

Thursday Report 8th January, 2009

As this is my first Thursday Report of the New Year, may I start off by saying I hope you all had a happy Christmas, and that we all have a prosperous New Year.

Over the Christmas break, not a lot has happened on the GMR front, because we have all been busy with other things.

One important event that took place in the last week was a meeting with ITSRR, and MAP Training. As you will be aware, we are endeavouring to forge a relationship with MAP Training that will allow them access to our facilities, in particular our track, in return to assistance with our accreditation application and some training for operational GMR members. In addition, I have been trying to make contact with ITSRR to discuss the progress of our existing application for accreditation.

In common with many organisations, ITSRR were effectively “closed for the duration”. On Monday, 5th January, Kevin Kitchen called me and told me that he was in Glen Innes on ITSRR business that day, and would be willing to call in and see us on his way back to Sydney on the following day. Of course, I jumped at this opportunity, and contacted as many members of the Rail Safety Committee as I could, and suggested to David that we should involve MAP Training as well. The outcome was that we arranged the meeting for the following day, Tuesday, to take place in MAP Trainings offices in Coffs Harbour.

Unfortunately, the result of this meeting was not particularly encouraging. It seems that our existing application, which had been submitted the previous January, had a significant number of major deficiencies, which had not been adequately addressed over the intervening period. Following the rules strictly, ITSRR should have rejected this application some time previously, but had given us additional leeway. They were, however, of the opinion that the amount of work required to bring the application up to scratch was considerable, and the members of the RSC came to the conclusion that the best option was to withdraw our application, and prepare an entire new one. This proposal was put to the Board at the meeting tonight and approved. As a result, I anticipate that it will be some time before we regain our accreditation, and I implore all active members to stay with it – I am also confident that we will succeed.

Apart from that gloom and doom. Other good things have been happening at Glenreagh West. Ron and his crew are forging ahead with the Moorland Station building, now known officially as Glenreagh West, and the concrete pour of the platform slab is slated to take place in the near future.

Dick and his acolytes continue to beaver away in the trike shed, and the machine they are working on is starting to come together. When completed, it will make a useful addition to the fleet of work vehicles.

In addition, Terry and Judy have embarked on a major, and much needed, cleanup around the large shed (I keep being told it's the carriage shed, but since it houses one tram, 1919 and CPH 11, I have trouble coming to terms with that). He has concentrated so far on getting all the CPH bits and pieces together, and, as far as possible in the CPH itself, but has plans for many other things. If anyone has any spare time when they come out to Glenreagh West, any assistance will be greatly appreciated.

Andrew Lee

