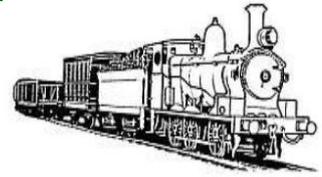


Glenreagh Mountain Railway



Rainforest RAILWAY NEWS

No. 33 – March 2015

Contents – March 2015

From the President – Stephen Joyce 1 Secretary Report – Bill Harrison 2

Line Clearing works - Ray Gamble 2 Publicity / Media – Phil Buckley 2

Glenreagh station news 4

Glenreagh West Depot News 4

Lowanna News 4

From the President – Stephen Joyce

The last few months have seen GMR move forward slowly, but with purpose. The hard work of a very small number of people continues, however with so few people and so much work the progress will continue to be slow until the situation changes. Work is still underway to review and update our entire Safety Management System. For those of you that aren't aware, our Safety Management System (SMS) consists of our policies, forms, manuals, standards, job descriptions, articles of association, safe work method statements (SWMS), and anything else that helps keep GMR safe. Our master document – M001 is due for review, with this review occurring concurrently with the SMS review. The review is a mammoth task, and the board of GMR recently underwent training to ensure they are fully aware of the functions and elements of the SMS. As always we would always welcome people with electronic formatting skills to help transfer our policies and forms into the new format, as well as anyone with experience with rail safety, work health and safety, or any relevant qualifications such as a trade or engineering skills to assist with the review of our SMS documents. Over the past few months the board has also had a number of discussions on creating more revenue streams. Sadly there is much to do, but limited cash means limited work. Unless we can find people generous enough to donate large sums of money, the generation of revenue will be the only way GMR can sustain itself to become operational again. The board of GMR would also like to look at ways to save Glenreagh Station. This will however be dependent on access and cost. If we could find some suitably qualified members the cost would of course be reduced. We will try to keep everyone up to date on the progress of Glenreagh Station. As always I would appeal to all members to either volunteer some of your time, or to put your hand in your pocket and assist with some much needed funds. As members you are all valued, however your commitment can influence how soon we can be operational again. If any members or anyone else is interested in coming to have a look at our progress, please get in contact. Every time I go to Glenreagh I enjoy checking on the progress of the CPH. My love is not for steam, but for Rail Motors, so it is with much admiration that I can congratulate our team of two on their progress with the CPH so far.

Expression of Interest – Work Health and Safety Officer - The Board of GMR are currently looking for a suitably qualified individual to volunteer for the role of Work Health and Safety Officer. Working closely and under the supervision of the Rail Safety Manager (currently also the president), you will be responsible for the monitoring and implementation of Work Health and Safety for GMR, as well as WHS auditing. An understanding of the Work Health and Safety Act is a must as is experience in auditing and safety management. A qualification in work health and safety would also be highly

regarded. If you can assist please contact the Secretary of GMR or the President via email: stephonski1@yahoo.com.au or telephone 0409 473 643.

Secretary's Report – Bill Harrison

As members may remember from our September 2011 Rainforest News, GMR with financial support from Coffs Harbour City and Clarence Valley Councils, had contracted with APR Consultants to prepare a business Plan for GMR. In November of that year a draft of the business Plan was presented to GMR and representatives from the above two councils and also a representative from Bellingen Shire Council. All council representatives stressed that their councils were not in a position to offer any financial assistance to implement the plan. The plan received a favourable response from all attendees and the council representatives agreed to promote the plan to their respective councils and to report back to GMR by the following March. No responses were received from the councils and after some delay, the GMR board decided that it would likely have to proceed on its own to move any plans forward. With only a limited income, the board believed that to increase GMR's potential revenue the plan offered the best way forward. In November last year, a letter was forwarded to the three councils advising them of our intention to look at ways to begin implementing the business plan and requesting their support in that endeavour. In November we were advised that Coffs Harbour City Council would represent the three councils in any liaison with GMR and a letter was received from Coffs Harbour City Council offering to meet with representatives of GMR at any time. The plan is an ambitious and long term plan to provide the potential for a number of revenue raising opportunities to make better use of the infrastructure that we have in addition to our heavy rail and museum operations. We have only just begun to look at how we implement the plan and will need to find professional advice at every step. We intend to proceed cautiously to ensure we protect GMR's interests and will be seeking input and approval from GMR's membership at every step.

Rolling Stock Report

CPH 11 - Peter Rheinberger and Chris Frost continue their work on the roof and have now almost completed the outer skin on the end near the roller door in the main shed. This is quite a difficult area given the complex curves and shapes involved in forming the corners as the attached photo shows. To ensure the appropriate end has sufficient strength to support the radiators, we have located the radiator components including the support brackets. This will allow Peter to determine exactly where and how the radiators, which are quite heavy, will be mounted. Once the other end is completed Peter and Chris will begin the difficult task of stripping the existing weatherproof material and making the timber work ready for the application of the weathproofing which will need a number of helpers.

1919 - There has been no activity associated with the locomotive. We are ready to start to dismantle the cladding and to remove the cab but need to find a suitably qualified person (boilermaker or fitter) to supervise the work. One of the first tasks will be to locate a safe storage area for the large amount of material we will need to store and identify.

HFO End Platform Carriages - We have begun preliminary work on getting these carriages under cover and have been finalising the safest and most efficient way to move them. The condition of the track within the fenced compound has been assessed and the work required to restore it to an appropriate level has been identified. A number of sleepers will be transported from Lowanna to Glenreagh West in the next few weeks and work will begin to install these and remediate some of existing sleepers. At the same time, we have begun work to separate the carriages and have so far checked bearings and brakes and detached the first carriage from the second and moved it forward a few metres to test its ease of movement and the effectiveness of the brakes. We have also disconnected the water, air and electrical connections between 1919 and its tender. We will be hoping to have these carriages under cover within the next few months.



Track Machines - Our Wickham trike at Lowanna remains the only machine currently approved for use. An operational machine is urgently required at Glenreagh West so that we can begin training people to operate them. We urgently need to find a mechanical fitter who can assess the available machines at Glenreagh West and make any necessary repairs to return it to an operational status to make track maintenance in the area less physical. We are also planning to move the Gemco sleeper inserter at the back of the carriage shed at Glenreagh West into the tram shed so that we can begin restoring it to operation. This would be an interesting project for a mechanical fitter if anybody knows of someone who has the time and might be interested.



Line Clearing – Ray Gamble

Well with accreditation comes the ability to move forward and the first steps have been taken with the slashing of the grass and removal of trees so that the line is clear from Glenreagh West almost to the Tallawudjah Road level crossing. This work has caught the attention of a Vegetation Management Company based in North Queensland who have volunteered to develop our Vegetation Management Plan and SWMS and has donated herbicides that will allow us to start control of the vegetation at Glenreagh West as well as the track as far as the Tallawudjah Road crossing. The company, Centrogen, provide vegetation management solutions to landholders, Councils and Government departments including large areas of the Queensland and NSW rail systems. The Vegetation Management Plan will include the identification of species needing control, determining the most appropriate control methods, and if herbicide is to be used the selection of the most suitable chemical and application method. This represents a major step forward as a weed (and tree) free line will allow us to start assessing the condition of our line and to start running powered maintenance equipment in the very near future.

Publicity / Media Report – Phil Buckley

New Sponsor - Phil organised the Dulux company to donate 60 litres of paint towards the upcoming upgrade of the fettler cottage. Dulux will also be having a small plaque put on the building in the future. See more below on overhauls planned for the cottage.



Facebook - The GMR facebook page has now reached 1,000 followers, an increase of 500 in just 12 months. This is showing how positive action, media work and local interest rising is making people become interested in GMR. Visit it at <https://www.facebook.com/glenreagh.railway>.

Webpage update - The GMR website is now approved to transition from the current website to the new format under development. New member Gary Stock will assist Phil in developing the new online website. Content is still being transferred over, reviewed and when it is suitable for publication, we will release the new website officially after completing user testing.

News from Glenreagh Station - Despite clearing the vegetation in the yard last year, the weeds are again almost a metre high and extensive weed spraying will be required if we are to keep the yard accessible. ARTC requirement to have a Protection Officer in attendance is proving an additional barrier to saving it.

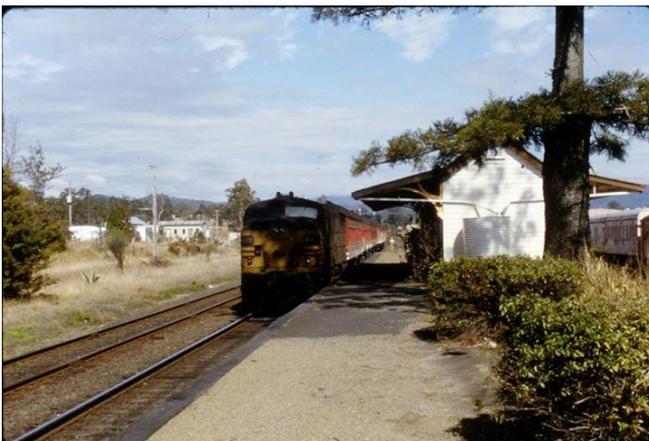
News from Glenreagh West Depot - At Glenreagh West Depot, the fettler cottage is to be upgraded and this will see a variety of repairs undertaken such as – install down pipe at eastern end gutter, replace

verandah steps and handrail, remove/modify upright posts in concrete, straighten and re-fix water pipe, replace defective globes on the verandah, fit eaves outside kitchen/dining area, remove/replace battens on fibro wall under windows, replace/repair front steps and handrail, replace defective globes on verandah, replace top gutter on south end of verandah, replace rotten window sills and frames, possibly remove concrete slabs around base to increase air flow under house, install down pipe at southern end, remove water tanks and stand ...along with many other tasks.

News from Lowanna – Late last year Lowanna station was attacked by vandals causing some damage. We have now repaired the damage. It is sad to see local railway heritage damaged like this and no respect for volunteers time and efforts.



Heritage review - Glenreagh railway station in 1980s, as a 44 class diesel leads a passenger train as it passes by the station. Photo donated by Chris Stratton



Call for Assistance with Major Working Bee – 20th to 23rd March 2015 - GMR will be hosting a working bee from Friday 20th March 2015 – Monday 23rd March 2015. The object of the working bee is to repair and repaint the cottage, clean up the workshop and shed as well as clean carriages and maintain and improve gardens and surrounds. If you can assist for even one day, please let the secretary or president know as we would love to have you there. Accommodation in the cottage is available for anyone travelling from outside the area, and it will be a great way for new volunteers to meet and get involved. After this major working bee we will be holding similar events every two months on the second weekend of May, July, September and November. We would love to see you there.

Visit GMR online at www.gmr.org.au or facebook at <https://www.facebook.com/glenreagh.railway>
Glenreagh Mountain Railway Incorporated. ABN 88 246 630 101 - A non-profit community based Association run entirely by volunteers with the goal of restoring the line and rollingstock and operating a heritage steam tourist railway on the GMR owned section of the Glenreagh-Dorrigo line. Glenreagh Mountain Railway Inc (GMR) has an Authority to Fundraise under the NSW Charitable Fundraising Act 1991 Donations of \$2 or more to Glenreagh Mountain Railway Inc. are tax deductible.