



Durundur **Bulletin**

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

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September/October 2017



Netherdale and Gemco inside the Locomotive Storage Shed as part of trackwork testing. Greg Stephenson photographer.

Running Days: First and Third Sundays

**Trackwork Saturdays: 16 September, 14 October,
18 November and 16 December 2017**

Work Days: Every Saturday

General Rail Worker Training: 23 September 2017

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



Terry Olsson	President, Operations, Sales and Marketing	m: 0429100911 terryolsson1@hotmail.com
Dave Caruzzo	Vice President, Safety Manager	m: 0487869727 dcaruzzo2ft@outlook.com
Bob Gough	Vice President	(07) 3848 3769 (7 pm - 9 pm only) bundybob003@bigpond.com
Ian Thompson	Secretary	(07) 3848 5611 ianthompson359@gmail.com
Steve Baker	Treasurer	m: 0428572495
Greg Stephenson	Track Day Coordinator	(07) 3844 9269 or m: 0423417326 greg.stephenson@outlook.com.au
Neil Trevorrow	Roster Clerk	(07) 3263 6761 or m: 0402051546 trevorrow26@optusnet.com.au
Brian Webber	Special Running Days, Group Bookings	(07) 3354 2140 bwebber@tpg.com.au
Lynn Zelmer	Webmaster, DRB Editor	lynn@zelmeroz.com
	ANGRMS web site	www.angrms.org.au
Woodford	Station Master's Office	(07) 5496 1976

Scheduled Activities

General Meetings: 2017: 17 Feb, 21 Apr, 16 Jun, 18 Aug, 20 Oct, and 15 Dec at 7:30 pm, entry from 7:00 pm; combined with LRRSA at the BCC Library, park and enter at rear 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 venue. A bus stop is 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

A highlight of this last month was the completion of work associated with the entry tracks to the new loco shed. Greg and his team are to be commended on the excellent job they have done – if you have not seen it you are in for a surprise as it looks like mainline track!

Fire extinguishers have been purchased and installed in the new shed by Fireboar who will now provide the necessary certification to the building certifier. Work is progressing on the new person access ramps which are needed before we can get the building certifier back to certify the shed.

We need more helpers when it comes to trackwork and other general civil type work so please come along any Saturday and give us a hand.

We are now under the Office of the National Rail Safety Regulator as mentioned in Dave's report. We have two years to get our SMS altered to align with the new regulator with Dave and myself steadily working away on this. While there will be some changes, a lot will not change.

Saturday 23 September has been earmarked as a training day on site for general rail workers, so please set this date aside and let Dave Caruzzo or myself know if you can attend. **It has been 5 years since most members did this back in 2012, so we are now all due for reaccreditation.**

As a result of learning of some planned work on the future route of our railway between Chambers Rd and the end of our land off Peterson Rd, we have been in discussions with Plantations, who manage that old state forest area. While any railway work in this area is still a long way off, it is important that we preserve a future corridor.

Thanks to the efforts of Brian Webber, Roland Paroz, and all of those who helped at the various shows, combined with some excellent weather, we have continued to experience excellent patronage on running days.

I have met the new owners of the café at the Peterson Rd end of our line. They plan to reopen the café in some form or another but will be taking about 9 months to renovate.

Work has been progressing on the new entry off Archer St for the community area out the back of our site, but work has been delayed waiting for some services to be relocated.

Lack of workers continues to be an issue so if you or someone you know can help out please let us know. Unfortunately everyone leads busy lives these days but please do not leave it to the same few.

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 a very 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.

ANGRMS, along with other heritage railway groups in Queensland, are now under the Office of the National Rail Safety Regulator (ONRSR). We are working through the resulting changes/issues.

ONRSR have recently completed consultations around Australia regarding proposed changes to the Drug and Alcohol testing requirements. ONRSR asked T&H (Tourism & Heritage) for their views, attended the recent ATRQ meeting in Toowoomba to explain the proposals and were interested to hear our particular issues. Following on from this meeting, ANGRMS has made a submission to ATRQ, which has since collated comments from all the Queensland groups and submitted these to ONRSR as a combined Queensland T&H submission.

RBTs (Random Breath Tests) were conducted with no negative outcomes.

Safety fencing continues to be in place along the construction site of the loco shed and around the relocation of a picnic shelter in the BBQ area.

As part of bringing the new loco shed into use, Toolbox Talks will be held to make members aware of its operation, etc.

The sign on/off book for non running days has been relocated to the Station Master's office. Please remember to sign off.

TRAINING DAY

We first did **General Rail Worker Training** in 2012 when the then revised SMS was introduced. As this only lasts 5 years we are organising another training day for all rail workers who work on track, rollingstock, etc., on **Saturday 23 September** on our Woodford site. If you have not already done so, and are interested in attending please let Terry or myself know. We will be putting on a BBQ lunch.

Some Civil Notes

Greg Stephenson, Track Day Coordinator

Future Locomotive Storage Shed

After nearly 18 months work, "re-timbering" points with steel sleepers and assembling panels of concrete sleepereed track, the time had finally arrived to test the fruits of all this labour. After ensuring that all flangeways were clear of ballast and point blades were correctly seated against their stock rails, a final check was made before Steve Baker drove Gemco from the mainline along Number 3 Road into the shed.

Netherdale was then driven into Number 2 Road and finally both locomotives were placed in Number 1 Road. Whilst these movements were taking place the trackwork was closely observed for correct operation. With the trial satisfactorily completed the locomotives were removed to their normal stabling locations.

The following Saturday, final trimming and shaping of the ballast was undertaken with the excess ballast being used to lift and pack the points for the bypass road beside the shed. Continuation of the bypass road to connect to the trackwork in the compound will be the next project in this location.

Track Maintenance

Whilst working on the connection from the mainline to the future locomotive storage shed, the opportunity was taken to correct some defects on the mainline points. "Tight" gauge had previously been identified through the "frog" leading to the shed and one timber had been marked for replacement. To correct the gauge, 6 timber sleepers were replaced with steel sleepers with welded lugs and Pandrol "e" clips. A deteriorated bolt within the frog was also renewed. The area was topped up with new ballast and the sleepers packed.

At the same time, two sleepers in the curve on the mainline approaching Woodford Station were renewed in steel and concrete. The steel sleeper was one of the trial batch filled with "left-over" concrete from the shed floor. Whilst it was heavy to handle, it relieved the onerous task of packing the ballast into them when in place. We will continue to monitor its performance under traffic.

Future track days will concentrate on renewing defective timber sleepers in steel or concrete in the mainline. 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 **16 September, 14 October, 18 November and 16 December 2017**.

Operations, Sales And Marketing

Terry Olsson, Operations, Sales and Marketing

Public Running Days

I would like to thank Brian Webber and Roland Paroz for their ongoing efforts to boost our patronage through social media. This, combined with the effort put in by everyone who has helped out at the various shows this year, have meant that as of the end of August we had equalled the total number of passengers carried during 2016!! A fantastic result and a big thank you to you all.

On the first running day in August, we had another running day with over 250 passengers which kept us very busy! A big thank you to Dave Carruzzo who did sales that day without a cash register and credit card machine!

Sales at the Strathpine show were well up on last year, despite a drop in attendance numbers due to excellent weather and the local Lawnton show being on that weekend. AMRA and Toowoomba shows experienced good sales on both days for some reason, whereas Strathpine show was back to the normal where Sunday sales were poor.

Thank you to Morry and Liz who have again looked after our stand at the annual Antique Machinery show which was held at the Woodford Showgrounds. This show is an excellent opportunity to promote our railway to local residents.

There is a lot of work in these shows and I would like to thank everyone involved.

We continue to have a shortage of operational members so if you are interested in helping out in this area please contact Neil or myself.

Monthly Statistics

	July 2017	August 2017
Paying Passengers	306	300
Guards Sheet	390	398

Editor's note: Keep Your Software Up-to-Date!

Lynn Zelmer, Editor and Webmaster

Several individuals recently reported problems viewing DRB images... instead of the colour we have come to appreciate they got solid black boxes.

The DRB is prepared as a Word file with images scaled in Photoshop. The file is "printed" to a PDF file, then Adobe Acrobat reduces the file's size for quicker e-mail and web distribution. Acrobat "Version 7 and later" provides

compatibility with almost anything more recent than the introduction of Windows 98. I do several checks of the DRB file before sending it as well as viewing the copy that arrives in my own mailbox. I also verify that the copy on the web site downloads properly.

Occasionally there is a problem with an individual DRB, but this generally involves the text as well and results from a glitch as the message passed through the electronic distribution system. The solution for this is to download another copy from the web site.

Black images are a different issue and result either from incorrect settings on your computer or incompatible "reader" software. Adobe's Reader, for example, lets you select whether or not to "Show large images" (in Preferences), without defining what's a large image. Unfortunately some web browsers use their own code to "read" PDF files, rather than using the free Adobe Reader software and, like many of the PDF Reader clones, they don't necessarily display the file properly.

The solution? Download Adobe's free PDF Reader software and change your preferences so that your system defaults to Adobe's Reader rather than any of the clone versions. And keep your system updated with the latest O/S and other critical software releases.

Finally, each issue of the DRB gets uploaded to the web site once the paper copy has been distributed. If you have problems with the copy distributed via e-mail, or you lose it through computer problems, you can download it from the ANGRMS News page.



With the trackwork nearing completion Gemco shunts the works train to reload track tools which had been stored in the shed between work days while the approach trackworks were underway. Greg Stephenson photographer.



Above: Ryan Thomas replacing deteriorated bolt in the frog on the mainline points leading to the Locomotive Storage Shed. Below: Completed repairs on the mainline points leading to the Locomotive Storage Shed showing 6 steel sleepers with welded lugs and Pandrol "e" clips. Greg Stephenson photographer.

