



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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Laurie Erb removing the Perry's internal steam pipe, Ryan looking on. The male end of the pipe has deteriorated over time and was unable to make good seal with the female part of the new regulator when tested, so a new piece will be made and fitted. 11 July 2021. Mark Gough photographer.

Running Days: 1st and 3rd Sundays

**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 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

Unfortunately Covid lockdowns and temporary increased restrictions have impacted us in multiple ways. As well as not having any public running days in July or August, Covid issues have reduced our volunteers on site and also caused delays to the supply and construction of our workshop annex.

We have not been idle however, with a significant number of concrete sleepers put in track, as well as other tasks like getting the tree outside our cottage trimmed and preparing the formwork, etc., for the concrete base for an additional garden shed.

The replacement drink fridge for our sales room has now been delivered and put in place – we just need some passengers now. Thanks to the donation of a replacement fridge by Dave Curuzzo, we have also replaced the old fridge in the cottage kitchen which had given trouble over recent times. Both old fridges have now been taken to the dump.

With assistance from Adrian Hurley, Shane and John Yore, and Ryan, I have now completed the revised training package for diesel fireman to bring it up to modern requirements. We are now working on upgrading the diesel driver and guard training.

Work on the housing estate in Norm's old block beside our railway has commenced. Unfortunately this will affect the country ambience of our railway in that area.

Towards the end of July, council conducted a burn off on the council owned block beside our railway and behind the pool in Peterson Road. This has reduced the fuel load in that area and allowed us to use our water wagon/fire fighting wagon.

Just a reminder we are still looking for ideas to celebrate our 50th anniversary next year.

Remember – safety first!

Safety and Training Report

Dave Caruzzo, Safety Manager

COVID-19: 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 Report: After upgrading the training package, training commenced for two trainees for the position of firerman (Diesel) on Sunday 15 August. This day focussed on theory, including shunting, couplers, chocks, emergency procedures, etc. When we return to having public running days they will be able to commence practical training.

General: As warmer weather approaches take care as snakes, spiders, etc., will start moving about. QLD Health Poisons Helpline is 13 11 26 .

No RBTs were conducted during the reporting period as MBRC was within the lockdown or Covid restrictions have been in place.

Some Civil Notes

Greg Stephenson, Track Day Coordinator

Mainline Maintenance

With the completion of the demolition of the BLC wagon body shed in preparation for the extension to the Workshop, a return has been made to sleeper replacements on the mainline. Just beyond the gate at the start of Freeman's Cutting a section was re-sleepered with Isis Central Sugar Mill sleepers. It involved correcting the irregular sleeper spacing and installing a steel sleeper under a rail joint. The area was re-ballasted and packed. Beyond Freeman's Cutting in a 75 metre long section, 14 timber sleepers in groups of 1 to 3 sleepers have also been replaced with Isis Mill pre-stressed concrete sleepers.

Other Track Maintenance

On one Saturday, the GEMCO locomotive failed to start due to deteriorated batteries so track work concentrated on the entry road adjoining the workshop. During the day, 8 timber sleepers were replaced with ex-Ingham "square" hole concrete sleepers. During the following week, a further 6 sleepers were replaced. This track was originally constructed in 60lb/yd rail and this location was a good opportunity to learn how to install the elastic gauge spikes. New ballast has also been placed in this area.

On the passing loop at Woodford Station, a further 3 timber sleepers were replaced with ex-Ingham "round" hole concrete sleepers with bolts and plates to attach the rails.

Future Track Days

Some areas identified in the last Independent Track Inspection will benefit from attention and future track days will concentrate on the sleeper renewals in these locations. It is proposed to continue these renewals with the monthly track work parties generally being held on the Saturday before the scheduled second running day of the month.

Operations, Sales And Marketing

Terry Olsson, Operations, Sales and Marketing

Due to a mix of Covid lockdowns and additional restrictions we have not been able to operate public passenger trains since the end of June. Hopefully restrictions will ease and we can operate public passenger trains again in the near future.

A severe shortage of train crew continues to be a problem. After a significant amount of work we now have the updated diesel fireman training package in place. Unfortunately we now need some public running days for the first two trainees to undertake practical training. If you are interested in becoming part of the operations crew, please let me know.

In addition to train crew, we also need other helpers for the additional tasks resulting from COVID requirements. We also need help for a couple of hours on the Saturday afternoon setting up the gazebos, etc., so help then would be appreciated.

Due additional Covid restrictions, the Antique Machinery Restoration Society Heritage Fair at Woodford showgrounds planned for 21 and 22 August had to be cancelled for a second year.

Monthly Statistics

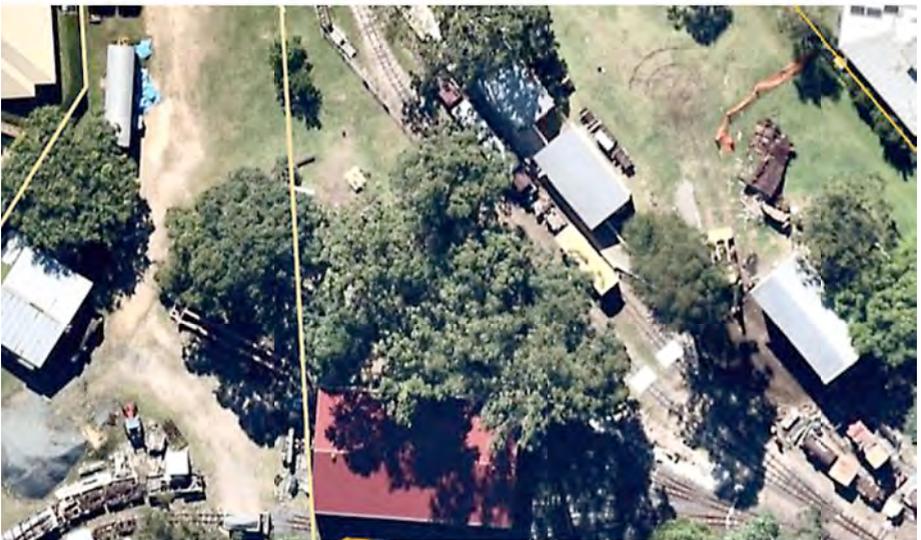
	01/07/21	01/08/21
Paying Passengers	0	0
Guards Sheet	0	0



Packing, levelling and shaping ballast on an area of sleeper renewals at the start of Freeman's Cutting, Ryan Thomas photographer.



NearMap images: Ralph Cummer's backhoe cleaning up the old BLC site.





New drink fridge for sales room (left), 6 August 2021, Ryan Thomas photographer; and damaged male end of steam pipe (right), 11 July 2021, Mark Gough photographer.



Sleeper renewals at the workshop entry using ex-Ingham concrete sleepers and elastic gauge spikes. Ryan Thomas photographer.



Resleepering workshop road (left), 17 July 2021; resleepering mainline (right), 10 July 2021.
Terry Olsson photographer.

