



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 46

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Progress on Ruston restoration, 16 February 2025. Terry Olsson photographer.

Running Days: 1st and 3rd Sundays
Trackwork: Saturday before 3rd Sunday
Work Days: Every Saturday as required
Rolling Stock/Mechanical Work Day: last Sunday

Our Safety Goal — No Injuries

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Donations and Bequests

Donations to the Society's Museum Fund are tax deductible. Donations can be made either by Direct Transfer, cash or cheque made payable to the "Australian Narrow Gauge Railway Museum Society" and posted to the PO box above. 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

First, a reminder about the 2025 AGM which will be held at our Woodford site on Saturday 29 March 2025.

Please consider nominating for the Board and helping run your society. Participation is much easier with Board meetings now normally held via Teams on the internet.

Also, a reminder that Saturdays are workdays, the second Saturday of the month is a track workday and the last Sunday is a rollingstock/mechanical workday.

If we are not going to be swamped by excessive levels of bureaucracy and standards more suitable to a big commercial high risk railway it is very important we put a lot of time into reviewing and commenting on these. As an example, in the last three weeks I have commented on three different draft RISSB rollingstock standards.

A couple of ongoing issues which are taking up a lot of time are a new rollingstock livery standard/level crossing Code of Practice. The requirements are based on high speed, high risk mainline trains but little to no provision for heritage or small low risk, slow speed Tourist and Heritage railways like ours.

Another big issue which could have a big impact on us is the latest NTC (National Transport Commission) rail safety worker medical standard. Compared to the previous version of the standard the new version significantly increases the medical requirements as well as imposing additional conditions on who can conduct our medicals. The new standard is in general terms a one size fits all standard based on the requirements of a big commercial, high risk railway.

Ryan has spent a lot of time recently refurbishing and repainting the old museum room. We have rearranged things to provide separate public and storage areas, as well as having a good cleanout of unwanted stuff. The idea is to make this room into a second-hand books sales room with a QR-based theme. At a later date it can easily be converted into a QR museum/display room as well as a small theatrette. This will allow the Northgate building to be returned to a museum/display room.

As noted in my Sales and Marketing report recent high passenger numbers have highlighted the need for increased passenger capacity. Ryan and his helpers have commenced preparation for another 4 wheel carriage. Work has also continued on the overhaul of the ex-Condong Sugar Mill Ruston loco with Aaron doing a fantastic job. Work is also continuing on the overhaul of the railmotor trailer,

Thank you to Greg who recently replaced the deteriorated fence on the platform between the D'Aguilar and Wamuran buildings.

Shortage of volunteers on both running days and work days continues to be an issue. If you are not already doing so, or know of someone who might be interested, please come along and help out. Even if it is only one day a month for example it is still a big help.

And finally, a reminder that if you have not already done so, annual membership renewals are now due. If for some reason you did not receive a renewal form, or wish to pay by EFT please not hesitate to contact one of the Board members. Remember you need to be either a life member or be a current financial member to vote at the AGM or to nominate/be a proposer or seconder to a nomination.

Remember — Safety First

Safety and Training Report

Dave Caruzzo, Safety Manager

Drug and Random Breath Tests

On the Sunday 19 January public running day Aushealth, who work for ONRSR (Office of National Rail Safety Regulator), conducted a random onsite testing of all RSW (Rail Safety Workers) who had signed on that day.

An alcohol breath test was conducted with everyone tested passing – meaning they met the requirement to be 0.00% BAC. They also conducted a saliva-based drug test with all RSWs tested again passing.

For more information visit onrsr.com.au which is a wealth of information on this subject.

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

All RSWs are reminded to take some time, at least annually, to review the requirements for your role. Any feedback/suggestions are always welcome.

Medical Booklets

A reminder to complete one of the medical booklets if you work on site and have not already done so, and to keep it up to date. Not only does it contain important medical and contact information which is required in an emergency, it also includes a list of any medication you are on. Those who took part in the drug and Alcohol testing noted above found these booklets useful as you must advise the testing officer of any medication you are on PRIOR to being tested.

Track Matters

Greg Stephenson, Track Day Coordinator

Independent Track Inspection

On 14 January 2025, an independent track condition inspection was undertaken by a walking inspection by Peter Hall (Trackmaster - Major Projects, Engineering

and Rail Safety) and Darren Hansen (Acting Senior Track Inspector South) accompanied by Greg Stephenson (Society Civil Engineer) and Ryan Thomas (Society Mechanical Engineer). A "front of train" inspection was also completed. The findings were:

- No safety issues were identified during this inspection.
- Track strength was acceptable for the traffic task required.
- Fastenings were inspected and found to be satisfactory.
- Turnouts inspected are fair. Issues noted have been added to the defect list.
- There were no recommendations identified during this inspection.
- There were no Opportunities for Improvement identified during this inspection.
- Defects identified during the inspection were mostly low priority.

Defective sleepers in the mainline are restricted to the points for the Woodford Station head shunt. Steel sleepers have been fabricated and their installation will be scheduled. The remaining defective sleepers are located in the workshop sidings and point work and will be scheduled after the sleeper renewals in the main line points have been completed.

Trackwork

Loose and worn bolts identified in the independent inspection have been tightened or replaced. A cracked weld on a point frog was ground out and rewelded and the rail profile reinstated.

Work has commenced on re-sleeping the Woodford Station head shunt points with 3 long timbers replaced in steel with weld on shoulders and Pandrol "e" clips. This work will continue over future track days.

Operations, Sales and Marketing

Terry Olsson, Operations, Sales and Marketing

Wow – what a day Sunday 5 January 2025 turned out to be! We set a new record that day carrying 601 passengers!!

Three major Facebook sites and an App decided to promote us on the same day. This resulted in a queue all day with some people waiting for up to an hour to board the train. Fortunately, we had sufficient suitably qualified people on site that day to enable us to continue running without the usual stop for lunch, yet still give everyone a lunch break. A HUGE shout out to everyone who helped that day. You all handled yourselves very professionally and still had smiles on your faces. THANK YOU.

While major Facebooks sites like Brisbane Kids and Moreton Bay kids are greatly appreciated and provide a very important and much needed boost to our passenger numbers, we have no control over them and we are often not aware of

a particular promotion. We were also lucky that it was a fine day with a low maximum temperature.

When I look back over the last few years (excluding 2020 due COVID) there are peaks in passenger numbers around this time of year, around Easter school holidays and around the September school holidays, but nothing like this. Having said that there have also been peaks at other random times. What this has highlighted is the urgent need for additional passenger carriages we can use to help relieve the pressure on extremely busy days. In addition to the ongoing work on the Railmotor trailer, we are looking to add another 4-wheeler to the fleet.

The following running days have been good numbers (150 to 200 range) so hopefully we are heading for a much better year than last year.

On Australia Day, Aaron and I had a stand at the Caboolture Historical Village celebration. This was not only a great opportunity to promote our railway, it was also a valuable networking opportunity with the Village and other groups.

We continue to be critically short of operations staff on public running days. If you are interested in helping with this aspect of our railway, or know of someone who is, please let myself or one of the Board members know. Where required training will be provided.

Date Claimers

CABOOLTURE HISTORICAL VILLAGE – HERITAGE DAY AND MACHINERY WEEKEND – Saturday 17 and Sunday 18 May 2025. While still a little way off I am flagging it now as we need assistance on that weekend since I am not able to make it and it is a running weekend. These events are always very interesting with lots of old machinery, etc., to look at and the task is not hard. If you can assist please let me know asap so I can confirm our attendance by the required date.

AMRA MODEL RAILWAY SHOW – Saturday 21 and Sunday 22 September 2025. While this is also some time off, again I am looking for helpers as it is a running weekend and we won't have the usual help of Shane Yore at this time of year. It is also school holidays so could be a busy weekend at Woodford Railway. If you can assist, please let me know within next month as I need to confirm our attendance. This year the AMRA show will be held at the Wizards basketball buildings at Zillmere.

Monthly Statistics

	January 2025	February 2025
Paying Passengers	603	261
Guards Sheet	743	332

Sales Items

Clyde – the Diesel Era. Following on from the highly successful book on the Clyde Steam Era, this very interesting book covers the various diesels built by Clyde. In addition to the many locomotives they built for Queensland Railways and other state rail systems, there is a section on their 2ft cane railway diesels such as the classic DHI 71. The price of this book is \$95.00 plus postage if required.



Above: Display at Caboolture Historical Village, Australia Day 2025. Below: Photos installed in ex-QR carriage seat in display room, 16 February 2025. Both Terry Olsson photographer.





Record passenger numbers on 5 January 2025. Terry Olsson photographer.