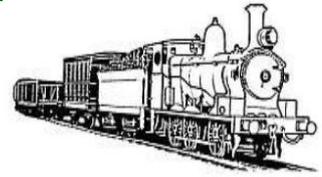


Glenreagh Mountain Railway



Rainforest RAILWAY NEWS

No. 32 – August 2014

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In Memorium – Clare Collins

It is with deep sadness that we advise the passing of long time member Clare Collins. Clare joined GMR in 1994 as member number 54 and was a very active member until her passing in May this year. Clare's main contribution to GMR was her organisational skills, particularly with fund raising. She also had the knack of finding helpers for functions. Her cooking skills were phenomenal with the production of hundreds of cakes, biscuits and preserves for fundraising activities over the years. She was a much loved and respected member who will be very sadly missed but always remembered. (Courtesy of Colin Sambrook)

From the President – Stephen Joyce

Many of you would by now be aware that we have received accreditation to run trikes and track machines, shunt rollingstock within Glenreagh yard, and commence restoration of our rollingstock. Whilst the success is celebrated it should be noted that it came from the work for a very small number of hard working volunteers. There is still very much more to be done as we work towards reducing the restrictions related to where we can and can't run.

Of course we also need to look to the future and to be able to finally run passenger trains again. For those of you that have been contemplating coming along to assist GMR, now is the perfect time to do so. We need people to help with restoration, track work and general maintenance. If anyone has, or knows of anyone with a trade background who would like to come and lend us a hand, then I would love to hear from you. Even if you aren't as able bodied as you once were we can find a position for you showing people through the workshop and/or helping with some of the never ending administration tasks. For those of you that can't get to Lowanna or Glenreagh but have at least a little technical knowledge, we have plenty of policies that we could use your input into. We are required as part of our accreditation to complete an annual review of our policies, so we are always happy to have another set of eyes and opinions. If you can help please feel free to text or call me – 0409 473 643 or email Stephen@beatlebeaus.com

Timber Festival: Saturday the 26th of July saw the annual Glenreagh Timber Festival happen again this year. GMR was able to set up a coffee stand just outside the workshop to help make a few extra dollars. The coffee and use of the coffee equipment was donated by Beatle Beaus bar and

restaurant on the Gold Coast. Bill Harrison and John Munson again played the baristas this year, whilst I took the money and offered encouragement. At one stage we had 27 coffees on order!



Funds: As always we are looking for donations. With so much work to be done can I please once again ask that people consider putting their hands in their pockets and assisting us financially with all the work we need done. Without donations GMR cannot continue to move towards our goal of running passenger trains. We desperately need funds to be able to continue much needed track work, rollingstock restoration and restoration of the cottage used by our members. We also need the funds to be able to inspect 1919 to work out how much work will be required to get it running again.

Every little bit helps GMR members reach their goal of running a working railway museum again.

Secretary's Report – Bill Harrison

The most important correspondence since the last newsletter concerns the proposed lease between GMR and the NBN Co. so I thought it informative to provide some background.

GMR was first approached by NBN Co. with a proposal to lease an area adjacent to the existing Optus tower in May 2012. That proposal was not acceptable to CSC either in terms of its conditions or the annual rent proposed. GMR, acting through its legal representatives, Slater & Gordon responded with a list of requested changes including to the annual rent. This process was repeated a number of times with lengthy delays before any response was received from NBN Co.

The form of the agreement and the annual rent were finally agreed in September 2013 and NBN Co. replied in February 2014 indicating their intention to forward the final agreement to us for execution by GMR. The agreement was signed by Stephen Joyce and David Page on behalf of GMR on 6 June this year and returned to NBN Co. for their execution. The agreement also includes an interface agreement requested by GMR in accordance with a requirement of the National Rail Safety Law to manage any potential risks. They have made a number of requests since concerning the authority of our signatories and the composition of our present board. That information was promptly provided and we are now waiting for a fully executed copy of the agreement for our records. Our first rental payment is due from when they substantially commence work or 6 months after contract signature so given their track record, it's anybody's guess when we will receive that payment.

Rolling Stock Report

With the recent granting of a variation to our accreditation allowing for limited rolling stock activities we are now able to begin planning and proceed with a number of activities. These are all subject to funds and volunteers being available. The National Rail Safety Regulations require us to implement a change management process and we will now need to revise some of our current documentation to reflect our new role and the management of newly identified hazards and their control. This is no trivial task and will take considerable time and effort to finalise. An audit by the regulator is likely in September so we must be ready.

A summary of our proposed activities shows that:

CPH 11

Peter Rheinberger and Chris Frost have been working steadily for some time and have done a great job to find and re-upholster most if not all of the seats and have refurbished and painted the associated metal work and woodwork ready for installation at a later date. They have now turned their attention to the roof and in particular the ends which were severely degraded almost to the point of being non-existence. During the coming year Peter will be continuing with the reconstruction of the coachwork including the windows and doors.

1919

With the condition of the boiler the biggest unknown, our priority will be to dismantle enough of the casing and possibly the cabin, to be able to conduct a detailed inspection of the boiler. After its last operation, the boiler was not properly stored with some water remaining and no apparent attempt to protect it against further corrosion. We already know there are signs of rust in the foundation ring but have no way of knowing what other corrosion has occurred. Depending on what we find will be a major decision point for the future of the locomotive as an operating unit. It will always be our goal to return it to steam but funding will be a major challenge for us. If the boiler can be repaired then it is likely we will need to remove it from the frame and conduct a complete inspection of tubes, sheets, stays, pipes and refractory and for this we will need expert guidance and an accredited boiler inspector.

While mechanical components are probably in good condition given the previous work done before 2008, we will nevertheless need to carry out a complete check of all mechanical components.

Track Machines

We have taken our first practical steps with an initial inspection and servicing of the Wickham trike at Lowanna being completed and certified fit for use. This will allow Steve Martin and his team to range further from the station to carry out much needed repairs and restoration of the track towards Moleton. We hope to shortly do the same for one of the Fairmonts at Glenreagh West.

The Cavan sleeper inserter at Lowanna was refurbished by Eric Shaw and subject to its certification should be available for track work, while the larger Gemco machine at Glenreagh West is out in the open and needs work. Subject to available funds, we hope to soon be able to use a tilt trailer to move this machine to the tram shed where it will escape any further deterioration and where it can be restored.

HFO End Platform Cars

As many would be aware, these carriages have been mostly out in the weather and one is showing signs of deterioration that needs urgent action. With that in mind, John Munson has provided a solution that will have both carriages under cover within the existing carriage shed. This involves moving both carriages and de-coupling 1919's tender. One carriage will be placed on the other road where the tram used to be housed with 1919's tender placed in front of it. The remaining carriage will be parked directly behind 1919. Before being able to carry out these moves, paperwork will be required to carefully plan the move and to identify and control all risks. This documentation is likely to come under scrutiny by the regulator. Once moved, we will hopefully be able to find volunteers to repair the coachwork where necessary and repaint both carriages.

The TAM Sleeping Car

This will remain as a static display in the workshop but the western end is not under cover and will deteriorate further without action. The exterior also needs repainting in appropriate heritage colours. GMR does not have the funds or resources to address this situation.

The Remainder

GMR retains 5 U boats which have no immediate use for us, a number of S trucks in reasonable condition, 2 brake vans in very poor condition, a number of semi derelict S trucks and the FN carriage, 2 ballast wagons and more derelict S trucks in the Glenreagh Station yard. At some stage

in the future, decisions will need to be made on their future. A water gin is mounted on rails adjacent to Lowanna station also is in need of at least a cosmetic makeover.

Training – David Page

Glenreagh Mountain Railway is training ready

It has been a busy 12 months meeting all the training requirements but we have done it.

- Steve Martin has completed his Cert IV in Training and Assessment, Cert III Railway Infrastructure (Track), Railway Protection Officer 1 & 2 (registered with ARTC)
- Bill Harrison has completed Railway Protection Officer 1 & 2 (registered with ARTC)
- John Munson has completed his working at heights training
- David Page has completed his Cert IV in Training and Assessment, Cert III Railway Infrastructure (Track), Track Machine Operator for Light to Heavy as well as Hi-rail Machines. He has just completed his re-assessment for his excavator operator competency.

We have two registered trainers in David Page and Steve Martin.

- Steve Martin is a registered trainer with Southern Cross Rail Training for Cert III Railway Infrastructure (Track).
- David Page is registered trainer with Southern Cross Rail Training as well as MAP Training for Cert III Railway Infrastructure (Track), Track Machine Operator, RISI and ARTC One Track accessing the rail corridor.

The above qualification has been a huge task by members and may long hours in training to get this far but places GMR in a good position to move forward.

Publicity / Media Report – Phil Buckley

Media improvements

Since the last newsletter there has been an increase in raising our profile with various forms of media work undertaken. A core focus has been on growing our local / Glenreagh and North Coast NSW / regional profile to ensure people are aware of what we do, expanding our electronic footprint not only via our facebook page but also starting the phased revamping of the GMR official website.

Media releases

Media releases have been sent over the last few months to raise our local profile and make people also across Australia aware, that we are progressing forward. We noted that the April 2014 working media release which was sent to 30+ local, regional, state and national level newspapers, tv stations and radio stations, gained many local North Coast listings. As a result, GMR has had the "Daily Examiner" regional newspaper take up an interest in what we do. They wish to closely follow our progress and report on any developments. Another media release in July relating to the accreditation news was sent to 35+ outlets. Below are some of the results -

The screenshot shows a news article on the 'NORTH COAST Northern NSW NEWS and PHOTOGRAPHY' website. The article is titled 'Railway volunteers score their accreditation' and is dated 1:28pm Jul 2014. It features a photo of a man in an orange safety vest standing next to a steam locomotive with the number '1919'. The article text includes a 'BACKGROUND' section stating that the Glenreagh Mountain Railway (GMR) has secured its 50-year railway track between Glenreagh and Tully on the former Glenreagh to Tully branch line. It also mentions that the GMR operates various rolling stock, including NSW steam locomotives, and that the accreditation is a major milestone for the volunteers.

Facebook

The GMR facebook page <https://www.facebook.com/glenreagh.railway> has provided us with another media channel to inform members, rail enthusiasts and locals of organisational progress, general news and historical snapshots. When it was revamped back in March 2014, the page had 496 followers. Through regular updates and cross promotion across a variety of rail themed, NSW themed and heritage themed facebook pages, the GMR facebook page has attracted much interest and up to early August 2014, around 155 extra people have joined our page. Many followers are interacting with us, asking questions and praising us for our hard work. We have also linked up to the Glenreagh town facebook page to keep locals informed on a regular basis. On the Glenreagh town facebook page, several locals have contributed insights and shared with the public old photos of Glenreagh station from when it was in use and also when it was in the 1980s movie "Fields of Fire". Via facebook users, GMR has now managed to establish links with several former railway workers which we hope to interview and record their experiences to include on our website.

Webpage update

The GMR website is being updated with a revised layout. This update is seeing a new website under construction which will bring benefits, such that it will enable quicker navigation to find information, along with having more up to date and interesting information / photos. This revised website will help assist potential members or volunteers and tourists in finding out about GMR operations and plans. As of August 2014 the website is in the development phase with information still being added. We will officially release the website when we have completed user testing.

News from Glenreagh Station

In the April 2014 working bee, the Glenreagh station yard was slashed in parts with a slasher machine from Burnett Civil, which for a few hours removed much tall grass, various bushes and small trees to make the site safer for us to use. The area around the 1915 era station/goods shed, up to the middle of the yard and around the turntable after slashing made a big difference.

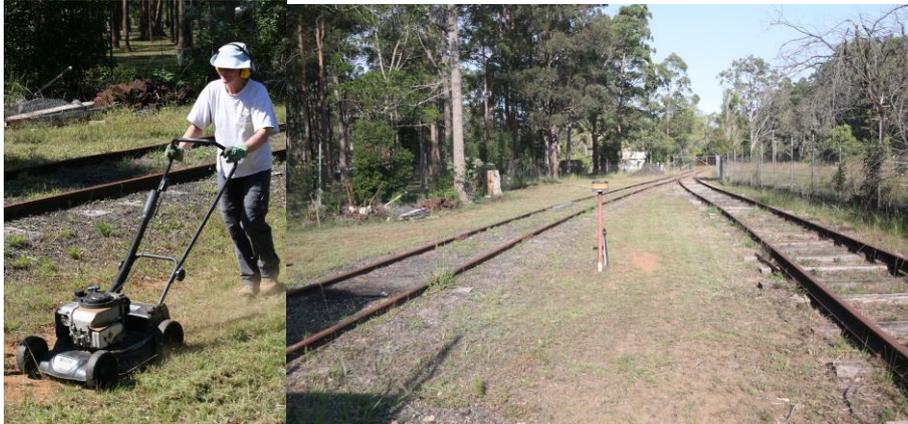


In addition more work in July 2014 saw further grass slashing work at Glenreagh turntable area, which revealed the turntable and its surrounds after a long time covered up.



News from Glenreagh West Depot

The April 2014 working bee saw weed removal, mowing and some maintenance undertaken by John, Gail and Phil. Other minor tasks saw sweeping of the shed floor done to remove dirt and rearranging of photos on the display board to help consolidate the photos into type grouping.



News from Lowanna - No news for this issue.

Heritage Review

Every now and then, GMR will where possible, take a look back at historical insights. This issue we bring you some fascinating insights to when Glenreagh railway station was used as a base to film some of the scenes for the 1980's movie "Fields of Fire". Kim Smith from Coffs Harbour has allowed us to republish her mother's - Jean Weller - photos. Please do not reproduce them without Kim's permission. More can be seen at

<https://www.facebook.com/glenreagh.railway>

