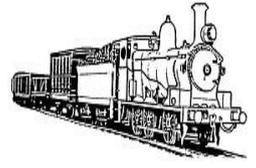


# Rainforest



## RAILWAY NEWS No. 26 – February 2012

### **Rainforest Railway News**

is the information bulletin of  
Glenreagh Mountain Railway  
Incorporated.

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### **President's Report**

A big welcome to the new Board and in particular to the two new members John Munson (Brisbane) and Tessa Johnson-Walker (Frogs Hollow). As a result of gaining our Infrastructure Manager Accreditation, the workload on the Board has increased immensely as has our accountability under the Rail Safety Act. There are still vacancies on the Board for Directors. If you feel that you can contribute to the running of GMR please call us so that we can talk about it.

GMR's headquarters located at the Cottage at Glenreagh West is slowly taking shape. The Office is gradually being sorted and filing systems set up. A refurbished photocopier has been supplied by Geoff Hardacre from Coffs Harbour Office Choice at a very reasonable rental. This has been hooked up to the computer generously supplied by Bill Harrison. The internet has been connected with very good reception from the Optus tower located on GMR property. This allows Board Members located away from the area to attend Board meetings electronically. This has proven to be very successful.

The fence at the front entrance to the Cottage is almost complete thanks to a lot of hard work by Max Lloyd and his team. And whilst the yards have been cleaned up, we now need to establish gardens and keep the lawns mown.

Now that we have Accreditation, we need lots of helpers to keep rolling stock clean and tidy, assistance with filing, cleaning of the rolling stock shed and the maintenance of gardens and lawns. We would also like to recommence the restoration of Trikes. I attend Glenreagh West on Tuesdays and David Page is at Lowanna on Thursdays. In addition, we would like to establish a working bee on one weekend per month. For "out of towners" there are a couple of beds at

the Cottage and beds in the TAM. There is also plenty of room in the Cottage yards for tents and vans. A shower and toilet is available in the Cottage as well as a toilet at the Rolling stock shed. A shower will also be available when completed. We need members to contact us to let us know what weekends that they are available so that we can co-ordinate a weekend working bee.

Over the years we have made do with either donated or purchased second hand ride-on mowers. We desperately need a new ride on mower to maintain the yards at the Cottage and our land beside the line on the southern side of the Rolling stock shed because the current unit has reached the end of its working life. We are appealing for tax deductible donations to enable us to purchase a new mower. It is intended to buy an easy to use unit that anyone can use. Donations can be sent by Cheque, Credit card or direct debit into our Bank account (BSB 704328 Account 18363) or for members who bank with the Bananacoast Community Credit Union (Account 18363S20). Make sure that you send us your personal details so that a receipt can be sent to you.

We need funds to progress to a point when we can start running again. With this in mind we are looking for assistance and ideas for fundraising. At the last Bunnings Sausage Sizzle we made a profit in excess of \$1200 which shows that there is an ability to make money if we have the people to help. A big thankyou to the small band of members who helped on the day. Also a big thankyou to the Buttercup Bread vendor who donated the bread, the Park Beach Mini Mart who donated the ice and IGA Supermarket at Park Beach Plaza who gave us a special price on the sausages. I believe we cooked 860 sausages. If you have any ideas for or would like to help with fundraising please call me on 0418610142. (Please leave a

message if I am unable to answer so that I can call you back)



The new GMR information display banner designed by Bill Harrison

as of the 1<sup>st</sup> of January 2012 means that all projects have to be planned and resourced before anything can occur. This also means that for big projects or major restoration of the track or



infrastructure it is easier to employ Railway Infrastructure Companies to do the work. This however means that grants and funding applications need to reflect this change of the railway industry landscape.

For Glenreagh Mountain Railway to move forward it has to think smart and take up new technology and equipment to replace some of the high labour intensive activities of the past. Many members remember the back breaking work of clearing the line by hand and

Glenreagh West: Max and his team have constructed a new entrance and gates for the Glenreagh West Depot. This has been a huge task of many hours with a new fence to be constructed between the track and cottage for safety reasons. The ganger shed had white ants which have been removed and repairs done to the structure. Rex has repaired the front steps to the cottage but urgent work is also needed on the building with repairs to windows, roof and gutters. We are looking for volunteers to take on these projects. The ongoing cleaning of the carriages is being done and a huge clean out has been undertaken by Max and his team at Glenreagh West. As part of our security policy we are engaging a contractor to fence off the southern boundary (Moorlands Station side) at Glenreagh West. This will provide further security to manage the assets we have in that location. Weed control and mowing is ongoing.

Lowanna Station: The removal of the carriages from Lowanna is complete and just requires further tidying up to complete the project. Wet weather has been a factor in finalising this. The new shed has been finally completed thanks to Gordon and his team of hard workers.

## INFRASTRUCTURE

By David Page

Now the accreditation is approved the task of training and induction courses has started. The National Track Safety



Induction courses have been held for a number of our volunteers as well as medicals which is a major part of looking after our workers. The process takes time and some projects are being held up while further training and inductions are arranged. The Perway side has kicked off with a number of full day Perway Inductions being held for the Glenreagh Mountain Railway track standards. The trainees are finding the track standards and guidelines are detailed and in-depth as well as an interesting learning process. Once we have done the necessary courses for hand tools, work can start on the track, meanwhile the planning and resources needed are being prepared. Meeting the requirements of the Rail Safety Act and Occupational Health and Safety Act which now applies to all volunteer groups



how it was a never ending process. Glenreagh Mountain Railway, has purchased a slasher attachment for the group's excavator thanks to Coffs Harbour City Council. This means what a team of 6 workers with axes and chainsaws could do in one day can now be done by one person with this machine. However we need the donations of money for the ongoing cost of fuel for the excavator. This new direction of vegetation management along the rail corridor is a turning point in our approach to these tasks. Glenreagh Mountain Railway is applying for accreditation for track machines to be used on this line and this will mean that both the group's sleeper inserters will be brought out of mothballs and be back on the line working.

The following is a quick overview of the projects at Glenreagh West and Lowanna:

## CPH 11 Update

By Bill Harrison

Until we apply for accreditation to begin the restoration of any of our rolling stock, we are unable to begin any work on CPH 11. We now have a Conservation Management Plan for our Rail Motor which defines the standard to which any restoration must comply. Given its severe deterioration when received by GMR, we will have to rebuild all the coachwork and rectify some of the mechanical alterations performed by previous GMR members which were not in keeping with our heritage commitment; these include removing the radiator installed under the frame and returning the original radiators to their position on the roof, one of the immediately recognisable features of these unique railmotors. Much of the control equipment, all interior cabin fixtures, including seats, lights, blinds and wash basin as well as cow catchers, drive shaft, buffers and exterior lights and much more were removed before 2008 and there are no records of exactly what was removed or their function or location. Items appear to have been either left inside the cabin or stacked along the wall of the carriage shed. The Burra Charter

is a document that sets a standard for those who “make decisions about, or undertake works to places of cultural significance” and according to the definitions within the Charter, as we are introducing new material, we are not restoring CPH 11 but reconstructing it.

We are hoping to soon begin the preparation of a Restoration Management Plan which will set out the work to be done, the proposed schedule and the resources, including a budget, need to return it to an operating

### CPH Restoration Project call for workers

Are there any members interested in hands on restoration of the CPH? We are seeking a team of workers to start this process. The plan is to have week long working bees to work on the project, staying in the cottage. If you are interested please contact the secretary on 02 47391830 or secretary@gmr.org.au

condition. CPH 11, like all other railmotors of its class, underwent a number of revisions to its bodywork and mechanical equipment. Our aim is to reconstruct it to its 1945-1948 configuration.



While we cannot perform any work on the railmotor, there are other things we can do in preparation for a resumption of work and Bill Harrison and John Munson spent all of Saturday, January 21<sup>st</sup> locating, photographing and safely storing as many items as could be located and which either are recognisable as being from the railmotor or likely to be from the railmotor. It is imperative that these items are safely stored and catalogued so that we can determine what might be missing and what needs restoration.



Among instantly recognisable were the drivers control consoles, windscreen wiper motors and seat components with many more items recognisable as being part of the brake and control systems, but not able to be specifically identified. Photos of these latter items will be sent to our heritage committee for identification. We will be also attempting to obtain drawings from various other organisations such as The Rail motor Society and the Cooma Monaro Railway group who both have extensive experience in the restoration of CPHs.

Many more items are still to be located at Glenreagh West.

### Calling for Donations for CPH 11

We are seeking donations to complete CPH 11 and would like to raise a further \$10,000. We have already \$2,600 to kick start the appeal but further donations are needed urgently.

## 1919 Update

By Bill Harrison

In November last year, well respected rail historian Ray Love completed our Conservation Management Plan for steam locomotive 1919. While we are not able to begin any restoration work until we apply for and have gained accreditation to do so, some activity has been going on in the background. W E Smith engineering, a well known Coffs Harbour based, manufacturer of pressure vessels has expressed an interest in providing some assistance to us should work be required on 1919's boiler. It should be remembered that, since our loss of accreditation in 2008, no attempt has been made to provide any form of protection to the boiler to combat the detrimental effect of moisture. A recent inspection has revealed evidence of rust around the foundation ring and it is certain that remedial work will be required on the stays that locate the firebox within the boiler envelope. This is highly specialised work and only a few manufacturers in Australia are likely to have the expertise to competently make repairs. It is now of the utmost importance that the boiler is removed from the engine frame so that a detailed close inspection can be made to see if the boiler is salvageable and if so, what will be required to restore its integrity and at what financial cost. While the locomotive looks to be, and is, well preserved on the outside, its boiler and

other mechanical parts are unknown quantities.

Before any of this can be attempted, GMR must obtain its accreditation, and from recent experience, this is a labour intensive project for a limited number of GMR members and requires considerable patience while navigating the accreditation process.

Of lesser but not inconsiderable concern, is the state of the tender. Water was left in the tender after the loss of accreditation and this was not discovered until last year when that water was finally removed. Again, a detailed inspection is needed to determine whether any corrosion has occurred and to what extent.

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## Tram Move – Update

By Bill Harrison

As members would be aware, we have three trams at Glenreagh West which were provided to us some years ago by the Sydney Tramway Museum (STM). One has been removed from outside the Tram Shed to a location nearer Tip Road, one is inside the Tram Shed and the other is inside the Carriage Shed. The two under cover are occupying valuable space that could be used to protect our valuable railway rolling stock assets from further deterioration.

GMR began negotiations with STM to return the trams to Sydney and it was agreed that before they could be returned, we would need to have them relocated outside the sheds so that they could be lifted onto road transport by crane. In August last year we submitted an application to the Independent Transport Regulator (ITSR) for an exemption to our present accreditation to allow us to move them. Several discussions have taken place with ITSR since then and we have supplied additional information to them as requested. As far as we are aware, no further information is required and we are continually pressing them for the necessary notice. As of early February, our contact at ITSR was “chasing this up” with his manager.

Once the trams are moved, we want to move as quickly as possible to get our two end platform cars completely under cover in the Carriage Shed by moving them in to the location previously occupied by the tram. It would also be

beneficial to move the Brake Van and possibly the Covered Van under cover in the Tram shed.

Due to the length of time required to prepare, submit and receive approval, we are already beginning to think through our next application for a limited rolling stock accreditation to allow us to "shunt" our rolling stock around Glenreagh West.

## Work on restoring the second sleeper inserter has started.

After 6 years of storage in a farmers shed the smaller sleeper inserter has



finally been moved into the new shed at Lowanna to start its overhaul. The unit is complete but has suffered from years of being used as a perch by the farmer's chickens. Eric and David have taken on the task of cleaning and repairing the unit. The cost of restoration is small and they urgently need funds to purchase a Karcher G2500 Petrol Pressure Cleaner at a cost \$800. If you can donate funds for this please send a cheque or money order to:

Sleeper Inserter Appeal  
GMR  
PO Box 5104  
Glenreagh  
NSW 2450

It is most important for our future track restorations program to have both sleeper inserter units fully operational to save our members the back braking work of replacing timber sleepers.

## RailCruising planning to come to Australia

By Neil Oppatt (General Manager, Rail Riders Limited)

New Zealand RailCruising company Rail Riders Ltd has had very preliminary discussions with Glenreagh Mountain Railway Inc, Coffs Harbour City Council and ITSR, exploring the possibility of bringing RailCruising to the Glenreagh – Dorrigo Line. This would be the first Australian Railway Line with a RailCruising tourism operation.

Rail Riders, owned by Neil and Jane Oppatt, established the world's first commercial RailCruising operation last year on the once mothballed and gradually deteriorating Rotorua Railway,

a 48km railway line in the heart of New Zealand's tourist iconic destination of Rotorua.

For the first time in rail history, tourists can now have a totally exclusive and entirely independent self-drive rail experience. The RailCruising concept is simple: groups of RailCruisers spaced about 250 metres apart, travel together like a virtual train in one direction to the destination Railway Station, they are then turned to head back to where they started.

Two years of research and development produced the RailCruiser V3000 Hybrid, the world's first fully automated, state of the art petrol-electric hybrid RailCruiser.

Rail Riders is presently building a variant of the V3000Hybrid specifically to operate on standard gauged track on the Glenreagh to Dorrigo Line, the Rotorua Railway being a 3ft 6inch gauged track.

This RailCruiser will have six seats and four times the horsepower of the V3000, the V3000 is a four seat vehicle.

RailCruising promises huge tourist potential for both Glenreagh Mountain Railway and the Coffs Harbour Coast Region. They are presently undertaking work to determine the best sections of the line to operate on and to develop a plan to reinstate the line to operational condition.

To find out more go to:

Website: <http://www.railcruising.com/>  
YouTube: <http://youtu.be/b3fVx59kku8>  
Facebook: <http://www.facebook.com/RailCruising>



### Expression of Interest for membership of the GMR Heritage Committee

The Board of GMR is seeking members who would be interested in applying to be part of this committee.  
Contact the Secretary on Ph: 02 47391830 or email: [secretary@gmr.org.au](mailto:secretary@gmr.org.au)

## Climate Change is having an impact on GMR

For the last two years the North Coast of NSW has seen high rainfall. This has had a direct impact on both our work programs and infrastructure. A number of our projects are running behind schedule and we have seen direct damage to our line with loss of a bridge as well as a number of minor land slips.

Much of this damage will not be repaired for sometime but as resources become available we will address this.

## GMR Trikes and their restoration.

As we move forward with accreditation for operation of trikes on our line we need members interested in taking up restoration of trikes for static display and operations to step forward.

Glenreagh Mountain Railway has fully equipped trike workshops at both Glenreagh West and Lowanna Depots and we are seeking members interested in taking on the responsibilities of restoring these items. The static trikes will be items that will never be fit to operate on the line but will provide heritage display items for events.

If you are interested in becoming part of this project contact the infrastructure manager on 042935168 or [perway@gmr.org.au](mailto:perway@gmr.org.au)