

**Item name:** Glenreagh-Dorrigo branch line rail corridor (former) and associated structures

**Location:**

Coffs Harbour

**Address:**

**Planning:** Northern

**Suburb/nearest town:** Lowanna 2450

**Local govt area:** Coffs Harbour

**Parish:**

**State:** NSW

**County:**

**Other/former names:**

**Area/group/complex:**

**Group ID:**

**Aboriginal area:** Gumbainggar

**Curtilage/boundary:**

**Item type:** Built

**Group:** Transport - Rail

**Category:**

**Owner:** Private - Community Group

**Admin codes:**

**Code 2:**

**Code 3:**

**Current use:** Private

**Former uses:** Glenreagh to Dorrigo branch rail line

**Assessed significance:** Local

**Endorsed significance:** Local

**Statement of significance:** The Coffs Harbour section of the rail corridor of the former Glenreagh-Dorrigo branch line and associated surviving structures are of high local significance as one of two NSW Government rail lines that were built concurrently in the 1920s in the LGA and demonstrate the history and economic development of the Coffs Harbour region and the North Coast of NSW. The Glenreagh-Dorrigo branch line was instrumental in the economic development of Coffs Harbour through the hardwood timber milling industry that it serviced from 1924 when it opened until 1972 when it closed. The line includes several now-rare high-level timber trestle rail underbridges (once common in the NSW railway system from the 1920s but due to ongoing improvements to operating lines, have now been replaced with modern bridges). The corridor includes several surviving station buildings at Lowanna and Ulong (listed separately as heritage items), rail tracks, disused sidings, name boards, water tanks, crane, signalling equipment and other surviving remnants of rail infrastructure.

Given the rarity of several of the structures and the typical features of 1920s railway construction that survive, the former rail corridor has high-level technical significance with potential to reveal important information about the form and operation of branch line railways within the NSW railway system.

The former Glenreagh-Dorrigo rail corridor also has high-level social significance for the local Coffs Harbour community. Similar to Coffs Harbour's shipping and maritime history, the former Dorrigo-Glenreagh branch line is a powerful reminder of the past for the local Coffs Harbour community. Many would like to see the line re-opened as a tourist facility and it continues to exert a powerful sentimental/romantic appeal over Coffs Harbour residents and forms part of the identity of Coffs Harbour. Its ownership by a small, enthusiastic group of train devotees demonstrates its high-level social significance.

For more information on the history, description and significance of Lowanna and Ulong stations and timber trestle rail underbridges, see separate listing sheets.

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**Historical notes of provenance:** European exploration of the North Coast of New South Wales was relatively late and piecemeal. European settlement began at Port Macquarie, where a penal settlement was established in 1823. To keep the penal colony isolated, no settlement was permitted around it until the penal settlement was closed in 1834. Cedar getters, the forerunners to more permanent settlement in many areas of New South Wales, reached as far north as the Richmond River by the early 1840s.

With the establishment of shipping facilities and the emergence of a small town at Coffs Harbour in the 1860s timber-getting became the dominant local industry in the latter part of the nineteenth century, with small farms and dairying being established on cleared land in the wake of forest clearing. In 1875, the only recognised road to Coffs Harbour lay along the old inland road from Kempsey to Grafton, through Ebor and Nymboida. Logs were cut, and were either hauled by bullock teams or floated down creeks and rivers to the sea for transport to Sydney and beyond.

Gold was discovered in the Orana Valley in 1881, further contributing to the development of inland towns such as Coramba and Nana Glen.

By the early part of the twentieth century, most of the red cedar had been logged from the Orara forests and Eastern Dorrigo Plateau. The timber getters and millers turned their attention to hoop pine, silky oak, rosewood, ironbark and blackbutt. In 1908, the Mulhearn brothers opened a mill at Coramba, followed, in 1910 by a mill on the edge of the planned village of Ashton. The village later moved nearer the railway line and the station became Lowanna.

The shift from cedar to other timbers maintained existing settlements and encouraged the establishment of others, and the growth of the hardwood timber industry in the late nineteenth and early twentieth centuries led to calls for better shipping and road and rail transport.

The first track to be built to the Dorrigo Plateau ran 131 km to Armidale. In 1882, work began on a narrow road from Dorrigo to Bellingen, thereby linking Coast and Plateau. A third road, Coramba Road, ran via Megan. The poor conditions of these roads were made worse by the high annual rainfall common to the Plateau; during the worst seasons, the roads were frequently impassable. Prior to the opening of the railway, most of the timber from the Dorrigo Plateau was hauled to Armidale or to Grafton.

Modern day Lowanna once formed part of the vast Dorrigo Shire, proclaimed in 1906. Dorrigo Shire existed until November 1956 when Coffs Harbour Shire, comprising the area from Pine Creek in the south to Arrawarra in the north and westward to Ulong and Lowanna, was proclaimed. The remainder, and greater part, of the former Dorrigo Shire was transferred to Bellingen Shire. Coffs Harbour was proclaimed a City in 1987.

**The Glenreagh to Dorrigo Branch Line**

The Glenreagh to Dorrigo Branch Line is a comparatively late branch line in the NSW railway network. On the north coast, there had been no line construction beyond West Maitland, with the exception of a short line from Murwillumbah to Lismore, approved in 1892, to link the rich lands of the Tweed and Richmond to the Clarence River. It was felt by successive governments that the northern coastal settlements were adequately served by the river and coastal port system. Consequently, it was not until 1905 that work began on the construction of the North Coast Railway Line.

In 1903, a Public Works Committee considered the construction of a line from the North Coast to Dorrigo and thence inland to Guyra, in connection with the proposed Casino-Tenterfield Line. Linking Guyra to the North Coast would allow produce to be sent from the New England Region to either Grafton or Coffs Harbour. It was believed that the best route, in terms of settlement and industry, lay between Guyra and Glenreagh or Coffs Harbour, via Guy Fawkes and Dorrigo. Three possible routes for the coastal portion of the line were investigated: Coramba-Dorrigo, Coffs Harbour-Dorrigo (the 'Bonville Route'); and Glenreagh-Dorrigo, via Bushman's Range. The Glenreagh to Dorrigo route was subsequently chosen. The proposed Glenreagh to Dorrigo section of the line was 43 miles 16.5 chains (69.5 km) long and involved a number of tight, 10 chain (200m), curves.

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The Glenreagh to Dorrigo Railway Act was passed on the 28 December, 1910, providing for the construction of the first section of the Glenreagh to Guyra line. It would be three years, however, before survey work commenced.

#### First phase of construction

Construction of the Glenreagh to Dorrigo line commenced on 17 August, 1914, following plans and specifications by the NSW Dept of Public Works. The contract had been awarded to Norton Griffiths and Lowanna Railway Station; however, work ceased on 28 March 1917, when Norton Griffiths' contract was terminated.

On 1 January, 1917, the Government Railways (Amendment) Act, 1916 transferred responsibility for the building of government railways to the Railway Commissioners. The Railway Commissioners, however, did not immediately resume work on the Glenreagh to Dorrigo line. World War I intervened and work on the line was further delayed.

#### Second phase of construction

Construction recommenced on 12 March, 1920, almost three years after work had ceased. During the interim period, extensive washaways and mudslides had occurred and it was decided that the original earthworks were too light. The construction of heavier earthworks and the use of heavier rails increased construction costs. The Glenreagh to Dorrigo Branch Line would ultimately become one of the most expensive lines to be constructed in New South Wales.

When tenders were called for the construction of the station buildings along the line, the local newspapers agitated for construction using local timber; the Railway Commissioners assured them that this would be the case. Nevertheless, Lowanna and Dorrigo Stations were provided with pre-cast concrete buildings.

The tender for the construction the Lowanna station buildings was advertised in the Government Gazette in September 1923.

#### Opening of the line 1924

The Glenreagh to Dorrigo Line was officially opened on 23 December, 1924. It was 43 miles 16.5 chains (69 km) long, with eleven stops, twelve sidings (mostly servicing timber mills), fifteen bridges and two tunnels. Overall, the line climbs 736 metres from sea level.

The first timetable for the Glenreagh-Dorrigo branch line listed a daily Monday-to-Saturday connection with the mail train from Sydney. There was also a daily Monday-to-Saturday goods train, which, from 6 November, 1927, had a passenger car attached. In November 1927, the passenger train ceased. The daily mixed service continued to run until May 1931, when it was replaced by a thrice-weekly service.

The main stops along the line and their facilities at the time of opening were (from Glenreagh to Dorrigo):

#### Glenreagh

Glenreagh Station was the junction of the Glenreagh-to-Dorrigo Line with the North Coast Line. The station opened in October 1915 as part of the North Coast Line. Glenreagh Station consisted of an island platform, one main crossing loop, a transit siding and goods sidings. In the days of steam, it had a steam depot, water tank, turntable and carriage shed facilities at the Grafton end of the yard. The branch line left Glenreagh Station from the southern end of the yard; trains to the south were required to reverse.

#### Timber Top

Timber Top had a crossing loop, a goods siding (opened on 18 December, 1925) and a small signal box with electric staff instruments. There was no platform. The loop and signal box were abolished in 1972.

#### Reid's Siding

Reid's Siding opened on 1 October, 1929 and closed on 14 May, 1942.

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## Moleton

Moleton was located near Mole Creek and had a small platform and siding; the latter was closed on 10 May, 1961. Two miles up the track stood Mole Creek Tank, with watering provisions for steam locomotives and de-ashing facilities.

## Lowanna Railway Station Precinct

Lowanna Station was the largest and only attended intermediate station on the Glenreagh-Dorrigo branch line. When opened, the station had a crossing loop and siding. A jib crane was erected to facilitate loading and the station precinct included facilities for livestock yarding. While histories record that sidings for local industries were added at a later date (ACK Casemakers' Siding in March 1960 and Lloyd's Siding in May 1961), none of the track diagrams found for Lowanna Station provide evidence of their location.

Lowanna was primarily a goods station. The station attracted more goods traffic than Dorrigo (in 1927, for example, £17,271 and £10,305 respectively) and more passengers. Timber was the main product carried, most being destined for Sydney.

## Ulong

Ulong had a platform and goods loop.

## Brooklana

Brooklana had a short wooden platform (since removed) and two dead-end sidings.

## Mulhearn's or Lloyd's Siding

Mulhearn's Siding had a small wooden platform with a dead end siding. This siding was renamed Lloyd's Siding in 1942.

## Cascade (Earp's, Woodcock's and Beveride's Siding)

Cascade had a curved platform and two dead-ended sidings serving local mills. The station was initially known as Earp's, Woodcock's and Beveride's Siding before being changed to Cascade in 1925.

## Briggsvale

Briggsvale had a 100 ft platform and one dead-end siding serving a local saw mill.

## Wild Cattle Creek

Wild Cattle Creek, later Megan, had a platform and goods siding and, later, a crossing loop and de-ashing facilities.

## Leigh

Leigh, the highest stop on the line, had a short platform.

## Dorrigo

Dorrigo Station is the terminus of the line. The station had a 250ft platform, a runround loop, goods loop, potato siding (later), loading bank and stockyard with sidings. Off the platform road, there were locomotive facilities, a coal stage and a steel 60ft diameter turntable, as well as watering facilities.

## Safe working at Lowanna

Lowanna was the original dividing point for the line, the staff sections being to Glenreagh and Dorrigo. In late 1925, the Glenreagh-Lowanna section was further divided when Timber Top was opened as an electric train staff and crossing station.

Megan was opened as an electric staff and crossing station on 19 October, 1950, dividing the Lowanna-Dorrigo section, thereby creating four sections along the line. The Electric Train Staff working was cancelled on 17 June, 1959 and Ordinary Train Staff and Ticket working was introduced. On 31 May, 1972, Timber Top was closed as

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an ordinary train staff and crossing station; the new section became Glenreagh to Lowanna.

Landmarks and home signals were located at Glenreagh, Lowanna and Dorrigo. At Glenreagh, a Down starting signal and a signal were also provided to control the movement of trains crossing the North Coast line to the Dorrigo branch line. Starting signals were also provided at Megan and Timber Top in the Up direction, to safeguard catchpoints located on the main line to stop train runaways. In 1925, a new crossing loop, laid in on the down side, a new signal box and down and up home signals, as well as down and up landmarks, were provided at Timber Top. Lowanna was also provided with an Up starting signal. Following the alterations of October 1950, Megan was provided with a Down and Up home signal, worked from the signal box.

Evidence that the opening of Lowanna Station impacted upon the township is provided by the increasing number of listings in country and commercial directories for the township from the mid 1920s onwards. John Sands' Country Commercial Directory of 1920 contains three listings for Lowanna. The number of listings increased to eight in 1927 and to sixteen in 1932-1933. Few historic photographs of Lowanna Railway Station are known to exist.

#### Rumours of closure

Rumours of the closure of the Glenreagh- Dorrigo line began less than ten years after it opened. As early as 1932, the line was identified as one of two non-paying lines under consideration for closure, and rumours persisted for decades. Little change occurred in thrice weekly mixed service until 1 December, 1957 when the passenger service on the Dorrigo mixed train was discontinued. Henceforth, there was no passenger service on the line. Around this time, diesel locomotives replaced steam locomotives.

#### Closure of the line

In October 1972 a number of serious washaways occurred. While not officially closing the line, the Chief Commissioner decided that no repairs would be carried out and, in November 1972, locals were informed that services had been suspended indefinitely. The last freight train to run on the line was a mixed service that ran on 27 October, 1972, and the Glenreagh-Dorrigo line was effectively, if not officially, closed.

Lowanna Station, along with many of the stops along the line, was closed on 20 September, 1975. A stationmaster remained at Dorrigo until November 1979 to organise freight for road transport to and from Raleigh.

#### Re-opening of the line

In 1974, the Hunter Valley Steam Railway and Museum identified the Glenreagh- Dorrigo branch line as a place for a working museum for their rollingstock. In 1983, State Rail verbally agreed to give the Museum a 50-year lease, together with permission to repair the line and run trains. No written agreement, however, was entered into.

It was eleven years since the line was closed and extensive repairs were needed, including clearing of washaways and mudslides, re-sleeping and track repair, rebuilding two burnt out bridges; and the repair or replacement of water, coal and ash facilities. The station buildings along the line were also in various states of disrepair.

The section of track between Glenreagh and Lowanna Stations was re-opened on Saturday, 5 April, 1986; trains could, however, operate only at low speed and further work was required before regular trips could commence. The revival was short lived and the line again fell into disrepair. A period of disagreements followed. In 1989, the Friends of the Glenreagh to Dorrigo Railway Line formed in an attempt to get the project moving forward.

#### The Glenreagh Railway Inc and the restoration of Lowanna Station

In 1993 the Glenreagh to Dorrigo Railway (Closure) Act 1993 cleared the way for the sale or lease of the line, and it was officially closed by NSW Government Gazette notice on 17 December, 1993. Two groups tendered for the line, the Glenreagh Mountain Railway (formerly the Friends of the Glenreagh to Dorrigo Railway Line) and the Dorrigo Steam Railway and Museum Inc.

The Glenreagh Mountain Railway (GMR) now controls the line from Glenreagh to Ulong, while the Dorrigo

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Steam Railway and Museum controls the remainder of the line.

The SRA transferred ownership of the Glenreagh to Ulong section to GMR on 1 May, 1999 for \$1. In 2002, GMR operated under an interim accreditation under the Rail Safety Act 1993. Trike and public inspection trips were run between Glenreagh Station and Ulong. Restoration works to the track and Station Buildings were undertaken.

GMR obtained accreditation under the Rail Safety Act 2002 in 2005 and began public train operations between Glenreagh West and Tallawudjah Creek. This accreditation, however, was cancelled in January 2008 because of concerns expressed by the Independent Transport Safety and Reliability Regulator (ITSRR).

Restoration and a series of repairs to the Lowana station building have been carried out since 2002.

<b>Themes:</b>	<b>National theme</b>	<b>State theme</b>	<b>Local theme</b>
	3. Economy	Transport	

**Designer:** NSW Government Railways

**Builder:** NSW Government Railways

**Year started:** 1914

**Year completed:** 1924

**Circa:** No

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**Physical description:** The listing covers the former railway corridor between Glenreagh and Dorrigo Branch line where it traverses the Coffs Harbour local government area together with the built features along its length, including the Lowanna Station group, Ulong Station, extant railway track, extant signalling equipment, four railway bridges, the Mole Creek water tank, and the former ACI Casemakers siding and loading platform.

The Dorrigo branch line, from Glenreagh to Dorrigo is 69 km (43 miles) long. Ownership of the former rail corridor is divided between two local community groups, Dorrigo Steam Railway and Museum based at Dorrigo, and the Glenreagh Mountain Railway, based at Glenreagh.

Lowanna Station group (station building, signal box, men's toilet), platform, name board etc  
The Lowanna Station Building is a standard Type Pc 3 station building made of pre-cast concrete slabs. It was one of a number of standard designs created by the Signal Engineer's Office and the Chief Civil Engineer and used by NSW Railways during between 1917 and 1932.

The Pc.3 Type station at Lowanna included a standard shed for shelter and storing freight. The Pc.3 Type station at Lowanna was one of only two designs (the other being the Pc.2.) that included a 'living room' for station staff. This was a simple room with corner basin and free standing stove; living provisions were 'spartan' at best.

Concrete slab construction, of which the Lowanna station building, signal box and men's toilet block, are examples, had been in use in Australia since the early 1900s. The first pre-cast concrete station building to be constructed by the New South Wales Railways was opened at (Lake) Cargelligo in March 1918. The use of pre-cast concrete for station buildings ceased after 1932.

Defining features of pre-cast concrete railway buildings: pre-cast concrete posts and slab units; single storey; pitched roofs; most were roadside platform buildings with awnings along the entire length of the platform side of the building.

Standard designs for railway buildings included:

- Type A Passenger Station Buildings (Ac1, Ac2, Ac3, Ac4 and Ac5). Only six Ac designs were built.
- Type P Passenger Station Buildings (Pc1, Pc2 and Pc3).
- Type C Closets, urinals, lamp rooms, etc (Cc.1 and CC.2).

The 'P' in the Type P design stood for 'portable.' While designed to be portable, there are no known examples of the dismantling, transporting and re-erection of one of these buildings during government ownership. A number, however, have been moved following the closure of lines or stations.

Pre-cast concrete was also used for other railway structures: signalling equipment, signal lever platforms and covers, bases for elevated signal boxes, relay and transformer boxes and huts, etc; related station buildings, such as lamp rooms, urinals, extensions to existing stations; ancillary structures such as station platform faces, coal bins, washing troughs, guttering, station name boards, water tanks, fences etc.

The Lowanna Station complex include two additional pre-cast concrete slab buildings: the men's toilet block is a Type CC1 standard design, and the signal box is also a standard design. (Copies of the standard plans are included in the Appendix to the 2009 Lowanna CMP by Weir and Phillips).

Other structures of significance within the Lowanna station precinct include a perway hut and yard crane, and a station name board made out of concrete.

Ulong Station building, siding and name board

At Ulong a single-room, timber, gabled-roof station building survives on a short platform. The roof and platform

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awning are corrugated iron sheeting supported on cast iron brackets. The building resembles a cream shed with a heavy sliding door in the front (platform-side) wall and a similar door in the rear wall. There are no fixed internal seats (therefore not a passenger waiting shed), yet cream sheds usually have sides of timber slats to allow air to circulate, which this building does not. The building possibly served as both a cream shed and a small goods shed. The building is in reasonable condition though wasp nests have invaded both ends of the building (externally). Adjacent to the building is a station name board made out of concrete. It has some concrete cancer which needs attention but is still in fair condition. Associated rackwork, points and lever frames survive.

Extant railway track and associated infrastructure (signals, culverts, mile posts, 'take-offs', overhead wiring supports, cattle grids, etc)

Remnants of railway operating equipment lie along the length of the rail line and are significant in demonstrating the original operation of the branch line.

Remains of the former Moleton Station, surviving name board and concrete foundations

Moleton Station was one of the original stations on the Dorrigo branch line and opened on 23 December 1924. Moleton consisted of a siding with a platform and shelter and was built to service an adjacent sawmill. It is not known when it closed. The concrete station name board for 'Moleton' survives; however, little other built evidence of the former station buildings survives.

A number of concrete foundations for the large timber loading cranes are situated adjacent to the original siding; however, the cranes and the sidings have been removed.

Four railway bridges (including Bobo River bridge, the bridge between Ulong and Brooklana, and the bridge over Little Nymboida River)

There are three timber trestle bridges and one steel plate girder bridge. They date from the original construction of the branch line and survive in substantially original condition.

The Bo Bo River rail bridge is a large, steel plate girder bridge supported on large concrete piers. It appears to be in good condition.

The bridge between Ulong and Brooklana is a disused, single-lane timber trestle road bridge located below the current concrete road bridge. These two bridges span a steep-sided gully with the railway located at the bottom of the gully. This surviving timber bridge (now derelict) probably dates from the opening of the line.

Mole Creek water tank and timber stand

A 20,000 gallon water tank comprising cast iron panels bolted together. It has a cast iron panel floor and the tank is fitted with a swivelling jib to allow water to be directed to the locomotive. The elevated stand is constructed of heavy timber beams with cross bracing. It was constructed at the same time as the branch line in the 1920s to draw water from Mole Creek and provide watering facilities for the original steam locomotives. A spare jib and the float which controlled the water level in the tank are located under the stand.

Water tanks were usually constructed at intervals of 25-35 miles (40-55 km) especially in areas, like the Dorrigo branch line, with steep grades. Such tanks were once a common feature in the NSW railway network and were constructed at the NSW railway workshops in Newcastle. Following the introduction of diesel and electric locomotives, many water tanks were decommissioned and often dismantled.

Opposite the water tank are concrete footings/foundations of an unknown purpose. It is possible the footings were part of a loading arrangement for quarried rock etc during construction of the railway or for loading and transporting other materials following the opening of the line.

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**Water Supply Pipeline**

The water supply pipeline from Mole Creek to the tank survives and is visible at several points along the rail track, including the underside of the Mole Creek bridges.

**ACI Casemakers siding and loading platform**

This siding was constructed in the early 1960s and includes a substantial loading platform and goods shed adjacent to the siding. (The siding is a goods loop, where access to the siding is available from each end from the main line via two sets of points.)

Industrial sidings primarily serving local timber mills were once a common feature of the Dorrigo branch line. Since the closure of the line, many such sidings have been removed with the closure of timber mills.

This large siding and associated platform and goods shed demonstrate the former industrial activity served by the railway, and the associated trackwork, points, catch points and lever frames survive relatively intact.

**Physical condition level:** Fair

**Physical condition:**  
**Archaeological potential level:**

**Archaeological potential Detail:**

**Modification dates:**

**Recommended management:**

<b>Management:</b>	<b>Management category</b>	<b>Management name</b>
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**Further comments:** Passenger services were suspended in 1957, and the line was closed to freight in October 1972 following major washaways along the track which were never repaired. In the mid-1980s the corridor was sold to the Glenreagh Mountain Railway, a local community group of railway enthusiasts.

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**Criteria a):** The Coffs Harbour section of the rail corridor of the former Glenreagh-Dorrigo branch line and associated surviving structures are of high local significance as one of two NSW Government rail lines that were built concurrently in the 1920s in the LGA and demonstrate the history and economic development of the Coffs Harbour region and the North Coast of NSW. The Glenreagh-Dorrigo branch line was instrumental in the economic development of Coffs Harbour through the hardwood timber milling industry that it serviced from 1924 when it opened until 1972 when it closed. The line includes several now-rare high-level timber trestle rail underbridges (once common in the NSW railway system from the 1920s but due to ongoing improvements to operating lines, have now been replaced with modern bridges). The corridor includes two surviving station buildings at Lowanna and Ulong (listed separately as heritage items), rail tracks, several disused sidings, name boards, water tanks, signalling equipment and other surviving remnants of rail infrastructure.

**[Historical significance]**

While never considered a profitable line by NSW Railways, the Glenreagh-Dorrigo branch line played a critical role in the development of the regional economy, transporting a range of goods, most notably timber, within and out of the area. During the period 1924 to 1957, when the line offered passenger services, it connected the occupants of the small communities of the Dorrigo Plateau to each other and the outside world.

Lowanna Station was the only staffed intermediate station along the line. This pre-eminence is reflected in the type of station buildings provided: a pre-cast concrete station building (Type Pc.3), signal box and men's toilet block constructed c1924. These buildings have historic and technical significance as part of a larger group of pre-cast concrete railway buildings designed by engineers and erected by NSW Railways during the interwar period. The Lowanna Railway Station Building was one of at least 18 Type Pc.3 station buildings constructed and one of at least eight surviving. It is the only pre-cast concrete station building in the Coffs Harbour LGA.

Ulong Station is the only surviving example of an 'unattended' siding on the Glenreagh to Dorrigo railway line.

For more information on Lowanna and Ulong trains stations and timber trestle rail underbridges, see separate listing sheets.

**Criteria b):**  
**[Historical association significance]**

**Criteria c):** The Lowanna Railway Station Precinct is a prominent element in its surrounding landscape. The station and township of Lowanna are located in a large clearing within otherwise heavily timbered countryside. There are important view corridors towards the precinct from the approached by road and rail and the surrounding countryside. Significant view corridors out towards the heavily forested surrounds visually connect the site to the timber that was its primary reason for being.

**Criteria d):**  
**[Social/Cultural significance]**

The former Glenreagh-Dorrigo rail corridor has high-level social significance for the local Coffs Harbour community. Similar to Coffs Harbour's shipping and maritime history, the former Dorrigo-Glenreagh branch line is a powerful reminder of the past for the local Coffs Harbour community. Many would like to see the line re-opened as a tourist facility and it continues to exert a powerful sentimental/romantic appeal over Coffs Harbour residents and forms part of the identity of Coffs Harbour. Its ownership by a small, enthusiastic group of train devotees demonstrates its high-level social significance.

Knowledge of, and curiosity about, the former Glenreagh-Dorrigo branch line are an important aspect of Coffs Harbour's sense of identity. The former train line evokes a now-defunct timber-getting past and its period of operation (1924-1975) is still within living memory for many.

Both Lowanna and Ulong Stations have high social significance for their local communities in being central to the identification of their respective towns and their historical and economic development.

**Criteria e):**  
**[Research significance]**

Given the rarity of several of the structures and the typical features of 1920s railway construction that survive, the former rail corridor has high-level technical significance with potential to reveal important information about the form and operation of branch line railways within the NSW railway system.

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**Criteria f):** The former Glenreagh-Dorrigo rail corridor is one of two rail lines, both built in the 1920s, that traverse the Coffs Harbour LGA, the other being the main North Coast Rail Line. However, the Glenreagh-Dorrigo branch line's lack of financial success meant that little upgrade work was done of the line and it was effectively closed in 1972. This means that the line survives in an relatively intact though dilapidated state and retains rare and possibly unique features of railway construction and operation from the 1920s-1970s. This makes the former Glenreagh-Dorrigo rail corridor rare within the Coffs Harbour local government area and of high local significance.

**Criteria g):**  
**[Representative]**

**Intactness/Integrity:** Relatively intact but in need of repair and maintenance.

References:	Author	Title	Year
	Neil Yeates	Coffs Harbour Vols 1 and 2	1990
	Ray Love	Significant Features: GMR CHCC Local Government Area	2009
	Weir and Phillips	Lowana Station Precinct CMP	2009

Studies:	Author	Title	Number	Year
	Robin Hedditch	Coffs Harbour Heritage Study		2013

Parcels:	Parcel code	Lot number	Section number	Plan code	Plan number
	LOT	1		DP	179626
	LOT	3		DP	179626
	LOT	71		DP	197724
	LOT	72		DP	197724
	LOT	79		DP	197725
	LOT	462		DP	197726
	LOT	481		DP	197727
	LOT	401		DP	198506
	LOT	411		DP	198506
	LOT	421		DP	198506
	LOT	422		DP	198506
	LOT	423		DP	198506
	LOT	37		DP	198530
	LOT	80		DP	198509
	LOT	81		DP	198509
	LOT	381		DP	198532
	LOT	391		DP	198533
	LOT	68		DP	198524
	LOT	1		DP	431953
	LOT	661		DP	198526
	LOT	561		DP	198527
	LOT	471		DP	198508
	LOT	491		DP	198508
	LOT	511		DP	198508
	LOT	521		DP	198508
	LOT	531		DP	198508
	LOT	441		DP	198507
	LOT	451		DP	198507
	LOT	461		DP	198507

**Latitude:** **Longitude:**

**Location validity:** **Spatial accuracy:**

**Map name:** **Map scale:**

**Item name:** Glenreagh-Dorrigo branch line rail corridor (former) and associated structures

**Location:**

Coffs Harbour

**AMG zone:**

**Easting:**

**Northing:**

**Listing: Name**

**Title**

**Number**

**ListingDate**

Local Environmental Plan

151

27/09/2013

**Data entry:** Data first entered: 21/10/2013

Data updated: 16/01/2014

Status: Completed

**Image:**

## Image missing

**Caption:**

**Copy right:**

**Image by:**

**Image date:**

**Image number:**

**Image url:**

**Thumbnail url:**