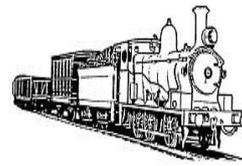


Rainforest



RAILWAY NEWS No. 23 – March 2011

Rainforest Railway News

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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

E-mail Address:

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

At the Annual General Meeting held in December 2010 the following members were appointed to Positions on the Board as a result of our new Postal Voting system: President – Kevin Anderson, Vice President – Colin Sambrook, Secretary – David Page, Treasurer – Helen Bamford (Elected unopposed) Director – Colin Green, Bill Harrison, Ron Paul, Andrew Simpson and Valmai Thomson (elected by Postal Ballot). Unfortunately in January this year Kevin Anderson and Ron Paul resigned for personal reasons. They will be sorely missed. I would like to thank them for their significant contribution to GMR over the years and wish them well in the future.

As you will see in other reports, our Accreditation application is still moving along slowly. Whilst it is becoming very frustrating we have at least met all the criteria set by ITSR and provided all the material that they have requested. On the other hand the Accreditation once approved will be in the form of a contract and this must conform to the Rail Safety Act 2008 down to the minutist detail.

In the meantime work continues at both Lowanna and Glenreagh West by a small band of dedicated members. There are many and varied jobs that can be done prior to us gaining our Accreditation. Work days are normally Tuesdays at present and perhaps one weekend per month if enough members are interested. Please call or email us if you would like to work on weekends and let us know what weekend of the month

you would like to work so that we can organise a work program and collate requests. Just work for one day or make it a social outing and stay the night, enjoy a BBQ and continue working Sunday.

I would encourage members to come out and see how much work has been done, what is needed to be done and consider what you might like to contribute by way of labour or materials. After all it is your Railway Group and it won't happen unless we all get together and put in the effort. Whilst the progress may seem slow, it is because we have to do everything properly in accordance with the Rail Safety Act. By doing it this way we will have a safe and reliable railway operation.

Colin Sambrook (President)

Accreditation Report

Members,
Thank you for your patience and understanding over the last 12 months or so as we progress our infrastructure accreditation.

Accreditation update

The run up to our submission to the regulator for infrastructure accreditation reminds me of the old railway song, "I've been working on the railway all the lib long day" It is much like laying track and I can only liken it to the same methodical approach.

Do the ground works, lay the bedrock, support with solid foundations, check outcomes, readjust and all the while ensuring the track stays aligned with legislation. There have been times when we have had to add a bit more ballast, but at least the final round of

documentation is now with the Regulator and we await their reply.

The ballast required was to demonstrate and strengthen our position on:

- Risk assessment and management, including memorandum of understanding with emergency services
- Drug and alcohol management
- Fatigue management
- Competencies
 - identification of units and courses required,
 - identification of Registered Training Organisations accredited to deliver said courses
 - recording, monitoring, renewal
- Development of or strengthening of policies

Visits to other Heritage organisations

It has not been all work and no play though as I have been fortunate enough to visit several other NSW heritage rail organisations over the past 6 months. It is interesting to see the challenges they face

Although, they all have accreditation, they are subject to the “transitional arrangements” which effectively means that they will have to comply with the standards we must start with.

From my viewpoint they have the easier task as they can still run and bring in money to assist in the costs associated with transition, compliance and training. Some have embraced the new legislation; some are stunned, whilst some are questioning their continuance. Given this, I feel honoured to be part of an organisation that has showed determination and commitment in the face of adversity.

Other progress

- Progress on checking serviceability of all lighting, safety and electrical equipment
- Documentation of assets

Andrew Simpson (Railway Safety Manager)

Training Requirements for GMR Perway

The pending accreditation will lead to a major shift in the requirements for training. If members are interested in being actively involved in the perway side of GMR some of the following

courses are needed depending on the activities you are undertaking:

- First Aid;
- National Track Awareness Course (old RISI);
- Certificate I in Transport and Logistics (Rail Operations);
- Certificate II in Transport and Logistics (Rail Operations);
- Certificate II in Rail Infrastructure;
- ChemCert Accreditation.

These courses are National qualifications and permit you to work in the railway industry anywhere in Australia.

HOT OFF THE PRESSES

Ray Love's Days of Steam

Eveleigh Press

This is a book of historic photos and interesting facts. The book also covers 1919 and many other locos.

You can purchase it direct from Ray Love at a special price of \$58.

Place your orders by emailing him on: love29@westnet.com.au or via phone and leave a message 65666048

Be quick so not to miss out on this great railway book. Signed copies if requested.

Glenreagh West Depot Workshop

Hopefully this article in the Rain Forest news will get everybody on the same page as to what has been happening so far this year at the Glenreagh West Depot.

Work has commenced building the machine shop; we have had in the machine shop for quite a long time a large milling machine, a shaping machine, a huge arc & Tig welder also a surface grinder. These machines have been donated to GMR.

To complement these machines we have been in negotiations with State Forests NSW to secure a large Denham Metal Lathe. At the present time State Forests are very favourable towards us acquiring this machine. We have looked at our 3 Phase power requirements with the help of local electrician Wayne Wilson and are working towards planning where each machine will find its home.

What we need to do is construct a wall between the crib room and machine shop. Gather the drilling machine and compressor and press from the other parts of the shed and place them in the machine shop, move the wood butchering gear (Planner, band saw etc) out of the machine shop over to the wood area behind CPH 11. Create an asset register, gather all the hardware and put it in one spot (We have enough screws, knickknacks and bits to rival a hardware store), get the seized motor on the Ballast Regulator up and running, you don't know if we will need it one day!



We have constructed a pipe culvert to gain access behind the machine shop so we can move equipment in or out.



Thanks to the efforts of Colin Sambrook and David Page the mysterious water entry into the crib room when it rains (but it floods only sometimes). What it turned out to be was ground water being forced up through cracks in the concrete. A trench has been dug with the excavator outside the cement drain. We still have to get hold of some agg line and gravel and some helping hands to finish the job!



The excavator has been busy since it has come down from Lowanna clearing soil and debris, digging drains, clearing stumps in the cottage grounds and making a culvert. The excavator will head back up top to begin construction of our shed at Lowanna.

We have also been busy gathering all the power tools for Eric Shaw to test and tag. I think we must have an angle grinder for nearly all the members of GMR; just about every second tool is a grinder (or they could be breeding!)



Photo: Eric Shaw doing tag and testing

Thanks to Mathew the yard at GWD is in top condition, he is either on a mower or wielding a brush cutter all day long. The only time the buzz of a motor stops is when he needs to put on some more line.



Most of the time, we have been doing work at Glenreagh West, on a Tuesday as we have to work mid week,(Poverty makes me do it). If you are able to come on a Tuesday we have heaps to do.

I am looking forward, to catching up with all of you soon. Please remember GMR is not trains and machinery or track, the important part of GMR is you as a member; it is you who is GMR. Soon it will be busy times for us. I have a passion and a belief that we can get our vision of a heritage railway off the ground that is what I am a member for.

Col Green (Vice President)

New Perway Guy at Glenreagh West.

Max Lloyd has stepped up to the plate and put his hand up to be trained to cover the perway side for Glenreagh West Depot. Steve Martin will cover the perway side for the Lowanna Depot thus allowing two teams of workers at either depot. This also allows for big projects where both teams can be called to work as one big team.



Photo: Max Lloyd in orange safety vest with Josh and David Heywood.

Max's first project is to clean out the ganger sheds at Glenreagh West depot and then restore it as much as possible to its original state. If anyone wishes to help Max, Tuesday is his working day. The Board of GMR wishes to thank Max for taking on the necessary requirements for training to do this work.

Urgent Positions Vacant to be filled.

Anyone interested in filling the following positions please email the secretary on 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.

Questions and Answers from the GMR Members

The members of the Board are being asked a number of questions again and again; we hope this will answer some of these:

When will 1919 be running?

The answer to this question comes in a number of parts; regulation, mechanical and Competencies:

Regulation: GMR expects to soon be granted Railway Infrastructure Manager Accreditation (RIM) which will enable us to maintain and restore sections of the line. As part of the granting of this accreditation we will have to prove that GMR has the resources and ability to meet the requirements of the new Act and can operate safely. Before starting this process we had a number of meetings with the Regulator and with their advice we have mapped out a path back to full accreditation. The first step is RIM; to build on this accreditation, as we gather more skills and experience, we will be applying for variations to this accreditation to include various Rolling Stock Operations.

Mechanical: There is no documentation covering 1919's original restoration by GMR and the qualifications of the people who worked on it which presents a problem for us in establishing the integrity of the restoration. We are likely to have to review much of the previous work to either confirm its adequacy or commit to additional work before it receives a "fit for use certificate". The condition of the boiler is a major concern as it is known that the foundation ring is leaking. To fully assess the boiler's condition it is likely it will need to be removed from the engine frame. Once we have the necessary accreditation to allow us to begin work on 1919, the Board intends to employ an external engineering consultant to provide a written report to better understand the depth of this issue.

Certificates of Competency (COC): Under the new Act and Regulations all COCs have to meet the new National Standards for Training. Many of the previous drivers and fireman of 1919 have old outdated qualifications that do not meet the new standards. Retraining will be a cost that GMR will have to fund and the last quote for steam engine driver certification GMR received was \$10,000 per person. Alternatively GMR may be able to locate suitably qualified drivers and firemen willing to drive for us.

If we can't get 1919, running can we get CPH 11 running?

CPH 11 has the same documentation problems as 1919. The work done to date has involved the replacement of

the original timber cabin framework with a steel frame. No design calculations or drawing are available to certify this work and we will therefore need to source original drawings and review the work already carried out. Much of the original furnishings and components are scattered around the workshop or are missing completely so a complete inventory will need to be prepared. It is unlikely the engine or torque converter have been run since 1985 so will need to be removed and overhauled. One of the issues facing all heritage operations in the State is many of the items of rolling stock is over 50 years old and would not meet modern day safety standards. We have to show that passengers will have some level of protection in case of an impact crash or rollover. This requires engineer's reports and testing to ensure a level of protection. The cost of getting the CPH 11 operational could be cheaper than 1919, however further work and research is required to determine what is needed. The completion of the Conservation Management Plan by our heritage committee was the first stage.

When will the trikes be operating?

Together with our track maintenance machinery we intend to have some of our trikes as the first rolling stock to be operating on the line. We have already had meetings with the Regulator to discuss the process for getting the trikes and the sleeper inserter accredited. The Regulator has provided the Board documents to show some of the issues they will be seeking us to address in our variation of accreditation. Once RIM is achieved, it is intended to immediately begin the preparation of this application which the Board is planning to submit this year. These trikes will be for members and workers only and no public trike operations will be permitted.

Will all members need to attend training courses?

While we encourage as many members as possible to undertake training, the short answer is NO. If you want to be actively involved working in and around the track you will need to have these qualifications but if you are only interested in mowing the lawns or performing light work such as the cleaning of the rolling stock many of these courses are not required.

Will GMR be restoring all its rolling stock to operate on the line?

The answer to this question revolves around what can be restored to an operational standard to meet the modern safety requirements and what can't. Some items will be restored to static condition and others will be fully resorted to operational. Each item of rolling stock will have to be assessed prior to starting any restoration.

When will restoration of the old Glenreagh Station start?

The Board has long-term plans for the restoration of the Glenreagh Station and Yards. However this will depend on future funding.

What is planned for Moorland Station?

The Board faces problems with the restoration of this station as it was not managed by a Licensed Builder as required by Council as a condition of the development approval. Its future is now uncertain as it too far from the line to be used for its original purpose. The Board intends to review its restoration to correct the previous deficiencies and possible use at a later date.

What is occurring with DSRM items at Lowanna?

Coffs Harbour City Council has order these be removed from our land at Lowanna. GMR is presently working with our law firm Slater & Gordon via the Courts to have these items safely removed.

Funding Appeal for 1919 and CPH11

Funds are urgently needed for 1919 and CPH11 to undertake important engineering reports and assessments as the first step forward to bring these rolling stock back into service. We are seeking for 1919, \$5000 and CPH11, \$6000. Please give to save 1919 one the oldest operational steam locos in NSW.

Send donations to:

Glenreagh Mountain Railway
1919 and CPH11 appeal
PO Box 5104
Glenreagh NSW 2450

What is happening to the Trams?

GMR does not have the resources to either restore or operate the trams, and

as they are the property of the Sydney Tramway Museum they would have to be operated under their accreditation which is not possible. Glenreagh Mountain Railway is a railway heritage association not a tram society and the regulator has deep concerns with these operating on this branch line. Arrangements are being made to have these sent back to Sydney.



Photo: Moving of Tram 792

Prepared by: David Page and Bill Harrison

Infrastructure Report

Although February is a hot month it has been heartening to see increased activity at Glenreagh West and work continuing at Lowanna

Glenreagh West

The working bee now occurs on Tuesdays and the number of active members has increased so momentum is building. Our lawns are being regularly mowed and additional work has been done to remove the stumps around the cottage to remove a major hazard to mowing.

The tram has now been relocated away from the Tram Shed to provide Optus with access to their proposed site and the area has been levelled. The pile of transoms has been relocated from behind the Tram shed to a new location and we have been moving various other piles to tidy up the site and also lift them off the ground to avoid excessive moisture.

David has been busy with the excavator in other areas as well, including providing a new crossing over the main line to provide access to the workshop at the roller door to allow us to move machinery and other heavy items in and out and also cleaning out the drains along the main line.

Colin Green has provided much needed maintenance to the excavator, restored the Honda ride on mower to working order and is also intending to fire up the engine on the Ballast Regulator. Colin is also working on the installation of equipment in the workshop as it was always intended and has been gathering all the equipment stored around the site back into the workshop. Design is also proceeding on the partition that will be erected between the workshop and what will be the crib area so that that area can be kept clean and tidy.



Photo: Colin Green training on excavator

Eric has tag tested all the electric power tools and leads to comply with our WorkCover requirements.

A major clean up has begun in the Carriage Shed to make the area safer and more acceptable for public access. More is still required.

Optus

Optus' contractor has begun preliminary work digging trenches and laying cable across the Recreation Ground and is ready to begin trenching and laying cable across our corridor but has been prevented from doing so until our lease is signed with Optus. That process is now waiting for action by Optus' lawyers.



Photo: Optus with a 40m cherry picker looking at new site behind shed.

Lowanna

Further weed spraying has been carried out along the track and the team is now busy preparing for the erection of the new workshop. Structural components and second hand sheeting have been transported from Glenreagh West and the remaining components have been ordered and received and are now on site. We are now busy digging the footings (by hand!), preparing the formwork and laying out the 10 individual foundations. When ready, the footings will be poured and as soon as they have sufficiently set, erection of the portals and purlins will begin. Unfortunately we do not have enough sheeting to enclose the building and the ends will be open until more funds become available to purchase more material.

The Future

We have an ambitious programme of work that we would love to complete during this coming year but unfortunately at the moment we do not have the budget nor the resources to complete much of it and it also depends on when we achieve our accreditation. That list includes:

Glenreagh Yard to Glenreagh

- Re-install gate and fencing at the entrance and erect sign advertising GMR's management of the site
- Slash within the yard to clear vegetation/inspect turntable
- Erect a sign and temporary barrier at the Orara River Bridge to prohibit access to the public and warn them of the potential danger.
- Weed spray along the track from bridge to Orara Way and clear track
- Carry out weed spraying along the main line, inside the compound and along the track from Orara Way to the Orara River Bridge and to the mill at Lowanna
- Inspect and report on track condition.
- Weed spray track from Orara Way to Tallawudjah Creek Road
- Inspect and report on track condition
- Recover the portable toilet from the picnic area near Tallawudjah Creek Bridge;
- Continue to remove the rubbish that has accumulated in the Carriage Shed, workshop and

compound, as the area is unsightly and potentially dangerous, particularly if members of the public are allowed access. The area on the south western side of the main line particularly around and under the temporary platform and under Moorland Station and also the general area where there is still a fair accumulation of material; and

- Carry out an audit of all tools, rolling stock and equipment located at Glenreagh West so that we can progress our Asset Register

Lowanna

- Complete weed spraying of track from Little Nymboida Bridge to Mole Creek Bridge #3
 - Inspect and report on track condition
 - Repair drainage adjacent to ACI siding
- ### **Mole Creek Tank**
- Clear vegetation for 6M around tank to prevent the return of white ant infestation
 - Install temporary piping to overflow

Timber Top

- Inspect the site to determine what may need to be done to arrest any further degradation. To accomplish many of these activities we need volunteers who are prepared to complete appropriate certificates of competency as now required by the Rail safety Act. We are currently investigating how we can run these courses or where they are available and will be happy to advise members who would like to become active participants in our ongoing activities.

Bill Harrison (Infrastructure Manager)

Facebook: Glenreagh Mountain Railway
 You can now find us on Facebook.

GMR Rolling Stock

Light Track Vehicles

In anticipation of soon receiving our Infrastructure Manager accreditation from ITSR, we have begun planning how we can reduce the amount of heavy

lifting and travelling to worksites along the track which are often long distances from the nearest road. GMR has a fleet of light track vehicles including trikes, sleeper inserters and a ballast regulator.

We have both manually powered and engine driven machines with the latter including Fairmonts, Wickhams and Volkswagens . We hope to be able to restore the hand trolleys as static museum exhibits over time but our primary focus is the restoration to operational status of the Wickhams and possibly the larger Fairmont ST2 model. Consideration will need to be given as to whether they will need to have additional safety modifications to satisfy current WorkCover requirements. Some restoration work was done previously but we cannot resume any work on them until we are accredited for that purpose and so we are now reviewing the documentation and processes we will need to develop to apply for a limited Rolling Stock Operator accreditation.

Triking the Length

*A Short History of Railway
Track Vehicles in New South
Wales 1855 – 1984*

By Jim Longworth

**Australian Railway Historical
Society New South Wales
Division**

We have two Gemco diesel hydraulic powered Sleeper Inserters of which at least one is operational. Once we are accredited, both will be inspected, serviced and repaired where necessary to return them to operational status.

We are also fortunate to have a diesel hydraulic powered Cannon Ballast Regulator. This machine has been neglected over the years and we are currently reviewing its conditions and preparing plans for its restoration to operational status once we have appropriate accreditation.



Photo: Trike operations in 2004

0 6 0 Steam Locomotive 1919

Our only steam locomotive has not operated for over 3 years and will need a thorough inspection before a return to operational service. Rust has already been observed around the boiler foundation ring and we are also aware of some previous repair work on the stays which may require rectification. While the locomotive is likely to be mechanically in good condition, it is probable that some dismantling will be required to remove the boiler from the frame to accurately determine its condition and the extent of any repairs. In a worst case scenario, extensive repairs and possibly replacement may be required. Nothing can be done until we have the appropriate accreditation which we hope to apply for as soon as we have the time and resources to prepare the necessary documentation.

Diesel Railmotor CPH11

This vehicle has likely not operated since being sold by the State Rail Authority in 1985. When received by GMR it was in very poor condition with a more detailed inspection revealing that much of the bodywork was rotten and beyond salvage. Work was commenced on restoring the coachwork and metal frame has been substituted for the original wooden framing and some panelling was applied before all work was stopped on losing our accreditation. A Heritage Management plan has been prepared but nothing further can be done until we have the appropriate accreditation which we hope to apply for as soon as we have the time and resources to prepare the necessary documentation.



Photo: How CPH11 looked when it first arrived.

HBO End Platform Carriages

We have two of these carriages which were previously used when we were operating. They are in reasonable condition but are deteriorating while they remain uncovered and our priority is to move them under cover where we hope to be able to provide some much needed restoration. Appropriate accreditation is also required for these activities.

Other Rolling Stock

Our other rolling stock includes a brake van, CV van and also six stainless steel bodied single deck Sydney interurban carriages. We eventually hope to be able to restore the brake and biscuit vans (and move them under cover) and are considering the future of the interurban cars which are not associated with the heritage of the Glenreagh-Dorrigo branch.

Prepared by Bill Harrison
