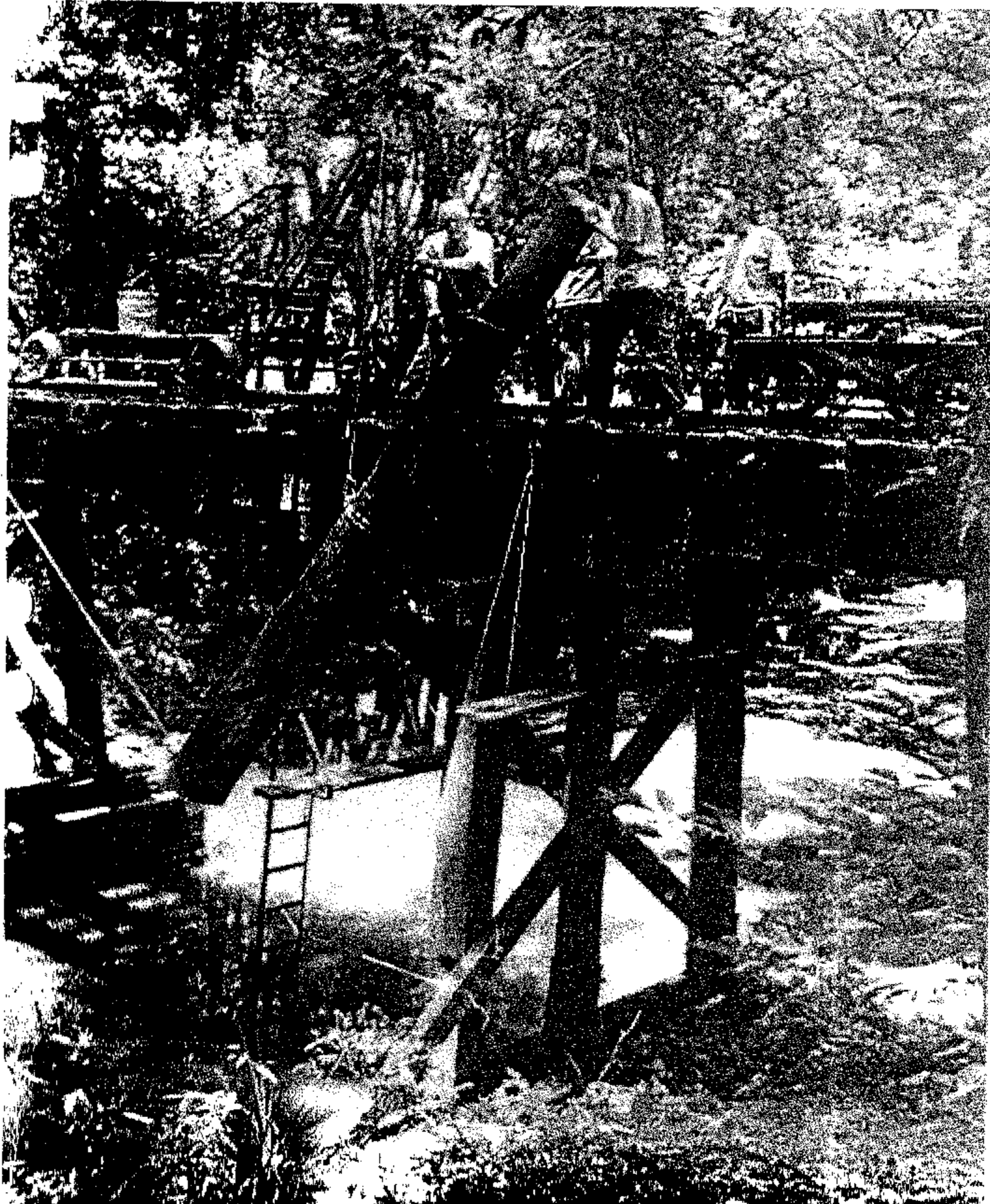
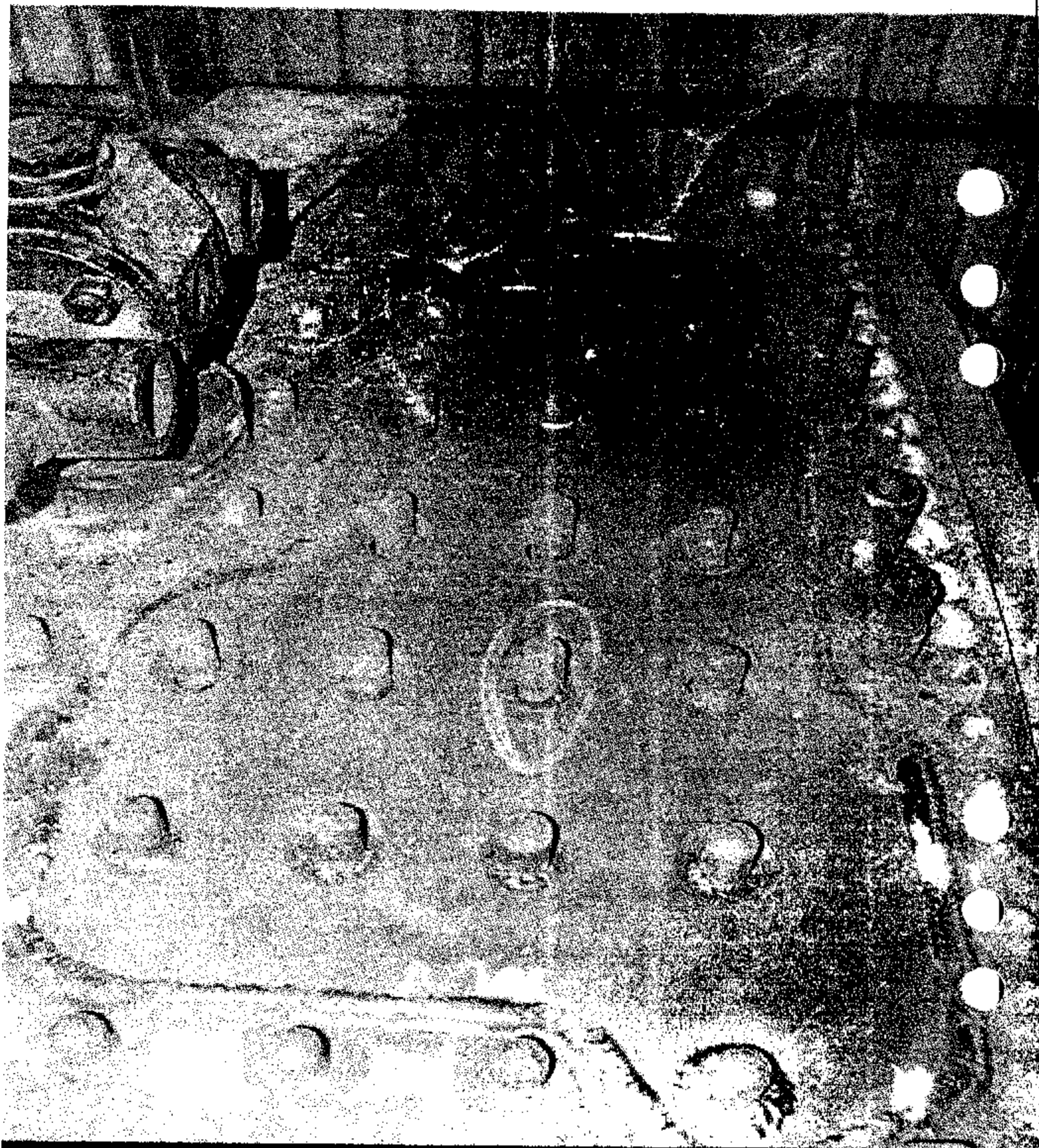


**BUSHFIRE DAMAGE**

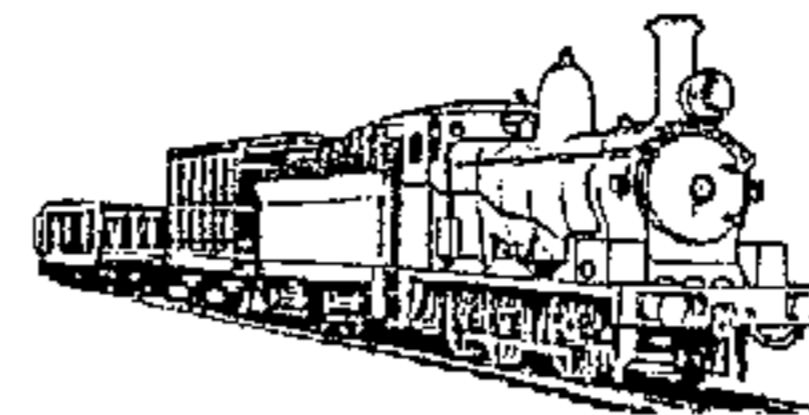
The bush fires at Lowanna in January destroyed 304 sleepers and severely buckled the line.  
Photo Nicholas Timms.





Top of 1919's Boiler showing replacement plate welded in position. This completes known repairs required to boiler.

Photo by Ian Watt



**Rainforest Railway News**

is the information Bulletin of Glenreagh Mountain Railway Incorporated

The views expressed in this publication do not necessarily represent those of the Society or the Editor

Print Post Approved PP244662/000 10

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- Vice President Works: Nicholas Timms
- Vice President Admin: Greg Lee
- Secretary: Robyn Goodenough
- Treasurer: Geoff Gordon
- Directors: Paul Crane  
Bob Farquhar  
Brett Hamey  
Peter Lee  
Geoff Hickson  
Steve Martin  
Position Vacant
- 1919 Restoration: Bob Farquhar
- Special Projects: Brett Hamey
- Publicity: Position Vacant
- Planning Committee: Robert Wilson
- Special Functions: Elizabeth Webb
- Web Site Administrator: Geoff Gordon
- Rainforest Railway News: Geoff Gordon
- Membership Secretary: Geoff Gordon

**Front Cover:** Tallawadjah Creek bridge, showing Ian's carriage mounted crane (also photo page 7) positioning replacement pile.  
Photos by Ian Watt Feb 2002

**Rainforest Railway News**  
*is proudly sponsored by*

Paul Crane, Lawyer  
8 Dalley Street, Coffs Harbour  
Phone 02 6651 8440

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*From the President*

Whilst GMR has enjoyed good progress during the past six months, that rate of progress is about to STOP because of a LACK OF FUNDS available to buy materials needed for restoration work on the line. We could end up in the embarrassing situation of having a steam loco ready to operate and no suitable line to run it on. We also have the continuing problem of not enough volunteers to work on the line. It is left to the same few members who have contributed a tremendous number of hours over the last three years to slog on.

On a happier note, the Grafton Gaol Periodic Detention Unit have continued their assistance this year and have now completed the Moleton to 1260 road section and have commenced working towards Timbertop. In addition the Grafton Juvenile Justice Department have started working bees at Timbertop and have cleared 100 metres towards the tunnels. This work is being supervised by Eric Steadman from the Juvenile Justice Department. Some of the lads being used have proven to quite good with a paint brush on the U Boat undercarriages. Eric is also a painter and signwriter. His skills are already being put to use with great results.

I am also pleased to advise that DULUX Australia have donated the materials to paint 1919 and have approved a 25% discount off all DULUX products purchased by GMR from Coffs Paint and Paper, Orlando St, Coffs Harbour. This deal was negotiated for me by David Laarhoven, Manager of Coffs Harbour Paint and Paper. I hope Members will consider this business when looking to buy paint for home or business. I might add that Coffs Paint and Paper have already donated a considerable amount of paint to us during the past 12 months.

The Conservation Management Plan for the entire Glenreagh Station precinct is progressing well with restoration work on the platform starting in the next couple of months. In addition, tenders will be called shortly for the clearing of the entire site.

I am currently negotiating with State Rail in an endeavour to obtain more rolling stock in the form of locomotives. This is in the early stages but I am attempting to have items supplied on permanent loan.

Barring any further setbacks we should be able to see 1919 in steam in the latter part of this year. As this will be a very important milestone in our progress, I am planning a huge media event this in the hope of attracting sponsors and Corporate donations.

On present indications and provided all goes to plan we should be in possession of CPH11 by the time you receive our next newsletter. In that newsletter I also hope to be able to release details of an exciting deal being put together in relation to its restoration. I have already commenced work on the preparation of the restoration plan. This is being done in conjunction with other groups who have already restored CPH's.

Our new Federal Member of Parliament Luke Hartsuyker has been lobbying heavily on our behalf in an attempt to have our grant applications approved. We currently have applications totalling \$800,000 lodged with Federal Government Departments. Luke is currently in Canberra for his first sitting of Parliament and is planning to take full advantage of this.

In closing I would like to thank all those members who continue to work so hard to get the steam up and running and encourage other members to join in so that we can start making a dollar. I would also ask members to dig deep and make a donation so that we can continue to progress. The light at the end of the tunnel is getting brighter!! Lets make it happen.

**COLIN SAMBROOK, PRESIDENT.**

**Don't miss FILM NIGHT  
9th March see  
page 18 for details.**

*From the Vice President  
(West)*

It is great to see the amount of work that has been taken place over the last four months. However, the laying of the required sleepers between Ulong and Lowanna (one in five) has not occurred because of problems associated with the private level crossing at ACI near Lowanna. The area concerned (about 200 metres) has mud and clay almost covering the tracks, which needs to be removed to allow access to the sleepers.

The other problem being faced is the lack of funds to purchase sleepers.

I would like to pay tribute to Stan Daisey and his 'Coramba Gang' who started work at 6am on December 2nd and laid 60 sleepers by knockoff time. This was followed by a well-earned beer at the Ulong Club.

A special thanks goes to Peter and Robyn Stibbard for their untiring contribution to GMR and in particular the restoration of trikes.

The Grafton Gaol Periodic Unit have continued their working bees and have now cleared the line through to 1260 road from Moleton and have now started working towards Timbertop.

The bush fires at Lowanna in January destroyed 304 sleepers and severely buckled the line. An application for assistance from the State Government disaster fund will be lodged shortly for the purchase of replacement sleepers.

I would like to thank Coramba Timbers for their assistance in transporting culvert pipes to Lowanna. The pipes were used in the completion of flood damage from last year. This is not the first time that this Company has assisted us in this way and their support is greatly appreciated.

In closing, I would like to thank all of those people who have contributed to tasks related to restoration of the line.

**NICHOLAS TIMMS, VICE PRESIDENT  
(WEST)**

*From the Secretary*

I hope you have survived the heat, the fires and the Christmas season without too many dramas. The doings at Glenreagh West certainly slowed down a little for the end of the year although there was still heaps going on right through the holiday period.

Another lovely surprise in the mail towards the end of the year with the offer of the donation of an older model, small Datsun truck from June Currey. It has been a much loved member of her family and she thought we might be able to put it to use so are presently in the throes of carrying out the necessary inspections for registration etc before it becomes officially ours. We can all see lots of jobs awaiting it. Thank you June for your generosity.

It is opening nice surprises like this that makes the Secretary's job a good one - I don't open the letters with windows, just pass them on to Geoff. Thanks are also extended to David Page from Ulong for the donation of lots of tools.

After a small break you can see that we are all ready for a big 2002 with enthusiasm riding high - come along and join in some of our activities, we can sure find a job to suit your abilities.

**ROBYN GOODENOUGH,  
SECRETARY**

*An Appeal for Your Support*

**TOOLBOXES NEEDED!!!!**

If you have any spare metal toolboxes that you no longer need then we can find a home for them. We are gathering an increasing amount of bits and pieces and storing them where we can find them again when needed is becoming a problem. If you have one or even two they can be left at the shed, preferably on a Thursday or Sunday. If that is a problem give one of the committee a ring and we will be able to organise for them to be picked up - we have a wide network of contacts.

*From the Social and  
Fundraising Committee*

After the heroics of November with nearly every Sunday taken up with a visiting group booked in for a track inspection and barbeque lunch we have had a break for three reasons. The cooks and crew needed a rest, there was little work being done on the line as we were busy with visitors, and it was getting too darn hot! The heat affects the line as well as the workers so we decided to have a well-earned rest until March from these activities. Once we are underway again we will still be in need of helpers on these days so contact me if you can help and I'll add you to my list.

We are looking forward to catering for these "do's" now that we have our new urn, microwave and refrigerator, courtesy of the small equipment grant we received for the use of our volunteers.

Anyone have a wonderful idea that involves little work and lots of money raised at the end of it can contact me as a matter of urgency!!!

**ROBYN GOODENOUGH**

*Grandma's Garland*

A lot of you will know that our long time member Bessie Webb is interested in the history of Glenreagh and the Glenreagh Dorrigo line. What many of you may not know is that she is also an accomplished poet having been writing poetry for all kinds of family and community events as well as drawing on her memories of her childhood in Glenreagh. Her granddaughter nagged the family until we all found the poems that she had written for us as well as organising Bessie to find them. The result is a book, titled Grandma's Garland, of Bessie's poetry. She has kindly donated all the funds from the sale of this book to the GMR. They are available from Bessie herself, from Colin or from me for the price of \$10. If you would like one posted to you that can be arranged. An extra dollar for the postage would be appreciated if you are ordering by mail.

**ROBYN GOODENOUGH**

*From the Treasurer*

I feel compelled to plead for donations to our Track Restoration Appeal and especially the Concrete Sleeper Appeal. Since July 1st these two appeals have gained \$4,250.70 BUT we have totaled \$7,169.72 and the funds were in the red to the extent of \$6,776.75 at the beginning of this period. Thus we are in the red a further \$2,919.02 - a total of \$9,695.77 and we still have heaps to do before we can even consider running trikes, let alone our first train. With the generous help of local Rotary Clubs the carriages will be ready.

We also have Public Liability Insurance due in March, and transportation of CPH 11 from Dorrigo these alone will more than empty our coffers at present. Thankfully the Loco 1919 fund is sufficient at present to cope with projected expenses, but who knows what the hydrostatic boiler pressure test will show! Here's hoping all goes well.

On the good news front all the flood damage repair has been covered by the \$12,000 grant we received from the State Government, but we can not rely on further grants to pull us out of the mire - your help is needed.

Thank you to the following members who have helped with gifts:- Rutledge Woodturning P/L, James Abbottsmith, Paul Bamford, Jan Burt, John Chittick of Eastland Trade Supplies, N. Crowley, Fay Field, Ray Firth, Hon Luke Hartsuyker MP, Heather Holcombe, Miss M. Anne Holland, Jane Ireland, Lyle James, G. Lee, Mark Linnett, David Miller, Ian Morrison, Michael Mulhearn, Honi & John Reifler, Dr William Ross, Martin Ryan, Geoff Schwartzkoff, Maria Simmons of Coffs Hbr Jetty Art Gallery, Pamela Tomlinson, Peter Webb, Bessie Webb, Deb Yates.

**GEOFF GORDON, TREASURER**

*Welcome Aboard !!*

**FROM THE MEMBERSHIP OFFICER**

Glenreagh Mountain Railway welcomes new members who have been accepted by the board since the last issue of: Peter Dickson-Smith & Barbara Lukas, Ray Firth & family, Hon Luke Hartsuyker MP, Tessa Jonjson-Walker, Mark Kokot, Ian Morrison & Nanette Frogatt, Martin Ryan, Brian Saville, David Scotts, Andrew & Lyn Simpson, Pamela Tomlinson, Deb & Mick Yates.

**GEOFF GORDON, MEMBERSHIP OFFICER**

*Fund Raising Appeals*

**MOST URGENT!**

We are urgently seeking funds for:-

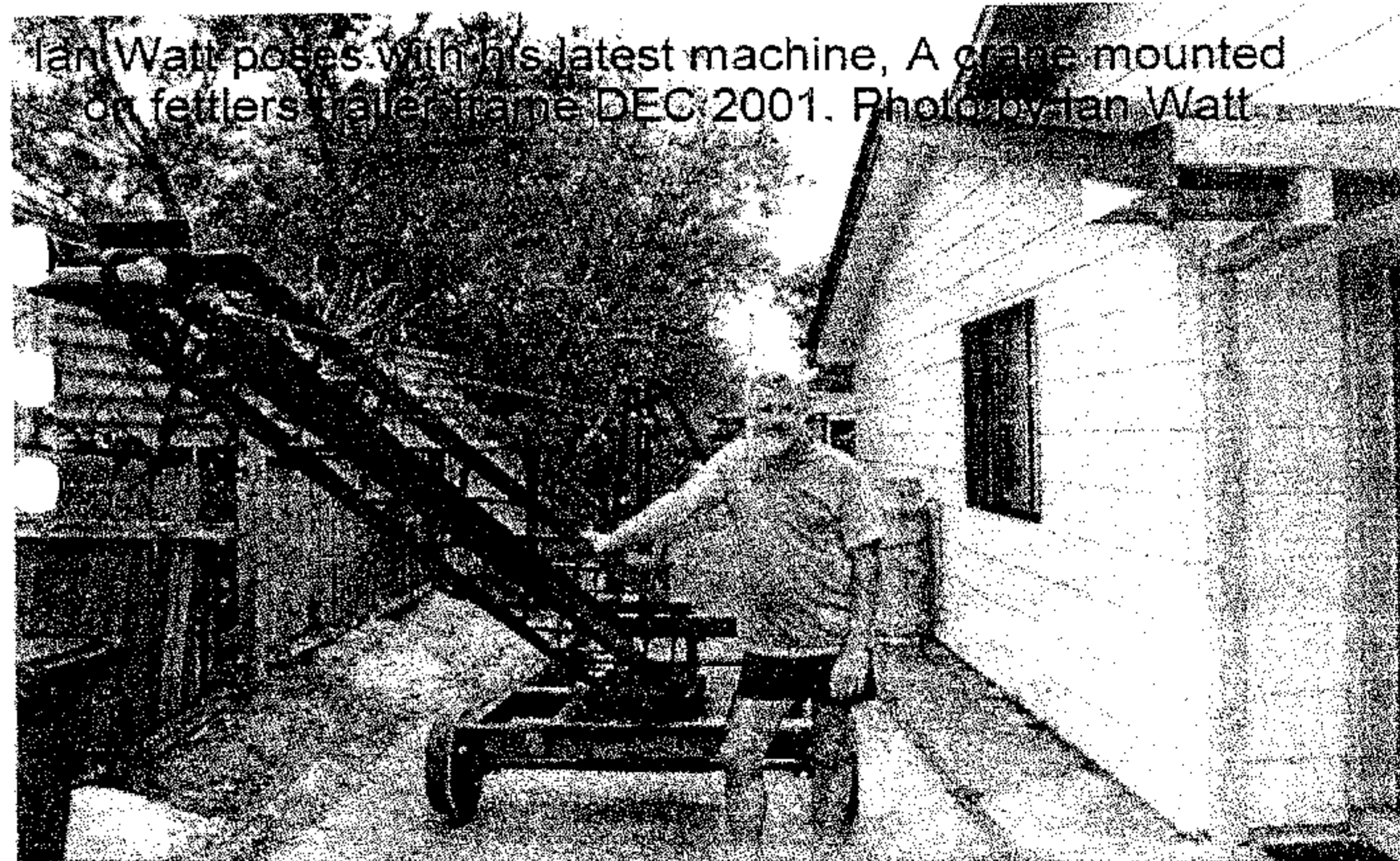
- Track Restoration;
- Concrete Sleeper Purchase; and

We are still seeking funds for:-

- 1919 Restoration;
- TAM1882 Restoration;
- Carriage Shed Extension; and
- CPH11 Restoration;

The same rewards will apply. You can provide any amount, but gifts over \$100 will be awarded a track certificate.

**PLEASE USE THE FORM ENCLOSED.**



Ian Watt poses with his latest machine, A crane mounted on fettlers trailer frame DEC 2001. Photo by Ian Watt

**Latest device constructed and donated by Ian Watt our  
photographer and bridge restorer.**

## Restoration Report

### FLOOD RELIEF GRANT - GLENREAGH

The Flood relief grant works were carried out between June and December, 2001. A brief summary of the works carried out follows.

**Mileage 407:20** A washaway at this location was filled in. Total cost, \$650.

**Mileage 407:55** This is Tallawudjah Creek bridge approach. The ballast scoured out by the flood waters was replaced. Total cost, \$585.

**Mileage 409:15** Two pipes were placed in the washed out culvert, and the embankment rebuilt. Total cost, \$2,890.

**Mileage 409:62** A scoured embankment was repaired, and drainage work carried out to prevent a recurrence. Total cost, \$765.

**Mileage 409:75** Two pipes were placed in a washed out culvert. Total cost, \$2,631.

**Mileage 409:79** A scoured embankment was repaired, and drainage work carried out to prevent a recurrence. Total cost, \$270.

**Mileage 422:30** A slip was removed from the line. Total cost, \$321.

**Mileage 422:50** A slip was removed from the line. Total cost, \$321.

**Mileage 423:53** Two pipes were placed in a washed out culvert. Total cost, \$2,930.

### HAND OPERATED CRANE

Our bridge specialist, Ian Watt, has constructed an on-track, hand-operated crane to facilitate the replacement of bridge timbers. The crane has also been designed for placing concrete sleepers.

The crane is presently undergoing trials, and some modifications have been made to improve its performance.

### SECURITY FENCE

Work on the security fence has ceased, pending a decision being made on the future of the three large eucalypt trees at the western end of the shed. It is hoped that this matter can be resolved soon, so that the fence can be completed.

### VEGETATION

Nicholas Timms and Peter Stibbard sprayed the entire Glenreagh end, from the Trolley shed to the tunnels, in November. A good kill was achieved of most species. A few species of weeds are resistant to the herbicide used, and their growth near the rails is creating traction problems. It is hoped to find a herbicide suitable for controlling these weeds.

### No. 1 SIDING

No. 1 siding will soon be lengthened by 160 feet. The necessary earthworks have taken place, and the rails are on hand. Extension of this siding will allow the mainline to be cleared of rolling stock. Once the rolling stock has been moved, resleepering of the main line will take place, using concrete sleepers.

### RESLEEPERING

During the month of November, 51 timber sleepers were placed in the track. No resleepering was planned for the months of December, January or February, due to the expected hot conditions. Nevertheless, 15 timber sleepers were placed in the track in December.

It is expected that a minimal amount of resleepering will take place during January and February. Resleepering will resume in earnest in March, when the weather should be a little cooler.

### CONCRETE SLEEPERS

We now have a total of 666 concrete sleepers laid out, awaiting placement in the track. Resleepering this year will predominantly be in concrete. The 2.2 km section from the trolley shed to Tallawudjah Creek will receive special attention in preparation for train operations, while

the track from Tallawudjah Creek to the tunnels will also be maintained in a safe condition.

### TRIKES AND MACHINERY

Dave Connie has continued overhauling per way machinery. A proline sleeper boring machine and a VW powered air compressor are his latest achievements. Both machines are expected to be used extensively in the coming year.

A trike trailer was received from Dorrigo as part of our property settlement. When it arrived at Glenreagh it was derelict and rusty. A new floor was immediately fabricated, and the whole trailer was rust treated and painted. This trailer entered service at Glenreagh within weeks of us receiving it, and is now in regular use, taking pressure off our only other serviceable trailer. Two new trailers are also under construction.

An additional Fairmont trike has been stationed at Glenreagh. This trike requires some body work and modification to the electrical system. The necessary work is under way. This particular trike has been in continuous service with GMR and its predecessors for twenty years! Once the repairs are completed, this Fairmont should be good for another twenty years.

### REGULAR WORKERS

The following people are deserving of commendation for their significant and regular efforts: Dave Chapman, Dave Connie, Rex Goodenough, Brett Hamey, Geoff Hickson, Greg Lee, Peter Lee, Steve Melville, Ian Watt.

More workers are always welcome. There are jobs suitable for almost anyone. For work day information contact me on (02) 6654 4032.

### GREG LEE, VICE PRESIDENT (EAST)

## From our Historian

### BUSHFIRE RAIL LOSSES - THE FINAL TALLY A FULL LIST OF THE KNOWN BUSHFIRE LOSSES.:

At Valley Heights - A steam tram trailer car at Valley Heights Locomotive Depot Heritage Museum on Christmas Day. (from aus.rail newsgroup postings)

At Wallacia - A single deck Tulloch suburban trailer car body in Norton Station Road Wallacia on Christmas Day. (from Daily Telegraph Monday December 31, 2001 p.6)

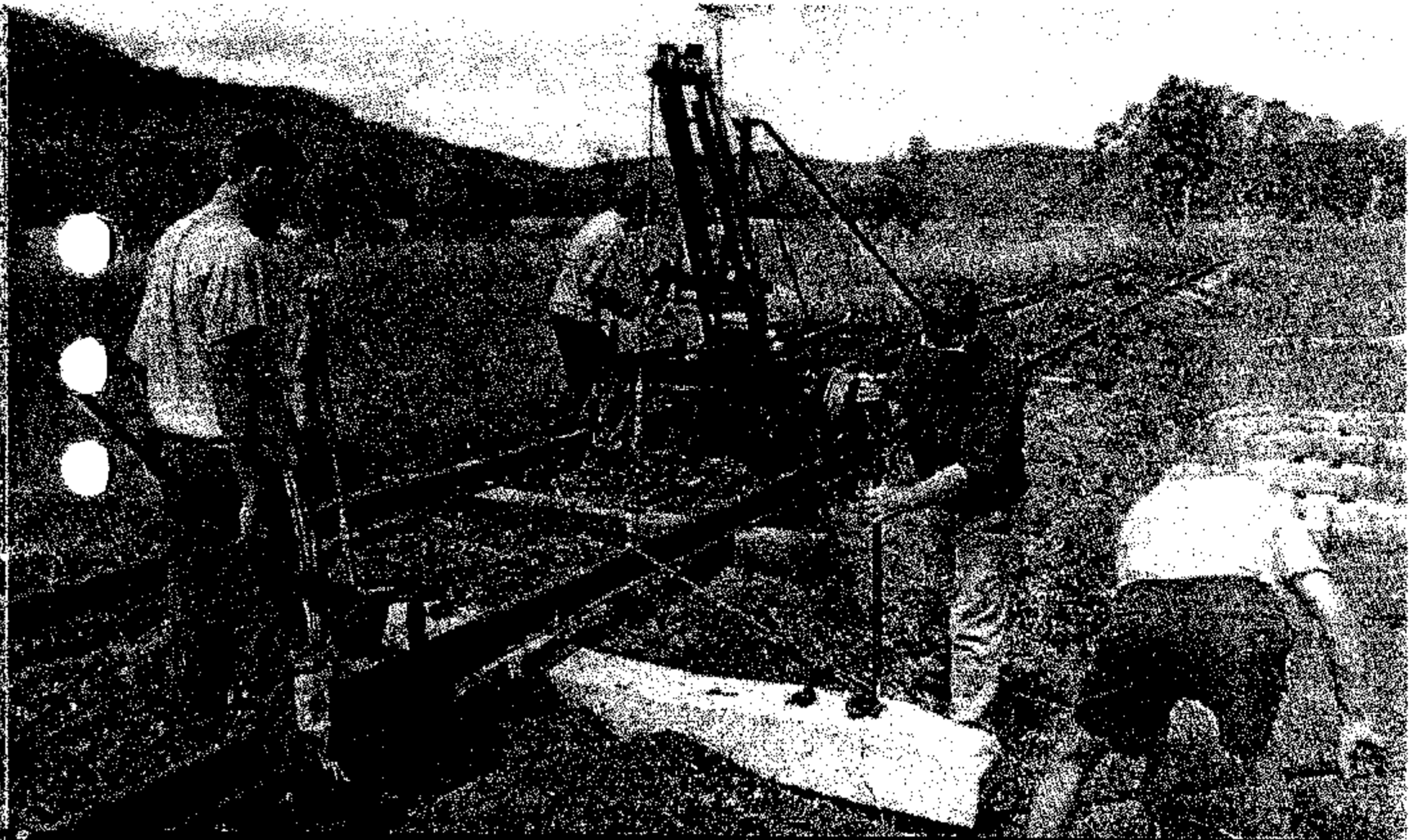
At Kurrajong - John Cooper lost a large amount of his railway (Signal & Telegraph Museum) collection in the fires on Christmas Day. This included an aluminium MLV louvre van, a GLV louvre van, a 4-wheel louvre van, also the contents of these vans including heritage items and personal effects, 2000 sleepers and point timbers, the Carpenter's Shop from Clyde Wagon Works, other timber, trolleys, signals (the list is endless). A JLX van escaped major damage but items stored inside were destroyed. Many other items on the property including passenger rolling stock were also damaged in one way or another. (from ARPG Newsletter No.1 2001).

The Illawarra Line - closed due to signal cable and sleeper damage near Waterfall from Christmas Day until December 31st, 2001. (from aus.rail newsgroup postings)

At Warrimoo - Private railway memorabilia owned by Glenn Hargrave. His home and \$40,000 model railway and memorabilia collection (including loco builder's plates and hand lamps) were totally destroyed (from TCN 9 News Report on Boxing Day and SMH Thursday January 10, 2002 - page 5)

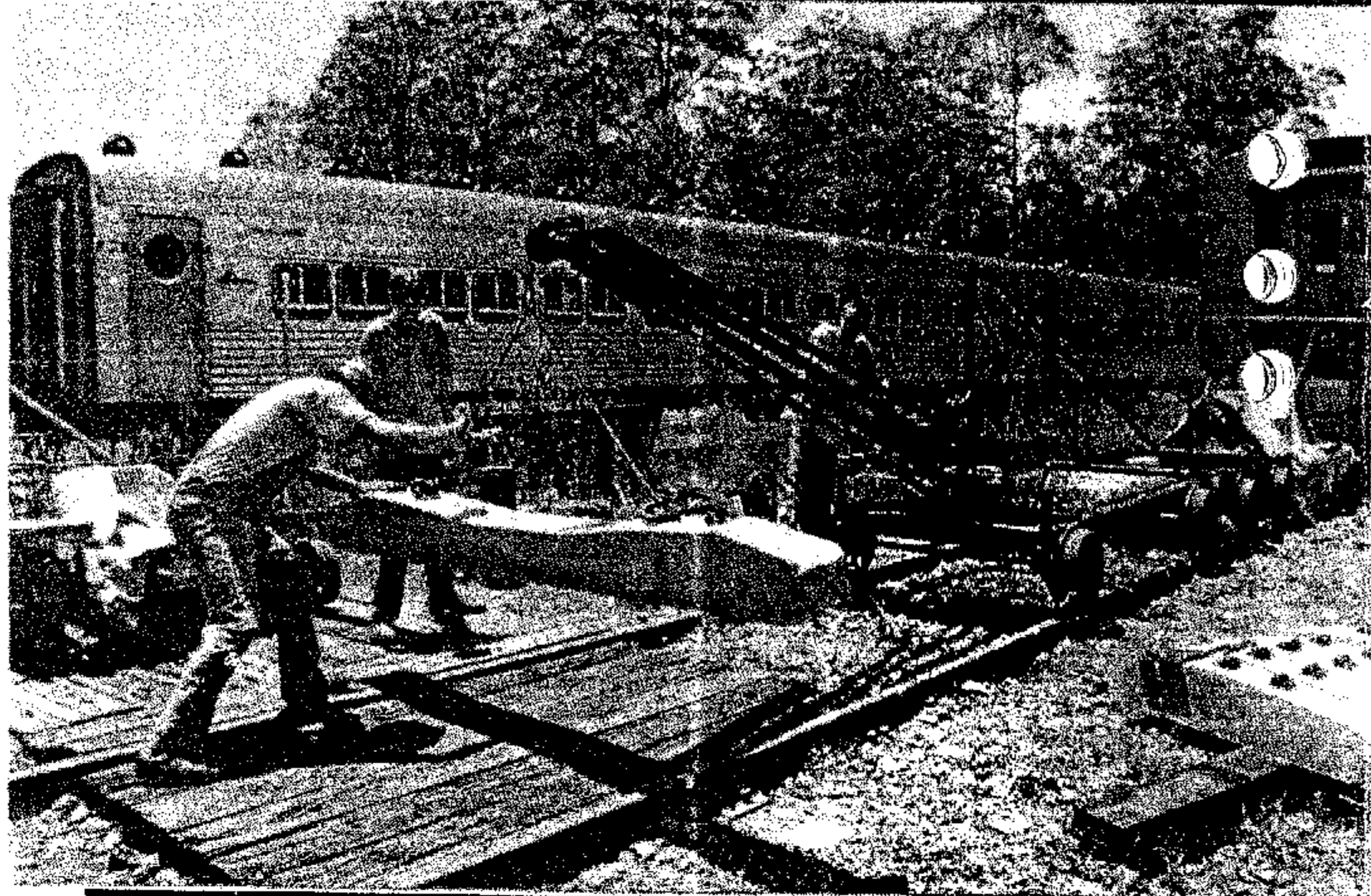
At Lowanna (on the Glenreagh - Dorrigo line) - a fire destroyed a sawmill near the railway line. Several hundred sleepers were damaged by fire between the Gundarene Road overbridge and

Continued on page 19



Clockwise from bottom left:- 1. Greg Lee and helpers getting familiar with Ian Watt's latest creation. 2. Bob Farquhar looks on as our track gang inserts a concrete sleeper, then 3&4 find he is needed to help persuade the sleeper into position.

Photos taken by Ian Watt.



## Restoration Loco and Rolling Stock

The end of 2001 saw a lot of activity at Glenreagh right up until the Saturday before Christmas when the welding on 1919 boiler was finished off thanks to Wayne Thomson who did a superb job. Preparations are now under way to hydrostatically test the boiler and here is hoping it will pass that test. This should be done some time in February with a bit of luck.

The loco itself is almost scraped down inside and out and undercoating of the frames /valve gear and all sorts of other components is well under way its been a big job but well worth it when you see the difference a bit of paint makes.

Doug house painted and renumbered the front buffer beam and she now looks like a 19 class again.

Numerous parts have been overhauled and put back in store so that as once the hydro test is completed. If all is well we can then start reassembling 1919 which will be fun instead of pulling her down.

All the new steel for the tender tank has been purchased and is now on site. It is hoped to begin work on that job shortly. Much cleaning down of the tender frames has been done and it too is looking slightly better.

So with a bit of luck this year should see 1919 in steam once again. A lot still has to be done but after the hydro test is complete it will be plain sailing ahead for the loco.

### CARRIAGES

The S-truck, which is to be used as a match truck to couple to the u-boats, is well under way in repairs. The braking system has been pulled off and is undergoing repairs. Most of the old timberwork has been pulled off and new timber has been measured up and will be ordered shortly.

The S- truck will shortly be high-pressure water blasted to clean the crud off it and make restoration a lot easier.

The two u-boats have had work going on steadily over the past few months.

Paint was donated to freshen up the interiors once we had the paint colours matched and will be started on very shortly.

The vestibules floors, which are rusted very badly, have been cleaned back and we are waiting on new flooring to be donated. A few windows still remain to be renewed and Bill back on the job next week

The end sills and where the draw gear is mounted on each end of the under-frames are heavily corroded and these areas are due to be water jet blasted also shortly. Once all this work is done they will then be undercoated and painted as well as the bogies and these cars will then be well under way to being restored. Lots of other jobs still exist on them mostly on the inside for example electrolysis has corroded most of the walls where they meet the floor very badly. This requires that part of the wall to be cleaned / treated and in some cases cut right away and replace with a strip of metal. The railways had already in some places started this type of work. I had some corrosion preventative spray for aluminium donated and it does arrest the corrosion but it really all needs cutting out replacing as if allowed to go on in a few years all those areas will be very badly affected.

In a few months time the 3rd u boat is to be shunted into the siding on top of the existing two already there. This will give us our complete initial train set. Some work has been done on cleaning the inside of this car already and the ladies have promised to reappear and do that job again. The worst job is the graffiti on the outside. This car will also be the rear car for push pull operation, which has been O K'd by the DOT (Dept of Transport) to begin initial operations at Glenreagh West. The rear toilet has been removed and this cubicle is being turned into a driver's compartment, for want of a better word. A window has been cut into the end; a brake pipe valve is being fitted to the main airline to allow the rear end driver/guard to be able to stop the train if required while propelling. A DOT requirement is that this rear end driver be in

contact with the driver on 1919 and to this end a two-way radio system will be installed. Any ideas? Donations from anyone on this system would be appreciated. Also its a requirement we have an air horn located on the rear car which can be operated by the rear end driver for warning purposes. This air horn has been donated by a good friend in Sydney and will also be fitted when that car comes in for restoration etc.

As you can see work is progressing well on our initial train to begin operations at Glenreagh west and this year should see a big change to that project.

### YOUR HELP IS NEEDED

More help is needed and i can assure you if you turn up we will find a job for you to do to suit all ages. Lots of painting to do soon, at an easy height on all projects, so come on out.

If you want to go out and do anything at any other times a works list is located on the side of 1919 but give me a ring and I can arrange for a job for you.

While watching the boiler on 1919 being welded up I did a complete appraisal of all the exterior work to be done on the woodwork on the TAM. This included measuring up special shapes of some timber sections and sizes. Herein lies a great project for members as so much is needed to do on this carriage and would make an interesting project over a long term. Peter Lee is keen to do this car up and has started in on cleaning and repairing some of the underframe components

**BOB FARQUHAR,  
DIRECTOR RESTORATION LOCO  
AND ROLLING STOCK**

**URGENTLY NEEDED OLD TOWELS  
AND SOFT CLOTHS FOR CLEANING  
PURPOSES**

**CONTACT JENNY ON 6655 4635**



Reconstructed culvert at mileage 423.53 (Moleton - Ulong) as part of our Flood Recovery Grant works. Photo by Ian Watt

*Feature*

Dear Robyn,

Enclosed is a copy of a poem that I have had for many years which may be of interest to you.

I first heard it broadcast on A-B.C. Radio about five years ago on a Saturday morning programme run by an announcer named Graham Bell. I wonder perhaps if this may be the same chap who is your Publicity Officer. I might add that it was a very good programme. [Yes David, Graham Bell was our publicity officer for a time. Ed]

I can't tell you much about Pat Devine other than he grew up as a youngster on a dairy farm somewhere on the Fernvale Loop in the 1920's and 30's and is no longer in the area.

It would be interesting to know if there is any historic incident which prompted the poem and if "Poor Charlie" in fact existed.

David Winter. Member No 924.

**THE BO BO RIVER GHOST**

In that year of Twenty Seven,  
With that heavy rain and flood,  
Where the wagons and the bobtails,  
Were axle deep in mud.

All the bullock drivers cursed it,  
As they bogged their heavy loads,  
They looked set for the duration,  
On that muddy Ulong Road.

On that night in mid-November,  
When Charlie moved his out,  
To the cracking of the bullwhip,

And the other teamsters shout.

Then he flogged them to the Bo Bo,

Where the river ran a high,  
While the rain kept pouring downwards,

From that lightning flashing sky.

Charlie never paused a moment,

As he pushed the leaders in,

Then he whipped them to the pollars,

And he cursed them thick and thin.

He raced that ford beside them,

As he urged to get them through,

And the bullocks knew he meant it,

For his whip cracked fast and true.

In the centre of the Bo Bo,

As the pollars stopped their stride,  
There was no way that he could move them,

No matter how he tried.

He could feel those bullocks panic,

So to overcome their fright,

He leapt across the bobtail,

To push them from the right.

He tried to push them over,

And he tried to push them back,

With the strain of all those bullocks,

We heard the pole chain crack.

It freed the other bullocks,  
And they scrambled up the side,  
There was no way that he could stop them  
No matter how he tried.

The bobtail and the pollars,  
Got caught there in the flow,  
You could see that look of horror  
As he had to let them go.

Then the rush of water caught him,  
He just vanished from our sight,  
In that mass of swirling water,  
On that dark and stormy night.

We never found poor Charlie,  
Nor the bullocks that were drowned,  
Though we searched right to Nymboida,  
Not a trace was ever found.

Then one day I went to Ulong  
To spend time with a mate,  
We drank homebrew and Brittons,  
Till the night was getting late.

I left there for the Bo 130,  
On that bright and starry night,  
I just walked along the trainline,  
As the moon was shining bright.

Though I staggered there in places,

Where the sleepers failed to meet,  
I kept tripping on the ballast,  
As it slipped beneath my feet.

I got this sudden feeling  
And I stopped there on the bridge,  
There was no sound from bullfrogs,  
No curlews on the ridge.

The moon shone on that river,  
Where from that distant hole,  
The one beside the crossing,  
I saw a bobtail roll.

Two bullocks out before it,  
They walked with easy stride,  
And Charlie with his whip rolled out,  
Was walking at their side.

I heard the sound of the bullock whip,  
As they came walking near,  
The hair on my head began to rise,  
While my legs they shook with fear.

I took off then as they got close,  
And shot for the other bank,  
The way I moved I do recall,  
I never touched a plank.

I went and told the folks out there  
Of the things that I had seen,

They looked at me with disbelief,  
For they knew where I had been.  
I could tell a yarn around that time,  
I could stand with the very best,  
So they put it down as another lie,  
Along with all the rest.

But I often stood on that railway bridge,  
When the moon was shining bright,  
And hoped again that I would see that thing,  
That I had seen that night.

When I go back now to see my folk,  
The thing I hope for most,  
Is that someone else beside myself  
Has seen poor Charlies ghost.

**PAT DEVINE. DORRIGO.**

### *The Glenreagh Steam Train*

In days gone by the old steam train's whistle blew,

From Glenreagh to Dorrigo this train did take you.

It took you through farmlands and a fantastic forest.

Travelling through the dark scary tunnels was best.

So now they are making the old track new.

Soon Aussies once again will have this steam train adventure too.

**BY CHRISTA ROBINSON age 10**

## FROM A COFFS NEWSPAPER

1/12/1923

### CHEAP TRAINS IN DECEMBER

When the schools "Break up."

A preliminary announcement appears in our usiness columns this issue from the Railway Commissioners, setting out that an extensive series of special cheap excursions trains will be run from all country districts in mid December. [see page 17 for a facsimile of the announcements. Ed]

As usual, the Commissioners have made arrangements for the departure of these cheap trains from country districts to synchronise with the dates of the closing of public schools and other educational establishments for the Christmas vacation. This will be the last series of special cheap excursion trains this year in fulfilment of the Commissioners new policy of giving more frequent opportunities to country people to travel at cheap excursion rates. Later in the month there will be other excursion trains leaving country districts a day or two days before Christmas, but it is pointed out that the series of trains now announced will be the last at which travel can be had at the specially low rate of single fare for the double journey.

From the Northern and North Coast line and branches the cheap trains will run on Saturday, Monday, and Tuesday, December 15, 17 and 18.

Particulars of the districts to be served by the cheap trains on the respective dates will be advertised next week. City people and others who desire to travel to the country on the Up journey will be catered for by cheap trains leaving the Metropolis for the Northern line and branches on Thursday, Friday and Sunday, December 13, 14 and 16.

**SUBMITTED BY L TOLHURST.**

## NEW SOUTH WALES GOVERNMENT RAILWAYS

Official opening dates of various sections of the North Coast line as recorded in the Railway Archives.

Section	Date
Maitland - Dungog	14/8/1911
Dungog - Taree	14/2/1913
Taree - Wauchope	12/4/1915
Wauchope - Kempsey	27/11/1917
Kempsey - Macksville	1/7/1919
Macksville - Urunga	3/12/1923
Urunga - Raleigh	19/3/1923
Raleigh - Coffs Harbour	30/8/1915
Coffs Harbour - Glenreagh	17/7/1922
Glenreagh - South Grafton	12/10/1915
South Grafton - Grafton	8/5/1932
Grafton - Casino	6/11/1905
Casino - Casino North	27/9/1930
Casino North - Kyogle	25/6/1910
Kyogle - Border Loop	27/9/1930
Border Loop - Brisbane	27/8/1930

**SUBMITTED BY L TOLHURST**

Thanks to Lester Tolhurst for his submissions. They are gratefully received as there are few others. So come on the rest of you,

**SUBMIT AN ARTICLE  
AND  
HELP FILL THIS SPACE.**

## NEW SOUTH WALES GOVERNMENT RAILWAYS.

### Train Alterations.

COMMENCING ON MONDAY, 3RD DECEMBER, 1923, the following Train Alterations will be made.

The Train which ordinarily leaves Urunga at 11.15 a.m. for South Grafton will be discontinued and a new service substituted between Sydney and Murwillumbah leaving Sydney at 7.32 p.m. daily (Saturdays excepted) arriving Urunga 9.48 a.m. South Grafton 12.30 p.m. Murwillumbah 9.30 p.m.

The Train ordinarily leaving South Grafton for Urunga at 1.40 p.m. will be extended daily (Sunday excepted) to Sydney arriving Urunga 4.35 p.m. Sydney 7.12 a.m.

The Train ordinarily leaving Grafton at 3.16 p.m. will be altered to leave at 1.50 p.m. and will run daily (Sundays excepted) to Murwillumbah arriving at 9.30 p.m.

Further particulars can be obtained from Station Masters.

BY ORDER.

Lismore, 27/11/23

## NEW SOUTH WALES GOVERNMENT RAILWAYS.

### Special Cheap Excursion Trains.

A special series of Cheap Excursion Trains will be run from all Country Districts in December for the Christmas vacation.

Tickets for travel by these Cheap Trains will be issued at single fare for the double journey and will be available for return within 42 days, not including date of issue.

From the Northern and North Coast Lines and Branches the Cheap Trains will run on SATURDAY, MONDAY, & TUESDAY, DECEMBER 15TH, 17TH & 18TH. Detailed information will be advertised later.

W. J. MORRIS,  
Secretary.

(9703).

*Books Available*

**THE GLENREAGH TO DORRIGO  
BRANCH RAILWAY**

This book by Malcolm Paul has been out of print for some time, but don't despair it has been reprinted and is now available.

The book may be obtained for \$17.50 incl GST + \$6.00 P&P by:-

Writing to us at Glenreagh Mountain Railway Inc  
PO Box 412, GLENREAGH NSW 2450;

including your credit card details by fax to  
[02] 6652 6998;

Also available in person from

- Botanic Garden, Garden Shop;
- Bray Street Sub-Newsagency;
- Coffs Harbour Historical Society and Museum;
- Coramba General Store;
- Dorrigo Tourist Association;
- Dorrigo Rainforst Centre;
- Dymocks Booksellers Park Beach Plaza;
- Glenreagh General Store;
- Jetty Newsagency, Coffs Harbour;
- Karangi General Store;
- Lowanna General Store;
- Northside Newsagency, Coffs Harbour;
- Pages Bookshop Park Beach Plaza;
- Palm Centre Sub-Newsagency;
- Park Beach Kiosk, Park Beach Caravan Park;
- Polack's City Centre Newsagency;
- The Book Warehouse, Coffs Harbour;
- The Lady Matilda Cafe & Gallery Nana Glenn;
- Travel Centre, Coffs Harbour Railway  
(get Peter's 'A Real Railway' at the same time);

• Ulong General Store & Post Office.

If you know of anyone who would like to stock the book, have them email me at  
gmr@gmr.org.au or write/phone/fax me at

Glenreagh Mountain Railway Inc

PO Box 412, GLENREAGH NSW 2450

02 6652 6998.

**GLENREAGH TOWN OF PROMISE**

The book is priced at \$25 gst free plus \$6 postage from Bessie Webb at 41 James Street GLENREAGH. Ph 6649 2001.

**A REAL RAILWAY**

This book is priced at \$20 gst free plus \$6 postage from Peter Leonard C/- Travel Center, SRA, COFFS HARBOUR NSW 2450.

The above book prices are GST free if purchased from the authors.

These books and more available at Park Beach Kiosk Park Beach Caravan Park, Ocean Parade Coffs Harbour. But remember we have to add GST.

**VALE OLIVE QUIGLEY**

Paul Quigley, one of the regular members of the 1919 restoration team, lost his mother, Olive, on the 25th January after a long illness. She was sadly missed by family and friends.

Our sympathies are extended to Paul and Marion and their family.

*Film Night*

Members are invited to a film night at the carriage shed at Glenreagh West on Saturday 9th March 2002.

BBQ 6pm, Films 7pm

To be shown on large screen.

To book berth in TAM to stay over night ring Bob Farquhar on 02 6655 4635

**MEMBERSHIP**

**RENEWALS ARE DUE EACH YEAR  
ON JUNE 30.**

Members are reminded that their membership was due before the close of GMR's financial year at the 30th June.

If you are required to renew your membership, you will have received a blue personalised membership renewal form with the second last newsletter. Anyone who has not renewed by the end of July will not have received this issue of Rainforest Railway News until they pay up

Please make any alterations to your personal details and return the form with your remittance ASAP.

**WANTED**

A copy of LRRSA issue No86 'SHIPS AND TIMBER' by John Kramer. contact Mal Mason

hm 02 6652 7214 or wk. 02 6651 1516

**URGENTLY REQUIRED**

**PRESSURE GAUGE**

**ANY SIZE - MUST READ TO**

**320psi**

**CONTACT BOB FARQUHAR**

**02 6655 4635**

**Loan considered!**

**ALSO NEEDED ARE  
FUNDS TO OPERATE GMR**

**See page 6 under**

**'From the Treasurer'**

Continued from page 9.

Lowanna (423:40 to 424:20). There were also two track buckles caused by the heat of the fire. (from Channel 7 Evening News on Sunday January 14, 2002 and GMR perway inspection on Saturday January 12, 2002).

**SUBMITTED BY ROBERT WILSON**

**CONCRETE SLEEPERS**

As mentioned elsewhere in this newsletter, money is required to purchase concrete sleepers, we get a 'great deal' from Rocla Concrete Sleepers of Grafton. We need to have the money on hand to purchase each load as they become available.

**IMPORTANT NOTICE**

Members are advised that no rolling stock is to be moved unless under the supervision of an Certified Officer. Certified Officers at present are:-

Peter Lee,

Greg Lee;

Bob Farquhar; and

Brett Hamey.

*Rainforest Railway News*

Will be published every two months

GMR Inc invites Letters to the Editor and other contributions no matter how small or trivial but must be on a railway theme, preferably of local flavour.

**DEADLINES**

Contributions	Publication
March 18th	April 15th
May 20th	June 17th
July 22nd	August 19th
September 23rd	October 21st