



# *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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**Volume 47**

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**March/April 2026**

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South Johnstone (No 5, John Fowler 0-4-2T, 1938) repainted by Mark Dorman.  
Mark Dorman photographer, 16 February 2026.

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

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**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*

**Date Claimer:** The ANGRMS 2026 AGM will be held Sunday 26 April on site at Woodford. If you have not received your notice of meeting in the next few days please let myself or a board member know. At the time of writing this we still have some members who are not life members and have not renewed for 2026. If you are not financially current you will not be able to participate in or vote at the AGM. Nor will you be able to nominate or nominate someone else if you are not financial at the time of signing the nomination.

Also, please consider putting your hand up to help run the society. We are all busy and while Board members are doing a great job some fresh blood would be most welcome to help the existing members who need a break/assistance.

The latest NTC Rail Safety Worker medical standard has continued to wreak havoc in ANGRMS and the Tourist and Heritage sector generally. We are continuing to fight this battle and question elements of it, such as sleep apnea, when it comes to low-risk railways like ours. This issue is burning up a lot of our time.

As well as the more obvious operation of the train on public running days, there is a lot of other work affecting our passenger's opinion of us. Providing an enticing atmosphere is very important for getting passengers to return another day, recommend us to their friends, etc. As I have mentioned before, **'We are in the tourism industry not the transport industry'**.

As well as the tremendous work done prior to each running day to prepare the site, clean the station, and make sure the track and rolling stock are fit and safe for operation; other things, such the painting of the WW1 Hunslet and more recently SJ5, are a fantastic help and make a big difference to the site. A big thank you to Mark Dorman for taking on these two tasks. We get a lot of positive comments from passengers.

Greg Bourke has also been undertaking tasks making a difference around the site. In addition to weeding the gardens, cleaning the station building roofs, and repainting the wooden station fencing/point levers, etc., he has also taken on giving the camp wagon a much-needed coat of paint. Thank you, Greg.

If you have not seen it recently, Aaron is doing a great job on Baguley, while Laurie and Bob are working away on the railmotor trailer. As mentioned in the last DRB, we were successful in obtaining a \$20,000 grant from Queensland Rail to assist with this project. This money has now arrived in the bank and will be a great help. An all-weather carriage is very badly needed.

We have recently obtained some movable scaffolding to assist with, and make working at heights on rollingstock easier and safer. Thanks to Peter for arranging this.

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## Remember — Safety First

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### Safety and Training Report

*Dave Caruzzo, Safety Manager*

#### Drug and Random Breath Tests

Random drug and alcohol testing was conducted during the January/February period with no adverse results.

#### Training

Mark Dorman has continued his driver training and was passed as a diesel driver at the January Board meeting.

During February he was assessed as a Diesel Driver/fireman trainer/assessor and at the time of writing this was awaiting the next Board meeting to be formally approved. Having another trainer/assessor will be an incredible help when it comes to training.

New member Zoe Bartsch has commenced training as a diesel fireman while Evan Sheldon-Shaffer has commenced guard training. Having additional qualified people will be a great help.

#### Signing On/Off When on Site

All members and other volunteers who undertake work on site are reminded that it is very important that they sign on before starting any activity on site, and sign off when finished their days work.

Not only is this a requirement to cover you for volunteers' insurance, it is also very important that we have a record of hours worked when it comes to things like the monthly report to the Rail Regulator (as evidence we are maintaining things, etc.); obtaining grants where the number of hours put in by volunteers goes a long way to obtaining the grant; and seeking support from council, government, and other organisations. We can only use hours that are actually recorded in the sign-on books.

We have two sign-on books on site – one in the Station Master's Office and one up in the cottage. It does not matter which one you use but please sign out in the same book used for signing on.

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

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### Track Matters

*Greg Stephenson, Track Day Coordinator*

#### Independent Track Inspection

On 8 January 2026, an independent track condition inspection was undertaken by Peter Hall (Trackmaster - Major Projects, Engineering and Rail Safety) and

Darren Hansen (Senior Track Inspector South) accompanied by Greg Stephenson (Society Civil Engineer) and Ryan Thomas (Society Mechanical Engineer). Inspection included:

- 100% walking inspection of track and assets,
- Manual sleeper and fastenings testing,
- Manual and visual inspections of most turnouts,
- Visual inspections of rails, track alignment and geometry,
- Visual inspection of vegetation,
- "Front of train" inspection,
- General discussion of findings and track condition with Woodford personnel.

Findings were:

- Track strength was acceptable for the traffic task required,
- Defects identified during the inspection were mostly low priority,
- Nil recommendations from this inspection,
- Nil opportunity for improvement was identified.

There were no defective sleepers identified in the mainline – only 3 timber sleepers remain in the mainline in the points for the Woodford Station head shunt. Defective sleepers are located in the workshop sidings and point work and are progressively being replaced with steel or concrete sleepers.

We are especially grateful that Peter and Darren were able to undertake this inspection and offer their experience and provide their valuable insights into prioritising the work recommended.

### **Trackwork**

Loose fishplate bolts and corroded nuts identified in the independent inspection have been tightened or replaced. These were assigned a 3 month priority for rectification but were completed within 3 hours of the inspection.

The highest priority defect was a 22mm over-gauge joint in frontage of first turnout for COVID Junction. This was rectified by removing 3 sleepers either side of the joint and the rail bender used to realign one rail to close-up the gauge. The existing light duty concrete sleepers were replaced with heavier Isis Mill sleepers to improve the track strength approaching the turnout. I never imagined that I would see the day when we were replacing concrete sleepers, but those removed will be reused in the workshop sidings.

With the completion of steel bearers in Turnout #21 in the workshop sidings, work has commenced on Turnout #22 accessing the inspection pit. The timber bearers are being replaced in steel with weld-on shoulders and Pandrol "e" clips. This work will continue over future track days.



Ryan Thomas packing ballast whilst Wayne Harman replaces the ballast removed as part of the regauging the joint at the start of COVID Junction, 10 January 2026. Greg Stephenson photographer.

## Operations, Sales and Marketing

*Terry Olsson, Operations, Sales and Marketing*

At the time of writing this report we had not received the 2025 financial statements back from our auditor, so apologies but I'm unable to make any comments on how we went last year.

Unfortunately, the weather has not been kind to us during the first two months of 2026 – either actual or forecast. This has meant passenger numbers have been well down with an average of only 72 per running day. The worst was the last running day in February when it rained on and off during the day and we only carried 19 passengers. As noted in my Presidents report we have now received the money in the bank for the Queensland Rail grant for overhauling the railmotor trailer. This will be a big help as we badly need an all-weather carriage.

I looked after our display at the Caboolture Historical Village for their Australia Day event. While it certainly was beneficial from a marketing point of view as I gave out a lot of brochures, numbers were down due to the extremely hot day.

**Some advance notice.** As noted below the weekend 4-5 July will be an extremely busy one for us and we will need lots of help.

### Date Claimers

**AMRA MODEL RAILWAY SHOW** – Saturday 4 and Sunday 5 July 2026.

This show is getting closer and all members are reminded we will need everyone on deck that weekend. Not only do we have the AMRA show sales stand and a layout to set up on the Friday and the need to staff Saturday and Sunday, we also have a public running day at Woodford on the Sunday (with preparation required on the Saturday). Please reserve these dates in your diaries/busy schedules as it is the biggest weekend of the year.

**PINE RIVERS MODEL TRAIN AND HOBBY EXHIBITION** – Saturday 10 and Sunday 11 October 2026.

We have submitted an application to attend this show at the South Pine Sports Complex, Brendale. Fortunately, this is not a running weekend at Woodford, which is great, but we will need assistance this weekend.

### Monthly Statistics

	January 2026	February 2026
Paying Passengers	151	xxx
Guards Sheet	183	105

## Passenger Car PL-111

*Robert George Gough*

I thought it was about time that I put pen to paper to write about my connection with the passenger car PL-111.

I first met with this carriage in January 1956 when I was a relieving porter with Queensland Government Railways and Ipswich was short of Porters.

I was dispatched to Ipswich to assist with the shortage. I spent the first week on Platform duties. After signing off, I was called into the office and asked would I like to be a Railmotor Porter. I agreed and was advised to sign on at 11 pm on Monday.

Walking from the Platform to the roundhouse where the motor was parked and after meeting the driver, I was to set the points and reverse the motor and trailer out of the locomotive depot. Once clear, I changed the points so that we could run forward along the workshop fence on the Tivoli branch and park in the middle of the road opposite the workshop gate for the afternoon shift workers to finish at midnight.

Once loaded we would reverse from the workshop gate to Ipswich station. I would stand with the rear door open, hand on the bell cord to warn the driver if the track was blocked, however the shunters would make sure the track was clear to the main line points. We would run forward to the Ipswich platform; drop off one worker then continue all stations as required towards Brisbane and pick up if required.

We would pick-up loco crews for early sign-on at Mayne where the motor unit was refueled. At 4:30am somebody would bang on the side of the motor and we returned to Ipswich picking up Hospital staff dropping them off at Gailles and Goodna, then run empty to Redbank to pick-up the coal miners who worked at the mines west of Ipswich to Grandchester.

Then turn on the angle then head back towards Ipswich picking up school children, milk and cream cars, then drop the school kids at Ipswich and travel to Booval and back up the branch line to the milk factory to unload the churns and return to the main line to Bundamba, turn the motor on the turntable and return to the dock at Ipswich and go home.

After the Woodford Railway (ANGRMS) was established we were advised that Railmotor trailers were for sale -- it was decided to purchase two for \$150 each, and of course one of the trailers was PL-111.

I worked the Boonah line with PL-111 and other Trailers on the Brisbane Valley line.

As you read this, it has been stripped, a new floor has been laid by Laurie Erb and the 1938 paint removed from the steel work of the roof bows by myself.

PL-111 now rests on the tender bogies of B9 ½.

