

Thanks Louise, Yes, NRG is aware and campaigning actively to retain the tracks and establish passenger rail services to the NR. Thanks for being part of this movement!
Sledge

On 3/02/2018 9:15 AM, louise doran wrote:

Dear Scott, Daniele and Northern Rivers Guardians,

Regardless of climate change, traffic congestion and toxic emissions, and the success of the Byron Zero Emissions Solar Train, (10,000 passengers in 19 days) the National Party are determined to destroy this valuable, publicly owned infrastructure, despite it's potential to provide sustainable transport for locals and 5m tourists.

Repairs to 3.4 Ks of the Byron line cost \$1.8m, which means the whole line could be repaired for around \$80m. Even doubled it's only \$160m. Compared to at least \$75m to rip up the line and replace it with a hard surface for a bike track, or the \$2.5 billion spent on the upgrade of the Pacific Hwy between Tweed and Ballina, that's hardly excessive.

We must ensure the protective legislation is not removed from the line which will allow this to happen. Rail land along the line in Byron and Mullumbimby, which is NOT protected under the legislation, is currently being sold off to developers. This land sell-off doesn't effect the line or potential train services, but clearly demonstrates the intention of the pollies if protection of the line is removed.

Louise Doran



[Tweed's rail trail gets \\$6.5 million boost](#)

This is bad news indeed. There will be a considerable cost to Councils involved in maintaining a Rail trail which can't be funded by user fees. I think we can make a case that TSC should NOT require all ratepayers to pay . I think we can only propose a shared corridor with BOTH rail and Bike path. How would we go with that ?

Sledge

On 2/02/2018 11:27 PM, katie milne wrote:

Hi all,

Sorry to have to tell you but there was a surprise announcement today while the general manager and I were at a meeting in Casino, that the Federal Govt has provided the remaining funds required for the Rail Trail so its now fully funded between the State and Feds except the maintenance is not resolved yet.

The legislation still has to be amended but it looks pretty dire unless there is a groundswell against.

[Newsroom](#)

Regards,
Katie

NRRAG has already proposed a joint corridor, but the Trail people didn't want that, they wanted it all..

I have never used NRG's contact list for outreaching but I think now the time has come to do so (with your approval) Farmers are going to hate this. Lots of people are.

In the end the real intention is to free up excess land for property developers (wealthy mates of the Liberals) especially in Byron. TSC are fooling themselves as to the economic benefits of the trail, their will be NONE, it will only cost ratepayers money . At this stage there is no plan for the funding of the maintenance. This will cost heaps, the Camphors will continue to grow into the trail, branches will fall across it. Klds will run amuck on motor bikes of all clapped out descriptions and the police will be powerless (as usual) to stop them.

This will be a future disaster.

The green army needs to rize. It has to go beyond NRRAG now.

Also a concrete bus way is NOT the answer. The whole value of the train is it super low friction steel on steel wheels, uses 1/7th of the energy a pneumatic wheeled vehicle uses - I think busways are a farce.

TOOT has also publicly supported Rails with Trails alongside and have tried to talk to NRRT many times about it, but they have refused to discuss it or compromise. They do want it all.

Currently legislation protects the line from being removed. It's imperative to lobby politicians- National Ben Franklin MLC, ALP, Green, Independents to stop any legislation getting through parliament that removes protection of the line.

The railway corridor protection Act didn't save the Newcastle Track. They did a deal with the Hunters and Shooters party to get a majority and passed the Act required to remove the Track. The deal allowed the H&S to hunt and kill in National parks. What a great days work.

Justine Elliot is on the record supporting the Rail Trail. Labour closed the line in the first place, if they vote with the Libs, no cross bench will stop them.

They want this done before the next state election (March 2019) so it doesn't become an election issue. To stop any form of People power interfering with their schemes.

Left , Right and Centre, our country is being screwed.

This is why people voted for that con artist Trump.

There's a group from Uki started a messenger group about having a rally outside the next Council meeting on the 15th February. Toot have been joined in and me. Anyone else?

I would like to thank all those people who put so much time and effort into this issue, but unfortunately this is just another demonstration of how submissions, committees and petitions are not effective anymore. These governments let the public go through the democratic process so it appears we have a democracy but they have their agenda set in stone. Bentley has been the only victory, and it worked because we were there physically in numbers. It's the only option people are left with now but obviously it's easier said than done.

Apparently they are pulling up track at Naughton so Gap just near Bentley today. Geoff Reid went and filmed it on Friday and saw all these bits of track with cut written on them. He's sure it will be cut today.

Some information people may be interested in.

The cost to repair 3.4 ks of line in Byron was \$1.8m which works out at around \$530,000 per kilometer to repair the line to HEAVY rail standard (eg XPT) even though the zero emissions solar train is only a two carriage light train. The cost to rip up 23 ks of line for a bike trail from Murwillumbah to Crabbes Creek is \$13m, which works out at around \$560,000 per kilometer.

This is crazy!