



Durundur **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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Mark Gough and Laurie Erb on the lathe in the workshop at Woodford machining a brass bearing for one of 6 main axel box bearings for the ex-Dreamworld Perry, Saturday 11 October 2025. Bob Gough 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

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. 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

I hope everyone had a great Christmas and managed to get a good break. I would like to thank everyone for their help and support during 2025. For such a small group it always amazes me how much we get done. Let's make 2026 another great year.

In addition to the usual maintenance, running day work/preparation, and cleaning up storm damage, etc., the last couple of months of 2025 were very busy.

The latest NTC Rail Safety Worker medical standard has continued to wreak havoc in the ANGRMS and the T&H sector generally. Despite the increasing evidence, and shooting down proposed NTC solutions as not achievable/practical, there has been no sign of the NTC making any changes. As a result, Ryan and myself visited both our State member Andrew Powell and our Federal member Terry Young. We are currently discussing options/solutions. Our Federal member Terry Young has raised the matter in Federal Parliament and it got raised in the recent Senates Estimates hearings.

Back in mid 2023 we held a number of discussions with Council regarding a proposed rail trail from the end of the current rail trail at Wamuran through to Woodford. Recently an article appeared in the local paper saying this was progressing and moving to detailed alignment design and was now going to go through to Kilcoy and possibly even link up with the Brisbane Valley rail trail. As we had raised some concerns about the proposal as originally proposed back in 2023, we arranged a meeting with our councillor Tony Latter. I am very pleased to announce that council listened to our concerns and the alignment as now being worked on has taken all of these into account. While detailed alignment design is under way, at this stage funding for actual work on the ground is not expected until around 2028.

There was a big step forward on Goondi during December when Tony Lindsay and Paul Rollinson fitted a stainless steel exhaust pipe from the cab end of the motor to the chimney at the front of the loco. Back in 1929 when Goondi was built it was very much steam engine thinking so a steam engine style chimney was fitted at the front of the bonnet for the exhaust! As time permits, the fitting of this critical piece of piping will now allow other "under the bonnet" work to be undertaken.

We received the exciting news in November that we had been successful in obtaining one of the eight \$20 000 grants from Queensland Rail as part of their 160th anniversary celebrations. This grant will be used to fund some of the work being undertaken by Laurie Erb and Bob Gough on our ex QR railmotor trailer PL111. While it is not expected we will receive the actual money until sometime in January, this will be a huge help with this project. Not only will it increase our

seating capacity, it will give us an all-weather carriage – something we badly need on wet running days... A big thank you to Queensland Rail.

Remember — Safety First

Safety and Training Report

Dave Caruzzo, Safety Manager

Training

Mark Dorman has continued his driver training as a diesel driver.

Medicals

During the last two months of 2025 the following have under taken their medicals as a Cat 2 Rail Safety Worker: Mark, Evan, Steve, Terry and Greg McHugh.

As a result of the new medical requirements, three Rail Safety Workers chose not to renew their medicals and cease to be Rail Safety Workers.

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

Buildings and Grounds

Thanks to the efforts of Greg Bourke, the Woodford platform fencing has been repainted along with the points levers in Woodford station area. Greg has also been undertaking other general tasks on the station buildings, picnic shelters, and grounds which have greatly improved the general appearance of the site.

Heat Stress

Queensland summer weather can produce high temperatures and high humidity. As summer progresses the number of warmer days will increase, increasing the risk of experiencing a heat related illness such as heat stress.

Heat stress occurs when the body cannot control its temperature and it begins to rise internally.

Symptoms of heat stress include heavy sweating, flushed skin, dizziness, persistent headache, and nausea/vomiting. If you feel any of these symptoms let those around you know. Also make sure you take a break in a cool area and drink water.

Factors influencing heat related illnesses can include:

1. Environmental factors – high air temperature, high humidity, low air flow, low wind speed
2. Work factors – the type of work you are undertaking (ie hot works), heat sources (ie reflective surfaces), clothing/PPE requirements preventing cool air or the ability to drink sufficient water, the length of the task when in direct sunlight.

3. Personal factors – age, acclimatisation, pre-existing medical conditions, level of fitness.

- Heat stress can affect anyone of any age
- Heat stress may take effect sometime after the event so remain aware
- Keep cool and stay hydrated (drink water often)
- Take regular breaks
- Rest if you feel exhaustion
- DO NOT operate machinery or keep working if you feel heat stress coming on – REST
- If you continue to feel unwell, tell someone. The safety and well-being of all at ANGRMS is a priority
- We should also always be aware of those around us including people in the platform and riding the train in adverse heat conditions. The Guard's kit includes bottled water for those on the train/at Peterson Road platform. Bottled water is also available at the Margaret Street platform.

IN CASE OF A LIFE-THREATENING SITUATION call triple zero (000) and stay on the phone for advice.

Track Matters

Greg Stephenson, Track Day Coordinator

Trackwork

Work continued on Turnout #21 in the workshop sidings. The arrival of additional "weld-on shoulders" allowed the e-clips to be installed on the 4 steel bearers between the end of the switch blades and frog. With the remainder of the ballast placed and tamped, locomotive testing of the completed work was undertaken. Turnout #21 was returned to service on Saturday 20 December 2025 re-establishing workshop access from the mainline allowing shunting activities on the workshop sidings to resume.

Vegetation control continues to be on-going task with the mainline and sidings being sprayed to control weed growth.

Whilst the trees surrounding the track add to the ambience and passenger experience of the train trip, they drop leaves and sticks that build-up on the rail track. This creates an aggressive layer over the top of sleepers causing corrosive conditions for steel sleepers and the metal fastenings on concrete sleepers. We attempt to remove this material at least once a year so that sleepers are exposed in preparation for the annual independent track inspection. Due to being a mixture of sticks and leaves, the bulk of it needs to be raked into heaps for removal before air-blowers are effective for the final clean-up. We need to develop a method to

mechanise this process to remove the sticks and leaves without removing the ballast at the same time!

Operations, Sales and Marketing

Terry Olsson, Operations, Sales and Marketing

Unfortunately, the last two months of 2025 were either very hot or rainy which resulted in low passenger numbers. Despite this, and mainly due to the extraordinary record 601 passengers we carried on the first weekend in January (due several major Facebook sites marketing us on the same day), we still managed to average 140 passengers per public running day. This was up on the average of 114 during 2024, with a total of 3425 passengers carried (including two charters) which is up 25% on last year. Income from fares was up 27%, with sales on running days also up 32%. While our best running day was 601 in January, our worst was 29 on a rainy day in November.

While sales on running days was up on 2024, we are still seeing the effect of COVID where passengers are still tending to wait outside the sales room for the previous person/family to exit – resulting in less perusing of our sales items. We are looking at ways to improve people flow and are open to any thoughts/suggestions – noting due historical nature of the building cutting a doorway in the D'Aguilar building end is not an option.

Shortage of operations staff continues to be a significant issue – with public running days often having no one spare. Unfortunately, the resignation from operations duties by one of our guards who did not want to undertake the new medical has not helped.

We suffered badly from the 2020 COVID lockdowns, etc., and the flow on effects have lingered on. However, times seem to be changing with the later half of 2025 seeing several new members join up which means at last there is "a light at the end of the tunnel" so to speak.

It needs to be remembered that we only run twice a month, trainees are not always available every running day, and we need a trainer available who is not having to fill a position on the roster. It is a bit of a "Catch 22" type situation where because of our current shortage it will take time to get to a better position roster wise.

A trainee is not qualified until they have completed their training, etc. We also need two qualified people on the footplate when it comes to loco crew for example. Therefore, please consider this if you are looking to take a day off, etc., and give me a call to check. Unfortunately, if there are not enough people to fill the roster and leave a trainer free the training gets deferred.

I thank everyone for their patience and understanding during this time. I would also like to thank everyone for their help and support during 2025.

Date Claimers

Australia Day – Sunday 26 January 2026: We have been invited to have a display at the Caboolture Historical Village on this day. This is an easy day but important in promoting our railway. Assistance is needed to help set up and staff the display during the day.

AMRA Model Railway Show – Saturday 4 And Sunday 5 July 2026: While this is still some time off, as the Sunday is also a public running day at Woodford Railway we are going to need a massive amount of help on that weekend. Set up time is very limited at the Zillmere Wizards basketball building because of the limitations on this new site so we'll need extra help on the Saturday as well as Sunday. Please earmark this weekend as it is our one biggest weekend of the year.

Monthly Statistics

	November 2025	December 2025
Paying Passengers	59	92
Guards Sheet	71	117



ANGRMS Christmas get together, 13 December 2025. Terry Olsson photographer.



Paul and Tony after fitting new exhaust to Goondi, 13 December 2025. Terry Olsson photographer.



Davo re-oiling the Tasmanian wagon floor, 6 December 2025. Terry Olsson photographer.