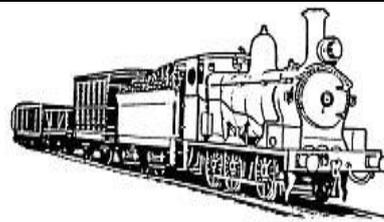


# Rainforest

RAILWAY NEWS



No. 27 – May 2012

## Secretary's Report

A number of legal issues continue to require considerable GMR time and recourses to resolve. We have been involved with some of our neighbours along the line in the Moleton and Lowanna areas for some time now and matters are still proceeding, hopefully to a satisfactory conclusion for all parties. There is a common misconception among our neighbours that it will be many years before any railway operations re-commence and they seem to regard the rail corridor as their own backyard. Consequently we are in discussions with two of our neighbours in an effort to have them remove property and fences illegally placed on GMR land. We hope to be conducting formal surveys in July to establish exactly where our boundaries are located. In one other case, a neighbour at Lowanna is trying to establish access to her land locked property through the rail corridor but does not accept the solution we have proposed. We seek good relations with our neighbours but the Board has an obligation to protect the integrity of GMR's property.

The legality of an easement originally provided by State Rail to the Department of Education for access to Lowanna



Public School remains unresolved and is with our lawyers for further negotiation. At issue is responsibility for maintenance of the road and in GMR's case, the recovery of past rents and the establishment of rents in the future.

We continue to negotiate Right of Carriageway agreements with Coffs Harbour City and Clarence Valley Councils and also with Forest NSW to protect our infrastructure at road

crossings and to obtain indemnities against any acts of those organisations responsible for the roads and their crossings. Agreement has been effectively completed with Clarence Valley Council and we are optimistic that agreement with Forests NSW is also not far away. Negotiations with Coffs Harbour City Council have proved more difficult as some agreements already appear to exist and further investigation is required.



At the same time, we are ourselves negotiating Interface Agreements with those same organisations and also others that interface with our infrastructure as required under section 23 of the Rail Safety Act 2008. These agreements are primarily for the identification of risk and risk reduction strategies.

While these negotiations are time consuming and involve some costs, they are essential to protect GMR from what could be exposure to significant costs in the event of any serious occurrences on our road crossings.

## Restoration Activities

Initially we were led to believe by the Transport Safety Regulator that we would not need an exemption to begin restoration of the railmotor and 1919. During a recent ITSR audit at Glenreagh we were advised that we would need to apply for an exemption to begin restoration, which has set our activities back somewhat. We have, however continued to locate and classify as many of the components and coachwork of the railmotor as we can find, in preparation for a resumption of restoration on the

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Vice

President: David Page

Secretary: Bill Harrison

Treasurer: Tessa Johnson-Walker

Directors: Andrew Simpson

John Munson

Web Site Administrator: Eric Shaw

vehicle itself. Peter Rheinberger is leading this activity and could certainly use some help. Meanwhile Eric Shaw is continuing to work on our sleeper inserter to restore it to an operational status.

### Accreditation Update

Our first priority is to submit an application for a variation to our accreditation to allow us to operate track maintenance machinery, such as trikes, sleeper inserters and the excavator on



the line to make track restoration easier for our small dedicated band of volunteers. Recent advice from the ITSR has increased our obligations in terms of documentation which now requires more information that we had originally expected. We are still aiming to submit this package to the ITSR within the next couple of months. Other actions in the pipeline are to prepare and submit applications for an exemption to restore our rolling stock and also to perform limited shunting activities at Glenreagh West. With the trams now moved out of the sheds, we desperately need to get the end platform cars under cover to prevent any further deterioration.



### Just in

In the last few days we have been approached by a representative of the NBN Co (National Broadband Network) about leasing a small area from us adjacent to the present Optus tower. No negotiations have yet occurred but we are in the process of instructing our lawyers on negotiating on our behalf to protect GMR's interest and agree on an equitable fee.

## POSITIVE NEWS - FOR ALL MEMBERS

By Andrew Simpson

Well what a fun time (honestly) has been had since the last newsletter. It has certainly been all go on the **Infrastructure** training and skills development front. Highlights are:

- Representing GMR and the Heritage Rail Industry as a member of the Rail Safety Strategic Forum.
- Re-visiting "Rail Safety Act 2008" and the "Work Health and Safety Act 2011" these Acts, consulting and clarifying with the Regulator, Worksafe and the Board regarding the allocation of tasks and extent of qualifications necessary for specific Infrastructure maintenance tasks.
- Development of a system that allows ALL members to participate in maintaining our Infrastructure. This ranges from the most basic tasks up to those that require specific qualifications or competencies. As a legislative requirement, to ensure GMR does not breach the duty of care provisions and allocates tasks appropriately, we do require that you prove your fitness by way of a medical (general or in case of some tasks a specific medical) and provide evidence of your qualifications and competencies. BUT do not let this put you off assisting.
- Liaison with Southern Cross Rail Training (SCRT) and have in place a training agreement to cover the following modules from the Certificate II in Rail Infrastructure.
  - ❖ TLIB1028A Maintain and use hand tools (for picks, shovels, dogspike hammers etc.)
  - ❖ TLIB2082B Apply track fundamentals (for track measurement & alignment work etc.)
  - ❖ TLIB2092A Operate minor mechanical equipment (powered tools, power wrench etc.)
  - ❖ TLIB2101A Install and maintain rail joints.
  - ❖ TLIS2031A Install railway sleepers;

At present those members participating are David Page, Andrew Simpson, John Munson, Gordon Greenbury, Eric Shaw, Stephen Martin as Team Leader and a student from a local welfare agency.

(Three members are paying their own way).

This will then give us a broader skill and instructional base for future training of members and also allow us to generate income by promoting and servicing the Depots as training facilities

- Currently in development are policies and procedures to allow us to apply for Rolling Stock (Trikes) Accreditation to assist in maintaining our Infrastructure.
- Development of a Members Qualifications and Skills Database.



I understand that some members may have provided information before that has (in part) allowed me to input some information. However, I am required to update this annually and what I have to a major extent appears to be out of date. I appreciate that to you, to have to do it again can seem onerous, but I am the one who has the bigger job maintaining it.

To allow me to put all of this in practice and fill my hungry database I would appreciate it if you could complete the enclosed survey and either scan and email it to me at [rsm@gmr.org.au](mailto:rsm@gmr.org.au) or our postal address as per the newsletter.

Remember, the requested information benefits ALL members of GMR by allowing us to grow in stature, credibility and set an excellent example to the rail industry as a whole. We are already setting a positive example.

### RESTORING A FAIRMONT TRIKE By Syd Ramsay

On my most recent trip to Lowanna I became involved in the restoration of the Lowanna Fairmont Trike.

The first step was to mount the engine back into the frame. David Page informed me that the first problem to overcome was the fact that the exhaust immediately out of the engine had fouled on the axle and worn a hole through the elbow. The only solution for this was to raise the engine enough to avoid this contact and add clearance for axle travel.

This was easily achieved by using washers.

The next challenge was to solve the problem of connecting the exhaust pipe to the engine pipe. I believed I could solve this but I had to take the exhaust system home with me. Because the elbow was worn and the exhaust needed modification I knew a welding works at



Laurieton that could handle this, Camden Haven Steel Fabrication.

The next challenge will be the lug on the cast iron engine block that had been broken off. I assured David that the welding/brazing of cast iron is no great drama and is not the "White Man's Magic" that people believe it to be. Along with the exhaust system the engine assembly also had to come home with me.



I have since had the exhaust elbow successfully repaired as the photos bare witness.

The top cooling system cover was the next challenge. This is very badly corroded to the point that the mounting flange was non-existent. This could have been repaired but at great expense. David Page and Bill Harrison were able to obtain a good second hand housing in very good condition and on arrival at my place I was pleased to see it needed no repairs and could be bolted straight on.

To be continued.....

## Helen Bamford, Treasurer.

After many years of being Glenreagh Mountain Railway's Treasurer Helen is having a well-earned break from the Board and treasury to focus on her family and their expanding plumbing business. The Board has employed a bookkeeper, Trish Newell to handle the accounts while Tessa Johnson-Walker is standing in as Treasurer. Helen will be working with the catering and fund raising crew.

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## INFRASTRUCTURE

### David Page

It has been a busy couple of months since the last newsletter. As part of our accreditation we had our first regular inspection by the Rail Regulator which was productive, with some guidance and direction on training and development of documentations for the CPH 11 and 1919. Glenreagh Mountain Railway held its second week-long working bee at Glenreagh and one of the main tasks was getting the track ready for the moving of the S truck and Trams off our property. This entailed servicing all axle boxes and brakes for all rolling stock to be moved.



The B frame points and throw over points had a complete service and some minor repairs, as they had not been fully serviced for some time. Bill, John, Eric and I were well covered with grease and a few grass ticks after the full day process. It was great to see both sets of points working smoothly.

As part of the moving of the rolling stock, Glenreagh West Depot had a huge clean up in the compound and the track was weed sprayed and brush cut. The excavator and slasher were transported down from Lowanna Depot to assist with rolling stock movement and we were busy clearing and tidying up. There has been a focus on Glenreagh West Depot

this last couple of months to deal with a backlog of projects and preparing for the rolling stock move. The week-long working bees have been hugely successful, so if you wish to join in the next one keep a lookout on either our webpage or Facebook page. Before the excavator was sent back to Lowanna Depot the track and fire trails from the tip road to Orara Way were cleared as per the Fire Management Plan.

The cottage had a good clean with some windowsills painted and the front fence to the cottage had a coat of paint thanks to Gale and Olivia. The southern boundary fence is well on its way to being completed thanks to our fencing contractor Brian Little. Once this is completed, GMR will have that section of the property fully fenced. One of the old trams that belonged to Sydney Tramway Museum was removed, as it was right on the boundary fence line.

Thanks to Coffs Harbour City Council Heritage Grant, we have reinstalled the station toilet in the Lowanna Railway Station. This means we now have two toilets which will be enough for major events planned for this year at the station. With the new application for rolling stock it is hoped to have trikes running on sections of the line soon to allow further track work. An unused water tank was brought up from Glenreagh to replace the Lowanna one that had developed a major leak.

As mentioned in the last newsletter, extreme weather events have been causing havoc with our infrastructure and timelines for undertaking projects. I have to inform members that after a massive flood event we lost the Tallawudjah Creek Bridge with floodwater damaging the surrounding infrastructure. Any replacement will require major



earthworks and a completely new bridge.



The focus now is linking Glenreagh West Depot up to Glenreagh Station. Bridges are one of the biggest infrastructure costs and with the development of the new GMR business plan Council has requested a full breakdown of track restoration costs. Thanks to Council's Engineering Department and Railway Infrastructure Companies, we have been able to develop good estimates of costs for different sections of the line. It is clear



that some sections have much higher engineering costs than others. The section from Tallawudjah Creek to Mole Creek Bridge has the highest repair costs with the section of track from Glenreagh Station to Glenreagh West Depot, as well as Mole Creek Bridge 3 to Ulong, the lowest. These engineering estimates will guide Glenreagh Mountain Railway's direction forward.

extremely successful "Bay to Birdwood" event held annually in South Australia. The event will link the beautiful Coffs Harbour coastline with the equally spectacular rainforest-clad hinterland with a challenging run starting from the Coffs Harbour Jetty winding its way up the 500m elevation past scenic views to the restored historic Lowanna Railway Station.

This will be followed by a show and shine and displays of heritage railway and other historic machines with an all day BBQ. The aim is to provide a family fun day with a challenge for historic vehicles.

**Notice:** As we go to print we are saddened to hear that long time member Jack Collins passed away after a long battle with cancer. Our thoughts are with Claire and the family.



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### New Online Payment System

Members will have noticed that as well as normal payment via cheque, money order and cash, we have moved our credit card payment system to a more secure online method. This will allow members to rejoin and donate with a faster turnaround than the old method. We encourage members to use the new system to donate to projects and restorations of rolling stock.

While you are online look around our new webpage and provide some feedback to Eric Shaw our webmaster.

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

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### STATION TO STATION HERITAGE CAR RALLY

The Coffs Harbour Veteran and Vintage Car Club and the Glenreagh Mountain Railway in conjunction with Coffs Harbour City Council are starting a new annual historic motoring event called the "Station to Station Run" on the 26<sup>th</sup> of

August. This will be from the Coffs Harbour Railway Station to the Lowanna Railway Station modelled on the



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### 1919 Cleaning Day

Interested members are asked to help on the 10<sup>th</sup> and/or 11<sup>th</sup> of July to clean 1919 ready for the Timber Festival on the 28<sup>th</sup> of July.

Please contact John on 07 38210718 or email: [johnmunson@bigpond.com](mailto:johnmunson@bigpond.com) if you can assist. We need your help.

