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*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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Harrison Silk, Steve Baker and Tyler Meiklejohn packing ballast on Number 1 road to new locomotive storage shed, 27 May 2017. Greg Stephenson photographer.

Running Days: First and Third Sundays

**Trackwork Saturdays: 15 July, 19 August, 16 September
and 14 October 2017**

Work Days: Every Saturday

Our Safety Goal - No Injuries

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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

By the time you read this Queensland's accredited railways, including ANGRMS, will have moved to the National Rail Regulator. There is a transition period to update our Safety Management system to bring it into line with the national requirements and Dave Caruzzo and myself are steadily working through the various issues.

We are also continuing to work on the various issues associated with the track extension and I would like to thank the Moreton Bay Regional Council and our local councillor Adrian Readel for their help with the Interface Agreement, etc.

We still have a vacancy for another Board member so please consider nominating for Board and helping our society continue to develop and prosper.

With regard to the improvements to our Woodford platform, thanks to an excellent effort by Tony Weber we have applied for a grant to help fund this project – fingers crossed!

I have nothing further to report regarding the closure of the café at the Peterson Rd end of our line. Time will tell what happens in the future at that end of the line.

Work is continuing on the new shed and its access tracks – please come along and give us a hand with this important task. The sooner we get everything finished the sooner we can start using it.

By the time you read this Moreton Bay Regional Council will have commenced work on the new entry off Archer St for the community area out the back of our site. This will result in increased vehicle movements so please take care.

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 now days so 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.

By the time you read this, all Tourist and Heritage groups, as well as commercial Infrastructure and Operating Rail Companies in Queensland, will have moved to the Office of National Rail Safety Regulator (ONRSR). Prior to this ANGRMS was regulated by Queensland Transport (Rail Regulator). ANGRMS would like to thank all staff of QT for their help and support .

RBTs were conducted with no negative outcomes.

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

Communication between all operating crew on a running day has been good but with the recent increase in numbers travelling, extra care and observation at the platform should be taken on departure and arrival of the train.

We have recently submitted a request to vary our accreditation to allow us to progress further with the track extension at the Peterson Road end of our railway. Associated with this we will be making some changes to our Safety Management Plan.

Some Civil Notes

Greg Stephenson, Track Day Coordinator

Future Locomotive Storage Shed

The concreter poured the final section of the floor after Easter. We had arranged for him to complete two entry ramps and a slab for the picnic shelter that has to be relocated at the same time. Unfortunately, it was a wet day for the pour of the floor slab. Whilst the work inside the shed could be completed, the work outside could be not undertaken and we need to schedule it for better weather.

There has been a concentrated effort on the external trackwork to link up to the shed. Rails have been cut and drilled and track panels fabricated to connect up the three tracks in the shed. Lifting and ballast packing has commenced and will be an on-going project for several weeks. The sets of points for the bypass road beside the shed are in-place but need to be connected and jacked to level before ballasting. There is enough work in this location for the next few months to finish off this project.

On 10 June 2017, the last of the four roof water drainage pits was installed. Completion of these pits is a condition of the building approval. Ralph Cumner used his backhoe to dig the trench and pit and transport and place

ballast in the soakage pit. Whilst the pipework was being installed, he carried and placed ballast onto the tracks being raised before returning to back fill the pit and trenches.

Track Maintenance

Future track days will concentrate on renewing defective timber sleepers in steel or concrete in the mainline. A number of steel sleepers have been fabricated for installation in the mainline. As a trial, these have been filled with “left-over” concrete from the shed floor. Whilst they are heavy to handle, it should relieve the onerous task of packing the ballast into them when in place. 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 **15 July, 19 August, 16 September and 14 October 2017**.

Peterson Road

This work has been temporarily mothballed whilst the track work associated with the new running shed is undertaken. Some clearing of re-growth vegetation was undertaken.

Operations, Sales And Marketing

Terry Olsson, Operations, Sales and Marketing

During May and June thanks to the extraordinary efforts of Roland Paroz and Brian Webber we have had the best running day figures for some time. In each of May and June we had a running day with over 250 passengers!!

For the first half of this year our total passenger numbers were up 38% and paying passengers were up 40% compared to the same period of time last year! In typical Australian style, while this year we did not have as many wet running days as last year, we did have an extended period of extreme heat!

I must make a special mention of Moya and Elsie who, on Sunday 7 May, handled the extraordinary number of 258 passengers without a cash register which was at the AMRA show!!!

Thank you to all involved on these running days, plus those who helped out at the AMRA and Toowoomba shows handing out brochures. These good passenger numbers have been very welcome as we have had some lean times recently.

Sales at the AMRA show were down about 10% on last year but this was balanced out by an increase in sales at the Toowoomba Model Railway show. There is a lot of work in these shows and I would like to thank everyone involved. Interestingly in both of these shows we made significant sales on the Sunday which normally has very low sales income.

The operating day roster for the last six months of 2017 should be issued by the time you read this. Neil has done his usual excellent job and managed to fill the roster. We continue to be extremely short of running day staff so if you can help in this field please give Neil or myself a call.

Date Claimers

Pine Rivers Model Train and Hobby Exhibition 5 and 6 August 2017.

Being at Strathpine this show is not only a valuable source of sales income, it is an important opportunity to promote our railway within our local government area. Please let me know if you can assist – remembering we have our normal running day on the Sunday.

Monthly Statistics

	May 2017	June 2017
Paying Passengers	276	378
Guards Sheet	368	423

New Sales Items

Locomotives in the Tropics, Vol 1 by John Armstrong. Originally released over 30 years ago, and out of print for some considerable time, this reprint covers Queensland Rail steam locomotives up to 1910. The reprint has additional information and errors in the original version have been corrected. Cost: \$45.00 plus postage if required.



Redcliffe Branch Naval Association visit to Woodford Railway, 8 June 2017.
Terry Olsson photographer.



"Gemco" was used to bring a load of ballast in the ex-Douglas Shire Tramway wagon along Number 1 road so that points between Number 2 and 3 roads can be ballasted. The pointwork has been lifted to the correct height and supported on jacks, 3 June 2017. Greg Stephenson photographer.



Ryan Thomas, Harrison Silk and Wayne Harman using the rail drill to make fishplated joints on Number 2 road, 3 June 2017. Greg Stephenson photographer.



Ralph Cumner using his backhoe to transport and place ballast on Number 3 road. To reach this location, he travelled through the shed and along the track, 10 June 2017. Greg Stephenson photographer.



Steve Baker uses a bar to adjust the position of ex-Ingham concrete sleepers on Number 3 road, whilst Dave Caruzzo and Terry Olsson use the hydraulic rail bender to adjust the alignment of the rails at the joint, 17 June 2017. In the background, Ryan Thomas is fitting rods to the point levers. Greg Stephenson photographer.