



# *Durundur* **Bulletin** *Railway*

*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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ANGRMS BLC Body, 4 April 2021. Terry Olsson photographer.

**Running Days: 1<sup>st</sup> and 3<sup>rd</sup> Sundays**  
**Trackwork Saturdays: Saturday before the  
second running day of the month**  
**Work Days: Every Saturday as required**

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**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 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*

Apologies for this edition again being later than normal but it has been a very hectic couple of months.

Our AGM was held on site on Saturday 20 March. There was a good attendance and I would like to thank everyone who took the time to attend and elect the following: Terry Olsson – President, John Parnell – Vice President, Bob Gough - Vice President, Ian Thompson – Secretary, Geoff Howes – Treasurer, Steve Baker – Board Member, and Dave Curuzzo – Board Member and Safety Manager.

I would like to thank them all for putting their names forward to manage the society during the 2021/22 year.

Subject to some changes raised on the day, the AGM passed the new constitution for submission to ASIC. This has been done, and at the time of writing this we were awaiting their formal approval. This has been a huge task which was long overdue, and I would like to thank John Parnell for taking on, and persisting with, this task.

A few days prior to the AGM, I was very excited to receive notification that ANGRMS had been successful in obtaining a Gambling Community Benefit Fund grant for the much needed annex extension to our workshop. We have been trying for some time to get this grant so it was great news to finally succeed. A lot of thought and planning has gone into this so that if things change in the future a track can easily be added for storage or display of locomotives, etc. Everything to do with railways is bigger than normal and this annex is no different. The grant will not cover the full cost and two significant donations have been made to cover the remainder.

Following a lineside fire late last year and after discussions with our local Fire Brigade, we were to conduct a fire exercise on Saturday 27 March to burn off along our railway and thereby reduce the fuel load. A large amount of planning went into this; it is not going to just involve our local Woodford Fire Service and the Kilcoy Fire Service, but also a number of rural fire brigades from the surrounding area. The Moreton Bay Regional Council as well as the SES were also involved. Ryan and myself spent time getting our water wagon ready, testing the pump etc.

Unfortunately due to a significant amount of rain in the preceding period it was necessary to cancel this exercise and it is now planned to try again around August or September. I would like to thank the Qld Fire Service, and in particular Ray for the tremendous help and support received.

As noted in Greg's track report, a significant amount of work has already been put into cleaning out and removing the old BLC wagon body. At the time of writing work was well under way breaking up the concrete slab the BLC body sat on, relocating rollingstock from in front of the BLC and removing that section of track. As well as the obvious benefits for workshop activities, this will also result in a significant improvement to the appearance of this area and resulting passenger impression.

Thanks to a generous donation by Raymond Mewes, plus the help of Greg Adams and his crane truck, we were able to obtain and pick up new concrete sleepers from Isis Sugar Mill on 15 April. We just need the helpers now to put them in the track!

Also during April, thanks to Mark Gough, Piping Specialty Supply Service (PSSS) very generously donated the use of a flange facing machine to reface the top of the steam dome on the Perry boiler. On behalf of ANGRMS I would like to thank director John Wilton for their support and kind donation. PSSS are a small dedicated and committed team, proud to be the Go-To supplier for many of their clients. They have significant experience in servicing and supporting the Pipeline and Construction industry. I would like to thank Mark for arranging this, as well as Laurie Erb and Bob Gough who picked up and returned the machine to Loganholme.

Shortage of volunteers continues to be a problem so it is very pleasing to see a number of new membership applications of recent. I would like to welcome these new members and look forward to seeing you on site. Your help and assistance will very greatly appreciated.

Early in March we had a visit from our local Federal Member Terry Young; along with Paul Fletcher MP, the Federal Minister for Communications, Cyber and Safety, and the Arts. Ryan and myself showed them around our site as they were very interested in what we do.

As noted in my Sales and Marketing report, significant effort was put in during the last couple of months organising the AMRA show on the first weekend in May.

**ANGRMS 50TH!!!!** Next year is the 50th anniversary of ANGRMS, officially incorporated on 27 September 1972. This is a significant milestone for any organisation and we can all be very proud of this.

I am therefore asking you, the members, for ideas and suggestions as to how we can celebrate/mark this special year (it does not have to be limited to 27 September 2022 but rather I would see the whole year as a special one). Depending upon the ideas put forward, I will also be looking for someone to put their hand up to assist and organise.

I look forward to hearing from you.

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## Remember – safety first!

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### Safety and Training Report

*Dave Caruzzo, Safety Manager*

**COVID-19:** This pandemic has certainly had its impacts on ANGRMS. It is important that in line with current requirements, you maintain your social distancing and regularly sanitise your hands. If you are feeling unwell please stay home. If you are required to stay home and isolate at home, please ensure you stay in touch with family, friends etc – remember you are not alone.

**Training:** Theory and Practical reaccreditation assessments were recently conducted for the following members of the Operations Team: Diesel Driver: T Olsson and Bob Gough, Guard: T Olsson and R Gough, Station Master: I Thompson, and Sales: Moya Anderson.

Well done all.

Congratulations to Roland Paroz who has obtained a job with Queensland Rail as a Citytrain guard, and Sam Erb who has obtained a job on the locos at Mossman Sugar Mill.

#### Safety Generally

RBTs were conducted with no issues identified.

The old BLC wagon body has been demolished to make way for the new workshop annex, and the remains await removal from the bottom car park as scrap. Safety bollards with orange safety fencing have been used to temporarily fence off this area.

An unexpected benefit of the recently built platform exit ramp (required as part of our COVID preparations) is enabling families to watch/photograph the train when it departs on its next run.

### Some Civil Notes

*Greg Stephenson, Track Day Coordinator*

#### Workshop Extension/BLC Wagon Body

Removal of the BLC Wagon Body and slab in preparation for the Workshop Extension has occupied all available work days. Whilst I have long advocated the addition of an annex to the workshop – I originally prepared concept drawings in 1999! – it was with some mixed feelings that we received news of the successful grant application. I recall being involved with mixing and placing the concrete for the slab that the BLC wagon body was anchored onto. I found that I had issued an Engineer's Certificate for the completed



works on 29 January, 1991. Now 30 years later, I am involved with demolishing that wagon and jackhammering away the slab.

Having to relocate all the contents of the BLC has been an opportunity to “stocktake” and “rationalise” the contents. Many items had no practical use or heritage significance and appear to have been obtained because they “might be useful one day”! The BLC hasn’t been waterproof for many years and many items had deteriorated beyond recognition or re-use, so the opportunity has been taken to dispose of those items and sort out those suitable for re-use.

### **Mainline Maintenance**

With the concentration on the demolition of the BLC, only routine inspections have been undertaken on the track. Additional stocks of main line sleepers have been obtained from Isis Central Sugar Mill and future track days will concentrate on installing these where the sleeper renewals were identified in the Independent Track Inspection. 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*

While we have not had to cancel any running days due to COVID during March or April, the weather has not been kind to us on several of the running days, resulting in lower than hoped passenger numbers. Due to our open sided carriages we also go low on the Facebook and other electronic media when a wet Sunday is predicted. Considering the weather we have done better than I would have expected.

While we were able to allow a large group (who occupied an entire train) to disembark at Peterson Road for lunch at Woodford Gardens (and pick them up later) we are still not allowing passengers off at Peterson Road due the restricted capacity of our train with COVID restrictions. Apart from the need to run more frequent trips due the limited capacity, while we can let them off, the problem comes when they want get back on. For example, if a family of 4 wanted to get back on, we would need a family of 4 to have gotten off, which does not always happen (remembering it is not just one family...). So if you have any ideas please let me know.

We continue to be short of helpers on running days due to the increased number required so please let myself or one of the Board members know if you can help.

With Sam Erb leaving at the end of May for a job with Mossman Sugar Mill, we are desperately short of train crew. Unfortunately before we can train any

new crew we need to upgrade our training packages. This was started a year ago but for various reasons didn't work out, so I am now working with a new person to develop these - which will take time..

We will be starting with Diesel Drivers' assistant and then progressing through the others. Part of this involves producing a drivers manual for our diesel locomotives, which Ryan is working on. Thank you to Ross Driver from ASCR in Bundaberg who provided a copy of theirs as a guideline. With everything I already have on, including all the issues COVID has thrown at us, I need to leave a lot of this to others.

By the time you read this the AMRA show will have come and gone. Early estimate is we at least equalled 2019 figures but it takes time to work through the takings, etc., so more info next edition. These shows take a huge amount of organising – to give you an idea I spent over 50 hours this year, excluding the actual show days! Apart from the much needed sales income, shows like this are also a very important part of our marketing to get passengers to our train. I would like to thank John Cherry from Cherry Electrical who tested and tagged our electrical items.

### Date Claimers

**Saturday 5 and Sunday 6 June 2021:** The Toowoomba Model Trains and Hobby Expo will be held in the Toowoomba Showgrounds. While this show brings in much needed sales income, it is also another important part of our marketing to get passengers to ride our train. It is surprising how many passengers come from up that way.

**Saturday 14 and Sunday 15 August 2021:** The Pine Rivers Model Trains and Hobby Expo will be held at the Community Centre, Strathpine. Due to the costs involved, plus the clash with a running day at Woodford on the Sunday, we will be displaying a model train layout plus giving out brochures at the show this year.

### Monthly Statistics

	01/03/21	01/04/21
Paying Passengers	197	216
Guards Sheet	252	253

### New Sales Items

**DVD- Power of the Garratts – Part 3.** Another excellent production from Ross Rail Video Productions continuing on from Volumes 1 and 2. \$39.00 plus postage.

**Book – The Brisbane Valley Branch:** Written by John Armstrong and Greg Cash, this is another excellent publication by the ARHS Qld Div on a Queensland Railways branch line. \$39.90 plus postage

**Books –** We now also stock the following excellent books on **Queensland Railways Rollingstock** by John Armstrong. Printed by the ARHS Qld Division they are based on booklets originally produced for the Modelling Railways of Queensland conventions. \$29.95 each book plus postage:

**Wooden Wagons** of the Queensland Railways 1880 to 1980

**Iron and Steel Wagons** of the Queensland Railways Steam Era

**Wooden Carriages** of the Queensland Railways 1864 to 1956

**Service Stock** of the Queensland Railways

## Modelling the Railways of Queensland Convention

In July 2019 it was hoped the next MRQC would be in 2021 in the Brisbane area. However with continuing Covid requirements, venue difficulties and the cancellation of Sydney's June Exhibition the timing of the next Convention is uncertain. In the meantime selected clinic notes from twelve previous MRQCs (1995-2018) are gradually being scanned and uploaded.

<https://www.zelmeroz.com/mrqc>



Terry Olsson, Ryan Thomas and State MP Andrew Powell with cheque for successful Workshop Annex grant, 10 April 2021. Wayne Harman photographer.





Federal Minister's visit (left to right): Terry Young, Federal Member for Longman (our local member); Paul Fletcher, Federal Minister for Communications, Cyber and Safety, and the Arts; Terry Olsson; Terry Young and Ryan Thomas, 9 March 2021. Terry Young staff photographer.



Laurie and Mark use flanger turner loaned by Piping Speciality Supply Service, 10 April 21. Terry Olsson photographer.



Remains of BLC body 17 April 2021. Terry Olsson Photographer.



Breaking up BLC Concrete base 24 April 2021. Terry Olsson photographer.



**BLC CLASS**  
**STEEL LOUVRED VAN**  
*Drawing 6252*

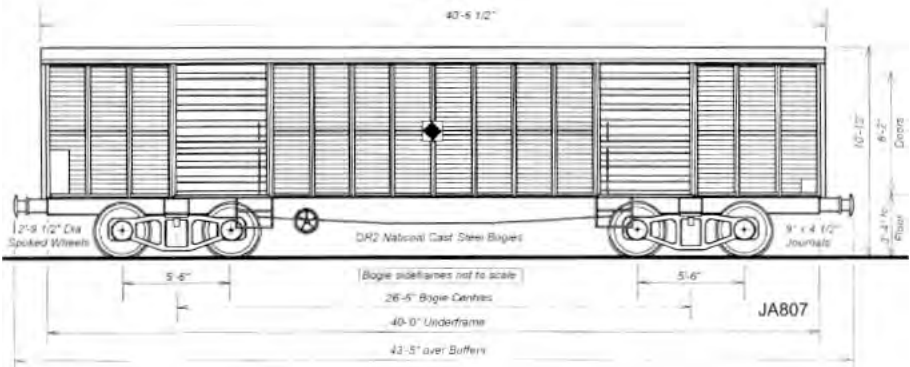


Image scanned and text excerpted from John Armstrong's **Iron and Steel Wagons of the Queensland Railways Steam Era**: "...the BLC was the first true steel QR louvred covered wagon. ...there were two doors each side.... Unusually, they were recessed and when open were inside the body, thus reducing the width of paying space by 11 inches.... Carrying capacity was 24 ½ tons and maximum permitted weight was 40 tons."



Greg Adams crane truck at Apple Tree Creek with new concrete sleepers for ANGRMS, 15 April 2021. Terry Olsson photographer.



ANGRMS' Running Day, 18 April 2021. Terry Olsson photographer.