



The Cooma Mail

March 2015

ON DISPLAY

President's Post

by Rodney Clancy

Ladies and Gentlemen, it is with great excitement that I am now announcing the arrival of the ML 070 and 625/725 Diesel Hydraulic sets have arrived safely in Cooma. They have been a large work load and financial commitment for CMR Inc. Some of you will have questions about the direction but if you read the previous newsletters and this one, many of these will be answered.

The tender process for CMR committee was long and somewhat restricted to the short terms involved. A discussion and membership feelings on the project was completed during the Railway Operations Committee meeting after the AGM in November last year were many members were able to voice their positive support of the project. As a result the committee of

management were then able to work hard to obtain the rolling stock because of the large support received during this meeting.

It has been a task of huge time and paperwork but the tender process was submitted and then renegotiated. CMR Inc. needed to find a way of securing items that would enable CMR to earn income while a static museum and also be of benefit once the operations were allowed again. This seemed to be a perfect fit as this type of train was once often seen in our region. CMR and our supporters had worked hard enough to secure the trains.

The arrangements of the terms of tender were met, but with only a 20 day window before xmas to remove the trains from the 2 sites, it was a task that would be impossible to meet. Mario from Australian Train Movers was able to use influence to help us to negotiate a removal date in the middle of February 2015. This was gratefully secured and approved by Sydney Trains as previous owners of the trains.

In the meantime, the CMR committee attempted to contact every single known location of spare mainline sidings or storage locations to remove the trains for our hiring to other operators for use of income production for CMR. Unfortunately, with many phone calls and repeated loops of the contacts lists and even going as far as contacting Pacific National, Goulburn Round House, Sydney Ports and NSW Ports, just to name a few, all ended in no options becoming available for mainline storage or hire. CMR had only one choice, bring all the trains to Cooma for our yard to display them to the public.

The arrangements with ATM was fantastic and with a considerable discount from the quoted price being achieved meant a great deal more possibility for CMR to move these trains fast. (If we missed moving the trains from Sydney, then there was a \$1,000 per day fine). ATM was also in a position to aid the ARHS ACT track vehicles back to Canberra (track jack, sleeper inserter and a ballast

regulator). Cooma Cranes also came to the party with a hire of a 20 ton franner and a 30 ton sleuwer for a very low cost. We also were in need of some site preparation work to be done for the unloading to occur on the site and Bourkes Bobcat and Backhoe hire were very excited and able to complete the work fast and well.

The trains arrived safe and only a few minutes off schedule on both of the delivery days. It was on the back of 6 trucks in all and all the required paperwork was in place and signed for the work to proceed. Special areas for the viewers and media were set up as safe points. All truck and crane drivers signed the site induction forms as they are all now used to doing in every workplace they attend. Work was photographed by many but particular thanks to Mark Coleman and Sharron For their time spent over many days during preparation, loading and unloading.

As part of the move, ARHS ACT sent a rep to watch the load of the ARHS ACT track vehicles. Gordon Ross (in charge of their track) spent the whole 2 days of our unload to wait for the load time of their machines. He made a photographic record of the machines and loading. He also signed for the machines in the condition they were in at the time of removal from our rails. (2 ballast regulators are still within our care at CMR)

The 4 units of the ML 070 and 625/725 are sitting at the northern end of the Cooma yard at present and we are awaiting some parts that are coming from ATM yard including some auto-couplers and seats and frames before we will be able to move the units down to the platform for our use as functions, meetings, museum, displays and much more. This will also have to be done after

some minor repairs and installation of parts has occurred but also when we can get a qualified person to inspect and sign our track off as being fit for purpose for the move.

This part of the process will undoubtedly require many, if not all of our members to come to Cooma and help with some sleepers and fish plates and points and rail-plates and frogs before such a move can occur and I suggest that you all make some time in the near future to attend. You will also need to have attended the workplace induction courses at CMR to attend first. This is a free service to our members and all volunteers will have to complete before they will ever be allowed to volunteer with us. This includes if you use your own tools and even if you have been a member since our inauguration. As you are also aware, this is not a tiresome course, it is only about 2 hours long and you just sign your name on the sheets of paper at the end to say you acknowledge it and we are once again ready for action to occur.

Please also note that CMR committee of management have now adopted a Working With Children Check process which must also be done before attending any bookings of tour groups, functions or events. This will be instigated very soon so please ask for help if you need it but we are now already a registered organisation with the department and so the process is free and really quite easy with online processing.

A sponsorship program for sleepers has already been launched and is growing. Soon there will be a carriage, driver compartment, seat and window sponsorship programs so please keep an eye out for these soon. If you are interested in a sleeper sponsorship which is tax deductible and helps CMR in a big

way then search our website for more details.

Arrangements for the 'project restoration' is soon to be announced so that you can help with the preparations of the units from now on. The project will include the list of works for the units including, internal cleaning, air-conditioning units, seats install, floor repairs, external cleaning and removal of graffiti, etc.

At this time, CMR committee of management is calling for people to sit on the committee and help with the many programs that CMR has. Please offer up your help so that we can all once again enjoy the benefits of an operational railway. If your intention is to stay away until this work is all done, then you may find yourself last on the list of drivers, trainee drivers, and volunteers once we have completed the work..... FACT OF LIFE my friends.

ANNOUNCEMENT

CMR must regrettably announce that the Committee of Management have had a number of members stand down from their roles. Those that have stood down are:

Dean Jones (Public Officer)

Elizabeth Litchfield (Treasurer)

And at the end of this month Gordon Strachan (Secretary and Building & Grounds Manager) will be standing down.

We thank Dean, Elisabeth and Gordon for all of their hard work.

The loss of these members will leave a large hole in the Committee of Management. If you feel that you would have the necessary experience and the time to assist CMR the Committee would like to hear from you.

Please email your expression of interest to:

manager@cmrailway.org.au

ALL ABOARD!

“Sponsor a sleeper”

Cooma Monaro Railway Inc. are excited to announce a sleeper sponsorship program allowing members and friends to get on board with the efforts to reactivate the historic railway line in Cooma.

As you are aware the railway operations were suspended voluntarily on 6 February 2014 as it was deemed unsafe to continue due to the need to repair the track. Since

that time the Railway Operations Committee have been working towards meeting regulations to allow restoration works to commence. The great news is that much of the preliminary work has been completed and the railway is now looking forward. The sleeper sponsorship program will be a significant source of much needed funding for this very important community organisation.

You can be involved and help support this great initiative by “sponsoring a sleeper”. When sponsoring a sleeper you will receive: a personalised Certificate of Appreciation, entry into a permanent register for display by Cooma Monaro Railway Inc. for future generations to observe and a tax deductible receipt for the amount of your donation. At \$60.00 a sleeper

this is a small investment for a big cause!



The sleepers needed to get CMR back on track

You can download an application form here <http://www.cmrailway.org.au/Sleeper%20Sponsorship%20form%20V3.pdf> or collect one from the Cooma Station.

Cooma Monaro Railway Contact details:

Cooma Monaro Railway Inc. recently undertook a review of its communication strategies for the purpose of improving how CMR does business with you. The review is now complete and the following are the new contact details for CMR.

Please try out a communication with us on these new details and we will catch you on our new contact methods.

Telephone: (02) 6452 7791

Postal: Cooma Monaro Railway Inc.
PO Box 1327
Cooma NSW 2630

Facebook: www.facebook.com/coomamonarorailway

Website: www.cmrailway.org.au

Email: General Information
info@cmrailway.org.au

Group Bookings
groups@cmrailway.org.au

Media Enquiries
publicity.officer@cmrailway.org.au

Membership Enquiries
membership.officer@cmrailway.org.au

Committee of Management
secretary@cmrailway.org.au

Working with Children Check

It will now be a pre-requisite for members and volunteers who will be on-site or representing CMR at any external functions to pass a Working With Children Check. If you possess a current WWCC please forward Name, DOB and reference number to secretary@cmrailway.com

A Working With Children Check is a prerequisite for anyone in child-related work. It involves a national criminal history check and review of findings of workplace misconduct. The result of a Working with Children Check is either a clearance to work with children for five years, or a bar against working with children. Cleared applicants are subject to ongoing monitoring, and relevant new records may lead to the clearance being revoked. The Check is fully portable which means it can be used for any paid or unpaid child-related work in NSW for as long as the worker remains cleared. The Check is not the only resource available to organisations to keep children safe.

The process is free for volunteers and all information and how to apply can be found at:

www.kidsguardian.nsw.gov.au/working-with-children/working-with-children-check/apply/apply

If you cannot pass a WWCC you will no longer be welcome representing CMR.

Jobs Jobs Jobs!

Sometime has passed since calling for expressions of interest to fill a number of safety critical and other roles within CMR. These roles must be filled with suitably qualified people before any future operations will be permitted by the regulator.

The regulator has indicated to CMR that a person who is appointed to a safety critical position must hold current qualifications within that field to an appropriate level.

CMR is currently seeking to permanently fill the following safety critical and other positions:

Operations Officer

Rolling Stock Manager

Infrastructure Manager

Training Manager

Events & Passenger Services Manager

Grounds & Building Manager

If you hold current qualifications for the above fields and would like to contribute to getting CMR back on track sooner rather than later, CMR would like to hear from you.

Once these positions have been filled, reviews of CMR's policies and procedures can be completed, as required by the regulator's approved reactivation plan.

On completion of the review process CMR will then be able to progress to the next stage of reactivation by calling for EOIs to fill other rolls eg. Driver trainers and assessors, mentors, track inspectors, protection officers, maintenance workers etc.

To lodge an expressions of interest along with copies of your qualifications

Email: secretary@cmrailway.org.au

Or if you require further information on these roles please call:

Phone: 0408 488 749 or send an email to

manager@cmrailway.org.au

No. 3214

‘CMR Easter Fete: Admit One’ Cooma Monaro Railway

**Easter Markets at the Cooma Railway
Station. 10am to 4pm daily. All Aboard!**

Markets
Car Show
Swap Meet
Model Show
Museum
Displays
Devonshire Tea
BBQ



No. 3214

**Admit One
FREE ENTRY**

Access all areas

Come along and help support this initiative to return one of the Monaro's key attractions to working order. Remember, it's your railway, so come and be a part of it all!
**Easter long weekend,
3rd to 6th April**



Easter Long Weekend
3rd to the 6th April

All enquiries to info@cmrailway.org.au



ALL members are welcome to participate in the events that we are advertising. We need assistance in staff members for the BBQ, shop, loco shed attendants, tour guides and general public duties. If you think you fit the bill, feel free to contact Rodney Clancy on 0408488749 and express your interest. Any vendors welcome also!

Safety Systems Update

Safety Systems Manager's Activities

Gordon has asked me to comment on what I have done over the past three months. I am by nature a quiet achiever, so find it difficult to come forward, but here goes anyway.

Just don't tell the wife that I can multi task or I may have to add cleaning the dunnies to my skill set.

Apart from caring for her, the grandkids and myself, I seem to have absorbed a multi set of duties within CMR. At least Cooma is an escape from reality.

With minimal Managers on deck and my vast skill sets, I seem to have absorbed training, Infrastructure inspecting (go go inspector gadget), paperwork and satisfying regulatory requirements. I have found the tasks enjoyable and am impressed with the commitment to procedures, safety and the progress that we are making.

Before I outline progress to date, allow me to advise on the status of our accreditation – normal and current. Hopefully, this will give you some idea where I and the Committee stand, what we are up against and why we may seem pedantic.

Under Normal accreditation conditions we are considered as both a

1. Rolling Stock (CPH and Track machines) Operator and;
2. An Infrastructure (Railway tracks and associated track structures and other rail infrastructure necessary to enable the railway to operate safely) Operator.

Under our current accreditation and as a result of an audit by the Office of the National rail Safety Regulator (ONRSR) that accreditation has been modified to:

1. **Rolling stock accreditation** “The accredited person must not permit driver only operation of Rolling stock in connection with the accredited persons railway operations. This condition does not apply to the operation of Diesel

Multiple Units of the CPH Class provided the driver is assisted by a person qualified to stop the train in the case of the driver's sudden incapacitation, in accordance with the accredited persons Safety Management System.

Driver only operations means the operation of Rolling stock by a driver without another driver or other person in the drivers cabin who is suitably qualified in, and has suitable in, the Safe Working rules that form part of the network rules applicable to the State/Territory

2. **Infrastructure accreditation** "Restriction on railway operations - The accredited person must not undertake railway operations until such times as the track, infrastructure and safety system deficiencies have been adequately addressed to the satisfaction of the regulator.

This includes moving any rolling stock within or external to our accreditation on the rail head, that movement being defined as steel on steel. Where movement of currently accredited rolling stock is required, – such as for recent fashionation event, much paperwork and negotiation with regulator is required before intended movement is considered.

The same applies for the use of new categories of rolling stock such as section cars, trolleys, etc. Application needs to be made to the Regulator along with the appropriate multi thousand dollar fee. Loss of accreditation entirely involves a lot more paperwork and money to get back.

It is therefore, imperative that everyone understands the precarious position we are in, the limits imposed, the amount of paperwork needed to address future return to operations and should someone do a notifiable no-no, the potential loss of accreditation entirely.

Believe me, this is not a pretty scenario. I have worked with a similar heritage group before who lost accreditation entirely due to non-compliance – Rail and WHS issues. Took me 5 years to get them back to the stage of having Infrastructure (Maintenance only) accreditation and WHS compliance.

So now that you know the state of play, allow me to advise what has been done to date to address and enhance our current situation.

Of note has been:

- a. A complete Annual audit of our Safety Management System to ensure compliance with probity, Rail and WHS legislation, plus our normal and current accreditation status. Although, much paperwork has been put in place since August 2014 this review and to a major extent the recent infractions (or as my chell-specker says infarctions) regarding track machine and miscellaneous occurrences has led to the adjustment of a plethora of policies, procedures, risk assessments and sundry paperwork. Not happy Jan.

I hope to be in a position to have this newer set completed and in place by June 2015. In the meantime a copy of the current range of polices is in a folder in the staff room. NOTE: the format and content of the documents is in a format accepted by the Regulators and in part is derived from my previously approved (by regulator and committees) documents

- b. The running of my well received and newly developed General Safety Induction Course. I have counted 43 attendees so far, including the Men's shed, Committee, members and children's. My beloved Granddaughter number 1 was the first younger one through.

For those whom have not done the course to date, I encourage you to do so. It is a legal requirement for those whom intend to work within the precinct and rail corridor that puts in place a safety net that is easily adaptable as we progress towards an operational entity.

Such safety topics include defining the rail corridor and precinct, working in the danger zone, working on inspecting rail infrastructure, manual handling and other specific maintenance projects. You will also be asked to reaffirm your skill sets and qualifications so that I can ensure your safety and the Committee can "task" you so as not to jeopardise our commitment to safety.

There is a little paperwork to do, but it then holds you in good stead for doing work around the place. ***The next general Safety Induction is scheduled for Saturday the 11th April 2015 at 0900 in the barracks. No participate means no entry to site.***

- c. Use of my Inspector gadget and "watch me pull a rabbit out of the hat" liaison skills to be able to move the 620/720 set at Clyde, provide to the Committee an opinion that the CMR line where the 620/720 sets were to be stored was fit

for that purpose. These actions required an enormous amount of paperwork in the development of Risk Assessments and Safe Work Method Statements to satisfy WHS and Rail Regulation requirements.

- d. Same as above for removal of the ARHS ACT track machines and moving of the RRV (Suzuki) to the goods shed to allow for transport to a fixer upperer.
- e. Gradually addressing the regulatory requirement of up to date personnel records and a database to identify competencies and expiries. A fair amount has been done on creating and reconciling personnel files and creation of a database – based on what I have been able to locate. I have only been able to complete A to L at present as for some unknown reason there has been much other stuff to do.
- i. To satisfy some enquires as to my qualifications and experience, let it rip Boris:
 - over 40 years' experience in Public, Private and Volunteer Sector covering to a major degree Health, WHS, transport, Retail, training, policy development and risk assessment
 - Glenreagh Mountain Railway 2006 to 2013 – Assistant Infrastructure Manager (2008) and Rail Safety Manager (2009 to 2013) - from no accreditation to infrastructure accreditation
 - ARHS ACT 2014 Risk management specifically related to Museum, events, work practices and public access risk assessments
 - Cooma Railway 2010 to present
 - Certificate IV in Training and assessment TAE40110/LLN (current) – specialties, first aid, risk assessment, construction and rail industry
 - Certificate IV in Health Care (Ambulance)
 - certificate IV in Work Health and safety
 - Certificate II in emergency Medical Service First response.
 - Respond to workplace emergencies
 - Apply advanced first aid
 - Manage first aid in the workplace
 - Course in safe handling of sharps
 - Associate Diploma of Business in Management and accrual accounting
 - Work safely in the Construction Industry - white card
 - Asbestos awareness
 - Category 1 medical
 - From transport and logistic package (Rail Infrastructure)
 - maintain and use hand tools – rail
 - apply track fundamentals
 - operate and maintain minor mechanical equipment
 - install and maintain rail joints
 - install railway sleepers
 - Partial completion of Certificate IV Transport and Logistics (Rail Operations)

Please welcome the new additions to the site. The emergency assembly area sign (and point) lives on the fence along Bradley St, part way between the Station and the Men's shed. In an emergency, ring 000 and assemble as indicated. MR Sunscreen is a set of twins – one (A. Son) lives on top of fridge in out of shed and the other (B. Son) on counter in main office. The "trust me I am Doctor Gloves" live with Mr Sunscreen (B. Son in the out of shed. The gloves are for use for mixing chemicals or pouring petrol for those with sensitive hands, plus of course general first aid protection.



bonus picture – my cranky pants when someone creates more paperwork

620/720 Overview

The future is bright...

To those who think we have bitten off more than we can chew in acquiring the 620 class sets I cast my memories back to the day I first saw Trailer number 55 in the council works depot at Cootamundra. I thought it would never make a comeback. Further to that I saw both 55 and 6 laying on the ground at Batlow. Again I thought it was over. Both 22 & 8 stored at Lithgow being out in the weather and having parts removed from them.

I can assure you both 6 and 22 did not leave Richmond in that condition. Number 6 was operational and registered. Number 22 was not that far behind 6 Number 8 was in storage and 55 was still in Cootamundra.

Then the good people of Cooma came to the rescue and I see them today and wonder if they are the same units.

If CMR were to ever acquire a 620 class set in working order, 631 – 731 (ML-070) was it. Unfortunately 625 – 725 was part of the deal. I have no doubt that 631 – 731 can be restored to a passenger train quickly.

I like the colour scheme of white and medium blue and believe it should remain such.

The seats are being sourced and it won't be too hard to remove the 240 volt equipment left behind. Floor covering shouldn't be too hard to source.

Windows to replace the exhaust fans could be borrowed from 625 – 725.

625 – 725 should be placed in the dock near the powder van.

Make good all the windows on the main platform side, and board up the windows on the other side. (if we don't have enough)

Give a cosmetic coat of white and medium blue paint.

Use the 240 volt lighting from the ML and run a supply when required from the station.

Use it for meeting rooms and functions as well as storage of 620 class parts.

No further attempt should be made to restore this unit until such time as we have acquired all the parts necessary to begin restoration.

But honestly, this unit was striped by vandals not by train restoring enthusiasts.

I have seen motor cars at pick-n-payless wreckers in better condition.

It is a shame that we were made to purchase both or none at all, but in my opinion that was the idea of the seller to make the project very expensive for someone like us.

Yes we do have other priorities BUT, ML 070 needed to be saved. And it needed to be saved now.

With the up and coming Field Day event in Sydney, the ML and 625 needed to be sold or cut up.

Cooma came to the rescue again and saved them both from impending destruction.

Now again it is time to do what we do best

We can and will recover.

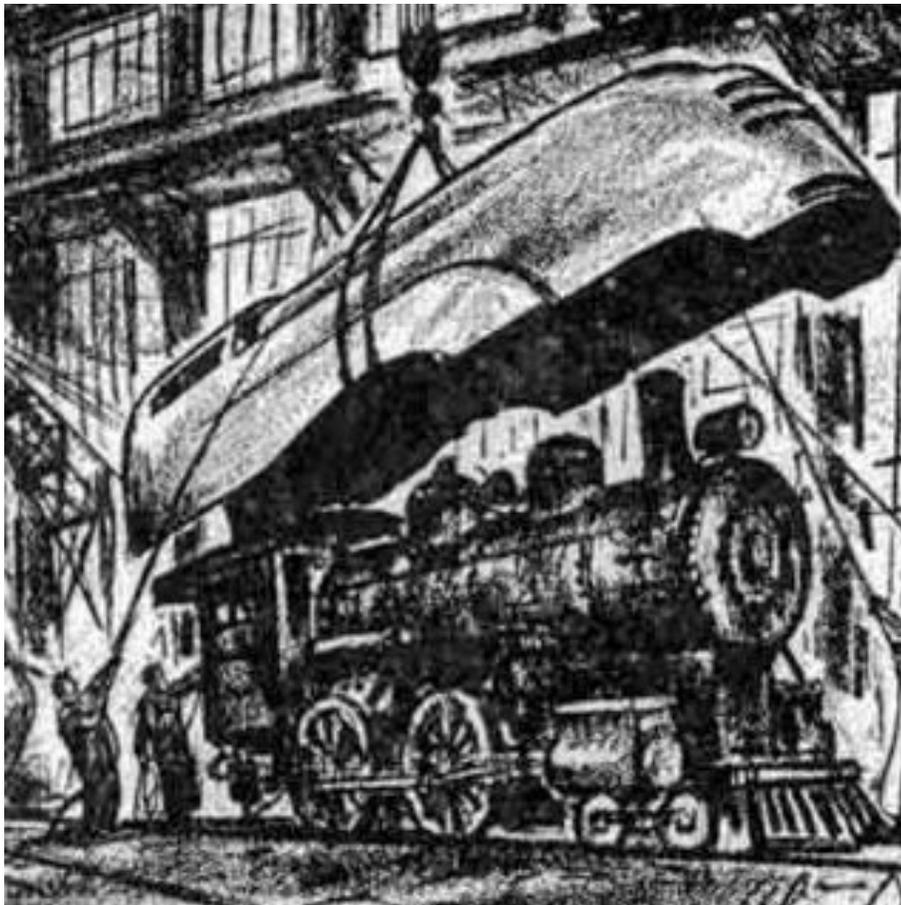
Another thought came to mind. Is there provision for "Interest Free Loans" from members?

Some may not be able to afford to donate large sums of money but maybe able to loan some until we are back on our feet.

That is all for now

Regards

Mark Colman



Sometimes we all just need to look at the bigger picture....remember, all that pretty streamlining only made engines heavier!

SWAPMEET

EASTER FETE AT THE RAILWAY STATION

4TH APRIL SATURDAY

TOYS, ANTIQUES, SCALE MODELS,

RAIL HISTORY, MILITARIA AND MEMORABILIA.

IN THE SPIRIT OF A GOOD OLD FASHION CAR BOOT SALE.

ALL WELCOME TO BE A PART OF IT! SEE YOU THERE.



Now for a little extra light entertainment...the first person to identify this location receives a complimentary Devonshire tea at the Easter Fete. Good luck!