

Rainforest

RAILWAY NEWS

No. 37 – June 2016

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Business Plan

Several meetings have been held between GMR directors and Paul Gibbins who is promoting the Lowanna Cold Climate Botanical Gardens as a potential major tourist attraction for the East Dorrigo Plateau and as a way to get the Lowanna section of our track in operation. The plan involves utilising part of the GMR rail corridor for the gardens as well as other forest sections donated by Paul Gibbins. The gardens would be designed by local experts and GMR is being asked to provide transport along the line between Lowanna and Mole Creek. GMR has given an in principle agreement to participate in the venture and is currently negotiating more details.

Rail Safety Regulator Audit

The NSW Independent Rail Safety Regulator, as an agent for the Office of the National Rail Safety Regulator is returning to Glenreagh on Thursday June 30 to review material that was requested after their last visit earlier this year. GMR has compiled a comprehensive folder of information to satisfy their questions.

Track Work

With the Gemco sleeper inserter now almost ready for service, efforts are now concentrating on finding a way to get it on to the main line so that sleeper replacement can resume. Some sleepers have already been installed manually but the sleeper inserter will speed up this process and significantly reduce the manual effort required.

Glenreagh West Cottage

250 hours were spent renovating the inside of the cottage, All the walls and ceilings were cleaned and painted, the old fuel stove removed, holes in the roof and guttering repaired, floor coverings removed and replaced throughout with vinyl and carpet, front door, damaged window and a toilet replaced and the garage cleaned out. Electrical and plumbing issues were also fixed. A special thanks to Chris Hanson and wife Judith for a tremendous effort. The inside of the cottage has been completely transformed. As a result of there being no volunteers using the cottage for accommodation and with the office now moved to the demountable next to the large shed, the committee has decided to offer the cottage for rent. Should there be a need in the future for volunteer accommodation, the cottage will be made available for that purpose. Tenants moved in on the 3rd week of May. The rental income stream will allow us to pay off the cost of the renovations by the end of this year and provide a steady income stream into the future.



Glenreagh West Shed

A proposal has been accepted by the GMR committee to partition of half of the present workshop to become a crib room and potential venue for future members' meetings now that the cottage has been let. As this will fulfil the function proposed for enclosing the back verandah on the cottage and for which grant money has been received, GMR will be making a submission to the NSW Government's Community Building Partnership Program to use the cottage grant money to fund this revised initiative.

Glenreagh Station Yard

The weeds are again flourishing in the yard and we will need to find a way to keep these weeds at bay until we can begin any restoration in the yard. Anybody who can help with slashing in the yard would be greatly appreciated.



Active Volunteers

Active volunteers are still urgently needed. There is a multitude of activities available including:

- Cleaning up around the shed and in our U boats to remove all the unwanted material that is causing a potential hazard in the work area
- Restoring our 2 end platform cars involving some carpentry but also rubbing back the body work and repainting
- Electrical and mechanical work on the rail motor as described above.
- Track restoration

The committee at the last committee meeting has decided working bees are rostered for the second Sunday of every second month beginning on Sunday August 14.. If you would like to help, please contact the secretary.

Rolling Stock Report

CPH 11

Since our last newsletter Peter Rheinberger, Chris Frost and John Munson have continued working on Tuesdays and are making steady progress. Waterproofing of the roof has been completed to give the roof a very satisfying appearance.



By the end of April, the rear of the rail motor had been completely finished, including sealing all the joints and installing the driver's window and the adjoining crown lights and windows. The crown lights have been installed along one side and one finish coat has been applied. It's very satisfying to see what the final external appearance will look like after all the hard work so far. Peter has spent some time away from Glenreagh so in his absence John Munson is continuing to fill the gaps along the sides and applied one coat of paint to one side.



The rear buffers have been cleaned and painted and refitted to the rear and the cow catcher has also been painted and is ready to be refitted. With work progressing steadily on the coachwork, we have begun to turn our attention to the mechanical, electrical and control systems. A number of activities have either begun or are being considered. These include:

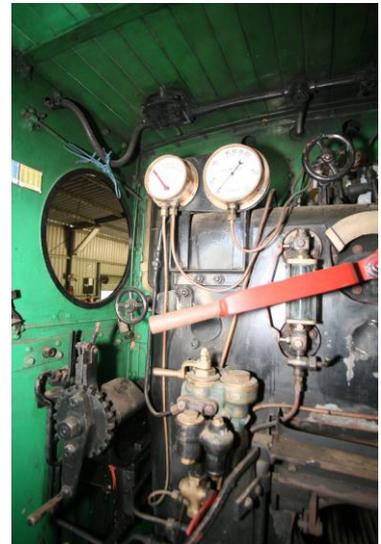
- Prior to 2008, many of the electrical and pneumatic control devices and piping were removed and left scattered around the shed and we have been unable to find any documented evidence of what they are or where they are mounted on the rail motor. These particularly include instrumentation and controls in the two driver's cabs and the engine controls. We have already collected as much of this material as we can find and it is now securely stored. We will be assessing what is missing and try to find replacements. We have a wiring diagram which will help us to understand what devices are included in the electrical circuit and we will use this to help us identify individual items. These items will need to be examined to determine whether they can be restored or whether we need to find a replacement.
- Some of the electrical conduits and wiring has been removed and in some cases the wiring has been cut. These circuits are either 12 or 24V DC and we need to find a qualified electrician or auto electrician who can assess the condition of the wiring, determine what needs replacing and supervise re-instatement and testing of the system.
- While we believe the engine is in good condition, it needs external cleaning and an examination of all its auxiliary equipment before commissioning.
- The torque converter will most likely need to be removed for examination by a specialist and possible restoration.
- Much of the cooling water piping has been removed and dismantled and left scattered around the shed. We currently have no complete diagram of the system and may have to rely on looking at other existing rail motors.

- All the components for the radiators mounted on the roof have been located and have been securely stored. These will need to be examined and flushed before re-installation.
- The radiator mounted beneath the sub-frame has been located and needs to be examined. It is hoped it needs only minor restoration and flushing.

Could anybody who has suitable mechanical or electrical qualifications and experience or knows somebody who has that can assist with the above please contact the secretary by phone or email.

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Ray Gamble is continuing to prepare the boiler for a preliminary hydrostatic test and is currently working on repairs to the regulator.



Track Machines

Peter Brown has almost completed work on the Gemco sleeper inserter which will soon be ready for use.



Internet and Social Media

Our Facebook page continues to generate increased public interest and the inclusion of a photo of the completed end of the rail motor drew many favourable comments. Our attention was also drawn to the Facebook page of a 4WD drive club in Coffs Harbour who had recently visited the tunnels and it is hoped that we can make contact with them and use some of their help to clear the tunnels.

Membership

For those members who pay their membership fees yearly your membership renewal is now due. Payment can be made by cash, chq, money order and direct debit. If paying by direct debit our BSB number is 704328 and account number is 18363. You should include your name in the reference section so that we know who the money is from. Also, if paying by direct debit you should send a completed membership renewal form either by post or electronically to treasurer@gmr.org.au, please.

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