



Rainforest

RAILWAY NEWS

No. 40 – June 2017

Contents – June 2017

President's Report 1 Membership 1 Volunteers needed 1 Glenreagh railway station 2 Moorlands railway station 2 Glenreagh West 3 Lowanna 3 Trackwork 3 Working bees 3 Rollingstock 3 Internet / Social Media 4

President's Report

Our dedicated group of volunteers has made steady progress cleaning and maintaining the Glenreagh site. The last working bee cleaned up the Moreland's station surrounds. The area around the temporary platform was also tidied up.

Work is progressing on the modification of the trike trailers to carry passengers, a new sub frame was constructed and the drawings for the draw bar and passenger compartment are being prepared.

ARTC has informed GMR that our lease on the Glenreagh station site will not be renewed as at the end of July. ARTC requires the site for operational activities.

The Glenreagh Timber festival will be held on the last Saturday in July. Last year GMR put on a very good display which was well received by the public. This year we hope to exceed last year's effort.

Membership

A big thank you to all those members who have already renewed their membership. Just a reminder to those who still have not done so, that renewals are due by 30 June to remain a member. Your continued contribution to GMR is greatly appreciated and helps us to continue our work towards becoming operational again.

Volunteers Needed for Tasks

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

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

Glenreagh Station Yard

As mentioned above, we were recently advised by the Australian Rail Track Corporation that the lease of the Glenreagh Station precinct will be terminated at the end of the current lease period of 31 July 2017. We have contacted the ARTC Property Manager in Broadmeadow who has advised us the yard is required for operational work to be commenced later in the year. We requested information on ARTC's intentions with respect to the remaining heritage infrastructure and the GMR rolling stock in the yard and were told that they had not investigated those issues. It was agreed that we would write to the property manager detailing the infrastructure that may be of interest to us and also list the remaining rolling stock. There was no suggestion that any of the heritage infrastructure was in danger of demolition.



Items on the infrastructure list would include the 60' turntable, the elevated water tank, the weighbridge, the gantry crane, the lever frame near the entrance gate and the Up Home signal in the same location. This is not to say that we would want to have all these items as we would need to consider their condition and the practicalities and cost of relocation to Glenreagh West. ARTC seemed open to the idea of GMR being allowed to retain any of these items we wanted.

With respect to the water tank, we were contacted by ARTC last November advising us that an inspection had revealed severe corrosion that in their consultant's opinion could not be repaired and posed an unacceptable risk that the structure could fail. Their recommendation was that the structure should be dismantled. They understood the historical importance of the tower to GMR and were offering GMR three options:



1. Scrap the tower and install a photographic display
2. Dismantle the tower and leave the structure on site away from the track and hand responsibility for preserving the components to GMR
3. Dismantle the tower and transport the components to Glenreagh West with ARTC contributing half the cost of removal.

We have now responded to ARTC with option 2 as our first preference with option 1 as our second.

Moorlands Railway Station

Cleaning continues around Glenreagh West particularly around the Moorlands station building, seen at right.



Glenreagh West

With the completion of the new crib room, our efforts have turned to repairing our septic disposal system which is in need of a general overhaul to bring it up to an acceptable standard as required by Clarence Valley Council. We have been in contact with the council and are awaiting a quote from a contractor before proceeding.



Lowanna

There has been no work since the last newsletter.

Trackwork

There has been no work since the last newsletter.

Working Bees

Our next working bee is scheduled for Sunday June 11 starting at 9.00 am. The project for this working bee is to clean up inside the Mooreland station building. A BBQ lunch will be provided. If you would like to help, please contact the secretary or Chris Hanson so that we can organise the catering.

Rolling Stock Report

CPH 11

As the supply of tongue and grooved timber boards for the restoration of the ceiling has been delayed, it was decided to order the hoop pine boards for the interior lining. Those boards were delivered on 28 February. Meantime Peter was busy sanding the floor which was finished in early March. The floor is now ready for the vinyl cover and will not need any Masonite underlay.

During the same week, Peter and John visited the Rail Motor Society at Paterson and gained valuable information on the interior fittings and also returned with a reconditioned generator that was kindly given to us by the society.

After completing the sanding of the floor work began on sanding the existing ceiling to remove all the old paint and to be ready for the restoration of the ceiling when the new boards arrive from the mill. This was a labour intensive, back breaking job working in a very dusty environment. The work was completed over several days.

The original lifting windows were fitted with a small elliptical spring each side to make lifting



easier. Only one of these springs could be found so experiments were carried out to find a suitable substitute. Eventually a solution was agreed upon using the yellow tongue from chipboard sheets

With the above work out of the way, work began on lining, seen at right, the interior in mid-April and work has steadily progressed since. At the same time as the internal lining is being installed, the lift windows are also being fitted together with the window sill. It is likely that more timber will be required to complete the interior wall panelling and also the internal partitions.



The supply of this timber has been funded by our Transport Heritage NSW grant with money remaining for any additional requirements. While installing the windows we have been looking to identify as many window latches and lifting lugs as we can as most had been scattered around the shed. We look to have found sufficient latches and have been fortunate to have found a number of the lifting lugs at Thirlmere and Transport Heritage NSW has very kindly agreed to let us have enough to complete all the windows.

The seat backs were delivered to the upholsterer Paul Kennedy on 14 February after some adjustments to the stapling. The fabrication of beading and its attachment to all the seats with the antique upholstery nails was completed on 2 May and all seat backs have since been returned to our Glenreagh West depot where they have been safely stored. This work was fully funded by our Transport Heritage NSW grant monies.

Our budget for the activities covered by our Transport Heritage NSW grant remains on track and our expense for these activities should come in at near or just over the total monies allocated to us.

We **urgently** need to locate anybody who has suitable mechanical or electrical qualifications and experience. If anybody knows somebody who has diesel engine fitting or low voltage DC experience or the required qualifications, that can assist with the above please contact the secretary by phone or email.

1919

Work on 1919 has temporarily come to a stop at the moment as we have shifted our attention to working on the passenger trike trailers.

Track Machines

There has been no work since the last newsletter.

HFO End Platform Carriages

There has been no work on either of these carriages since the last newsletter.

TAM Carriages

There has been no work since the last newsletter.

Trikes

Work continues on modifying two trikes and two trailers to the standard required by ONRSR including the fitting of a new motor to one of the trikes.

Internet and Social Media

Our regularly updated Facebook page has attracted many more people in the last few months and we have now passed 2,000 followers in June 2017. Since April 2014 we have gained 1,500+ followers. We are reaching out more and more and attracting the general public's attention.

Visit GMR online at www.gmr.org.au or facebook at <https://www.facebook.com/glenreagh.railway>