



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 40

Number 359

September/October 2019



The ANGRMS stand at the Strathpine Show, 10 and 11 August 2019., included both the Mt Mee Tramway narrow gauge model railway and art easels showing Woodford Railway operations. Terry Olsson photographer.

Running Days: First and Third Sundays

**Trackwork Saturdays: 14 September, 19 October,
16 November and 14 December 2019**

Work Days: Every Saturday

Our Safety Goal - No Injuries

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Woodford	Station Master's Office	(07) 5496 1976

Scheduled Activities

General Meetings: 2019: 15 Feb, 19 Apr, 21 Jun, 16 Aug, 18 Oct, and 20 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

Sadly I have to report the loss of Wayne Harman's wife Wilma's mother who passed away during the last two months. Our sympathy goes out to Wayne, Wilma and the rest of the family.

During the last couple of months, Gemco's generator decided it was not going to co-operate and required repairs along with the regulator. Thank you to those who undertook this work. Also on the rollingstock front, turning of the loco wheels is steadily progressing but at the time of writing we had no expected return date. Ryan is also continuing with the overhaul of Goondi.

Greg and the track team have continued to steadily plod away at replacing defective sleepers – see Greg's report elsewhere in this DRB.

Brian Webber has been steadily plodding away on an updated version of the long out of print *Lonely Rails to The Gulf* book by John Knowles. This book is presently at the printers and we need to have it in Normanton by 10 September when the book will be launched as part of the events to celebrate the official unveiling of a plaque by Engineers Australia to mark the engineering heritage significance of this railway.

During the last couple of months our fire extinguishers were checked thanks to the Moreton Bay Regional Council. Thank you Sam for being there when this happened.

Greg and myself recently met with two representatives from the Sports and Recreation section of the Moreton Bay Regional Council (which we now come under) on site at our Woodford railway. Not only did this give us an opportunity to meet our new council liaison person, but it gave us an opportunity to show them our railway and explain some of the things that make it different. We also discussed the new proposed lease and the interface agreement for the level crossing in Peterson Road. I now need to prepare something for them so we can progress further.

Sam has commenced work on the interior of the Northgate building but due to other commitments it will probably be closer to the end of year before the work is finished. In the meantime, we have had to use the existing museum display room as a storage room so it is temporarily closed.

A temporary manager is still in place at Woodford Gardens café and at the time of writing the café was only open on weekends except for special hires. The B&B remains open all week as required.

We continue to be short of helpers in all parts of the society so if you are not already helping out, or know of others who would be interested in joining and

helping, please let myself or one of the board members know. We certainly need the helpers...

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 also an important part of safety and member 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 is a Volunteer non-profit Railway providing a heritage railway experience at Woodford. Our operation involves a whole range of people including rail safety workers as well as other volunteers - we all need to be safety focused.

ANGRMS Board at the June board meeting accepted the changes to the SMS to bring us in line with the National Rail Safety Law. While there are some changes, there is no drastic change to what we do.

Geoff Howes has commenced training for the position of Sales Officer on running days. This position includes greeting and answering questions from the public , setting up the sales room, handling sales, and communication with operations staff to mention a few. This position is non-rail safety critical so if you enjoy talking with people and don't mind a small amount of training please contact myself or Terry with the phone numbers found on page 2.

There were no adverse outcomes from RBTs in the past two months.

Some Civil Notes

Greg Stephenson, Track Day Coordinator

Quarry Materials

Bracalba Quarry continues to support our museum project with contributions of materials. They have offered to donate 150 tonnes of 35mm "Greenstone" Screenings. This will be used as ballast for the passing loops at Peterson Road and for on-going track maintenance. We will arrange for delivery in the near future.

We are particularly grateful to Bracalba Quarry for this significant donation and their on-going support which allows us to continue to develop the museum site.

Track Maintenance

During July and August, 2019, we continued to replace defective sleepers identified on the independent track inspection. We have also replaced a number of other sleepers that were nearing the end of their life. A day was spent renewing sleepers in the platform at Peterson Road Station where we used the round hole sleepers with bolted sleeper plates from Ingham as these can be re-used when the passing loop is completed. Work also concentrated between Ch 450 and Ch 575 inserting prestressed concrete sleepers purchased from Isis Central Sugar Mill.

Future track days will concentrate on renewing defective timber sleepers in steel in a section near the start of Freeman Cutting. Steel sleepers have been cut to length and await final fabrication so they can be installed. 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. Track work days are planned for 14 September, 19 October, 16 November and 14 December, 2019.

Workshop Siding

As we are well advanced on mainline maintenance with only single “defective” sleepers remaining, we turned our attention to a set of point work in the Workshop sidings. This point work was originally constructed in 1989 (30 years ago!) to provide the connection from the then mainline to the newly constructed workshop. At the time, a “right angle” point throw was used. Subsequent developments including relocation of the mainline and providing access to the service pit meant that the two adjoining sets of point work included “straight” point throws on the opposite side of the track. So depending on the shunting operations being undertaken, the shunter needed cross the rails to change points.

As the timbers supporting the point throw needed replacing, this was undertaken using steel sleepers. The opportunity was taken to install a “straight” point throw on the opposite side of the rail so that 3 sets of point work in the Workshop sidings can be changed without crossing the rails. Four concrete sleepers from Ingham were also used to replace timber sleepers beside the point throw sleepers. In the midst of this section, it was noted that the gap in a fishplated joint had closed up tight. The fishplates were removed and a small section of rail removed to allow for expansion. The rail bender was also used to improve the alignment of the rails at one of the joints. The fishplates were greased and reassembled with new bolts.

Locomotive Storage Shed – Bypass Road

Final shaping of the ballast is still required to finish off this section of track. The point throw lever still remains to be fitted. The “right angle” point throw

for the Workshop siding was reclaimed and will be refurbished for use on the points. Until the track from the curved lead is constructed, these points will remain clamped for use on the through track only. Final testing and commissioning remains to be undertaken.

Operations, Sales And Marketing

Terry Olsson, Operations, Sales and Marketing

Thanks to the ongoing efforts of everyone involved (including all of those behind the scenes workers), our patronage continues to be around 15% up on this period last year. This is fantastic and a big thank you to everyone involved.

Attending shows still makes a significant contribution to marketing our railway. On 10 and 11 August ANGRMS had a stand at the Pine Rivers Model Railway and Hobby Show in the Community Centre at Strathpine. As mentioned last issue, sales wise we did not do all that well at this show last year so this year we decided to try something different.

I would like to thank AMRA Qld who did some great work on bringing the Mt Mee tramway model railway layout back up to display standard – and not only that but they delivered it to Strathpine!!! As well as having a narrow gauge layout, we also had two art easels with photos of our operation at Woodford Railway and gave out a significant number of brochures. This concept worked really well and is certainly worth giving another go next year at this show. We will continue with our normal sales table at the AMRA and Toowoomba shows.

By the time you read this we will also have had a display at the Antique Machinery Restoration Society Heritage Fair at the Woodford showgrounds. As well as being a different crowd of people to those who attend model railway shows, it is in our back yard so to speak. Therefore it is very important we support this local heritage event as well as take the opportunity to promote ourselves locally.

Shortage of volunteers in our operations team continues to be a critical issue with some running days have no spare staff available should someone go sick, etc. If you would like to help, or know of someone who would like to help, please let myself or one of the Board members know

Monthly Statistics

	July 2019	August 2019
Paying Passengers	307	431
Guards Sheet	376	525

Date Claimers: By the time you read this, there will be no more shows until next year.

Sales Items: No new sales items were released during the last two months.

Goondi Update

Ryan Thomas, 23 July 2019

Goondi is currently being undertaken as a thesis project to install air brakes to bring the loco up to mainline standard for our operations. While this is going on a full restoration of the locomotive is underway with hopes of having Goondi in operational order by year end.

The engine is currently undergoing an extensive overhaul by Tony Lindsay and Paul Rollason as significant engine damage was found due to the loco being stored outside without a cover. The remainder of the locomotive is being completely restored, with wheels currently off-site being re-profiled.

ANGRMS had a recent donation of a chimney for the locomotive from Stefan Rebgetz.



Goondi, July 2019. Ryan Thomas photographer.



Above: Workshop Siding Point work prior to replacement of the point throw timbers. The white chalk marks on top of the rail shows the location of four concrete sleepers to be installed. **Below:** The relocated point throw in place on steel sleepers bolted to the sleeper plates. Sam Erb is using the compressed air operated hammers to pack the ballast under the concrete sleepers installed as part of these works. Track jacks hold the rails to correct level whilst the ballast is packed. Greg Stephenson photographer.

