



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 42

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Some of the 6 December 2020 storm damage at Peterson Road. Terry Olsson photographer, 7 December 2020.

**Running Days: Sunday 17 January 2021,
anticipating 1st and 3rd Sundays from February**

**Trackwork Saturdays: Saturday before the
second running day of the month**

Work Days: Every Saturday as required

Our Safety Goal - No Injuries

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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.

Safety First

Safety is a very important part of our operation and ANGRMS remains committed to providing a safe railway.

Communication is an essential part of safety. As well as taking the time to let others know what you are doing before and while undertaking a task, your 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.

President's Report

Terry Olsson, President

Happy New Year to you all! I hope you had a great Christmas and new year.

Personally I cannot say I am sorry to see the end of 2020 - Wow, what a year it has been! COVID-19 had a huge impact on not just ANGRMS, but on all of our personal lives as well. Unprecedented and unpredictable, it made any attempts at forward planning near impossible and I would like to thank everyone for their understanding and support during these times. It was tough but we made it!!

With just over 8 months of no income from passenger trains, along with no show income at all during the year, our normal income stream was significantly impacted. Railways by their nature cannot just "switch off" and come back again when things are back to normal. Track still deteriorates at the same rate COVID or no COVID, rollingstock and grounds still need maintenance, etc., meaning we still have expenses to be met.

With a spate of natural disasters in recent times, the insurance industry is currently in a difficult part of its cycle. This means there are less underwriters taking on public liability insurance for things like heritage railways. Even though railways have had no big issues, and we had greatly reduced risk for 8 months, our public liability insurance went up again this year (it has gone up nearly 50% over the last two years!!!). ATHRA (the Federal body for Tourist and Heritage railways which came into being to unite all state and territory bodies) is working on trying to reduce this so fingers crossed.

For those who are not aware, ATRQ (the Qld heritage railway body), and then ATHRA, which came into being to unite all state and territory bodies, came about many years ago when a similar issue faced T & H railways with insurance companies in a similar part of their cycle. We will just have to wait and see... and keep our fingers crossed as rises like this have a serious impact.

On the positive side, I would like to thank Council for their COVID Hardship Grant, members who made donations during this time, local organisations and businesses who either donated services or provided things at significantly reduced costs, and the Woodford Indoor Bowls Club (a local community group) who made a significant financial donation. Without this support we would have been in trouble financially and had to make big cutbacks which would have cost us members and had long term impacts.

COVID also had another positive side in that it allowed us to construct and install two new sets of points (with some associated track upgrading) at the Peterson Road end of our railway. We just could not have achieved this

between running days in normal times! It also forced us (and gave us the time) to get rid of the old wood pile at the Peterson Road end of Woodford Station and construct an exit ramp, along with other long overdue site improvements and general tidying up. Pete's Dingo and Tipper Hire has been of great help with our new ramps at both ends of our railway.

I would like to thank Ryan who really got into the Christmas spirit and decorated our Woodford station site with an excellent display of Christmas lights. This, along with taking a decorated Netherdale to Peterson Road as part of the Woodford Gardens Christmas twilight markets, certainly helped to end 2020 on a more cheerful note!

As noted in my Sales and Marketing report, after a huge effort and significant cost, we ran our first public passenger train in over 8 months on 20 December. It was deliberately low key as a trial but the main thing is we ran!

Unfortunately during the last few months we suffered two bad storms at Woodford. The first bringing down some trees and a lot of branches at the Margaret Street end (three large tip truck loads were taken away plus some mulching), followed a few weeks later by the Peterson Road end. I would like to thank all of those members who put in the extra special effort at short notice to clean up. Luckily there was no building, track or rollingstock damage. I would like to thank TJ Earthmoving and B Double M Tree Services for their help and support cleaning up.

On 12 November, I represented ANGRMS at the official launch of the Railways of Queensland exhibition at the Royal Historical Society's Commissariat Store in William Street in Brisbane City. This excellent display includes items from narrow gauge railways (including some items loaned by ANGRMS) and is well worth a visit.

As part of COVID, the Light Railways Society (LRRSA) have not been holding their normal meetings at Coopers Plains, nor is there a recommencement date at the time of writing this. Therefore, any reference to regular monthly meeting has been removed from DRB for the time being.

Remember, stop and take a breath rather than just rushing into a task. This will give you time to mentally assess the risks etc.

Remember – safety first!

Safety and Training Report

Dave Caruzzo, Safety Manager

Starting Public Running Days

As well as all of the obvious COVID preparations for the restart of public passenger trains — new exit ramp, sanitising stations, etc. — a tool box talk “Stop and Think” was held on site by Ken McHugh for our Operations volunteers on Saturday 5 December. Those attending were given examples of situations where hazards and risks needed to be assessed prior to beginning a task. Thanks to Ken for his expertise and presentation on the subject.

With the restart of public train workings, several members needed to be re-accredited in their operational duties since this could not occur during the more restrictive Covid times. Several members were reassessed on the trial public running day, 20 December, with others to be done either prior to or on their first day undertaking that role.

With the restrictions on numbers on the Woodford platform and on passenger trains, plus a slightly different running order it is vital that communication both verbal and via radio be practiced. If you are uncertain ask, no question is a stupid question. A Toolbox talk was held prior to the start of operations on the first day.

As most Operations crew have not been on site since March 2020 please take the time to update your confidential medical booklets held in the Station Master's office, new copies are available. These booklets will help in case of Emergency and when ONRSR visits for drug and alcohol testing.

A new exit ramp has been constructed at the Peterson Road end of the Woodford platform. Primarily done for Covid, this ramp will also allow for a safer platform with all passengers moving in the one direction. The new ramp has also seen the removal of the old wood pile which was a fire hazard.

Due COVID, no RBTs were conducted during November and December, however with the reintroduction of public running and full member access to the site they will be reinstated. Remember the Rail Regulator can also undertake unannounced Drug and Alcohol testing of Rail Safety Workers.

Renewal of Membership for 2021

All year to year ANGRMS members will now have received a renewal form for 2021. To date the response has been disappointing. With revenue from Ticket sales being down, membership fees take on a new significance. We do ask that you please pay your membership fees, and if possible, before the end of this month.

Some Civil Notes

Greg Stephenson, Track Day Coordinator

Peterson Road

The work at Peterson Road has been undertaken in accordance with Drawing No. 08/ANGRMS/T1/A of 17 July 2008 titled "Passing Loop – Storybrook Station". Due to various ownership changes of the adjoining property, this area has been renamed "Peterson Road Station". In keeping with the overall point numbering scheme, the points shown on the drawing have been renumbered.

As part of commissioning these works, a test train consisting of "NETHERDALE" locomotive, three 4 wheel passenger carriages (ex-Douglas Shire open wagons) and the Malcolm Moore locomotive used as a brake van was operated along the mainline to the existing Peterson Road Station. In addition to the test train, numerous work train operations using locomotives "GEMCO" and "NETHERDALE" have successfully occurred during the construction period.

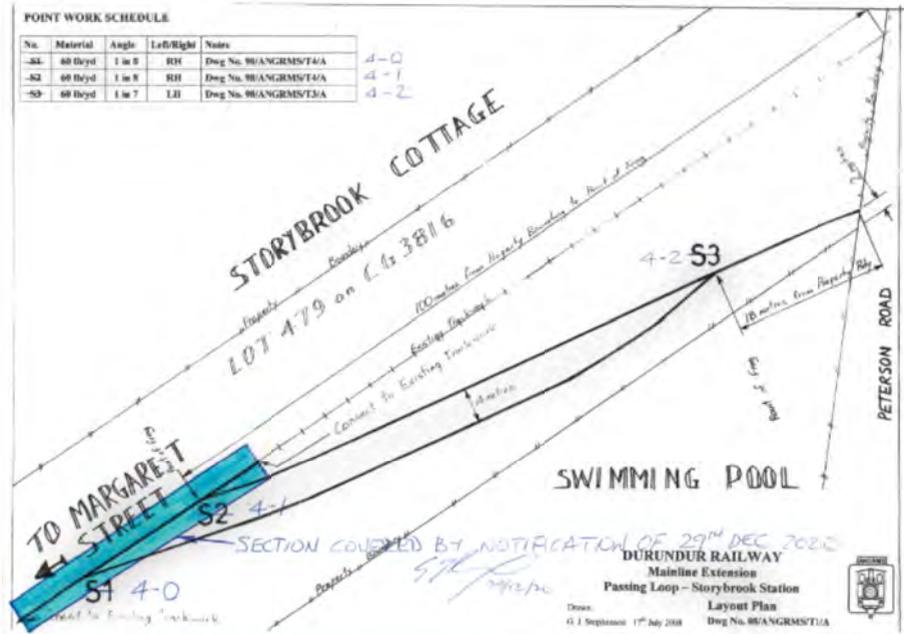
The following works reached the stage of Practical Completion on Saturday 12 December 2020 and were available for unrestricted general traffic from that date.

All track and pointwork from the existing mainline at approximately Ch 745 to Ch 795 to serve the existing passenger platform.

The "straight" route through Points 4 – 0 and 4 – 1.

This work represents completion of Stages 1 to 4 of the 6 Stages outlined in July 2008. The remaining stages are the completion of the relocated mainline and the passing loop. Considerable progress had been made on this work before it was "mothballed" to allow completion of the Locomotive Storage Shed project. Point No. 4 – 2 has been re-sleepered in steel with only the two long sleepers for the point throw to be installed. All the rails and sleepers are in place for the passing loop with levelling, ballasting and packing required. Part of the rails and sleepers for new main line between Points No's 4 – 1 and 4 – 2 are in place. Rails recovered from existing mainline as part of the recent work are of the same type and profile required to complete the new main line.

With the completion of the current work, we can return to work on the new mainline and passing loop for the future Peterson Road Station.



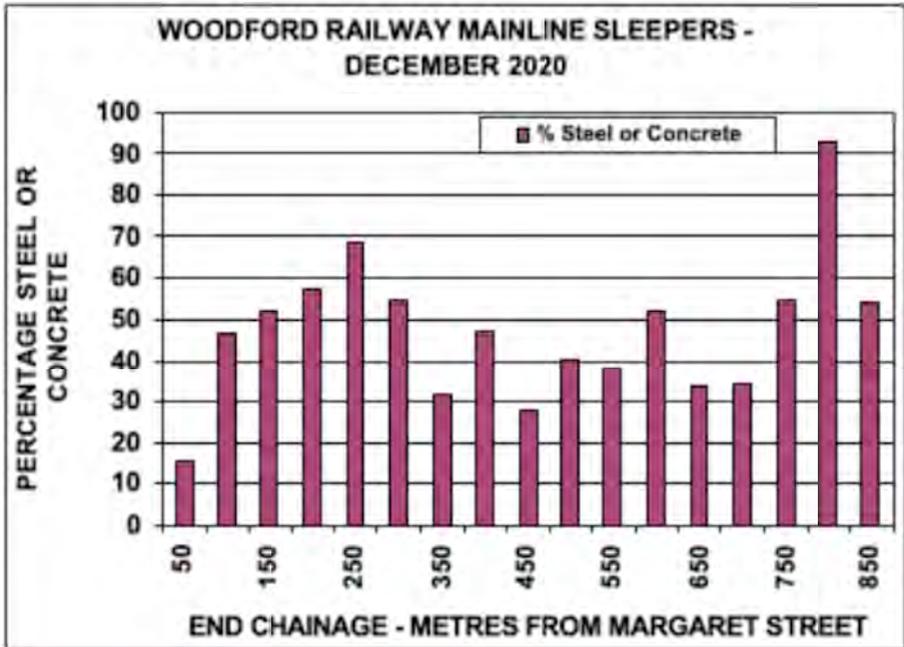
Mainline Sleeper Replacement Strategy

We have been working towards replacing the timber sleepers in the mainline with either steel or concrete. With the completion of the current works at Peterson Road, it was an opportune time to review our overall progress. To date 47.4% of mainline sleepers and points bearers are either steel or concrete with 8 of the 50 metre sections having over 50% steel or concrete sleepers. As this strategy continues, it should progressively reduce our long term requirements for sleeper renewals. However, this is still some years away but good progress is being made as shown in the following figure (next page).

Mainline Maintenance

Around Ch 220, a developing cluster of 6 defective timber sleepers has been replaced with ISIS Sugar Mill concrete sleepers and a steel joint sleeper. The Independent Track Inspection is scheduled for late January 2021 so future track days will concentrate on removing leaf litter from the track to expose the sleepers prior to this inspection. This is achieved by a combination of raking and blowing with the compressed air lance.

There is always a need to be undertaking sleeper renewals and other maintenance work. 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.



Operations, Sales And Marketing

Terry Olsson, Operations, Sales and Marketing

After just over 8 months without public passenger operations due COVID, it was fantastic to open to the public again on Sunday 20 December.

A huge amount of work was undertaken by ANGRMS prior to this day in order to make our site COVID compliant and I would like to thank everyone involved. In addition to developing a COVID Safe plan, we have had to construct separate exits at both Margaret Street and Peterson Road stations, erect additional signage, add social distancing markers to our platform, add signage and mark "no sit" areas in our carriages, install sanitising stations, etc. In addition to the time involved, it has cost us several thousand dollars at a time when we had no passenger or show income!

We deliberately did minimal marketing prior to the running day on 20 December as it was always intended to be mainly a trial of our systems, and

this certainly proved a good decision with a number of issues needing review/improvement.

Our next public running day is scheduled for Sunday 17 January when we plan to give things a full test with our normal marketing, etc.

Unfortunately due social distancing requirements it is hard to manage passengers when reboarding at Peterson Road (for example if a couple get off, a family cannot just get back on). Therefore, while we will continue to work on this important part of our ability to attract passengers, in the meantime we are not letting passengers off at Peterson Road. The plus side is it allows us to operate more services in a day, necessary in busy times due to the reduced seating capacity on each train.

Unfortunately during the COVID shutdown of public passenger operations, we lost two of our drivers and two of our guards so we are really short until training packages can be updated and new staff trained up. This is even more critical from February when we would like to go back to twice a month running.

On Australia Day public holiday (which is on a Tuesday this year), Brian Webber and myself will be having our usual display at the Caboolture Historical Village as part of their celebrations. Not only is this a good opportunity to market our railway and let people know we are running again, but it is a good networking opportunity with this local historical organisation. Any additional help is always appreciated.

By the time you read this we will have submitted our formal application to attend the AMRA Brisbane Model Railway show which is being held in the Brisbane Exhibition grounds again this year on the 1st and 2nd of May. This is not only an important marketing opportunity to let the public know we are back and operating, we badly need the sales income as the lack of shows in 2020 has hit our bottom line. As the Sunday will also be a public running day at Woodford, we are going to need all the help we can get this year.

Date Claimers

Tuesday 26 January 2021: We will have our usual stand at the Caboolture Historical Village Australia Day event. Any assistance appreciated.

Saturday 1 and Sunday 2 May 2021: The 2021 AMRA model train show will be held at the Brisbane Exhibition grounds. As the Sunday is a public running day, we need all the help we can get, so please mark these dates in your diaries.

Next page: First train since Covid restrictions leaving Woodford Station, 20 December 2020. Terry Olsson photographer.

Following page: Safety refocus meeting, 5 December 2020. Terry Olsson photographer.







Bundy's Last Great Adventure 2000

This is one of the many photographs taken by ANGRMS' members and train crew accessible from our web site. Martin Wiltshire photographer.