



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 AGM on site at Woodford, 25 March 2023. Ken McHugh 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

Our AGM was held on site on Saturday 25 March 2023. 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

Geoff Howes – Vice President

Elsie Knight - Vice President

Ian Thompson – Secretary

John Parnell – Treasurer

Steve Baker – Board Member

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.

Prior to the AGM Ken McHugh undertook a safety refresher and renewal of safety inductions for those present. Thank you, Ken.

While we put a lot of time and effort into our track and rollingstock, it is important we don't forget other components of our operation which contribute to the customer experience. Recently we took delivery of the old wooden arm semaphore signal donated by Greg Adams and the top portion of one of the Cooroy goods crane donated by Nambour Historical Society. As time and money permit, these will be sand blasted, repainted, and put on display beside the Margaret Street headshunt. We have also constructed some concrete bases in one of the picnic area gardens in order to display some old machinery. These sorts of things add to the visitor experience.

As part of the preparations for the next track training course in May we picked up another truck load of concrete sleepers from Isis Sugar Mill at Childers. Thanks to Greg Adams for the loan of his truck and to John Parnell for being the driver.

Time has also been spent preparing for the upcoming AMRA show. Like a lot of things we do, there is a significant amount of time spent preparing etc.

The pathing, drainage and safety rail at the Workshop annex have now been completed and we can progress the final certification. A big thank you to everyone who helped with these tasks.

With the end of financial year rapidly approaching, remember donations to our gift account are tax deductible. I am sure John would love to hear from you!

Remember — Safety First

Safety and Training Report

Dave Caruzzo, Safety Manager

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

Hierarchy of Risk Control: Site Induction, Type 1, was conducted by Ken McHugh prior to the AGM (25 March 2023). Hierarchy of Risk Control, part of ANGRMS' Safety Management System (SMS), was one of the points covered.

3.4 Risk Control

Once hazards have been identified and their level of risk assessed, steps shall be taken to either eliminate the hazards or to control the risks they pose to a level which is reduced so far as is reasonably practicable. ANGRMS shall implement risk controls in order of the standard hierarchy of risk control, with elimination having the highest priority for implementation and PPE the lowest.

The hierarchy of risk control as applied in ANGRMS is as follows:

1. Eliminate the hazard and so eliminate any risks
2. Substitute a less hazardous alternative
3. Isolate the hazard
4. Use engineering controls
5. Use administrative controls
6. Use personal protective equipment (PPE) and clothing.

PPE is only to be used when other controls cannot be implemented. If one risk control will not be effective on its own then ANGRMS will implement risk controls in tandem to achieve an acceptable level of prevention.

A diagram of this will be placed in the SM office, Woodford.

Training Documentation: The ANGRMS Guard Training Instructor Guide, developed by Shane Yore, was accepted by the Board on 11 April 2023. There are 4 basic segments which make up training for Guard: Orientation, Train preparation and stabling, Shunting and Train operation.

Training -Fireman (Diesel): Chris Henderson has completed his Training as Fireman (Diesel) and has been approved by the Board at the 11 April 2023 meeting. Congratulations Chris and thank you.

Operational roles at ANGRMS (Rail Safety Workers-RSW) are: Guard, Fireman (Fireman/Station Master is a singular term used to describe the role, ANGRMS welcomes diversity), Driver and Station Master.

Non-Rail Safety Workers are: Sales/Platform Staff when directly under supervision of the SM and not performing Rail Safety Worker duties.

If you would like to Volunteer and be trained in any of these roles, please visit the Woodford railway on any running day (1st and 3rd Sunday of every month). ANGRMS would be pleased to show you around and discuss what you may be interested in.

Peterson Road Platform: Peterson Road Platform is an unattended platform, therefore on public running days train crew must report any incidents, no matter how trivial you think it may be; trips and falls are most common. Reporting is “no blame”, if a pattern develops ANGRMS will need to review its risk control.

Track Matters

Greg Stephenson, Track Day Coordinator

Independent Track Inspection

On 23 February 2023, an independent track condition inspection was undertaken by a walking inspection by Glenn Phillips (Trackmaster – Safety, Risk & Assurance) and Daniel Green (Senior Maintenance Inspector) accompanied by Greg Stephenson (Society Civil Engineer) and Ryan Silk (Society Mechanical Engineer). The findings were:

- Defects found relate to timber sleeper and turnout condition.
- Track strength was acceptable for the traffic task required of this track.
- Nil recommendations from this inspection.
- Two opportunities for improvement were identified:
 - Oiling of joints to improve stability and
 - Leaf and vegetation sweep of the track in preparation for the inspection.

At the time of the inspection, the rate of combined concrete and steel sleepers was 86%. The remaining 14% of timber sleepers were fair, with two clusters of ineffective sleepers were noted at Ch 660 and Ch 810. In total, there were 33 main line defective or ineffective timber sleepers and 3 turnout timber bearers to be replaced.

Mainline Maintenance

The independent track inspection was undertaken during the February 2023 practical experience component of the Certificate II in Rail Infrastructure Course. The cluster of ineffective sleepers at Ch 660 was immediate adjacent to their worksite and concrete sleepers were installed the same day to eliminate the cluster.

The cluster of ineffective sleepers at Ch 810 is located on the approach to the existing Peterson Road Station and will be bypassed when the new mainline connection to the level crossing is completed. Ex-Ingham round hole sleepers

have been used to remove the cluster to maintain this section in a safe condition until bypassed.

Fish plated joints are progressively being disassembled, cleaned, oiled and reassembled as part of the Certificate II training activities as this is a required competency.

Track Materials

In preparation for future practical experience classes, a further 120 prestressed concrete sleepers have been obtained from Isis Central Sugar Mill including sleepers suitable for the mainline connection to the Peterson Road level crossing.

Certificate II in Rail Infrastructure Course

This year's second intake of trainees from Movement TwentyTwo Inc. will be onsite during early May 2023. Registered Training Organisation (RTO) CERT Training again delivered the rail specific training.

They will continue with re-sleepering and ballasting of a 50metre section of the mainline 650m from Margaret Street. This will follow from where the last group finished in February 2023. They will also undertake the replacement of point timbers with steel sleepers in the mainline turnout in the head shunt at Margaret Street Station as identified as a priority in the independent track inspection.

Please remember that this training is under the control of the RTO - not ANGRMS - 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.

Other Works

At the Workshop Annex, the timber fence rails are being fitted along the top of the retaining wall to complete this area.

In the early days of the Society, we acquired a lot of used workshop equipment, much of which was old belt driven equipment. For obvious OH&S reasons we couldn't use this equipment today. Rather than scrapping these unique pieces they were placed into several garden beds as displays and garden art. To ensure their stability concrete plinths have been cast so that the machines can be firmly bolted down to prevent them toppling over.

Operations, Sales and Marketing

Terry Olsson, Operations, Sales and Marketing

Reminder – Help Needed: The annual AMRA show will be held on Saturday 6 and Sunday 7 May (with set up on Friday 5 May) in the Brisbane Show Grounds (RNA).

Sunday 7 May is also a public running day, requiring site preparation, etc., at Woodford. These means we will be stretched when it comes to volunteers so we need as much help as possible. Let me know if and when you can help out.

While on the subject of the AMRA show, please be aware that things are slightly different this year with only limited parking space for exhibitors and only one free parking space per exhibit/layout will be available. There is plenty of parking nearby and public transport is not far away.

Despite several running days where a possibility of rain had been predicted, we have been lucky with no rain on public running days. Passenger numbers continue to be higher than last year which is a good sign. On the first public running day in March (March 5) we featured on Moreton Bay Kids' Facebook site, resulting in 347 passengers that day!! Considering the credit card machine decided to go down for part of that day, I would like to thank and commend everyone for the professional way they handled themselves on that day.

We are currently running at an average of 205 passengers per running day, up from 181 last year. A big thank you to everyone, both in the "front line" where you deal directly with our passengers, and those of you "behind the scenes" who keep our site looking tidy, our trains running, etc.

On Saturday 4 March we had our first wedding for some time. This wedding was different to the usual in that the actual wedding ceremony was held in the picnic area at our Woodford Station. As well as bringing the bridal party and guests from Peterson Road station, we returned them after the ceremony with the reception held at Woodford Gardens. I would like to thank not only everyone who helped on the day, but also all of you that put in an outstanding effort to prepare the site, then return it to normal for the public running day next day – **Well Done**. And congratulations to the bride and groom.

We also had a visit from Hervey Bay Buses on 19 March, and a car club on 16 April.

Unfortunately we have had to increase the cost of some sales items from 1 May due to ever increasing price rises.

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.

Monthly Statistics

	March 2023*	April 2023
Pavina Passengers	422	235
Guards Sheet	529	321

*Figures exclude 66 passengers on the Wedding Charter 4 March

Date Claimers

AMRA Brisbane Model Train Show: Sat 6 and Sun 7 May 2023. This show is almost upon us. 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.

Pine Rivers Model Train & Hobby Exhibition: Sat 25 and Sun 26 Nov 2023. While still a way off just flagging it for your diaries.



Getting the Cooroy goods crane donated by Nambour Historical Society loaded for transport to Woodford, 5 April 2023. Terry Olsson photographer.