



Durundur Railway **Bulletin**

*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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Ryan Thomas instructs Rail Infrastructure Trainees on the finer points of operating the ballast wagon loaded with Greenstone ballast donated by Bracalba Quarry, 6 December 2022. Greg Stephenson 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

ANGRMS: Margaret Street: Woodford (PO Box 1135, Woodford Qld 4514); Station Master's Office, Woodford (07) 5496 1976; ISSN 0158-785x, ABN 92 009 872 011, ACN 009 872 011



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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 and any suggestions will be discussed at the next board meeting.

President's Report

Terry Olsson, President

DATE REMINDER – AGM: Saturday 25th March – The ANGRMS 2023 AGM will be held at our Woodford site commencing at 2pm. Please come along and find out what has been happening in your society.

and SITE INDUCTIONS: Prior to the AGM, commencing at 1.30pm, Ken McHugh will be undertaking site inductions along with a bit of a safety refresher. It is a requirement of our Safety Management System that all members undertaking work on site (including train operations) undertake a site induction every two years. A lot of members are due for renewal in the near future so it was decided to take the opportunity when a lot of members were already on site, to undertake these site induction renewals. Any member who does not have a current site induction and is looking to help on site is also most welcome to attend.



Cr Tony Latter; Jenny, Australian Manager Cert 22; ANGRMS President Terry Olsson; and the track course trainees, 23 February 2023. Anthony, Executive General Manager, Workforce Solutions photographer.

An important part of any business/operation is forward planning. A big success story for ANGRMS during the past year has been working with CERT 22 who are undertaking track worker training using our railway. The course involves a mix of classroom and onsite practical training/experience. These courses are also of

immense benefit to ANGRMS in that we are getting our track upgraded using steel and concrete sleepers (see Greg's track reports for more details).

These courses are now at the point that large amount of our track has been upgraded and we need to start planning for what happens at the end of this year/early next year when all of the available track has been done.

With this in mind, I met with our local Councillor Tony Latter onsite recently, along with Jenny McFarlane National RTO Manager CERT and Anthony Fritsche Executive General Manager Workforce solutions. This meeting coincided with one of the track training courses on site so Tony was able to see first hand one of these courses. We need councils help if we are to not just improve our railway, but also bring valuable tourism and training/employment to the area. We are looking at some additional land out back to expand into, as well as the extension of our railway beyond Peterson Road as part of the Council's rail trail plans.

As part of our ongoing commitment to safety, we have recently undertaken our annual rollingstock inspections and had an independent track inspection carried out. A big thank you to Ryan and Greg for arranging/undertaking these.

After a long and expensive overhaul, the motor for Goondi has arrived back on site and has been placed back in the frame. There is still a lot of work to be done before the loco is operational again but this was a big milestone.

Ryan has also been working on regauging a tamper for use on 2ft gauge.

A big thank you to Greg Adams for use of his crane truck, as well as John Parnell for driving it when we picked up more concrete sleepers from Isis Central sugar Mill recently. Another pickup is scheduled for mid to late March.

While the track training courses have been of invaluable help in working on our track, it has not reduced our work load as there is a huge amount of work preparing for each course. It has also meant we have been able to undertake other long overdue tasks like working on the drainage and concrete access paths to the Workshop annex which are required as part of its building certification.

As a result of this new access pathing for the workshop annex we need to relocate the steel walkways over the two tracks at that end of the platform. It is not just as simple as picking them up and moving them – we have had to insert additional long steel sleepers into the tracks as well as undertake work on the picnic area fence and access gate in that area.

Nambour Historical Society has donated one of the goods cranes from Cooroy as they require more space for display of items from the Maroochy River lift bridge (plus they have another similar crane ex-Woombye). The plan is to set it up as a static exhibit ,potentially in the area beside the Margaret Street headshunt. This, along with old signal donated by Greg Adams ,will provide display items to help enhance the visitor experience as well as a learning tool for younger visitors.

As you will see when you receive your financial statements as part of the Annual Report, ANGRMS had an unusual year financially last year in that we had greater than normal income. This was largely as a result of the grant for the Workshop Annex being held over (due to COVID impacts during 2021) as well as an unexpected inheritance. There was also an increase in other income such as donations (a big thank you to members who stepped up to help pay for the concrete sleepers, etc., required to take advantage of the track courses) as well as increased revenue from the train operation due to ongoing COVID impacts during 2021.

You will also notice a change to format as a result of changes to auditing during the year

Remember Safety First. If you take part in any onsite activities please make sure you have provided a completed and up-to-date Emergency Medical Information Booklet.

Remember — Safety First

Safety and Training Report

Dave Caruzzo, Safety Manager

ONRSR – Drug and Alcohol Random Testing

On the 15 January 2023 running day AusHealth, acting on behalf of ONRSR, conducted random drug and alcohol testing on site at our Woodford Railway. Eight ANGRMS RSW's were tested with no adverse outcomes recorded.

ANGRMS has a zero tolerance on alcohol and non-prescription drug use

Training

C Henderson is well advanced in his training as fireman (diesel). Upon completion of his training, the next part of his accreditation will be a practical test. R Paroz commenced training as Fireman (Diesel) on 5 February 2023.

Trainer/Assessor: A new Trainer/Assessor Practical Assessment form for any new trainers/assessors has been developed by Shane Yore in conjunction with Adrian Hurley (who trains Rattler Rail Company operations staff) and was presented to the Board for discussion and approval at its February meeting. This requires a trainer/assessor already qualified in that field to assess a potential new additional trainer.

Guards Training Package Upgrade: A new Training Needs Analysis document plus a Trainers Guide for Guard has been developed by Shane Yore using same format as the already approved Training Needs Analysis and Trainers Guide for Diesel Fireman and Diesel Driver. These documents are currently being reviewed

by Adrian Hurley. The Theory and Practical test papers are well advanced in development. This means we can soon commence training additional guards!

General

The track panels which had been stacked along the fence line of the head shunt at Margaret Street have been relocated/dismantalled, reducing a hazard in the general car park.

Construction of the housing estate has been completed, and as houses are built, be aware of increased people in the area. While the development is fully fenced along the rail line Rail Safety Workers should report of any trespass on the rail line to the OIC.

Track Matters

Greg Stephenson, Track Day Coordinator

Special appreciation is due to Bracalba Quarry for the donation of 9 truck loads (approximately 106t) of 35mm green stone screenings for use as ballast. This will greatly assist in the upgrading works being undertaken by Rail Infrastructure courses this year.

The UK's Health and Safety Executive good practice guide "Rail track and associated equipment for use underground in mines" offers the following recommendations for ballast:

"For highspeed man riding track, the ballast size should be nominally 28 mm single sized. Ballast below 20 mm single size has poor cyclic loadbearing capability, while ballast greater than 40 mm single size is difficult to work with and does not allow accurate regrading of the track."

The material from Bracalba Quarry is an ideal fit for these requirements.

Certificate II in Rail Infrastructure Course

During February 2023 the practical experience component was completed for this year's first intake of trainees from Movement TwentyTwo Inc. and funded from the "Tracking For Queensland" program under the Skilling Queenslanders for Work initiative. Registered Training Organisation (RTO) CERT Training again delivered the rail specific training.

This group continued with re-sleepering and ballasting of a 50metre section of the mainline beyond Freeman's Cutting between 600m and 650m from Margaret Street. This continued from where the last group in 2022 finished. All timber sleepers were replaced with Isis Sugar Mill concrete sleepers and some 6 hole sleepers with Pandrol CF2 spikes were repositioned. They also commenced replacement of point timbers with steel sleepers under the frog in a turnout in the workshop sidings.

The next cohort of trainees is expected after Easter. Please remember that this training is under the control of the RTO - not ANGRMS. They are being trained in Qld Rail and Aurizon lockout processes for a worksite, etc., which 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 because of how the training is taking place and that permission to enter the work site/s may not automatically be given.

Other Works

At the Workshop Annex, the construction of a low retaining wall using 80lb/yd rail posts and concrete sleepers not suitable for re-use in the track has been completed. The concrete path besides the annex has been completed and the building downpipes connected to the existing drainage system. Timber fence rails remain to be fitted along the top of the retaining wall to complete this area.

Operations, Sales and Marketing

Terry Olsson, Operations, Sales and Marketing

As the first Sunday in January was also New Year's Day the decision was made to not run on that day.

Despite some hot days, passengers numbers have been above average for the three running days so far this year, with an average of 196 passengers over the three running days. Unfortunately one problem we face, and I am open to ideas of how to solve it, is the bulk of the passengers arrive in the morning making for some very busy periods.

As mentioned in Davo's Safety report, ONRSR conducted a random drug and alcohol test on the morning of the running day in January. Luckily on that particular day we had sufficient people on site to cover for those undertaking the test which meant trains were not delayed.

Due to a lot of other ANGRMS work the cash register was not updated with the new fare prices until after the first running day in February. As a result we have only had one running day at the new prices so it is still too early to determine if there is any impact on passenger numbers.

We have a wedding on site on Saturday 4 March so the normal work day on that Saturday will need to be cancelled. This wedding is different to normal in that the actual ceremony will be held at our Woodford station site before moving to Woodford Gardens for the reception.

While it is still early in the year we have only one bus group booked and that is on Sunday 19 March (Hervey Bay Buses). We also have a Scott McGregor Tours *charter* on Tuesday 25 July.

With the annual AMRA show rapidly approaching on 6 and 7 May, and with that Sunday also being a public running day, we are going to need a lot of help that weekend. As well as the actual show days, we will need help to set up on the Friday. Similarly with public running day on the Sunday, the site and station need to be prepared on the Saturday. Please set this weekend aside in your diaries.

A critical shortage of operations staff continues to be an issue so if you would like to help or know someone who would like to help with this society activity please let myself or one of the other Board members know.

And lastly, a reminder to all loco crew that it is important to run any of our diesel/petrol locomotive motors in idle for a period of time when starting so that the lubrication system has time to operate fully. A minimum of 10 minutes is recommended when starting from cold.

Monthly Statistics

	January 2023	February 2023
Paying Passengers	151	281
Guards Sheet	232	356

Date Claimers

AMRA BRISBANE MODEL TRAIN SHOW – Saturday 6 and Sunday 7 May 2023: We have submitted our application form for this show in the Brisbane Show Grounds. This is our major show for the year and therefore a major source of income and marketing. So please mark these dates in your diary. Because the Sunday is also our public running day at Woodford **we will need as much assistance as we can get.** Also please remember help is needed on the Friday to set up, and on the Saturday at Woodford to prepare the site.

CHARTER SCOTT MACGREGOR TOURS – Tuesday 25 July 2023: We now have a charter on Tuesday 25 July so I will be looking for operations staff to assist on this day.