



Durundur Railway **Bulletin**

*Australian Narrow Gauge Railway Museum Society,
trading as the Woodford Railway, is located
25 km west of Caboolture in Woodford, Queensland*

Volume 43**Number 375****May/June 2022**



Turning Ruston's wheels on site, 7 April 2022. Terry Olsson photographer.

50th Anniversary Year

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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General Meetings: 2022: 18 Feb, 21 Oct and 16 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.

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 and suggestions will be discussed at the next board meeting.

President's Report

Terry Olsson, President

Our AGM was held on site on Saturday 26 March. There was a good attendance and I would like to thank everyone who took the time to attend.

The following were elected at the AGM: Terry Olsson – President, John Parnell – Vice President, Elsie Knight - 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 2022/23 year. Congratulations to Elsie on being elected Vice President – from what I can determine she will be ANGRMS' first ever female Vice President.

A vote of thanks was made at the AGM for Bob Gough for all of his help, and I would like to add my thanks to this. As well as being a founding member of ANGRMS, I would also like to congratulate Bob for being from what I can determine, a record holder when it comes to the longest serving board member in a heritage railway (having been on the ANGRMS Board for just under 50 years!!) Well done and congratulations Bob!!

As noted elsewhere in this edition, ANGRMS has been successful in being able to work with a training organisation who will be using our railway to train track workers for the big commercial railways like Queensland Rail, Aurizon Network, and the sugar industry. The fact that a small heritage organisation like ANGRMS can do its bit to help the “rail industry” is something special and something we can all be proud of. A big thank you to all involved in this.

All members are advised that as part of this training program special arrangements are put in place whenever the training is taking place. While ANGRMS members can access the cottage and loco shed areas during these training days, access to some other areas will be restricted. It is important you advise Ryan Thomas, Greg Stephenson or myself if you are going to be on site. An email will be sent out advising actual days they will be on site as these are confirmed.

While it is a nice problem to have, these training sessions have meant a lot of extra work for some members so we have had to change our plans for ANGRMS' 50th Anniversary celebrations later this year.

We will now be holding an anniversary lunch at the Woodford Golf Club on Saturday 24 September plus an open day on site on Sunday 2 October. All current members are asked to reserve these dates in your diaries. Formal invitations to the lunch will be sent out around early August so please let us know (if you have not already done so) if you have changed your address.

I would like to thank those who have recently made significant donations to the Society to not only assist with the unexpected ramped up need for track materials, but also with the purchase of a new ride-on mower,

After many phone calls, etc., it was great to finally see the concrete floor poured for the Workshop annex on Thursday 21 April. Now it is a case of waiting for the actual annex to be erected.

Work is continuing on the development of Norm's old block on the western side of our railway. Remember this is a work site so please do not go out of the railway corridor.

To help with our rollingstock asset management decision making, the Ruston (which was ANGRMS first operating loco) has been moved to the workshop. While the motor is operational, the gear box is in poor condition. Fortunately we have another gear box on site and the two will be combined to make one good gear box.

Work has continued on updating our operations training packages. The loco fireman's training package was introduced last year and thanks to the assistance of Adrian Hurley and Shane Yore, the updated loco driver's package has now been finalised and was approved by the ANGRMS Board at its meeting on Tuesday 12 April. Until we had these updated training packages we were not able to introduce new people into these roles, so this work is very important. Work will now move towards updating the guard's training package.

Remember – safety first!

Safety and Training Report

Dave Caruzzo, Safety Manager

COVID-19: While Covid restrictions have been eased, it is still important to regularly wash and sanitise your hands. Where practical maintain social distancing and if you are feeling unwell please stay home. If you are required to stay home and isolate at home because you have Covid or are a close contact, please ensure you stay in touch with family and friends. Remember you are not alone.

While face masks are not compulsory, if you feel the need to wear one feel free to do so.

Random Breath Tests (RBT): A RBT was conducted on 20/03/2022, with no adverse results. ANGRMS has a zero tolerance on alcohol and non-prescription drug use.

Internal Audit SMS22: As part of ANGRMS' ongoing safety assurance processes, Internal Audit SMS22 was conducted on 19-20 March 2022. The

scope of this audit was reporting as required by our Safety Management System, with the focus being on trackwork and running day forms. No actions were found to be required as a result of the audit and it was tabled at the 12 April 2022 board meeting.

ONRSR Audit #6951, Final Report: ONRSR have advised that no non-conformances were found as a result of this inspection.

Training: No training has been conducted since the last report, however the upgraded driver training package has been completed and was approved by the Board at its meeting on 12 April 2022.

Rail Safety Issues: As mentioned elsewhere in this DRB, we are now working with a training company who train trackworkers for “the big railways”. No safety issues were raised as a result of the first course which has been completed.

Construction of Workshop Annex: As work has now commenced on site to construct our Workshop Annex remember this is a worksite so keep clear unless your duties require you to enter that area. Be aware of any construction items, in particular any that may foul walkways or the right of way.

When crossing the tracks between the workshop/passenger platform areas and the loco shed/picnic areas use the designated steel walkways at the Peterson Road end of the Woodford platform.

Some Civil Notes

Greg Stephenson, Track Day Coordinator

Certificate II in Rail Infrastructure Course

On 16 February 2022 we received an email from the State Manager of a Registered Training Organisation (RTO) with CERT Training that delivers rail specific training. They were working with 21 students at Deception Bay who are enrolled in the Certificate II – Rail Infrastructure course. The students are working their way through the 7 week course, where they are completing all theory components as well as QR 3.2 SARC and QR3.15 WET. The email concluded with “I am reaching out to you, to see if you have any requirements for track maintenance within your rail museum, that our students can work with their trainer to complete their practical component of this course.”

Students undertaking the Certificate II – Rail Infrastructure need to do 8 days practical experience in basic track work activities like replacing sleepers, replacing fishplate joints and changing rails. Since the training course was based at Deception Bay, they were looking for a suitable location on the north side of Brisbane.

This email put in place a whole chain events – like determining what they could and would do. Fortunately, the Trainer lived at D’Aguilar and was happy to meet us on a Saturday morning. We needed to work out what materials we had

available for suitable projects and sort out liability and workers insurance so that our insurance policies were not impacted. We developed some procedures to ensure that our track standards were being achieved and meet our Rail Safety Accreditation obligations.

The training was provided under the “Tracking For Queensland” project run by Movement TwentyTwo Inc and funded under the *Skilling Queenslanders for Work* initiative. Whilst the training includes all the safety requirements for working on mainline railways, the trainers can’t access those railways due to the risk profile. However, our heritage railway has a much lower risk profile yet still meets all the relevant safety requirements through our ONRSR accreditation. Total track closures are available during the week which allowed for real world training, dealing with track closures, isolation and lock out, ballast trains, mobile plant and equipment and so much more.

The first group of trainees was on-site from 9 to 18 March 2022. Over these 8 days the 20 students achieved quite a lot and should be rather proud of their work. 102 timber sleepers were replaced in concrete, including a set of points with steel sleepers. They also gained experience with changing out rails, maintaining fish plates and other mechanical joints and placing and packing new ballast into the track.

To put this into some context of what it means for our railway, our usual 3-4 volunteer track gang working on weekends replaced 104 sleepers last year compared to 102 sleepers by the trainees in 8 days. The trainees took pride in what they achieved and did some excellent work. It was very pleasing to hear that all trainees were offered jobs within the railway industry within one week of completing their practical experience.

Whilst this was great benefit, it did require significant commitment from ANGRMS to have at least two personnel on site for the whole period – preferably one who could drive the train, if needed. We need to acknowledge the efforts of Ryan Thomas who took long service leave to co-ordinate the on-site activities. Special mention must also be made of the continuing on-going support of Ralph Cumner who used his backhoe to reload the ballast wagon several times at short notice.

A second group of trainees will be undertaking their practical experience from 20 to 29 April 2022 and a third group is expected in late May 2022.

Please remember that this training is under the control of the RTO - not ANGRMS. This, combined with the fact they are being trained in Qld Rail and Aurizon lockout processes for a worksite, etc, means that access to the rail corridor is restricted during this time. Members can access the cottage and loco shed areas any time but access to other areas is not permitted unless you have already been arranged to assist or you obtain prior permission from Terry Olsson, Ryan Thomas or Greg Stephenson. Please be aware of how the training is taking place and that permission to enter the work site/s may not automatically be given.

Track Materials

In anticipation of work that will be achieved by the upcoming training courses, additional track materials have been required. An additional 150 prestressed concrete sleepers have been obtained from Isis Sugar Mill.

Whilst we have good stocks of ex-CSR sleepers from Ingham, sourcing square head bolts at a reasonable price was challenging and suitable fasteners have been fabricated from threaded rod with square nuts welded on one end. Whilst time consuming to fabricate, the material costs are about one third of the cost of new bolts which is significant when you need 800 bolts.

The current works exhausted our stocks of weld-on lugs for use with Pandrol “e-clips” on steel sleepers and delivery of additional stock is awaited.

Special thanks to those that have contributed time and finance to allow these materials to be available for future track work.

We would also like to thank Bracalba Quarry for the donation of 100t of 40mm green stone screenings for use as ballast. This will greatly assist in the next two courses this year.

Operations, Sales And Marketing

Terry Olsson, Operations, Sales and Marketing

Operations during March and April were more like our normal for this time of year, with weather not always being the best.

Just before Easter, on 14 April the Queensland Government removed the requirement to be double vaccinated as well as the need to check in using the QR code. This means we no longer need to roster a “check-in person” which is certainly a help. We will still put up at least one of the gazebos at the entry at this stage to help direct passengers to that end of the platform to assist with passenger flow. It has also meant passengers can now better access the Northgate building.

I would like to thank everyone who helped prepare the site as well as those involved in running the train on Easter Sunday. With 262 passengers carried it certainly was worth running.

We now have a booking for a charter for a military vehicles group on Sunday 22 May so we are looking for helpers on that day. We also have a booking for a wedding in March next year so things are starting to get back to normal.

By the time you read this we will have had our stand at the annual AMRA Model Railway Show at the end of April. I will provide a report on this show next edition.

A shortage of operations staff continues to be an issue so if you would like to help please let myself or one of the other Board members know.

Date Claimers

Special Running Day – Sunday 22 May 2022: We have a charter from a military vehicle group on this Sunday so helpers are required to not only prepare the site on the Saturday, but to operate the train on the Sunday.

Pine Rivers Hobby Expo – Sat 9 and Sun 10 July 2022: We have just received the application forms for this show which will be held in a different venue this year. Instead of the Strathpine Community Centre it will be held in the South Pine Sports Complex, Cribbs Rd at Brendale. Applications close on 23 April.

Monthly Statistics

	01/03/22	01/04/22
Paying Passengers	202	371
Guards Sheet	243	429



The first group of Certificate II in Rail Infrastructure trainees celebrated the end of their practical experience with a train ride over the completed work and a group photograph, 18 March 2022. Ryan Thomas photographer.