7:00 pm (after hours entrance at rear of Library).

Light Duties Work Day: Third Wednesday of each month. The gates open 9.30 am to 4.00 pm.

AGM: Saturday 29 March 2014, 3:00 pm at the ANGRMS Site, Margaret Street, Woodford. Consider nominating for one of the two Board positions!

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

While it is hard to put a direct dollar value on it, good presentation and image are vital if a business is going to succeed.

In addition to our volunteers continuing to present a professional and friendly image to our passengers, and the usual hard working volunteers who clean our station and rollingstock, mow our grass and clean our site, etc., in recent months we have undertaken several other tasks to improve our presentation and image.

Our volunteers have:

- operated regularly using the recently repainted loco Netherdale on our passenger trains, resulting in positive comments
- continued to improve our Facebook page, thus boosting our public image
- cleaned down and repainted the Wamuran Station building over the very hot Christmas break while many people were taking a break
- repainted the platform cope and yellow safety line at Woodford station
- purchased a new sign for our front fence, new signs directing passengers to our platform, a new sign promoting our Facebook page, and new signs for directing passengers to our site.

A big thank you to all of those members involved.

The AGM will be held at our Woodford site on Saturday 29 March commencing at 3:00 pm. This is your opportunity to find out what is happening, plus ask questions, make suggestions, etc.

Please consider nominating for the Board – it is not a hard job and can be very rewarding. We can no longer 'leave it to someone else because I am busy'. In today's modern age when everyone lives a busy life, the only way societies such as ours can continue to improve and grow is for everyone to do a bit. I have been in many railways groups over the years, yet I continue to be impressed by what we are achieving as well as what is happening in our future. While we are not a big group, we can all be very proud of the fact that we not only continued to operate during the last year but we have continued to improve our rolling stock and track!

Remember - think about what you are doing, take your time, and do a job safely. It is more important to go home safe than rush through a job.

Remember – safety first!

Some Civil Notes

Greg Stephenson, Track Day Coordinator

Former Wamuran Station Building

Prior to the 2009 centenary of the opening of the railway from Caboolture to Woodford, we repainted the QCWA Cottage, the Northgate First Aid Room and the D'Aguilar Station Building. Four years on, the Christmas and New Year holiday period was used to start the repainting of the Wamuran Station. Work is well advanced on the front and two side walls and a start made on the rear wall. Whilst the possibility of rain on some work days has prevented the painting from being completed, it will be given priority in the near future.

Given that the two station buildings are now over 100 years old, it behoves us to ensure their continued maintenance for their survival for the benefit of future generations.

Peterson Road

Part of our strategy to minimise our long term maintenance requirements is to undertake the new works at Peterson Road using prestressed concrete sleepers in the trackwork and steel sleepers in the pointwork. So far, replacing point timbers (sleepers) with steel sleepers on one set of points to be reused in this location is well advanced.

The ex-QR steel sleepers are 2.15 metres long so need to be cut and welded up to required lengths. To make the two new sets of points required, we need around 40 steel sleepers with lengths between 1.65 metres and 3.6 metres. These have been cut to length and welding is progressing. We are particularly fortunate that Karl from the Woodford and Region Men's Shed is doing the welding for us. He has nearly half a century of welding experience with nearly two decades as a TAFE welding instructor.

Work also continues on sorting, processing and stacking the Ingham concrete sleepers for future use. At Peterson Road, the passing loop alone will require around 120 sleepers. This also means that we'll need 480 bolts and 480 rail clips of the right size to reassemble the track panels. So we also need to recover these fittings and clean them for re-use - a time consuming process, but, being well prepared should minimise delays when we commence track laying using these materials at Peterson Road.

Track Maintenance Work

It is vital that we continue with our regular maintenance on the existing track. As we progressively do sleeper renewals in concrete, the maintenance requirements on this track should significantly reduce over time. Concrete sleepers have fixed locations for the connections to hold the rail to the sleeper based on the size of the rail and the width of the foot of the rail. A

challenge occurs when the joint fishplates correspond with the location of a sleeper - the normal fixings will not fit.

To overcome this, we custom made steel sleepers for individual joints using the previously donated weld-on shoulders for Pandrol spring clips. So far, Karl has welded up 5 of these “specials” and they have been installed into the mainline. It has been a rapid learning experience installing steel sleepers and ensuring that the ballast is pushed under and packed up into the inverted 'U' shape to support these sleepers. We'll watch their performance and re-pack the sleepers as required.

The monthly track work parties will generally be held on the third Saturday of the month and are scheduled for Saturday 15 March, 12 April (2nd Saturday to avoid Easter), 17 May and 21 June 2014.

Operations, Sales And Marketing

Terry Olsson, Operations, Sales and Marketing

Public Running Days

Passenger numbers for January and February are up on last year and hopefully this trend will continue. We do however need to remember that there were floods and lots of wet weather towards the end of January last year.

Date Claimers:

AMRA Show - 3 and 4 May 2014 – AMRA have confirmed that we have been accepted for this year's show and will have the same position as last year. As this show is now rapidly approaching your **HELP IS NEEDED**. Please let me know as soon as possible when you can help. This is our biggest fund raiser for the year so we need as much help as possible if we are going to continue to fund all of our projects. Remember help is also needed on the Friday to set up – please let me know if you can help on this day also.

Toowoomba Model Train Exhibition – 31 May and 1 June 2014 – This show is only a month after AMRA this year so again I am looking for assistance (plus on the Friday to set up). The Toowoomba area is a good revenue source for us so this show is another important fund raiser. The Sunday is also one of our regular running days at Woodford.

Special Charter Monday 30 June 2014 – we have a charter on this day so your help is needed.

Strathpine Model and Hobby Show – 23 and 24 August 2014 – In addition to this show, as those of you on my e-mail list will know, there will also be an Antique Machinery show at the Woodford Show Grounds the same weekend.

Therefore we are looking at a special running day this weekend, as well as having a stand at the Showgrounds, so we need lots of help on this weekend.

Monthly Statistics

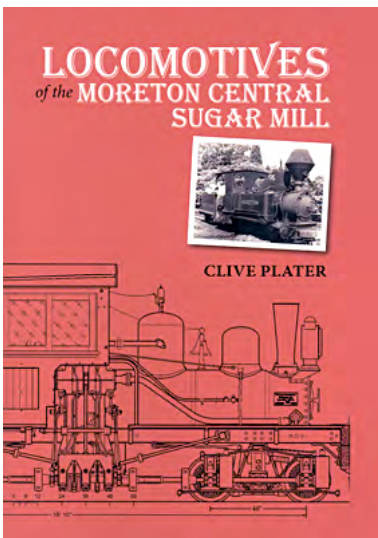
	January 2014	February 2014
Paying Passengers	148	122
Guards Sheet	186	161

Sales Items

Iron Work Horses by Bruce McDonald for Eveleigh Press – This excellent book covers industrial steam locomotives used in Australia. ANGRMS members David Mewes and John Browning assisted Bruce with this book. Price: \$54.00 plus postage if required.

Locomotives of Moreton Mill by Clive Plater – This excellent book has been produced by the Nambour Historical Society. They have advised that they will not be selling this book wholesale, so you will need to purchase this direct from the museum (see review below).

Locomotives of the Moreton Central Sugar Mill



Lynn Zelmer, Reviewer

The Plater family had a long history with the Moreton Sugar Mill. This 48 page A5 book by his son, Clive Plater, uses his father's notes and photos, plus drawings by Dan Rowe, to produce 'a general interest publication listing the mill's locomotives and their general specifications along with some interesting stories connected with them'.

All of the mill's steam and diesel locomotives are described with photos and specifications, plus brief notes on 'other locomotives, rail tractors and inspection cars'. Available from the Nambour Museum for \$10 plus p&p if required.

www.nambourmuseum.org.au

Workshop Report

Mark Gough

Netherdale has been used as the motive power on some of our regular running days as well as special events, which the loco has preformed with out fault. The only major job remaining now is to remove the old springs and replace with new ones. This will require the loco to be jacked up so the old springs can be removed, a big undertaking for us as it will be our first new loco springs manufactured and fitted.

This work is expected to take one month to complete, in the mean time Gemco will be our motive power on public running days.

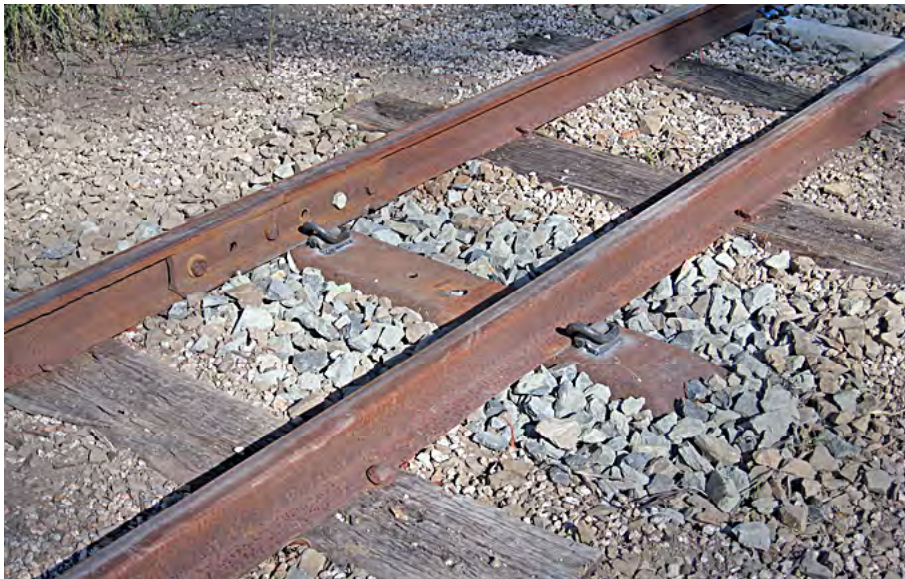
Wayne Harmen has resolved an issue we had with the oil pressure gauge, which now works perfectly, Thanks Wayne.

Tony Weber and Bob Gough have recently undergone driver training and accreditation for Netherdale; Neil Trevorrow has under gone training and accreditation for fireman. Congratulations are in order as we continually upgrade our skills to provide a safe operating railway.

Working Days



A sister locomotive to ANGRMS' Melbourne, Sydney (0-6-0 Hudswell Clarke of Leeds #1838, 1950) heading to the mill with a rake of full cane bins, likely during the first year Victoria Mill operated only with cane bins, c1970. Bill Blannin photographer.



Special sleepers (above and below) for fishplate joints. Terry Olsson photographer.

