



# *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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**Volume 41**
**Number 365**
**September/October 2020**


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The 62 year old ex-Moreton Sugar Mill air compressor on its last day in use as an operational air compressor, 5 September 2020. It will remain in the collection for historical reasons. Terry Olsson photographer

**Covid Restart Meeting on Site: Sunday 13 September**

**Running Days: See 13 September Meeting, Page 4**

**Trackwork Saturdays: Every Saturday in September/October**

**Work Days: Every Saturday as required**

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**Our Safety Goal - No Injuries**

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**General Meetings 2020 tba:** ~~21 Feb, 17 Apr, 19 Jun, 21 Aug, 16 Oct and 18 Dec~~, 7:30pm entry from 7:00pm. Combined with LRRSA at the BCC Library, park and enter at rear 107 Orange Grove Road, Coopers Plains; 10 minute walk from Coopers Plains Railway Station or a phone call to Dan Sheehan or Bob Gough for transport to the venue. Bus stop at the front of the shopping centre and Express buses run services from the stop.

### Safety First

Communication is an important part of safety and member feedback is always welcome. There is a suggestion box in the Station Master's Office at Woodford station and any suggestions will be discussed at the next board meeting.

### 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*

COVID-19 continues to be unpredictable and impact on ANGRMS as well as the way we go about our daily lives.

I apologise for this edition of DRB being late but I felt it was important to be able to include something about our restart of public train operations. A restart on 20 September foreshadowed last DRB (July) is no longer possible and we are currently looking at a date later in the year.

While we are not running public trains, I would like to emphasis that this does not mean we are all having a holiday or taking it easy. Track, rollingstock, general maintenance, etc., plus significant amounts of paperwork, are still happening. In fact a lot of us are busier now than pre COVID. Therefore I ask all members to check with myself or the applicable person before talking with other groups, etc., about assistance, advice, etc., from ANGRMS.

With no train income and no train shows to bring in sales income, I would like to thank all of those members who have been making donations, boosting our mail order sales, etc.

Remember you can also help by collecting cans and bottles to cash in under the governments Containers for Cash scheme – every bit helps at present. You can either bring the bottles/cans to site or you can help by taking them direct to a collection centre and deposit them using our Scheme ID “C10047214” (which means the money will go to ANGRMS).

I would like to thank John Parnell for his ongoing work updating our Constitution and the Woodford Mens Shed who have been a great help by rebuilding the railmotor trailer doors.

### **Date Claimer: Every Saturday in September and October**

The work on installing the two sets of points at Peterson Road is taking longer than expected with work continuing throughout September. Other important work on the mainline in this area will now be taking place throughout October. We need your help to get these jobs done.

### **Hatches and Dispatches**

On behalf of all ANGRMS members I would like to congratulate Samantha and Kelvin on the birth of their first child, a healthy girl Emma Rose. We look forward to seeing her when things get back to a bit more normality.

Unfortunately I do need to advise members of the passing of one of our good workers – A. Copco. At 2.45pm on Saturday 5 September our 62 year old Atlas Copco air compressor (ex-Moreton Sugar Mill at Nambour) was officially pronounced deceased after suffering a fatal head failure.

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## Remember – safety first!

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### Meeting on Site, 10:00am Sunday 13 September

At least for the foreseeable future, we cannot operate as we have previously and some changes need to be made to meet COVID requirements/expectations. Before we can go any further we need to know members will be available and what extra they are prepared to put in. This will not only affect our COVID plan but when we can look at reopening to the public. We need your help with these additional activities. Therefore we will now be using the date (Sunday 13 September) previously earmarked for the training day to hold a meeting on site where we can all get together and discuss what is required, how we can make it happen etc.

Commencing at 10:00am on Sunday 13 September, we will be having a meeting on site to discuss COVID and what we need to do to reopen, etc. While this is mainly aimed at our Operations team members, all volunteers are welcome to attend. At least for the foreseeable future changes need to be made to the way we operate public passenger trains and before we can go further with developing a COVID plan, set a reopening date, etc., we need members input.

### 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.

**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 wash your hands. If you are feeling unwell please stay home. If you are required to stay home please ensure you stay in touch with family, friends etc – remember you are not alone.

**Training and Medicals:** Some Operations staff are due for reaccreditation during the COVID-19 shutdown, and at least one medical is due during this time. While these have been deferred due to COVID-19, those involved are reminded these need to be undertaken before you can take part in public train operations once we recommence operations.

Our Railway is of low risk but we must maintain a good standard of Safety and Training not only for the travelling public enjoying what we have worked for, but also for those that work and continue to put many hours of their own time into running ANGRMS. Therefore, since we have had no public running days since March, ANGRMS will need to conduct a training day for all operations Rail Safety Workers prior to restarting public operations. This

training will include, but not be limited to, operational procedures, radio communications and emergency action.

**Random Drug and Alcohol Testing:** Due to COVID-19 concerns, there was no Drug and Alcohol testing during this time.

Remember to stay safe.

## Some Civil Notes

*Greg Stephenson, Track Day Coordinator*

### Peterson Road

There has been substantial progress on the track work for the future Peterson Road Station and connection to the level crossing for the future extension since the last DRB. After months of work at Margaret Street, the fabrication of the two sets of points on flat wagons had been completed. The points were transported to Peterson Road on Saturday, 1 August 2020.

The following Saturday (8 August 2020), we called on the services of Ralph Cumner with his backhoe. First up the points were offloaded onto the ground beside where they were to be installed and the wagons moved out of the way. The fishplate bolts and dog spikes were removed before the existing rail and sleepers could be removed. Existing ballast was reclaimed for future use as sub-ballast on the passing loop. Because the two ends of the section of mainline being replaced had to tie into the existing mainline levels, it wasn't possible to significantly raise the finished track levels through this area. To ensure that there would be an adequate depth of ballast, Ralph then excavated the material from the top of formation to provide a new bed for the ballast. With this completed, he placed and spread an initial layer of ballast. He then used the backhoe to slide the points sideways into their final position and placed rails to allow the connections to be completed.

Friday, 14 August 2020 was the revised Brisbane Exhibition Public Holiday, so a track party was organised to finish cutting and drilling rails to connect the new works to the existing mainline. The points were jacked and winched into their final position. This work continued on Saturday, 15th August 2020.

Saturday, 22 August 2020 commenced with the spreading of one load of ballast throughout the section. Ralph Cumner returned after lunch to refill the ballast wagon and waited whilst it was unloaded before refilling it for later use.

On Saturday, 5 September 2020, it was planned to commence packing the ballast. First step was to jack the rails to the correct levels to allow the ballast to be compacted to support and hold the sleepers in their final position. Unfortunately, our rail mounted compressor from Nambour suffered a chronic failure after about 45 minutes of use and is likely to be beyond economic

repair. Planning is underway to find a replacement compressor to allow this project to be completed. Lifting the rails to their final position also showed that placing of additional ballast will be required and will be undertaken before packing can be recommenced.

Completion of this work is one of the prerequisites for the recommencement of passenger operations. Whilst good progress has been made, there are still many days of work required to complete the ballasting and generally tidy up of the area before the main line can be re-opened. Track work parties will continue on all Saturdays until this is complete.

Once that work is completed we can return to work on the new mainline and passing loop for the future Peterson Road station.

## Operations, Sales And Marketing

*Terry Olsson, Operations, Sales and Marketing*

As noted in my President's report, we have had to postpone our return to public train operation.

### Date Claimers

The **Pine Rivers Hobby and Model Railway Show** which was originally scheduled for August then deferred to 12/13 December 2020, has now been cancelled all together for this year.

The **AMRA Show** which was previously advised as possibly being in November is now tentatively scheduled for May next year but this is still to be confirmed.



Above right: *Woodford Mens Shed* progress rebuilding the railmotor trailer doors, 28 August 2020. Ryan Thomas photographer.



Wayne Harman and Roland Paroz completing a fishplated joint on the length of rail connecting the two sets of new points, 15 August 2020. Ryan Thomas photographer.



Above: With the existing ballast, sleepers and rails removed, Ralph Cumner is excavating the new ballast bed, 8 August 2020. To the right of the backhoe, the new points have been offloaded onto ground and await installation. Below: Looking towards Peterson Road, 15 August 2020. Two sets of points in place and reconnected to the existing mainline and awaiting ballasting. To the left can be seen the future passing loop for the new Peterson Road station. Ryan Thomas photographer.

