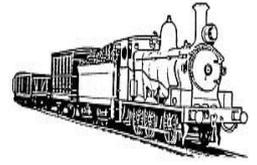


# Rainforest



## RAILWAY NEWS No. 22 – November 2010

### **Rainforest Railway News**

is the information bulletin of Glenreagh Mountain railway Incorporated.

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### **Board of Management:**

President:	Kevin Anderson
Vice President:	Steve Martin Colin Sambrook
Secretary:	David Page
Treasurer:	Helen Bamford
Directors:	Colin Campbell Trevor Kelly Ron Paul Bill Harrison Valmai Thomson

### **Web Site**

Administrator: Eric Shaw

### **President's Report**

As this will be my last report before the Annual General Meeting, I would like to take this opportunity to thank you all for your support throughout the year. Although there doesn't seem that a lot has been done over the last year, I can assure you that this is not the case. As a result of many hours of work by Consultants (who donated their time), Members of the Board and other Members, our Infrastructure Accreditation application has been lodged with ITSR with an answer expected early in 2011.

AS you know, GMR received a generous donation during the year which allowed us to purchase the Fettle's Cottage that is located on our land at Glenreagh West. The grounds surrounding the Cottage have been cleared and lawns established by our Thursday crew, and, now looks very attractive. The Cottage is used as an Office, Storage for documents and as accommodation for overnight stays by Members travelling in to do work for GMR.

Work is progressing steadily at both Glenreagh West and

Lowanna, however, more active volunteers would increase our progress. Once our accreditation is approved, work can then commence on the Rolling Stock application for accreditation.

This year has seen a number of different groups visit Glenreagh West for BBQ's and lunches. These have proven to be good fund raisers and have been made successful by our dedicated Catering Group. This indicates that there is still support out there for GMR which gives us encouragement to keep working to getting our operation open again.

In closing I would like to take this opportunity to wish you all a Merry Christmas and a happy and healthy new year.

**Kevin Anderson  
President.**

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### **SECRETARY'S REPORT**

This has been a busy 12 months for Glenreagh Mountain Railway. The Board has been actively rebuilding bridges with key stakeholders such as Office of Rail Heritage, The Independent Transport Safety Regulator,

Clarence Valley Council and Coffs Harbour City Council. The Board has been holding a number of face-to-face meetings and taking onboard their concerns and making some key changes to our procedures. These have been:

- modification to the Development Application for Glenreagh West;
- working with both Clarence Valley Council and Coffs Harbour City Council to develop a proper business plan for Glenreagh Mountain Railway which will be developed by consultants;
- working with the Office of Rail Heritage to rebuild a level of trust;
- sitting down with The Independent Transport Safety Regulator staff to map out a path to apply for accreditation.

The Board has been able to achieve some major milestones from these meetings; one of these is an accreditation application which is now with The Independent Transport Safety Regulator for their final assessment and approval in early 2011. Once approved this Railway Infrastructure Manager Accreditation will be the largest of its type for any Heritage Group and Glenreagh Mountain Railway will be a major Railway Infrastructure Manager in NSW. This is because Glenreagh Mountain Railway owns its whole rail corridor and the entire infrastructure which leads to a

complex and detailed application. The modification of the Development Approval for Glenreagh West has greatly reduced our financial exposure and provides achievable goals for Glenreagh Mountain Railway. Last month the Office of Rail Heritage publicly welcomed Glenreagh Mountain Railway back at a major conference in Sydney.

On the heritage front; thanks to Ray Love, the CPH11 has a conservation management plan and we are developing heritage facts sheet for all our items of rolling stock and key infrastructure. It is hoped in 2011 the complete heritage collection will be documented and recorded on a database. The repainting of the Lowanna Railway Station in the heritage colours of its time is another major step forward. The water gin which was located at Ulong has been moved to Lowanna to be restored as a static display. Two burnt out and rotting carriages at Megan are being removed. The Board is taking action to see the derelict rolling stock at Lowanna will be removed and once this is done the restoration of these yards will start.

Work has started to link the Glenreagh West Depot into the Glenreagh Station Railway Yards which is only 800m distance. This is mainly planning and quotes but some on-ground works have started with clearing of vegetation using a large excavator with a mulching head.

The concreting of the carriage workshop has been another major task this year and will resolve some of the dust and drainage problems. The planned fitting out of the machine workshop will give Glenreagh Mountain Railway the scope to apply for its Rolling Stock Manager Accreditation in 2011.

There has been ten Board meetings and two Special General Meetings. Ron Wells resigned in February and the Board appointed Bill Harrison to fill the vacancy. Barry Spinks resigned in July due to family issues and Dawn Gillson's position was terminated in October as her membership had lapsed.

The next 12 months will be exciting with path ahead looking very positive for Glenreagh Mountain Railway.

**David Page**  
**Secretary**

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#### **FROM THE EDITOR**

At the Special General meeting held on 3<sup>rd</sup> October 2011 approval was given for the proposed changes to our constitution allowing for elections by postal vote and the abolition of proxy votes.

Enclosed with this newsletter is the ballot paper for the election of Directors for the Board of GMR together with a resume of each candidate. The completed ballot

papers are to be returned to the Returning Officer by COB 7 December 2010. Only one nomination was received for each of the other Board positions so election will be necessary for those positions.

**Colin Sambrook**  
**Vice President**

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### **Infrastructure Manager's Report**

Since the submission of our application for Rail Infrastructure Manager Accreditation, our small band of committed and enthusiastic volunteers has been busy with an ever increasing workload. Major activities have been:

#### **Lowanna Station**

We have obtained a copy of the original SRA painting specification for the original 1920s exterior colour scheme and a painting contractor has been busy changing the colours from the current 1960s colours to this original colour scheme. The work involved the pressure washing, sealing and then painting of the station and Signal Box and work is expected to be completed in November.

Pictures of the before and after colours can also be found under the "Report" tab on our website.

As a requirement in the CHCC Heritage Plan for Lowanna, the site shed had to be moved away from the station so new foundations were laid and the shed moved on 4 November. We also provided 2 new trenches for

power and water and our volunteers are in the process of relocating both of those services. The interior of the shed will be refurbished to provide a training facility with the addition of a white board, new table and chairs.

GMR purchased additional structural components to extend the tram shed at Glenreagh West some time ago. As this extension is not now required, and a workshop is required at Lowanna, it has been agreed to transfer all this material to Lowanna. Using our excavator, we have prepared a level area will be setting out, excavating and installing the foundations for 10 columns before we can begin erecting the shed. Erection will need to be completed before the end of March next year, so once we have completed the current heavy workload, our efforts will be concentrated in this area..

#### **Bogie Water Gin**

GMR owns a water gin that was located on DSRM land at Megan. As part of the GMR/DSRM Settlement Deed, GMR was required to remove this item of rolling stock. On 5 November, GMR volunteers with the use of crane hire and transport contractors, successfully relocated the Water Gin to a stand, purpose built by GMR volunteers behind Lowanna Station. Over the coming months our volunteers, with guidance from our heritage committee will be cleaning and restoring it to its original condition as a display

item. At some future date, when we re-commence 1919 operations and circumstances require, it may be returned to service.



Water Gin at Ulong



Water Gin lowered onto stand at Lowanna

Pictures of the move can also be found under the "Report" tab on our website.

#### **Mole Creek Tank**

The discovery of termites in the base of a number of timer columns supporting the tank, prompted us to engage a Pest controller who has now eradicated these pests. To reduce the likelihood of termites returning, further work is now required to clear the vegetation for at least 3-4 metres around the tank and also to divert the overflow, which is currently broken, away into the bush.

#### **Glenreagh West**

Funding has been obtained to install a concrete floor between

the 2 roads in the Carriage Shed. We have contracted a concreting firm to install the formwork and reinforcing mesh and lay the concrete but in order to meet his window of availability, we have transported our excavator to Glenreagh West and have cleared the area and excavated the top soil to the required depth. Concreting is expected to be completed before the end of November.

Plans are in hand to install the machinery we currently own into the purpose built workshop annexe to the Carriage shed and provide a separate crib area for volunteer workers. Three phase power will be made available free of charge and we anticipate having a fully functioning workshop next year. We have been fortunate to have the services of an expert to advise on layout and machinery requirements.

### **Rail Corridor**

One of our volunteers has been busy clearing Whisky Grass from the track adjacent to the Little Nymboida Bridge between Ulong and Lowanna and we have arranged for a contractor with excavator and mulching head to clear as much of the vegetation in the corridor between Orara Way and the Orara River Bridge.

### **Future Works**

We have an ambitious programme of future works that we would like to carry out once our Infrastructure Manager

Accreditation is approved, including:

- Reinstatement of the main gate and fencing at the Glenreagh Station Yard entrance
- Clearing of the Glenreagh Station Yard of long grass and the maintenance of a clear area
- Clean up of buildings within the Glenreagh Station Yard
- On-going maintenance of cleared sections of the rail corridor
- Removal of vegetation from the track between Lowanna and Moleton
- Clearing of the area around the Glenreagh West Workshop
- Clearing of vegetation around Mole Creek Tank and restoration of the overflow piping
- Cleaning and restoration of our Water gin
- Waterproofing of some of our exposed carriages
- Cleaning out the interiors of our single deck interurban carriages
- The creation of an up-to-date asset register including all our rolling stock, spare parts and tools
- The cataloguing and safe storage of all components of our Z19 class steam locomotive , our CPH11 Railmotor and our other items of rolling stock

To be able to achieve this ambitious programme, we need more active volunteers and

would like to hear from people willing to help. We would also encourage people to undertake training and certification for excavator operation, chemical spraying and track maintenance. GMR can facilitate this training. Some of the track clearing and maintenance activities will be very difficult without the use of our trikes, so we intend to prepare for a limited Rolling Stock accreditation as soon as our Infrastructure Manager Accreditation is approved.

**Bill Harrison**  
**Director**

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### **RAIL SAFETY MANAGERS** **REPORT**

I have recently been appointed to the position of Rail Safety Manager and believe that there may not have been much (or incorrect) information getting out and the appearance of not much going on. Hopefully, the following will address that issue.

### **ACCREDITATION HISTORY**

As you may be aware, GMR's accreditation to operate as a heritage railway expired on 31 December 2009. This accreditation was granted under "The Rail Safety Act 2002" and associated legislation.

The main reasons for the non-renewal of the accreditation were due to the Government Regulator's (Regulator) concerns

regarding our Safety Management Systems (SMS) in place at the time, particularly Occupational Health and safety (OHS), competency issues, previous compliance issues not actioned and too many projects on the go at one time.

However, given this concern GMR were able to demonstrate and support a restricted exemption status to perform specific maintenance tasks on infrastructure. The Government Regulator agreed and granted this exemption, subject to specific criteria and conditions.

It should be noted that if compliance to the conditions of the accreditation had been favourable to the Regulator as at 31 December 2009, and full renewal of accreditation granted, then GMR would have been able to operate under a broader scope, subject to transition arrangements. This would still have been under the under "The Rail Safety Act 2002" and associated legislation, subject to a complete revision of and development of an accreditation package as defined under "The Rail Safety Act 2008" and associated legislation.

However, since we did not comply under these transition arrangements we have had to go back to square one and develop a completely new accreditation package, before we can even be granted further accreditation.

The Regulator (who is working with us) has imposed conditions and (rightly) wants us to prove

we are financially and resource capable of supporting our accreditation goals and accreditation.

For this reason we need to take small steps, starting with obtaining accreditation to work on a greater range of infrastructure, From there we hope to progress to infrastructure support by the use of trikes, accreditation for rolling stock and eventually through to operating as a heritage railway.

Currently, we have an accreditation submission with the regulator for infrastructure.

At this point, allow me to add that:

- GMR is the only Heritage Railway (in Australia) that owns all of its own Infrastructure and related heritage items. As such this often raises issues and clarification of points not covered by mainline operators and other Heritage groups who lease their assets.
- GMR is at the forefront of Infrastructure accreditation

And thank my support Team (who have worked tirelessly over the last twelve months)

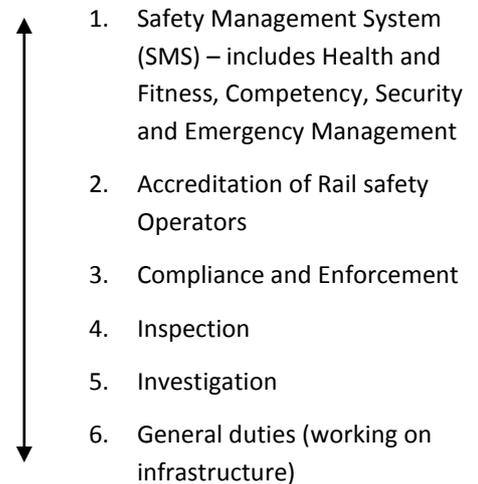
- Andrew Simpson (OHS Consultant)
- Bill Harrison (Legal Consultant and Infrastructure Manager)

- Robert Wilson (Heritage)
- David Page (Secretary)

### ACCREDITATION MATRIX (COMPLEX)

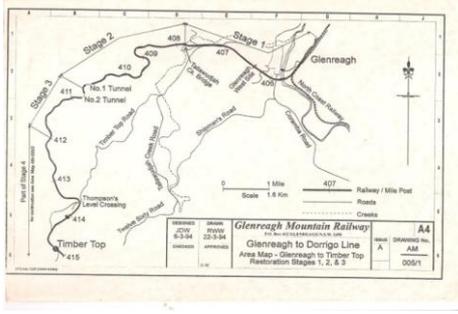
The " Rail Safety Act 2008" (RSA 2008) and associated legislation requires us to comply with and address a 6 step process to demonstrate that we are a safe environment to work in and that anyone working on the infrastructure is suitably trained and qualified. Of particular importance is that we have effective risk management, Occupational Health and Safety and training policy and procedures in place. This has required a massive amount of research, development and paperwork.

For information, the basic structure (flow chart) under the RSA 2008 is as follows:



As you will see this is a two way communication matrix and also imposes conditions for workers to notify of any emergencies, concerns, accidents or near misses. We then (internally) need to apply, check and adjust (where necessary) our processes up to

step 1 to ensure compliance with step 2.



## INFRASTRUCTURE ACCREDITATION DEVELOPMENT FOR SUBMISSION TO REGULATOR

The overall driver of this development has been the Safety Management System. Even with access to greatly appreciated and valuable documents prepared by previous and current members, the current development has involved over 2000 hours of work. Fortunately, this effort has now set the base for further accreditation packages.

Major development work has been done on:

- OHS policy (actually a MAJOR development)
- Security policy
- Asset policy
- Financial policy
- Audits
- Schedules
- Standards
- Administrative, risk assessment and OHS forms
- Emergency Management Policies

- Interface Agreements – with utilities, land holders, communities
- Risk assessments – identify, restrict/limit, provision for reporting, management
- Health and Fitness policy and guidelines – including Drugs and Alcohol
- Competency/efficiency standards and related assessment criteria – minimum and maximum standards
- Conservation management plans
- Fire management standards
- Erosion control standards
- Maintenance of permanent way (rail corridor) standards
- Training and induction packages
- Personnel files to maintain records of members skills and qualifications
- In association with a database mirroring what is on personnel files, but allowing the ability to check competency, qualification and skill status.
- Policy, procedures and forms to ensure any amended information is transmitted effectively
- Database for recording of assets and equipment
- Financial justification
- Purchasing policy
- Donations policy
- Communication policy

- Counselling policy
- Sourcing a registered training organisation to assist to run and assess industry standard courses

**Colin Sambrook**  
**Rail Infrastructure Safety Manager**

## URGENT APPEAL – Tractor and slasher for Glenreagh

There is an urgent need for a small tractor and slasher to maintain the fire trails, railway yards at both our Glenreagh West and Glenreagh Station Depot. A suitable tractor will cost \$7500 and will be able to be registrable to travel between Glenreagh West and Glenreagh Station to maintain both assets. Please dig deep to help us purchase this much needed equipment.

