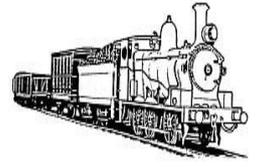


# Rainforest



## RAILWAY NEWS No. 24 – June 2011

### **Rainforest Railway News**

is the information bulletin of Glenreagh Mountain railway Incorporated.

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Address all correspondence to:

### **The Secretary, GMR Inc.**

P.O. Box 5104  
Glenreagh NSW 2450

Phone: (02) 6649 2234

### **Webb address:**

[www.gmr.org.au](http://www.gmr.org.au)

### **E-mail Address:**

[gmr@gmr.org.au](mailto:gmr@gmr.org.au)

### **Facebook:**

Glenreagh Mountain Railway

### **Board of Management:**

President: Colin Sambrook

Vice President: Colin Green

Secretary: David Page

Treasurer: Helen Bamford

Directors: Andrew Simpson

Bill Harrison

Valmai Thomson

### **Web Site**

Administrator: Eric Shaw

### **President's Report**

An enormous amount of work has been achieved by a few people at Lowanna and Glenreagh West over the past couple of months. Lowanna work days are normally Thursdays and Glenreagh West workdays now Tuesday and Thursday. There is always plenty to do and everyone is welcome to come and help. I would like to see us have a working weekend say once a month. The TAM has been cleaned up by Valmai so overnight stays are possible. Please let us know if you are interested so that we can organise a weekend.



A new Saturday Glenreagh Markets has started up and is located in the School of Arts hall. They will be held on the first Saturday of the month. GMR will have a stall from the next Market day which will be 2<sup>nd</sup> July 2011. Any assistance with manning the stall would be greatly appreciated. Please give us a call if you can help.

Don't forget the Timber Festival which will be held at the Glenreagh Recreation Grounds on the 30<sup>th</sup> July 2011. GMR will open the Glenreagh West Depot for inspection and will also have a stall to sell goods. If you can help please give us a call so that we can organise a roster. I can be contacted on 0418610142 and

Colin Green on 0427543419. If we are unable to answer please leave a message so that we can call you back.

Our Accreditation Application continues to progress through the system at ITSr and we will have an answer shortly. All we can now do is wait patiently for the big day when we receive our approval for Infrastructure Management of our assets.

### **GMR LOGO**

*The Board of Glenreagh Mountain Railway is calling all interested members to provide ideas for a logo which suits Glenreagh Mountain Railway.*

By the time you receive this Newsletter all of the old wooden carriages at Lowanna will have been removed and the site cleared. This will greatly enhance the Lowanna Station and yards.

Over the years the Board has kept our membership fees the same. However, we have had to approve an increase in our fees from 1 July 2011. The new fees will be \$40 for full membership and \$30 for concessional membership. Additional family member will remain at \$10. Included with the newsletter will be your renewal notice for the coming year. Payment is due by the 31 July 2011 to retain your membership.

In closing, I would like to thank my fellow Board Members for the phenomenal effort that they are putting in. The Rail Safety Act 2008 has put an enormous amount of responsibility on

Board Members, particularly the Rail Safety Manager and Rail Infrastructure Manager. In particular our Secretary David Page has been putting in a superhuman effort organising level crossing agreements and right of carriageways as well as applying for Grants, and many other important time consuming projects including attending important meetings with Lawyers and Local Councils.

**Colin Sambrook (President)**

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## Accreditation Report

Indications from the Regulator are that our infrastructure accreditation is getting closer to legal approval, we can only but wait.

With this accreditation and pending changes to the Occupational Health and Safety Act (now Workplace Safety Act) as of January 2012, more responsibilities are imposed on the Board and membership as a whole.

Luckily I am well qualified, both academically and as a former bureaucrat (Health) to address these challenges and issues, a task I accept willingly.



As the rule goes, it takes a minority to wreck it for the majority. The recent spate of Industrial and railway incidents demonstrate this and have forced the Government to tighten legislation to limit the impact of incidents.

### **Urgent Positions Vacant to be filled.**

Anyone interested in filling the following positions please email the secretary on [secretary@gmr.org.au](mailto:secretary@gmr.org.au) :

**Publicity Officer:** To promote GMR in all forms of media and work closely with the GMR webmaster. Promote with monthly articles in newspaper as GMR moves forward with its new accreditation.

**Two Director Positions:** Must have working knowledge of the Rail Safety Act and General Regulations. Willing to meet with Government Departments as well as other stake-holders. Must have good computer skills and access to broadband internet. There is no requirement to live on the North Coast of NSW as Board meetings can be held via video conferencing. Willing to work long hours between meetings.

Within this legislation there is now a major shift towards accountability for the Board, members, volunteers and anyone on site, with the emphasis on risk management, induction courses, education, training and competencies.

Fortunately, GMR are ahead of the game and have developed a training plan, a minimum standard set of courses and competencies, with specific courses and competencies for working on infrastructure.

These courses and assessments being provided by external organisations and will be run at our new training facility at Lowanna. This facility is currently being finished and will provide an actual real life rail environment.

I encourage all members to embrace these new requirements and take the opportunity for self-development and extension of skills.

At the present stage the minimum requirements for working within the Rail corridor are:

- Work Safely in the Construction Industry Induction CPCCOHS1001A
- Rail Industry Safety Induction

Advanced courses required and to be conducted in the near future are currently being finalised and will cover all aspect of rail infrastructure. Possible inclusions are:

- TLI20407 Certificate II in Transport and Logistics (Rail Operations)
- TLI21309 Certificate II in Rail Infrastructure

After having said all of this, a major responsibility of mine is to ensure that all members' qualifications and skills match the tasks at hand. I am also legally required to record this information on a database for inspection by regulatory authorities.

I have a fair amount of information to date, obtained from the previous Board, but still legally need to ensure that all information is correct and recorded. So, if I ask for verification, clarification or evidence of updates, please be patient and understand.

In closing allow me to say that the current Board is cognizant of the need for succession planning to advance GMR and is willing to pass on knowledge and responsibilities to members with similar interests and maybe aspirations for Board positions.

One advantage for you is that most of the hard work has been done with an excellent basis for future accreditation applications.

I would like to hear from any member who has a background or interest in safety – rail industry or otherwise.

Any enquiries or expressions of interest for courses can be addressed directly to me at [rsm@gmr.org.au](mailto:rsm@gmr.org.au) or by phone 02 6291 7617, 0412 447502.

**Andrew Simpson (Rail Safety Manager)**

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## MAY WORKSHOP REPORT

Since last month the wet weather has eased a bit to allow us to fit some old transoms outside the roller door of the machine shop. Thanks to Optus we have had gravel spread on the rear access road, this has aided in creating an all weather road, which will allow the lathe to now be delivered.

The timber machine gear has been removed from the machine shop and the area behind the rail motor over to the tram shed. This will be turned into the wood working area in the future for timber restoration projects.

We have moved the shaper, milling machine and other small items out of the way to allow the lathe to be positioned in the workshop. Half of the lathe tools, chance gears, steadies' and a large face plate have been moved into the machine shop.

This month we hope to move the rest of the lathe tools in, unbolt the lathe and electric motor from the floor at the forestry. Move the lathe by tilt tray to GMRW.

In the main shed we have been preparing the site for tours through the carriages by fitting better/safer stairs to allow patrons safe easy access to the carriages as timber fest will be on the 30<sup>th</sup> July. David Foster will be attending again this year and will draw a large crowd we hope to capitalize on the crowd by having GMRW open for display, we will need GMR members to be there for support.

**Colin Green**

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## **The Dorrigo Steam Railway Museum Carriages at Lowanna.**

Most members would be aware of the long ongoing problems these carriages have caused over the years and how it came to a head with Coffs Harbour City Council issuing a removal order on Glenreagh Mountain Railway on the



grounds of safety and environmental hazards. After 11 years of asking for these items of rolling stock to be removed the Board of Glenreagh Mountain Railway had no option but to start legal action to have them removed and seek payment for the unpaid rent for these items. The issue was going to court on the 31<sup>st</sup> of May and mediation was agreed to for the 30<sup>th</sup> of May. At mediation DSRM reached an agreement and they requested a confidential agreement so the details of the deed can't be expanded on. However we can inform you the carriages which are causing the concerns for Coffs Harbour City Council have been removed and the rest of the items will be removed in the following months.



The removal of the carriages has to be done by a licensed contractor who is experienced in dealing with lead paint timbers. We wish to thank Coffs Harbour City Council for waving their tip fees which will be a saving of \$15,000 as the Council's tip is the only place we could dispose of lead paint timbers. The total cost to Glenreagh Mountain Railway for the legal, removal of the carriages and de-contamination of the site is about \$40,000. The sale of the scrap steel is hoped to recover most of these costs. Glenreagh Mountain



Railway members recovered many spares for the carriages at Glenreagh and we have a number of fire bricks which have been donated to NSW Rail Transport Museum for their 38 and 32 class locos. There will be a lot of work to clean up the site and restore the loops back into operating order.

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## **Vice President Report**

Most of the community has forgotten about Glenreagh Mountain Railway (GMR). GMR's operational accreditation was removed by the Independent Transport Safety Regulator (ITSR), with the introduction of the new rail safety act in 2008. It became apparent that GMR would come to an end as it would struggle to satisfy the new requirements brought in by the 2008 rail safety act. There has however been a dedicated core of GMR members who believe in the value of having a heritage rail system starting at Glenreagh and travelling up the mountains to Timber Top, Moleton and Lowanna. Thanks to these Members who have skills to meet the new demands to become certified again, we are close to achieving our goal. It was all doom and gloom when we ceased operations with the steam train, but really it should be seen as possibly the best thing to have happened to us. It made GMR take stock of what we were doing in dealing with the public. Specifically, how important it is for a rail operator including GMR to have all the safety requirements in place for the public's wellbeing. We thought we were ok with what we were doing but the regulator showed us how vulnerable we in fact were.

GMR will be among the first to meet the requirements of the new rail safety act 2008 with our infrastructure accreditation submitted earlier this year to ITSR for their scrutiny. Even the rail groups that are operating now (under an interim accreditation issued by ITSR) still need to meet the 2008 rail safety act requirements.

So what are we doing? We are building a training centre at Lowanna as the 2008 rail safety act states all who work in the rail corridors need to be accredited, even the rail workers on the North Coast mainline. The site at Lowanna has all the training requirements, points, sidings, loops, track equipment and now a training

centre under construction. The training centre will produce much needed revenue by educating workers from other rail organizations requiring accreditation. At Glenreagh West we are clearing the garden around our fettler's cottage, constructing a machine shop for the future repairs of rolling stock and maintaining carriages for future static displays. Additionally, we are making preparations for the Trams to be

### **Members Forum to Discuss the Direction of Rolling Stock Restoration.**

The Board of Glenreagh Mountain Railway is calling a forum to allow members to have their input into the direction and the priority for rolling stock restoration as well as the creation of a Rolling Stock Restoration Committee to develop restoration plans for all GMR rolling stock items.

The forum will be held at the GMR Cottage on the 16<sup>th</sup> of July with RSPV by the 9<sup>th</sup> of July.

If you are unable to attend and still wish to be part of the Rolling Stock Restoration Committee send a letter to the Secretary with a list of your qualifications

returned to Sydney Tram Museum (STM). Unfortunately there are too many safety issues for running the Trams on our GMR line. Ultimately, we need more members to come back to GMR, we have lots to do and once our accreditation is approved in a matter of speaking it will be full steam ahead. Currently, we are working on Tuesdays and Thursdays at Glenreagh West, if you have an interest in our railway come for a look, you may even be hooked like us! 0427 543 419 **Col Green (Vice President)**

## **Infrastructure Report**

Activity during the month was limited due to continuing wet weather, a lack of funds and still no formal accreditation from ITSR.

### **Glenreagh West**

Activity continued during the month with a dedicated band of volunteers on Tuesdays. Work continued on:

- Regular mowing around the cottage and other areas;
- The construction of an access across the main line to allow for the delivery of equipment

and material to the roller door on the Workshop has been frustrated by the wet weather and more work remains to be done to provide an acceptable access for trucks; and

- Reorganisation of the Gang Shed to return it to its original layout, including an audit of all the tools and equipment; and

### **Lowanna**

The regular crew has been busy during the month on the following activities:

- Mowing around the station and yard;
- Completion of the formwork and pouring of the foundations for the new Workshop;
- Preparation of the foundations for the erection of the structure; and
- Erection of the steelwork which has been delayed by the continuing wet weather.

### **Optus Tower**

The tower and control room have been erected but work is now suspended pending resolution of a power supply issue between Optus and Country Energy.



### **The Future**

Future activities are severely limited due to the present lack of funds so work will be concentrated on labour only operations. Activities will include:

### **Glenreagh West**

- Continuation of the clean up around the Carriage Shed;

- Continuation of the reorganisation of the Gang Shed;
- Completion of the access to the Workshop;
- Lawn mowing around the cottage and elsewhere around the area; and
- Preparation of the erection of a temporary fence and warning sign on the western side of the Orara River Bridge subject to Max Lloyd's availability.

### **Lowanna**

- Erection of the structural components of the new workshop and installation of roof and walls as far as the supply of sheeting material will allow.



**Bill Harrison**

**Infrastructure Manager**

## **Training Program for Members.**

The Board of Glenreagh Mountain Railway is calling all interested members who wish to work within the rail corridor to lodge their interest with the Secretary either via email or post. Once we receive your name a training agreement will be drawn up setting out the type of courses you will need and what training you are interested in.

Members without the correct qualification or an agreed training program will not be permitted to work within the rail corridor.