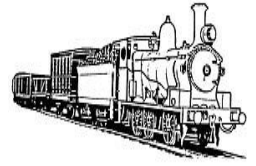


# Rainforest



## RAILWAY NEWS No. 24 – October 2011

### **Rainforest Railway News**

is the information bulletin of Glenreagh Mountain Railway Incorporated.

Print Post Approved  
PP244662/00010

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: Vacant

Secretary: Bill Harrison

Treasurer: Helen Bamford

Directors: Andrew Simpson  
David Page

### **Web Site**

Administrator: Eric Shaw

### **ACCREDITATION**

After many months of hard work and much patience, Glenreagh Mountain Railway Inc. has been informally advised by the Independent Transport Safety Regulator that our notice of accreditation as a Rail Infrastructure Manager in New South Wales can be expected within the next few days. The accreditation will come with certain conditions that include the exclusion of any work for the present on tunnels and bridges and places some geographic limitations on our operations. These restrictions will not impede any of our present activities and may be lifted in the future when we are able to demonstrate that we have the necessary competencies to work on these structures

### **DSRM Rolling Stock at Lowanna**

The Board can finally report that all the carriages and other rolling stock owned by the Dorrigo Steam Railway Museum at Lowanna have been removed. The last item was the Bogie Acid Tank Wagon, SUL.22 (see below) which was removed during September ahead of the deadline agreed at the DSRM/GMR mediation session.



After protracted negotiations and finally legal action against DSRM, the Board has succeeded in resolving a long standing environmental and dangerous hazard to the community of Lowanna. Not only were we able to secure the removal of all the items but we also negotiated payment from Dorrigo Steam Railway Museum of outstanding rent. Under the Court documents, DSRM had until the end of September to remove the last of its items. It was heartening to note the cooperation between the two groups to achieve this outcome.

This removal involved the scrapping by GMR of 16 carriages which were in very poor condition. Much as this was regrettable, the Board had no other choice due to the conditions imposed on GMR by the recent settlement and the prohibitive cost of relocating these items with little realistic prospects of preservation or restoration. GMR advertised the opportunity for Heritage groups to purchase any of the bogies from these carriages but no offers were received.

The members of Glenreagh Mountain Railway are now busy cleaning up the railway yards and preparing to rebuild the tracks damaged by the burning by vandals of some of the carriages in the past. The restoration of the Lowanna Railway Yard is an important part of the preservation and restoration of this heritage site. There was a member BBQ at Lowanna in September to thank GMR's legal team for all their hard work.

### **Some changes on the Board**

Due to family reasons David Page had to step down from the Secretary Position and Bill Harrison agreed to take on the role for the remainder of the year. Colin Green and Valmai Thomson also stepped down from the Board in August. We wish to thank all ex-board

members for all their hard work in a tough role.

### **Legal Loose Ends.**

Due to issues raised by the recent Rally Australia event, it came to the Board's notice that some legal loose ends related to the need for legal "Rights of Carriageways" for all of our 9 road crossings needed to be formalised. As these crossings are located within Clarence Valley Council, Coffs Harbour



City Council and Forest NSW areas, their cooperation and agreement to certain conditions associated with the execution of formal agreements is currently ongoing to finalise this long outstanding obligation. This process is taking some time to finalise and our legal team is continuing to negotiate with the other 3 groups. While GMR is sustaining some legal costs it is expected that the bulk of required survey, construction and legal costs will be borne by the other parties. These issues are the result of GMR's ownership of the 35kms of the rail corridor and outstanding obligations in the original sale agreement with the then State Rail Authority and will remove any GMR legal liability.

### **Rally Australia**

The Coffs Coast hosted the World Rally Car event in September and this meant the roads planned to be used by the cars crossed Glenreagh Mountain Railway land. After months of legal and insurance matters being resolved Glenreagh Mountain Railway was able to contribute to enable the event to proceed.

### **Heritage Grant for Lowanna Railway Station and Yard**

Glenreagh Mountain Railway has been successful in receiving a \$1,000 heritage grant from Coffs Harbour City Council heritage funding to paint the inside of the station. Planning is underway for members to carry out this painting which is another step towards the complete restoration of the station.

### **Clarence Valley Council Donation**

GMR has received a donation from council towards GMR's general rates which will now be paid directly by the council on our behalf. We wish to thank Clarence Valley Council for the funding.

### **Coffs Harbour City Council Grant**

We received a much needed grant from council to pay the rates, purchase a slashing attachment for the excavator and further works at Lowanna Railway Station.

### **1919 gets the once over by W E Smith Engineering**

Due to an initiative of Coffs Harbour City Council, W E Smith Engineering, one of a few companies left in Australia with expertise in the design and manufacture of pressure vessels was invited to conduct a limited inspection of 1919's boiler. Their inspection revealed likely extensive corrosion of the foundation ring and front tube plate although without removal of the boiler from the locomotives frame, a detailed inspection is not possible. They are preparing a quotation for a complete overhaul of the boiler which will be used as the basis for a grant from the Government. Other work will be required to return the locomotive to operational condition but work on the boiler will be an essential and costly component of any restoration.

### **Machine Shop**

Much effort by GMR members has gone into the relocation of our various machines into the workshop. Completion is one step closer with the relocation of the lathe purchased from Forest NSW into the workshop. Members, with the



assistance of a hired crane and an experienced operator, were able to move the lathe from the back of the truck directly into position. This was no mean feat given the size and weight of this machine as the attached photo illustrates. With the installation by Optus of the 3 phase power to the

carriage shed, planning can commence to make the Machine Shop operational.

### **Training and Competencies**

GMR has developed a training plan, a minimum standard set of courses and competencies to allow members to work on our infrastructure.

These courses and assessments will be provided by external Registered Training Organisations and some will be run at the training facility we are establishing at Lowanna. This facility will provide an actual real life rail environment.

All members are encouraged 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

Specific competency courses are required and will be conducted in the near future. They are currently being finalised and will cover all aspect of rail infrastructure. Possible inclusions are modules of, or complete courses in:

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

Under the Rail Safety Act (2008) GMR must ensure that all members' qualifications and skills match the tasks at hand and it is legally required to record this information on a database for inspection by regulatory authorities.

### **Training Courses**

- National Track Safety Induction (old RISI) to be held October 29<sup>th</sup> at Glenreagh – some positions are still available; no cost to members but a medical is required. Contact the Secretary secretary@gmr.org.au to book your place.
- Safe Food Handling, November 4th at Glenreagh – positions available; Cost \$110 to cover costs. Contact the Secretary secretary@gmr.org.au if you wish to book.

- Using hand tools module of the TLI20407 Certificate II in Transport and Logistics (Rail Operations) date to be fixed, Lowanna – positions vacant. Contact the Secretary secretary@gmr.org.au to express your interest in doing this course.
- Work Safely in the Construction Industry Induction CPCCOHS1001A (White Card) this can be obtained from any Registered Training Company, members to fund the costs.

### Notice of Annual General Meeting 2011

You will see at the back of this newsletter there is a nomination form for election of Board members. This has to be returned to the Secretary by the 27<sup>th</sup> of October with the AGM being held on the 4<sup>th</sup> of December 2011 at Glenreagh West Cottage.

### Developing a 5 year plan

As Glenreagh Mountain Railway moves forward with the final approval of the accreditation there is a need to make some hard planning decisions. These decisions will need to be made taking into account our accreditation and resources. A 5 year plan is proposed to set goals and timelines for us to reach. The first meeting to develop this 5 year plan was held on the 26<sup>th</sup> of September and from these workshops a draft 5 year plan will be reviewed by the Board and then sent out to the membership for input and comment. Our aim is to stimulate discussion from within the wider membership so that we can move forward with a common goal and plan activities with timelines and resources to meet those goals.



### BBQ to celebrate the removal of the DSRM rolling stock from Lowanna

On Sunday the 25<sup>th</sup> of September a thankyou BBQ was held at Lowanna Railway Station to thank all the hard work of our legal team and the ongoing support of Coffs Harbour City Council. The Mayor was unable to attend but Councillor Rodney Degens addressed the gathering on Council's behalf and thanked Glenreagh Mountain Railway for all the hard work and ongoing effort in restoring the line.



The removal of the items has been a team effort and now the final clean up of the hazardous materials from the carriages is complete. The site can be restored and made safe again.



### Trams heading back to Sydney

Working with the ITSR we have been developing an application to remove the three trams from Glenreagh West to allow the Sydney Tramway Museum to transport them back to Sydney. Once all the paperwork is approved these will be moved out of the shed ready for the crane to lift them onto trucks. Obtaining approval to move a tram 60m requires documents and approval under the Rail Safety Act. Final approval is hoped to be granted by the ITSR in October or November.



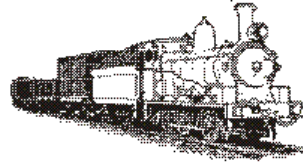
An application for an exemption to move the End-platform carriages back into the shed where the tram was located will be prepared as soon as possible so as to be ready once the present application has been granted. The plan is to move both End-platform Carriages under cover for urgent maintenance once the tram is removed from the carriage shed.

### Developing Conservation Management Plans for GMR Rolling Stock

As members would be aware the Board has started a program to develop Conservation Management Plans (CMP) for all our items of rolling stock. Our heritage consultant, Ray Love, has already completed the CMP for the CPH and now there are plans for a member to take on the role early next year in the development of the Restoration Management Plan (RMP) as the next step in its restoration. The plan will be subject to review by GMR's Heritage Committee to ensure its conformance with the RMP.



Ray Love has commenced the development of the CMP for 1919 and both End-platform Carriages.



# **Glenreagh Mountain Railway Inc**

## **NOMINATION FOR BOARD POSITION**

*(Separate form for each position)*

I, .....  
*(please print full name)* *(signature)*

being a voting member of Glenreagh Mountain Railway Inc wish to nominate

..... as a candidate for election to the  
*(please print full name)*

position of.....  
*(President, Vice President, Secretary, Treasurer, Director)*

I, .....  
*(please print full name)* *(signature)*

being a voting member of Glenreagh Mountain Railway Inc wish to second the  
above nomination.

I, .....  
*(please print full name)* *(signature)*

being a voting member of Glenreagh Mountain Railway Inc, understand the duties and requirements  
of being part of this Board, including having access to the internet for emails and able to use and  
operate a computer, am willing to accept this nomination.

Please return this signed nomination along with copies of any qualifications or competencies with a  
brief resume and/or outline of yourself.

Please mail this form and accompanying documents to be received by COB 27<sup>th</sup> October to:

**Secretary**

**Glenreagh Mountain Railway Inc**

**PO Box 5104,**

**Glenreagh 2450 NSW**