



# ANNUAL REPORT 2016





# Walhalla Goldfields Railway Inc.

*Annual General Meeting  
8th October, 2016*

*1pm at the Walhalla Station Goods Shed*

## AGENDA

**1. President's welcome**

**2. Apologies**

**3. Minutes of AGM 2015** held on 3 October, 2015

**4. Reports**

President: Mr Michael Leaney  
Treasurer: Mr Robert Ashworth

**5. Results of Board Elections**

*The following were declared vacant as at 8 October, 2016*

Michael Leaney	President
Graeme Skinner	Secretary
Graham Vallance	Ordinary Board Member
Derek Kypriotis	Ordinary Board Member
John Rawnsley	Ordinary Board Member

*Nominations*

Michael Leaney	President
Graeme Skinner	Secretary
Graham Vallance	Ordinary Board Member
Derek Kypriotis	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.

**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  
3rd October, 2015*

## MINUTES

1. President's Welcome
2. Apologies: Mal Gibson, Brian Gamble, Scott Burrows, Graham Vallance, Russell Wright, Geoff Anderson, David Balfour, Peter Ralph, John Cashin, Ken Wilson, Michael Fozard, Lynda and Lindsay George, Andrew Webster
3. Guests: Margaret and Steve Stephens
4. Minutes from previous AGM and matters arising Nil matters raised.  
  
The 2014 minutes were moved as true and correct.  
M/ Dan Beavis  
S/ Shirley Westerberg.....Carried
5. Reports:
  - 5.1 President: Michael Leaney
    - Highly successful year of operation
    - Celebrated twentieth year since re-opening of the Thomson River Bridge members day
    - Continued collection of rail from Trentham, placed at Platina....via T & H Railways E.O.I process
    - Acquisition of new Toyota Hilux to replace VW life expired van
    - Acquisition of Canter truck with hydraulic rear tray and International tray truck with crane again via E.O.I process from Metro, some funds expended to roadworthy
    - Construction of the long awaited veranda at Walhalla after many years of delays, the veranda was made possible following a bequest from the Estate of the Late Peter Brumm
    - Upgrades to the Station platform and Goods shed, including ceiling and heating/ cooling in shed and repainting of the Station building
    - Contract let with Jarrod Ryan painters for repainting of carriages after such an excellent job on the Station building repainting, locos to follow
    - Construction of a temporary platform in Walhalla yard whilst new platform constructed
    - Further works planned to bring the Walhalla Station up to a high standard including disabled and improved toilet facilities and sealing of carpark and Station platform
    - Concentrated effort with help from Office Manager Lynda George to recruit much needed new volunteers
    - Establishment of new dedicated training facility at Thomson
    - Much effort behind the scenes throughout the year to promote WGR, attract International travel agents and journalists and VIP delegates hosted
    - WGR has become a strong player in the tourism industry
    - Great co-operation from the gang on non-operating days with trolley rides for visiting delegations in lieu of trains
    - The railway carried 32,544 passengers for the year a 15% increase and our best result in twelve years
    - Good increased revenue following timetable alteration to drop last two weeks from January and add to September School holiday period with a net overall revenue increase in excess of twenty thousand dollars
    - Further historic items gained via E.O.I process including antique platform scales and station trolley which will enhance the Station platform at Walhalla
    - WGR will assist with the installation of a short section of 2'6" track in the forecourt of the new Moe Rail Precinct with centenary commemorative plaque installed
    - Awarding of Latrobe City Business and Tourism Association's People's Choice Award for Best Tourist Attraction something for WGR to be proud of

- Pending announcement of an International partnership with great opportunities for promoting WGR
- Concept planning for the construction of a rail-motor as part of proposed daily operations in order to attract further Government funding
- Special thanks to our great volunteers and association members, fellow Board members and personnel who together with crews, Station staff, employees. Contractors, suppliers, friends, family and supporters have ensured WGR is now seen as one of the top Tourism and heritage railways in Victoria. The railway is experiencing increased revenue, volunteers and stature indicating a very positive future

## 5.2 Treasurer's Report: Rob Ashworth

- 2014/15 another very successful year for WGR with an increase in operating revenue from train running, events merchandise sales
- Net profit of \$71,829 (an increase) and cash reserves of \$115,590 at 30 June
- Significant increase in capital asset purchases and maintenance costs including veranda completion, new training room at Thomson, new works vehicle, Walhalla Station painting plus insulating and installation of ceiling and painting of Walhalla goods shed.
- RDV to shortly remit final \$20,000 for Walhalla Station verandah, platform construction and sealing works
- Public liability Insurance costs significantly reduced thanks to Lynda George
- Anticipated funding of \$50,000 soon for sealing of Walhalla Station carpark and platform

Motion: Treasurer's report received as tabled  
M/ Rob. Ashworth  
S/ Phil. Kamay.....carried

## 6.0 Results of Board elections:

The following were declared vacant as at 3rd of 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 (Resigned)
John Rawnsley	Ordinary Board Member (Co-opted 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 one x nomination for each vacant position as above there is no requirement for an election. John Rawnsley has elected to hold the one year position of ordinary Board member and will be eligible for re-election in 2016.

## 7.0 Appointment of Auditor

Treasurer recommended that Aaran Murry and Co Chartered Accountant be appointed as Auditors for 2016 financial year.  
M/ Rob Ashworth  
S/ Roy Guy.....carried

## 8.0 Special Business Nil

## 9.0 Questions from the floor

- Erica extension where will the funding come from, Government or public?  
*The Erica extension is envisaged to be completed in two stages with the first stage being to the Boola Road "T" intersection then finally the Erica section. No funding will come from government until WGR goes to seven days per week operation. It would not be feasible to raise sufficient funding from public donations.*
- What is the planning process time frame?  
*To fully plan the extension could take up to ten years.*
- Where are we at with the DH funding?  
*The Board has commenced placing funds into a separate account to start the ball rolling with \$10k so far put aside. When government funding is sought, the more WGR can indicate has been saved for our contribution will be beneficial as a bargaining tool. Again such funding would be reliant on the railway introducing seven days per week operation.*
- The roof on the flat wagon is tacky still showing the Y2K Logo what is the plan for this?  
*The canvas awning was a temporary measure and is now full of holes due to 2010 NA visit and it is planned to replace the cover as soon as funding permits.*
- With daily operation, how will this be staffed given the current volunteer base?  
*The daily operation is entirely dependent on the commissioning of a railmotor and will require a crew of two, namely Driver and Guard. It is envisaged that the positions will be paid rather than relying on our volunteer base. This would be for the off days Monday, Tuesday, Thursday and Friday, normal volunteer staffing would be as per current volunteer arrangements for the current operating days. The paid crew would also be required to carry out additional duties including ticket and souvenir sales on the day. Puffing Billy railway encountered the same problems in the early days when introducing additional running, however the increased running actually attracted more volunteers.*
- Has any thought been given to accommodation for would be volunteers?  
*Consideration must be given in the future to this ongoing issue and a solution found for volunteers travelling long distance.*

President Michael Leaney further commented that the increased running would bring in more operational and maintenance issues. It would be difficult for current obstacle removal from the track or routine maintenance to be performed as is the current practice on non-operational days. It would probably be necessary to purchase more mechanical equipment such as a small flatbed mounted excavator to permit rapid removal of rock falls, trees etc. Michael also mentioned the current plastic sleeper trial and the likelihood of the successful performance of currently installed sleepers leading to the proposed extension being all plastic sleepers due to the scarcity of a wooden equivalent.

## 10.0 Life Membership Presentations:

Two life memberships were awarded at this year's AGM namely Steve Stephens and Robert Ashworth, both have a long term association with WGR.

Steve Stephens was instrumental in the early days, ensuring proper adherence to mainline rules and regulations and he was heavily involved in training and assessment. During the devastating fires of 2006/07 when bridge seven was destroyed, the railway fell on hard times and suffered a major revenue shortfall. Coupled with this was the requirement for railway to upgrade its accreditation status which proved to be no easy task. Steve, with considerable assistance from his wife Margaret, was heavily involved in bringing the railway back from a perilous financial state and bringing records up to date.

Rob Ashworth was a foundation member from 1992 and played a considerable roll in what is today know as Walhalla Goldfields Railway. Over many years, Rob has liaised with various Government departments and agencies for funding contributions and continues to work hard behind the scenes to ensure WGR is still in the limelight in appropriate circles. Rob's involvement with local Government has meant his expertise in this area has had a direct benefit to the railway.

It is indeed a pleasure to welcome two more Life Members to our current list.

Meeting closed 2:08pm and Michael Leaney invited those present to enjoy afternoon tea.



# Walhalla Goldfields Railway Inc.

## Annual General Meeting 8th October, 2016

### PRESIDENT'S REPORT

I am delighted to advise members that the 2015-16 year has been another very productive year of growth and development for our Railway. As with the previous year, there were minimal adverse weather events and thankfully no fire impact.

WGR continues to operate on a very secure financial basis, but as you are all aware we have a continuing need to encourage more qualified train crews, station and maintenance staff as some of our long standing volunteer personnel gradually retire.

We had a particularly successful month of Saturday night trains as part of Walhalla's Ljusfest festivities in August 2015. These trains were a near sellout and contributed welcome income during the traditionally quiet August period. It is a matter of regret that both Walhalla and the WGR suffered a significant loss of income in the current year due to the cancellation of the Ljusfest because of issues in negotiating external funding.

Our rollingstock and track/bridges have all been well maintained, with much behind the scenes work on mechanical maintenance as well as finalisation of a major work program at Walhalla station including sealing of the carpark, new toilets, completion of internal works at the Goods Shed for events and recovery and installation of a heritage set of platforms scales ex Hamilton.

The program of works was facilitated by a \$50,000 State Government grant negotiated by Rob Ashworth, whilst I was the unlucky individual who had to obtain the Council planning permit for the new toilets, which will also include further works to expand the goods shed toilets for full disability access. Acting as the Project Manager for these works was an easier task and I'm personally very pleased with the finished results. The Works gang also undertook a major retrofitting of the doors on the bottom Train Shed at Walhalla, following an incident where a volunteer train operations member was injured. These works make it safer for train personnel to work in the area, and were completed to WorkCover's satisfaction.

As you would all be aware, the WGR has now been in operation for more than 20 years and the system of train working is virtually unchanged from the beginning, with the occasional event added. We have now purchased and taken delivery of two small ex Melbourne trams [X1 Class] for conversion of at least one to a self propelled rail motor to allow us to transition to daily train running, providing high standard commentary and catering. WGR has taken a lease on an industrial building in the Yallourn Works Area, where the first tram will be rebuilt. Robert Ashworth & I are currently working on a submission to the State Government's Regional Tourism Infrastructure Fund to provide project funding, and we are hopeful of a positive conclusion. The Yallourn site will also be used as the site for restoration of the two ex Queensland Rail DH class locos that have been stored at Walhalla and Loy Yang since purchase.

I know that many of you are still greatly interested in the prospects of extending the line to the Boola Rd junction and Erica. Once again, Baw Baw Shire Council canvassed the possibility of selling the former station ground at Erica to the existing caravan park operator and leaving only a very narrow reservation for the WGR. It has now been mutually agreed that the site will be leased for a further 15 years, which sounds like a very time but if we are if to be serious about eventually extending the railway towards Erica, this will be a very long term proposition requiring a vast amount of planning and further negotiation of large grant funds.

As I have mentioned at previous AGM's, Government support at all levels always requires the responsible local government authority to designate its priorities for significant project support. Despite numerous approaches, the Baw Baw Shire Council has elected not to support further infrastructure development in Walhalla or for the Railway, nominating other priority projects elsewhere in the quite large area it services.

Cr David Balfour has been a long standing Baw Baw Shire Councillor since 2003 in the various Wards covering this area, and has decided to retire after that very lengthy period. He has been a long standing advocate for Walhalla and the WGR, and deserves our very best wishes for a well earned retirement with his family. I do hope that he maintains his association with the town on the Walhalla Board of Management.

Another initiative that I am very proud of has been our formal twinning agreement with the Lynton & Barnstaple Railway, a totally reconstructed narrow gauge tourist line in Devon, UK. Both railways have much in common and it has been a pleasure to visit the L& BR and see where can work together on matters of common interest. Of course, WGR members visiting the UK and drop in to the L&BR will be especially welcome, just as we are to their folk who have visited Walhalla.

With the railway going from strength to strength it's important that we have a clear plan of action and that we are all singing from the same songbook. In February, the WGR board held a planning weekend with a professional facilitator. This weekend was very positive and started the process of ensure the railway remains focused on goals and is sustainable well into the future. Given the success of this initiative we will repeat process annually to ensure strong management and governance of the railway. The railway carried more than 36,000 passenger in 2015/16, a record year, so it's important that we have a clear direction and maintain our momentum.

I also would like to acknowledge the support and assistance we have received from the Tourism & Heritage Railway Registrar Adrian Ponton and his assistant Brad Murnane. Via the Registrar, we have been able to gain valuable equipment such as Hitachi parts in the past year through an E.O.I. process. Adrian has recently retired after a long association with Victoria's railways and I wish him all the best for his retirement and I look forward to have a positive working relationship with the new registrar when appointed.

My end of year message always concludes with thanks to our fantastic volunteers, our corporate supporters and to Lynda George, our sole paid employee.

We are indeed privileged to have such a great team supporting the Walhalla Goldfields Railway!

**Michael Leaney**  
*President*





# Walhalla Goldfields Railway Inc.

*Annual General Meeting  
8th October, 2016*

## *TREASURER'S REPORT*

- The 2015-16 year has been another successful year for our Railway. Operating income from train running, refreshments and merchandise has increased over the previous year.
- Net profit overall of \$100,311 and cash reserves of \$129,565 at 30 June.
- Significant increase in capital asset purchases & maintenance costs over the year. This included further improvements at Walhalla station, painting of the passenger carriages and mechanical works needed to get the Metro trains-donated crane truck registered and roadworthy.
- Regional Development Victoria finally remitted the \$20,000 final payment for Walhalla Station verandah/platform construction, and a \$50,000 grant was negotiated from the Victorian Government for the Walhalla station carpark and provision of additional toilets.
- The railway has no debt other than a loan facility for public liability insurance costs which is paid on a monthly basis throughout the year.
- The Railway receives no State Government assistance to offset the substantial amount of train income lost by concessional fares.

### **Auditors**

It is recommended that Aaran Murray & Co of 22 Hazelwood Rd Morwell be re-appointed as WGR auditor for the 2016/17 financial year.

### **Behind the scenes**

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

Michael Gerrard has now retired and I would like to thank him for his years of independent service and scrutiny. Arrangements for a replacement are currently in hand.

### **Robert Ashworth**

*Treasurer*

## **AARAN MURRAY & CO. CHARTERED ACCOUNTANTS**

22 Hazelwood Road  
PO Box 1211  
MORWELL VIC 3840

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

September 15, 2016

### **WALHALLA GOLDFIELDS RAILWAY INCORPORATED INDEPENDENT AUDITOR'S REPORT FOR THE YEAR ENDED 30<sup>th</sup> JUNE 2016**

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 30<sup>th</sup> June 2016 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 30<sup>th</sup> June 2016 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, 2016**

<b>REVENUE:</b>	<b>2016</b>	<b>2015</b>
	<b>\$</b>	<b>\$</b>
Ticket Sales	212,148	186,495
Charters	20,014	20,705
Functions Income	12,464	10,885
Jazz on Track	-	636
Refreshments	18,884	15,214
Souvenirs	23,608	22,395
DC Loco Fundraising	4,316	9,503
Miscellaneous	160	10
Donations	-	4,110
Tied Grants & Tied Donations	53,150	-
Verandah Funds Brumm & Others	20,000	40,000
Memberships	6,659	8,304
Interest Received	1,650	1,717
Fuel Tax Credit	4,430	3,287
Court Costs awarded	-	3,241
Insurance claim received	-	5,000
Sale of Assets (Scrap etc.)	2,191	100
	<u>379,675</u>	<u>331,601</u>
<b>EXPENSES:</b>		
Advertising	11,037	8,395
Auditor	630	600
Administration (Bookkeeper)	5,858	6,203
Bank Charges	2,703	2,226
Catering Expenses	3,746	4,787
Conferences	6,318	2,344
Depreciation	21,689	18,305
Electricity	4,915	3,867
Fuels & Oils	14,076	14,084
Function Expenses	5,032	2,767
Haulage	650	5,725
Insurance -Building	5,046	3,891
Insurance - Public Liability	14,748	14,630
Insurance - Directors Liability	2,322	2,218
Insurance - Worksafe	433	419
Interest	1,301	329

Legal Expenses	-	676
<i>Maintenance</i>		
Maintenance - Rail & Track	6,945	2,812
Maintenance - Station	4,245	19,859
Maintenance - Workshop Supp	3,233	37
Maintenance - Rolling Stock	<u>18,020</u>	<u>14,341</u>
Total Maintenance	32,442	37,049
Medical Expenses	1,886	1,515
Membership Expenses	2,299	3,936
Motor Vehicle Expenses	10,181	7,280
MTV3 Project		197
MTV4 Trolleys	1,204	4,064
Office Expenses	2,350	2,157
Protective Gear, uniforms	6,917	2,890
Rates, permits & Fees	1,676	883
Stock Purchases - Refreshments	12,817	10,539
Stock Purchases - Souvenirs	15,886	13,028
Subscriptions	-	50
Telephone & Internet	3,886	3,759
Tools & Equipment	18,751	10,016
Travel Allowances	13,784	8,167
Training	1,041	3,204
Volunteer Amenities	-	1,045
Wages	42,280	43,508
Superannuation	4,017	4,118
Waste Disposal	<u>7,446</u>	<u>6,163</u>
<b>TOTAL EXPENSES</b>	<b>279,364</b>	<b>255,034</b>

<b>NET PROFIT/(LOSS)</b>	<b><u>100,311</u></b>	<b><u>76,567</u></b>
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**WALHALLA GOLDFIELDS RAILWAY INC.**

**BALANCE SHEET**

**AS AT JUNE 30TH, 2016**

<b>MEMBERS FUNDS:</b>	<b>2016</b>	<b>2015</b>
	<b>\$</b>	<b>\$</b>
Retained Earnings	372,641	300,812
Surplus/(Deficit)	<u>100,311</u>	<u>76,567</u>
	<b>472,951</b>	<b>377,379</b>
 This is represented by :		
<b>CURRENT ASSETS:</b>		
<i>Bank Accounts</i>		
125314781 Cheque 1201	41,736	66,770
Grants Account	20,137	-
DH Loco funds in Chq Acc	6,961	-
133001008 Term Deposit 2502	50,000	38,386
133001115 Term Deposit 2504	<u>10,732</u>	<u>10,435</u>
<b>Total bank Accounts</b>	129,565	115,590
<i>Petty Cash Accounts</i>		
Station Float	-	500
Walhalla Till Float	550	550
Thompson Till Float	500	500
Walhalla Station Reserve Float	<u>500</u>	<u>500</u>
<b>Total Petty Cash Accounts</b>	1,550	2,050
Stock on hand	17,150	16,751
Trade Debtors	<u>23,150</u>	-
<b>Total Current Assets</b>	<b>171,415</b>	<b>134,391</b>
 <b>NON CURRENT ASSETS:</b>		
Leasehold Improvements	210,736	155,178
Less Accumulated Depreciation	(27,386)	(19,123)
Plant & Equipment	209,461	199,609
Less Accumulated Depreciation	(82,786)	(74,269)
Office Equipment	2,867	2,867
Less Accumulated Depreciation	<u>(2,494)</u>	<u>(2,247)</u>
<b>Total Non-Current Assets</b>	<b>310,398</b>	<b>262,015</b>
 <b>Total Assets</b>	 <b>481,813</b>	 <b>396,406</b>

**CURRENT LIABILITIES:**

<i>GST Liabilities</i>			
GST Collected	2,105	-	
GST Paid	<u>(73)</u>	<u>(1,739)</u>	
<b>Total GST Liabilities</b>		(2,032)	(1,739)
Trade Creditors		1,284	20,767
Insurance Funding Loan		3,670	-
Superannuation Payable		1,075	-
Deposits and Bonds		<u>800</u>	<u>-</u>
<b>Total Liabilities</b>		<b>8,862</b>	<b>19,028</b>
 <b>NET ASSETS</b>		 <b><u>472,951</u></b>	 <b><u>377,379</u></b>



LEFT: Michael Leaney [WGR President] with Len Millar of Newstead Tramcars at the collection of X1 Trams #461 & #463.



RIGHT: Walhalla Station's new toilet block.



LEFT: Opening of the Thelma George Training Room at Thomson.



LEFT: Walhalla's carpark is sealed! No more dust or mud!



RIGHT: Volunteer training for function decoration and set-up.



# Walhalla Goldfields Railway Inc.

## Annual General Meeting 8th October, 2016

### ENGINEERING MANAGER'S REPORT

Our Ways and Works (W&W) and Infrastructure activities continue to be carried out by a small group of enthusiastic and very ageing (sorry experienced) volunteers who, following on from last year where TSV considered them as being "unqualified", have now successfully completed "Competency" courses conducted for WGR by former Vicrail Civil Engineer Russell Trevaskis. Russell has also taken over the Annual Track Certification which was previously carried out for us by TRAM engineering.

Likewise, the Rolling Stock was very successfully maintained by others whose "qualifications" were also questioned by TSV, have now benefited from new blood who bring with them all the qualifications we need for diesel engine repairs, welding, electrical work and timber work. TSV continues to accept our various activities with myself as the "qualified" engineer for assessment and sign-off the work carried out.

So our "Ways and Works", "Infrastructure" and "Rolling Stock" maintenance activities continue with the Maintenance Team who gather at Thomson on Tuesdays and Fridays and apply their efforts to whichever areas most urgently require attention. Two very different and important occasions occurred this year with a visit to Newport to salvage as much as possible from the soon to be scrapped Hitachi trains and at the delivery of our new X1 trams which we will convert to Rail Motors [see photos at end of report]. However before we can do this we need to have WGR reclassified as a "Vehicle Manufacturer" rather than our existing classification as an Owner/Operator of rolling Stock

#### Ways and Works activities

This year saw:

- 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 again complimented Ian and Ken and the "Ways and Works" gang on the excellent condition of our track.
- The trial of recycled-plastic sleepers, which if successful will eventually replace the aging and maintenance intensive timber sleepers, has been extended and they now may be used when we re-sleeper the bridges.
- 5 of our volunteers also qualified as crane operators to get optimum use of our new truck mounted crane.

#### Infrastructure activities

- Completion of the new and already very successful classroom and surrounds at Thomson
- Completion of drainage and tank-work at the refurbished Walhalla Station and other sundry works around the station and Shed.
- Installation of the working scales on the platform at Walhalla
- Completion of the compressor shed on the back of the loco shed.
- Installation of new wider doors on the carriage shed at Walhalla.
- Routine repairs and maintenance to buildings and surrounds.

#### Rolling Stock activities

Our Rolling Stock fleet has managed to see us through another year without too many unpleasant surprises although our 3 working locomotives have needed constant care and attention while providing us with a few headaches at inopportune moments, but have been available when it counted, as have been the all-important carriages.

#### 10 Class 1001:

- Some fuel supply problems have seen it unavailable at times.
- New batteries have been fitted, and regular services have been carried out "in-house"
- A local diesel expert has examined the loco and assured us that the "armchair experts" are not correct, (it is NOT a basket case at all), just needing a little extra work on the fuel supply to the injector pump. This work is nearing completion.

#### Kasey:

- In-house Service and inspection, Oil and filter change completed.
- The loco continues to fill in on days when only 2 carriages are required.

#### Fowler 14:

- Routine servicing has been carried out in house.
- Minor problems with the engine clutch brake bracket failing have been repaired.

#### DH locos [37 & 72]

- With all drawings now available, we need to be re-accredited with TSV as "Vehicle Manufacturers" before we can proceed with the project.
- In preparation for this, DH 72 is to be moved from Loy Yang parking lot to the same premises as our Tram/Rail Motors, placed on temporary stands so underframe modifications can be made and the bogies can be stripped in readiness for re-gauging work.
- DH37 will remain at Walhalla until the 1st pair of bogies are modified, at which time, they will be fitted to the loco and drive it to Thomson for completion of conversion work.

#### Carriages:

- Repainting of the Carriages was completed this year leaving the NBCW and both NBW carriages looking brand new.
- Internally all of the seats have been fitted with new seat covers and the mechanisms eased.
- All windows were removed and eased clearances in their tracks so they are now all easily operated.
- The flat wagon has been remodeled with the seats being modified so that all paying customers can now see out both sides while remaining seated.
- Work is almost complete on a new heatproof Laserlite roof.
- The carriage has been fitted with end of train equipment so that it can be added to either end of the train or replace the NBCW when additional seating is required.

#### Trolleys:

- Ever reliable NK 26 finally had a major engine failure, but fortunately its owner and WGR member Brendan Vosper, had a spare engine and other components so that we were able to repair it and return it to work.
- MTV3 has been busy throughout the year as a spare works trolley and more often as a vehicle to show off our picturesque railway to various journalists on PR exercises.



To cap the year off:

- The ex-Metro trains, International Dual-Steer tray truck with a 25 tonne-metre capacity hydraulic crane mounted on it has been commissioned and our good friend Gordon Casey has generously allowed us to park the vehicle at his new premises in Rawson.
- The truck has sufficient capacity to enable us to lift carriages for the removal and replacement of bogies as shown below.

We have had another very good year thanks in no small way to the dedicated maintenance team whom I thank sincerely for their input.

**Graham Vallance**

FIE Aust. CP Eng(ret).



*Hitachi parts scavenging crew*



*X1 Tram delivery crew*



*NBCW bogie maintenance*



*NQRW bogie maintenance*



# Walhalla Goldfields Railway Inc.

## Annual General Meeting 8th October, 2016

### SAFeworking MANAGER'S REPORT

Unfortunately earlier this year one of our volunteers suffered serious injury during a shunting accident at Walhalla. Fortunately the volunteer made a full recovery and returned to active duty after a short hospital stay.

As a result of the accident, Worksafe were involved. After discussion with the Worksafe Inspector, major alterations were made to the entrance to the Walhalla carriage shed and new shunting instructions issued. These changes have greatly improved the access to the building for shunting purposes.

This accident highlights the dangers associated with shunting heavy vehicles around the railway and the necessity for close vigilance at all times. Crews are trained to keep a close lookout for each other and in the case of this accident, the crew are to be commended for their quick action which prevented far more serious consequences.

Recruitment and training of new volunteers continues to be ramped up due to the advancing age of several of our regular crew members. We must plan for succession and build up our train crew numbers. We are still seeing the same regulars carrying the lion's share of the load due to a shortage of new qualified recruits. If any of our current members are not actively involved in the operations of the railway and would like to be, please contact Lynda at the Office on 51656280 and she will pass on your details to our Training Manager. Being a Guard, Driver, DLA, maintenance gang member or running our Stations can be a very rewarding experience.

We were very fortunate earlier this year to attract a new member who agreed to take on the position of Training Manager. Bruce Johns who resides near Warragul was in a former life a main line Victorian Railways Driver. Bruce who has considerable knowledge and experience in the field now runs monthly classes and is improving the quality and scope of our training program. This training is made much easier with our excellent training facility "The Thelma George Training Room" at Thomson. Thanks must go to Tony Marsden for his assistance with training until Bruce Johns took the reins.

The purchase of the training room was made possible due to the generosity of Lynda and Lindsay George who contributed a considerable sum following the death of Lindsay's mother Thelma. It was therefore decided to name the facility after Thelma who was a school teacher in her younger years. A special naming ceremony and BBQ day was held and members of the extended George family plus other railway members were invited to attend. Lindsay's brother Brian George officially unveiled the plaque.

Finally the railway has some very exciting times ahead with the building of our railmotor and trailer and conversion of our two DH Locomotives from 3'6" to WGR's 2'6" gauge. It is hoped both of these projects will be completed within the next couple of years. The railway has a very dedicated Board under the leadership of Michael Leaney, whom I believe are steering the railway in the right direction for a very successful future. We are also blessed with a strong and dedicated maintenance and way and works team under the leadership of Graham Vallance who keep our wheels rolling and our track and infrastructure well maintained.

**Graeme Skinner**

*Safeworking Manager*



# Walhalla Goldfields Railway Inc.

## *Annual General Meeting 8th October, 2016*

### *TRAINING MANAGER'S REPORT*

It is with pleasure that I submit my first report since becoming training manager earlier this year. Firstly, after jumping in at the deep end, it has been a steep learning curve for me, but I feel we are gradually making headway.

Training is not done by one individual and we must all work as a team. Assistance has been freely given whenever needed, to help me carry out training classes.

Thank you to Graeme Skinner for assisting on training days when he was available, and his ongoing help with procedures and curly questions that have come my way. Also thanks to Lynda George who has kept our monthly BBQ supplies and stationary requirements well stocked. It has been a tremendous help. Dan Beavis must also be mentioned for his help along with the chaps who assist with the BBQ and housekeeping chores each month. Your input is appreciated.

So far this year, there has been eight training days, one each month since February. With 18 volunteers in our training program, we are averaging seven at each of our monthly classes. We have seen a small increase in volunteers who have qualified so far this year, however we require more if we are to lighten the workload on those already giving so freely of their time. This cannot be achieved quickly and all those involved must be trained with the correct knowledge and utmost sense of safeworking to carry out their respective duties.

Our Thelma George Training Room at Thomson has been a tremendous asset to use and a pleasure for me to conduct classes in. We are very fortunate to have this facility.

I have found my job as Training Manager time consuming but rewarding. To be able to pass on knowledge in a happy environment with keen volunteers is a great thing. Hopefully, this next year will see results of additional volunteers being qualified.

Finally, there will be two more training days and one more "new volunteers" day before the end of the year.

**Bruce Johns**

*Training Manager*