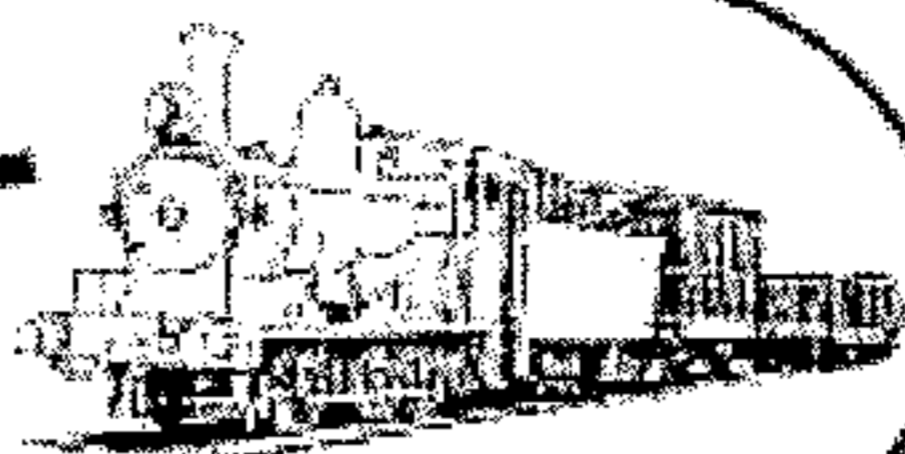
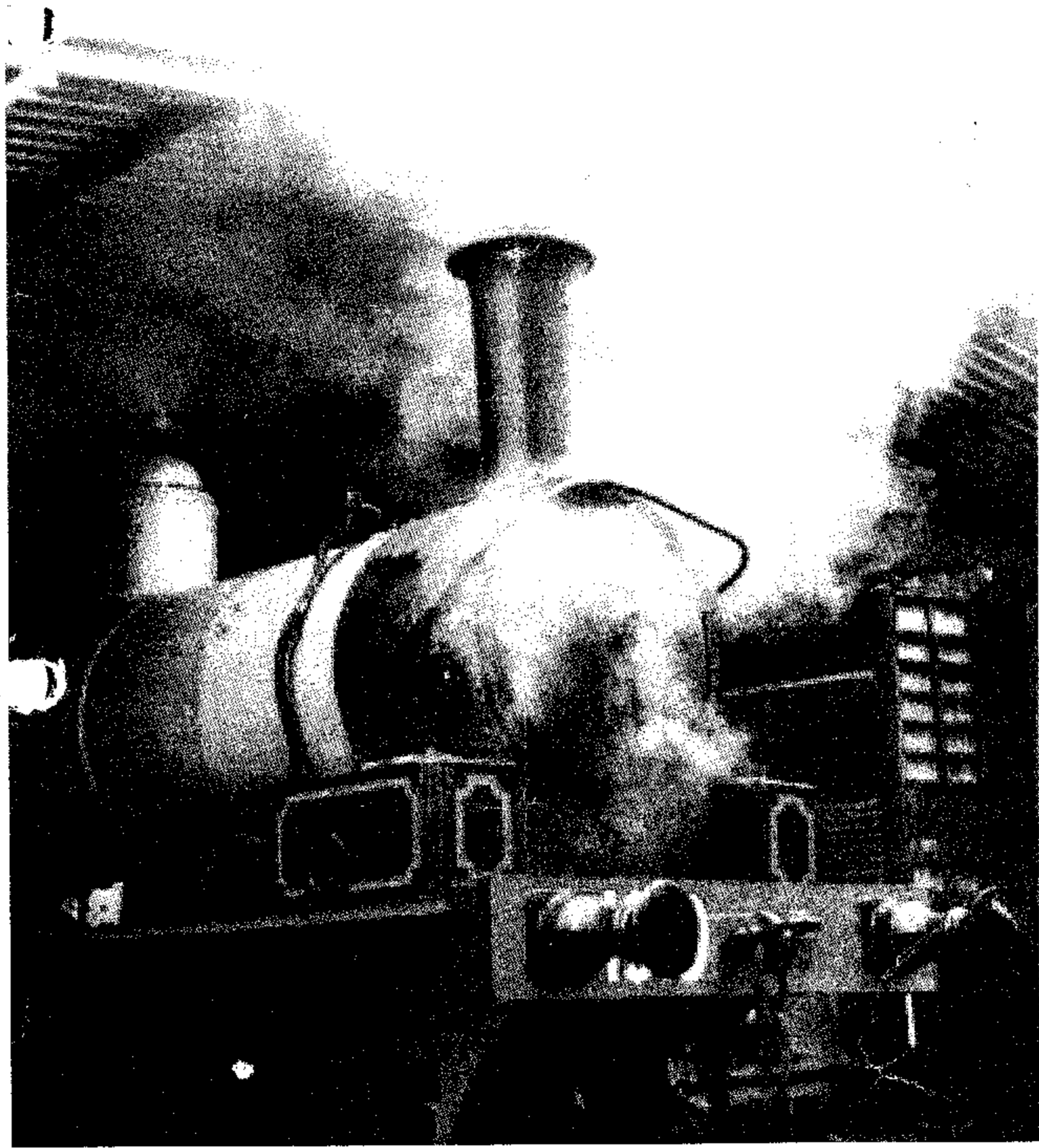
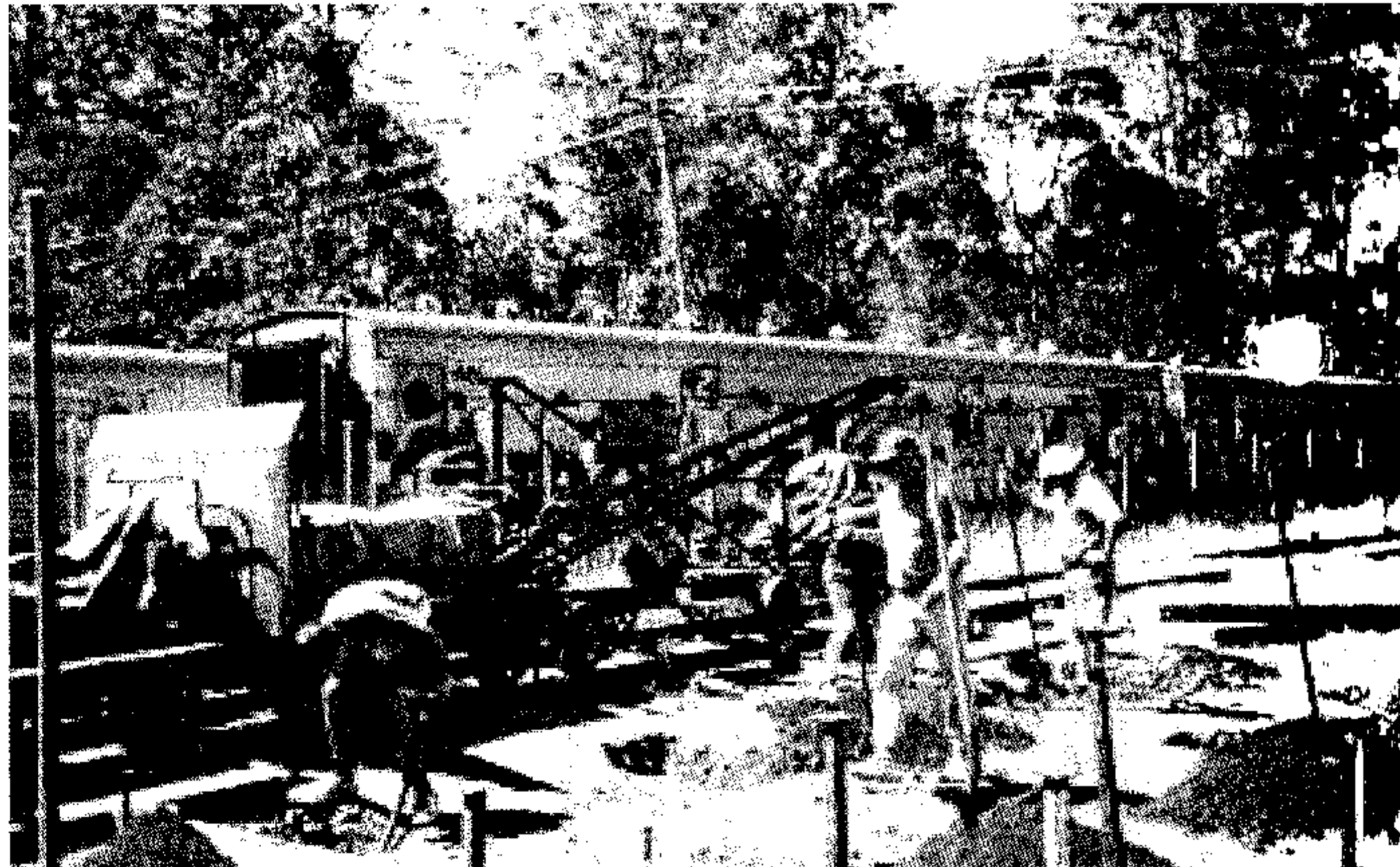


Rainforest
RAILWAY NEWS



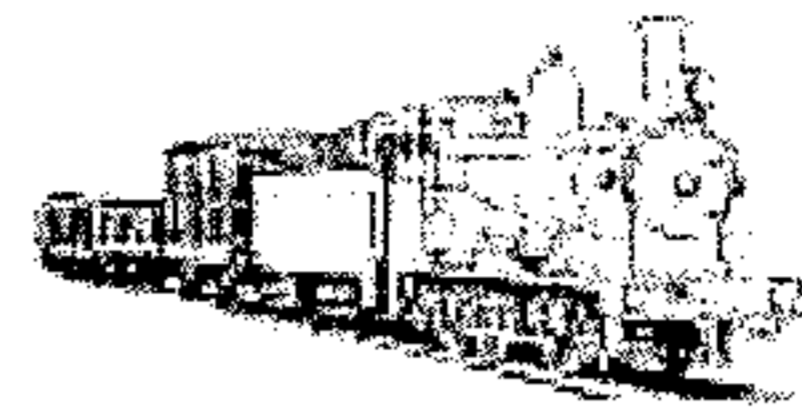
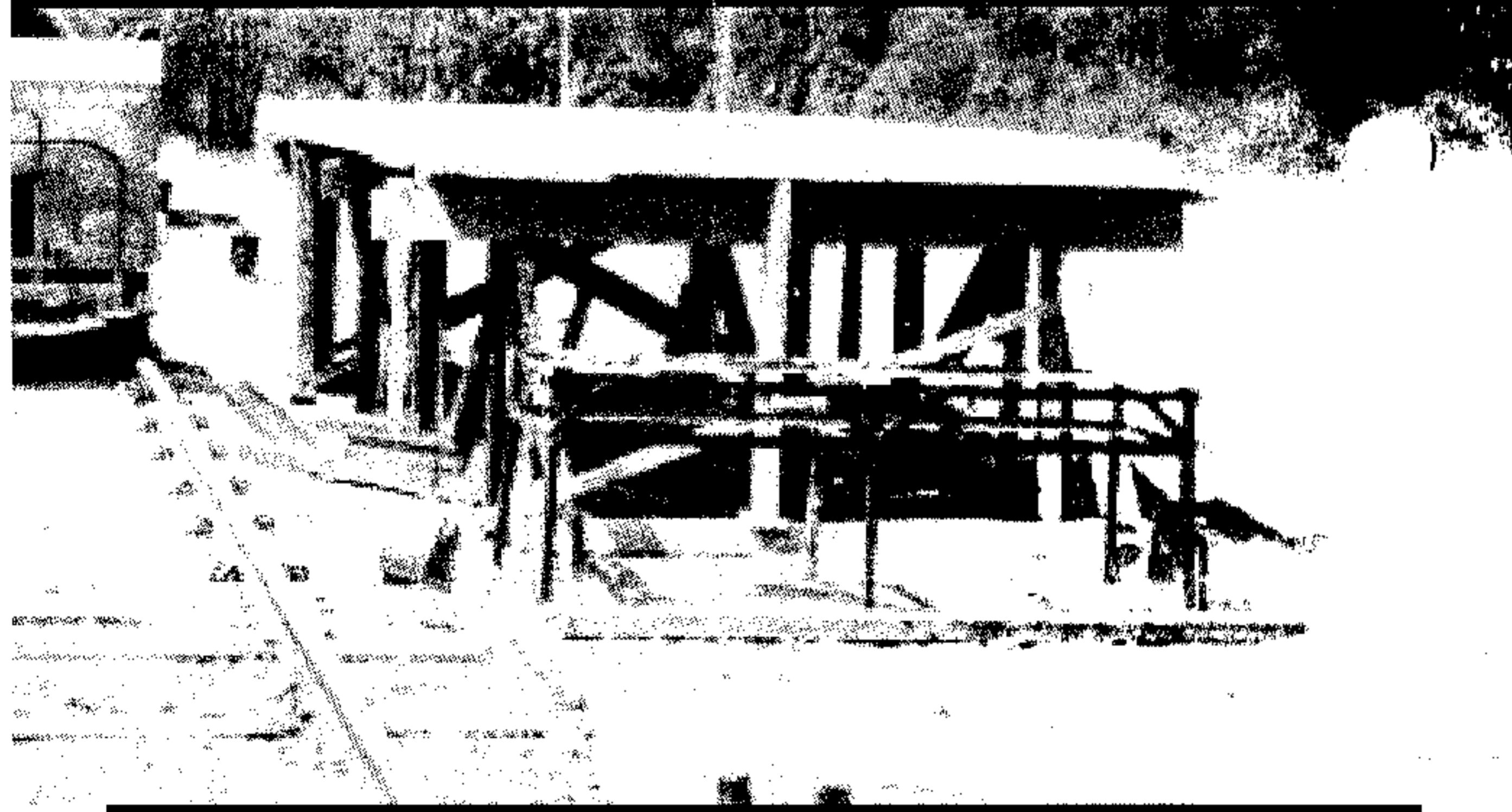
No. 63 - September 2002





Above: Grafton Rotary members have dug the foundations for the platform at Glenreagh West, which they are donating. Note the difference between the U-boats with and without graffiti.

Below: The platform formed up and awaiting the concrete pour. This has been held back as the building application had not been passed by Council. Both photos by Robyn Goodenough



Front Cover: 1919 in steam again during test to find any leaks so they may be repaired before final boiler pressure test by Boiler Inspector.

Photo by our Secretary, Robyn Goodenough
Thursday 12th September 2002

Rainforest Railway News

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

Address all correspondence to
The Secretary, GMR Inc. PO Box 412
GLENREAGH NSW 2450

Phone: (02) 6652 6998

Fax: (02) 6652 6998

Web Address: <http://www.gmr.org.au>

E-mail Address gmr@gmr.org.au

Board of Management

President:	Colin Sambrook
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 Artie Seewald
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

Rainforest Railway News is proudly sponsored by

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

In This Issue

From the President	4
From the Vice President	16
From the Secretary	5
From the Events Committee	5
From the Treasurer	6
From the Membership Officer	8
Fundraising Appeals	7
Restoration Reports	
Perway Glenreagh	6
1919 Report	12
Rolling Stock Report	12
Features	
The Old Brooklana Mill by Pat Devine	14
Visit to LVR - Syd Ramsey	15
The Australian Railway Story	16
Loco 1919 back in steam	16
Passed members	17
ITEMS FOR SALE	18
GMR Shop opens	18
Vale Liol Timms	19
Deadlines	19

From the President

The last year has passed very quickly with progress of our operation hotting up. When I look back to 1st May 1999 and compare it to our present position, the progress that has been made is nothing short of astounding and a great credit to the workers involved. Our present position is that we have about 5 kilometres of track remaining to be cleared, we have a steam locomotive almost ready to roll with rolling stock and a large number of sleepers have been installed to stabilize the track to enable trikes to be used on the line for maintenance and restoration work. Add to this the huge stockpile of concrete sleepers waiting to be laid.

As with any volunteer organization, we never seem to have enough workers or enough funds to meet demand. We are very fortunate in having a small band of dedicated and resourceful members who are responsible for the progress we are experiencing.

In July this year GMR opened a retail shop in the Park Beach Plaza Shopping Centre, Coffs Harbour. The retail space was provided by the Park Beach Plaza Management rent free and was available to us until 22nd October. It was located at the northern end of the shopping centre opposite the Westpak Bank where we sold sleepers, membership and souvenirs including clothing with GMR's logo. Railway memorabilia was also displayed. A total of \$7,500 was raised which is a great result and a credit to the small band of volunteers who are manned the shop. I would particularly like to thank Geoff Gordon for the huge effort he put in setting up the shop and Jenny Lidgett who did a great job as our official buyer. The Coffs Harbour Chamber of Commerce loaned us \$2000 interest free to help stock the shop. Stibnite Office Furniture provided the furniture for the shop. It is anticipated that retail space will again become available after the Christmas holidays are over.

At a recent Council meeting, Coffs Harbour City Council agreed to fund the restoration of the road surface at the two level crossings at Lowanna. Cavanagh's Rd crossing will be done on the weekend of 16/17 November whilst the Grafton Rd crossing will be done next financial year. Both crossings need to be upgraded to make them safe for trikes and trains.

On a sad note, with the passing of Liol Timms after a long battle with cancer, we have lost one of our greatest supporters. Liol was one of our original members and fought hard for the future of GMR. He was a great friend and a great mentor to all of us. The esteem to which he was held in the community was evidenced by the huge farewell afforded him at his funeral. A new road bridge at Ulong was named after him at a special ceremony on the 26th October.

You will no doubt have noticed that it is some time since you received your last newsletter. Our stand in editor, Geoff Gordon is also Treasurer, Membership secretary, Web site administrator and for the last couple of months controlled the operations of the shop. As a result his time has been somewhat stretched to the limit.

Our AGM has now been set down for Sunday December, 2002 at Glenreagh. The notice is enclosed with your newsletter.

COLIN SAMBROOK, PRESIDENT.

From the Secretary

Well, I think I have caught the steam train bug good and proper! Took myself to an antique show yesterday and bought a book about steam trains and left all the other beautiful china and glassware there. The book has two lovely photos of 1919 in full steam so I decided it shouldn't belong to anyone else but those who are most concerned of our venerable old engine.

During the past month our rates notices totaling over \$3000 have arrived. However, in the terms of the Settlement Deed in 1999 both Coffs Harbour and Ulmarra Councils agreed to donate the rates payments to us. A letter to Coffs and Pristine Waters Councils has once again seen these rates donated to us. Our thanks go to them for their continuing support of our efforts.

Once again, the volume of correspondence passing through my hands to the filing system indicates how busy the past couple of months have been - the paper war in my house continues unabated - I'm not complaining, as it is a great indication of the progress we are making.

ROBYN GOODENOUGH

From the Cooks and Tour Guides

Heading sounds better than from the Social Committee! We have been very busy since March and are going to be busier still in the next two months. Since the opening of the shop front in Park Beach Plaza in Coffs the interest in trike rides has been immense - I almost don't want to answer the phone some days. Because we have to balance taking groups for a track inspection with working bees on the line, we try to limit these days to no more than two a month but the demand is there for more and the income from them is very welcome as well. If we have a group of 50 come along we can make over \$1000 on the day by giving them a ride, feeding them and then selling them raffle tickets and sleepers. We have the running of these days down to a fine art now we have had so much practice! Many thanks to the cooks and

the tour guides!

After one Woolgoolga Rotary Club had finished their ride recently I noticed one old gentleman in his eighties sitting looking very satisfied with himself. On asking him had he enjoyed the ride, I received this reply. "That was wonderful! I have been waiting for twenty years to ride up this line, ever since I moved here in my retirement. I've achieved a dream today and I can die happy now!" I'm glad we were able to give Charlie Mortimer this chance - he was delighted with the day and then promptly bought himself a sleeper as well!

ROBYN GOODENOUGH

Bellbirds

If you go up the line through the tunnels you can't help but hear the call of the bellbirds. Everyone comments on them and tries to see them in the trees. They are a dark olive green bird with a light yellow green under body. They have a distinct patch of orange - red skin behind the eye and are about 180 mm long. They breed mainly in July = February with usually two chicks.

These bellbird or bell mynah colonies usually stay in the same place for many years keeping other species away from their territory. They are found in the thick woodland areas usually near water from Southern Queensland to Melbourne but are not seen west of the Great Dividing Range. Mainly insect eaters, they will feed on flowering trees as well.

ROBYN GOODENOUGH

Report from GMR Shop

GMR accepted the rent free offer of a shop in Park Beach Plaza from the Plaza Management.

The shop was been run by volunteers for 5 hours daily since 15 July and achieved a total of \$7309. The GMR Board wish to thank the volunteers who capably operated the shop over this period. Special thoughts to John Soltau

Continued on page 7.

Restoration Report
Per Way report - Glenreagh

RESLEEPERING

Resleepering is the "bread and butter" of any track maintenance or upgrading programme, and with the return of cooler weather, some serious resleepering has taken place. The figures for the last few months are as follows:

- March, 26 timber and 4 concrete;
- April, 9 timber and 13 concrete;
- May, 11 timber and 3 concrete;
- June, 15 timber and 31 concrete; and
- July 45 timber and 25 concrete.

The result for July is exceptional, and has come at the expense of some other activities.

**MECHANISED CONCRETE
RESLEEPERING TRIAL DAY**

As most readers would be aware, we have been buying second grade concrete sleepers from Rocla in Grafton for some time now. Although we have about one thousand of these sleepers on-site and laid out we have so far not placed very many of them in the track.

On Thursday 23 August, a mechanised concrete resleepering trial day took place. Local contractor George Beslic did the earthworks, using his mini-excavator. This machine proved to be very well suited to the job.

In preparation for the job, we had removed the rails and the old sleepers, and marked the sleeper positions on the rails. George used the excavator to remove the ballast to the required depth, with the excavated material being stockpiled next to the track. The excavation made was about 3 metres wide, being 600 mm wider than the sleepers.

After the excavation was completed, George lifted the concrete sleepers into position. Final positioning of the sleepers was done with bars, and lateral positioning was achieved using a string line.

With the sleepers in position, George set about replacing the ballast. Most of this was done by machine, but a little shovel work was required to "tidy up" around the sleepers, and especially rail seats. After the ballast was replaced, the rail seats were swept clean of grit, the Plastic pads were positioned, and George lifted the rails back into position on the sleepers.

The rails then had to be bolted together, and the sleepers clipped up. The track then had to be lifted and packed. Not a great amount of lifting was required, but all of the sleepers had to be thoroughly packed. The packing is time consuming, and also is hard work.

All present agreed that the trial was a success. Forty-two concrete sleepers were placed, and the total cost of the day was \$429, so it worked out at about \$10 per sleeper to get them in. That is cheap! It would be interesting to know how much the SRA budget to get a sleeper in the track. George Beslic commented that we were well organised, which was a nice compliment for us.

Further mechanised resleepering will now take place, as funds permit.

GREG LEE

Continued from page 5

whose wife Margaret has been ill and had her long awaited operation just last Monday 28th October, we wish Margaret a speedy recovery.

We closed the shop on Saturday 26th October due to the management finding a tenant.

Thanks to the management of the Park Beach for the use of the shop rent free and for their assistance in all matters, especially Kylie Edwards for her window painting and display cards.

The shop closing came as a hidden blessing as the Rotary Club of Coffs Harbour South asked our group to sell Melbourne Cup Sweep tickets in the PBP from 28th October till 5th November. I

GEOFF GORDON

Fund Raising Appeals

PLEASE HELP!

We are still seeking funds for:-

- Track Restoration;
- 1919 Restoration;
- TAM1882 Restoration;
- Carriage Shed Extension;
- CPH11 Restoration; and
- Concrete Sleeper Purchase

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.



Dot Teale and Bill Towells cook lunch for Coffs Harbour Senior Citizens Group on 26th September 2002. Photo by Robyn Goodenough.

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

From the Treasurer

Thank you to the following members who have made gifts: Mrs J Alderson, Vera Atkins, Carol Atkinson, Gail Baker, Ian Bamford, Paul Bamford, John Bennett CH, John Bennett VIC, Terry Boatswain, Michael Brennan, Clarry & Mary Brewer, Jan Burton, Eric Byrnes, Freda Caley, Michael Canavan, Noel Crowley, Peter Cullen, John Currey, Stan Dasey, Peter Dickson-Smith, Rae Doak, Robert Douch, David Evans, Gordon Farrell, Fay Field, John Fielding, Rose Finger, William Fuggles, Peter Gambling, Roger Gillard, Bill Glasby, Ken Grant, Colin Green, Paul Hatton, Kerry Hawkins, Noel Hickey, Ross Hodgson, Leonard Howe, Lyle James, Dianne Juratowitch, Mrs H G Jurrjens, Gary Kemp, David Kemp, Paul Ketelhohn, Dr John Kramer, Anthony Lemon, David Lewis, Mark Linnett, Philip Longley, Jock Lowe, Tony Lowther, Matthew Maguire, James Maguire, Jefferay Maher of Orara Valley Two Tails Wines, Neil Manson of The Observatory Holiday Apartments, Mal Mason, William McEwan, Murray McEwen, William McLintock, David Miller, Gerardus Mol, Michael Mulhearn, David Nehl, Alex & Mavis Nelson, Margaret Orchard, Bill Palmer, Catherine Peck, Brett Percy, Malcolm Pound, John Ramsay, Honi & John Reifler, George Robb, Brian Robson, Dr Bill Ross, Karl Rummans, Derek Russell, Martin Ryan, Geoff Schwartzkoff, Rob Slotter, Timothy Smith, John Soltau, Renato Spagnolo, Mick Stanley, Bob Stewart, Narelle Swanson, Ian Tarry, Francis Tatton, Dr Sanra Taylor, Valmai Thomson, Marie Timms, Lester Tolhurst, Allen Tomlinson, David Torr, Bill & Wilma Towells, Edward Warton, Ronald Waters, Peter Webb, Yvonne Wobster, Leslie Weeks, Richard Willis, David Winter, and Bruce Zweck

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 RRN: Glenreagh Museum Committee, Wilkie's Wilderness, Vera Atkins, Gail

Baker, Ian and Helen Bamford, Mike Bartlett, CH Veteran & Vintage Car Club Inc, Terry Boatswain, Shirley Booth, Harry Brown, Peter Campbell, Philip Campton, Paul Cooney, Spencer Cundy, Tony Dowman & family, Clive Field, Joe Friend, Colin & Annette Green, Kevin & Shirley Greening, Ross Hodgson, Tony Holbrook, Kevin James, Peter Jasprizza & family, Shayne Jerrett & family, Warwick Lawson & family, Timothy Lockyer, Observatory Holiday Apartments, Kenne, Shirley Medhurst, Stephen Melville, Anthony Mitton & family, Anthony Packer & family, Isobel Robinson, Allan Ruge, Simon Smith, Ulf & Ann Stenback, David & Jean Stonestreet, Ron & Val Swadling, David Torr, Mark Triplett, Joe Vandervelden, Ronald Waters, Robert Watson, John Webster, Haydon Williams and Shirley & Jeffrey Williams.

GEOFF GORDON, MEMBERSHIP OFFICER

Hexham Accident

The SMH report this morning (Saturday 13JUL2002) concentrates on why the passenger train was not warned that there was a derailed coal train ahead. Lost in all this discussion is why the coal train derailed in the first place. No one seems to be focusing on that.

Crash proves train radios long overdue, union By Ellen Connolly SMH - Saturday July 13 2002 - page 2

The driver of the freight train involved in yesterday's collision near Newcastle tried three times to warn other drivers he was stopped on the line but the radio communication system failed, the Rail, Tram and Bus Union said yesterday.

As investigators worked yesterday to piece together the disastrous chain of events, it was revealed there were nine crucial minutes between the derailment and the time of the collision. Eight people were injured when a passenger train sideswiped the derailed coal train at Hexham, at 6.15am.

The NSW assistant secretary of the locomotive division of the union, Greg Pryor, said the accident could have been averted if recommendations from the Glenbrook disaster inquiry - including an improved radio system with train-to-train communication - had been carried out.

"We have a rail industry that has been too slow to since the time of the Glenbrook recommendations from Justice McInerney," Mr Pryor said. "Every operator on any system of track in NSW must be able to communicate with each other, whether passenger service or freight service. At the moment that is not possible."

"If this had occurred during peak hour the situation could have been exactly the same as Glenbrook and we would have had fatalities."

Mr Pryor said initial investigations had revealed that after the derailment the freight train driver used his handheld radio to contact signal box controllers at Maitland and Hanbury, four kilometres away.

When the driver received no reply, he contacted the network control centre at Broadmeadow, informing them of the emergency.

"The control centre has the capacity to put out a broadcast call to all drivers in the vicinity," Mr Pryor said. "As far as I am aware, the passenger driver did not receive any radio call. That's a concern for us."

Pryor said the union expected to meet the minister for Transport, Carl Scully, next week to discuss the results of the investigation. Particular focus would be on the inadequate radio system.

He said this latest accident was proof that the Government had been too slow to act on some of the recommendations after the Glenbrook accident, in which seven people died.

The Opposition's spokesman on transport, Peter Debnam, said there were up to nine minutes between the derailment and the collision.

"Whichever way you look at it, there were up to nine minutes to stop a disaster and it wasn't stopped," Mr Debnam said.

"This is Glenbrook revisited. It's just a matter of luck

that nobody was killed."

Inspecting the site yesterday morning, Mr Scully said he would not speculate on what went wrong or whether the radio systems were compatible. "Obviously communications that occurred - or may not have occurred - are going to be all part of that investigation," Mr Scully said.

"I think the families and those who were injured are entitled, as commuters are, to know why this occurred."

Witnesses to the accident yesterday said they were surprised, and thankful, that the injuries were not worse.

"The train was up on two wheels at one stage," said Dan Byrne, who was working in a nearby factory. "I don't know how it managed to stay upright."

"We saw the sparks, which I assume were the brakes, and then the impact. It happened right in front of us. We initially thought it was heading straight for us."

"As soon as it hit, you could hear a couple of screams. One lady was yelling: 'I'm bleeding.' A couple of ladies were pretty traumatised."

Buses will replace trains on the Hunter line until the track is reopened, probably on Monday.

This story was found at:

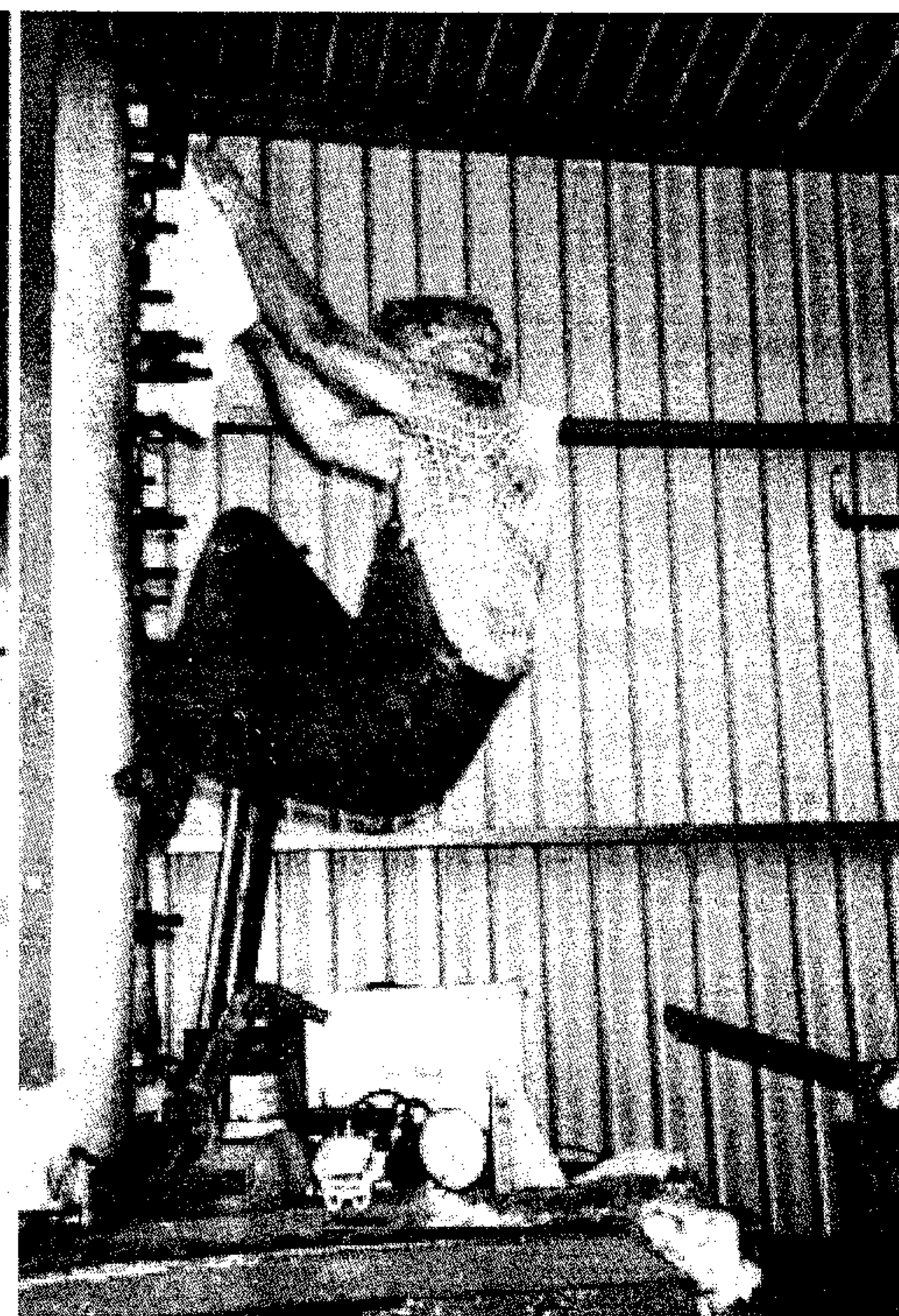
<http://www.smh.com.au/articles/2002/07/12/1026185109431.html>

ROBERT WILSON

Donation of INOX

Thanks to INOX & member John Chittick of Eastland Trade Supplies for their kind donation of 5 litres of INOX, the super lubricant with MX3 anti corrosion anti moisture formula.

As INOX doesn't dry out or wash off with water, we use it to protect surfaces which have been prepared for painting till such times as the painting can be done.



Far left. Bob and the boys have extracted the two leaky stays.

Centre. No it is not toad in the hole. Bob in fire box during the removal of the stays.

Above Bob extricating himself from the firebox. Photos by Robyn Goodenough 26 September 2002.

1919 Restoration

1919 REPORT

Over the past few months, a lot of work has occurred, on the loco in particular. Bob McLeod last year pulled all the axle boxes out of 1919, after we jacked the entire engine up, and overhauled all white metal bearings in them. Only one-box had run the white metal and that was repaired so we expect good service from them. At present the big push has been to get the boiler cladding and insulation on and get ready for a steam test, all new cladding has been manufactured and rock-wool insulation has been installed on the boiler barrel section. It is planned to trial steam the boiler within a month to check all fittings and especially the hollow stays on the firebox before that section is finally clad. After that it will be finally clad and painted and the cab and all other fittings installed ready for a trial run as soon as accreditation is obtained to do that.

All fittings have now been overhauled and are ready to go back on the loco. It has been a mammoth task searching far afield to obtain all the necessary fittings to steam 1919 as not one steam fitting was on the engine when it was delivered and only through the generosity of a lot of people and especially four other preservation societies, who are keen to see us get 1919 going.

So much work of course still has to be done like cleaning out all oil ways flushing out all valve gear bearings and making sure they are clean and set up properly. The air compressor has been trial run using compressed air and ticks over like a kitten.

So our goal to steam 1919 before Christmas this year is still on track, and hopefully limited operation early in 2003 is still a reality.

1919 TENDER REPORT

Much work was done a few weeks ago to get the tender water tank ready to be welded up. Three of us lay in the bottom of the water tank for several days with a needle gun, hammer and chisel to get the final rust out and it was the dirtiest damn job of the whole operation with not much room to work.

Warren Booth from Rustmasters came out and donated his time and gave the whole of the inside of the tender tank a final high pressure water clean and that did the trick. The next week it was painted out with a special rust killer treatment, also donated, and was then ready for welding. When all the welding is finished Warren has volunteered to come back with his protective breathing apparatus and completely spray the inside of the tender tank with two pack epoxy paint to further protect the metal. All the paint was also donated so give Rustmasters Coffs Harbour a big hand and support that company please.

The big clincher was getting Wayne Thompson, who welded up 1919 boiler, to do the job on the tender and as this issue goes to press Wayne is right into the job and before long we hope to see a near new tender which will give us many years of service.

I would like to say that it is overwhelming the help that is being given on our loco project and together with all the regular workers each Thursday, a lot of people outside GMR are giving us a lot of help. At the conclusion of the project I will list them all.

Negotiations are taking place to gain GMR a second steam loco for the future, it is hoped that one will be located shortly.

S TRUCK

Much work has been done on the S truck, virtually a complete rebuild even down to new angle ends. Arthur and Wesley have carried much out of the work, along with other helpers from time to time. It also is in the stage of having the new timber flooring etc fitted. To do a good job it also has been all sand blasted down and primed and is going to look a treat.

U BOATS

An unbelievable amount of work has gone into restoring the 3 U boats. If any one has thought that because they are stainless steel that they have not needed much doing to them then they are wrong. Over the past year and a half at least, a team each week consisting of up to 10 people have been working on them. Approximately two months ago the graffiti team finished cleaning of the final

graffiti and a small celebration was held. These people took over 12 months to clean the cars inside and out and it was a great credit to them. Most internal walls have been sanded down and are ready for painting. Two vestibule floors were so badly rusted that most of the flooring was taken out and has been replaced with new flooring to be covered with vinyl. Just about every door has been removed, trimmed and re hung. All broken windows have been replaced and now, internal fittings are being repaired and cleaned as necessary. I would ASK ALL MEMBERS WHO ENTER THE CARS TO MAKE SURE ALL INTERNAL DOORS BETWEEN CARS ARE KEPT SHUT AT ALL TIMES. If these doors are left open rain water enters the vestibules via the car ends and the floor soaks up the water and results in very hard to repair damage. It is planned to securely lock these cars in the very near future now that final fitting and painting out is taking place.

Just about all seats have now been cleaned and the car interiors are looking great. As you all know initial operation will be push pull so with the guidance of the TRANSPORT SAFETY BOARD (TSB) the toilet on the rear car has been turned into a driving compartment for want of a better word, its been nicknamed the MOTORMANS COMPARTMENT due to its similarity to a drivers compartment on an electric train.

SYDNEY MEMBERS PAM AND ALLEN TOMLINSON

One up for a week stayed in the TAM for a working holiday, well Allen worked hard while Pam played with her computer in the TAM. Allen fitted a window in the rear end drivers compartment as well as numerous other jobs on the U boats and the loco. The only bad part of their visit was on the only day they had off they went for a trip to Ulong and on the way back hit a stone and broke their cars sump, necessitating a stay of a further 4 days at Glenreagh. Bad for Pam and Allen good for GMR as he did another few days work, come again eh.

Most exciting news is the buffet has been completely built and it looks a treat. Everyone who has seen it reckons it puts anything the railways have done to shame the bench and cupboard work

has been very well made by EAST COAST KITCHENS COFFS HARBOUR and fridge, oven and urn are now being sourced all thanks to COFFS SOUTH ROTARY

Many other jobs too numerous to mention are also now underway including setting up of the air brake controls in the drivers compartment as well as two air horns.

GLENREAGH WEST PLATFORM

Grafton rotary are donating the money and manpower to construct a small platform at Glenreagh west to enable initial operations. It will be built out of old railway line with a concrete top similar to many railway platforms. The idea is to place the two adjacent doors alongside the short platform to allow passenger access to both carriages. To those who have been to Zig Zag it looks similar to the platform built there to serve mainline passengers. Rex Goodenough has taken on the job as project co-ordinator.

RADIO COMMUNICATIONS

A great donation has been offered with supply and setting up a complete two way radio system using high powered radio sets. The system will comprise radio communication between loco driver and rear end driver when reversing back and the guard at all times. This system when completed will have a repeater station up the mountain which will allow complete radio contact between the train wherever it is and Glenreagh West Control or Station Master (please note this radio system will not take the place of a proper safe working system but enhance train control and train communications).

TRAINING

I have done a lot of work in setting up our training requirements and hope to implement training

Continued on Page 19.

Feature

THE OLD BROOKLANA MILL

BY PAT DEVINE

Drop me off at the BoBo Mate
Let me walk to the distant ridge,
Along that track where the pine trees end
In line with the river bridge.

There is something there that I must find
This side of the rising hill,
For years ago at this very spot
Was the old Brooklana Mill.

I wandered past that lowering scrub
The undergrowth now deep,
The only thing that I could find
Was a rotting sawdust heap.

I looked at that heap in the gully there
Not far from the railway track,
I tried to remember how it used to be
As my mind went racing back.

I thought of that mill how it used to be
There where it once stood,
The sound that came from the winding saws
The smell of the different wood.

The bullock teams coming from the scrub
The bobtails riding high,

I heard once more the driver's call
As they went passing by.

They dropped their logs there by the ramp
Then left for the bush once more,
The logs were cut to the required size
By the men with the crosscut saw.

The wire rope passed around the log
The dogs would tightly clinch,
The grinding sound as it rolled around
Pulled there by the old steam winch.

On that sliding frame the log was clamped
Then came a mighty roar,
The slabs came off that moving log
By the cut of the Canadian saw.

The slabs were sent on that polished frame
To the men who could specialize,
The tailer-out and his mate worked there
Cut the boards to the different size.

The rubbish went down the boiler shoot
With sawdust from the floor,
The boards were trimmed on the final bench
By the man on the docking saw.

The boards were placed on the trolley then
To be pushed to the timber yard,
That was the job that I had there

The work was sometimes hard.

I pushed that trolley all loaded up
To the stacks that reached so high,
The tallwongs placed in between
To help the timber dry.

Over there on that distant ridge
Where the houses they once stood,
The people I got to know out there
When delivering the fire wood.

Where are those people that I once knew
Do they have a memory still,
The time we spent at the BoBo there
At the old Brooklana Mill.

My visit to LVR at Gowra.

I met Dallas Nyberg and told him I was a member of GMR Inc. and (he) made me feel most welcome. He gave me a guided tour of the yard : Ding areas not accessible to the public.

He told me that a group of GMR members were there a month ago looking at 3013 and the 2 FO's that LVR have, these being for sale. There has been quite a lot of work done to the 30 class including the overhaul of the boiler and machining of the driving wheels. Apparently the bloke that owns it is a bit of a character and the repairs have been largely at LVR's expense. He told me that if GMR took on the project they would have to put in writing that, on completion of its restoration, GMR has the right to operate it for a period of, say, 5 years.

Another suggestion he made was it would be advantageous to GMR if we could get ourselves

a patron, eg: a politician with a strong interest in tourism but particularly trains. He told me their patron was their local member Ian Armstrong but he is now pro road transport and won't support rail traffic. They now have Sandra Norrie, minister for tourism and absolutely loves trains. She came out to Gowra some time ago with her entourage to visit the Japanese Gardens. One of the local councillors said to her there was something else in the town they would like her to see. When she enquired what it was, she was informed it was the rail museum. She quickly replied, "Take me there, now!"

When they got to the museum she said excitedly, "Have you got trains here too!" she then took off into the rolling stock and disappeared for quite awhile.

I have seen the photos of her in the cab of 5367 and polishing the brass dome cover from the 'P' class.

If we could get someone like this on side who knows where it might lead. It may be worth bringing up at the next meeting. I believe independent Politicians have the most influence with Governments of the day.

Update on the trailers: - Chassis have now been sand blasted and are ready to pick up; timber for the flooring has been ordered. Assembly should commence next week.

SYD RAMSEY

The Australian Railway Story

Please find below some information relating to a book of Australian Railway song, poems and stories that we are planning to produce for the opening of the Alice Springs- Darwin Railway in late 2003.

While many Australian Railway songs and poems have been written over the years they are scattered

Continued on page 17

From the Vice President (Works)

It is pleasing to see the enormous amount of work that has taken place at Ulong & Glenreagh over the past four months with sleeper work, the Loco restoration work and bush cleaning.

The line has now been cleared from 1260 road towards Timbertop to mileage 416.60 with the help of the Grafton Gaol Periodic Detention Unit. However, progress in this direction has come to a stop because of two very large sand stone rocks on the line. These will need to be broken up before they can be removed. Because of this, the Grafton Gaol Periodic Detention Unit is now cleaning the line from Timbertop towards the 1260 road Level crossing.

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 170 sleepers are needed to complete the section as well as the manpower to install them to bring the line up to required standard.

Electricity has been connected to Lowanna Station. This will assist the group of people working on cleaning the station building.

Lowanna Station has been heritage listed. We now need the services of a Heritage Architect to assist us in preparing a restoration plan for the building before restoration work can commence and to enable us to apply for a heritage grant.

The open day at Lowanna station on the Sunday 30th June this year was a huge success and a learning experience for us with crowd control. We had a huge crowd of people with 220 taking part in track inspections on the trikes.

I would like to thank Coramba Timbers for transporting a quantity of donated roofing iron from Dorrigo to Ulong. It will be used in the construction of a storage shed at Lowanna.

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 you will receive a Certificate and have

their name engraved on a brass plaque which will be attached the sleeper.

Just a reminder that we have working bees at Ulong on Tuesdays and Sundays from 9am until 5pm. If you are interested in helping or attending these working bees, you can contact me on 66545332 or just turn up at Ulong station.

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

STOP PRESS

LOCO 1919 BACK IN STEAM

12th September 2002, a very successful day. Up at 3.30am I had almost forgotten what that was like. Lit fire in 1919 approx 4.55am, 3 hours and it had a few pounds of steam and that was only with a small fire under the door, too quick not so much wood next time. However we took it slow and 5 hours total we had 10lbs of steam.

When all the crew arrived we set about seating the safety valves and it took some nerve to pinch it down, we went to 100 lb under our boiler inspectors instruction.

Got both injectors working plus blower. Took the valve cover off and blew the cylinders through. Had trouble at first seating the regulator valve but after a couple of opens and closes it seated perfectly.

Maintained water and 100 lb boiler pressure for a while then dropped the fire and spent a few hours cooling her down.

Only problems were the rear fusible plug was weeping around the thread, will fix that easy and two stays had a slight leak so will have to be replaced. The boiler inspector will now do his final test and set the safeties at working pressure.

BOB FARQUHAR

Continued from page 15

and only often found in ones and twos. But we feel that they tell us much about Australia's development and social history.

The Railway came to North Coast of NSW in several stages between 1885 and 1925

Openings of new railway lines were big occasions there very often special local music or poems were written and performed. We would be interested in examples like this from the areas your library services.

Local historians, writers, poets and musicians may be interested in our project. Would you kindly pass this information on to these local groups and others who may be able to help our research.

BRIAN DUNNETT

CLARENCE REGIONAL LIBRARY

Please send your expressions of interest, lists of potential material for the book or enquiries to:

The Australian Railway Story

C/- Rail Tram and Bus Union

83-89 Renwick St

Redfern NSW 2016

Or email rtbu@magna.com.au

Phone Brian Dunnett 0296689051

Passed Members

Harmina Geertruida Jurjens died on 19SEP2002. She was a long time member and regular donor from Dorrigo and will be missed. Till I read today's paper I only knew her by Mrs H G Jurjens and only recently knew that she had had a husband named Fred when she bought a sleeper for him.

"I can remember meeting Fred at St Vincent's Hospital in Sydney around 1977-78 when I was a medical student. He was a nice man and we had a few talks about how great it would be to see steam trains back in Dorrigo again. How differently

things turned out!" John Kramer

Another member, Andy McLeod died Wednesday night 9OCT2002 and the funeral was 11am Monday. Andy's wife predeceased him recently and he went to live with relatives. Robert Wilson said "I always remember his friendliness and kind nature. He will be very sadly missed."

Another ex member of GMR passes, Trevor Collett died on 24th Aug 2002, he had been ill for years with renal failure and cancer. He was active in the museum at the promenade and had not renewed since 1996, due to his health.

The ARHS Tasmanian division can now be found on the internet at:-

<http://www.railtasmania.com>.

And the Glenrose model railway is: -

<http://www.railtasmania.com/glenrose/>

The site is much more than just the ARHS, and includes information on most aspects of Tasmanian railways, as well as hosting the Tasmanian Transport Museums web site.

Books Available

THE GLENREAGH TO DORRIGO BRANCH RAILWAY

This book by Malcolm Paull was 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 plus postage from 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.

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

GMR SHOP

From The Coffs Harbour Advocate, Thursday 18 July 2002

"Glenreagh Mountain Railway has opened a temporary shop at Park Plaza, opposite Westpac, to provide information on the railway to the public.

There is also a display of memorabilia photographs as well as a range of merchandise available including books and jumpers, shirts and caps embroidered with the Glenreagh Mountain Railway logo.

Some of the books detail the history of various trains and lines and also the history of the Glenreagh to Dorrigo railway.

To help raise funds for the railway people can buy a concrete railway sleeper that will be used in the track construction.

For \$15 a sleeper, a plate with the purchaser's name will be placed on the sleeper and they will also receive a certificate.

The railway is always on the lookout for people to join them and membership forms are available at the shop.

A push-pull trike will also be on display next week as well as a video display.

The shop will be open from 10am - 3pm, Monday to Saturday for the next six months.

The actual railway itself is going full steam ahead with public operations of the locomotive planned for Easter next year.

"We have tested the engine and everything is working fine, we still have a few shake down tests to perform but we expect the loco to be running by the end of the year," Glenreagh Mountain Railway president Colin Sambrook said.

The loco will initially run over a 3km stretch and an open day is planned for the railway on October 7."

Continued from Page 13.

courses very soon. I have also approached a number of people to lecture on various subjects like engine, air brakes and safe working etc. It is very gratifying to know that there are a number of people out there who are willing to share their knowledge with us to enable GMR to get going.

WATER TANK

HELP - We need a large water tank 5000 gallons or bigger. Due to Glenreagh having a very poor water supply all the council can do is supply Glenreagh West shed with a small water line approx 25mm in diameter, DEFINITELY NOT ENOUGH TO SUPPLY STEAM ENGINE BETWEEN RUNS. So it is planned to install a water tank as loco water supply, with the small pipe continually supplying the tank using a float switch. This will give an adequate water supply. This tank needs to be installed before any running of the steam engine can commence.

BOB FARQUHAR, CO-ORDINATOR 1919 AND CARRIAGE RESTORATION TEAM

Compressor Report

During July, Albert Taylor from Sydney paid us another welcome visit. Albert's railway knowledge is extensive, gained from over forty years at State Rail and is respected, especially on the subject of Westinghouse compressor and air brakes. The 1919 compressor was due for testing and so this was a good time to do it. We used workshop compressed air in lieu of boiler steam and it worked. There will be more testing once the unit is installed on the loco. In the meantime I have been rebuilding the firebox door for 1919 and this is now finished and installed. I would like this opportunity to especially thank Albert for his dedicated assistance and to thank Robert Blake and Jim Dixon from Coffs Harbour TAFE for their ongoing support and guidance with the above projects and the many other repairs. Thanks also to Ron Chapman for his sheet-metal contributions. There are still a number of pipe fittings to be made for which any bronze rod would be welcome.

ROSS JONES

Vale Liol Timms

GMR lost a tireless worker on 6th June 2002 with the passing of Liol Timms, Vice President and friend. Our sympathies go to his wife Marie and to all his family and friends who will surely miss him as we will.

The following was published in The Coffs Harbour Advocate Saturday 8th June 2002 on page 14.

"The unofficial 'mayor of Ulong', Lionel Timms, has died aged 80 after a long illness.

Mr Timms fought a long fight with cancer before he died about 2am on Thursday in the Coffs Harbour Health Campus, where he had been admitted the previous day.

His funeral was held at 10am - on Tuesday 11th June at the Hogbin Drive. Crematorium.

He was the last of three sons born to Thomas Timms, an early pioneer of Timmsvale.

He went sawmilling with his father and spent most of his working life in the timber trade, until restrictions on log supplies caused him to turn to cattle and deer.

Married with five children, Mr Timms served as a Coffs Harbour Shire councillor.

In later years he became a great supporter of the plan to revive steam trains on the Glenreagh-Dorrigo rail line."

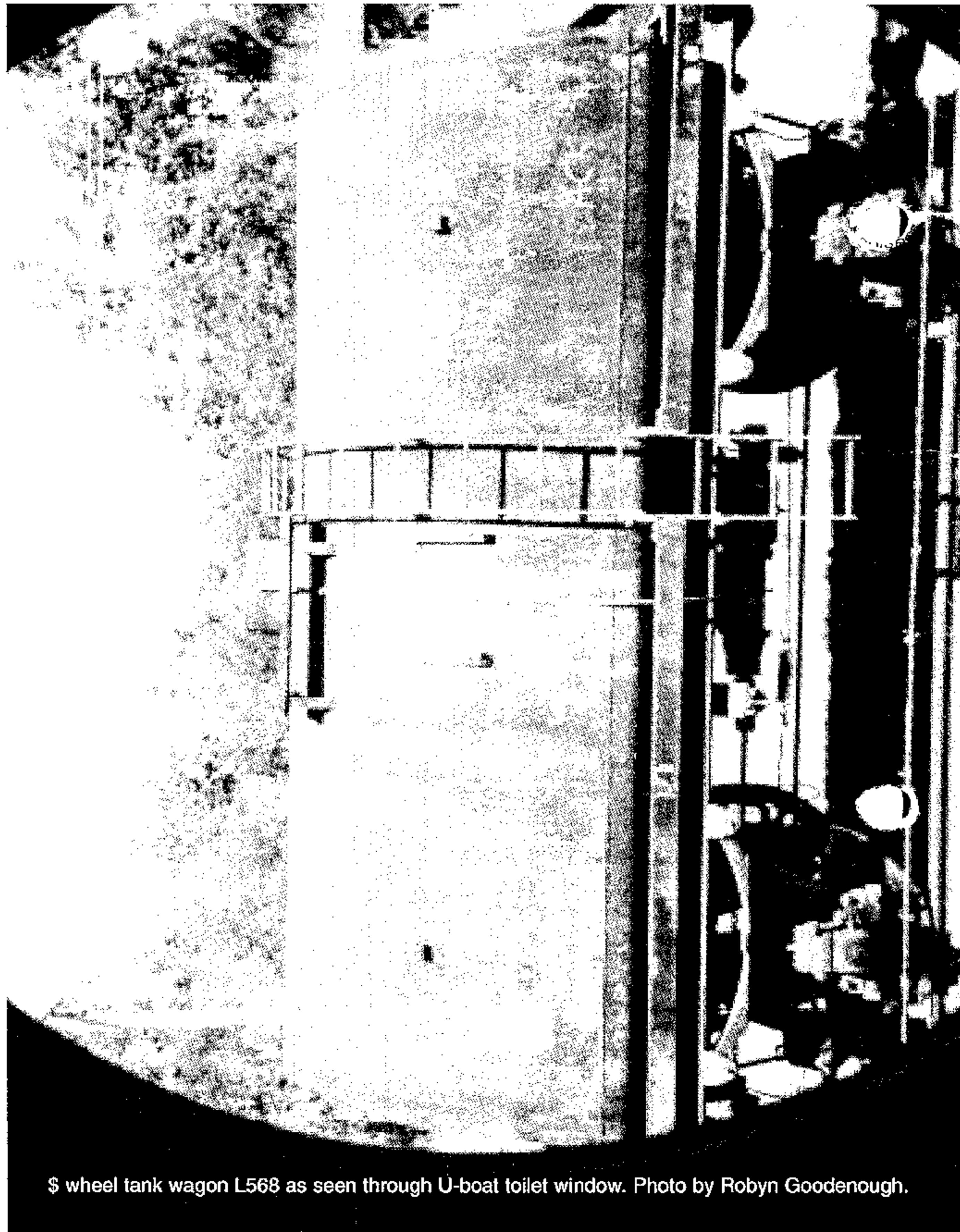
Rainforest Railway News

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
December 16th

Publication
January 20th



\$ wheel tank wagon L568 as seen through U-boat toilet window. Photo by Robyn Goodenough.