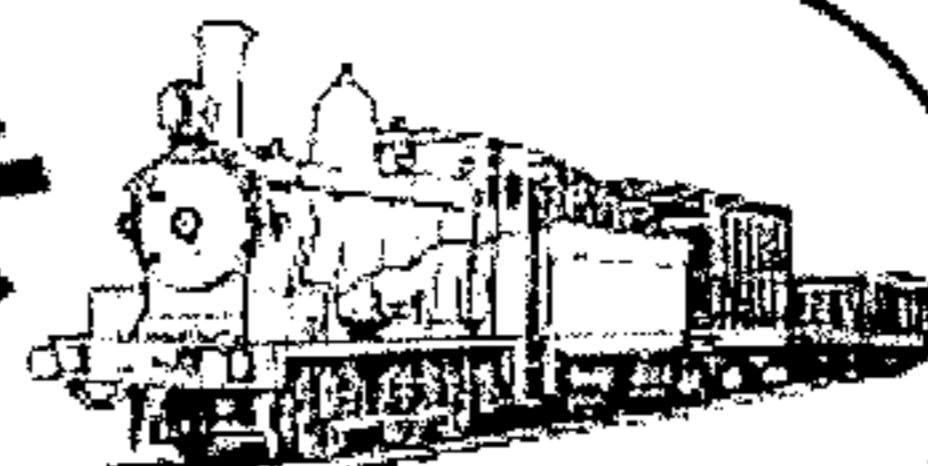
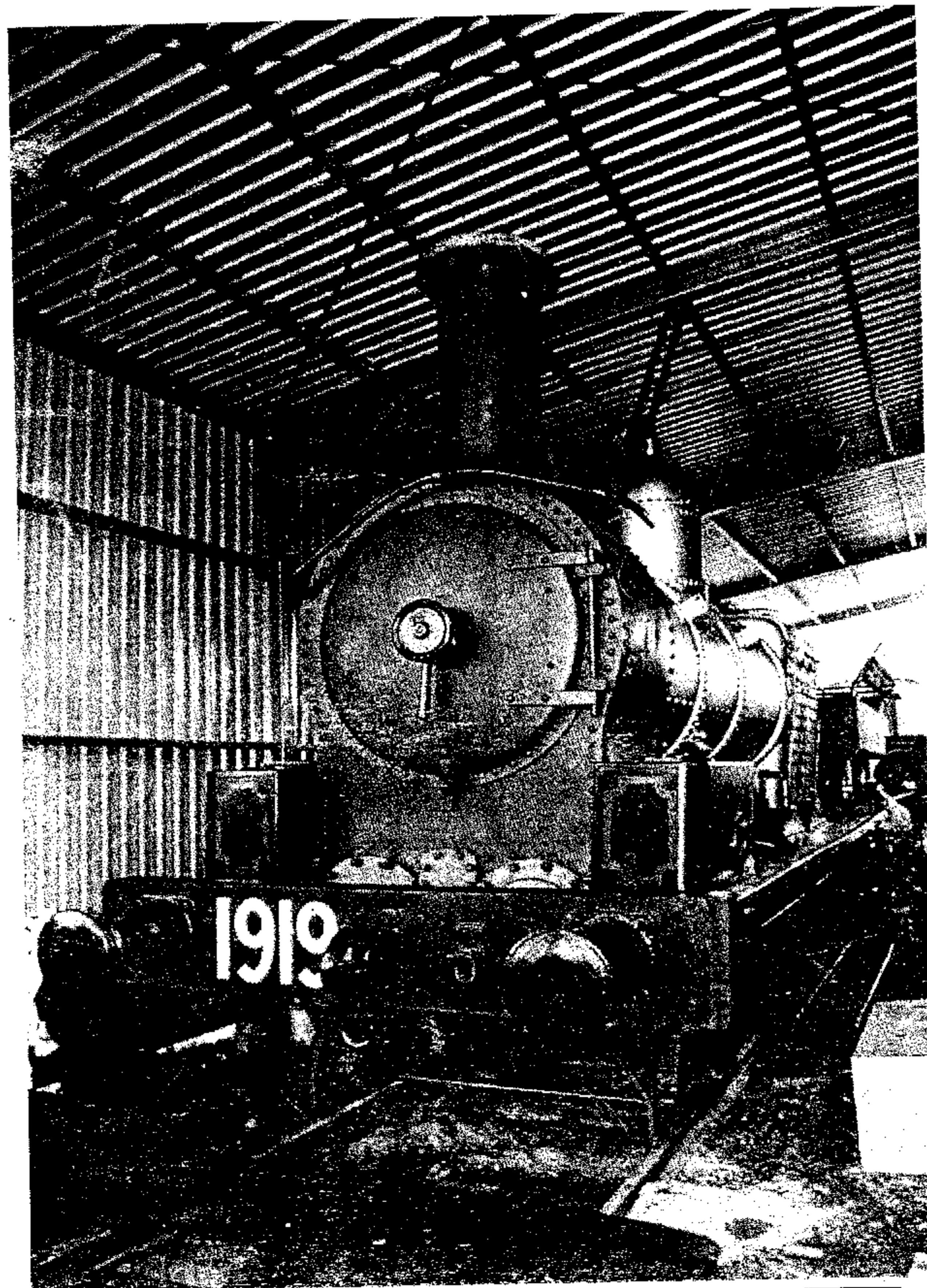


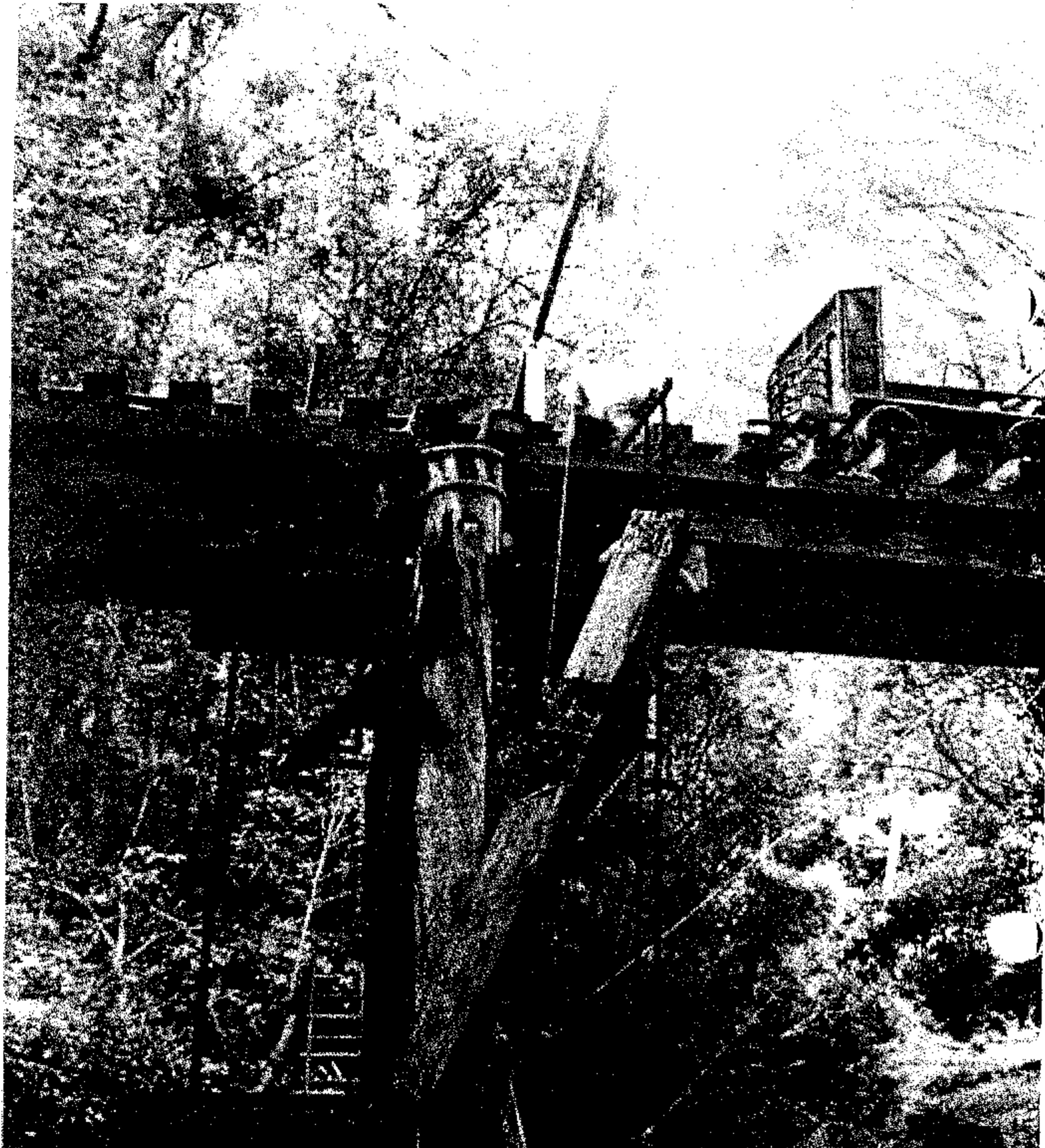
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RAILWAY NEWS



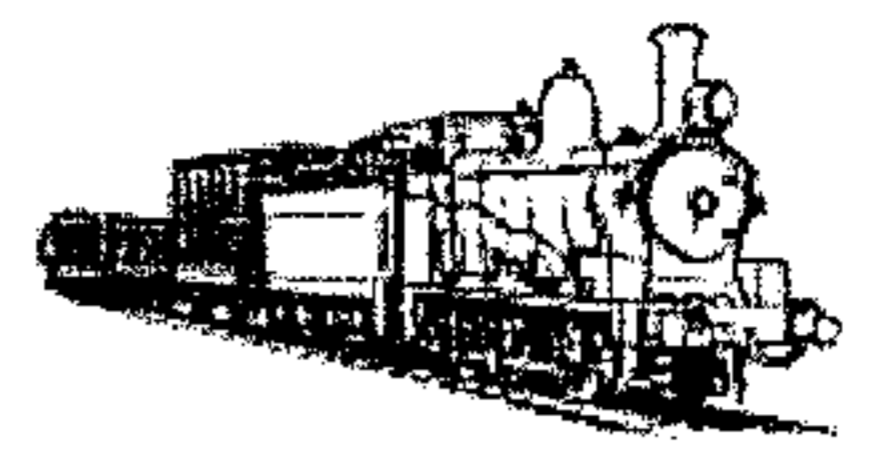
No. 62 - May 2002





Environmental recycling, this timber was discovered downstream of Tallawudjah Creek Bridge and was floated upstream to be used in the repair of the aforesaid bridge. It is thought to have once been part of the road bridge.

Photo by Ian Watt



Front Cover: 1919 resplendent with restored buffer beam, on Sunday 14th April after the successful hydrostatic pressure test on the previous Thursday.
Photo by Ian Watt.

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From the President

Great news, the boiler on 1919 has passed its final test. It is now all systems go to get her back together again. The next hurdle will be to get the tender finished and sufficient track ready to run on. Both of these items require funds that we don't have. We urgently need \$10,000 to pay for concrete sleepers that are waiting for delivery from the manufacturer at Grafton and we need an additional \$5,000 to what is already on hand to complete the tender. We would like to have everything up and running for Christmas but unless we can find funds and people to work on the track it won't happen.

On the subject of trackwork, Greg Lee and his SMALL band of assistants can't do the impossible. They need a lot more people to help if we are to ever run trains. I am attempting to acquire some suitable machinery for them, but this is a long hard road, particularly with our limited supply of funds. Any assistance that can be provided in finding and acquiring suitable machinery capable of laying concrete sleepers would be greatly appreciated. Ring me on 6651 2262 if you can help.

On Sunday 21st April, we had the pleasure of taking Coffs Harbour Rotary on a track inspection and provided a sausage sizzle for lunch. We also launched our buy a sleeper campaign. A total of \$3200 was raised which was a great result for our hard-working members who assisted on the day.

I would like to welcome our new Board member Artie Seewald from Grafton. Artie fills the last of our vacancies that were not filled at the AGM. Artie is proving to be a great asset with his drive and enthusiasm. He has instigated a program where people can buy a concrete sleeper for \$15. They receive a certificate and a brass plaque with their name engraved will be attached to the sleeper. Records will be kept on the location of each sleeper bought in this scheme. If you would like to buy sleepers please complete the enclosed application form and return it with your payment. It is proposed to set up sale points/displays at some of our major shopping centres to sell

sleepers under this scheme. If you would like to assist in manning one of these please let us know. You can nominate your day and location to help in planning this activity.

In this newsletter you will receive your renewal for membership, which remains the same again for the coming year. Your early payment of membership will be greatly appreciated. Any donations will assist in speeding up progress in getting the line up and running, something we would like to achieve before Christmas.

At present Bob, Greg and I are preparing documentation for our application for accreditation to operate rolling stock. Bob is also working on the preparation of training courses for all the members who want to be involved in train operations. As soon as the courses have been approved we will be calling for expressions of interest from members who want to become involved in train operations. There will be numerous areas of involvement including station staff, catering staff, crowd control, traffic controllers (level crossings), parking attendants, safety officers etc. Initially, Drivers, Firemen and Guards will be recruited from members who have been working on the track and rolling stock to justly reward them for their hard work.

We have received an offer of assistance in the preparation of Grant applications from a PHD student at the Southern Cross University. He will be working closely with me over the next few months when we hope to flood the market with as many applications as we can. He has had a number of successes with grant applications in the medical field.

In closing I would like to congratulate Bob Farquhar and his team on the great effort that has resulted in the boiler on 1919 being passed. I would like to thank all those hard working members who turn up every Thursday and

**Consider setting up
small monthly drip feed
donation now.**

Sunday at Glenreagh and every Sunday at Ulong. Without these hard working members we would not be at the level of completion that we have reached. There is still a lot of hard work in a variety of fields to be done before we can start running. If you would like to help, please call me on 66512262.

COLIN SAMBROOK, PRESIDENT.

From the Vice President (West)

It is pleasing to see the amount of work that has taken place over the past four months. However, due to the lack of funds, the laying of sleepers at the Ulong end of the line has ceased. A load of 60 sleepers has been ordered and will be delivered shortly.

I would like to have the Ulong to Lowanna section of line open for trike rides for paying passengers by November this year. However a further 240 sleepers are required and the manpower to install them to bring the line up to the required standard. A group of people have started on restoration of Lowanna Station, however their progress will again be restricted by the lack of funds needed to connect the power and for materials.

The Grafton Gaol Periodic Detention Unit has continued their work on the line and now reaches mileage 417.7 from the Ulong end of the line. The Grafton Juvenile Justice Department detainees have also cleared one kilometre of track from Timbertop towards the tunnels.

Temporary repairs have been effected to the section of line damaged by bushfires in January this year. We are still awaiting an outcome on our request for assistance to repair the damage.

An open day will be held at Lowanna Station on Sunday 30th June 2002. The purpose of the day is for people interested in joining GMR, members interested becoming more involved and for members to see what we have achieved, to come along have a BYO BBQ and a look around. The day will start at 10 am.

In an effort to fund the sleepers needed to complete the Ulong to Lowanna section, members can buy a timber sleeper for \$25 and in so doing will receive

a Certificate and have their name engraved on a brass plaque which will be attached to the sleeper.

Just a reminder that working bees take place on Tuesdays and Sundays 9 am. until 5 pm. If you are interested in helping, contact me on 66545332 or just turn up. Working bees usually depart from Ulong station at 9 am.

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

From the Secretary

It seems like only yesterday that I was writing the last "From the Secretary" instead of two months ago. - How time flies!! I have spent the day today conducting a paper war in GMR's records - what else do you do on a rainy Easter Monday? - Judging by the number of letters and emails rushing around, and the pile of filing I have done, things are once more up and galloping, not running,

While reading the Pinjarra Steam Express the newsletter of the Hotham Valley Tourist Railway from Western Australia today I noticed this paragraph and I think it applies equally to the Rainforest News.

"This is 'your' magazine. To keep it going on a regular basis, we need your assistance in providing material that you think will be of interest to other members."

If you want to keep receiving an interesting Rainforest News then we need some contributions from our members as the "old folks" are running out of ideas. Snail mail, email to gmr@gmr.org.au or even fax will see your contribution gratefully accepted.

NEWS OF OTHER PRESERVATION GROUPS.

GMR frequently receives newsletter and promotional material from other Rail Preservation groups. Here is some of their news, which might be of interest to our members.

The Hotham Valley Tourist Railway operates from the Barrack Street end of the City Station in Perth.

One of the interesting tours they are advertising is a Murder Mystery Tour to Toodyay - there is one every month. The one set down for June 22nd is titled "Who killed the Rabbit?"

This group operates several special train trips, which incorporate other festivals and sporting events, as well as 4-day trips to Geraldton and Kalbarri. For more information visit their website at www.hothamvalleyrailway.com.au

The Australian Railway Historical Society ACT Division also has a website advertising its tourist operations. You can find them at www.arhsact.org.au. This group also has an interesting variety of tours including a Railroad Restaurant Tour to Royalla. The Canberra Rail Museum is also well worth a visit.

HERITAGE LISTING OF LOWANNA STATION

At the beginning of the year we made representation to Coffs Harbour Council to have Lowanna Station, Mole Creek Tank and the crane at Lowanna heritage listed. We also approached Pristine Waters Council seeking their help in putting some of our rolling stock on the heritage list of movable items.

Coffs Harbour Council has advised us that they undertook a comprehensive heritage study in 1997-98. From this document heritage items were nominated to be listed in the planning scheme. While the station is not included on the current heritage list the 1998 study includes an inventory sheet for it. The council is currently reviewing the planning scheme and will include the station as an item in the heritage listings. This process will take about 12 months to finalise.

They do not have an inventory sheet on Mole Creek tank or the crane and have asked us to furnish them with any relevant information. If adequate information is supplied then Council could also list them. We need to know such things as architectural significance, cultural, technical, historic and social importance, are there any more like it etc, If you have any information, photos etc that we could possibly use in getting this submission together please send it to us - we will certainly copy it and send it straight back to

you.

The following forms part of the inventory statement for Lowanna Station prepared by EJE Town Planning for Coffs Harbour City Council

HISTORICAL NOTES

In 1909 Lowanna's main street was still a track through forest on land then owned by C S Wilson. By 1914 there were quite a number of inhabitants mainly in the Ulong settlement, as it was the oldest section of the Eastern Dorrigo. Other small villages were also starting to emerge, such as Gundarene, Ashton, Brooklana, and Lowanna, which entailed only a few miles travel between each place. The reason for the establishment of these villages was the birth of the Glenreagh to Dorrigo Railway line, one of the most costly railway lines ever to be built in NSW, the steep grades being the principal cause. Authorisation for the construction was passed in Parliament in 1910. The surveys were carried out in 1913 and construction commenced in 1914. However, at the end of 1916, construction of the line was suspended. In March 1920, further funds became available and the construction commenced with the Railway Commission. The first train to leave Dorrigo was flagged away by acting Station Master J Boyle on 27th September 1924 and carried a cargo of timber. After serving the Eastern Dorrigo for half a century, giving good and faithful service, the line closed down at the end of October 1972.

All stations and sidings en route from Glenreagh to Dorrigo involved saw mills. Mulhearn's saw mill was close to the station, and was one of the first sawmills in this part of the plateau. It complemented others also owned by Mulhearn's at BoBo, Ulong and Lloyd's Siding. In 1911, Brooklana's former 'Receiving Office' became a fully-fledged post office. The Post office at Lowanna opened as a receiving office on July 1, 1919 in the charge of Mr E Wilkes. The status of the office was raised to that of Allowance Post Office from 1st June 1921. Mr Ewin Ellis was appointed as Postmaster. Prior to 1919 the telephone office keeper, F W Thome, conducted postal duties when the telephone office opened in 1917. Lowanna, with its post office and store,

Welcome Aboard !!

FROM THE MEMBERSHIP OFFICER

Glenreagh Mountain Railway welcomes new members who have been accepted by the board since the last issue of: J J Acmena; Michele Gould; Ian McNeil; Frank Stack, Rosemary and Steven Allen; and Stephen Towers.

As this is the last newsletter before memberships fall due, we have included the reminders in this mailout, please help by renewing early and if possible use separate cheques for renewals and donations due to ATO requiring banking in separate accounts. This requirement upsets us all, you, me and Bananacoast CU staff.

GEOFF GORDON, MEMBERSHIP OFFICER

Fund Raising Appeals

URGENT

We are currently 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.

PLEASE USE THE FORM ENCLOSED.

And please consider a regular drip



Lunch with our visitors, Coffs Harbour Rotary, Sunday 21 April 2002. Photo by Robyn Goodenough.

Gifts of \$2 or more to Glenreagh Mountain Railway Incorporated are Tax Deductible

church and school, was provided with an attended railway station, which offered many benefits to the plateau. The Church of St John the Evangelist, was dedicated on 6th December 1934 by Rev G Williams. The first person christened there was Eileen Alverson (later Eileen Moody). The first weddings celebrated in the Church were those of Mr & Mrs Harry Mather and Mr & Mrs Dick Harrison. It appears the General Store was built about the same time.

STATEMENT OF SIGNIFICANCE

Historically, this is the only survivor of its type in the Coffs Harbour City area. Providing evidence of the early 20th century establishment of the Dorrigo to Glenreagh rail line, and one of only two locally which provides evidence of this historically significant phase. It has regional historic significance. For the reasons indicated above this station provides rare evidence of a prefabricated station construction system devised to meet the needs of inaccessible sites in timber country. It has aesthetic rarity in the region and thus regional aesthetic significance. It has social associations for a section of the local community and thus has local social significance. Technically it has rare potential regionally to provide information, which could contribute to a better understanding of the methods of larger station construction in the remote area of the Dorrigo plateau in the early decades of the 20th century. For this reason and its degree of intactness, it had regional technical significance.

HERITAGE LISTING OF THE ROLLING STOCK

Pristine Waters Council have advised us that they will be discussing the possible listing of our rolling stock at their next committee meeting. This council is presently reviewing their planning scheme so we await the results of these meetings and maybe there's lots of work ahead getting the relevant paper work ready for this submission as well.

ROBYN GOODENOUGH, SECRETARY

From the Treasurer

Public Liability Insurance due in March, has been organised to be paid monthly thus spread over ten months, which means 8 more payments of \$369.66, for this reason and the continuing need for concrete sleepers which Rocla in Grafton have agreed in principal to stock pile for us to be delivered in truck loads of 78 as we can find the necessary \$858 for each load, and the purchase of a second hand front end loader on which the loan repayments are \$130 per month which give us an outgoing of \$1360 per month minimum. If 66 more members paid in an average of \$20 per month these payments would be guaranteed and any other donations would be a bonus. We already have 2 members making regular monthly dripfeeds by credit card, with these two transactions I access Card Link on the internet and do a direct credit which then appears in our account a couple of days later.

Don't forget Loco 1919, Tam1882 and CPH11, these restoration jobs continue to need your support. Your help is needed.

Thank you to the following members who have helped with gifts:- Jan Burton, Heather Holcombe, Mr W J Glasby, Ken Hatfield, Jefferay Maher, Stephen Ottaway, Honi & John Reifler, and Frank Stack-A big thanks to Mick Quinn Pest Control of Grafton for his spraying of Lowanna Platform for white ants and also for the joint donation from him and Noraras Sawmill of timber for the floor of our S truck/match truck and while in the Grafton area, thanks to Grafton Sheet Metal for the sheet brass Artie is using for sleeper donor plaques. June Currey generously donated her Datsun Homer utility to GMR, thank you June. It is being used for light work round Glenreagh and to move larger items to and from Coffs Harbour. Trips to Grafton are planned this week to get spares purchased from SRA.

Further thanks to Ross Jones who is restoring the compressor for 1919 and two members who assisted him with donation of parts for the restoration, Dick Willis and Margaret Orchard.

I would also like to thank Artie Seewald for his Buy A Concrete Sleeper Appeal which he has evolved from the scheme started by Bessie and others, who attempted this in the past. The

scheme has taken off now, perhaps it's Artie's loud attention grasping voice. Thanks to all.

GEOFF GORDON, TREASURER

Restoration Report

PER WAY REPORT - GLENREAGH TALLAWUDJAH CREEK BRIDGE

Our bridge specialist, Ian Watt, has continued to work on Tallawudjah Creek Bridge on a regular basis. So far, two piles and a waling headstock have been replaced.

While a systematic examination of this bridge has not yet been undertaken, some components of the bridge are in obvious need of replacement. In particular, the abutment piles and sheeting at both ends are in a poor state.

Sourcing timber for repairs to this bridge is a problem, due to the high cost of bridge timbers. One of the piles replaced in the bridge was cut from GMR property, and it is intended to cut more timber from our own property.

HAND OPERATED CRANE

Ian Watt's hand operated crane has now been "fine tuned", and has proved very successful, both for replacing bridge timbers, and for placing concrete sleepers.

SECURITY FENCE

Only minor work has taken place on the fence in recent months due to Rex Goodenough being unavailable due to his wife's illness.

VEGETATION

A reasonably good kill was achieved after boom spraying of the line from Glenreagh West to the Tunnels in November. Since then, only in particular places has there has been significant regrowth of weeds. Spot spraying of weeds and lantana has been undertaken by Brett Hamey, Mark Downie, Geoff Hickson and Rex Goodenough.

RESLEEPER

No resleeping was planned for the months of January or February, due to the expected hot conditions. Seven timber sleepers were placed in the track in January, and none in February..

Now that the weather is cooler, resleeping has recommenced in earnest.

There are presently about 45 timber sleepers laid out, and these will be placed in the track during March and April.

Once the timber sleepers have been exhausted, placement of concrete sleepers will commence. Already a number of concrete sleepers have been placed in the track adjacent to the trolley shed, by way of a trial of the crane and the technique used to place the sleepers.

TRIKES AND MACHINERY

Dave Connie has continued overhauling and maintaining per way machinery. The once notoriously unreliable "spot air" compressors are now very dependable, and are proving extremely useful. Dave has recently commenced restoration of a Villiers Quadricycle.

REGULAR WORKERS

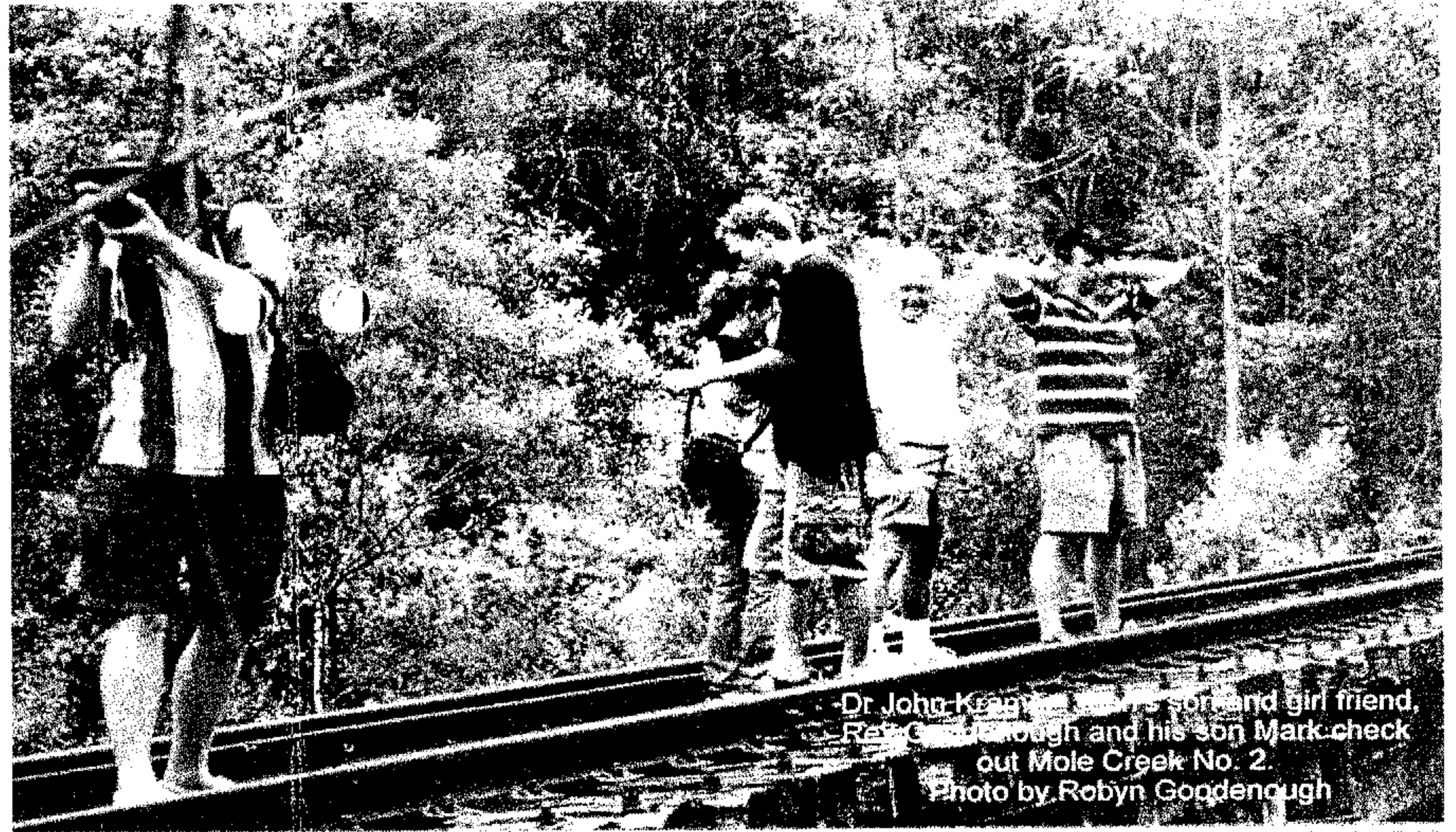
The following people are deserving of commendation for their significant and regular efforts: Dave Chapman, Dave Connie, Rex Goodenough, Brett Hamey, Geoff Hickson, Greg Lee, Peter Lee, Arthur Seewald, Wesley Seewald Ian Watt.

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

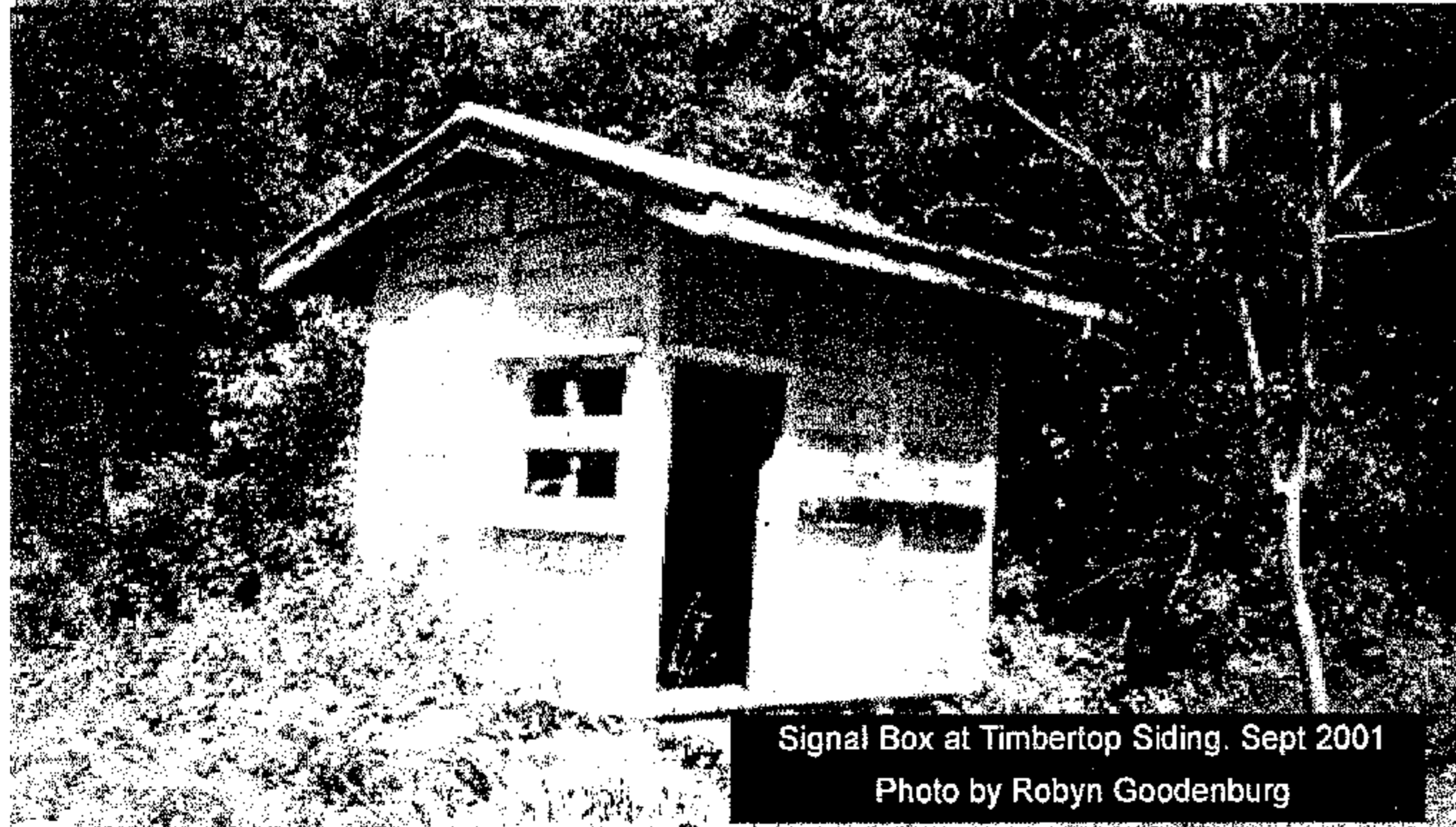
GREG LEE, VICE PRESIDENT (EAST)

CONCRETE SLEEPERS

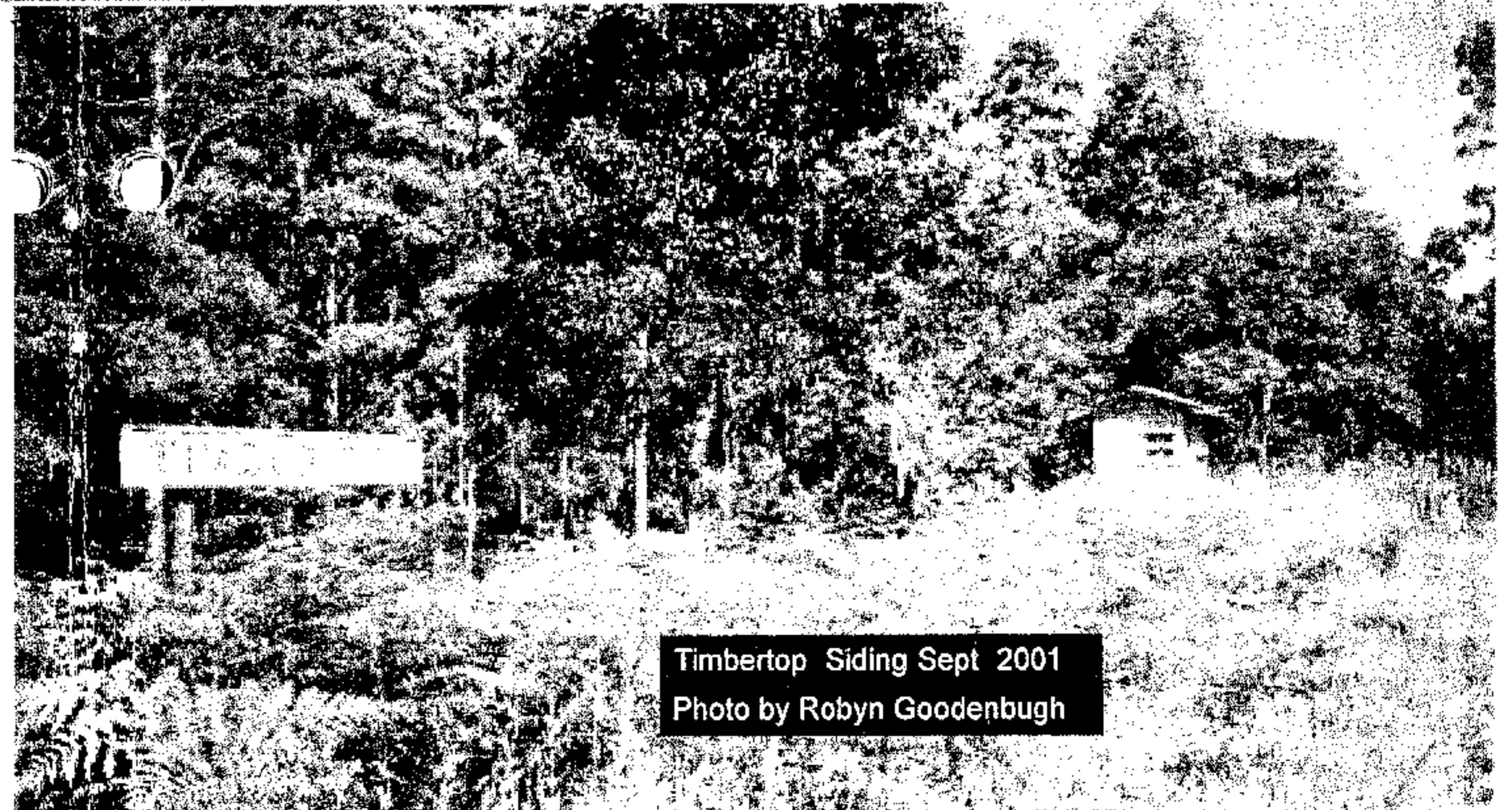
As mentioned elsewhere in this newsletter, money is required to purchase concrete sleepers, we get a 'great deal' from Rocla Concrete Sleepers of Grafton. We need to have the money on hand to purchase each load as they become available.



Dr John Keating, his son and girl friend, Rob Goodenough and his son Mark check out Mole Creek No. 2.
Photo by Robyn Goodenough



Signal Box at Timbertop Siding, Sept 2001
Photo by Robyn Goodenough



Timbertop Siding Sept 2001
Photo by Robyn Goodenough

Restoration Loco and Rolling Stock

1919 REPORT

Thursday 11th April was a very good day. We succeeded in hydrostatically testing 1919 boiler and the whole project is now assured.

The boiler was pumped up to 225 psi on the instructions of our boiler inspector and that pressure was held for approx 30 min.

Next step will be to begin re assembling the loco and eventually a steam test. What a day that will be. We are not promising a date at this stage but if all goes well it is hoped to return 1919 to steam at the end of this year.

Much work still needs to be done. Work is now starting to progress well on the tender. The under-frames have all been cleaned back and painting is well underway in that area.

Last week discussions were held with a chap who will be starting on the welding of the new water tank for the tender in the not too distant future. It is intended to bring the tender back to its original condition and appearance in keeping with its historical value with the boiler hydro test behind us, the 1919 team now can do all sorts of work on reassembling the loco.

After a final coat of paint on the boiler and a complete internal washout the new lagging insulation will be fitted and the boiler cladding put on and be prepared for final spray painting.

Then the cab, air pumps and a host of other things can be fitted back, don't get too carried away yet though there is still an enormous amount work to be done to make the engine ready to work.

Ross Jones has the air pump almost completely overhauled and what a superb job he has done, its only weeks away from a test run on air. At this point i would like to say thanks to all the 1919 team who have stuck to the task to make this project a reality and enable the job to be finished off, donations are still needed.

CARRIAGE REPORT

A lot of work has been happening in the rolling stock area.

S TRUCK

The S truck has had most of the rotten wood removed and all metal work is being cleaned and repainted. All new timber will be put in to replace all rotten pieces. We have had a whole new wooden floor donated. Within the month all the axle box journals will be checked, cleaned and re-oiled. Wesley has overhauled the brake cylinder and that's due to be refitted soon.

U BOATS

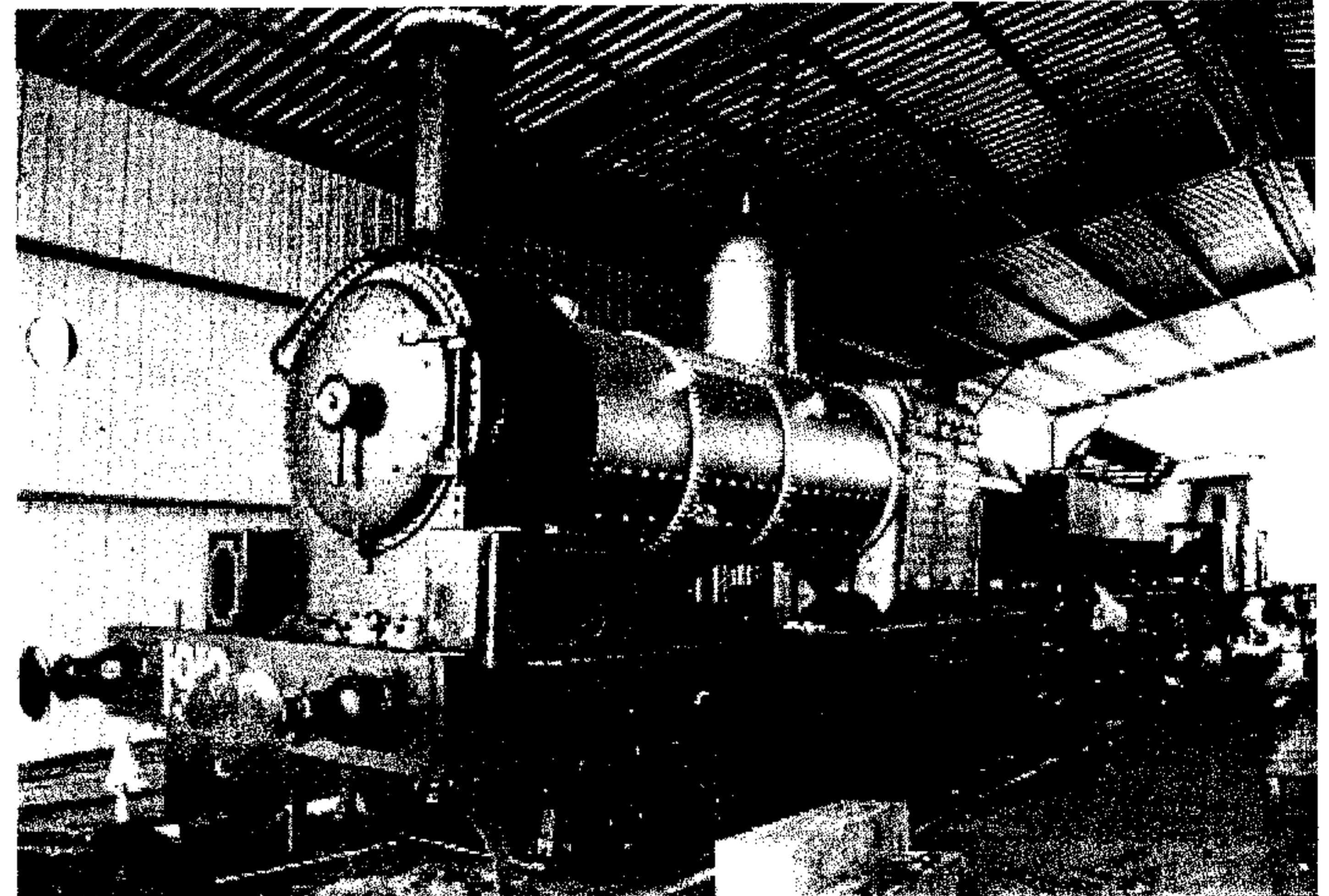
The whole 3 car train has been assembled in its correct order, work has started on cleaning the interior of the 3rd U boat, I have talked Jenny, Helen and Nadine into coming out of retirement and they are now getting stuck into the interior cleaning. They need more help. Artie and Alister have nearly got all of one side of the graffiti off the outside of the 3rd car and only one side now remains, that will be a big job over as even with the special graffiti remover it's painstakingly slow.

Work will be now start on the rear driving cabin and brake controls. Bill has done a great job on replacing all the internal and exterior windows in the first two cars and we are trying not to show him the ones to be done on the 3rd car at this stage.

The floors in the vestibules have been cleaned back and we are now going to decide the best way to repair the very bad corrosion in them.

The buffet section has been completely painted out and we are now waiting for Coffs Rotary to move in and finish the flooring, bench work etc for that job. Many jobs still have to be done so why not come out and volunteer for some of them. We have had quite a bit of paint donated to paint under-frames and bogies, easy job for some one.

TRAINING



Above: 1919 showing stage of restoration reached at 14 April 2002. Photo by Ian Watt.

Below: Loco restoration crew pose in front of 1919 after successful hydrostatic boiler test 11 April 2002. Photo by Bob Farquhar.



Gifts of \$2 or more to Glenreagh Mountain Railway Incorporated are Tax Deductible

Feature

EARLY TRACK CLEARING DAYS.

In the mid-1980's John Wilson succeeded in getting a Government Unemployment Relief Grant to clear 15 years of rainforest growth off a large section of the line. John and Karl Rummans put in very long days with a small group of hard-working young unemployed people and worked minor miracles in clearing the track.

Right from day one it was clear that vegetation regrowth was going to be an ongoing problem. The fertile soils and high rainfall in this region meant that plant growth could sometimes be measured in inches per day!

One of the things that we tried to hold regrowth in check was to fit one of the Fairmont Trolleys with a tall, wide-frame made of point rodding. The theory was that as the Fairmont travelled up and down the line the frame would repeatedly bash against the regrowth and at least keep a passage clear for the trolleys.

It actually worked quite well in some places, especially where lantana was a problem. One area where it worked too well was between No. 1 and No. 2 Tunnels. At that time there was a huge wall of lantana on each side of the line, and it was infested with hundreds and hundreds of big orb-weaver spiders. Their webs stretched right across the line and filled every conceivable space. I don't know why there were so many in that one small area, but there must have been plenty of insect food for them.

Well, the first trip up the line in the morning was always a bit traumatic for anyone like me with arachnophobia. You see, the point-rodding frame on the Fairmont turned out to be a terrific web-catcher, causing a shower of webs and upset spiders to fall down as the trolley passed through.

The Fairmont driver would try to hit that section at full speed - not easy on the upgrade with a full load on wet and slippery rails in the early mornings. Once inside No. 1 Tunnel the old-hands would quickly slip off the seats on the Fairmont and crouch down on the footboards as low as

possible. Any first-timers would have been encouraged to take a seat up the front of the trolley "to get the best views". Then with a chorus of yells, shouts, curses, shrieks of horror and bellowing Fairmont exhaust we'd charge through spider hell. There would be another outcry inside No. 2 Tunnel as some people felt real or imagined spiders crawling over them, and a mandatory stop outside No. 2 Tunnel to get rid of unwanted 8-legged passengers.

I eventually got to tolerate the spiders, though I never liked them, but nothing on earth would ever induce me to do a night-time trolley-run through that section of the line.

IAN McNEIL EAST MAITLAND

Ian was a worker back in the beginning and has just rejoined, welcome Ian.

1919

The following information was culled from two pages of loco allocations to Lismore Yard.

1919 appears in the allocation list for the years 1927 to 1933 prior to the opening of the bridge at Grafton.

This depot was abolished from Monday 20th November 1933, and its remaining allocation and most staff transferred to Casino depot, which was henceforth in the South Grafton Locomotive District.

And from the book 'Four Decades of Railway Photography by Ian Wallace opposite top.

Built by Beyer Peacock, engine 1919 entered service in December 1878 and is shown on the page opposite 1919 is seen shunting Bathurst yards on Monday 23 October 1961. The engine is coupled to a bogie tender, tab 440, originally attached to L class engine No.440 (2205 in 1924) which was built by Dubs and Co., entering service in 1890. One of six members of the 19 class at the time used on country branch line services, 1919 saw a good deal of service on the Glenreagh-Dorrigo branch before being transferred to Bathurst depot for working the Tarana-Oberon line.

FROM MEMBER SYD RAMSAY



Some of you might say hey, they are jumping the gun, why talk or even start to train people to run the railway. Well the truth is there is so much to do and we need to make a start soon, a lot of discussions have taken place with the TRANSPORT SAFETY BOARD and they have been very helpful in their advice. In this matter, under the changes in the legislation to do with the rail safety act, groups such as ours are now responsible for the proper training of persons to run the railway in all sorts of jobs. These include, drivers; fireman; guards; train staff; station staff and a host of other jobs that we will have to have to run a successful tourist railway venture. GMR has to have set up training courses to enable persons to be trained/qualified and examined in all the above positions.

To this end training courses have been developed to enable all this to take place, thanks to the help from fellow railway restorers in the Lithgow Zig Zag railway and the Canberra ARHS. A lot of help and guidance has been offered in this field, for example I have had an offer from a friend qualified in airbrake systems to come to Coffs Harbour and run a school for us in this subject. It is most pleasing to see the level of interest from people in other groups in helping our railway succeed so to this end I would like to call expressions of interest from members who would like to be trained in the above positions within GMR.

It is planned to run schools on all subjects which will comprise theory and practical sessions to enable people to be qualified to begin running of trains with safety.

YOUR HELP IS NEEDED

SIGNAL AND TELEGRAPH BRANCH

After discussions with Peter Lee we are looking for members to begin restoring signal and point equipment A two lever frame and several point levers which will be used on the pointwork leading to the storage sidings Peter has constructed at Glenreagh West are on hand.

These items need restoring before being installed onto the points.

If any one is interested they could be taken home as all would fit into a trailer and when finished return to the site.

The two lever frame urgently requires restoration and installation ready for when limited operation begins.

If you can help please ring Bob Farquhar on 66554635

BOB FARQUHAR,

DIRECTOR RESTORATION LOCO & ROLLING STOCK

URGENTLY NEEDED OLD TOWELS AND SOFT CLOTHS FOR CLEANING PURPOSES

CONTACT JENNY ON 6655 4635

STILL NEEDED ARE FUNDS TO OPERATE GMR

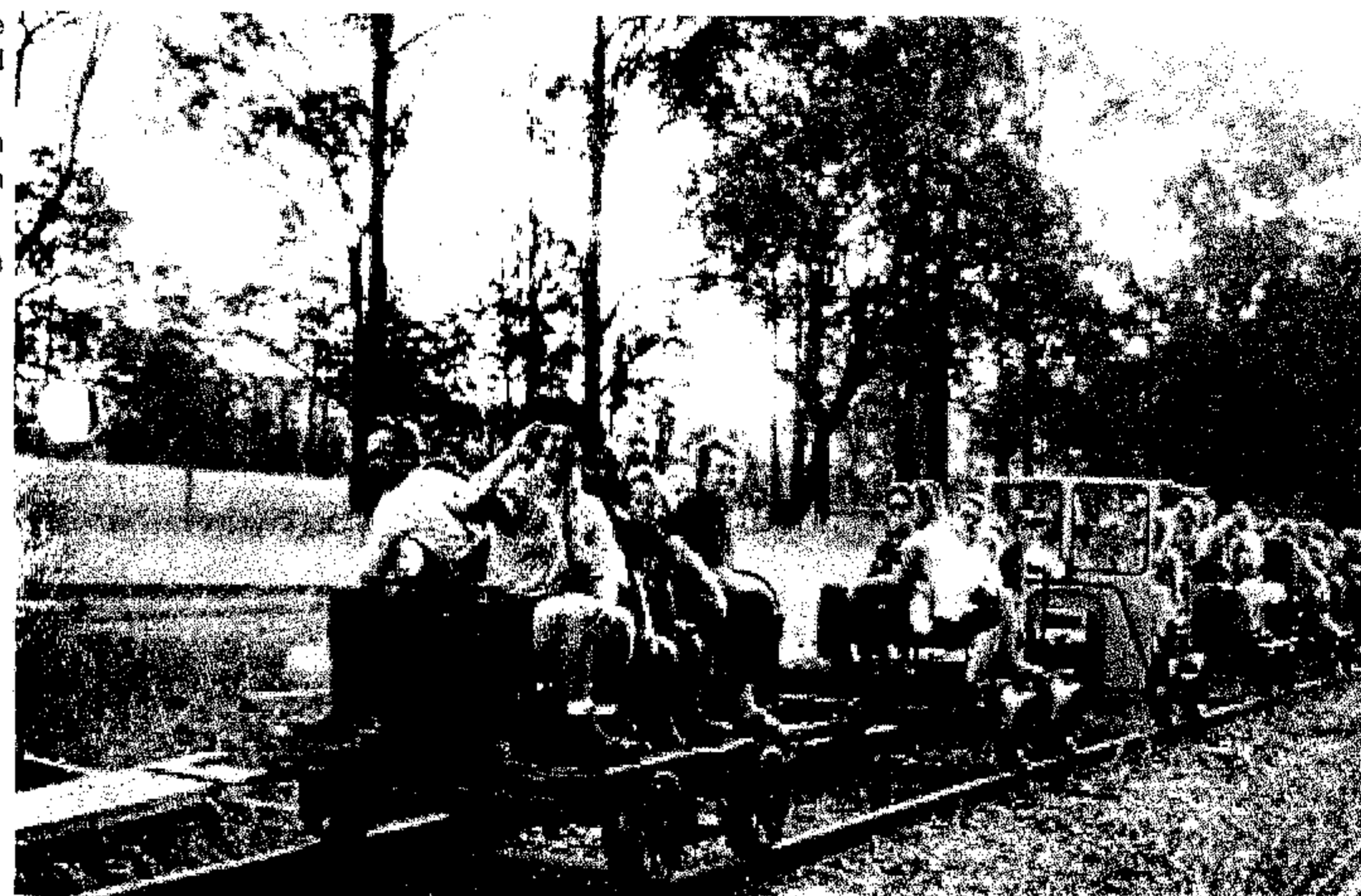
See page 6 under

'From the Treasurer'

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.



Above: Track inspectors return to interrupt the girls of Fundraising/Catering Committee as they take a break. Photos by Robyn Goodenough. Below: The girls Wilma Towells, Elizabeth Webb and Clare Collins



Books Available

**THE GLENREAGH TO DORRIGO
BRANCH RAILWAY**

This book by Malcolm Paull had been out of print for some time, but don't despair it is still available.

The book may be obtained for \$17.50 incl GST + \$6.00 P&P from

- Coffs Harbour Historical Society and Museum;
- Dorrigo Rainforest Centre;
- Park Beach Kiosk, Park Beach Caravan Park;
- The Book Warehouse, Coffs Harbour;
- The Lady Matilda Cafe & Gallery Nana Glen;
- Travel Centre, Coffs Harbour Railway (get Peter's 'A Real Railway' at the same time);
- Ulong General Store & Post Office.

Hurry supplies are short..

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 Centre, SRA, COFFS HARBOUR NSW 2450.

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

VALE NELL McLEOD

It is with regret that I have to advise members that Nell McLeod, wife of Andy McLeod of Dorrigo passed away on Thursday 2nd May from a massive heart attack she suffered on Tuesday 30th April. Her funeral was held in Dorrigo on Monday 6th May. Our condolences go to Andy and his family.

*Werris Creek 125th Town and
Rail Anniversary Committee*

98 Dewhurst St
WERRIS CREEK NSW 2341 26 March 2002

MEDIA RELEASE

Werris Creek to be bustling with activities this October long weekend.

On the 5th, 6th and 7th October 2002, the first railway town in New South Wales, Werris Creek, will celebrate 125 years since its establishment. Plans for the celebrations are well underway with festivities centring around both town and railway.

The whole town will come to life with Saturday morning markets, street parades, bush dances, special sporting events, big Sunday morning breakfast in the park and fireworks.

Certainly one of the highlights will be the steam train rides to rekindle the grand old days of rail travel.

ABOUT WERRIS CREEK

Werris Creek is located 373 km north of Sydney, just off the New England Hwy.

The town proper developed in 1877 when 500 navvies set up temporary housing whilst extending the railway line from Murrurundi to Tamworth. When it was decided to build a branch line to Gunnedah (northwest) the town became a rail junction and a maintenance centre.

**FOR FURTHER INFORMATION,
CONTACT:**

Judy Moyer
Secretary
(02)6768 7699
James Hollinworth
Liason Officer
(02)6762 7267
jhollinworth@ozemail.com.au

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 this newsletter. Anyone who has not renewed by the end of July will not receive the next 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.

**STANDARDS IN STEAM -
THE 53 & 55 CLASS**

By R. G. Preston, with regards to a test carried out on the Glenreagh-Dorrigo Line.

"There had been reports of problems maintaining wheel-rail contact with the leading wheels. As the all-flange engines made their way around tight curves, there was a tendency for the bogie wheel, following the low, inner rail of a curve, to lift. Such was the case of the saturated TF engines which had been sent north and were fulfilling a useful role operating the sinuous Dorrigo Branch. In April 1927, Steam Shed Inspector Lavers from Taree, at the time the depot with control over Glenreagh engines, reported on a trip he had made up the mountain-climbing branch with saturated 5358 to Lowanna on the 21 April. As the 2-8-0 laboured up the 1 in 30 grade, the S.S.I. gallantly rode 'on the front of the engine' to observe what was happening. His report describes how "... on approaching Mileage 409 near the over head bridge I found that the bogie wheel lifted 1/4" on the low rail. At Mileage 416-30 to 50ch the bogie wheel lifted 1/2" in places. It appeared to be lifting and falling and did not actually remain lifted for any length of time." He commented that "...the engine appeared to be working stiffly." A check

with local gangers showed that the track had moved up to 4 inches at several places. This engine had been specifically sent to Glenreagh so that two engineers could carry out tests with a lubricator which applies grease to the driving flanges.

In September, a high-powered delegation of five officials descended on Glenreagh and used 5333, again a saturated engine, to haul a train up the line. Despite making special arrangements for the test to allow the front truck virtually unlimited travel, the quintet decided that "...the 53 class engines with 15'3" wheelbase are unsuitable and unsafe as designed at present for traffic on this section. They are causing much damage to road bed and rails." Their recommendation to remove the class from Dorrigo working was adopted and tranquillity returned with the 19 class 0-6-0s and 50 class Consolidations carrying out the work."

I hope that this small piece of information proves useful as I feel it helps fill in the missing spaces of history of the line.

Syd Ramsay, LAURIE TON.

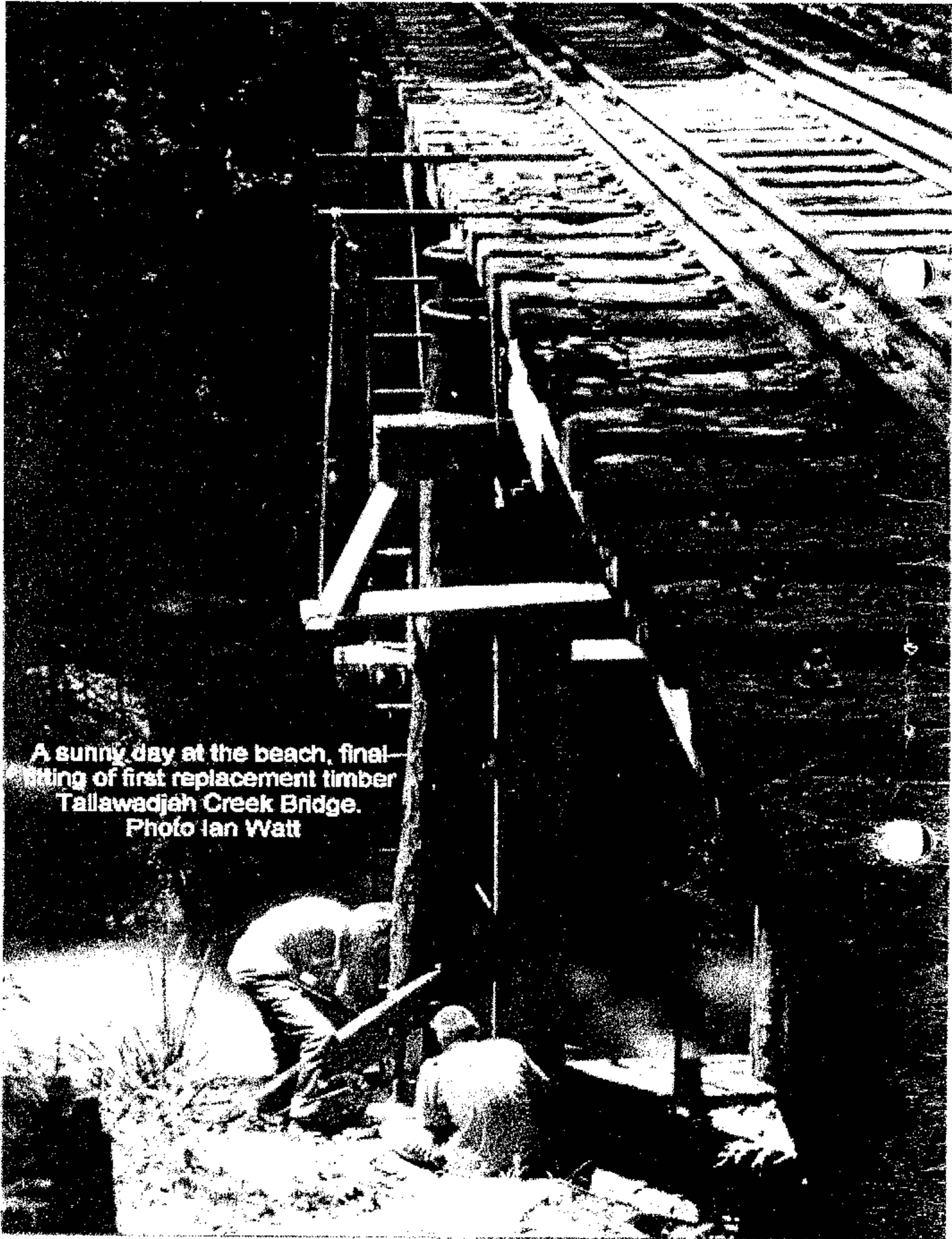
Rainforest Railway News

Will be published every three 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
July 22nd	August 19th
October 21st	November 18th

publication will revert to every 2 months or even monthly should our finances improve and an editor is found to replace me as my time will be taken up with financial control if that area livens up enough to implement the monthly issues..



A sunny day at the beach, final fitting of first replacement timber Tallawadjah Creek Bridge.
Photo Ian Watt