



Durundur **Bulletin**

*Australian Narrow Gauge Railway Museum Society,
trading as the Woodford Railway, is located
25 km west of Caboolture in Woodford, Queensland*

Volume 36

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BFC 5 at Woodford Station with a full load of passengers, August 2008. Bill Blannin photographer.

Running Days: First and Third Sundays

**Trackwork Saturdays: 19 September, 17 October, 21 November
and 19 December 2015**

Work Days: Every Saturday; Light Duties on Third Wednesday

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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Scheduled Activities

General Meetings: 2015: 20 Feb, 17 Apr, 19 Jun, 21 Aug, 16 Oct, and 11 Dec at 7:30 pm, entry from 7:00 pm; combined with LRRSA at the refurbished BCC Library, 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 new venue. A bus stop is at the front of the shopping centre and Express buses run services from the stop. [ANGRMS/LRRSA/AMRA NG group at AMRA, Zillmere, 10 April 2015.]

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

Not much to report this month.

Preparation work on the new loco shed is continuing. We have had a meeting with Council as well as an on site meeting with the shed supplier/erector and the building certifier. A considerable amount of time has also been spent preparing for the construction of the extension to No 4 road, which is required so we can relocate the rollingstock presently stored on the site of the new shed. Once the rollingstock is removed the tracks can be removed and earthworks begun, etc. (once of course all of the paperwork is also done).

Rollingstockwise work is continuing with the Perry, Baguley and the overhaul of Melbourne.

With all of these exciting projects happening our biggest problem is a shortage of active members. I regularly have people say to me that they are very busy so will need to leave to someone else. Unfortunately everyone is busy now days so if we only used people who were not busy nothing would happen and there would be no Woodford Railway. Therefore, if you are not already helping out either on site or behind the scenes, please consider giving some time to help out – even if it is only once a month or every couple of months. Every little bit helps.

As mentioned last month, we are in negotiations with the council regarding a new lease for our land at Woodford station. The council are very supportive of community groups and I would like to thank the Council for the assistance they will provide as part of this new arrangement.

It is good to be able to help out other groups where we can as it is important we all work together. For a number of years now we have had an old goods shed crane in sitting in several pieces on some wagons. This crane is of no use to us so it was good to be able the help out the Mary Ann group in Maryborough who were looking for this type of crane. The crane is now in Maryborough being restored so it can be installed in the old Maryborough Goods Shed which used to have such a crane.

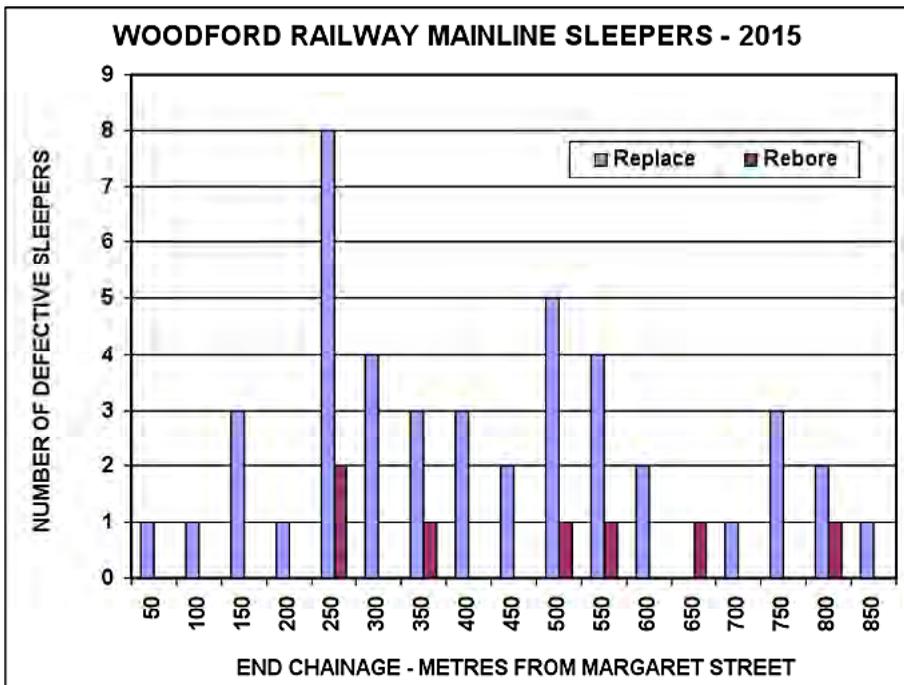
Remember – safety first!

Some Civil Notes

Greg Stephenson, Track Day Coordinator

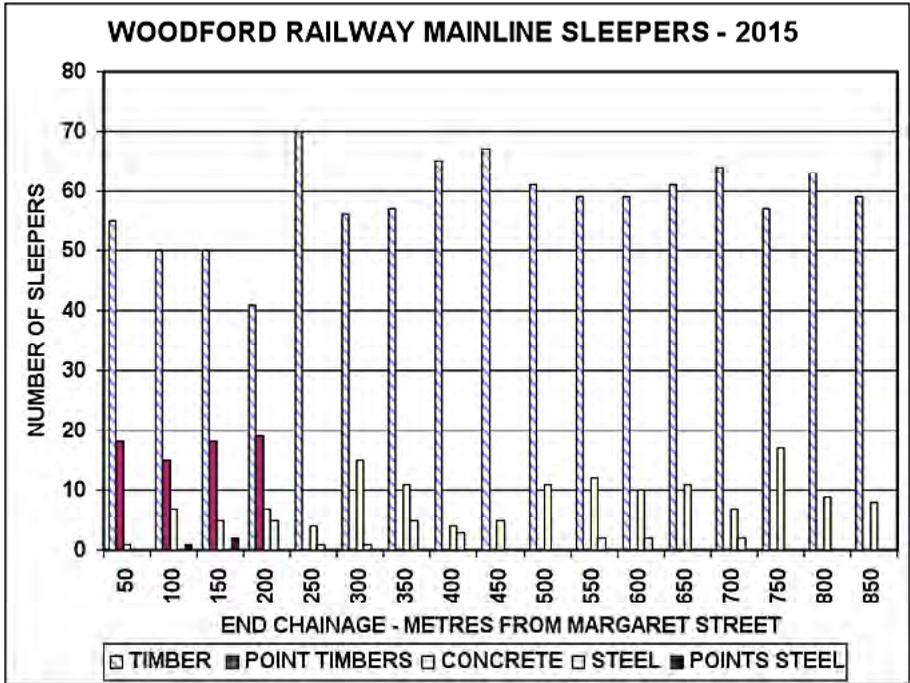
Track Maintenance Work

As part of our Safety Management System, I undertake regular track inspections marking sleepers to be replaced and observing the overall condition of the track work. The last inspection was undertaken on Saturday 22nd August, 2015 and shows that 44 sleepers require replacement and 7 need re-boring and re-spiking. There were no locations with more than 2 defective sleepers adjacent to each other. The following graph shows that the greatest numbers are located between Ch 200 and Ch 250 so this area will be given priority on future track work days. In recent times, most sleeper renewals have been undertaken between Ch 600 and Ch 750 which is why there are very few defective sleepers shown in this area.



I also took the opportunity to review the overall progress on sleeper renewals as shown in the following graph. There are 144 concrete and 24 steel sleepers in the main line which represents 13.6% of all sleepers. In October

2014, they represented 10.6% of all sleepers. Good progress is being made in improving the overall standard of the track.



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 Saturday 19th September, 17th October, 14th November and 19th December 2015. Depending on available people, we can undertake some form of track activities on most Saturdays.

With regular Saturday train drivers, Steve Baker on holidays, Bob Gough recuperating from surgery and both of Terry Olsson’s parents having spent time in hospital, there has been limited opportunities for track work activities outside of Woodford Station yard. As well as more members for the track gang, we are still keen to hear from any of our drivers that would like to assist and diversify their driving experience on Saturdays.

Future Locomotive Storage Shed

As highlighted in the previous DRB, we need to add an extra track to the compound so the area for the locomotive storage shed can be cleared of rail vehicles to allow the earthworks to be undertaken and the shed erected. I

can recall that there was a third road in the compound but it was lightly constructed with 20lb/yd rail on small timber sleepers. It was removed when the mainline relocation project was undertaken some years ago.

There is sufficient area available to build a storage siding about 98 metres long. Sufficient materials have now been amassed for the assembly of the track to proceed with minimal delays. The materials such as sleepers, bolts and clips have been sorted and cleaned in preparation for these works. The following list gives a good indication of the materials required.

| Quantity | Description |
|-------------------|--|
| RAILS | |
| 16 | 42 lb/yd rails – 9.1m (30') ex Nambour |
| 6 | 41 1/4 lb/yd rails – 7.32m (24') ex Nambour |
| 2 | 41 1/4 lb/yd rails – 3m (10') ex Nambour |
| FISHPLATES | |
| 48 | Fishplate to suit 41 1/4 lb/yd & 42 lb/yd rails |
| 96 | Fishplate bolts to suit 41 1/4 lb/yd & 42 lb/yd fishplates |
| SLEEPERS | |
| 160 | Concrete Sleepers – round hole ex Ingham |
| 640 | Sleeper bolts – 5/8" square head |
| 320 | Sleeper plates – 20kg/m Inner |
| 320 | Sleeper plates – 20kg/m Outer |

Round-hole concrete sleepers have been chosen because they can only be used with the bolted rail clips. We have many more clips suitable for 41 1/4 lb/yd & 42 lb/yd rails than for 60 lb/yd rails. Square-hole sleepers can be used with either bolted rail clips or elastic gauge spikes so are better suited to our 60 lb/yd rails.

The square head sleeper bolts have been the biggest challenge. We have found that of the bolts we have, there are 5/8" threads and a coarse and fine M16 thread. It appears that the fine M16 thread type was an early metric standard that has now been withdrawn. A number of people have helped recovering the bolts by cleaning up and re-cutting threads as necessary. However, special mention must be made of the efforts by Ryan Thomas who has spent many days at home working on these bolts.

There have also been exploratory expeditions into the inner confines of the old BLC wagon body to discover what fishplate bolts and nuts have been collected over the years.

Once this area has been cleared of rail vehicles, the existing track must be removed and later replaced after the shed is finished. This is a big enough task in itself. After mainline maintenance, this will become the next highest priority project.

Peterson Road

As highlighted above, there has been limited work in this area in recent times. This work will be temporarily mothballed whilst the track work associated with the new running shed is undertaken.

Operations, Sales And Marketing

Terry Olsson, Operations, Sales and Marketing

During the past two months we have had excellent passenger numbers. This shows the importance of continual marketing of our railway.

At the AGM earlier this year, it was agreed we would raise our fares from 1 July, the first rise in over 7 years. I am pleased to say that this increase in fares has been accepted by our passengers and there has been no negative feedback.

Unfortunately with the Strathpine Model Railway show on the same weekend, plus everything else we have on at present, we had to decline an invitation to have a stand at the Antique Machinery Show at Woodford Show Grounds. While it was not good to have to turn down a good marketing opportunity, unless we can get more active members we have no choice.

Sales of our latest book "Exploring Queensland Railways – South and West of Toowoomba" have been steady but slower than expected. If you know of an outlet for this book please let myself or Brian Webber know.

Date Claimers:

There are no special events planned for the remainder of the year.

Monthly Statistics

| | July 2015 | August 2015 |
|-------------------|-----------|-------------|
| Paying Passengers | 217 | 160 |
| Guards Sheet | 263 | 201 |

Congratulations –Peter Neve, OAM

In the 2015 Queen's Birthday Honours, ANGRMS member Peter Neve was awarded the Order of Australia Medal.

The Order of Australia is one of the ways Australians recognise the achievements and service of their fellow citizens. The Medal of the Order of

Australia is awarded for service worthy of particular recognition and, in Peter's case, is the result of his long involvement with the preservation of Australian Railway Heritage.

Peter's interest in railways began during his school days. A career with NSWGR followed and now, in retirement, Peter is a writer and adviser on railway matters.

He joins fellow ANGRMS member Terry Boardman, OAM as a recipient of this prestigious award.



Manually shifting lengths of rail during a trackwork party, August 2008. Bill Blannin photographer.