



**PROPOSAL TO RE-ESTABLISH A
PASSENGER RAIL EXPERIENCE
BETWEEN LAUNCESTON AND
SCOTTSDALE.**

April 2017



**LAUNGESTON & NORTH EAST
RAILWAY**



Overwhelming support has been shown for a tourist rail project between Launceston and Scottsdale.



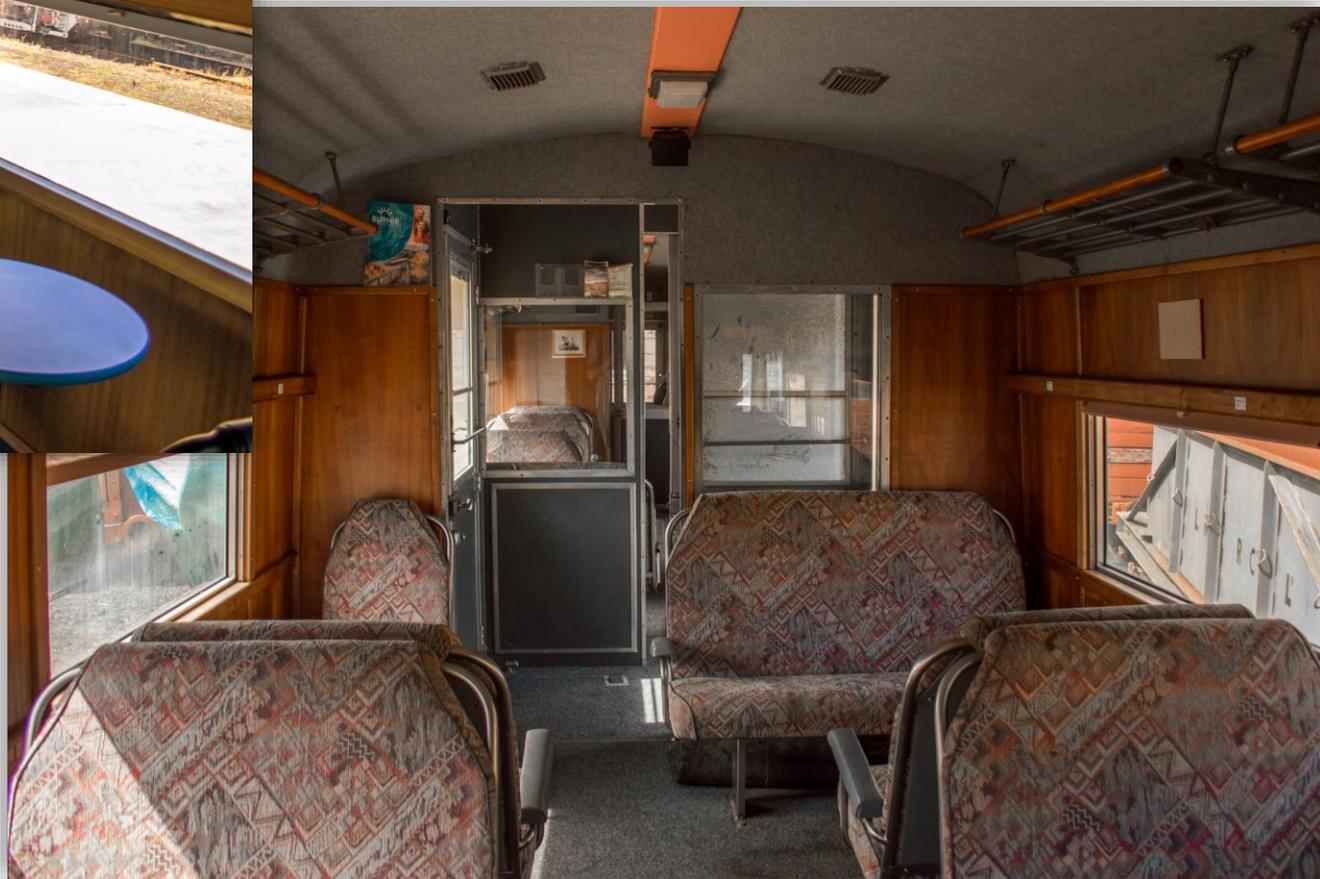
L&NER, the lead proponent, has an alternative proposal for the disused North East line.

They have purchased a railcar and trailer along with a Suzuki high rail ute for track inspection and maintenance of the rail.



Inside L&NER railcar

Inside L&NER trailer



Support includes:

Nuts and Bolts Tasmania
Bridestowe Lavender Estate
Arnolds
Providence Vineyards
NERAF

David Adams – Pro Vice Chancellor, UTAS

**Tasmanian Association of Tourist
Railways & Association of Tourist and
Heritage Rail Australia Chairman
Chris Martin**
KORT (Keep Our Rail Lines Tasmania)

L&NER community steering
committee: Robert Ravens,
Chris Martin, Clynton Brown,
Paul Cabalzar and Stuart Bryce

**Past General Manager of West Coast
Wilderness Railway – Andrew Bridger**
**(professional rail trainer, experienced with
writing accreditation documents, recently
acquired ex QR railway carriages to send to
Tasmania when needed).**

**Rob Sherrard (high profile businessman, who
endorses the concept)**

L&NER: a team of current Tasrail
employees and others interested in rail.
They are ready to take on the operation
of the line.

One of the ex Queensland Rail carriages on its way south to the Bellarine Peninsula and on to the Launceston and North East Railway when it returns to an operating railway.



L&NER

has plenty of
volunteers





EXECUTIVE SUMMARY *(Lebski Report Extract)*

Seven key points to support the retention and use of the North East line:

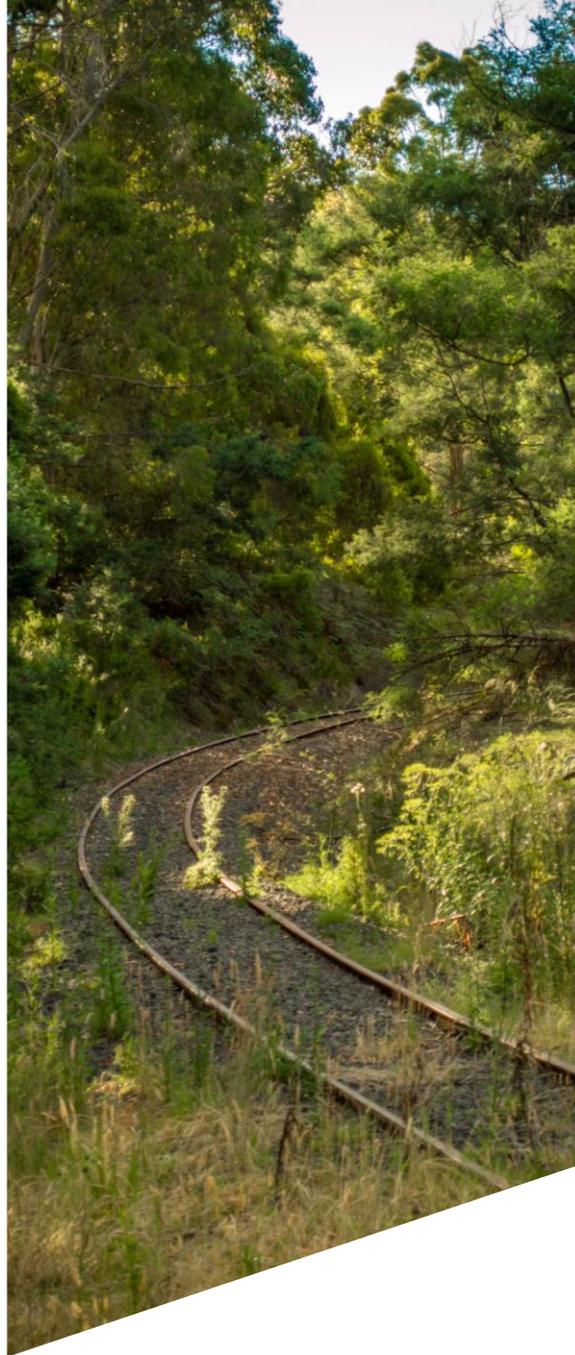
1. The North East line from Launceston to Scottsdale is one of the most modern, low maintenance, non-operational rail corridors in the country; to remove it is an irrevocable decision to destroy a significant piece of Tasmanian infrastructure, which is also linked to the cultural heritage of the North East region.
2. The removal of the line in favour of the proposed Rail Trail is not supported by the majority of those whose properties adjoin the line, and there is increasing opposition within the broader North East community. The ability for the Rail Trail proposal to acquire a social license is highly questionable.
3. Launceston and North East Railway (L&NER) who have commissioned this document, is a very capable organisation with a clear plan, tangible support and substantial rail assets in hand, and unlike the Rail Trail, does not require any public monies to bring its proposal to fruition.
4. A signature tourist rail experience has a greater capacity than the Rail Trail to enhance regional economic activity through packaging with complementary products – e.g. vineyards and the Bridestowe Lavender Farm and developing a diverse and exciting range of rail-based product offerings, all of which has a significant multiplier effect. Cyclists can utilise the Rail Trail without any spend.
5. L&NER is very conscious of the need to assist the Scottsdale community, given job losses there over the last decade, and believes that the rail experience can facilitate social and economic benefits to the township and surrounds. These benefits can commence immediately after the lease has been granted.
6. If deemed necessary, a joint use, ‘Rail and Ride’ experience could be developed; there are successful examples of this approach around the country and internationally.
7. L&NER believes that as a result of the recent amendments to the Strategic Infrastructure Corridors Bill, the Minister is prevented from granting any track removal notice until a study has been completed to ascertain whether a rail trail could be co-located on the corridor with the existing track.

Discussion

0.1

Track in good condition:

- Venn report
- 50 sleepers to get first section going with initial start up Karoola to Lilydale Falls, stopping Leaning Church, Providence Vineyards, Lilydale and Lilydale Falls.



Lilydale Falls

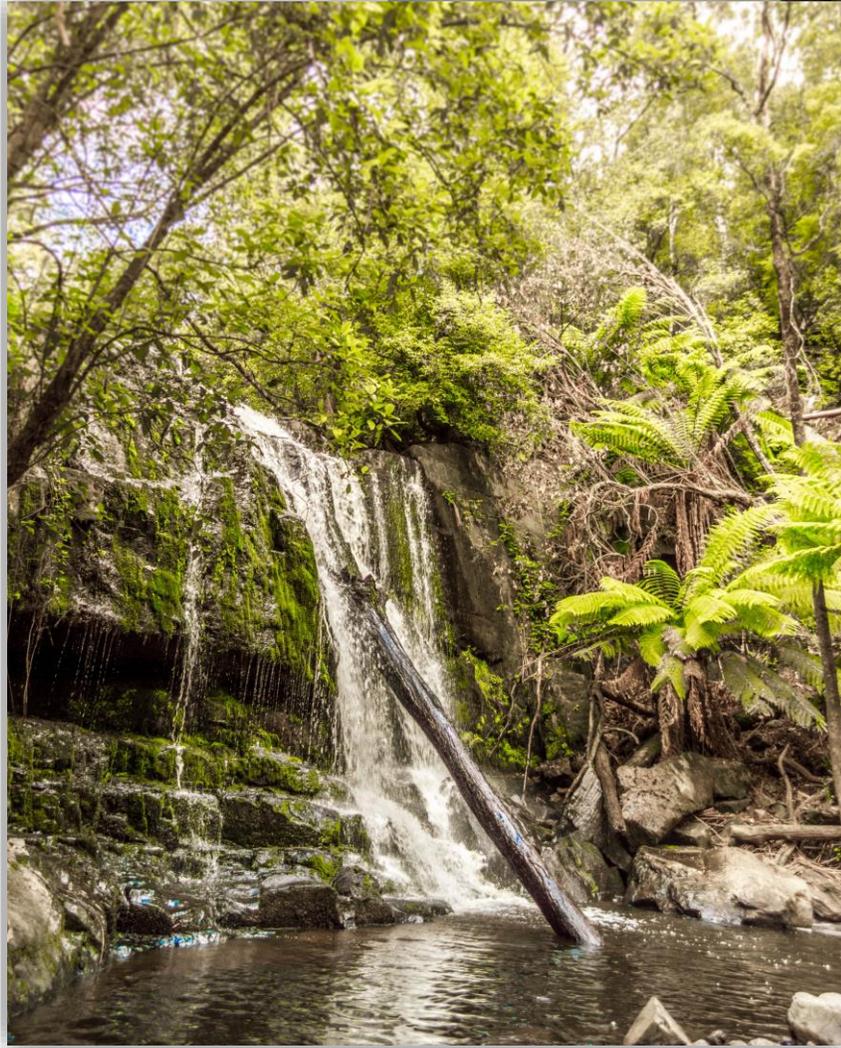
Discussion 0.2

**Remaining bridges
predominantly modern.**

**Community support to
replace timber decks.**



Lilydale Bridge

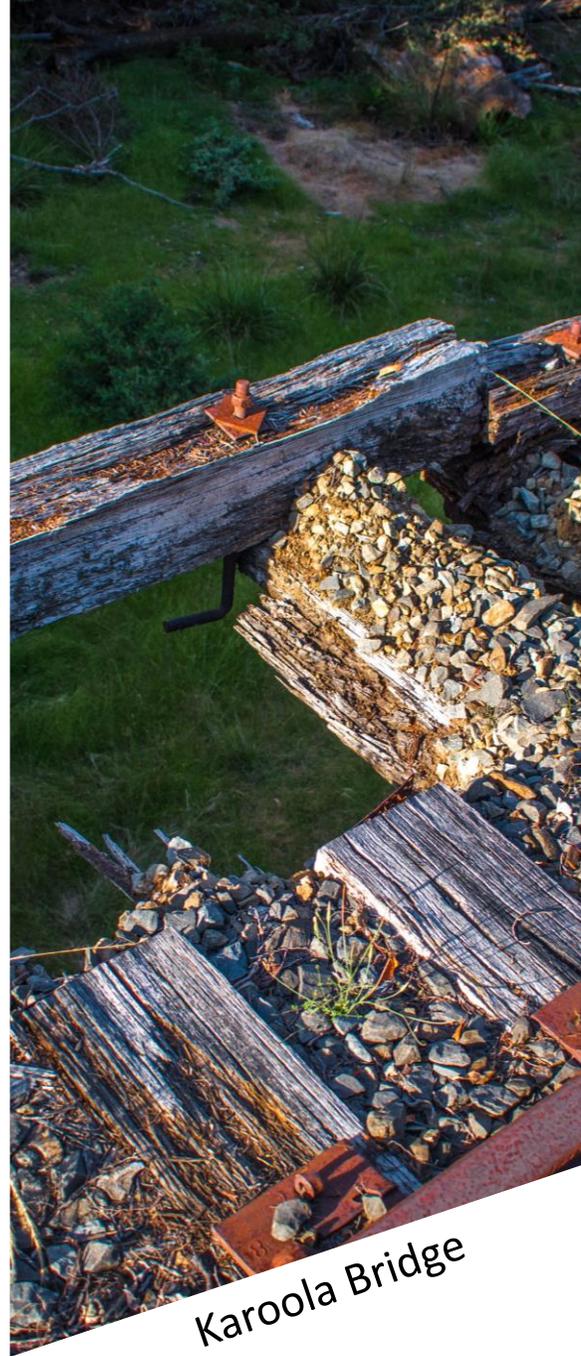


Discussion 0.3

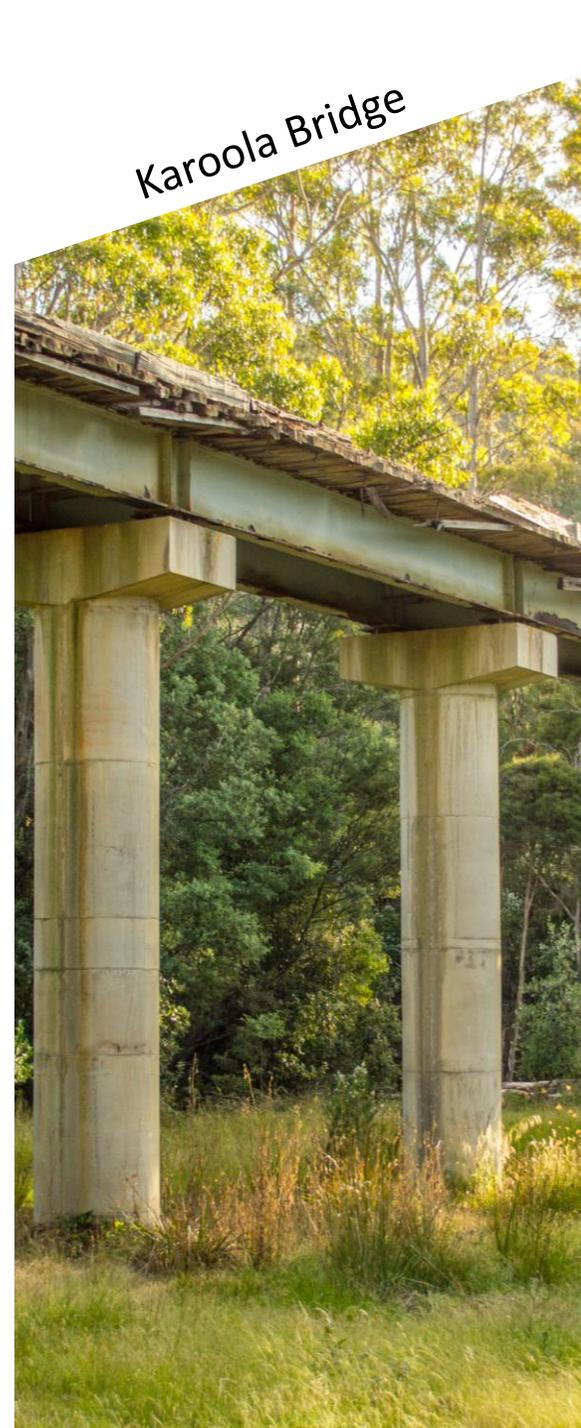
First stage Karoola to Lilydale Falls

Discussion 0.4

Rail and sleepers available from Tasrail for upgrade works as these are being removed as part of the mainline upgrade in the near future.



Karoola Bridge



Karoola Bridge



Turners Marsh

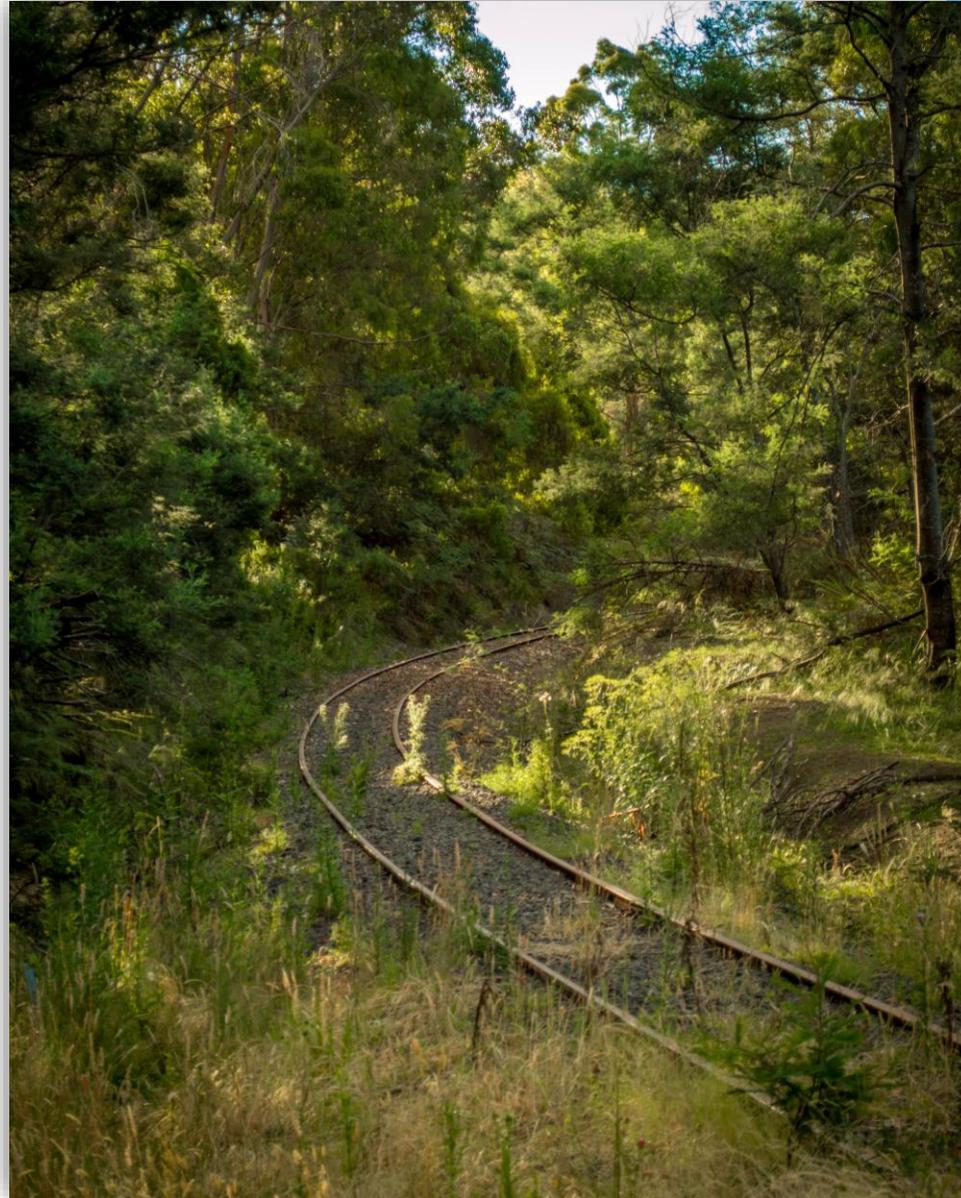


Discussion 0.5

Future staging Karoola to Turners Marsh and Coldwater Creek once Karoola Bridge re-decked.

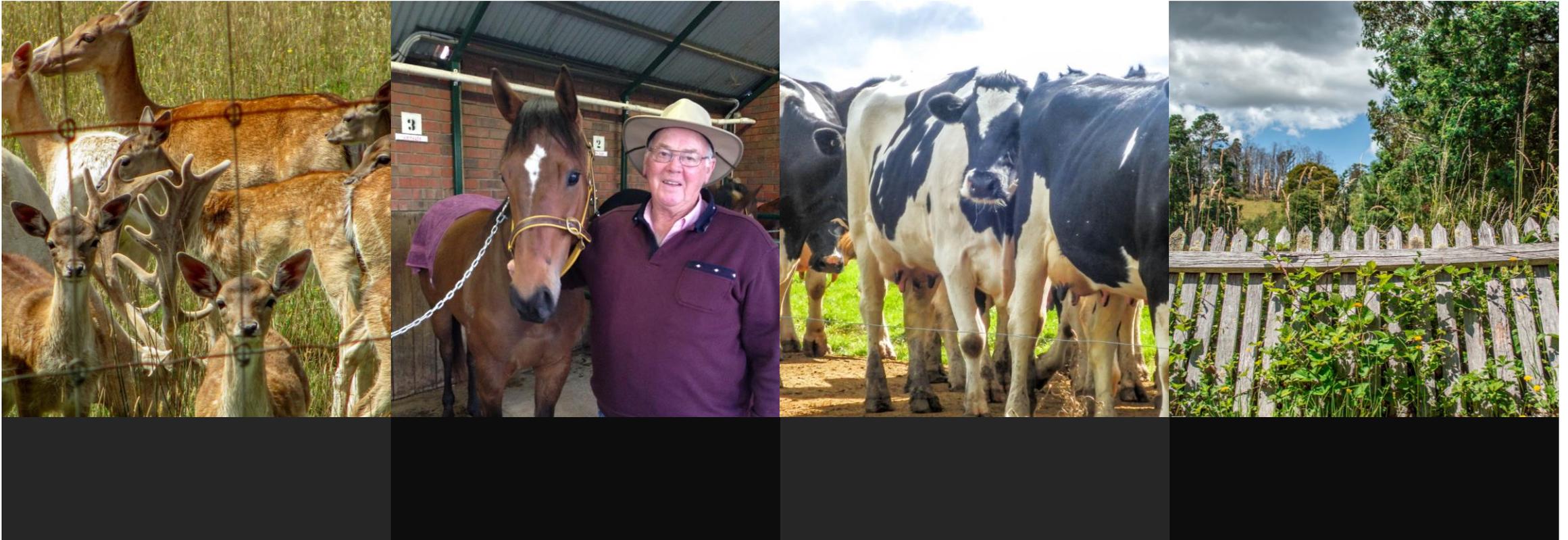
Discussion 0.6

Kevin Brown – currently has contract to manage vegetation on all Tasrail Network, will do this at cost price of materials for full corridor once in the hands of L&NER.



Discussion 0.7

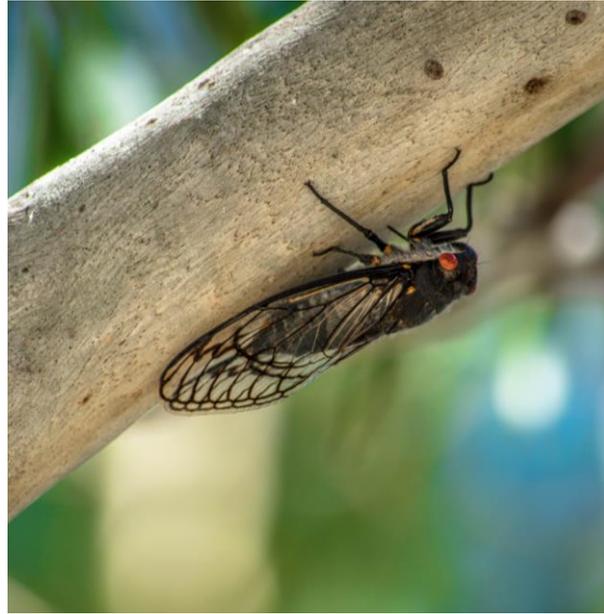
All neighbours to the line, support tourist rail operations.



Discussion 0.8

- Yard and maintenance depot, tourism facility at Turners Marsh.
- Relatively flat, crown land.
- Museum with railway memorabilia and industrial machinery, easy access via main roads.
- A 1km walking track to McKenna Falls.
- Turners Marsh was a station and yard site in the heyday of the N.E line.

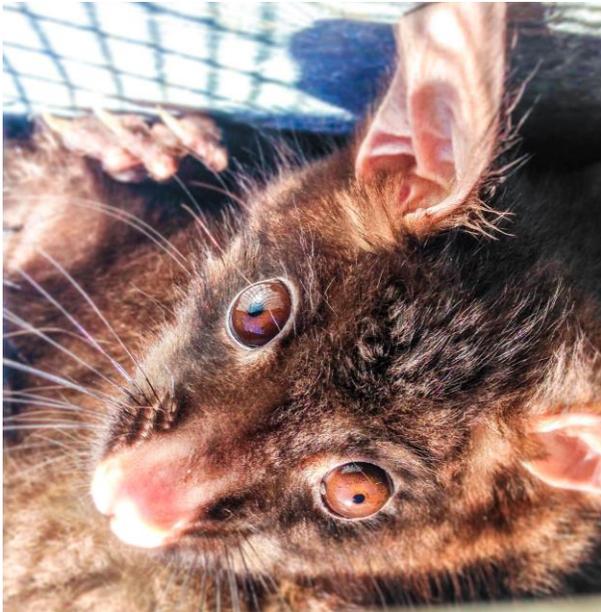
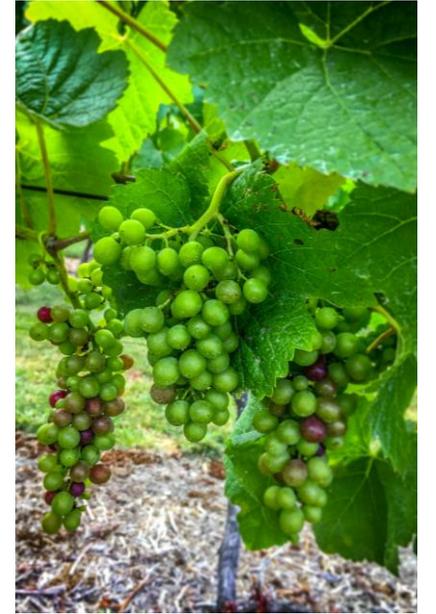




Discussion 0.9

Then Wyena/Lebrina vineyards and Denison Gorge.

Denison Gorge was a very popular picnic location for travellers in days gone by due to its majestic scenery, only accessible by rail.





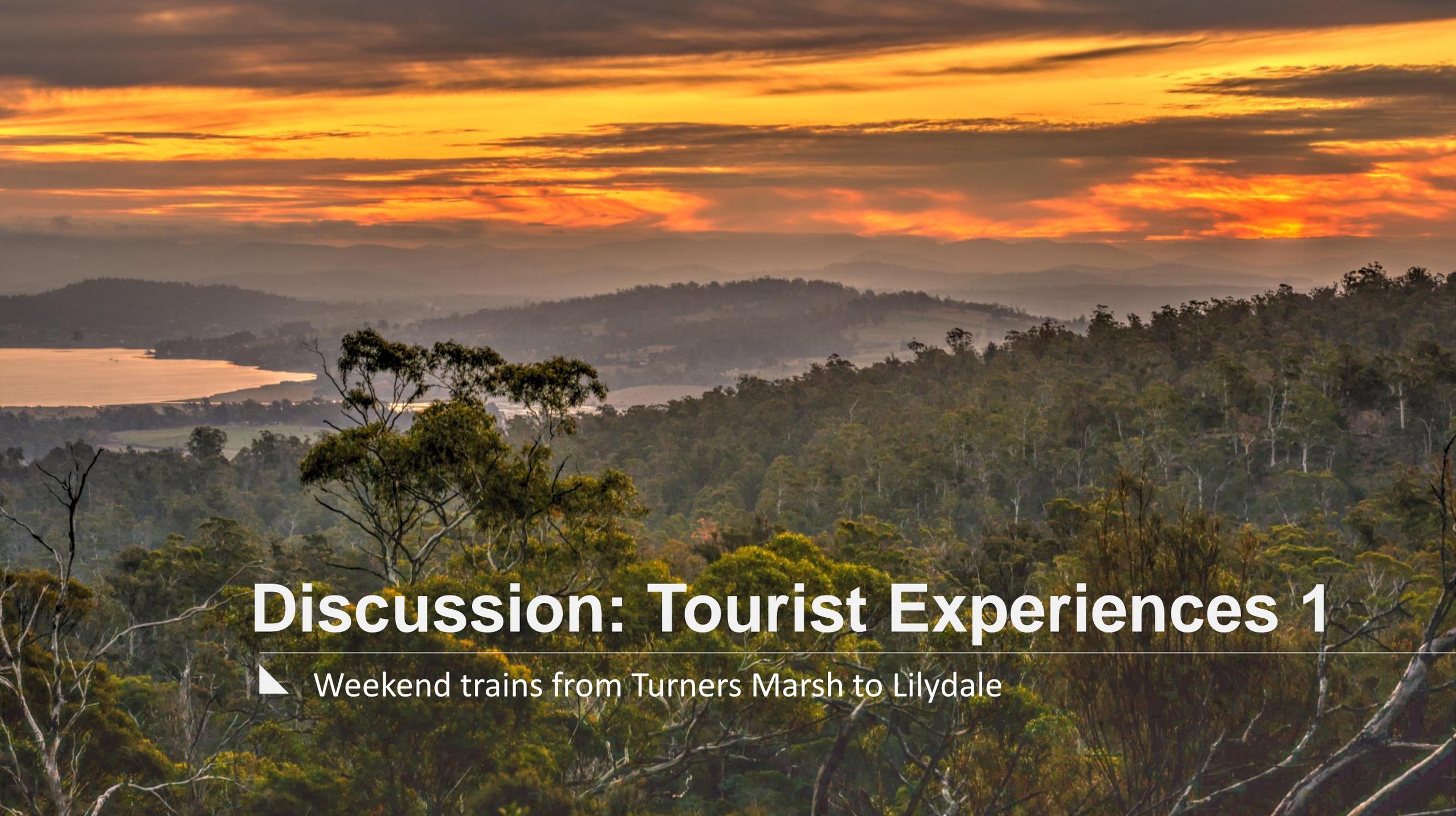
Discussion 1.0

Final stage through Scottsdale

- Original station to be refurbished.
- Maintenance shed restoration activities
- Turn table constructed
- Cycle hire

Possibility of Rail Track Riders (similar business in Maydeena on the Derwent Valley Railway) operating in Scottsdale (Pedal powered rail bikes), use of station and shed installation before final connection made.





Discussion: Tourist Experiences 1

▶ Weekend trains from Turners Marsh to Lilydale



Discussion: Tourist Experiences 2

- ▶ Bus connections to Bridestowe Lavender Estate

Discussion: Tourist Experiences 3

Wine trains to Lilydale



Don River Railway trips to Providence Vineyards in 2004.



Providence Vineyards

Discussion: Tourist Experiences 4

▀ Daily trains to Scottsdale



Discussion: Tourist Experiences 5



Picnic trains to
Denison Gorge/Wyena



Discussion: Tourist Experiences 6

▶ The capacity to operate trains varying in size, dependent on numbers travelling

Discussion:

Tourist Experiences 7

▀ Fine wine and dining trains in scenic landscape





Discussion: Tourist Experiences 8

▶ High quality visitor experiences along the route

Discussion:

Tourist Experiences 9a



- ▲ Unique travel on period mixed goods trains with restored Tasmanian locomotives, wagons, carriages, and guards van.
- ▲ Rare English electric diesel locomotives are available to haul trains
- ▲ Rail mounted bus has been proposed by a private operator
- ▲ Rail track riders at Maydeena run light weight pedal powered rail vehicles on the non operational line between Westerway and Maydeena on the Derwent Valley Railway
- ▲ Long term aim: to provide steam specials when passenger loading permits

Discussion: Tourist Experiences 9b

- ▽ A current locomotive owned by L&NER



Discussion: Tourist Experiences 10

- ▶ Bus connections from Launceston's Inveresk Precinct to Turners Marsh until access can again be provided into Launceston





Discussion: Tourist Experiences 11

- ▶ Originate trains from Launceston's Inveresk Precinct and include connection to Josef Chromy's Relbia winery.



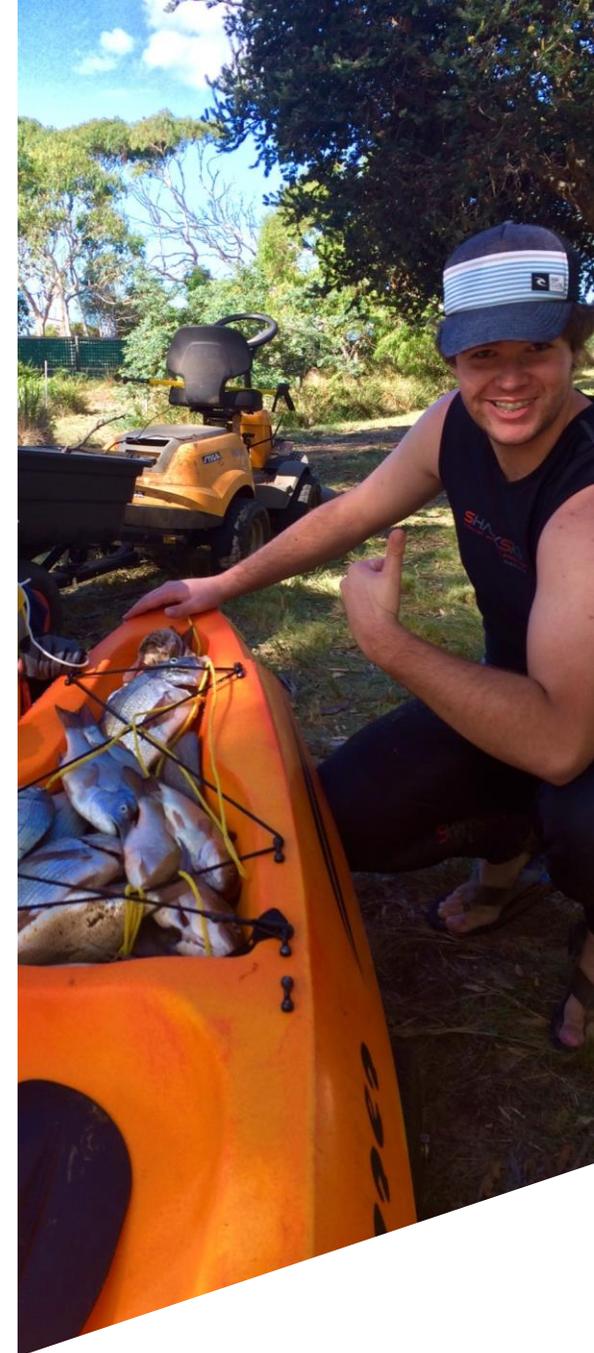
Discussion:
Tourist Experiences 12

Rail N Ride options: L&NER welcome the opportunity to work with the Rail Trail lobby to construct rail trails alongside the track at locations where it is safe and appropriate, with adjacent land owner consent.



Discussion: Tourist Experiences 13

**Bus connections from
Scottsdale to wineries, golf
courses, Bridport, Derby**





Discussion: Tourist Experiences 14

Music and themed trains like Murder Mysteries and the highly successful Bellarine Peninsula Blues Train – runs every Saturday night and is booked out up to six months in advance.

the BLUES TRAIN
EST. 1994

TICKETS & LINEUP SHOW DATES

Like 550 Tweet Share 131

APRIL	MAY
SATURDAY 8 APRIL 2017 SOLD OUT	SATURDAY 6 MAY 2017 LIMITED AVAILABILITY
SATURDAY 22 APRIL 2017 SOLD OUT	SATURDAY 13 MAY 2017 LIMITED AVAILABILITY
▶ FRIDAY 28 APRIL 2017 SEATS AVAILABLE	SATURDAY 20 MAY 2017 LIMITED AVAILABILITY
SATURDAY 29 APRIL 2017 SOLD OUT	FRIDAY 26 MAY 2017 LIMITED AVAILABILITY
	SATURDAY 27 MAY 2017 SOLD OUT

MORE SHOWS →

FRIDAY 28 APRIL 2017 BUY TICKETS →
YOU WILL SEE ALL FOUR AMAZING ACTS BUY TICKETS AND ACCOMMODATION →

Summary Comparative Table (Key issues)

Rail Trail	L&NER proposal
Removal of rail infrastructure which was refurbished as recently as the early 2000s and remains in good condition	Saving of irreplaceable infrastructure and possible joint use
\$3m of public monies	No public monies
Equity raising for the \$ for \$ grant component connected to the sale of recovered steel rails and sleepers, or reliant on the Dorset Council	All equity raising is from the private sector
Long term maintenance and weed control will require public monies. Cyclists don't pay anything for use.	All maintenance carried out by L&NER. Many farmers have offered to maintain weed spraying and the current TasRail weed spray contractor has offered to undertake other areas for the cost of the chemicals
Up to 22,800 potential visitors after 5 years. Market is able-bodied cyclists and is fair weather only.	25,000 – 30,000 potential visitors based on similar heritage rail in Victoria – e.g. the relatively remote Walhalla Goldfields Railway has just had its best year. In 2015-16, it carried 36,000 passengers whilst only operating 3 days a week, school holidays and public holidays. Don River Railway carries over 30,000 passengers a year. An 'all ages' market and not weather dependent.

Summary Comparative Table (Key issues)

Rail Trail	L&NER proposal
<p>Health and lifestyle community benefits primarily to the advantage of the larger population catchment of Greater Launceston.</p>	<p>Proposal will enable further agri-business development opportunities along the line, as well as providing benefits to heritage rail organisations around Tasmania – e.g. the Transport Museum, the Don River Railway and Rail Tours Tasmania – also links to George Town’s annual Steampunk Festival. Involvement of volunteers for maintenance and restoration, providing a ‘Men’s Shed’ environment which is conducive to improved mental health and general wellbeing.</p>
<p>Planning is problematic as the Rail Trail is a discretionary use requiring advertising and public appeals. The Strategic Infrastructure Corridors Bill requires both Houses to condone declaration of the Strategic Infrastructure Corridor on the basis of a statement of intent. The Upper House has shown support for rail where it is a viable option.</p>	<p>No problems as it relates to existing use – requires a straight forward permitted use application</p>
<p>Social license uncertain</p>	<p>A significant number of landowners and residents favour this concept as per the petition to the Legislative Council</p>

Summary Comparative Table (Key issues)

Rail Trail	L&NER proposal
There is no imperative for cyclists to contribute to the local economy – they do not need to purchase a ticket to utilise the Rail Trail.	Each ticket purchased develops an economic benefit for North East Tasmania and provides both opportunities and a flow-on effect for other businesses
Rail trail assessment (TRC 2014) outlines a range of economic scenarios based on various assumptions.	Has the capacity to generate serious economic benefits for the region over many years, including many different but complementary business/experience options and partnerships
Needs Ministerial Approval to remove tracks.	No such approval necessary



Conclusion:

What is needed from here:-

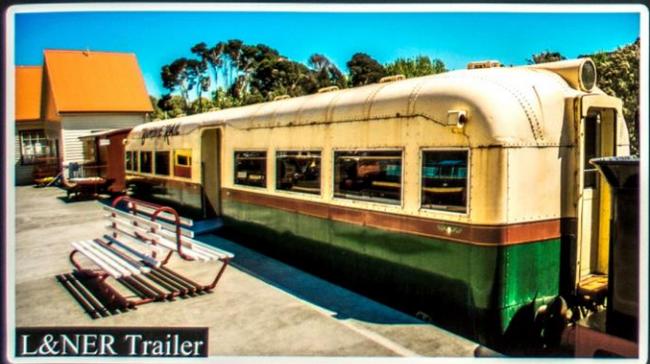
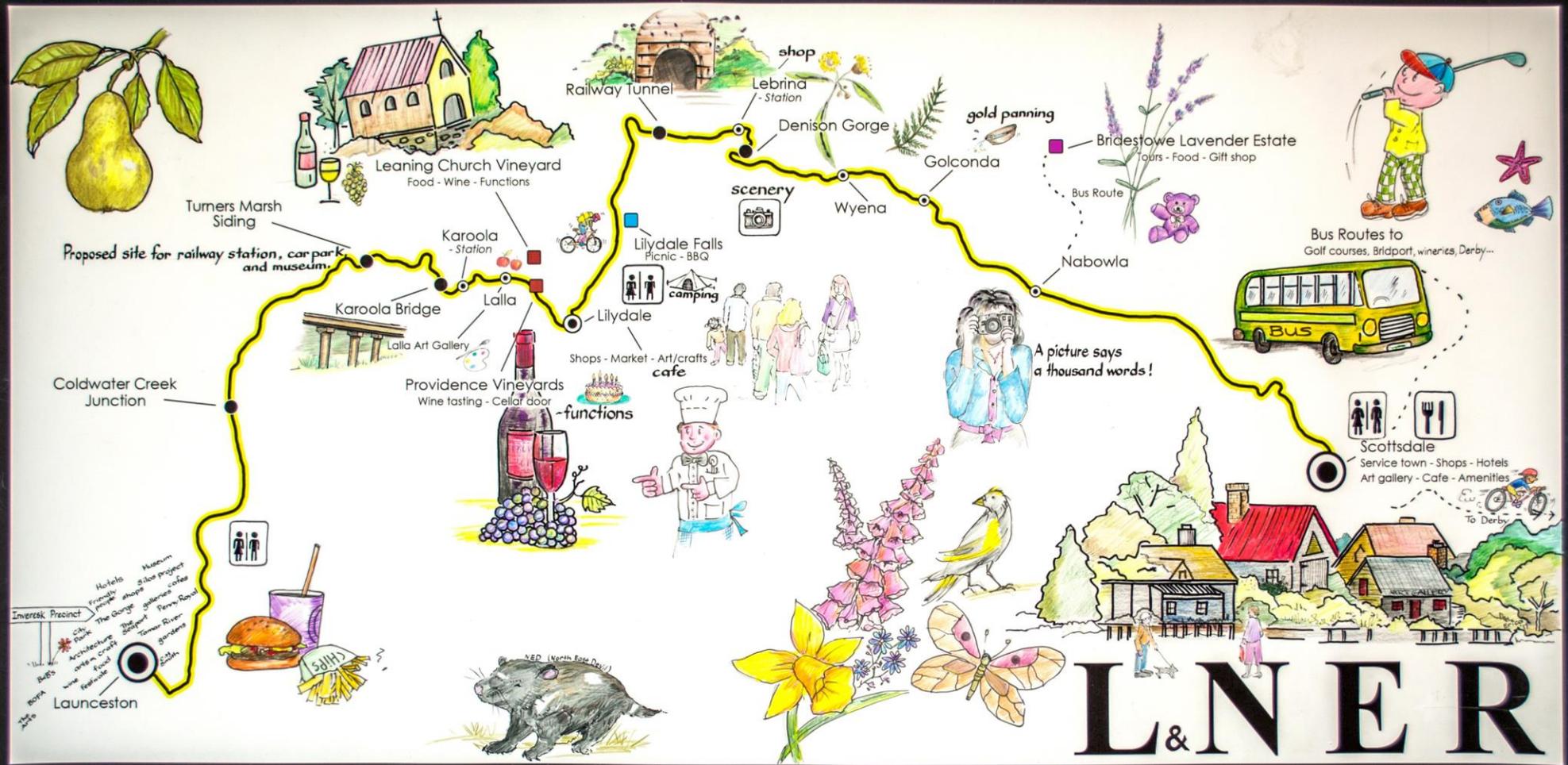
Launceston Council to rescind support for Rail Trail and Dorset Council being a corridor manager in its municipality and/or request time to review the Rail Option.

Launceston or Dorset Council to support rail option and take on role of corridor manager as defined by the Strategic Infrastructure Corridor Act. Derwent Valley Council are presently doing this for a considerable length of the Derwent Valley Railway line.

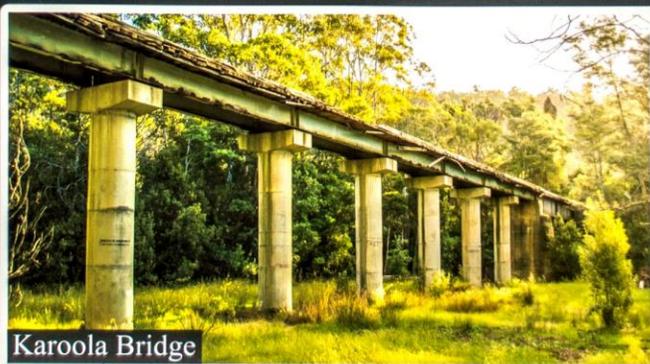
The Upper House is about to consider the Dorset Council application and has shown support for rail tourism with considerable amendments to the SIC bill.

There is not much time left to save the opportunities presented by Rail Tourism in the Launceston District.

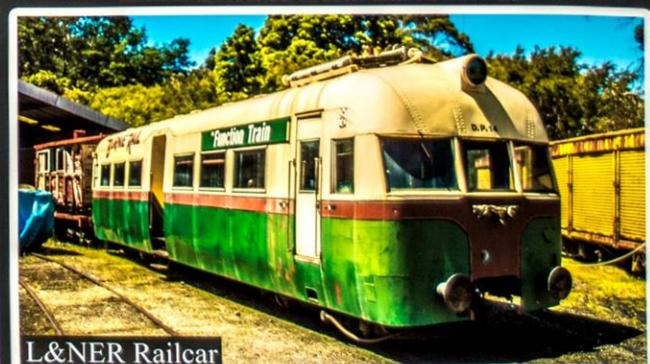




L&NER Trailer



Karoola Bridge



L&NER Railcar

Produced by:
Razlabac Media
 Alexander Cabalzar
 Erica Cabalzar
 2017

Photography by:
 Alexander Cabalzar