



Rainforest

RAILWAY NEWS

No. 34 – June 2015

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From the President – Stephen Joyce

It's been a long ride for GMR, however I was reflecting recently on how much we have achieved in the last 18 months, and how exciting the future finally is. The Board of GMR have nearly completed a full review of our Safety Management System – a requirement under the Rail Safety Act. We are now in a position to ensure annual reviews of this system in line with the requirement of the act, as well as the ability to add to our Safety Management System as required in order to meet any future applications for accreditation, including the actual running of trains. Over the past 18 months we have continued to be accredited as an Infrastructure Manager; however we have also managed to expand on this by gaining accreditation to run trikes and track machines, as well as shunt Rollingstock and work on the Rollingstock. Currently we are working on our Work Health and Safety Processes to ensure we continue meeting the relevant acts, and provide a safe environment for our volunteers. We have been very fortunate to secure the skills of an experienced WHS worker and auditor who has been able to offer advice and guidance in this area.

Our second monthly working bees are picking up pace with more people showing interest and helping out. There are a number of different jobs to be done at each of these, so if you can help out please let us know. Our weekly working days at both Glenreagh and Lowanna are growing in the number of participants. A small band of workers have been preparing the Glenreagh West Yard to allow the end platform carriages to be shunted back into the shed. Once this shunt is complete we will be looking for more help to repair these assets to running standard. We are also looking for people with trade qualifications to help strip back steam locomotive 1919 in preparation for a boiler inspection so we know where to start on getting up and running again. We are always looking for people that are happy to mow lawns, brush cut and establish and maintain gardens. If you can help out in any way please get in contact. The Board of GMR recently allocated budgets for various projects for the next financial year. Whilst we remain committed to the running of trains, we do recognise that most of these projects are longer term until we get more volunteers and a bigger cash reserve. If you can volunteer your time, or spare a few dollars, I would encourage you to do so. We all look forward to the day the first train runs down the track.

Stephen Joyce
President

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

Business Plan

The board continues to look for practical ways to begin the implementation of our business plan. Paramount is the necessity to protect GMR commercially from any liability associated with actions taken in connection with the proposals set out in the plan. The plan envisages a commercial tourism venture to be undertaken through a proposed new holding company. Governance would be provided by a proposed new collaborative trust with representation from GMR, local authorities and other key stakeholders. The establishment of these entities will require both commercial and legal advice and will come at a financial cost which needs to be evaluated. The three local councils, while supportive of the plan, have strongly indicated that they are not in a position to offer any financial assistance to GMR. The consequence of these decisions will have a profound effect on GMR and the board would appreciate suggestions from the wider membership before it sets out its proposed way forward for comment and ultimately approval.

Safety Management System

We have all but completed our annual review of the SMS as required by the National Rail Safety Law. This has resulted in a substantial change to much of our documentation including the Risk register which is a vital part of the system. We believe it is now more workable and more easily understood. As we expand our activities, we are benefitting from the experience this creates and allows us to refine our policies and procedures.

Active Volunteers

In recent months we have benefitted from additional volunteers which means we now have teams working on Mondays and Tuesdays at Glenreagh West and on two days at Lowanna. We hope with more working days at both Glenreagh and Lowanna we can attract more people to participate. There are many diverse activities and we would love to hear from anybody, no matter their skill level or experience.

Rolling Stock Report

CPH 11 - Peter Rheinberger and Chris Frost, with assistance now from John Munson, have now completed the outer timber skin of the entire roof. The three recently travelled to Paterson to visit with the Rail Motor Society and as usual were given a warm welcome and gained much



valuable information about the gutter and roof waterproofing. Peter is now in a position to purchase the necessary timber for the gutter and arrange for its machining into the required profile and its attachment to the roof. Once this is complete, the waterproofing materials will be purchased and Peter envisages a crew of six will be required to apply the waterproofing.

1919

There has been no activity associated with the locomotive as we are still looking for a suitably qualified person (boilermaker or fitter) to supervise the work. The work area has been cleared and once the end platform carriages and the tender have been moved and we find



our volunteer or volunteers, work can begin. If anybody has the necessary experience and qualifications or knows somebody who may be interested, the secretary would love to hear from you, as every day we delay this work means the boiler is continuing to deteriorate. Examination of the boiler is vital to our ability to return the locomotive to operation and we urge everybody to offer whatever help they can.

HFO End Platform Carriages

We have done all we can until the track is ready. The necessary documentation has been prepared to facilitate the move and has been reviewed to ensure we have identified all potential risks and the necessary controls.

Track Machine



Our Wickham trike at Lowanna remains the only machine currently approved for use. The Wickham at Glenreagh West has been identified as the most suitable candidate for a return to operation there and we now have a qualified fitter available to examine the machine and carry out any required repairs. Once operator training is complete, our small track crew at Glenreagh West will be able to venture onto the main line down towards the mill to address vegetation control and review the condition of the track. On Monday 18 May the Gemco sleeper inserter was moved from the compound behind the railmotor into the Tram Shed where it will be protected from the elements. Greg Hennessy Smash Repairs performed the move for us and we express our appreciation for their valuable experience and generous support in facilitating this move. Restoration has already started with attention being directed to the body work where surface preparation and repainting has begun. Mechanical work will begin shortly and it is hoped to have the machine available for work in about six months.



Infrastructure

Glenreagh Station - No news to report.

Glenreagh West Depot

At Glenreagh West, John Munson and Ray Gamble have been working also with others to restore the track in the shed enclosure so that we can move the end platform carriages to undercover. Recent



weather has delayed progress but they still hope to be ready for the first move within the next few weeks provided the rain stays away. At the working bee at Glenreagh West on the weekend of 23-24 May, a concerted effort by a few dedicated volunteers resulted in a clear out of much of the surplus material cluttering up the shed. This material detracted from the overall impression and made the space look untidy and potentially unsafe for visitors. The cottage is undergoing cleanup and repairs for repainting with Dulux donated exterior paints.



Lowanna

Steve Martin has been doing extensive work at Lowanna with a crew of seven, including Work for the Dole participants, maintaining the station yard and the track to Moleton and including vegetation control and sleeper replacement.

Publicity and Media – Phil Buckley

Internet - Website

The new website is hoping to be now launched within next few weeks, once final updates are completed and process map created to allow the transition from the old site. We are aware the existing site is out of date and has not changed for some time, so we are expecting this new look to increase interest in us, not only for locals but visitors.

Social Media – Facebook

Our facebook page has been instrumental in raising our profile in the wider community and has recently resulted in a number of people volunteering to help. We are trying to maintain local, regional and state wide interest by providing regular news, articles and photos on a regular basis. We urge those that can, to follow us on facebook and provide any comments, stories or photos they might have that would be of interest to the general public.



Visit GMR online at www.gmr.org.au facebook at <https://www.facebook.com/glenreagh.railway>

Membership Renewal - Membership renewals are due by 1 July 2015. A renewal form is attached. Payment can be made by Cheque, Money Order, Cash, Paypal and by Direct Debit to our bank account using BSB 704328 Account 18363 (make sure that you include your name in the Reference section when paying by Direct Debit). If paying electronically please make sure that you either email or post your completed membership renewal form to us.

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.