



ANNUAL REPORT 2015



Walhalla Goldfields Railway Inc.
Walhalla Station, WALHALLA VIC 3825
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Walhalla Goldfields Railway Inc.

*Annual General Meeting
3rd October, 2015*

1pm at the Walhalla Mechanic's Institute

AGENDA

1. **President's welcome**
2. **Apologies**
3. **Minutes of AGM 2013** held on 4 October, 2014
4. **Reports**

President: Mr Michael Leaney
Treasurer: Mr Robert Ashworth

5. **Results of Board Elections**

The following were declared vacant as at 3 October, 2015

Phillip Kamay	Vice President
Robert Ashworth	Treasurer
Dan Beavis	Ordinary Board Member
Roy Guy	Ordinary Board Member
Jan Wilson	Ordinary Board Member
Maxine Holden	Ordinary Board Member*
John Rawnsley	Ordinary Board Member^

* Resigned from board due to work commitments April 2015

^ Co-Opted to board in June 2015

Nominations

Phillip Kamay	Vice President
Robert Ashworth	Treasurer
Dan Beavis	Ordinary Board Member
Roy Guy	Ordinary Board Member
Jan Wilson	Ordinary Board Member
John Rawnsley	Ordinary Board Member#

As there has been 1 x nomination for each vacant position above there is no requirement for an election. # John Rawnsley has elected to hold the one year position and will be eligible for re-election in 2016

6. **Appointment of Auditor**
7. **Special Business of which 21 [twenty one] days clear notice has been given**
a. nil
8. **Questions from the floor [10 minutes]**
9. **Life membership presentation**
10. **Close and afternoon tea**



Walhalla Goldfields Railway Inc.

*Annual General Meeting
4th October, 2014*

MINUTES

1. **Attendees – as per attendance sheet**
 2. **Apologies:** Jim Rae, John Rawnsley, Charlie Hall, Ken Wilson, Tiny Dyt, Victoria Whelan, Peter Wilson, Russell Wright, Brian Gamble, Jan Gibson, Shaun Bennett.
 3. **Matters arising from previous minutes:** Mal Gibson asked about the outcome of the court procedure item No. 3 in the 2013 minutes. Michael Leaney explained WGR received costs of \$3200.00 and also read a press release concerning the matter which was issued a few weeks ago.
 - 3.1 **Minutes of AGM 2013**, Saturday 12th October, 2013 were moved as true and correct by Moved/G Vallance Seconded/P Ralph.....Carried
 4. **Reports:**
 - 4.1 **President's Report: Michael Leaney**
 - \$60,000 grant to build verandah
 - \$25,000 bequest from Peter Brumm's estate
 - Delays in planning issues for verandah
 - Project to be finished by Christmas
 - We have had a good year with our rolling stock
 - Track in excellent condition- which we have been commended
 - We are part of a committee on a government heritage & Tourism Board
 - We are planning a dinner in April to meet with politicians and government bodies to help push our agenda for grants and support.
 - 7 day a week operations are high on our agenda- Government agencies are not going to look favorably on businesses that are not operating 7 days per week.
 - Thomson land slip- bank repaired – move the course of the river
 - Adjustments to our timetable 2015- moving days from late summer timetable in 2015 to increase our running days for the full two weeks in Sept/Oct holidays 2015.
 - Dick Sibly needs to be commended – he has found crews so WGR can run smoothly, as well as Weenie staffing the stations.
 - Introduction of new uniforms for WGR volunteers- they look good and are very functional.
 - The station is going to be repainted as well as the upgrade of the ceiling in the Goods Shed.
 - On the 26th of October we will be celebrating 20 years of running across the rail bridge at Thomson, celebrations have been organized for the day.
 - I would like to thank everyone for your help during the year- going forward, we are looking for funding for the DH Locos, and extending to Erica is a key priority.
- Moved/M Leaney Seconded/S Westerberg.....Carried



Walhalla Goldfields Railway Inc.

Annual General Meeting 3rd October, 2015

PRESIDENT'S REPORT

I am very pleased to advise members that the past year has once again been a highly successful and fruitful one for the Walhalla Goldfields Railway. Since my last annual report, we have managed to fulfil many of the goals we set down for the year and we have set many foundations for the future.

In October 2014 the Walhalla Goldfields Railway celebrated the 20th anniversary of the opening of the Thomson River bridge in style. The sun shone brightly as a large group of members and volunteers enjoyed lunch and the sweet sounds of Dixieland jazz on this memorable Sunday afternoon. It was wonderful to see so many people present who were at the bridge opening back in 1994 and have them together once more to cut the anniversary cake in unison.

Rail collection continued with a linear kilometre of rail becoming available in Trentham via the T&H EOI process. This rail is now stored at Platina. During this expedition to Trentham, our trusty VW Transporter expired in Woodend enroute and was given its last rites. A rapid but thorough search for a new vehicle took place and the VW was replaced by a Toyota Hilux twin cab. This vehicle has proven to be very capable and manages the hills to Walhalla with ease...no more lines of traffic behind us as we climb up to Moondarra and Bill the dog loves his ride in the back!

While on the subject of vehicles, all members will be pleased to hear that the railway now has a fleet of vehicles to be used in maintenance and railway procurement. Via the EOI process that has been implemented for the T&H sector, we are able to bid for various items of railway equipment as they come up for disposal. From rail to signals, from track jewellery to sleepers, from vehicles to generators. This process has created an excellent opportunity for us to access equipment that we would normally never be able to afford. For only \$2, we were able to pick up a Canter truck with rear lift tray and International tray truck with crane from Metro. I should point out that the final cost to the Walhalla Goldfields Railway was not \$2 as we had to pay for transfer fees, RWC expenses and insurance. However, even when taking account of these expenses, these two trucks represent excellent value and will serve the railway and other T&H organisations well.

After years of patient waiting, the addition of the verandah on Walhalla station has become a reality. This project took a considerable amount of time, effort and energy both in the planning and construction. The verandah makes the station look like a "real" station and has greatly enhanced the amenity of the precinct. The upgrades to the Goods Shed has turned this space into an area that will become an increasing revenue source for the railway. As part of the upgrade, the station was repainted under contract by Jarrod Ryan Painting who did a superb job to freshen up and complete some unfinished areas. It was wonderful to have Jarrod Ryan Painting win a Master Painters Award for their excellent work at Walhalla. Due to the high quality of their work, Jarrod Ryan Painters was selected to undertake the repaint of the two NBW cars and NBCW that is nearing completion. If anyone has seen these newly painted carriages I'm sure you'll agree that they look fresh and the paint work is very professional.

Any major construction project like the addition of the verandah is going to have its moments so I would like to thank all our station staff and train crews who worked around the construction and made the extra effort while temporary operating arrangements were in place. A special thanks to Lynda George who kept the office wheels turning while surrounded by ditches, safety fencing, building noise, concrete trucks and cranes.

It should be remembered that the construction of the station verandah was only possible due to the generous bequest from the estate of Peter Brumm which enabled us to access funding from Regional Development Victoria [RDV]. All members should take note that further works are planned at Walhalla station to fully bring our primary station up to the highest standard for customers and volunteers. The carpark will be sealed, an extra storeroom will be added, the current toilets modified to be compliant for wheelchair access and three additional toilets will be constructed at the Thomson end of the platform. These works will hopefully be completed in the next year subject to funding.

Over the past year considerable effort has gone into recruiting new volunteers for the railway. Our office manager Lynda has been utilising local media to good effect to spread the word that we are always on the look out for new people. As part of this program to enlist new volunteers, a training room has been purchased and is located in Thomson yard to ensure all our team, whether they be newbies or old-hands, are fully up to speed with the operations of the railway.

Over the last year, while there has been much "visual" progress there has also been many activities behind the scenes to develop our market and ensure the railway's ongoing sustainability. We have hosted travel agents from Europe and Asia as well as journalists from the UK, Asia, North America and Australia. We have welcomed VIP delegations and we continue to be a strong player in the tourism industry. I would like to thank the "works" team for their assistance with many of these visits. In most cases these visits were on non-train days so a trolley was utilised. The delight shown by our various visitors is an excellent straw-poll as to the potential success of using trollies for the in-fill days to take us to seven day-a-week operation.

In 2014/15 the Walhalla Goldfields Railway carried 32,544 passengers. This is a 15% increase on the 12 year average and our second best ever. Some key timetable alterations took place in 2015. In the summer holidays we reduced daily operations by 2 weeks and these days were transferred to the Sep/Oct school holidays. I am very pleased to report that whilst revenue for January period declined by just under \$1,100, revenue for the Sep/Oct holiday period has increased by over \$14,000*. This means that the change in timetable will result in a nett gain of in excess of \$13,000. These are excellent results and I thank all the crews and station personnel that have made this result a reality.

Looking forward there are many exciting things on the horizon. We have just been successful with a T&H EOI for some historic station scales and a luggage trolley. These will be restored and fitted at Walhalla. I'm delighted to advise that the a short section of 2 foot 6 inch track will be installed in Moe in the forecourt of the Moe Rail Precinct Revitalisation Project [incorporating Service Centre and Library] which is located on the site of the former Moe narrow gauge railway yard. The plaque that was unveiled as part of the Moe to Walhalla Railway Centenary back in May 2010 will finally be installed as part of this project.

In June, the Walhalla Goldfields Railway won the Latrobe City Business & Tourism Association's People's Choice Award for Best Tourist Attraction. This is a glowing endorsement we should all be proud of. The development of a rail-motor concept is progressing and this is getting a good reception with the appropriate authorities. In the near future I will be announcing some very exciting and positive news about an international partnership that will create many opportunities for the Walhalla Goldfields Railway and our members.

I would like to thank all the great volunteers, association members, fellow board members and personnel who make this railway happen; whether it be train crew, maintenance gang, station staff, employees, contractors, suppliers, friends, family or supporters. The Walhalla Goldfields Railway is now one of the top tourism and heritage railways in the state of Victoria and we have only got there through determination and hard work. The railway is growing in revenue, volunteers and stature and this is all positive for our future.

Finally, I would like to give a warm "welcome back" to Derek Kypriotis. He gave us quite a scare late last year so it's fabulous to see him in improved health and undertaking the valuable work that he does so well.

Michael Leaney
President

**This is an under estimate as the school holidays had not ended at the time of writing this report.*



Walhalla Goldfields Railway Inc.

*Annual General Meeting
3rd October, 2015*

TREASURER'S REPORT

- The 2014-15 year has been another successful year for our railway. Operating income from train running, events and merchandise has increased over previous year.
- Net profit overall of \$71,829, cash reserves of \$115,590 at 30 June.
- Significant increase in capital asset purchases & maintenance costs over the year. This included completion of the verandah project, new training room at Thomson, new works vehicle, painting of Walhalla station and insulating the ceiling in the Walhalla goods shed.
- Regional Development Victoria will shortly remit the \$20,000 final payment for Walhalla Station verandah/platform construction and sealing works.
- Insurance costs were significantly reduced thanks to Lynda George negotiating a new Public Liability policy which halved the annual premium.

We are hopeful that Government funding of \$50,000 will shortly be approved for sealing of the Walhalla Station carpark as well as full treatment on the platform.

Auditors

It is recommended that Aaran Murray & Co of 22 Hazelwood Rd Morwell be re-appointed as WGR auditor for the 2015/16 financial year.

Behind the scenes

The ongoing administration of Walhalla Goldfields Railway's finances are a complex and thankless job – we are once again grateful to Michael Gerrard, the railway's bookkeeper who has tirelessly ensured that our financial management and external reporting is right up to date. Michael and Lynda George continue to ensure that our day to day demands of financial administration are always met.

Robert Ashworth
Treasurer

AARAN MURRAY & CO. **CHARTERED ACCOUNTANT**

22 Hazelwood Road
PO Box 1211
MORWELL VIC 3840

03 5134 2711 BH
03 9796 1615 AH
03 5133 8223 Fax

September 16, 2015

WALHALLA GOLDFIELDS RAILWAY INCORPORATED **INDEPENDENT AUDITOR'S REPORT** **FOR THE YEAR ENDED 30th JUNE 2015**

To the members of the Walhalla Goldfields Railway Inc:

SCOPE

We have audited the attached special purpose financial report of the Walhalla Goldfields Railway Inc for the year ended 30th June 2015, comprising Profit & Loss Statement and Balance Sheet. Committee of management is responsible for the preparation and presentations of the financial report and the information contained therein. We have conducted an independent audit of the financial report in order to express an opinion on it to the members.

Our audit has been conducted in accordance with Australian Auditing Standards. Our procedures include examination, on a test basis, of evidence supporting the amounts and other disclosures in the Financial Report. These procedures have been undertaken to form an opinion as to whether, in all material respects, the financial report is presented fairly in accordance with the requirements to the financial statements.

The audit opinion expressed in this report has been formed on the basis

Qualification

Due to the internal recording processes and presentation of the association's business records, it is impractical to verify all monies received by the Walhalla Goldfields Railway Inc. Accordingly, our audit is limited to the amounts recorded.

Audit Opinion

In our opinion, subject to the afore said observation, the financial report present fairly the financial position of the Walhalla Goldfields Railway Inc. for the year ending 30th June 2015, and the operational result for the year then ended in accordance with the Australian Accounting Standards.


A.V. MURUGIAH, F.C.A.
REGISTERED AUDITOR No 10582

WALHALLA GOLDFIELDS RAILWAY INC.**PROFIT & LOSS STATEMENT****FOR THE YEAR ENDED JUNE 30, 2015**

REVENUE:	2015	2014
	\$	\$
Ticket Sales	186,495	179,954
Charters	20,705	17,750
Functions Income	10,885	1,676
Jazz on Track	636	4,226
Refreshments	15,214	14,078
Souvenirs	22,395	18,516
DC Loco Fundraising	9,503	451
Sleeper Sponsorship	10	115
Donations	4,110	3,243
Verandah Funds Brumm & Others	40,000	25,545
Grants	-	2,364
Memberships	8,304	3,969
Interest Received	1,717	2,234
Fuel Tax Credit	3,287	3,035
Court Costs awarded	3,241	-
Insurance claim received	5,000	-
Capital Gain/(Loss) on sale of asset	(4,638)	-
	<u>326,863</u>	<u>277,154</u>
EXPENSES:		
Auditor	600	570
Administration (Bookkeeper)	6,203	3,115
Advertising	8,395	7,415
Bank Charges	2,226	1,545
Catering Expenses	4,787	2,662
Conferences	2,344	614
Depreciation	18,305	11,744
Electricity	3,867	3,640
Fuels & Oils	14,084	17,971
Less Fuel Tax Credits	-	-
Function Expenses	2,767	4,245
Haulage	5,725	975
Inspections	-	800
Interest	329	1,648
Insurance -Building	3,891	3,824
Insurance - Public Liability	14,630	28,805
Insurance - Directors Liability	2,218	1,759
Insurance - Worksafe	419	380

Legal Expenses	676	7,084
<i>Maintenance</i>		
Maintenance -Bridge	-	320
Maintenance - Rail & Track	2,812	8,801
Maintenance - Rolling Stock	14,378	10,614
Maintenance - Station	19,859	4,438
Verandah Expense Acquittal	-	3,000
Total Maintenance	<u>37,049</u>	<u>27,173</u>
Medical Expenses	1,515	1,414
Membership Expenses	3,936	-
Motor Vehicle Expenses	7,280	5,968
MTV3 Project	197	-
Office Expenses	2,157	4,286
MTV4 Trolleys	4,064	-
Postage	-	1,057
Printing	-	755
Rates, permits & Fees	883	581
Stock Purchases	23,567	18,151
Subscriptions	50	868
Telephone & Internet	3,759	4,046
Tools & Equipment	10,016	2,969
Travel Allowances	8,167	7,414
Training	3,204	906
Volunteer Amenities	1,045	2,669
Protective Gear, uniforms	2,890	6,325
Waste Disposal	6,163	4,078
Wages	43,508	34,031
Superannuation	4,118	3,148
TOTAL EXPENSES	<u>255,035</u>	<u>224,637</u>

NET PROFIT/(LOSS)	<u>71,829</u>	<u>52,518</u>
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WALHALLA GOLDFIELDS RAILWAY INC.**BALANCE SHEET****AS AT JUNE 30TH, 2015**

MEMBERS FUNDS:	2015	2014
	\$	\$
Retained Earnings	300,812	248,294
Surplus/(Deficit)	<u>71,829</u>	<u>52,518</u>
	372,641	300,812
This is represented by :		
CURRENT ASSETS:		
<i>Bank Accounts</i>		
125314781 Cheque 1201	66,770	114,993
133001008 Term Deposit 2502	38,386	37,149
133001115 Term Deposit 2504	10,435	7,640
Undeposited Funds	<u>-</u>	<u>250</u>
Total bank Accounts	115,590	160,032
<i>Petty Cash Accounts</i>		
Station Float	500	500
Walhalla Till Float	550	550
Thompson Till Float	500	500
Walhalla Station Reserve Float	500	500
Operations Float	-	-
Crew Roster Float	-	-
Way & Works Float	-	-
Thompson Reserve Float	<u>-</u>	<u>-</u>
Total Petty Cash Accounts	2,050	2,050
Stock on hand	16,751	14,019
Trade Debtors	<u>-</u>	<u>94</u>
Total Current Assets	134,391	176,194
NON CURRENT ASSETS:		
Leasehold Improvements	155,178	39,598
Less Accumulated Depreciation	(19,123)	(11,898)
Plant & Equipment	190,209	177,021
Less Accumulated Depreciation	(69,607)	(63,422)
Office Equipment	2,867	2,027
Less Accumulated Depreciation	<u>(2,247)</u>	<u>(2,015.19)</u>
Total Non-Current Assets	257,277	141,312
Total Assets	391,668	317,506

CURRENT LIABILITIES:

<i>GST Liabilities</i>			
GST Collected	-	-	
GST Paid	<u>(1,739)</u>	<u>(699)</u>	
Total GST Liabilities	(1,739)	(699)	
Trade Creditors	20,767	12,751	
MBL PL Insurance Funding Loan	-	4,642	
Total Liabilities	<u>19,028</u>	<u>16,694</u>	
NET ASSETS	372,641	300,812	

WALHALLA GOLDFIELDS RAILWAY INC

Depreciation Schedule for the year ended 30 June 2015

	Purchase Price	Date of Purchase	Total	Private	Opening WDV	Type	Depreciation Rate	Deprec	Closing WDV
Leasehold Improvements									
1 Carriage Shed	4,292	3/08/2005	4,292	-	2,647	D	5	132	2,514
2 Pile Bridge	1,091	29/07/2005	1,091	-	673	D	5	34	639
3 Sleepers	4,380	17/07/2005	4,380	-	2,143	D	7.5	183	2,260
4 Shed	29,835	3/07/2008	29,835	-	21,937	D	5	1,097	20,840
5 Training Room	16,546	17/06/2015	16,546	-	16,546	P	5	827	15,719
6 Verandah	99,033	30/06/2015	99,033.29	-	99,033.29	D	5	4,952	94,082
	155,177		155,177		143,279			7,225	136,054
Office Equipment									
1 Computer Software (MYOB)	500	10/12/2004	500	-	-	D	40	-	-
2 Computer Software	1,527	10/12/2004	1,527	-	8	D	40	8	-
3 MYOB Software Update	840	30/10/2014	840	-	-	D	40	224	616
	2,867		2,867	-	8		120	232	616

Depreciation Schedule for the year ended 30 June 2015

Plant & Equipment	Purchase Price	Date of Purchase	Total	Private	Opening WDV	Depreciation		Closing WDV
						Rate	Deprac	
1 Loco additions	1,500	1/07/2004	1,500	-	688.89	7.5	52	637
2 Bogle refurb	5,858	21/09/2004	5,858	-	2,734.36	7.5	205	2,529
3 Rolling Stock	2,450	13/10/2004	2,450	-	1,149.39	7.5	86	1,063
4 Cage	2,450	13/10/2004	2,450	-	1,149.39	7.5	86	1,063
5 Rolling Stock	1,672	1/11/2004	1,672	-	788.47	7.5	59	729
6 Fridge	1,298	17/03/2005	1,298	-	397.43	12.5	50	348
7 Auto Couplers	12,000	1/07/2005	12,000	-	6,432.18	7.5	482	5,950
8 Portable Kitchen	14,977	3/08/2005	14,977	-	9,234.87	5	462	8,773
9 Big Diesel - Loco Construction	16,891	30/06/2006	16,891	-	9,052.55	7.5	679	8,373
10 Additional capital items for Locos	21,651	1/07/2006	21,651	-	12,074.42	7.5	906	11,169
11 Rolling Stock Fowler Wheels	12,198	7/05/2008	12,198	-	7,554.48	7.5	567	6,988
12 Chainsaw	1,350	15/01/2008	1,350	-	473.99	15	71	403
13 Borer	810	15/01/2008	810	-	410.71	10	41	370
14 Pump	1,182	6/02/2008	1,182	-	602.96	10	60	543
15 Loco Tyers	1,800	11/08/2008	1,800	-	1,137.68	7.5	85	1,052
16 Rolling Stock Maintenance	1,899	19/09/2008	1,899	-	1,210.88	7.5	91	1,120
17 Fowler Wheels	17,850	12/11/2008	17,850	-	11,514.37	7.5	864	10,651
18 Tamper Repairs	3,000	12/11/2008	3,000	-	1,935.66	7.5	145	1,790
20 2nd Hand Locomotive	16,730	24/05/2012	16,730	-	14,314.22	7.5	1,071	13,241
21 Additional capital items for loco	4,920	24/05/2012	4,920	-	4,210.06	7.5	316	3,894
23 Locomotive - DH72 & Accessories	22,408	19/07/2012	22,408	-	20,799.71	7.5	1,681	20,727
23 Upright Oven	2,727	18/02/2014	2,727	-	2,602.12	12.5	125	2,602
24 Toyota Hytex	16,213	12/11/2014	16,174	-	16,174	25	2,527	13,646
25 Gippsland tanks	2,955	6/02/2015	2,955	-	2,955	7.5	92	2,862
26 Repair and Repaint (Gunn Panel Works	3,420	27/04/2015	3,420	-	3,420	7.5	43	3,377
	190,208.15		190,168.24		133,016.19		10,847.80	123,901.33
NET ASSETS/DEPRECIATION	348,253				276,303		18,305	260,571



Walhalla Goldfields Railway Inc.

Annual General Meeting 3rd October, 2015

ENGINEERING MANAGER'S ROLLING STOCK REPORT

I have noticed through the year there seems to be some confusion over the structure of the Engineering section and who actually does what, so I thought I should provide a little history and perhaps provide some clarification.

Transport Safety Victoria(TSV) is the Government Regulatory body responsible for ensuring transport organisations operate within a strict set of safety guidelines known as their Safety Management System (SMS). WGR has such an SMS against which TSV audit us on a regular basis. Failure to comply can result in anything from a Non-Conformance Report to a Prohibition Notice.

In railway parlance, "Ways and Works" refers to all activities regarding track and supporting structures. "Infrastructure" refers to structures beside the track such as Stations, tanks, paths etc. "Rolling Stock" refers to all rail mounted and operated vehicles. Until recently our Ways and Works (W&W) activities were (and still are) carried out by a group of enthusiastic and very experienced volunteers who TSV still considered as being "unqualified". Likewise, the Rolling Stock was very successfully maintained by Dick Sibly with occasional assistance from others until his maintenance "qualifications" were questioned by TSV. However TSV was prepared to accept our various activities so long as an Engineer assessed and signed off the work.

Our SMS section concerning management was revised and the Ways and Works (and Infrastructure) and Rolling Stock activities were all gathered under the one Engineering section and as a long time Railway Professional Engineer, I accepted the position of Engineering Manager with Dick retaining the Operations Manager position, Ian Ipsen continued as Works Superintendent and Ken Wilson continues in the role of Track -master.

So presently our "Ways and Works", "Infrastructure" and "Rolling Stock" maintenance activities are all rolled in together within the Maintenance Gang who gather at Thomson on Tuesdays and Fridays and apply their efforts to whichever areas most urgently require attention.

Ways and Works activities

This year saw:

- The completion of the long running project to install plates under the rail on every sleeper on the main line, a mammoth task which extends the life of the sleepers.
- Normal track maintenance involving, inspection, sleeper replacement, track gauge correction, track tamping and clearing of obstructions such as trees and rock deposits.
- Vegetation control including track and trackside weed control spraying and clearing of trees which have become a threat to train running.
- The Annual track inspection for certification, the inspecting Engineer complimented Ian and Ken and the "Ways and Works" gang on the excellent condition of our track.
- An interesting additional project has been the insertion of some trial recycled-plastic sleepers which if successful will eventually replace the aging and maintenance intensive timbers.
- Harvesting old 60lb. rail and "track jewellery" from Wahgunyah and Trentham.

Infrastructure activities

The same small group of volunteers has also been involved in the following:

- Setting up the new and already very successful classroom and surrounds at Thomson
- Construction of the temporary platform at Walhalla while the Station was under reconstruction.
- Installation of the tank, base and plumbing for the new water tank at Walhalla Station.
- Extension of storage shed area behind loco shed for new trolley storage and compressor.
- Concreting the loco shed maintenance pit at Thomson
- Assisted in clearing the loco shed in preparation for the long overdue concreting of the floor which has now been completed...and it is beautiful!

Rolling Stock activities

Again the same small group of volunteers has provided the necessary care and attention to our Rolling Stock fleet so that our 3 working locomotives have received much love and attention throughout the year after presenting us with a few headaches (all at the same time as usual), but have been available when it counted, as have been the all important carriages.

10 Class 1001:

- Annual service completed and new brake blocks fitted as required.
- A new electric fuel pump, filters and fuel replaced following an algal contamination.
- Compressor pipe work replaced and Pressure regulator reset.
- Modern replacements valves fitted for direction and gear selectors so for the first time for ages, 1st, 2nd AND 3rd gear are all usable again.
- Austart who kindly donated the Air operated Starter motor to WGR in 2006 supplied a new starter pinion for free to repair the starter motor.

Kasey:

- Annual Service inspection and Oil and filter change completed.
- A set of new batteries was installed to replace life expired batteries.
- The hydraulic transmission pump was removed and reconditioned by Hydraulic/Pneumatic in Traralgon.
- The pump has now been reinstalled and the loco is working and leak free.

Fowler 14:

- 750 hour service has been completed and 2 offset Brake blocks have been installed.
- Suffered a spring hanger failure on 19/10
- Spring and hanger replaced with new modified and NDT tested units and coupler height reset.
- Stiffer new springs have lifted loco suspension higher so that new deeper spacers need to be fitted to prevent excessive drop if springs or hanger failures occur in future.
- Since new spring and hangers have been fitted and suspension height reset, the loco has performed well.
- A coupling rod bearing had become worn leading to a jerking motion from the driving rods, this has been re-adjusted by Mal , (not mal-adjusted).

DH locos [37 & 72]

- I attended PBR at Belgrave to meet with PBR engineer John Brady who provided bogie modification drawings required for regauging.
- The bogie modification drawings required for regauging the DH locos were given to EDR at Traralgon who undertook to check the design, and to provide new drawings with WGR title block, in readiness for production.
- The bogie modification drawings required for regauging the DH locos have been delivered to us by Engineering Design Resources of Traralgon. These were provided in digital format.
- We are now ready to obtain budget estimate quotes for the regauging work.

Carriages:

- Thanks to an excellent effort by G Skinner's son and his friend, the doorway of the Walhalla carriage shed has been widened. Door finished by the Works gang and the rubbish cleared out so the Flat car is now stabled at Walhalla.
- Windows have been removed and dressed to make operation easier.
- Repainting of the Carriages is in progress at the moment.

To cap the year off, we have now taken delivery of:

- An ex-Metro trains, International Dual-Steer tray truck with a 10tonne capacity Palfinger Hydraulic crane mounted on it. This will allow a lot of heavy lifting "in-house" reducing our reliance on outside crane and cartage contractors. Our good friend Gordon Casey has generously allowed us to park the vehicle at his premises in Rawson.
- An ex-Metro trains dual cab service Canter truck with hydraulic tail-gate.
- A dual cab Hilux utility to replace the VW van which finally turned up its toes.
- Graeme Skinner approached Vicroads and was able to get a registration fee removal for these vehicle since we are a not for profit organisation. Quite a saving.

We have had a very good year and we look forward to further improving our operating reliability with the plans we have in place at the moment.

Graham Vallance

FIE Aust. CP Eng(ret).



“PUF” the Magic Truck in Thomson Yard.



Walhalla Goldfields Railway Inc.

*Annual General Meeting
3rd October, 2015*

SAFEWORKING MANAGER'S REPORT

The past year has seen some minor incidents with fortunately no personal injury or significant damage to rolling stock. The incidents which have occurred whilst minor in nature still indicate the potential dangers if all volunteers do not maintain vigilance and strictly adhere to Safe-working procedures and practices.

We have been busily recruiting new volunteer staff due to our current numbers dwindling over past years as our aging volunteer workforce retire or become unfit to perform the duties they are assigned to. The new volunteers coming into WGR are being trained from day one with particular emphasis on safety and their responsibility to follow simple but necessary instructions.

WGR continues to have a good relationship with the State safety regulator Transport Safety Victoria and in fact we are considered to be one of the safer T & H railways in the State. We must not however become complacent and ensure we keep our good name by remaining incident free.

As Safeworking Manager, I have a direct responsibility to ensure our rules and operating procedures are strictly adhered to and this is often an unenviable task as it involves having to remind volunteers of their responsibilities. Safeworking circulars are issued from time to time as a reminder or direct instruction if something appears out of order. These notices are displayed on our crew room notice boards, copies emailed or posted to volunteers and also retained in circular folders in our Stations.

We are indeed fortunate to now have a strong maintenance team comprising members who not only assist in looking after Track and Infrastructure maintenance but also provide a high standard of in-house Rolling Stock maintenance without the need to call in expensive contractors. Steadily they are bringing all of our fleet up to a much higher state of repair and trouble free operation. This team is always on the lookout for more assistance with this often heavy and dirty work.

The Board has been actively supporting the purchase of new equipment to support this work with the most recent purchase being an industrial strength high pressure sprayer which enables components and locomotives to be thoroughly cleaned prior to work being undertaken. The railway has also been very fortunate in being allocated a large tray crane truck with ten tonne Palfinger hydraulic crane. This truck will enable heavy lifting work to be carried out with relative ease.

All of this coupled with the high standard of "Ways and Works" activities carried out by our hard working and dedicated team under the direction of Ian Ipsen and Ken Wilson is ensuring our railway remains very safe for the operation of our trains and attracting compliments from the certifying Engineer for the condition of our track.

Graeme Skinner
Safeworking Manager



Walhalla Goldfields Railway Inc.

*Annual General Meeting
3rd October, 2015*

TRAINING MANAGER'S REPORT

The past year has been one of many substantial achievements for the Training Branch. Arguably, the most important aspect has been that the training numbers of new volunteers has increased markedly. Following close behind, has been the acquisition and commissioning of a dedicated training room. Reviewing and producing training material has continued as well as introducing Competency Based Training. Four training days were conducted.

All T & H railways struggle to attract people with the necessary skills to carry out various administrative roles. Unfortunately in recent years, our training has been an area affected by this shortage. The railway was fortunate to obtain the services of Tony Marsden following the resignation of former training Manager Brian Gamble due to personal issues. Brian was sadly missed and urgent steps were required to fill his shoes at short notice. A replacement Manager had not been forthcoming until May last year when Tony kindly agreed to step in and continue in the role until another Manager could be sourced.

With the assistance from Graeme Skinner, Dan Beavis, Lynda George and Weenie (Joan) Wilson, Tony was able to reinvigorate our training. Since then it has gone from strength to strength with regular training days being held. Each has attracted at least 5 new volunteers who have boosted our worker numbers pleasingly. Following the arrival of our new training room, more regular classes have been held. Office Manager Lynda George has placed advertisements in the local media and newspapers before Training days. These have been very successful in attracting a significant number of new trainees.

We have been able to add one new Driver and two Diesel Loco Assistants to our ranks during the year. There are five drivers, seven DLAs and two Guards currently training. Five Station Staff have joined our ranks as well. We trust that the increase in numbers over the past year will continue in the next year. One Guard and one Driver have passed ATR re-assessment. Lynda George capably oversees the re-assessment and medicals list and we thank her for the work she does in this area.

So successful has this recruitment process been that the railway attracted the attention of former mainline Driver Bruce Johns who resides in Nilma. We were pleasantly surprised when Bruce enthusiastically agreed to Tony Marsden's request to take on the permanent role of WGR Training Manager. Bruce will officially begin his new role in October 2015. Tony, Graeme Skinner and Dan Beavis will be members of the Training Team assisting Bruce.

The latest training class held on Sunday September 20th, attracted no fewer than eleven new volunteers, five of whom had never before been involved with the WGR. Several other new recruits could not attend this latest session. They will join another training day shortly. This large number of new recruits will ensure the railway can take the load off our core group of hard working regular volunteers. This group goes to great lengths to ensure our trains are kept running on many days throughout the year. It is significant that the WGR is the third busiest and one of the most successful T & H railways in Victoria. This is in no small way a direct result of the dedication of our current volunteer force.

The railway was very fortunate to source a portable training room from Ausco Australia who are located in Dandenong Victoria. This new facility has enabled the standard and frequency of training to be greatly improved. The results of a specific purpose training room are already promising. It presents a professional approach to training, gives an area where resources can be stored, readily accessed and presented as well as having refreshment and office facilities. The room has already been used for training topics on Safeworking, Westinghouse Brake and Customer Service. Other days have been held at Walhalla and Thomson Stations and at Graeme Skinner's Rawson residence whilst the Walhalla Station area was unavailable. At each training day, participants are treated to a sumptuous BBQ lunch cooked by our 'Master Chef' Trainers.

In a very short time, the room has proved its worth. Very few Tourist Railways can boast such a venue. Thanks to Graeme Skinner who did a huge amount of work to ensure we obtained the training facility. We also give grateful thanks to the George family who donated a substantial sum which assisted with the room purchase. As a gesture of thanks to acknowledge their generosity, a ceremony will be held at Thomson on Sunday 8th of November when the room will be named 'The Thelma George Training Room'.

The Association of Tourist Railways [ATR] held an information day for Training Managers in July. Graham Vallance and Tony Marsden represented WGR. The basis of the day was to introduce new assessment procedures and gain input from member railways. We were able to express our views and make a valuable contribution to the future direction of assessments. The most important change to affect WGR is that the grades of Guard, Signaller & yard shunter have been replaced by Rail Safety Worker > Safeworking. This qualifies the applicant as a Guard, Signaller & yard shunter. Once qualified, WGR will then issue a local certificate for the grades applicable and for our equipment used by these grades if different from 'basic' equipment. Diesel Locomotive Fireman or Assistant is now Diesel Locomotive Second Person.

Throughout the year we have revised and added resources to our training materials. Many of our Training checklists for a variety of positions have been upgraded. These lists allow trainees to have feedback on their progress and show the training team areas where improvement needs to be made by the trainee. The lists give positive feedback show areas of competence and where improvement is needed. Thanks to Graham Vallance, Graeme Skinner and Tony Marsden for their work in this vital area. We have produced a DVD which introduces the Staff and Ticket system of Safeworking to new volunteers. It also covers semaphore signalling, which will be introduced on the railway in the future. The DVD is loaned to new trainees so they can learn the new world of Safeworking at their own pace.

Another significant achievement has been the move to Competency Based Training. Previous training required a set minimum number of trips or hours before a trainee could be assessed. Now, instead of having to do a set number of trips or hours, once trainees have proved competent on checklist fields and feel confident they have the skill/experience to undergo an ATR assessment, they will be assessed by a member of the WGR training team on ATR guidelines. If deemed competent by a WGR trainer, an ATR assessment will then be arranged and hopefully another qualified person will join our ranks.

Finally, special thanks to Lynda George for all her great work – especially using the dinosaur photocopier!

Bruce Johns
Training Manager

Tony Marsden
Recently retired Training Manager



LEFT: Rail at Trentham



RIGHT: Temporary Walhalla platform while verandah being installed



RIGHT: Training room arrives at Thomson

BELOW: Concrete pour of footings for verandah



BELOW: Dutch travel agents enjoying the railway...oh and Ian too!



ABOVE: Volunteers from the Sale Visitor Information Centre on their Christmas outing.



ABOVE: 20th anniversary of the Thomson Bridge opening celebrations



ABOVE: Seats donated by J&R O'Meara for rail-motor.



LEFT: New membership cards



RIGHT: Contractors painting Walhalla Station