



TALLOWOOD MOUNTAIN RAIL TRAIL

FAQ's

"I've heard that the GMR directors are now TVL directors?"

- 2 members of the volunteer run organization known as GMR (Glenreagh Mountain Railway) have come over to Tallowood Ventures Limited (TVL) as Board members on our Not-for-Profit company. They have been busy lately donating 100's of hours of their time on weekends alongside volunteers from Glenreagh Men's shed and Coffs Harbour Hardwoods to: lay sleepers at Glenreagh; obtaining quotes on professional refurbishment of the locomotive 1919 (steam engine) under guidance and in consultation with the ONRSR (Office of the National Rail Safety Regulator) for the accreditation of the engine once complete; obtaining quotes for carriage refurbishment for passengers and possible accommodation in the future. Here is the company's website and contact details if you'd like more information: www.tallowoodventures.com

"They are going to build a 2 metre high fence 6 metres from the door of someone's house!"

- We are NOT going to build any fences which are not approved by the neighbours. We have promised to fund the fencing adjacent to landowners' property. This will be on an individual consultation basis – some landowners may only require trees as a boundary, others require fences and gates due to livestock and biosecurity concerns, others have requested no fencing at all. We will continue to consult with and contact landowners individually. Presently, landowners are advised via email when we are working/ walking along the corridor adjacent to their property.

“They are going to bulldoze the track, pull up all the rail and sleepers and ruin the environment of the frog that they obtained the grant for to protect!”

- Endangered species habitat and sensitive areas can be avoided by rerouting the trail or raising a platform, especially in wet areas. Rail trails don't have to be straight like railways. Bridges and culverts will pass over creeks and wet areas. The design will be carefully managed to meet our environmental guidelines. Our first goal is to survey the corridor before any feasibility studies or environmental impact studies can be done. The corridor is currently being cleared just enough to allow surveyors to walk along, by removing woody weeds and fallen trees - in the most sensitive manner possible, mostly by hand by volunteers. It's a huge task! Let us know if you'd like to help.

“I've heard bikes won't be allowed in the Great Koala National Park”.

- We are in consultation with National Parks. As the corridor is privately owned, bikes will be encouraged to ride on the rail trail through the proposed Great Koala National Park, allowing visitors to have an up-close experience with the beautiful trees and wildlife that reside there.

“They need to bring back the trains or run the rail trail alongside it”

- We plan to bring the locomotive 1919 steam engine back to life to celebrate the rail history of the area. This will occur at Glenreagh for the first approx 2km to Tallawudjah Creek Rd. GMR (Glenreagh Mountain Railway) and DSMR (Dorrigo Steam and Rail Museum) have tried to bring trains back for many years but were unable to do so for many reasons. The cost to fund a railway rebuild is estimated at \$300 – 500 million, due in large part for the requirement for new bridges, whereas a rail trail is estimated to cost less than 1/10 of this. The 24km section of the NRRT (Northern Rivers rail Trail) - from Murwillumbah to Crabbes creek cost \$14 million and brings important economic growth in tourism to the area, now and in the future. Whilst there is room to run the rail trail alongside the track in the flatter area around Glenreagh, and possibly Lowanna, this is not feasible for the remainder of the corridor due to the narrow cuttings, steep topography, bridges, tunnels etc.

“What about the history, and the aboriginal stories”

- This aspect of the rail trail and the running of trains around Glenreagh is very important. It is an opportunity to showcase the settler's history and the building of the line in 1914-1924 through information boards along the trail and refurbishing the rail infrastructure along the trail. This will include the stations at Lowanna, the siding at Timbertop and the infrastructure at Moleton and Glenreagh. We are planning for a small museum at Glenreagh to showcase the history of the line. We welcome any photography and stories from the glory days of the railway that we can share for future generations to learn about the history of our area.
- We will be in close consultation with the Local Aboriginal Land Council (LALC). We plan, with their help, to detail some of the rich indigenous history of the area, such as the travelling the groups did in centuries past through this area between the plateau and the coast. Bush foods, hunting, water sources, ways of life and other aspects of their ancestor's lives will be documented.

“They don’t own the last section of the route into Ulong. DSRM does!”

- We are in discussions with DSRM (Dorrigo Steam and Railway Museum) to allow access for the rail trail into Ulong. It would be run beside the existing rails, without disturbing them in any way. The people of Ulong are very keen to get the rail trail to enter their village too, so that they are able to enjoy the benefits.

